

STATE OF NEW HAMPSHIRE

STRATEGIC ACTION PLAN

FISCAL YEAR 2006

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FISCAL YEAR 2006

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STATE OF NEW HAMPSHIRE

CERTIFICATIONS AND ASSURANCES

In accordance with 49 CFR 18.11(c), I hereby certify that the State of New Hampshire complies with all applicable federal statutes and regulations, and give assurances that:

- (a) The State of New Hampshire 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: 23 USC Chapter 4 - Highway Safety Act of 1966, as amended; 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments; 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations; 23 CFR Chapter II - (ss1200, 1205, 1206, 1250, 1251 & 1252) Regulations governing highway safety programs; 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals; OMB Circular A-87 Cost Principles for State, local and Indian Tribal Governments; OMB Circular A-21 Cost Principles for Educational Institutions; OMB Circular A-122 Cost Principles for Nonprofit Organizations; OMB Circular A-128 Audit of State and Local Governments; OMB Circular A-133 Audits of Institutions of Higher Education and Nonprofit Institutions; NHTSA Order 462-6C Matching Rates for State and Community Highway Safety Programs; and Highway Safety Grant Funding Policy for Field-Administered Grants (effective 7/14/95).
- (b) The Governor is responsible for the executive direction of the State's highway safety program through the New Hampshire Highway Safety Agency (NH RSA 238) 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 under 23 U.S.C. 402(b)(1)(A);
- (c) The political subdivisions of the State are authorized by NH RSA 238:6, 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));
- (d) At least 40 per centum of all federal funds apportioned to the State under 23 U.S.C. 402 for this fiscal year will be expended by the political subdivisions of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation.
- (e) The State's highway programs provide adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced after July 1, 1976, at all pedestrian crosswalks throughout the state, in accordance with 23 U.S.C. 402 (b)(1)(D).
- (f) The State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 U.S.C. 402(b)(1)(E);
- (g) 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.
- (h) The State's 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. ss 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. ss 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. ss 6101-6107), which

prohibits discrimination on 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) ss 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. ss 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; and j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

- (i) Cash draw downs will be initiated only when actually needed for disbursements, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.4. Failure to adhere to these provisions may result in the termination of draw down privileges.
- (j) Arrangements have been made for the required financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle. (Failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of federal funds.)
- (k) This Highway Safety Plan has been submitted 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).
- (l) 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 facilities and equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).
- (m) 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, Part 18.20.
- (n) Each recipient of Section 402 funds has a procurement system that complies with applicable State procurement procedures.
- (o) 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: 1) national law enforcement mobilizations, 2) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits; 3) 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; and 4) development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
- (p) 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.

DRUG-FREE WORKPLACE ACT OF 1988

In accordance with the Drug-Free Workplace Act of 1988 (49 CFR, Part 29, Subpart F) and former Governor Judd Gregg's Executive Order No. 89-6, 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; and 4) The penalties that may be imposed upon employees for drug abuse 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; and 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; or 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 the above paragraphs (a), (b), (c), (d), (e), and (f).

BUY AMERICA ACT

In accordance with the Buy America Act (23 U.S.C. 101 Note) the State of New Hampshire will comply with the provisions of the Buy America Act. (The DOT reference to the Buy America Act is 23 U.S.C. 101 Note and the Federal government-wide reference is 23 U.S.C. 10a).

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless the State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory 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 with the provisions of 5 U.S.C. ss 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for 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 any 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 awards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) and that all such sub recipients 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

In accordance with the provision of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 20, and in all solicitations for lower tier covered transactions.

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective lower tier 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 or 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 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 these regulations.
6. 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 entering into this transaction.
7. The prospective primary lower tier participant further agrees by submitting this proposal that it will include this 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 participating 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 a 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 government 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 transaction (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 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 these 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 this 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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for the NH Highway Safety Agency has reviewed the Fiscal Year 2006 Strategic Action Plan 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).

Date: September 12, 2005	 Peter M. Thomson, Coordinator
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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.

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 outlined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2006 commencing October 1, 2005, and ending September 30, 2006. 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. Funds are also included for Community Traffic Safety Programs/Safe Communities and Roadway Safety activities, and Section 157 Innovative funds will support efforts designed to increase seat belt usage in New Hampshire.

During the 2005 session the New Hampshire Legislature adopted HB 118 mandating the use of bicycle helmets by persons "no less than 16 years of age" when riding a bicycle on any public way. The NHSA will work with the Bicycle Helmet Coalition to develop a campaign to educate parents, children, and the general public about the requirements of this law which becomes effective January 1, 2006.

HB 705 requiring "motor vehicle drivers and passengers 18 years of age and older to wear passenger restraints" was found inexpedient to legislate on the House floor by a vote of 180-124. The NHSA will continue to fund the NH Child Passenger Safety Program within the Injury Prevention Center/Dartmouth College and to work with the law enforcement community, educators, and highway safety partners to increase seat belt usage rates within the state.

In addition, the Legislature, on May 27, 2005, approved Senate Concurrent Resolution 2 stating that "New Hampshire strongly supports a timely reauthorization of TEA-21 with sufficient funding levels and no unfunded mandates or burdensome conditions attached to funding, thereby allowing states to address the transportation needs of their citizens and community".

PROCESS DESCRIPTION

The NH Highway Safety Agency 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 NH Highway Safety Agency staff has periodically addressed the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. Plans are underway to conduct a series of regional grant application training sessions during the upcoming federal fiscal year.

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, the 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 do not allow for the purchase of replacement equipment, and careful attention is given to prevent the issue of supplanting.

In addition to the planning letter, the NHHSA uses information developed by the two field representatives and other Agency personnel during the year through 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 NHHSA 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 and Division of Motor Vehicles), NH Department of Justice, Administrative Office of the Courts, NH Traffic Safety Commission, NH Police Standards & Training Council, 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, and the Brain Injury Foundation. 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, 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 Planning Bureau, NH Department of Transportation, 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, and the Office of State Planning 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.

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 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 NHSA 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 06-01 (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, conduct a campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, continue the training of CPS technicians, and enforce the CPS law.

PSP 06-02 (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, prosecution, and judicial training.

PSP 06-03 (PT) Police Traffic Services. To achieve and maintain compliance with posted speed limits through enhanced enforcement, public information and education, assisting local/county and State Police with the purchase of equipment, conducting commercial vehicle checks, funding enforcement of red light running and other violations, and the purchase of equipment and crash investigation training.

PSP 06-04 (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.

PSP 06-05 (EM) Emergency Medical Services. To continue to provide assistance to local providers for the purchase of equipment for the rapid extrication of crash victims.

PSP 06-06 (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 06-07 (PS) Pedestrian and Bicycle Safety. To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of safety equipment for local safety programs, including enforcement, and to reduce the number of pedestrian and bicycle fatalities and injuries.

PSP 06-08 (MS) Motorcycle Safety. Through public information and education, reduce the number of motorcycle crashes resulting in injuries and fatalities.

