

**STATE OF NEW HAMPSHIRE**

**STRATEGIC ACTION PLAN**

**FISCAL YEAR 2013**

DEVELOPED AND PREPARED  
BY THE STAFF  
OF THE  
NEW HAMPSHIRE HIGHWAY SAFETY AGENCY  
78 REGIONAL DRIVE, BUILDING 2  
CONCORD, NH 03301-8530  
(603) 271-2131  
FAX (603) 271-3790

GOVERNOR JOHN H. LYNCH  
EXECUTIVE DIRECTOR

PETER M. THOMSON  
HIGHWAY SAFETY COORDINATOR AND  
GOVERNOR'S REPRESENTATIVE

DEBRA H. GARVIN, PROGRAM MANAGER  
STEPHEN D. SARGENT, FIELD REPRESENTATIVE  
JOHN A. CLEGG, FIELD REPRESENTATIVE  
DEBORAH J. FARINELLA, ADMINISTRATIVE SUPERVISOR  
NANCY E. AVERILL, ACCOUNTANT I

FEDERAL FUNDING SOURCES:  
U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FEDERAL HIGHWAY ADMINISTRATION

**INDEX**  
**STRATEGIC ACTION PLAN**  
**FISCAL YEAR 2013**

	<u>Page</u>
STATE CERTIFICATES AND ASSURANCES	3
MISSION STATEMENT	11
EXECUTIVE SUMMARY	12
PROCESS DESCRIPTION	13
PERFORMANCE PLAN	17
TRAFFIC SAFETY PERFORMANCE MEASURES	18
PROGRAM COST SUMMARY	24
PROBLEM SOLUTION PLANS	
13-01 Occupant Protection	28
13-02 Alcohol in Relation to Highway Safety	36
13-03 Police Traffic Services	46
13-04 Traffic Records	54
13-05 Emergency Medical Services	56
13-06 Program Management	58
13-07 Pedestrian/Bicycle Safety	60
13-08 Motorcycle Safety	63
13-09 Pupil Transportation Safety	66
13-10 Community Traffic Safety Programs/Safe Communities	68
13-11 Roadway Safety	70
13-12 Section 410 – Drunk Driving Prevention Programs	72

# STATE OF NEW HAMPSHIRE

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

#### Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

\*National law enforcement mobilizations and high-visibility law enforcement mobilizations,

\*Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,

\*An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,

\*Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,

\*Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).  
(23 USC 402 (b)(1)(F));

\*The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention,

Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

**BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

##### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary

participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—

- a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

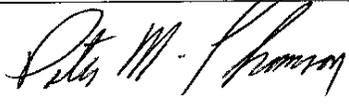
**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

 Peter M. Thomson, Coordinator NH Highway Safety Agency	For Fiscal Year 2013
	September 18, 2012

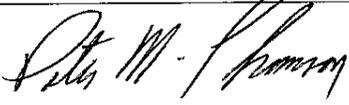
CERTIFICATE OF COMPLIANCE WITH 2 CFR 225, APPENDIX B, h(3)

I hereby certify that all NH Highway Safety Agency employee's time which is charged to federal funds utilize Section 402 funds. Highway Safety Agency positions: Coordinator, Program Manager, Accountant I, two (2) Field Representatives, and Administrative Assistant. This certification is to verify that all Time and Attendance charges from federal sources come from that single cost objective which brings the State of New Hampshire into compliance with the applicable federal regulation as stated in 2 CFR 225, Appendix B, h(3). An additional certification will be provided by the NH Highway Safety Agency each year in April in order to meet the federal requirement for biennial certification.

 Peter M. Thomson, Coordinator NH Highway Safety Agency	For Fiscal Year 2013
	September 18, 2012

CIRCULAR A-95 EXEMPTION

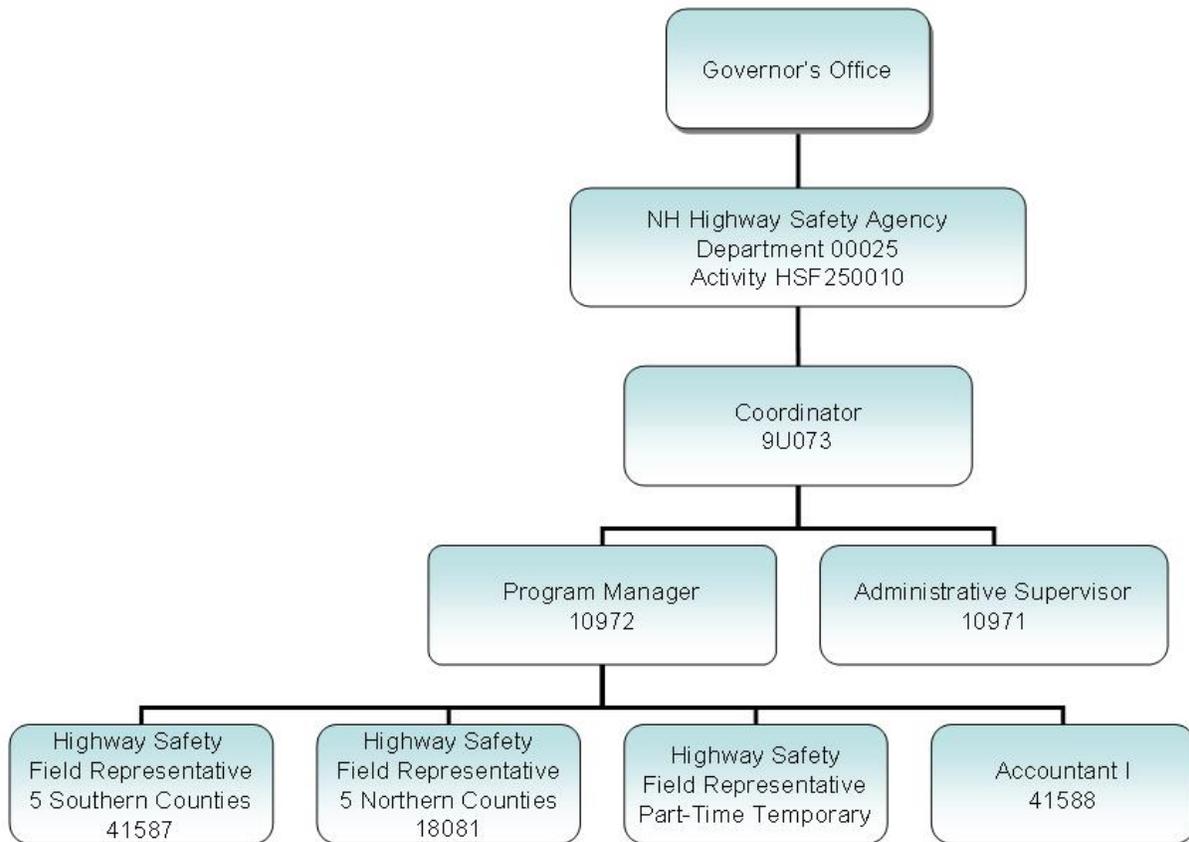
The State's highway safety program has been specifically exempted from the provisions of Circular A-95 by the Governor of the State of New Hampshire.

 Peter M. Thomson, Coordinator NH Highway Safety Agency	For Fiscal Year 2013
	September 18, 2012

## MISSION STATEMENT

The NH Highway Safety Agency (NHSA) is the agency responsible under the executive direction of the Governor to develop and implement a statewide program designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency is the focal point for highway safety issues in New Hampshire and provides leadership by promoting highway safety in developing, promoting, and coordinating programs that directly influence public and private policy while broadening public awareness of highway safety.

The NH Highway Safety Agency is an independent department staffed by six (6) employees: Coordinator, Program Manager, Administrative Supervisor, two field representatives and an accountant/IT person. See organizational chart below.



## EXECUTIVE SUMMARY

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas out-lined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2013 commencing October 1, 2012, and ending September 30, 2013. Priority funding areas supported with Section 402 funds include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety. Also included are Community Traffic Safety Programs/Safe Communities and Roadway Safety activities. Prior year Section 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs; Section 408 funds will be used to evaluate, improve and link highway safety data and traffic records systems; and Section 410 funds will support the implementation and enforcement of alcohol-impaired driving prevention programs.

During the 2012 legislative session several bills were acted upon by the New Hampshire Senate and House of Representatives.

HB 118 relative to ignition interlock device recalibration and data reports was signed by the Governor and becomes effective August 12, 2012. In addition to requiring recalibration of each device within 30 days of installation and every 60 days thereafter, the bill now states that recalibration must occur "every 180 days when an enhanced technology ignition interlock device" is used. In addition reports must be provided when they become available to the "director of the division of motor vehicles, appropriate prosecutor, prosecuting agency, treatment provider, probation officers, and defense attorney by means of authorizing the interlock provider to provide...electronic access to the data via the interlock provider's web-based portal."

HB 1240 relative to license suspensions for refusal to consent to an alcohol test was signed by the Governor and became effective May 14, 2012. This legislation authorizes the Department of Safety Commissioner to allow that a license suspension for refusal to consent to an alcohol test run concurrently if the license has been suspended or revoked for 10 years and the person meets established requirements.

HB 1310 signed by the Governor, becomes effective August 4, 2012, and increases from 30 to 45 the number of days a motorcycle learner's permit is valid. It also requires that persons under 18 years of age have a driver's license in order to receive a motorcycle learner's permit.

HB 1440 would have allowed a person at the age of 15 and ½ years to fulfill the driver education requirement by enrolling in an online driver education course. Having passed the House of Representatives, the bill has been referred to Interim Study.

HB 1441 would have removed the requirement to emergency medical service providers and units to report incidents to the division of fire standards and training and emergency medical services. The House of Representatives found this bill Inexpedient to Legislate.

HB 1452 prohibiting the establishment of sobriety checkpoints was found Inexpedient to Legislate.

HB 1610 lowering the legal drinking age to 19 for active duty members of the armed forces was found Inexpedient to Legislate in the House.

HB 1699 relative to driving under the influence of drugs was signed by the Governor and becomes effective January 1, 2013. The bill changes the prohibition on driving under the influence of a controlled drug to "driving under the influence of intoxicating liquor or controlled drugs, *prescription drugs, over-the-counter drugs, or any other chemical substance, natural or synthetic, which impairs a person's ability to driver*". RSA 267:1 – 17 have been amended to include the phrase "*prescription*

*drugs, over-the-counter drugs, or any other chemical substance, natural or synthetic, which impair a person's ability to drive".*

HB 1707 relative to penalties for operation after revocation or suspension was signed by the Governor and becomes effective January 1, 2013. This bill enhances penalties for driving after revocation or suspension for certain serious offenses and makes those penalties apply when the revocation/suspension is for an equivalent offense in another jurisdiction. These penalties also apply to persons operating an OHRV or a snowmobile.

SB 282 regarding the installation of ignition interlock devices was signed by the Governor and becomes effective January 1, 2013. The Commissioner of the NH Department of Safety may require as a condition of license restoration the installation of an ignition interlock device or enhanced technology ignition interlock device for not less than 12 months nor more than 2 years in any vehicles registered to or used by a person whose license or driving privilege was revoked or suspended where alcohol was involved. Enhanced technology ignition interlock device means an ignition interlock device equipped with a camera which is capable of transmitting data as events occur.

SB 285 signed by the Governor effective January 1, 2013, authorizes the suspension/revocation of a driver's license for serious boating offenses and requires loss of the privilege to operate a motor boat for the same period of time as the loss of driving privileges for aggravated driving while intoxicated.

## **PROCESS DESCRIPTION**

The NH Highway Safety Agency (NHSA) sends a letter each January to the mayors, chairmen of boards of selectmen, and police and fire chiefs in each of the 234 towns and cities, the 10 county sheriffs, and to those state agencies and other eligible grantees who have a direct interest in promoting highway safety. This letter defines the federal guidelines and potential funding areas and includes a form for them to complete listing anticipated highway safety projects and funding amounts which they would like to address in the up-coming federal fiscal year. This planning information must be submitted to the NHSA by March 31. To assist in the process, the NHSA staff periodically addresses the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. While state agencies submit grant applications for the upcoming fiscal year, the one-page planning forms received from local and county government entities listing anticipated highway safety-related efforts are carefully reviewed for funding based on identified problems and proposed countermeasures. The Agency's two field representatives (one assigned to the northern five counties and one assigned to the southern five counties) then work with the designated contact within each community and assist them in completing grant applications, and the program manager works with representatives of the various state agencies.

Municipal government entities must appoint a Highway Safety Committee and designate a chairperson. The committee should hold regular meetings to identify problems/needs, determine priorities, establish objectives and countermeasures, develop highway safety programs, and implement/monitor efforts.

In order to qualify for funding, an application must clearly identify a traffic safety problem or need as it relates to an identified statewide problem. However, consideration is also given to identified problems at the local level that support and are compatible with the overall highway safety effort. Applications must include: clear problem identification (who, what, when, where, why); a proposed solution to the problem (how); and the results expected to be achieved through application of the proposed solution (long and short-term goals). The anticipated results must justify the cost. Since highway safety funds are "seed" monies awarded to initiate or expand highway safety programs, it is important that applicants become self-sufficient and that programs continue once federal assistance is no longer available.

Although applications are received and acted upon throughout the course of the year, priority is given to funding those projects that involve on-going efforts related to the administration/management of the overall highway safety program and those efforts to which the Agency has made a three-year funding commitment. Approval of any application is contingent upon the availability of federal funds. Agency funding guidelines allow for the purchase of replacement equipment in accordance with specific criteria, and careful attention is given to prevent the issue of supplanting.

In addition to the planning letter, the NHSA uses information provided by the two field representatives and other Agency personnel throughout the year resulting from contacts with grantees and potential grantees. Problem identification and the development of solutions is an on-going process that sometimes necessitates adjustments within program funding areas during the year.

The NHSA continues to work with a variety of state, county, federal, public and private highway safety agencies and organizations including but not limited to: NH Department of Transportation, NH Department of Safety (State Police, Division of Motor Vehicles and Division of Fire Safety and Emergency Management), NH Department of Justice, Administrative Office of the Courts, NH Liquor Commission, NH Traffic Safety Commission, NH Police Standards & Training Council, NH Health and Human Services, NH Association of Chiefs of Police, NH Sheriffs' Association, NH Police Officers' Association, National Highway Traffic Safety Administration, Federal Highway Administration, the state's U.S. Congressional Representatives and Senators, Governors' Highway Safety Association, Safety & Health Council/Northern New England, the University of New Hampshire, Derry CATS, NH Mothers Against Drunk Driving, and the Injury Prevention Center at Dartmouth College, etc. It is through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.

## **IDENTIFY PROBLEMS**

The NH Strategic Action Plan (SAP) is developed through problem identification that involves the analysis of crash data, violators ticketed, surveys (including the NHTSA Attitude Survey), and input from other agencies (state, county, local and private) which have a vested interest in advancing the cause of highway safety. Fine tuning of problem identification involves determining what highway safety problems are occurring, when they are occurring, where they are occurring, why they are occurring, and who is involved.

Each year the NHSA reviews traffic crash data provided by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles, NH Department of Safety. Additional data provided by the Division of Motor Vehicles, the Department of Transportation, Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, and FHWA allows for analysis and comparison of other factors (i.e. number of licensed drivers by category, motor vehicle and motorcycle registrations, population, miles driven, injury data, etc.) that impact highway safety in the state.