PSP 06-09 (SB) Pupil Transportation. To continue and enhance a comprehensive, statewide pupil transportation program including dedicated enforcement patrols during those times when students are being transported to and from school.

PSP 06-10 (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.

PSP 06-11 (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, and continue funding the Operation Lifesaver program to promote safety at railroad crossings.

PSP 06-12 (J8) Section 410 Drunk Driving Prevention Programs. Using prior year funds, to elevate the State's efficiency in combating the DWI problem through increased enforcement, enhanced prosecution, training, the purchase of equipment, and offering a Fatal Reality Program to high schools throughout the state.

PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,291,573 residents and a landmass of 9,282.11 square miles which results in a population density of 139 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four and four-tenths (64.4) percent of the population (831,356) 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 322.95 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 109,234 and 87,907 residents respectively. Approximately 96 percent of the population is white, while the remaining 4 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. (2003 Census estimated).

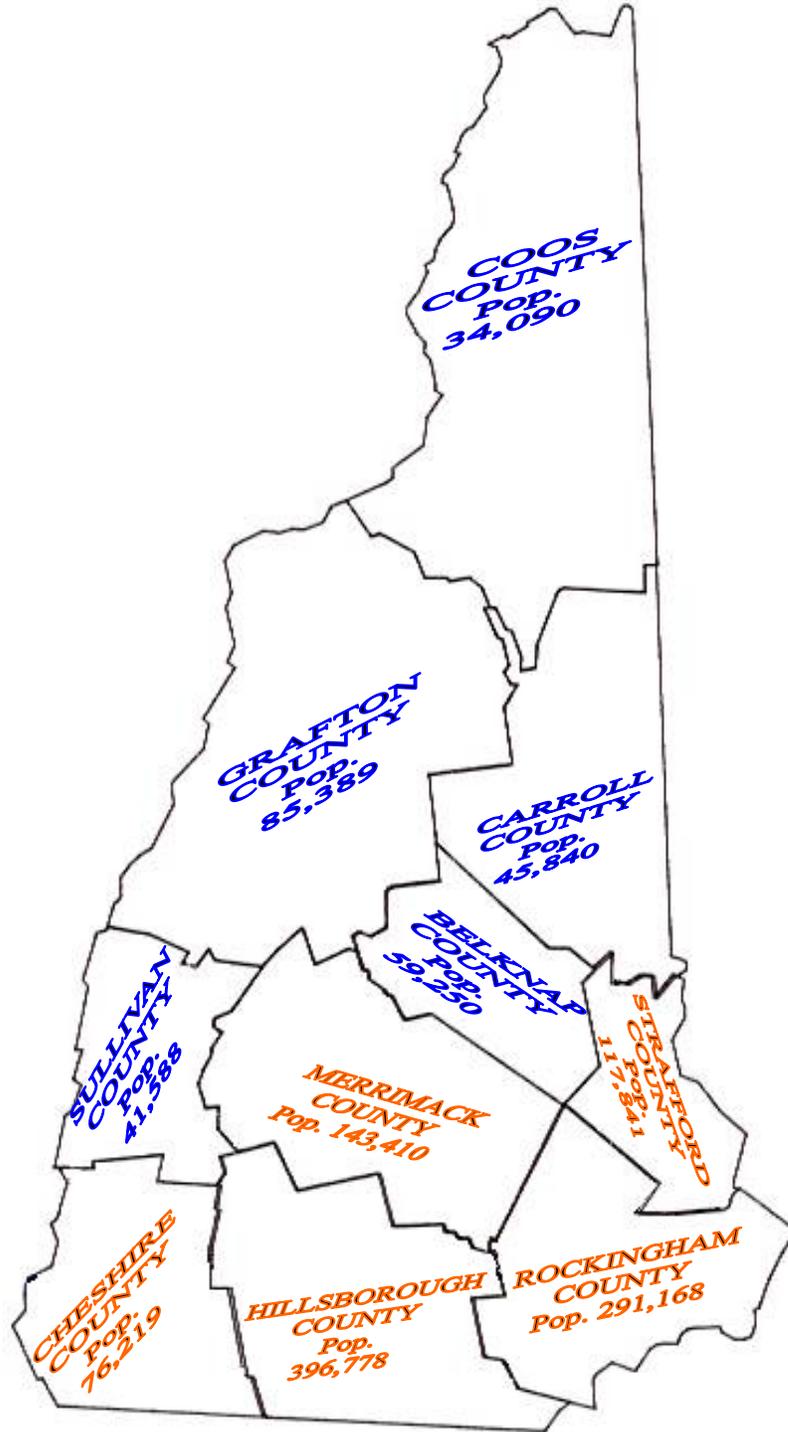
CHART NO. 1				
<u>STATE POPULATION BY</u>				
<u>COUNTY & LARGEST CITIES/TOWNS WITHIN COUNTY</u>				
(2003 ESTIMATED POPULATION FIGURES)				
<u>County</u>	<u>County</u> <u>Population</u>	<u>City/Town</u>	<u>City/Town</u> <u>Population</u>	<u>Location</u>
Southern Counties & Largest Cities/Towns				
Hillsborough	396,778	Manchester	109,234	South Central
		Nashua	87,907	South Central
		Merrimack	26,398	South Central
Rockingham	291,168	Derry	34,678	South Central
		Salem	29,027	South Central
		Portsmouth	21,054	Southeast
Merrimack	143,410	Concord	41,940	Central
Strafford	117,841	Rochester	29,642	Southeast
		Dover	28,329	Southeast
Cheshire	76,219	Keene	22,903	Southwest
Sub-Total	1,025,416		431,112	
Northern Counties & Largest Cities/Towns				
Grafton	85,389	Lebanon	13,123	West Central
		Hanover	11,116	West Central
Belknap	59,250	Laconia	16,767	Central
		Belmont	7,103	Central
Sullivan	41,588	Claremont	13,211	West Central
		Newport	6,363	West Central
Carroll	45,840	Conway	8,946	Northeast
		Wolfeboro	6,371	East Central
Coos	34,090	Berlin	10,641	North
		Lancaster	3,386	North
Sub-Total	266,157		97,027	
TOTAL	1,291,573		528,139	

STATE OF NEW HAMPSHIRE

COUNTY POPULATION MAP

Northern Counties

Southern Counties



This section of New Hampshire's Strategic Action Plan (SAP), using data provided by the various offices within the NH Department of Transportation, Department of Safety, Office of State Planning and previously identified agencies, summarizes the many highway-safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2006 SAP.

CHART NO. 2 NH STATISTICAL CRASH SUMMARY						
	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Fatal Motor Vehicle Crashes	131	117	124	117	116	158
Persons Killed (Fatalities)	141	126	142	127	127	171
Alcohol-Related Fatalities	52	41	57	46	47	52
% of Alcohol-Related Fatalities	36.9	32.5	40.0	36.2	37.0	30.4
Operators Killed	68	67	78	88	71	91
Adult Occupants Killed	25	15	26	16	20	28
Child Occupants Killed	9	9	6	4	2	7
Adult Pedestrians Killed	4	6	8	5	16	14
Child Pedestrians Killed	1	1	2	1	4	1
Motorcycle Operators Killed	28	24	19	13	9	25
Motorcycle Passengers Killed	3	3	3	0	0	2
Moped Operators Killed	0	0	1	0	0	0
OHRV Operators Killed	2	0	0	0	3	2
Adult Bicyclists Killed	1	0	1	0	2	1
Child Bicyclists Killed	0	1	0	0	0	0
Total Crashes Reported	35,558	37,920	39,639	40,190	41,843	39,555
Total Injuries Reported	14,010	14,440	15,323	15,835	16,486	15,585
Travel in MVM	11,894	12,021	12,315	12,578	13,180	
New Hampshire Fatal Rate	1.18	1.04	1.15	1.02	.96	
United States Fatal Rate	1.6	1.5	1.5	1.51	1.48	
NH Licensed Drivers	928,854	940,328	948,863	963,986	979,316	991,799
NH Registered Vehicles	1,224,750	1,231,322	1,307,712	1,340,656	1,354,448	1,417,595
NH Registered Motorcycles	40,130	42,670	49,689	49,462	53,000	60,318
Population	1,201,134	1,235,786	1,235,786	1,259,030	1,291,573	1,300,000
Seat Belt Usage (NH Survey)	55.97	57.98	56.74	59.27	60.18	63.4
CPS Seat/Belt Usage	84.47	89.13	91.33	90.87	92.80	94.2

Travel in MVM is estimated by NH Department of Transportation
 Statewide population (1,300,000) is an estimate based on figures from NH Office of State Planning

CHART NO. 3
AGES OF DRIVERS INVOLVED IN ALL CRASHES

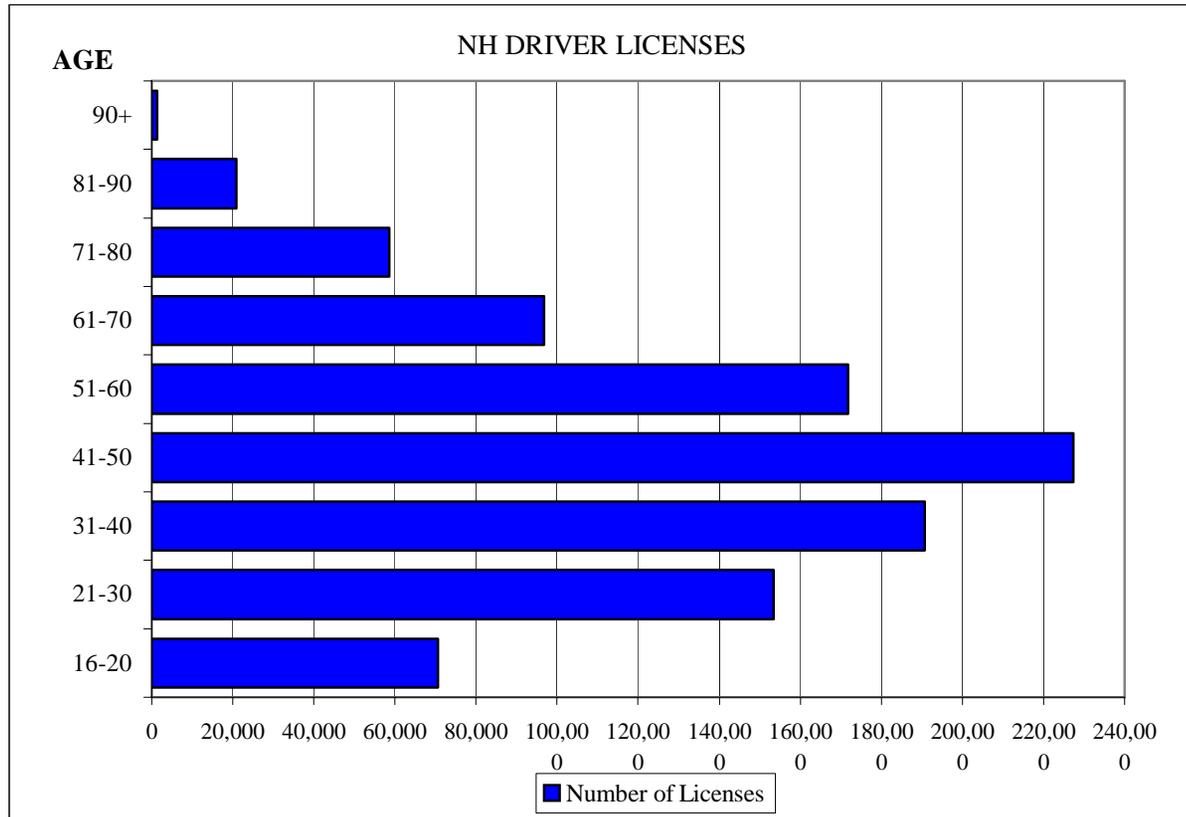
<u>Ages</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
16-20	10,560	10,880	11,954	11,504
21-25	6,552	6,880	7,576	7,146
26-30	5,455	5,126	5,191	4,814
31-35	5,652	5,533	5,855	5,271
36-40	6,396	6,139	6,409	5,508
41-45	5,815	5,936	6,515	5,856
46-50	4,722	4,827	5,334	5,137
51-55	3,897	4,051	4,264	3,987
56-60	2,731	2,801	3,287	3,195
61-65	1,886	1,864	2,012	2,168
66-70	1,423	1,456	1,543	1,501
70 +	3,576	3,535	3,653	3,544
Totals	58,665	59,028	63,593	59,631

CHART NO. 4
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

<u>Ages</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
16-20	2,707	2,798	2,942	2,851
21-25	1,612	1,715	1,915	1,762
26-30	1,318	1,263	1,193	1,212
31-35	1,392	1,383	1,379	1,363
36-40	1,552	1,546	1,509	1,330
41-45	1,354	1,381	1,538	1,431
46-50	1,119	1,137	1,221	1,259
51-55	915	964	942	1,007
56-60	650	690	734	786
61-65	400	470	465	503
66-70	341	331	357	352
70 +	830	920	901	841
Totals	14,190	14,598	15,096	14,697

CHART NO. 5
NH DRIVER LICENSES

<u>Age</u>	<u>Number of Licenses</u>
16-20	70,706
21-30	153,490
31-40	190,747
41-50	227,354
51-60	171,820
61-70	96,798
71-80	58,630
81-90	20,902
90+	1,352



Source: NH Department of Safety (All License Classifications as of 12/21/04)

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire

Number: 06-00

Date: August 12, 2005

Dunn's No. 878-043-769

402

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
OP 06-01	266.5	102.1				266.5
AL 06-02	93.8	10,750.9				81.9
PT 06-03	377.6	117,004.1				276.3
TR 06-04	50.1	9,393.0				
EM 06-05	30.0	3,112.4				30.0
PA 06-06	76.0	419.0				
PS 06-07	49.8					49.8
MC 06-08	25.0	579.3				25.0
SB 06-09	20.0	144.5				20.0
CP 06-10						
RS 06-11	42.0					35.7
Total NHTSA	1,030.8	141,505.3				785.2
State Official Authorized Signature				NHTSA Official Authorized Signature		
Name:				Name:		
Peter M. Thomson				Title:		
Title: Coordinator				Date:		
Date: August 12, 2005				Effective:		