Results of the NHTSA Attitude Survey conduct in 2010 and 2011 provide valuable information concerning changes in attitude regarding impaired driving, speeding, and seat belt use.

Analyses of data for several years from various sources is used to identify problem areas throughout the state, to develop countermeasures in accordance with federal standards (priority areas), to propose projects, establish objectives and performance goals, and to obligate funds. Data reviewed includes analysis of all fatalities (i.e. vehicle, motorcycle, pedestrian/bicycle, age, time of day, cause, alcohol/drug involvement, seat belt usage, etc.). In addition, staff members review current year efforts and activities in the various program areas for strengths, weaknesses, problems, successes, and failures.

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national priority areas and includes: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic

Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety, as well as Community Traffic Safety Programs/Safe Communities and Roadway Safety activities.

Based upon a review of the data, problems identified by the NHHSA and its partners, a review of current programs, etc., the Agency has developed countermeasures within the following funding areas that will positively impact a reduction in crashes, fatalities, and injuries.

**PSP 13-01 (OP) Occupant Restraints.** To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, expand the campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, provide training to EMS providers who transport children in ambulances, and continue the training of CPS technicians. Funds will also support enforcement of the CPS law and contracts with vendors to conduct the annual NHTSA-approved seat belt usage survey and the NHTSA Attitude Survey.

**PSP 13-02 (AL) Alcohol and/or Other Drugs.** To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including overtime DWI patrols, administration of the DRE program, covering administrative costs associated with the DWI mobile command van, and contracting for the NHTSA Attitude Survey.

**PSP 13-03 (PT) Police Traffic Services.** To achieve and maintain compliance with posted speed limits and motor vehicle laws through enhanced enforcement, public information and education; assisting local/county and State Police with the purchase of equipment; funding enforcement of red light running and other violations; conducting dedicated school bus enforcement during hours when students are being transported to/from school; the purchase of equipment and crash investigation training; and contracting for the NHTSA Attitude Survey.

**PSP 13-04 (TR) Traffic Records.** To continue the development and operation of a computerized data processing system that will assure appropriate crash and injury data is available for planning, implementing, and evaluating highway safety programs at state and local levels. Section 408 funds will support programs to improve collection and accessibility of state data used to identify problems and priorities for highway safety programs. Section 402 Funds will support the NHTSA Traffic Records Assessment required every five years.

**PSP 13-05 (EM) Emergency Medical Services.** To continue to provide assistance to local emergency medical providers for the purchase of equipment for the rapid extrication of crash victims.

**PSP 13-06 (PA) Program Management.** To continue a management system based on problem identification through data analysis and the implementation, coordination, and evaluation of countermeasures that will aid in reducing highway crashes.

**PSP 13-07 (PS) Pedestrian and Bicycle Safety.** To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

**PSP 13-08 (MC) Motorcycle Safety.** Through public information and education, efforts will be made to reduce the number of motorcycle crashes resulting in injuries and fatalities. Section 2010 funds will support efforts to enhance motorcycle training and safety programs throughout the state.

**PSP 13-09 (SB) Pupil Transportation.** To continue and enhance a comprehensive, statewide pupil transportation program.

**PSP 13-10 (CP/SA) Community Traffic Safety Programs/Safe Communities.** To continue program activity at the local level by initiating and funding at least one new Safe Community program or expanding activities of existing Safe Community groups.

**PSP 13-11 (RS) Roadway Safety.** To provide highway safety engineering services through the state and local communities for traffic safety improvements, continue the analysis of all available traffic records, continued funding of the Operation Lifesaver program to promote safety at railroad crossings, and purchase of variable message boards for public works departments.

**PSP 13-12 (K8) Section 410 Drunk Driving Prevention Programs.** Using prior year Section 410 funds, programs will continue to elevate the State's efficiency in combating the DWI problems through increased enforcement, sobriety checkpoints and training, continuation of the Department of Justice Traffic Safety Research Prosecutor, and the purchase of in-cruiser video equipment.

## PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,318,194 residents (2011 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.01 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four (64.0) percent of the population (842,389) reside in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 327.24 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,565 and 86,494 residents respectively. Approximately 92 .0 percent of the population is white, while the remaining 8 percent represents all other populations (i.e. black/African American, Indian, Asian, Hispanic, all others).

New Hampshire's public road system consists of approximately 17,029 miles, of which 225 miles are interstate highways and 52 miles are non-interstate turnpike highways.

The following chart shows the State's most heavily populated cities/towns and their locations within the State's ten counties. The ten most populated communities are located in the southern five counties of the State. (2010 Census—NH Office of Energy and Planning).

CHART NO. 1				
<u>COUNTY &amp; LARGEST CITIES/TOWNS WITHIN COUNTY</u>				
(2010 POPULATION FIGURES)				
<u>County</u>	<u>County Population</u>	<u>City/Town</u>	<u>City/Town Population</u>	<u>Location</u>
Southern Counties & Largest Cities/Towns				
Hillsborough	400,721	Manchester	109,565	South Central
		Nashua	86,494	South Central
		Merrimack	25,494	South Central
Rockingham	295,223	Derry	33,109	South Central
		Salem	28,776	South Central
		Londonderry	24,129	Southeast
Merrimack	146,445	Concord	42,695	Central
		Hooksett	13,451	South Central
Strafford	123,143	Dover	29,987	Southeast
		Rochester	29,752	Southeast
Cheshire	77,117	Keene	23,409	Southwest
Sub-Total	1,042,649		446,861	
Northern Counties & Largest Cities/Towns				
Grafton	89,118	Lebanon	13,151	West Central
		Hanover	11,260	West Central
Belknap	60,088	Laconia	15,951	Central
		Gilford	6,803	Central
Carroll	47,698	Conway	10,115	Northeast
		Wolfeboro	6,269	East Central
Sullivan	43,742	Claremont	13,355	West Central
		Newport	6,507	West Central
Coos	32,961	Berlin	10,051	North
		Lancaster	3,507	North
Sub-Total	273,607		96,969	
<b>TOTAL</b>	<b>1,316,256</b>		<b>543,830</b>	

## TRAFFIC SAFETY PERFORMANCE MEASURES

### CORE OUTCOME MEASURES

- C-1 *Traffic Fatalities (FARS)*. To decrease traffic fatalities 5 percent from the 2011 calendar base year of 90 to 86 by December 31, 2013.
- C-2 *Serious Traffic Injuries (State Crash Data)*. To decrease serious traffic injuries 5 percent from the 2011 calendar base year of 13,110 to 12,455 by December 31, 2013.
- C-3 a) *Mileage Death Rate (FARS)*. To decrease the mileage death rate from the 2010 calendar base year of .98 to .93 by December 31, 2013.
- b) *Rural Mileage Death Rate (FARS)*. To decrease the rural mileage death rate from the 2010 calendar base year of 1.50 to 1.25 by December 31, 2013.
- c) *Urban Mileage Death Rate (FARS)*. To decrease the urban mileage death rate from the 2010 calendar base year of .57 to .54 by December 31, 2013.
- C-4 *Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*. To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2011 calendar base year of 49 to 44 by December 31, 2013.
- C-5 *Alcohol Impaired Driving Fatalities (FARS @ .08 and above)*. To decrease alcohol impaired driving fatalities 10 percent from the 2010 calendar base year of 44 to 40 by December 31, 2013.
- C-6 *Speeding Related Fatalities (FARS)*. To decrease speeding-related fatalities 10 percent from the 2010 calendar base year of 62 to 55 by December 31, 2013.
- C-7 *Motorcyclist Fatalities (FARS)*. To decrease motorcyclist fatalities 10 percent from the 2011 calendar base year of 14 to 13 by December 31, 2013.
- C-8 *Unhelmeted Motorcyclist Fatalities (FARS)*. To decrease unhelmeted motorcyclist fatalities 20 percent from the 2010 calendar base year of 20 to 16 by December 31, 2013.
- C-9 *Driver Age 20 or Younger Involved in Fatal Crashes (FARS)*. To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2010 calendar base year of 17 to 15 by December 31, 2013.
- C-10 *Pedestrian Fatalities (FARS)*. To reduce pedestrian fatalities 10 percent from the 2011 calendar base year of 5 to 4 by December 31, 2013.

### CORE BEHAVIOR MEASURE

- B-1 *Seat Belt Use Rate (Observed Seat Belt Use Survey)*. To increase statewide seat belt compliance 1.00 percentage point(s) from the 2011 calendar base year usage rate of 75.0 percent to 76.0 percent by December 31, 2013.

This section of New Hampshire's Strategic Action Plan (SAP), using data provided by various offices within the NH Department of Transportation, Department of Safety, Office of State Planning, previously identified agencies, NHTSA and FHWA summarizes the many highway-safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2013.

CHART 2 NEW HAMPSHIRE STATISTICAL CRASH SUMMARY						
Outcome Measure Number		2007	2008	2009	2010	2011
	Fatal Motor Vehicle Crashes	122	127	97	120	84
C-1	Persons Killed (Fatalities)	129	138	110	128	90
	Rural Fatalities	105	127	109	86	
	Urban Fatalities	24	11	1	42	
	Alcohol-Related Fatalities *	41	47	32	48	24
	% of Alcohol-Related Fatalities	31.8	34.1	29.1	37.5	26.7
	Alc-Related Deaths/VMT (NH @.04)	.24	.28	.19	.28	.13
	Operators Killed	70	78	56	70	50
	Adult Occupants Killed	10	14	15	14	16
	Child Occupants Killed	7	5	8	7	1
C-10	Adult Pedestrians Killed	11	9	7	9	5
	Child Pedestrians Killed	2	0	1	0	0
C-7	Motorcycle Operators Killed	23	28	16	26	14
	Motorcycle Passengers Killed	2	1	5	2	0
	Moped Operators Killed	0	0	0	0	0
	OHRV Operators Killed	1	1	1	0	0
	Adult Bicyclists Killed	2	0	0	0	3
	Child Bicyclists Killed	1	2	1	0	1
	Total Crashes Reported	37,376	34,151	33,265	32,157	26,608
C-2	Total Injuries Reported (State of NH)	14,726	13,455	13,106	12,670	10,484
	Total VMT (millions) (NHDOT)	17,311	16,790	17,119	17,437	18,811
C-3	NH Fatal Rate/VMT (FARS)	.96	1.06	.85	.98	
	Rural Fatal Rate/VMT (FARS)	1.77	2.21	1.91	1.50	
	Urban Fatal Rate/VMT (FARS)	.32	.15	.01	.57	
	Alc-Related Deaths/VMT (FARS @ .08)	.25	.35	.22	.34	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	34	45	29	44	
	United States Fatal Rate	1.36	1.26	1.15	1.11	
	NH Licensed Drivers	1,030,095	1,029,804	1,033,661	1,039,148	1,028,211
	NH Registered Vehicles	1,439,306	1,460,415	1,425,690	1,707,958	1,405,936
	NH Registered Motorcycles (FHWA)	75,559	80,689	80,826	80,1730	
	Population (NHTSA)	1,315,256	1,315,809	1,324,575	1,316,256	1,618,194**
	Total Occupant Fatalities	87	97	79	91	67
C-4	Unrestrained Occupant Fatalities	61	71	50	61	49
C-6	Speed-Related Fatalities (FARS)	41	39	39	62	
C-8	Unhelmeted Motorcycle Fatalities	15	19	13	20	
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	24	23	16	17	
B-1	Seat Belt Usage (NH Survey)	63.8	69.2	68.9	72.2	75.0

- New Hampshire Alcohol-Related Fatalities: .02 BAC for drivers under 21 years of age; .04 BAC for all other drivers (conforms with national CDL level)

\*\* Estimated 2011 Population

**STATE OF NEW HAMPSHIRE**  
**2010 (NH Office of Energy and Planning)**  
**COUNTY POPULATION MAP**

Northern Counties  
Southern Counties

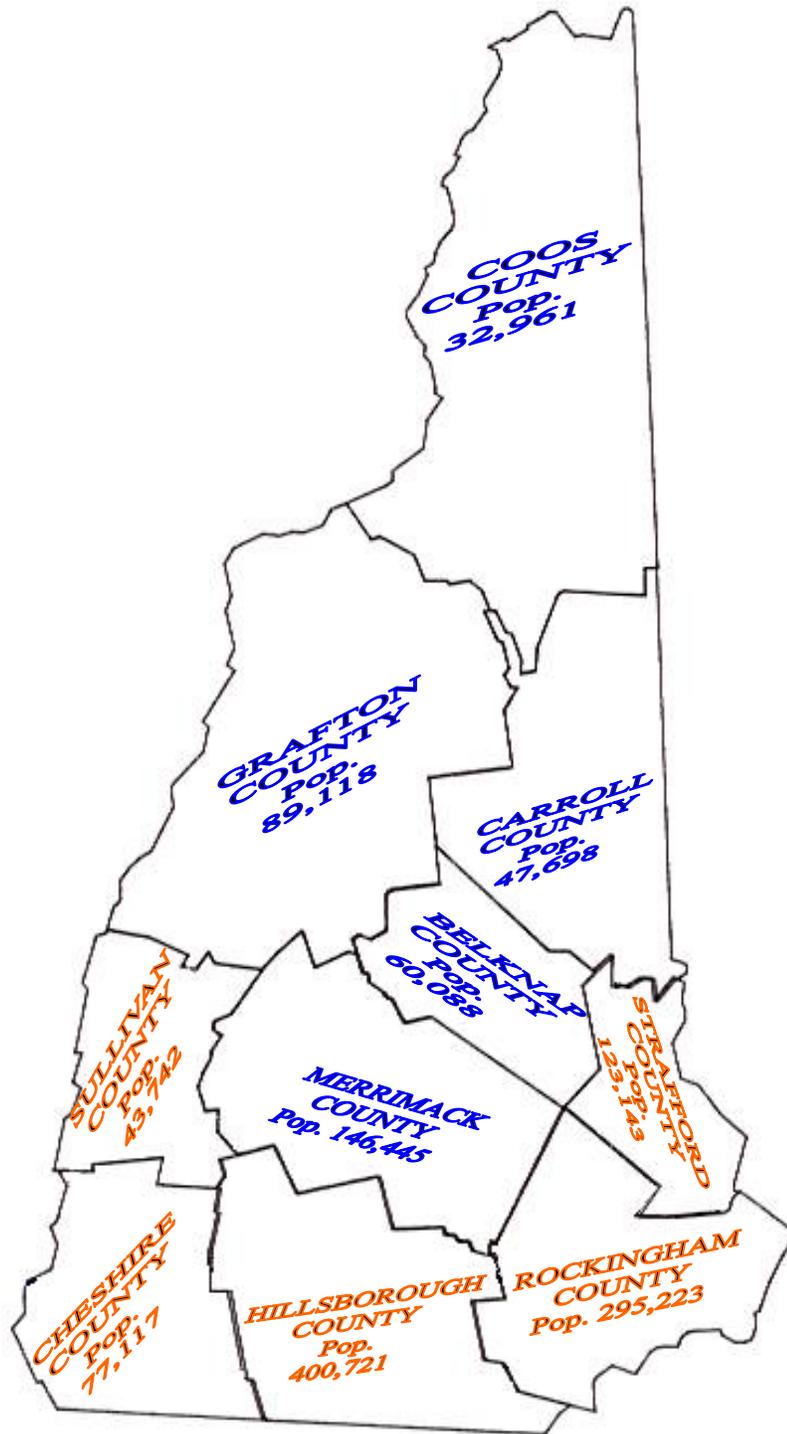


CHART NO. 3  
ALL CRASHES - BY TIME OF DAY  
2008-2011

<u>Time</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
12:01A - 04:00A	1,745	1,771	2,359	2,500
04:01A - 08:00A	5,031	4,613	5,030	5,623
08:01A - 12:00N	11,886	11,690	12,138	11,101
12:01P - 04:00P	17,577	18,414	19,319	15,564
04:01P - 08:00P	14,015	14,540	11,287	13,303
08:01P - 12:00M	4,909	4,974	3,732	5,065