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire

Number: 06-00

Date: August 12, 2005

Dunn's No. 878-043-769

J8 (410)

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
J8 06-12	210.8	11,719.3				120.6
Total NHTSA	210.8	11,719.3				120.6
State Official Authorized Signature			NHTSA Official Authorized Signature			
Name: Peter M. Thomson			Name:			
Title: Coordinator			Title:			
Date: August 12, 2005			Date:			
			Effective:			

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire

Number: 06-00

Date: August 12, 2005

Dunn's No. 878-043-769

IN3 157

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
IN3 06-01	84.1					84.0
Total NHTSA	84.1					84.0
State Official Authorized Signature			NHTSA Official Authorized Signature			
Name: Peter M. Thomson			Name:			
Title: Coordinator			Title:			
Date: August 12, 2005			Date:			
			Effective:			

PSP 06-01

OCCUPANT PROTECTION

CHART No. 6
FATALITIES AND OCCUPANT PROTECTION USAGE

2002							
FATAL CRASHES: 117 FATALITIES: 127							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	Unk	Percent
0-4	1	1	100.00	0	0.00	0	0.00
5-8	1	0	0.00	1	100.00	0	0.00
9-15	0	0	0.00	0	0.00	0	0.00
16-20	11	6	54.55	4	36.36	1	9.09
21-39	44	7	15.91	30	68.18	7	15.91
40-59	26	11	42.31	13	50.00	2	7.69
60-74	10	2	20.00	7	70.00	1	10.00
75+	15	8	53.33	5	33.33	2	13.33
TOTAL	108	35	32.41	60	55.56	13	12.04

2003							
FATAL CRASHES: 116 FATALITIES: 127							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	Unk	Percent
0-4	0	0	0.00	0	0.00	0	0.00
5-8	0	0	0.00	0	0.00	0	0.00
9-15	2	1	50.00	0	0.00	1	50.00
16-20	18	7	38.89	8	44.44	3	16.67
21-39	29	7	24.14	17	58.62	5	17.24
40-59	24	3	12.50	19	79.17	2	8.33
60-74	13	2	15.38	7	53.85	4	30.77
75+	8	3	37.50	5	62.50	0	0.00
TOTAL	94	23	24.47	56	59.57	15	15.96

2004							
FATAL CRASHES: 158 FATALITIES: 171							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	Unk	Percent
0-4	0	0	0.00	0	0.00	0	0.00
5-8	0	0	0.00	0	0.00	0	0.00
9-15	3	2	66.67	1	33.33	0	0.00
16-20	22	4	18.18	17	77.27	1	4.55
21-39	33	7	21.21	26	78.79	0	0.00
40-59	37	15	40.54	22	59.46	0	0.00
60-74	17	5	29.41	12	70.59	0	0.00
75+	14	8	57.14	6	42.86	0	0.00
TOTAL	126	41	32.54	84	66.67	1	.79

CHART NO. 7
SEATBELT USE/DRIVERS

Year	Total			Male			Female		
	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted
1999	3,000	1,679	56.0%	1,597	745	46.7%	1,403	934	66.6%
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%

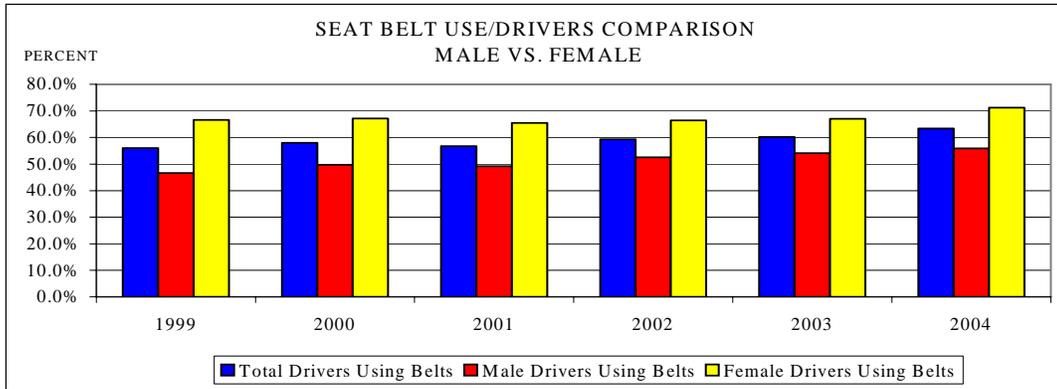


CHART NO. 8
SEATBELT USE/PASSENGERS

Year	Total			Male			Female		
	Passengers	Belted	Percent Belted	Passengers	Belted	Percent Belted	Passengers	Belted	Percent Belted
1999	701	427	60.9%	258	139	53.9%	443	288	65.0%
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%

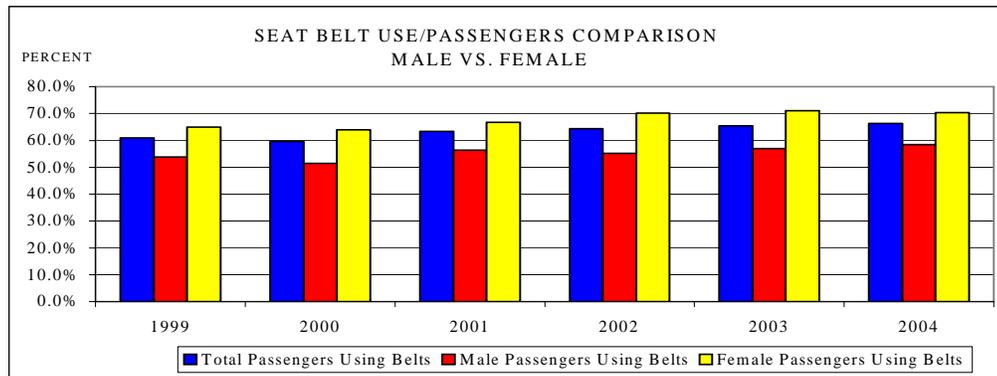


CHART NO. 9
SEAT BELT USE V. VEHICLE SIZE

Vehicle Size	2002			2003			2004		
	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	689	447	64.9	586	364	62.1	555	349	62.9
Mid-Size	835	537	64.3	828	527	63.6	903	619	68.5
Full-Size	211	119	56.4	181	109	60.2	126	79	62.7
SUV	481	308	64.0	574	368	64.1	617	437	70.8
Truck	488	177	36.3	521	222	42.6	487	209	42.9
Van	296	190	64.2	311	216	69.5	312	209	67.0
Total	3000	1778	59.27	3001	1806	60.18	3000	1902	63.4

PROBLEM IDENTIFICATION

Chart No. 6 shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2002-2004. Of the 328 occupants who died during 2002-2004, only 99, or 30.2 percent, were using safety restraints.

Charts No. 7 and 8 show the differences in the percentages of male v. female drivers and passengers who buckle up with females consistently buckling up more than males.

Chart No. 9 identifies the need to increase seat belt usage by drivers of trucks who consistently have the lowest seat belt usage rates (below 43 percent) in years 2002 – 2004 in comparison to belt use by drivers of all other vehicles (56.4 percent and over).

GOALS AND OBJECTIVES:

To increase the statewide seat belt usage rate for drivers from the 2004 baseline of 63.40 percent to 64.0 percent in 2005 and 64.5 percent in the year 2006.

To increase the child restraint usage (*Chart No. 2*) from the 2004 baseline of 94.2 percent to 95 percent in 2005 and 95.5 percent in the year 2006.

PROBLEM SOLUTION TASKS:

1. *Child Safety Seats.* This task will provide for the purchase of a variety of child safety seats for the statewide Child Passenger Safety office located at the Dartmouth Medical School to replace seats for use at child seat inspection sites, hospital emergency rooms, special needs centers, etc.
2. *Media and Materials.* This task will provide media and handout materials for an in-house campaign to promote compliance with the child restraint law and the overall voluntary use of safety restraints. Funding: \$15,000.00 (402)

3. *Convincer Demonstrations.* This task will provide funds for the Dover Police Department to continue to conduct seat belt "Convincer" demonstrations throughout the state.
Funding: \$12,000.00 (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 2006. Funds will be used to develop/implement interactive seat belt and safe driving strategies for teenagers, as well as a campaign aimed at increasing belt usage by truck drivers.
Funding: \$39,000.00 (402)
5. *Highway Safety Media Campaign.* 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. The purpose of a media campaign is to educate the public about the state's primary law requiring all persons up to age 18 to buckle up and the Booster Seat Law requiring child passenger restraints up to age 6 and 55" tall. This is part of a total program which also includes funding in PSP 06-02, Alcohol in Relation to Highway Safety; PSP 06-03, Police Traffic Services; PSP 06-07, Pedestrian and Bicycle Safety; and PSP 06-08, Motorcycle Safety.
Funding: \$12,000.00 (402)
6. *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.
Funding: \$110,000.00 (402)
7. *"Join the New Hampshire Clique".* This task, using 402 and prior year Section 157 Innovative funds, will enable the NH Highway Safety Agency to continue the services, on a contractual basis, of an individual to coordinate the statewide "Join the New Hampshire Clique" program.
Funding: \$50,000.00 (402); \$84,100.00 (Section 157 Innovative)
8. *Child Passenger Safety Conferences & Training.* This task will provide funds to cover travel costs associated with sending child passenger safety technicians, trainers, and staff to conferences and training sessions designed to enhance their knowledge in the child passenger safety field.
9. *CPS Enforcement.* This task will provide the funds for overtime patrols to enforce the State's Child Passenger Safety law with special emphasis on the booster seat law.
10. *Rollover Convincer Demonstrations.* This task will provide funds to the NH Police Standards & Training Council to support overtime for two employees to continue to conduct demonstrations of the Rollover Convincer at schools and events throughout the state.
Funding: \$20,000.00 (402)
11. *Statewide Seat Belt Challenge.* This task will cover costs associated with administering the annual Statewide Seat Belt Challenge. Jointly administered by the Dover Police Department and the Highway Safety Agency, funds cover overtime and expenses related to purchasing materials and handouts, postage, food, and miscellaneous expenditures.
Funding: \$8,500.00 (402)

12. Seat Belt Use Survey. This task will provide funds to cover expenses related to conducting a statewide seat belt use survey in accordance with a NHTSA-approved methodology.
Funding: \$20,000.00 (402)

13. Teen Driver Safety Guide. Funds will cover bulk purchase of “A Family Guide to Teen Driver Safety” published by the National Safety Council. Based on the principles of graduated driver licensing, the publication is designed to assist families in understanding and managing a teen’s journey from beginner to independent driver. The guide will be distributed to parents and guardians.
Funding: \$10,000.00 (402)

(Revised: January 25, 2006)

PSP NO. 06-01 OP
OCCUPANT RESTRAINTS

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Prior Year Section 157 Funds	(4) Prior Year J3Funds (2003b)	(5) State/ Local Share	(6) Total	(7) Amount To Local
1. Child Safety Seats							
2. Media and Materials (HSA)		20.0				20.0	20.0
3. Convincer Demonstrations		12.1			3.0	15.1	12.1
4. BUNH Activities		60.0			29.3	89.3	60.0
5. Highway Safety Media Campaign (PM)	50.0	12.0				62.0	12.0
6. Statewide CPS Program	20.0	89.0			69.8	178.8	109.0
7. "Join the NH Clique" – FY 2003 Audit	50.0		84.0 .1			134.1	134.0
8. CPS Conferences & Training							
9. CPS Enforcement	100.0					100.0	100.0
10. Rollover Convincer Demonstrations (PS&TC)		13.2				13.2	13.2
11. Statewide Seat Belt Challenge		9.0				9.0	9.0
12. Seat Belt Use Survey		20.0				20.0	
13. Teen Driver Safety Guide	10.0					10.0	10.0
Totals	230.0	235.3	84.1		102.1	651.5	479.3

(Revised: January 25, 2006)

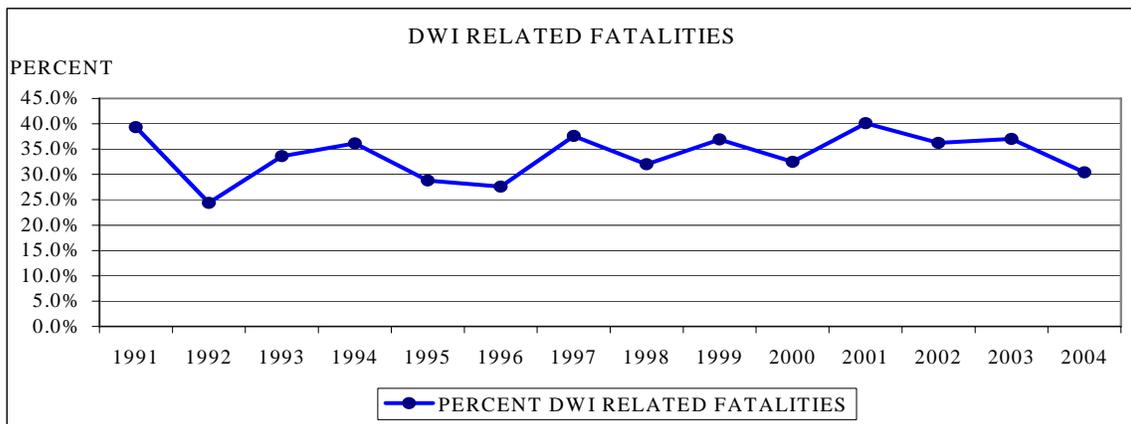
PSP 06-02

ALCOHOL IN RELATION TO HIGHWAY SAFETY

CHART NO. 10
ALCOHOL-RELATED FATALITIES

<u>Year</u>	<u>Fatalities</u>	<u>DWI Related Fatalities</u>	<u>Percent DWI Related</u>
1991	145	57	39.3%
1992	123	30	24.4%
1993	122	41	33.6%
1994	119	43	36.1%
1995	118	34	28.8%
1996	134	37	27.6%
1997	125	47	37.6%
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%