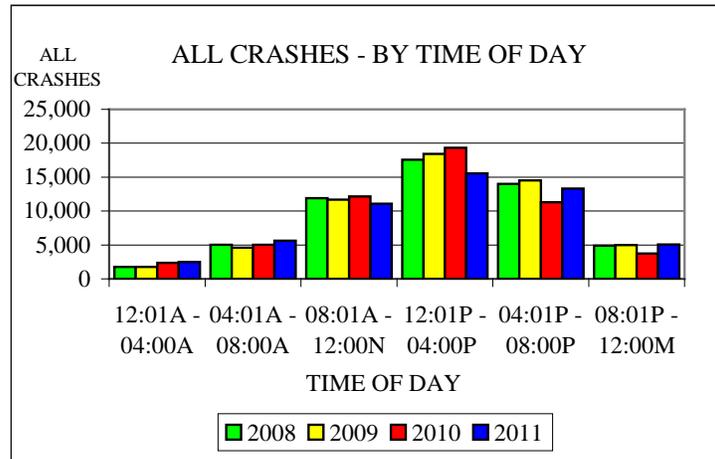


CHART NO. 4  
INJURY CRASHES - BY TIME OF DAY  
2008 - 2011

<u>Time</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
12:01A - 04:00A	394	407	422	573
04:01A - 08:00A	1,002	924	983	1,011
08:01A - 12:00N	2,294	2,182	2,231	2,197
12:01P - 04:00P	3,437	3,953	3,616	3,180
04:01P - 08:00P	2,925	3,238	3,314	2,801
08:01P - 12:00M	1,044	1,028	1,123	1,140

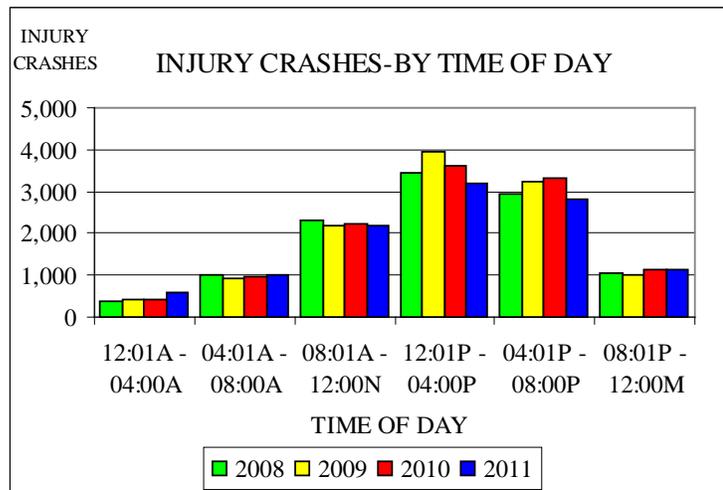


CHART NO. 5  
AGES OF DRIVERS INVOLVED IN ALL CRASHES

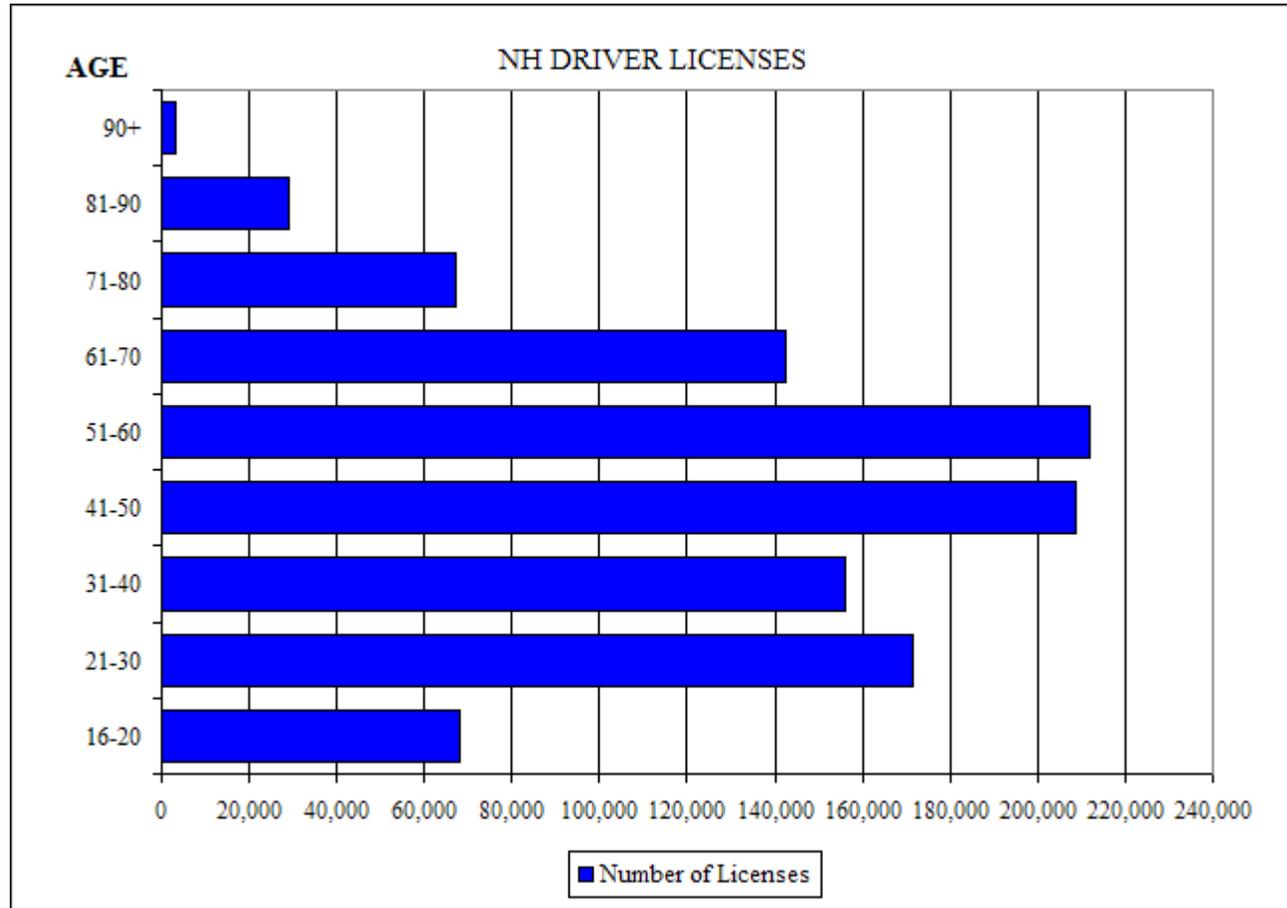
<u>Ages</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
16-20	8,673	8,620	6,625	9,241
21-25	6,120	6,438	5,789	8,123
26-30	4,556	4,645	3,945	6,072
31-35	3,774	3,718	3,220	5,247
36-40	4,467	4,319	3,320	5,268
41-45	4,929	4,753	3,743	5,785
46-50	4,715	4,789	4,055	6,138
51-55	4,179	4,227	3,611	5,532
56-60	3,290	3,311	2,872	4,421
61-65	2,503	2,513	2,252	3,433
66-70	1,606	1,710	1,514	2,202
70 +	27	21	2,610	3,783
Totals	50,803	48,839	43,556	65,245

CHART NO. 6  
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

<u>Ages</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
16-20	1,815	1,942	1,463	2,168
21-25	1,346	1,405	971	1,917
26-30	988	1,085	1,253	1,504
31-35	774	878	862	1,311
36-40	947	961	1,320	1,238
41-45	1,033	1,039	1,337	1,265
46-50	941	1,044	661	1,476
51-55	916	886	1,069	1,506
56-60	663	739	889	1,090
61-65	516	510	511	845
66-70	300	344	448	480
70 +	1260	1,401	934	999
Totals	11,499	12,234	11,718	15,799

CHART NO. 7  
NH DRIVER LICENSES

<u>Age</u>	<u>Number of Licenses</u>
16-20	68,040
21-30	171,436
31-40	156,129
41-50	208,915
51-60	211,785
61-70	142,342
71-80	67,361
81-90	29,179
90+	3,024



Source: NH Department of Safety (All License Classifications as of 12/31/11)

## HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire

Number: 13-00

Date: July 27, 2012

Dunn's No. 878-043-769

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
OP 13-01	742.5	150.8				172.0
AL 13-02	284.5					256.0
PT 13-03	1,255.2	132,079.2				963.1
TR 13-04	65.3	34.1				
EM 13-05	20.0	20.0				20.0
PA 13-06	176.2	497.4				
PS 13-07	63.0					63.0
MC 13-08	1.0					
SB 13-09						
SA 13-10						
RS 13-11	22.5	10.0				20.0
402 Total	2,630.2	132,791.5				1,494.1
K9 13-04	1,410.0	473.4				
K6 13-08	480.0					
K8 13-12	4,028.0	15,350.4				3,852.9
Total NHTSA	8,548.2	148,615.3				5,347.0

State Official Authorized Signature	NHTSA Official Authorized Signature
Name:  Peter M. Thomson Title: Coordinator Date: August 10, 2012	Name: Title: Date: Effective:

U.S. Department of Transportation National Highway Traffic Safety Administration

State: New Hampshire

Highway Safety Plan Transaction

Page: 1

2013-HSP-1

Report Date: 08/03/2012

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	11 Plan		PA-2013-13-06-00			\$497,400.00	\$176,200.00	\$0.00
								\$0.00
						<b>\$497,400.00</b>	<b>\$176,200.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	3 Plan		AL-2013-13-02-00			\$0.00	\$62,400.00	\$137,100.00
								\$171,000.00
						<b>\$0.00</b>	<b>\$62,400.00</b>	<b>\$137,100.00</b>
								<b>\$171,000.00</b>
<b>Emergency Medical Services</b>								
	10 Plan		EM-2013-13-05-00			\$20,000.00	\$20,000.00	\$0.00
								\$20,000.00
						<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>
								<b>\$20,000.00</b>
<b>Motorcycle Safety</b>								
	13 Plan		MC-2013-13-08-00			\$0.00	\$1,000.00	\$0.00
								\$0.00
						<b>\$0.00</b>	<b>\$1,000.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Occupant Protection</b>								
	1 Plan		OP-2013-13-01-00			\$150,800.00	\$295,400.00	\$229,100.00
								\$172,000.00
						<b>\$150,800.00</b>	<b>\$295,400.00</b>	<b>\$229,100.00</b>
								<b>\$172,000.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	12 Plan		PS-2013-13-07-00			\$0.00	\$53,000.00	\$10,000.00
								\$63,000.00
						<b>\$0.00</b>	<b>\$53,000.00</b>	<b>\$10,000.00</b>
								<b>\$63,000.00</b>
<b>Police Traffic Services</b>								
	5 Plan		PT-2013-13-03-00			\$61,000.00	\$137,100.00	\$11,000.00
								\$141,000.00
						<b>\$61,000.00</b>	<b>\$137,100.00</b>	<b>\$11,000.00</b>
								<b>\$141,000.00</b>
<b>Traffic Records</b>								
	8 Plan		TR-2013-13-04-00			\$0.00	\$34,000.00	\$31,300.00
								\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: New Hampshire

Highway Safety Plan Transaction

Page: 2

2013-HSP-1

Report Date: 08/03/2012

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>Traffic Records Total</b>					<b>\$ .00</b>	<b>\$34,000.00</b>	<b>\$31,300.00</b>	<b>\$ .00</b>
<i>Roadway Safety</i>								
	15 Plan		RS-2013-13-11-00		\$10,000.00	\$22,500.00	\$ .00	\$20,000.00
<b>Roadway Safety Total</b>					<b>\$10,000.00</b>	<b>\$22,500.00</b>	<b>\$ .00</b>	<b>\$20,000.00</b>
<i>Speed Control</i>								
	6 Plan		SC-2013-13-03-00		\$132,018,200.00	\$607,100.00	\$450,000.00	\$772,100.00
<b>Speed Control Total</b>					<b>\$132,018,200.00</b>	<b>\$607,100.00</b>	<b>\$450,000.00</b>	<b>\$772,100.00</b>
<i>Paid Advertising</i>								
	2 Plan		PM-2013-13-01-00		\$ .00	\$218,000.00	\$ .00	\$ .00
	4 Plan		PM-2013-13-02-00		\$ .00	\$85,000.00	\$ .00	\$85,000.00
	7 Plan		PM-2013-13-03-00		\$ .00	\$50,000.00	\$ .00	\$50,000.00
<b>NHTSA 402 Total</b>					<b>\$132,757,400.00</b>	<b>\$1,761,700.00</b>	<b>\$868,500.00</b>	<b>\$1,494,100.00</b>
<b>Paid Advertising Total</b>					<b>\$ .00</b>	<b>\$353,000.00</b>	<b>\$ .00</b>	<b>\$135,000.00</b>
<i>408 Data Program Incentive</i>								
<i>408 Data Program SAFETEA-LU</i>								
	9 Plan		K9-2013-13-04-00		\$473,400.00	\$500,000.00	\$910,000.00	\$ .00
<b>408 Data Program Incentive Total</b>					<b>\$473,400.00</b>	<b>\$500,000.00</b>	<b>\$910,000.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU Total</b>					<b>\$473,400.00</b>	<b>\$500,000.00</b>	<b>\$910,000.00</b>	<b>\$ .00</b>
<i>410 Alcohol SAFETEA-LU</i>								
	16 Plan		K8-2013-13-12-00		\$15,350,400.00	\$964,000.00	\$3,064,000.00	\$3,852,900.00
<b>410 Alcohol SAFETEA-LU Total</b>					<b>\$15,350,400.00</b>	<b>\$964,000.00</b>	<b>\$3,064,000.00</b>	<b>\$3,852,900.00</b>
<b>410 Alcohol SAFETEA-LU Total</b>					<b>\$15,350,400.00</b>	<b>\$964,000.00</b>	<b>\$3,064,000.00</b>	<b>\$3,852,900.00</b>
<i>2010 Motorcycle Safety Incentive</i>								
<i>2010 Motorcycle Safety</i>								
	14 Plan		K6-2013-13-08-00		\$ .00	\$100,000.00	\$380,000.00	\$ .00

State: New Hampshire

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Highway Safety Plan Transaction**  
**2013-HSP-1**  
 For Approval

Page: 3  
 Report Date: 08/03/2012

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
2010 Motorcycle Safety Incentive Total						\$100,000.00	\$380,000.00	\$0.00
				<i>Total</i>		\$3,325,700.00	\$5,222,500.00	\$5,347,000.00
2010 Motorcycle Safety Total						\$100,000.00	\$380,000.00	\$0.00
				<i>NHTSA Total</i>		\$3,325,700.00	\$5,222,500.00	\$5,347,000.00



**PSP 13-01**

**OCCUPANT PROTECTION**

CHART No. 8  
FATALITIES AND OCCUPANT PROTECTION USAGE

2009							
FATAL CRASHES: 97 FATALITIES: 110							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4	1	1	100.0	0			
5-8	1	0		1	100.0		
9-15	1	1	100.0	0			
16-20	10	3	30.0	7	70.0		
21-39	14	2	14.29	12	85.71		
40-59	28	8	28.57	20	71.43		
60-74	15	7	46.67	8	53.33		
75+	9	7	77.78	2	22.22		
TOTAL	79	29	36.71	50	63.29		

2010							
FATAL CRASHES: 120 FATALITIES: 128							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4	0						
5-8	0						
9-15	2	2	100				
16-20	12	1	8.3	11	91.7		
21-39	33	12	36.4	21	63.6		
40-59	22	7	31.8	15	68.2		
60-74	8	3	37.5	5	62.5		
75+	14	5	35.7	9	64.3		
TOTAL	91	30	33.0	61	67.0		

2011							
FATAL CRASHES: 84 FATALITIES: 90							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4	0	0		0			
5-8	1	1	1.5	0			
9-15	0	0		0			
16-20	8	3	4.5	5	7.5		
21-39	26	4	6.0	22	32.8		
40-59	16	6	9.0	10	14.8		
60-74	6	1	1.5	5	7.5		
75+	10	3	4.5	7	10.4		
TOTAL	67	18	27.0	49	73.0		

The NH Highway Safety Agency conducted the state's first observational statewide seat belt use survey in 1984 based on the methodology approved by NHTSA at that time. Each year thereafter through 2005 the Agency conducted this annual survey; and during this 22-year period, as the result of enforcement and public information and education efforts, usage increased 300 percent from 16.06 percent to 58.1 percent. These results reflect usage by only drivers of New Hampshire registered vehicles.

In 2006, in accordance with provisions of SAFETEA-LU, the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to develop survey methodology in accordance with criteria developed by the Secretary of the US Department of Transportation. The criteria requires that survey results reflect usage by drivers and front seat outboard passengers in vehicles registered in all states. The UNH-developed methodology was subsequently approved by NHTSA.

CHART NO. 9  
NEW HAMPSHIRE SEAT BELT USAGE SUMMARY  
1984-2009

Drivers of New Hampshire Registered Vehicles			
Year	Percent Usage	Year	Percent Usage
1984	16.06	1996	56.03
1986	26.30	1998	58.54
1988	37.16	2000	57.98
1990	51.74	2002	59.27
1992	49.70	2004	63.40
1994	53.70	2005	58.10
Drivers and Front Seat Outboard Passengers Vehicles Registered in All States			
2006	63.52*	2008	69.2*
2007	63.79*	2009	68.9*
*weighted by traffic volume and number of road segments at each site			

CHART NO. 10  
SEAT BELT USE/DRIVERS - NH REGISTERED VEHICLES

Year	Total			Male			Female		
	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted
2000	3,001	1,740	58.0%	1,585	789	49.8%	1,416	951	67.2%
2001	2,998	1,701	56.7%	1,600	786	49.1%	1,398	915	65.5%
2002	3,000	1,778	59.3%	1,546	812	52.5%	1,454	966	66.4%
2003	3,001	1,806	60.2%	1,590	860	54.1%	1,411	946	67.0%
2004	3,000	1,902	63.4%	1,525	852	55.9%	1,475	1,050	71.2%
2005	3,000	1,744	58.1%	1,589	806	50.7%	1,411	938	66.5%

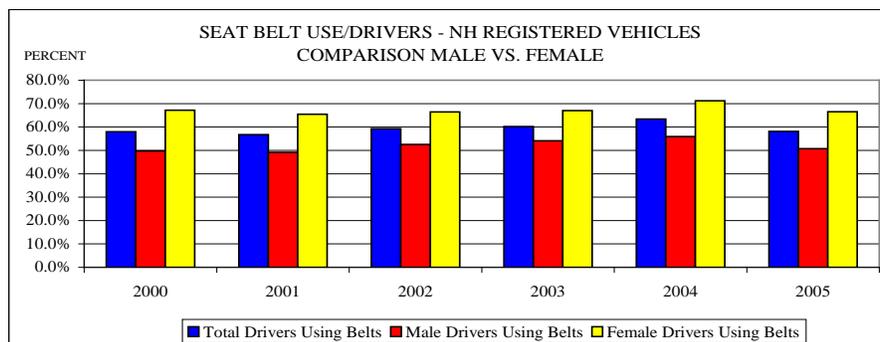


CHART NO. 11  
SEAT BELT USE/PASSENGERS - NH REGISTERED VEHICLES

Year	Total			Male			Female		
	Passengers	Belted	Percent Belted	Passengers	Total Belted	Percent Belted	Passengers	Total Belted	Percent Belted
2000	673	401	59.6%	233	120	51.5%	440	281	63.9%
2001	724	459	63.4%	234	132	56.4%	490	327	66.7%
2002	668	430	64.4%	259	143	55.2%	409	287	70.2%
2003	802	525	65.5%	321	183	57.0%	481	342	71.1%
2004	670	444	66.3%	231	135	58.4%	439	309	70.4%
2005	676	433	64.1%	251	124	49.4%	425	309	72.7%

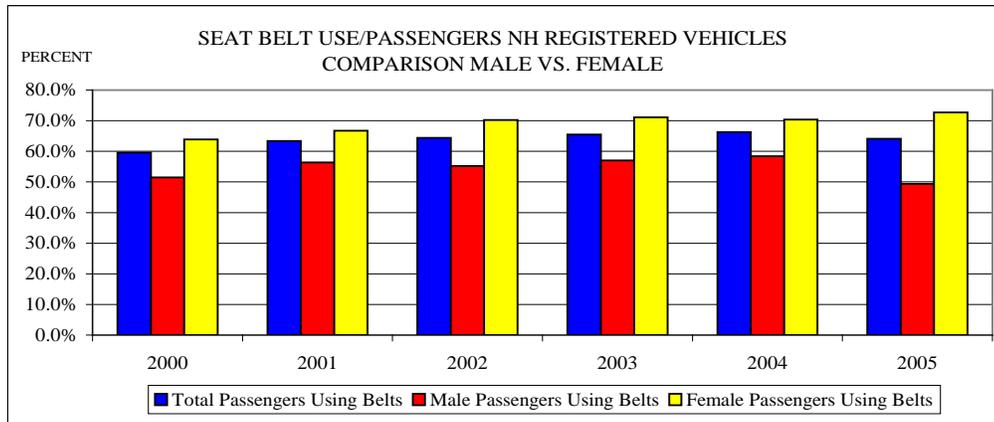


CHART NO. 12

SEAT BELT USAGE COMPARISONS DRIVERS V. PASSENGERS MALES V. FEMALES (unweighted results)						
2006						
	Drivers	Passengers	NH Registered Vehicles		Out-of-State Vehicles	
			Drivers	Passengers	Drivers	Passengers
Male	57.7%	67.2%	54.9%	63.4%	71.3%	78.4%
Female	70.6%	69.0%	68.8%	66.0%	82.0%	81.6%
2007						
Male	56.5%	52.5%	54.0%	57.4%	69.1%	75.4%
Female	69.7%	69.5%	67.7%	64.1%	82.6%	79.0%
2008						
Male	63.3%	59.7%	61.0%	65.5%	75.4%	78.8%
Female	74.0%	74.5%	72.9%	68.2%	82.4%	82.2%
2009						
Male	63.6%	58.8%	62.0%	65.5%	73.3%	80.9%
Female	75.4%	74.8%	74.6%	67.6%	81.8%	83.3%
2010						
Male	68.0%	57.6%	66.6%	56.2%	76.1%	65.8%
Female	78.5%	74.0%	78.1%	72.0%	80.4%	83.4%
2011						
Male	68.0%	61.8%	66.5%	63.2%	76.9%	73.7%
Female	77.3%	74.4%	76.6%	76.5%	82.8%	87.1%

CHART NO. 13  
SEAT BELT USE BY VEHICLE TYPE  
2003-2005

Vehicle Size	2003			2004			2005		
	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled
Compact	586	364	62.1	555	349	62.9	543	318	58.6
Mid-Size	828	527	63.6	903	619	68.5	877	559	63.7
Full-Size	181	109	60.2	126	79	62.7	155	82	52.9
SUV	574	368	64.1	617	437	70.8	632	389	61.6
Truck	521	222	42.6	487	209	42.9	514	202	39.3
Van	311	216	69.5	312	209	67.0	279	194	69.5
Total	3001	1806	60.18	3000	1902	63.4	3000	1744	58.13

CHART NO. 14  
SEAT BELT USE BY VEHICLE TYPE  
2006-2011  
(unweighted results)

Vehicle Type	Drivers					
	2006	2007	2008	2009	2010	2011
Automobile	65.3%	63.6%	69.2%	70.8%	73.2%	72.1%
Pickup Truck	43.2%	42.6%	47.8%	51.9%	54.3%	60.0%
SUV & Van	69.9%	67.9%	75.1%	74.3%	79.7%	77.1%

Vehicle Type	Passengers					
	2006	2007	2008	2009	2010	2011
Automobile	68.0%	61.2%	69.3%	69.6%	67.0%	72.5%
Pickup Truck	50.1%	45.7%	48.8%	49.5%	49.0%	57.9%
SUV & Van	74.3%	73.3%	75.9%	75.9%	75.3%	80.1%

During July 2010 and 2011 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (seat belt use, impaired driving, and speeding) in New Hampshire. The following questions reveal attitudes regarding seat belt use and enforcement.

How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pickup?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010 & 2011	77%	8%	4%	5%	6%	
In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?	Yes	No	Don't Know			
2010 & 2011	24%	76%				
What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010 & 2011	2%	6%	9%	43%	36%	4%

Since New Hampshire does not have a mandatory seat belt use law for those aged 18 years and above, it is encouraging to learn that 77 percent responded that they wear seat belts whenever driving or riding in a motor vehicle. Seventy-nine percent realize that they will "rarely" or "never" be ticketed for not wearing a safety belt. However, it is important to note that 76 percent had not read, seen or heard anything regarding seat belt enforcement.

#### PROBLEM IDENTIFICATION

*Chart No. 8* shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2009-2011. Of the 237 occupants who died during 2009-2011, only 77, or 32.5 percent, were using safety restraints.

*Charts No. 9, 10, 11, and 12* shows the differences in the percentages of male v. female drivers and passengers who buckle up with females consistently buckling up more than males.

*Charts No. 13 and 14* identify the need to increase seat belt usage by drivers of pickup trucks who consistently have the lowest seat belt usage rates (below 60.0 percent) in years 2003-2011 in comparison to belt use by drivers of all other vehicles (63.6 percent and over).

#### GOALS AND OBJECTIVES:

To increase statewide seat belt compliance 1.0 percentage points from the 2011 calendar base year usage rate of 75.0 to 76.0 percent by December 31, 2013. (B1)

To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2011 calendar base year of 49 to 44 by December 31, 2013. (C-4)

#### PROBLEM SOLUTION TASKS:

1. *CPS Enforcement/"Join the NH Clique*. This task will provide funds for overtime patrols dedicated to enforcing the state's Child Passenger Safety law which will include patrols to be conducted during NHTSA national enforcement mobilization (May/June 2013).  
Funding: \$134,000.00 (402)
2. *Media and Materials*. This task will enable the NH Highway Safety Agency to develop, purchase, and distribute media and handout materials for an in-house campaign to promote compliance with the state's child restraint law and the overall voluntary use of safety restraints.  
Funding: \$20,000.00 (402)
3. *Convincer Demonstrations*. This task will provide funds to the Merrimack Police Department to conduct seat belt "Convincer" demonstrations throughout the state.  
Funding: \$18,000.00 (402)
4. *Buckle Up NH Activities*. This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition. The Coalition continues to focus educational efforts on increasing voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, and others with a statewide Buckle Up NH Week tentatively scheduled in May 2013. Funds will also be used to administer and coordinate the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency, as well as the Annual Statewide Seat Belt Challenge.  
Funding: \$82,640.00 (402)

5. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to continue to coordinate and administer the statewide Child Passenger Safety program and related activities, as well as to purchase a variety of child safety seats for training purposes and use at inspection stations, hospital emergency rooms, for special needs children, etc.  
Funding: \$157,500.00 (402)
6. *Seat Belt Use Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual statewide seat belt use survey in accordance with NHTSA-approved methodology.  
Funding: \$30,000.00 (402)
7. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$890.00 (402)
8. *Pickup Truck Seat Belt Campaign.* This task will provide funds to the Injury Prevention Center at Dartmouth College to conduct a public information and education campaign designed to increase seat belt use by pickup truck drivers. A pilot program was conducted in two communities in northern New Hampshire in FY 2007, in one site in both FY 2008 and FY 2009, and in four (4) sites in 2010, 2011, and 2012. Funds will also support local police activities to be conducted in conjunction with the pickup campaigns administered by the Injury Prevention Center.  
Funding: \$78,500.00 (402)
9. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 13-02, Alcohol in Relation to Highway Safety, and PSP 13-03, Police Traffic Services.  
Funding: \$2,200.00 (402)
10. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 13-02, Alcohol in Relation to Highway Safety and PSP 13-03, Police Traffic Services.  
Funding: \$700.00 (402)
11. *CPS for EMS Providers.* If funds are available, this project will enable the NH EMS for Children Program to offer a training curriculum for EMS personnel focusing on "Improving Occupant Protection for Non-Critical Pediatric Patients in Ambulances."  
Funding: \$24,700.00 if available (402).
12. *Highway Safety Media Campaign.* New Hampshire's Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last three years 63 percent, 67 percent, and 73 percent of vehicle occupant fatalities were not wearing seat belts. There is a need to promote the use of seat belts through a media campaign which will reduce motor vehicle fatalities and injuries. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign,

or an in-house program to promote and encourage the use of safety restraints. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 13-02, Alcohol in Relation to Highway Safety and PSP 12-03, Police Traffic Services. Funds will also support a contract with the New Hampshire Fisher Cats minor league baseball team for a public information and education campaign focusing on the state's primary law requiring all persons up to age 18 to buckle up. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.