*pending final test reports



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. 11
ALCOHOL-RELATED FATALITIES
BY MONTH

MONTH	2001		2002		2003		2004	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	8	0	14	3	7	2	15	4
February	8	2	7	2	5	1	4	1
March	6	4	5	2	8	2	10	1
April	6	2	6	1	6	3	6	1
May	11	4	16	2	11	3	12	2
June	20	14	18	8	16	9	21	7
July	11	3	8	7	12	4	18	4
August	12	5	13	6	14	6	26	6
September	25	* 12	9	5	13	5	8	2
October	14	5	6	4	10	3	24	10
November	11	4	14	3	15	4	14	5
December	10	2	11	3	10	5	13	9
TOTALS	142	57	127	46	127	47	171	52**

*1 crash resulted in 6 deaths

** unofficial

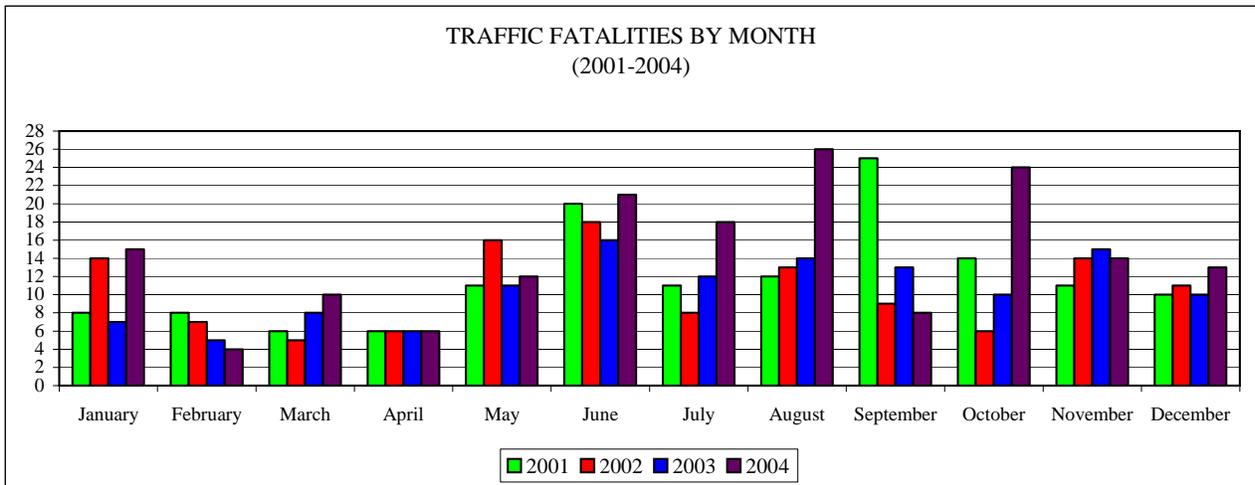


CHART NO. 12
DRIVERS UNDER THE INFLUENCE

Injury Crashes

<u>Time</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
12:01A - 04:00A	180	212	206	227
04:01A - 08:00A	36	36	39	44
08:01A - 12:00N	28	20	18	24
12:01P - 04:00P	59	81	60	56
04:01P - 08:00P	141	174	158	153
08:01P - 12:00M	245	210	202	195

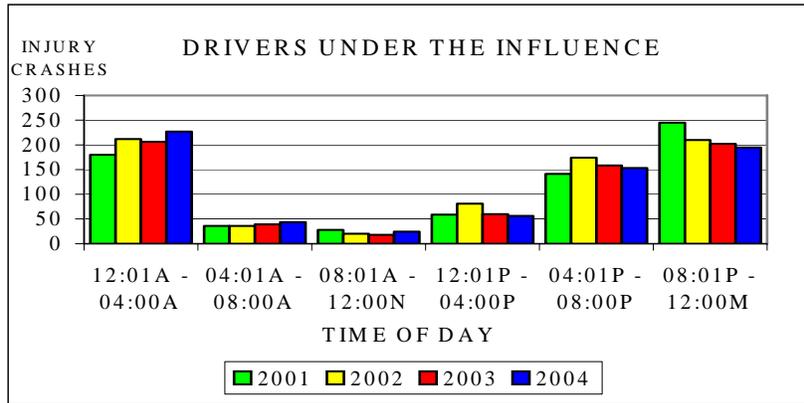


CHART NO. 13
DRIVERS UNDER THE INFLUENCE

All Crashes

<u>Time</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
12:01A - 04:00A	455	499	507	544
04:01A - 08:00A	67	90	78	92
08:01A - 12:00N	60	57	57	67
12:01P - 04:00P	149	167	148	150
04:01P - 08:00P	335	357	362	379
08:01P - 12:00M	505	472	471	492

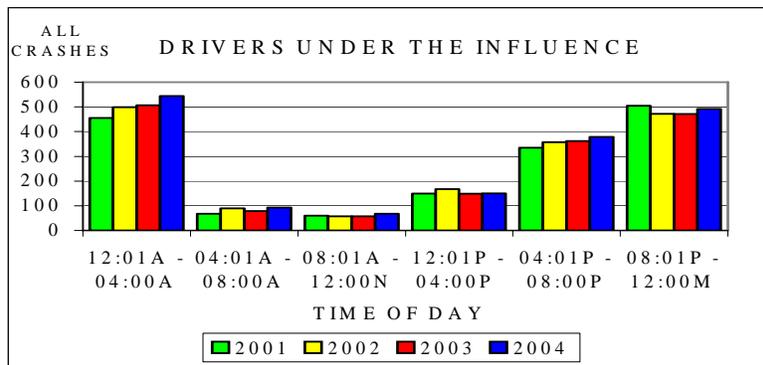


CHART NO. 14
DRIVERS UNDER THE INFLUENCE - BY AGE
INJURY CRASHES

<u>Ages</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
16-20	109	135	107	102
21-25	130	140	151	161
26-30	79	78	70	74
31-35	72	89	78	64
36-40	111	96	84	84
41-45	79	84	67	80
46-50	47	45	48	61
51-55	26	23	30	27
56-60	14	15	24	25
61-65	7	12	10	7
66-70	4	8	8	4
71+	11	8	6	10