Funding: \$218,000.00 (402)

**PSP NO. 13-01 OP  
OCCUPANT RESTRAINTS**

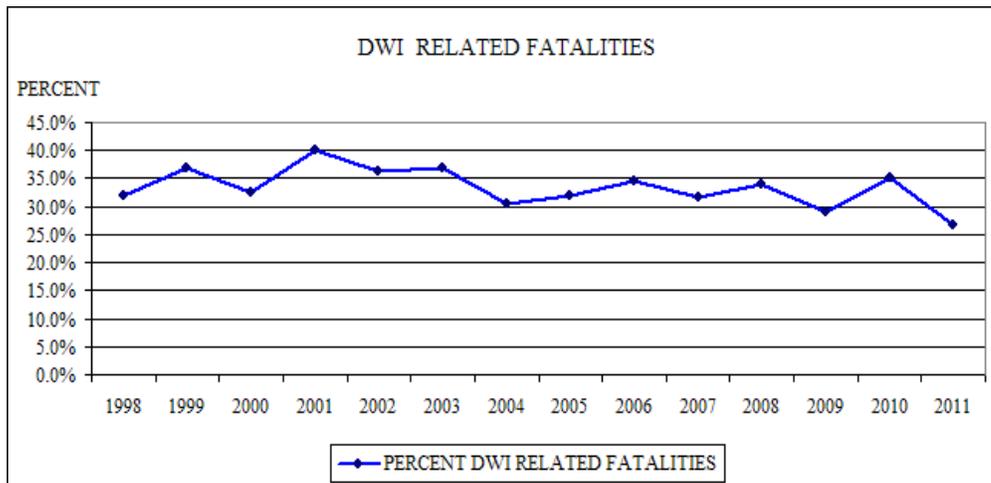
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Prior Year Section 157 Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. CPS Enforcement/"Join the NH Clique"	100.0	34.0				134.0	134.0
2. Media and Materials (HSA)	10.0	10.0				20.0	20.0
3. Convincer Demonstrations	9.0	9.0				18.0	18.0
4. BUNH Activities & Seat Belt Challenge	41.3	41.3			33.0	115.6	
5. Statewide CPS Program	78.0	79.5			78.5	236.0	
6. Seat Belt Use Survey	15.0	15.0				30.0	
7. Audit Expense	.6	.3				.9	
8. Pickup Truck Seat Belt Campaign	39.3	39.3			39.3	117.9	
9. NHTSA Attitude Survey	2.2					2.2	
10. HSA Photocopier		.7				.7	
11. CPS For EMS Providers							
12. Highway Safety Media Campaign (PM)	218.0					218.0	
Totals	513.4	229.1			150.8	893.3	172.0

**PSP 13-02**

**ALCOHOL IN RELATION TO HIGHWAY SAFETY**

CHART NO. 15  
ALCOHOL-RELATED FATALITIES

<u>Year</u>	<u>Fatalities</u>	<u>DWI Related Fatalities</u>	<u>Percent DWI Related</u>
1998	128	41	32.0%
1999	141	52	36.9%
2000	126	41	32.5%
2001	142	57	40.1%
2002	127	46	36.2%
2003	127	47	37.0%
2004	171	52	30.4%
2005	166	53	31.9%
2006	127	44	34.6%
2007	129	41	31.8%
2008	138	47	34.1%
2009	110	32	29.1%
2010	128	45	35.2%
2011	90	24	26.7%



Tracking of alcohol-related fatalities prior to 1989 was at .06 BAC.  
Beginning in 1989, in conformance with the Commercial Driver Licensing Standards, they are tracked at .04 BAC.

CHART NO. 16  
ALCOHOL-RELATED FATALITIES  
BY MONTH

MONTH	2008		2009		2010		2011	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	3	1	6	4	14	7	6	1
February	10	1	5	0	6	1	2	0
March	2	0	5	0	8	4	7	2
April	14	2	13	4	10	3	8	1
May	10	5	12	5	15	3	11	1
June	23	10	7	1	15	4	9	2
July	17	6	10	5	9	3	7	1
August	23	9	13	2	8	3	6	3
September	8	2	8	2	18	9	5	2
October	12	4	14	2	11	6	10	5
November	8	3	10	4	9	4	8	1
December	8	4	7	3	5	1	11	5
TOTALS	138	47	110	32	128	48	90	24

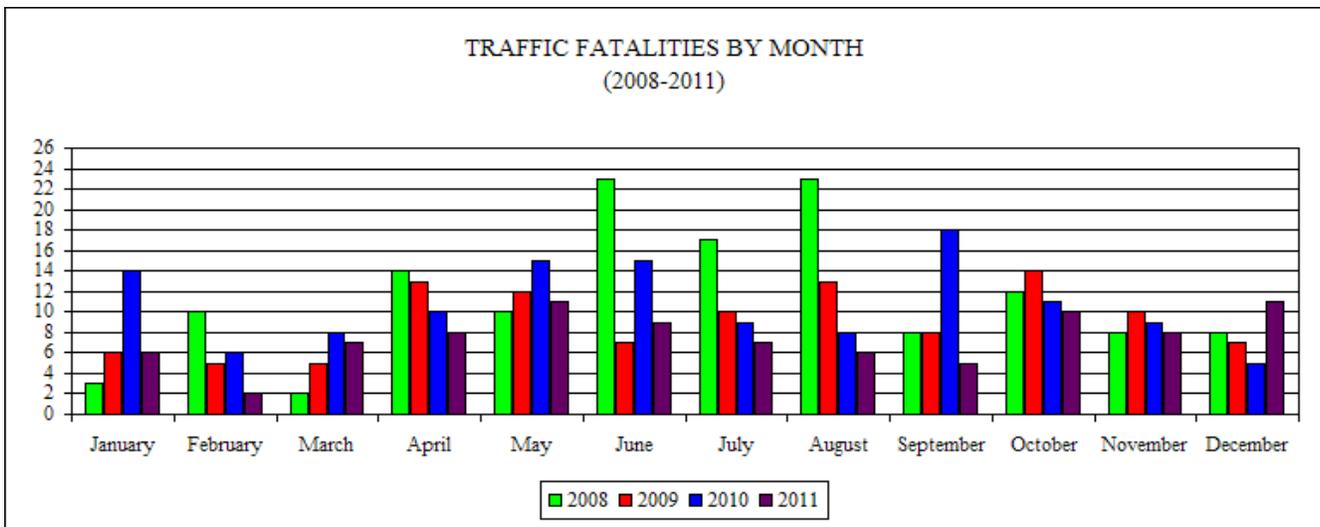


CHART NO. 17  
DRIVERS UNDER THE INFLUENCE (ALCOHOL/DRUGS)

Injury Crashes

<u>Time</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
12:01A - 04:00A	138	148	80	141
04:01A - 08:00A	27	21	30	52
08:01A - 12:00N	23	16	48	49
12:01P - 04:00P	31	40	51	82
04:01P - 08:00P	111	102	73	90
08:01P - 12:00M	156	129	77	107

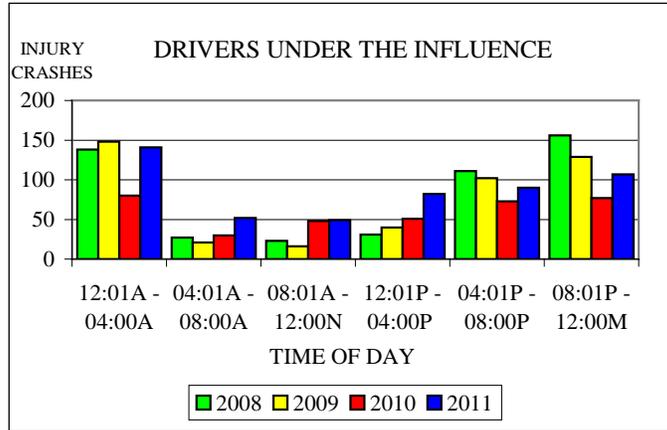


CHART NO. 18  
INJURY CRASHES - BY TIME OF DAY (ALCOHOL/DRUGS)

All Crashes

<u>Time</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
12:01A - 04:00A	430	420	212	384
04:01A - 08:00A	75	61	78	125
08:01A - 12:00N	58	50	109	151
12:01P - 04:00P	106	125	120	236
04:01P - 08:00P	307	288	177	293
08:01P - 12:00M	419	382	213	324

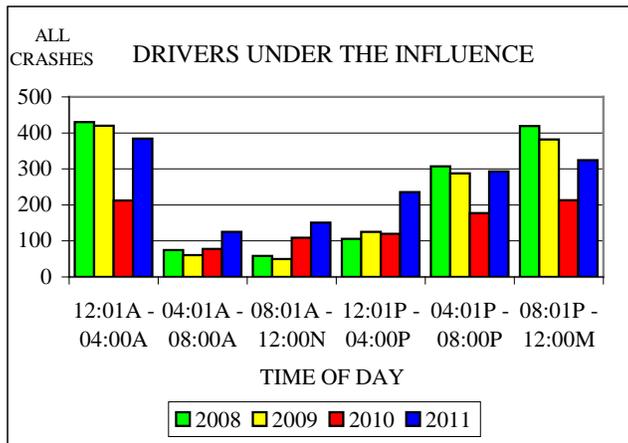


CHART NO. 19  
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS  
 BY AGE - INJURY CRASHES

Ages	2008	2009	2010	2011
16-20	59	54	48	16
21-25	113	104	97	46
26-30	68	63	69	17
31-35	46	40	47	24
36-40	48	53	41	19
41-45	46	48	53	14
46-50	37	49	52	13
51-55	40	25	19	1
56-60	14	14	11	14
61-65	7	5	6	20
66-70	5	0	0	9
71+	3	8	9	10

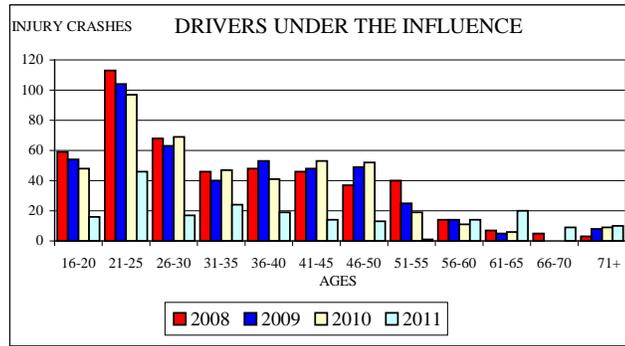


CHART NO. 20  
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS  
 BY AGE - ALL CRASHES

Ages	2008	2009	2010	2011
16-20	162	151	159	123
21-25	322	306	321	257
26-30	183	186	213	130
31-35	124	118	149	133
36-40	142	118		121
41-45	140	141	144	129
46-50	120	133	158	124
51-55	105	172	96	70
56-60	43	92	73	84
61-65	22	46	36	17
66-70	19	10	18	14
71+	27	21	25	18

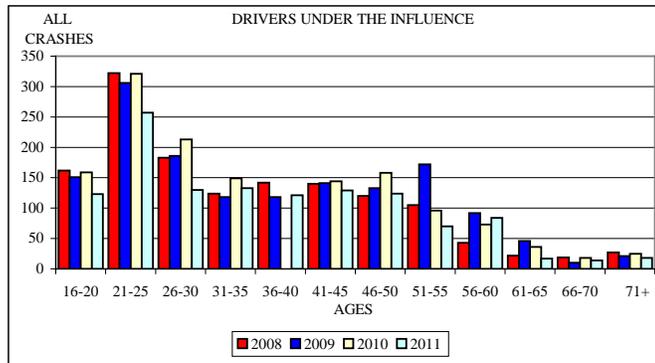


CHART NO. 21  
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS  
 DAYS OF WEEK - INJURY CRASHES

Day	2008	2009	2010	2011*
Sunday	100	90	73	25
Monday	43	41	39	22
Tuesday	57	34	35	20
Wednesday	56	49	43	20
Thursday	53	66	73	19
Friday	78	77	73	17
Saturday	100	104	60	26

\*Data on impaired, non-fatal crashes is limited and rarely confirmed at scene without testing.

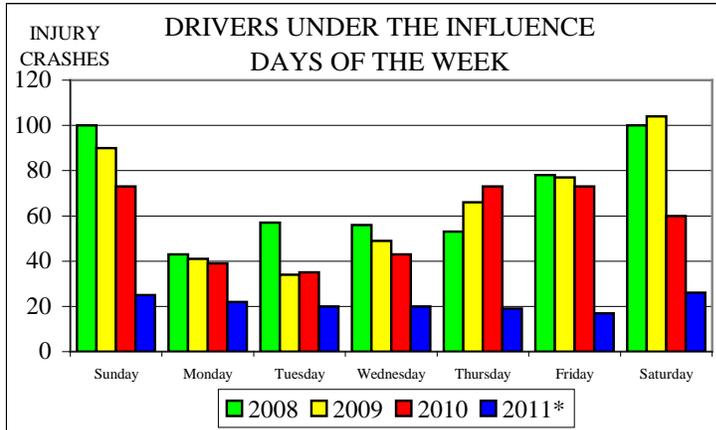
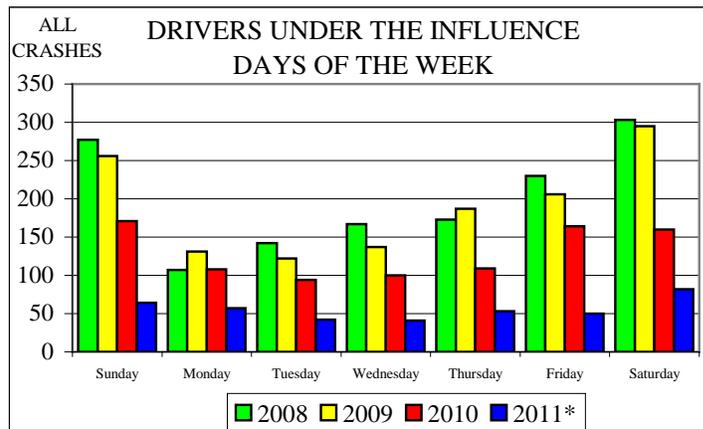


CHART NO. 22  
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS  
 DAYS OF WEEK - ALL CRASHES

Day	2008	2009	2010	2011*
Sunday	277	256	171	64
Monday	107	131	108	57
Tuesday	142	122	94	42
Wednesday	167	137	100	41
Thursday	173	187	109	53
Friday	230	206	164	50
Saturday	303	295	160	82

\*Data on impaired, non-fatal crashes is limited and rarely confirmed at scene without testing.



During July 2010 and 2011 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in the July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (impaired driving, seat belt use, and speeding) in New Hampshire. The following questions reveal attitudes regarding impaired driving and enforcement.

In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	No Times	1-5 Times	6-10 Times	Over 10 Times	Don't Know	
2010 & 2011	86%	12%	1%			
In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	No	Don't Know			
2010 & 2011	78%	20%	1.5%			
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010 & 2011	4%	17%	34%	40%	.4%	4%

It is encouraging that 86 percent of the respondents had not driven a vehicle within two hours of drinking an alcoholic beverage, and that 78 percent had "read, seen, or heard" about police enforcing laws regarding impaired driving. However, it is alarming that 74 percent of the respondents believe only half the time or rarely are drivers arrested after drinking alcohol.

#### PROBLEM IDENTIFICATION

*Chart No. 16* comparing fatalities by month for the years 2008-2011 indicates that the greatest number of alcohol-related deaths occurred in June and August.

*Chart No. 17* shows that during the years 2008-2011 in injury crashes where a driver was under the influence of alcohol or drugs, 1,352 (74.2 percent) occurred between the hours of 4:01P-4:00A, with 976 (56.7 percent) occurring between 8:01P – 4:00A.