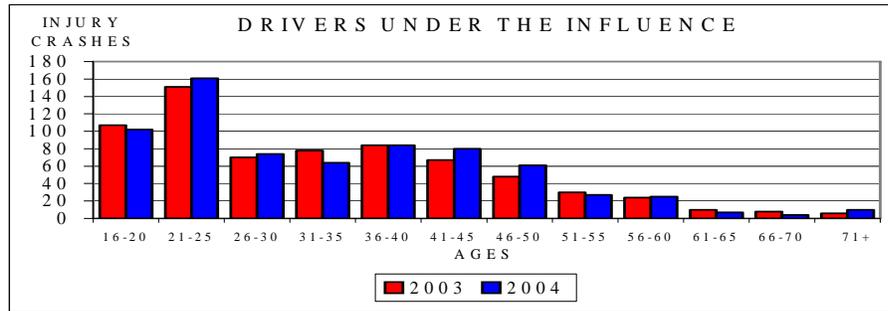


CHART NO. 15
DRIVERS UNDER THE INFLUENCE - BY AGE
ALL CRASHES

<u>Ages</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
16-20	237	265	240	219
21-25	293	365	355	401
26-30	176	176	169	199
31-35	190	194	180	163
36-40	242	212	197	200
41-45	182	185	174	175
46-50	102	98	129	146
51-55	66	59	78	94
56-60	33	35	42	68
61-65	22	22	25	20
66-70	10	12	16	16
71+	19	19	18	19

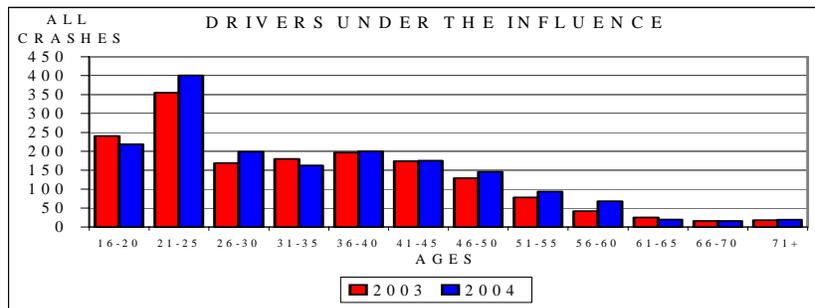


CHART NO. 16
DRIVERS UNDER THE INFLUENCE - DAYS OF WEEK
INJURY CRASHES

<u>Day</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Sunday	107	136	128	140
Monday	75	67	78	57
Tuesday	55	70	63	55
Wednesday	71	70	68	63
Thursday	85	85	75	104
Friday	132	135	128	109
Saturday	167	170	143	171

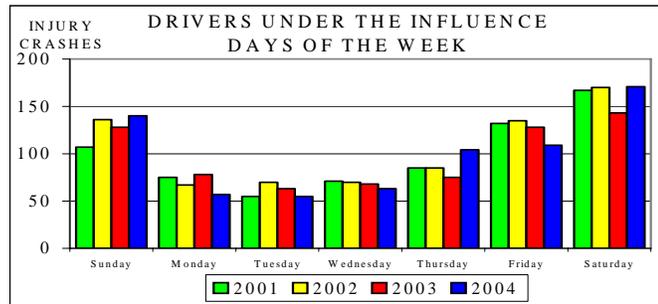
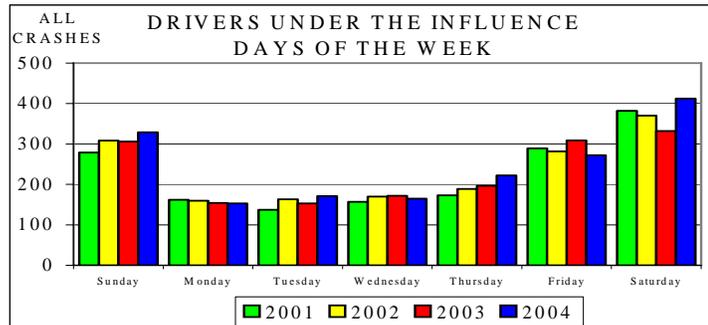


CHART NO. 17
DRIVERS UNDER THE INFLUENCE - DAYS OF WEEK
ALL CRASHES

<u>Day</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Sunday	279	308	306	329
Monday	162	160	154	153
Tuesday	137	163	153	171
Wednesday	157	170	172	165
Thursday	173	189	197	222
Friday	289	282	309	272
Saturday	382	370	332	412



PROBLEM IDENTIFICATION

Chart No. 11 comparing fatalities by month for the years 2001-2004 indicates that the greatest number of alcohol-related deaths occurred in June, August, and September. (Note: In September 2001, one alcohol involved crash claimed the lives of six family members which impacts the September monthly total.)

Chart No. 12 shows that during the years 2001-2004 in injury crashes where a driver was under the influence of alcohol or drugs, 2,303 (82.1 percent) occurred between the hours of 4:01P-4:00A, with 1,677 (59.8 percent) occurring between 8:01P – 4:00A.

Chart No. 13 shows that during the years 2001-2004 in all crashes where a driver was under the influence of alcohol or drugs, 5,378 (82.0 percent) occurred during the hours of 4:01P-4:00A, with 3,945 (60.1 percent) occurring between 8:01P-4:00A.

Chart No. 14 shows that for the years 2001-2004 of the drivers under the influence of alcohol or drugs involved in injury crashes, 453 (16.2 percent) were ages 16-20. Licenses issued to drivers aged 16-20 years represent approximately 7.1 percent of all licenses issued (Chart 5). For the years 2001-2004, drivers 16-20 years were also involved in 18.6 percent of all crashes (Chart No. 3). These drivers also represent 19.3 percent of drivers involved in all injury crashes (Chart No. 4).

Chart No. 15 shows that for the years 2001-2004 the drivers under the influence in all crashes, 961 (14.7 percent) were ages 16-20.

Chart No. 16 shows that during the years 2001-2004 in injury crashes where a driver was under the influence of alcohol or drugs, 1,666 (59.4 percent) occurred during the period Friday-Sunday.

Chart No. 17 shows that for the years 2001-2004 in all crashes where a driver was under the influence of alcohol or drugs, 3,870 (58.9 percent) occurred during the period Friday – Sunday.

GOALS AND OBJECTIVES

To reduce alcohol-related fatalities from 30.4 percent in 2004 to 30 percent in the year 2006.

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.* This task is for informational purposes only. In 1986 and 1987 the Highway Safety Agency provided funding for this task on a contractual basis to allow "Bartending Taught By Mr. Carol" to provide server responsibility workshops throughout the state. Demand for these classes was so great that the original project, calling for up to 20 sessions, was amended to allow for 40 sessions. These sessions were attended by 2,480 servers ranging from people new to the industry to those with years of experience. In 1987 Mr. Charette conducted an additional 14 sessions at various locations that were attended by 445 servers and owners. These sessions provided information on how alcohol affects the body, signs of intoxication, alcohol equivalents, myths about alcohol, cutting off service, effective options that work, procedures for employees and management, and third party liability.