*Chart No. 18* shows that during the years 2008-2011 in all crashes where a driver was under the influence of alcohol or drugs, 3,849 (74.8 percent) occurred during the hours of 4:01P-4:00A, with 2,784 (54.1 percent) occurring between 8:01P-4:00A.

*Chart No. 19* shows that for the years 2008-2011 of the drivers under the influence of alcohol or drugs involved in injury crashes, 177 (11.0 percent) were ages 16-20. Licenses issued to drivers aged 16-20 years represent approximately 6.6 percent of all licenses issued (Chart 7). For the years 2008-2011, drivers 16-20 years were also involved in 15.9 percent of all crashes (Chart No. 5). These drivers also represent 14.4 percent of drivers involved in all injury crashes (Chart No. 6).

*Chart No. 20* shows that for the years 2008-2011 the drivers under the influence in all crashes, 595 (10.8 percent) were ages 16-20.

*Chart No. 21* shows that during the years 2008-2011 in injury crashes where a driver was under the influence of alcohol or drugs, 823 (55.1 percent) occurred during the period Friday-Sunday.

*Chart No. 22* shows that for the years 2008-2011 in all crashes where a driver was under the influence of alcohol or drugs, 2,258 (56.1 percent) occurred during the period Friday-Sunday.

## GOALS AND OBJECTIVES

To decrease alcohol impaired fatalities 10 percent from the 2011 calendar base year of 24 to 22 by December 31, 2013.

## PROBLEM SOLUTION TASKS

1. *New Hampshire Traffic Safety Commission.* On June 30, 1982, Governor Hugh Gallen created the "Governor's Task Force on Drunken Driving" by executive order. After a five-month study of the problem, the task force made 21 recommendations to the legislature. One of those recommendations was the creation of a permanent commission on DWI. The Legislature refused the suggestion saying that the NH Traffic Safety Commission, in existence since 1967, was well suited to the task. The 15-member Commission is composed of New Hampshire residents representing both the public and private sectors. The Commission meets regularly to discuss potential highway safety problems and make recommendations to the Coordinator of the Highway Safety Agency. The commissioners, appointed by the Governor and Executive Council, serve five-year staggered terms. This task will meet the expenses of that Commission.

Funding: \$1,000.00 (402)

2. *Liquor Server Responsibility Workshops.* Since 1988 the NH Liquor Commission has supported four training programs. The "TEAM" (Total Education in Alcohol Management) Course stresses: NH Liquor Laws, identification procedures and techniques, civil liability, and seller/server intervention. This program requires five hours of training to meet seller/server certification standards. "MTS" (Management Training Seminar) is a four-hour program for new owners and management, "LOTS" (Liquor Outlet Training Seminar) is a four-hour program for liquor store employees offered in class and on-line, and "LEST" (Liquor Establishment Security Training) is a two-hour program for employees of liquor establishments focusing on security issues. In 2011 a total of 410 hours of instruction were presented on-line and at 103 programs to 1,691 individuals covering these programs.

In addition, public outreach programs (i.e. Fatal Choices, "Brandon Tells His Story", and "Choices vs. Consequences" featuring State Prison Inmate Jeremiah Johnson) and appearances at DARE Programs, semi-professional sports events, etc., were offered at 70 different events and reached 77,234 people.

3. *National Drunk and Drugged Driving Awareness Month.* This task will provide funding for the annual Governor's Highway Safety luncheon featuring a keynote speaker who will kick off National Drunk and Drugged Driving Awareness Month in conjunction with "Safe Family Holidays". It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature.

Funding: \$6,600.00 (402)

4. *Media and Materials.* This task will provide funding for the production and distribution of media and handout materials designed to raise the public's awareness of the hazards of drinking and driving.

Funding: \$20,000.00 (402)

5. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses to: allow Agency staff members and others to attend NHTSA conferences/training sessions, the GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.

Funding: \$2,000.00 (402)

6. *Virtual Driving Simulators.* Funds provided under this task will enable the Injury Prevention and Resource Center at Dartmouth College to administer the four (4) portable driving simulators utilizing software that simulates impaired driving, testing, and cell phone use. The equipment will be made available on a loan basis to employers utilizing fleet vehicles or private vehicles for work-related travel, driver education programs, school nurses, school resource officers, etc. Administration will include a train-the-trainers session if necessary, and the simulator will only be loaned to those individuals who are properly trained  
Funding: \$19,840.00 (402)
7. *J. B. McDuffee Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days). It is anticipated it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI (alcohol and drugs).  
Funding: \$9,000.00 (402)
8. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$890.00 (402)
9. *Driver and Safety Education.* This project is included for informational purposes only. Thirty hours of classroom instruction and sixteen hours behind the wheel are required of all 16-17 year-olds who wish to apply for a driver's license in addition to 40 additional hours of supervised driving with a parent, guardian, or other responsible adult. The NH Department of Safety administers the driver education program and prescribe the curriculum that is required to be used by all certified teachers. In 2011 12,869 students completed driver's education.
10. *Video Equipment.* This task will provide funds, if funding levels exceed the amount set aside in PSP 13-12, to assist local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$5,000.00 if available (402)
11. *DRE Program Administration.* This task will enable the NH Liquor Commission's Bureau of Enforcement to continue to coordinate/administer the state's Drug Expert Recognition (DRE) program. Funding will cover the purchase of DRE kits, training costs, the purchase or printing of the necessary training manuals, travel associated with out-of-state DRE field evaluations/certifications, and travel to the Annual DRE Conference. As of September 30, 2011, New Hampshire had 103 certified Drug Recognition Experts, including 30 instructors, representing 48 law enforcement agencies throughout the state. Including training and enforcement evaluations, approximately 300 DRE evaluations are performed each year.  
Funding: \$136,000.00 (402)
12. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 13-01, Occupant Protection, and PSP 13-03, Police Traffic Services.  
Funding: \$2,200.00 (402)

13. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 13-01, Occupant Protection, and PSP 13-03, Police Traffic Services.  
Funding: \$700.00 (402)
14. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 13-01, Occupant Protection and PSP 13-03, Police Traffic Services. Funds will also support a contract with the University of New Hampshire Wildcats Sports Program for a public information and education campaign focusing on alcohol and drug impaired driving. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving.  
Funding: \$85,000.00 (402)
15. *Chemical-Free Celebrations.* If funds are available, this task will provide assistance to schools throughout the state interested in holding chemical-free prom/graduation parties that will expose students to a memorable, fun-filled evening free of alcohol and other drugs. Use of federal funds will be limited to reimbursement for transportation, security, and facility rental.  
Funding: \$750.00 if available (402)
16. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed \$2,000.00 per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000-\$15,000. Funding included in PSP 13-02, Alcohol in Relation to Highway Safety; PSP 13-03, Police Traffic Services; PSP 13-04 Traffic Records; and PSP 13-06, Planning & Administration.  
Funding: \$1,250.00 (402)

**PSP NO. 13-02 AL**  
**ALCOHOL IN RELATION TO HIGHWAY SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. NH Traffic Safety Commission	.5	.5				1.0	
2. Liquor Server Responsibility							
3. National DDD Awareness Month		6.6				6.6	6.6
4. Media and Materials (HSA)	10.0	10.0				20.0	20.0
5. HSA Conferences/Training	2.0					2.0	
6. Virtual Driving Simulators	9.8	10.0				19.8	19.8
7. J. B. McDuffee Prosecutorial Seminar		9.0				9.0	9.0
8. Audit Expense	.6	.3				.9	
9. Driver/Safety Education							
10. Video Equipment							
11. DRE Program Administration	36.0	100.0				136.0	115.6
12. NHTSA Attitude Survey	2.2					2.2	
13. HSA Photocopier		.7				.7	
14. Highway Safety Media Campaign (PM)	85.0					85.0	85.0
15. Chemical-Free Celebrations							
16. HSA Computerization	1.3					1.3	
Totals	147.4	137.1				284.5	256.0

**PSP 13-03**

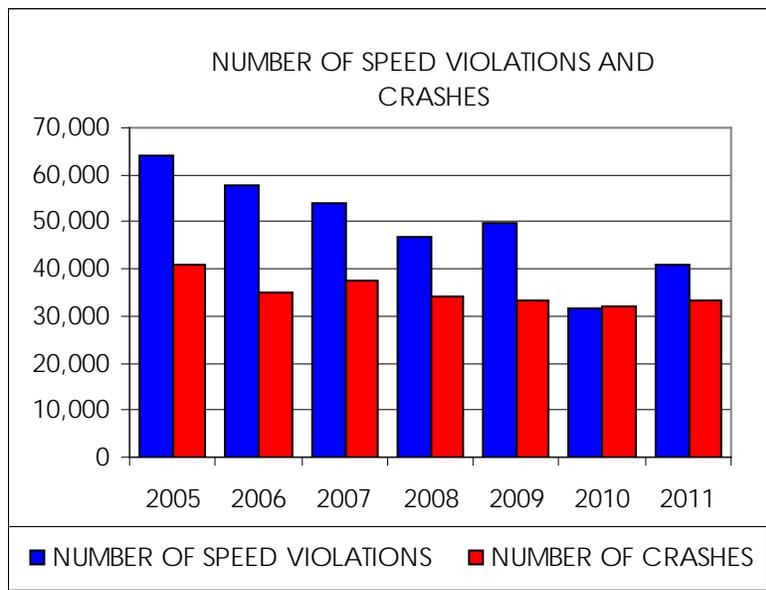
**POLICE TRAFFIC SERVICES**

CHART NO. 23  
CONTRIBUTING FACTORS TO  
INCAPACITATING AND NON-INCAPACITATING INJURIES

<u>Contributing Factors</u>	<u>INCAPACITATING INJURIES</u>				<u>NON-INCAPACITATING INJURIES</u>			
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Centerline Encroachment	25	39	5	44	113	97	84	35
Defective Equipment	3	11	17	3	57	76	68	17
Disregard Traffic Control Device	12	21	19	0	229	209	222	149
Driver Inattention/Distraction	99	81	74	22	1,205	1,254	1,179	453
Driver Inexperience	15	15	11	3	151	140	121	30
Failure to Yield ROW	70	89	72	18	744	819	912	262
Following Too Close	28	51	47	5	344	435	374	135
Illegal/Unsafe Speed	98	62	59	16	663	589	602	359
Impeding Traffic	0	3	6	0	10	24	19	5
Improper Park/Start/Stop	2	4	2	2	56	72	74	29
Improper Passing/Overtaking	6	19	26	4	47	54	49	6
Improper Turn	6	13	11	0	61	69	53	38
Improper/Unsafe Lane Use	11	16	12	5	101	91	87	34
Other	35	75	89	141	359	346	436	347
Pedestrian Violation/Error	4	3	1	0	22	19	12	3
Physical Impairment	52	59	61	26	256	226	352	119
Skidding	55	117	125	21	361	1,152	1,202	189
Unsafe Backing	3	4	7	2	49	46	38	33
Vision Obscurement	14	18	16	10	147	161	173	51
Total	538	700	660	322	4,975	5,879	6,057	2,294

CHART NO. 24

<u>Year</u>	<u>Number of Speed Violations</u>	<u>Number of Crashes</u>
2005	63,912	40,885
2006	57,576	34,801
2007	53,788	37,376
2008	46,765	34,151
2009	49,746	33,265
2010	31,638	32,157
2011	40,926	33,273



\*

CHART NO. 25  
 FATAL CRASHES BY MONTH  
 2008-2011

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
2008	3	10	2	14	10	23	17	23	8	12	8	8
2009	6	4	5	12	10	7	8	11	8	11	9	6
2010	13	6	7	10	15	15	9	8	14	10	8	5
2011	6	2	7	6	11	9	7	5	4	10	7	10
Total	28	22	21	42	46	54	41	47	34	43	32	29
4-Year Average	7	6	5	11	12	14	10	12	9	11	8	7

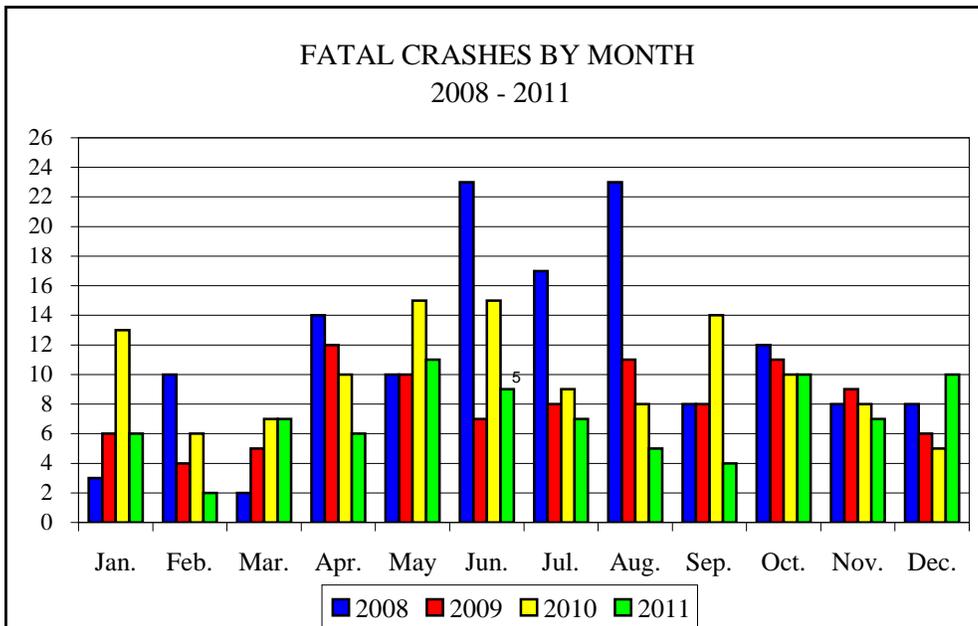


CHART NO. 26  
FATAL CRASHES – PRIMARY CAUSES

CAUSES	2008		2009		2010		2011	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	51	58	33	35	41	40	26	29
Speed	17	19	10	12	12	13	3	4
Road/Weather	3	3	2	2	5	5	4	4
Inattention/Distraction/Emotion	15	15	11	12	14	14	14	14
Fatigue/Illness	4	4	9	10	9	9	10	10
Other	8	8	4	4	2	2	4	4
Pedestrian Error	3	3	5	5	5	5	4	4
Failure to Yield Right of Way	8	8	11	13	13	13	5	5
Unknown	2	2	1	1	1	1	1	1
Driver Error	16	18	11	16	18	18	13	15
	127	138	97	110	120	120	84	90

During July 2010 and 2011 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (speeding, impaired driving, and seat belt use) in New Hampshire. The following questions reveal attitudes regarding speeding and enforcement.

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010 & 2011	7%	17%	24%	39%	13%	
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?	Always	Most of the Time	Half of the Time	Rarely	Never	
2010 & 2011	6%	13%	19%	38%	24%	
In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?	Yes	No	Don't Know			
2010 & 2011	45	54%				
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know
2010 & 2011	3%	20%	34%	40%	1%	2%

The Attitude Survey reveals that 76 Percent of the respondents did not drive faster than 35 miles per hour in a 30 mile per hour zone while 81 percent did not drive faster than 70 miles per hour on roads with speed limits of 65 miles per hour. Only 45 percent of respondents had heard of any speed enforcement efforts. Surprisingly 23 percent believe that a speeding ticket would be issued most of the time for driving over the posted limit.

## PROBLEM IDENTIFICATION

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 23) were driver inattention/distraction, illegal/unsafe speed, and failure to yield the right of way. On average, the greatest number of fatal motor vehicle crashes occur during the months of June and August, followed by May and October. (Chart 25)

Alcohol/drugs, driver error, inattention/distraction and speed are the leading causes in fatal crashes (Chart 26).

## GOALS AND OBJECTIVES

To decrease speed-related fatalities 10 percent from the 2010 calendar base year (FARS) of 62 to 56 by December 31, 2013. (C-6)

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2008–2011) of 553 to 500 in 2013.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2008-2011) of 44.0 to 40.0 in 2013.

## PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,800 hours of State Police patrols. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. The State Police budget for state fiscal year 2012 provides approximately \$26,853,380. for the Traffic Division which covers regular traffic enforcement activities. It is estimated that for every hour of overtime, the state expends an additional \$12.60 per hour in other expenses representing a state match of \$22,680.  
Funding: \$115,000.00 (402)
2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 100 local and county law enforcement agencies to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that carry larger traffic volumes. It is estimated that local/county law enforcement agencies expend approximately \$65,286. per year for each of the 2,806 full-time police officers – a total of \$183,192,516. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this amounts to an annual expenditure of \$146,554,013. PSP 13-12 (Drunk Driving Prevention Programs) includes \$14,655,401. of this amount as the estimated cost of DWI surveillance and arrests, leaving approximately \$131,898,611 for other selective enforcement activities.  
Funding: \$425,093.00 (402)
3. *Radar Equipment.* This task will provide funds to assist sixty (60) local, county, and state law enforcement agencies with the purchase of new and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders). Ranging in price from \$2,000. for a radar unit to \$9,000-\$15,000 for a radar/display trailer, office policy limits federal funding assistance for a radar unit to 50 percent not to exceed \$2,500. per unit, with a funding level of 50 percent not to exceed \$6,000. per unit for a radar display trailer. Approval of this task for radar equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$167,000.00 (402)

4. *Operation Safe Commute.* This task will provide funds to approximately 80 state/county/local law enforcement agencies to participate in an aggressive, statewide "Operation Safe Commute" enforcement campaign. Crashes occur at all hours of the day and night; however, they are most prevalent during the morning and afternoon/early evening commute hours when traffic is heaviest. Instead of focusing attention on the task of driving and operating their vehicles safely, drivers are frequently distracted as they talk on the cell phone, text, eat, read, etc...often in combination with speeding, following too close, and making improper lane changes. These combined tasks are a recipe for disaster that leads to crashes and the loss of life, injuries, and property damage.  
Funding: \$350,000.00 (402)
5. *Computer Equipment and Software.* This task will provide assistance to police departments in Alton, Auburn, Bristol, Canaan, Cheshire County, Grafton County, Henniker, Lee, Littleton, Milford, Newport, Rockingham County, and Winchester, as well as other law enforcement agencies for the purchase of computers (including laptops) and software used in highway safety-related activities. Agency policy limits federal funding assistance for computers to 50 percent not to exceed \$2,500. per unit and software to 50 percent with a \$1,500. per unit ceiling. Approval of this task for computer equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$35,000.00 (402)
6. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses associated with Agency staff and others attending NHTSA conferences/training sessions, GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and the NH Highway Safety Agency to conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.  
Funding: \$2,000.00 (402)
7. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$890.00 (402)
8. *Motorcycles.* This task will provide funding for the lease of motorcycles for a six-month period for local police departments during summer months when traffic is extremely congested.  
Funding: \$5,000.00 (402)
9. *Media and Materials.* This project will provide funding for the production and distribution of media and handout materials to enhance the public's awareness of the consequences of violating speed limits and other motor vehicle laws, as well as researching and developing educational materials aimed at curbing crashes involving moose and motor vehicles.  
Funding: \$20,000.00 (402)
10. *TAR Equipment.* This task will provide funds to assist fifteen (15) local, county, and state law enforcement agencies with the purchase of equipment (cameras, total station computer/laser equipment, etc.) to be used to reconstruct traffic crashes. Agency policy limits funding assistance to 50 percent for the purchase of this equipment. Approval of this task for equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$18,000.00 (402)
11. *Tire Deflation Devices.* This task will provide funds to assist twenty (20) local, county, and state law enforcement agencies (including departments in Chester County, Deering, Hudson, Lancaster and others) in the purchase of tire deflation devices (including training)to be used to stop vehicles attempting to elude police.  
Funding: \$3,000.00 (402)

12. *PS&TC Officer Training.* This task will enable the NH Police Standards & Training Council to contract for training to be offered to local, county, and state law enforcement officers in areas related to highway safety. Based on the identification of need, funds will cover trainings costs for two (2) courses to be determined.  
Funding: \$20,000.00 if available (402)
13. *Red Light Running Enforcement Patrols.* This task will support overtime to enable the Derry, Hudson, Manchester, Nashua, Newport, Plaistow, Portsmouth and Salem Police Departments and other law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.  
Funding: \$35,000.00 (402)
14. *School Bus Enforcement Patrols.* This task will provide funds to the Manchester, Moultonborough, and Nashua Police Departments and other local law enforcement agencies to conduct overtime enforcement of RSA 265.54 (overtaking and passing school buses). These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in "school zones" during the morning and afternoon hours when students are being transported to and from school.  
Funding: \$25,000.00 (402)
15. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 13-01, Occupant Protection and PSP 13-02, Alcohol in Relation to Highway Safety.  
Funding: \$2,200.00 (402)
16. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 13-01, Occupant Protection and PSP 13-02, Alcohol in Relation to Highway Safety.  
Funding: \$700.00 (402)
17. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 13-01, Occupant Protection and PSP 13-02, Alcohol in Relation to Highway Safety. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving.  
Funding: \$50,000.00 (402)
18. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed \$2,000. per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000.-\$15,000. Funding also included in PSP 13-02, Alcohol; 13-04, Traffic Records, and PSP 13-06, Planning and Administration. Funding: \$1,250.00 (402)

**PSP NO. 13-03 PT  
POLICE TRAFFIC SERVICES**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. State Police Overtime Enforcement Patrols (SC)	115.0			22.7		137	
2. Local Police Overtime Patrols (SC)	225.1	200.0			131,898.6	132,323.7	425.1
3. Additional Radars (SC)	117.0	50.0			80.0	247.0	87.0
4. Operation Safe Commute Campaign (SC)	150.0	200.0		16.9		366.9	260.0
5. Computer Equipment/Software	35.0				35.0	70.0	35.0
6. HSA Conferences/Training	2.0					2.0	
7. Audit Expense	.6	.3				.9	
8. Motorcycles	5.0				5.0	10.0	5.0
9. Media & Materials (HSA)	10.0	10.0				20.0	20.0
10. TAR Equipment	18.0				18.0	36.0	18.0
11. Tire Deflation Devices	3.0				3.0	6.0	3.0
12. PS&TC Training (if available)							
13. Red Light Running Enforcement	35.0					35.0	35.0
14. School Bus Enforcement	25.0					25.0	25.0
15. NHTSA Attitude Survey	2.2					2.2	
16. HSA Photocopier		.7				.7	
17. HSA Media Campaign (PM)	50.0					50.0	50.0
18. HSA Computerization	1.3					1.3	
Totals	794.2	461.0		39.6	132,039.6	133,334.4	963.1

## PSP 13-04

### TRAFFIC RECORDS

#### GOALS AND OBJECTIVES

To improve the Highway Safety Agency's computer capabilities and work with other agencies in maintaining and updating the State's traffic records system.

#### PROGRAM SOLUTION TASKS

1. *Integrated Statewide Traffic Records System.* The Department of Safety's mainframe computer allows the Department to migrate all data and data systems from the host computers at the Division of Information Services and the Department of Transportation, and to integrate all major data system functions that are appropriate into the Integrated Statewide Traffic Records System (ISTRS). The data base fully integrates across all major data files. All major files (Driver License File, Accident Violation File, Integrated Accident File, Motor Vehicle Registration File, and Motor Vehicle Title File) are on line. This explanation of the ISTRS is for informational purposes only to demonstrate that the State has a comprehensive computerized traffic record keeping system.
2. *Fatal Accident Reporting System.* The Fatal Accident Reporting System (FARS) gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This task will supplement other federal funds that support the data analyst position.  
Funding: \$35,750.00 (402)
3. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed \$2,000. per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000-\$15,000. Funding also provided in PSP 13-02, Alcohol in Relation to Highway Safety; PSP-13-03, Police Traffic Services; and PSP-13-06, Planning and Administration.  
Funding: \$2,500.00 (402)
4. *DMV Traffic Crash Records Update.* This task will enable the NH Division of Motor Vehicles to hire staff (overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.  
Funding: \$25,000.00 (402)
5. *Highway Safety Conferences/Training.* This task will provide funds to cover travel expenses associated with Agency staff and others attending conferences/training sessions related to traffic records improvement.  
Funding: \$2,000.00 (402)
6. *Section 408 State Traffic Safety Information System Improvement Grant.* This task will provide funds to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs. For more detailed information regarding this task please see New Hampshire's Section 408 grant application. Funds will also cover expenses associated with the NHTSA Traffic Records Assessment to be conducted by March 2013.  
Funding: \$1,410,000.00 (408)

**PSP NO. 13-04 TR  
TRAFFIC RECORDS**

Project Titles	(1) 402 Current Year	(2) Prior Year	(3) Section 408 (K9)		(4) State Share	(5) Other Federal Funds	(6) Total	(7) Amount To Local
			Current Year	Prior Year				
1. Integrated Statewide TR System								
2. Fatal Accident Reporting System (FARS)	20.0	15.8				34.1	69.9	
3. HSA Computerization		2.5					2.5	
4. DMV Traffic Crash Records Update	12.0	13.0					25.0	
5. HSA Conferences/Training	2.0						2.0	
6. Section 408 Traffic Data Grant Audit			499.5 .5	909.1 .9	473.4		1,883.4	
Totals	34.0	31.3	500.0	910.0	473.4	34.1	1,982.8	

## PSP 13-05

### EMERGENCY MEDICAL SERVICES

#### PROBLEM IDENTIFICATION

Time is of the essence in reaching the victims of highway crashes and providing definitive care and treatment. Sometimes it is nearly impossible to remove victims from heavily damaged vehicles without the use of special extrication equipment, and it is imperative that it be moved to the scene without delay. Frequently such equipment is only available from other communities which may be some distance away. Therefore, the purpose of this countermeasure is to assist in locating extrication equipment strategically throughout the state.

#### GOALS AND OBJECTIVES

To continue to provide assistance to local entities in the purchase of extrication equipment.

#### PROBLEM SOLUTION TASKS

1. *Emergency Medical Services.* The goal of the Bureau of Emergency Medical Services is to ensure adequacy and appropriateness of all emergency medical services throughout the state. This task is included to show the cost to local entities in maintaining services. There are approximately 4,729 EMTs in the state who have to be recertified every two years at a cost ranging from approximately \$250-\$500 each. There are 308 licensed EMS services (174 transporting and 134 non-transporting) in the state that utilize 452 licensed and inspected ambulances.
2. *Extrication Equipment.* This task will provide funds to assist the communities of Claremont, Deering, and Littleton, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories, etc.). The cost of pieces of extrication equipment ranges from \$500.00 for accessories to over \$5,000.00 for a set of airbags or a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed \$4,500.00 of the total cost, with the applicant agency responsible for providing the balance. Approval of this task for extrication equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$20,000.00 (402)

**PSP NO. 13-05 EM  
EMERGENCY MEDICAL SERVICES**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Emergency Medical Services							
2. Extrication Equipment	20.0				20.0	40.0	20.0
Totals	20.0				20.0	40.00	20.0

PSP 13-06

PROGRAM MANAGEMENT

GOALS AND OBJECTIVES

The Highway Safety Agency will support traffic safety activities at the state, county and local levels and maintain a close working relationship with state and national organizations. The Agency will continue to provide public information to develop support for the goal of the highway safety program: the reduction of traffic crashes and the resulting loss of life, personal injuries, and property damage. Agency staff will continue to work with local, county, and state agencies to provide information on federal highway safety programs, Highway Safety Agency procedures, and to assist in applying for grant funds.

PROBLEM SOLUTION TASKS

1. *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, computer hardware/software, etc.). Highway Safety Agency staff will review and evaluate the 2012 Strategic Action Plan, analyze all available traffic records data and identify highway safety problems, implement state and local projects designed to solve these problems, monitor and evaluate current projects, audit completed projects, and develop the Year 2014 Strategic Action Plan.  
Funding: \$176,152.50 (402)

**PSP NO. 13-06 PA/FPA  
PROGRAM MANAGEMENT**

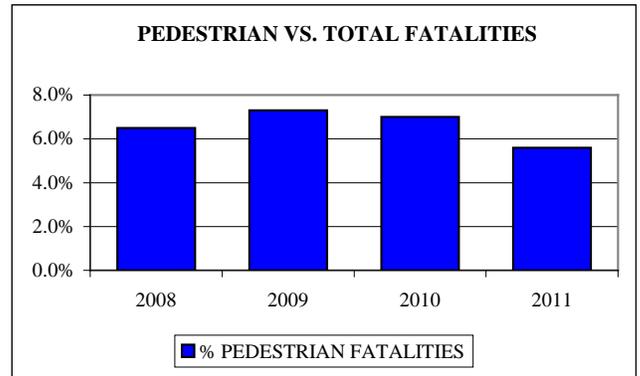
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Program Management Personnel Services/Other Expenses	176.2			497.4		673.6	
Totals	176.2			497.4		673.6	

**PSP 13-07**

**PEDESTRIAN AND BICYCLE SAFETY**

CHART NO. 27  
PEDESTRIAN FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Pedestrian % Of Total</u>
2008	0	9	9	138	6.5%
2009	1	7	8	110	7.3%
2010	0	9	9	128	7.0%
2011	0	5	5	90	5.6%
Totals	1	30	31	466	6.7%



**PROBLEM IDENTIFICATION**

There was an average of 8.0 pedestrian fatalities during the four-year period 2008-2011 (Chart No. 27).

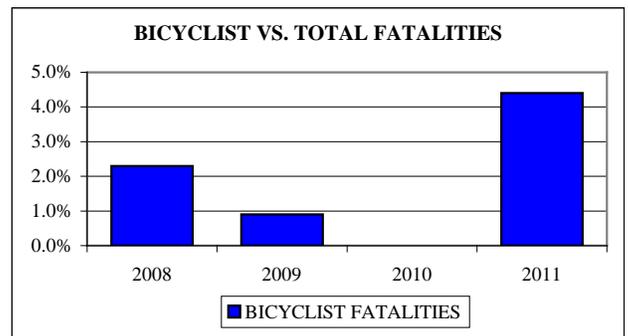
**GOALS AND OBJECTIVES - PEDESTRIANS**

To reduce pedestrian fatalities 10 percent from the 2011 calendar base year of 5 to 4 by December 31, 2013. (C-10)

CHART NO. 28

BICYCLIST FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Bicyclist % of Total</u>
2008	2	0	2	138	2.3%
2009	1	0	1	110	0.9%
2010	0	0	0	128	0.0%
2011	1	3	4	90	4.4%
Totals	4	3	7	466	1.5%



NOTE: Child is 15 years old or younger.

CHART NO. 29  
BICYCLE CRASHES AND RESULTING INJURIES

Year	Bicycle Crashes	Injuries					
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	Fatality
2008	131	9	89	15	14	3	2
2009	138	6	85	0	30	16	1
2010	166	3	89	0	27	21	0
2011	125	8	0	42	6	0	4
Total	560	26	263	57	77	40	7
4-Year Average	140	6	66	14	19	10	2

New Hampshire RSA 265:144, x, mandates the use of bicycle helmets by persons “no less than 16 years of age” when riding a bicycle on any public way. The NH Highway Safety Agency continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006.

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 2.0 bicycle fatalities during the four-year period 2008-2011 (Chart No. 28).

There was an average of 138 crashes involving bicycles during the four-year period 2007-2010 (Chart No. 29) resulting in 5 bicyclists suffering incapacitating injuries and 84 suffering non-incapacitating injuries.

GOALS AND OBJECTIVES (BICYCLISTS)

To have no bicyclist fatalities through the year 2012 but not to exceed 1 bicycle fatality.

PROBLEM SOLUTION TASKS

1. *Media and Materials.* This task will provide funding for the production and distribution of media and materials for an in-house program to increase public awareness of the need for bicycle and pedestrian safety.  
Funding: \$20,000.00 (402)
2. *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 700 bicycle helmets to be distributed by local law enforcement agencies while conducting bicycle safety programs.  
Funding: \$3,000.00 (402)
3. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable the Claremont, Derry, Durham, Hudson, Nashua, Portsmouth and Rye Police Departments and others to conduct overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws.  
Funding: \$40,000.00 (402)

**PSP NO. 13-07 PS  
PEDESTRIAN & BICYCLE SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Media & Materials (HSA)	10.0	10.0				20.0	20.0
2. Bicycle Helmets	3.0					3.0	3.0
3. Pedestrian/Bicycle Enforcement Patrols	40.0					40.0	40.0
Totals	53.0	10.0				63.0	63.0

**PSP 13-08**

**MOTORCYCLE SAFETY**

CHART NO. 30  
MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS  
 2008 – 2011

Year	Operators	Passengers	Total	Percent of Fatalities	No. Victims Wearing Helmets	No. Victims NH Residents
2008	28	1	29	21.7	11	24
2009	16	5	21	19.1	8	11
2010	26	2	28	21.9	20	26
2011	14	0	14	15.6	4	10
Total	84	8	92		43	71
4-Year Average	21	2	23		11	18

CHART NO. 31  
FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED  
 2008 – 2011

Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2008	29	12	41.4
2009	20	4	20.0
2010	28	8	28.6
2011	14	5	35.6
Total	91	29	31.9
4-Year Average	23	7	30.4

CHART NO. 32  
MOTORCYCLE CRASHES & INJURIES  
ALCOHOL-RELATED & HELMET USE  
 2008 – 2011

Year	All Motorcycle Crashes			Injury Crashes Involving Motorcycles				
	Total Motorcycle Crashes	Alcohol-Related Crashes	Percent Alcohol-Related	Motorcycle Injury Crashes	Alcohol-Related Injury Crashes	Percent Alcohol-Related	Helmet Used	Percent Helmet Used
2008	910	57	6.3	634	30	4.7	267	42.1
2009	851	35	4.1	626	30	4.8	292	46.6
2010	782	23	2.9	626	21	3.4	235	37.5
2011	662	23	3.5	524	18	3.4		
Total	3,205	138	4.3	2,410	99	4.1		

## PROBLEM IDENTIFICATION

During the four-year period 2008-2011 there were 92 motorcycle fatalities; 43, or 46.7 percent, were wearing helmets (Chart No. 30).

During the four-year period 2008-2011 there were 91 fatal crashes involving motorcycles; 29, or 31.9 percent, involved alcohol (Chart No. 31).

Of the 3,205 crashes in the years 2008-2011 involving motorcycles, 138, or 4.3 percent, were alcohol-related (Chart No. 32).

During the years 2008-2011 of the 3,205 motorcycle crashes, 2,410, or 75.2 percent, resulted in injury crashes (Chart No. 32).

During the years 2008-2011 alcohol was involved in 99, or 4.1 percent of the 2,410 motorcycle crashes resulting in injuries (Chart No. 32).

## GOALS AND OBJECTIVES

To decrease motorcyclists fatalities 10 percent from the 2011 calendar base year of 14 to 12 by December 31, 2013. (C-7)

To decrease unhelmeted motorcyclist fatalities 10 percent from the 2011 calendar base year of 10 to 9 by December 31, 2013. (C-8)

To increase the number of motorcycle operators who complete the state-sanctioned basic, intermediate, and advanced rider safety courses.

## PROBLEM SOLUTION TASKS

1. *Motorcycle Rider Education Program.* This task is provided for informational purposes. The Rider Education Program within the Division of Motor Vehicles, NH Department of Safety, is responsible for offering the 20-hour Basic Rider Course, one-day Intermediate Rider Course, and one-day Experienced Rider Course. In order to make the courses available to more riders, the state contracts with two vendors (Meredith Harley Davidson and the Motorcycle Operator Safety Training (MOST) program) that also offer the various training courses. In 2002 a total of 2,382 operators completed the courses compared to 3,029 in 2006, 3,024 in 2007, 2,991 in 2008, and 2,927 in 2009, 2850 in 2010 and 2912 in 2011.
2. *Highway Safety Conference/Training.* This task will provide funds to cover travel expenses associated with Agency staff, Task Force members, and others attending conferences/training sessions related to motorcycle safety.  
Funding: \$1,000.00 (402)
3. *Motorcyclists Safety Grant.* Section 2010 will be used for motorcyclist safety training and motorcyclist awareness programs throughout New Hampshire. For more detailed information regarding this task please see New Hampshire's Section 2010 grant application.  
Funding: \$480,000.00 (2010)

**PSP NO. 13-08 MC  
MOTORCYCLE SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) 2010 (K6) Current Year Funds	(4) 2010 (K6) Prior Year Funds	(5) Local Share	(6) Total	(7) Amount To Local
1. Motorcycle Rider Education							
2. Highway Safety Conferences/Training	1.0					1.0	
3. Motorcyclist Safety Grant			99.9	379.6		480.0	479.5
Audit			.1	.4			
Totals	1.0		100.0	380.0		481.0	479.5

PSP 13-09

PUPIL TRANSPORTATION

CHART No. 33 <u>SCHOOL BUS CRASHES/INJURIES</u> <u>2008-2011</u>		
Year	Number of Crashes*	Number of Injuries
2008	49	21
2009	208	27
2010	223	22
2011	112	31

\*All school bus crashes, regardless of amount of property damage and/or injury, are reported to the Division of Motor Vehicles.

Source: NH Department of Safety

Currently there is no data available on the severity of injuries.

CHART No. 34 <u>NUMBER OF SCHOOL BUSES INSPECTED</u> <u>2008-2011</u>				
Year	2008	2009	2010	2011
Number	2,648	2,255	3,534	2,978

Source: NH Department of Safety

PROBLEM IDENTIFICATION

The number of school buses inspected by the Department of Safety fluctuates, and New Hampshire continues to have a very safe record in the pupil transportation area. However, personal observations by state officials, school bus drivers, and the New Hampshire School Transportation Association confirm there are an increasing number of motorists disregarding laws governing proper driving in the vicinity of school buses where students are boarding or exiting buses.

GOALS AND OBJECTIVES

To continue to work with those interested in improving the safety of pupil transportation and enforcing the laws regarding school bus and pupil transportation.

PROBLEM SOLUTION TASKS

1. *Pupil Transportation Safety.* This task is included for informational purposes to show the state's annual expenditure for school bus inspections and driver training/certification. In 2011 the Enforcement Bureau at the Department of Safety inspected 2,978 school buses that transport New Hampshire's children to and from school.

**PSP NO. 13-09 SB  
PUPIL TRANSPORTATION SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Pupil Transportation Safety							
Totals							

## PSP 13-10

### COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

#### PROBLEM IDENTIFICATION (COMMUNITY TRAFFIC SAFETY PROGRAMS)

In recent years there has been a growth in programs at the community level to address highway safety issues such as safety belt/child seat use, pedestrian/bicycle safety, school bus safety, and impaired driving.

#### GOALS AND OBJECTIVES

To provide assistance for local law enforcement agencies to conduct programs on occupant protection, pedestrian/bicycle safety, school bus safety, impaired driving, bicycle patrols, and the development of public information to promote highway safety at the community level.

#### PROBLEM IDENTIFICATION (SAFE COMMUNITIES)

In 1997, following the death of several teenagers in motor vehicle crashes in the Derry, Windham and Salem areas, the Community Alliance for Teen Safety (CATS) was formed to address the problem and funds were provided for four years. During the same period, Parents Against Speeding Teens (PAST) was formed in Exeter following the death of two teenagers in a high-speed crash, and funding was provided during their first year. Nine years ago, an injury prevention group was formed in Concord to focus on problem areas on Loudon Road where two child pedestrians had been struck by motor vehicles. The program, expanded to cover activities throughout the city, continues to grow and the Safety and Health Council of Northern New England administers the program.

#### GOALS AND OBJECTIVES

Funds will be allocated to assist at least one community in establishing a Safe Community organization.

#### PROBLEM SOLUTION TASKS

1. *Safe Communities.* If interest can be generated at the local level, this task will provide funding to establish a safe community group in at least one community in the state.  
Funding: \$1,000.00 if available (402)

**PSP NO. 13-10 CP/SA  
COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Safe Communities							
Totals							

PSP 13-11

ROADWAY SAFETY/FHWA

This PSP encompasses the areas of Traffic Engineering Services; Identification of Accident Locations; and Highway Design, Construction and Maintenance.

GOALS AND OBJECTIVES

Educate the public regarding potential hazards at railroad crossings and promote safety at railroad crossings through a contractual agreement with New Hampshire Operation Lifesaver, Inc..

Educate the motoring public of roadway construction zones and location of incident areas (motor vehicle crashes, changed traffic patterns, etc.)

PROBLEM SOLUTION TASKS

1. *"Operation Lifesaver"*. This task will provide funds through a contractual agreement with New Hampshire Operation Lifesaver, Inc., to promote safety at railroad crossings. This will involve holding training sessions and distribution of such items as lapel pins, key rings and activity books to the motoring public and school children, and attendance by the state coordinator at the Operation Lifesaver annual conference.  
Funding: \$12,500.00 (402)
2. *Variable Message Boards*. This task will provide funds to assist three (3) public works departments with the purchase of message boards to be used along the roadways to notify the motoring public of motor vehicle crashes, changes in traffic patterns, and other roadway emergencies. Ranging in price from \$9,000.00 to \$15,000.00, office policy limits federal funding assistance to 50 percent not to exceed \$6,000.00 for message boards. Approval of this task for equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$10,000.00 (402)

**PSP NO. 13-11 RS/FRS  
ROADWAY SAFETY/FHWA**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. "Operation Lifesaver"	12.5					12.5	10.0
2. Variable Message Boards	10.0				10.0	20.0	10.0
Totals	22.5				10.0	32.5	20.0

## PSP 13-12

### SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

#### PROBLEM IDENTIFICATION

There is a continued need to address the highway safety problem of the alcohol/drug-impaired driver. The percentage of alcohol/drug-related fatalities has fluctuated over recent years from a high of 37.0 percent in 2003 to a low of 26.7 percent in 2011. (New Hampshire alcohol-related fatalities: .02 BAC drivers under age 21 and .04 BAC for all other drivers conforms with National CDL level)

#### GOALS AND OBJECTIVES

Section 410 Incentive Grant funds will enable state, county, and local law enforcement agencies to conduct overtime patrols dedicated to the detection and apprehension of impaired drivers. In addition, the state, county, and local law enforcement community will coordinate their activities and conduct sobriety checkpoints throughout the state. Funding will assist in the purchase of additional in-cruiser video equipment, support attendance at appropriate conferences, support of the "Last Drink" Survey, and the DUI mobile van. Funds will continue the services of a traffic safety resource prosecutor at the NH Department of Justice, and a part-time position to manage/coordinate the Interlock Ignition program at the Department of Safety.

#### PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds to assist 50 local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$666,000.00 (410)
2. *DWI/DUI Patrols.* This task will provide funds for state, local and county police departments to conduct overtime DWI patrols. The State Police made approximately 1,372 DWI arrests in 2011, and average of 5.5 for each of the Traffic Division's 251 personnel. This task will provide funds for the State Police to conduct overtime DWI/DUI Enforcement Patrols. For every overtime detail hour the state incurs approximately \$12.60 per hour to cover additional related expenses. For 2,300 hours of overtime DWI/DRE patrols this equates to approximately \$28,980.00  
Funding: \$1,631,600.00 (410)
3. *Sobriety Checkpoints.* This task will provide funds to enable the State Police, county sheriff's, and local police departments to work together to conduct approximately 35 overtime sobriety checkpoints throughout the state.  
Funding: \$1,358,000.00 (410)

4. DUI Van Administration/"Last Drink Survey". This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints and educational events throughout the state, as well as covering van upgrades. Funds will also enable the Enforcement Bureau to conduct "Last Drink Surveys" on an overtime basis at sobriety checkpoints. The collection of the place of the "Last Drink" data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol.  
Funding: \$46,300.00 (410)
5. Audit Expense. This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$4,100.00 (410)
6. Conferences. This task will provide funds for prosecutors, police officers, public health laboratory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving.  
Funding: \$20,000.00 (410)
7. Traffic Safety Resource Prosecutor (Department of Justice). This task will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community.  
Funding: \$202,000.00 (410)
8. DOS Interlock Ignition Program. This task will provide funds that will allow the NH Department of Safety to hire a part-time person to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. This employee will create/begin deployment of a training program on interlocks for law enforcement; contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks; establish contact with substance abuse evaluation and treatment providers; obtain information and investigate reports of attempts to circumvent interlocks; etc. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders.  
Funding: \$100,000.00 (410)

**PSP NO. 13-12 K8**  
**SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS**

Project Titles	(1) 410 (K8) Current Year Funds	(2) 410 (K8) Prior Year Funds	(3) Other NHTSA Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Video Equipment	100.0	566.0			666.0	1,332.0	666.0
2. DWI/DUI Patrols	500.0	1,131.6		29.0	14,655.4	16,316.0	1,631.6
3. Sobriety Checkpoints	258.0	1,100.0				1,358.0	1,358.0
4. DWI Van/Last Drink Survey	25.0	21.3				46.3	46.3
5. Audit	1.0	3.1				4.1	
6. Conferences	10.0	10.0				20.0	
7. Traffic Safety Resource Prosecutor (DOJ)	70.0	132.0				202.0	101.0
8. DOS Interlock Ignition Program		100.0				100.0	50.0
Totals	964.0	3,064.0		29.0	15,321.4	19,378.4	3,852.9