Since 1988 the NH Liquor Commission has funded and conducted the server training program. They are currently presenting "TEAM" (Total Education in Alcohol Management) which stresses: NH Liquor Laws, identification procedures and techniques, civil liability, and seller/server intervention. The total TEAM program requires 7 hours of training to meet seller/server certification standards. For grocers and others who sell for off-premise consumption, the four-hour "GETS" (Grocer's Education Training Seminar) program is presented. The Liquor Commission also presents specialty type programs to police personnel, high schools, colleges, civic organizations and provides in-service training for their personnel. They also use intervention specialists and attorneys in the programs. The Liquor Commission also offers a four-hour program, Management Training Seminar (MTS), for new owners and management. The Liquor Outlet Training Seminar (LOTS) is for liquor store employees. In 2004, a total of 1,410 hours of instruction were presented at 208 programs to 3,764 people covering these four programs. During 2004, the Commission trained 235 local, county, state, and university law enforcement officers in the area of liquor laws and fake identifications and presented an alcohol workshop to approximately 200 law enforcement personnel.

3. *National Drunk and Drugged Driving Awareness Month.* This task will provide funding for the annual Governor's Highway Safety Breakfast to kick off National Drunk and Drugged Driving Awareness Month. It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature.
Funding: \$7,000.00 (402)
4. *Media and Materials.* This task will provide funding for media and handout materials for an in-house campaign to raise the public's awareness of the hazards of drinking and driving.
Funding: \$15,000.00 (402)
5. *Chemical Free Celebrations.* This task will provide assistance to schools throughout the state interested in holding chemical-free prom/graduation parties which 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: \$1,500.00 (402)
6. *Highway Safety Conferences/Training and Dues.* This task will provide funds to cover payment of the Highway Safety Agency's annual membership dues to the Governors' Highway Safety Association and the National Association of Women Highway Safety Leaders. Funds will also cover expenses to: allow Agency staff members to attend NHTSA conferences/training sessions, the GHSA and WHSL 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: \$6,000.00 (402)

7. *Vehicular Homicide/DWI Conference.* This project will provide the funds to send county attorneys and/or local police prosecutors to the vehicular homicide/DWI conference sponsored by the Traffic Institute of Northwestern University. The conference will cover new laws, case laws, and innovative ideas and programs in use by their counterparts nationally.
Funding: \$4,000.00 (402)
8. *Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar. It is anticipated that it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI.
Funding: \$12,000.00 (402)
9. *State Police - Regular DWI Enforcement & Overtime Patrols.* The State Police made approximately 1,371 DWI arrests in 2004, an average of 9 for each of the Traffic Division's 140 personnel.
10. *Local Police - Regular DWI Enforcement Patrols.* The local police departments are currently making more than 4,200 DWI arrests annually by approximately 2,887 full-time personnel. This will be augmented with overtime patrols that will focus on DWI and other offenses such as open container, illegal possession, underage drinking, etc.
11. *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: \$300.00 (402)
12. *New Hampshire Teen Institute.* This task is included for informational purposes only. The goal of the Teen Institute is to offer wellness-focused prevention programs that train and motivate teens to make a positive difference in their schools and communities and to help them develop life skills that enable them to make responsible, healthy decisions regarding their own lives. Building youth leadership is the key strategy in preventing adolescent alcohol, tobacco, and other drug use and abuse. Several program components conducted in the first six months of 2005 include the Summer Leadership Camp which is a weeklong adventure in prevention skills and personal leadership development. One session was held and attended by 76 high school youth. The Leaders in Prevention (LIP) program is a four-day, residential experience for teams of eight middle school students and two adult advisors. Students increase awareness and formulate action plans to implement prevention efforts and initiatives in their schools. This program ran three times in 2005 and served 181 middle school students assisted by 47 high school students and 7 college-aged young people. The Youth Advisory Program (YAP) also connects young people with positive leadership opportunities by building confidence and skill levels of participants. Depending on opportunities, 25-70 youth meet on a monthly basis. "Thriving in Middle School" is a one-day conference conducted three times in 2005 in different geographic locations. Attended by 325 middle school students, this conference builds awareness, provides technical assistance/support, and instills motivation for students to get involved in community action. Peer Outreach is a team-training event for high school peer leader groups and provides advanced skill training for students who have chosen to increase their level of community involvement. During 2003 the Teen Institute also assumed responsibility as the coordinator for the SADD Leadership Council and serves as the lead agency for all SADD activities in the state. Thirty youths representing private and public high schools from throughout the state meet monthly.

13. *Driver and Safety Education.* This project is included for informational purposes only. Thirty hours of classroom instruction and eight hours behind the wheel are required of all 16-17 year-olds who wish to apply for a driver's license. Effective September 14, 1999, students must also complete an additional 20 hours of driving time under the direct supervision of a licensed parent or guardian. The NH Departments of Education and Safety jointly administer the driver education program and prescribe the curriculum that is required to be used by all certified teachers. In 2004 approximately 16,681 students attended driver's education, an increase of 749 over 2003. Effective January 1, 2003, all non-U.S. citizens who do not have a license in their home country and who are not residents of the United States must complete the driver education course.
14. *"Fatal Reality" Impaired Driving Program.* This task will cover costs of contracting with an individual to coordinate a "Fatal Reality"-type program in high schools throughout the state. This task will cover the coordinator's salary, current expenses, and in-state travel expenses, as well as travel expenses for others participating in the program.
Funding: \$20,000.00 (402)
15. *Highway Safety Media Campaign.* 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 aimed at reducing the number of alcohol-related motor vehicle crashes that result in death and injury. This is part of a total program that includes funding in PSP 06-01, Occupant Protection; PSP 06-03, Police Traffic Services; PSP 06-07, Pedestrian and Bicycle Safety; and PSP 06-08, Motorcycle Safety.
Funding: \$12,000.00 (402)
16. *Video Equipment.* This task will provide funds for the purchase of twenty (20) video systems and fifteen (15) in-cruiser systems for local, county, and state law enforcement agencies which may exceed a total of \$5,000.00/unit.
Funding: \$15,000.00 (402)
17. *HSA Vehicle.* Funds provided under this task and PSP 06-03 will enable the Highway Safety Agency to purchase a mid-size replacement vehicle for use by the field representatives as they travel throughout the state promoting highway safety programs at the state, county, and local government levels; delivering public information materials and handouts; and presenting Captain SMYLE programs at elementary schools.
Funding: \$10,000.00 (402)
18. *HGN Roadside Testing.* Funds will cover costs associated with the production and distribution of laminated HGN testing guidelines to assist law enforcement officers when administering roadside sobriety tests.
Funding: \$10,000.00 (402)

(Revised: January 25, 2006)

PSP NO. 06-02 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	1.0					1.0	
2. Liquor Server Responsibility				196.9		196.9	
3. National DDD Awareness Month		7.0				7.0	7.0
4. Media and Materials (HSA)		20.0				20.0	20.0
5. Chemical-Free Celebrations	1.5				6.0	7.5	1.5
6. HSA Conferences/Training/Dues	7.2	1.0				8.2	
7. Vehicular Homicide/DWI Conference	4.0				1.5	5.5	4.0
8. Prosecutorial Seminar		12.0		12.0	24.0	48.0	8.4
9. State Police Traffic Division				2,184.8		2,184.8	
10. Local Police DWI Patrols	50.0				5,674.7	5724.7	50.0
11. Audit Expense	.4	.3				.7	
12. NH Teen Institute					150.0	150.0	
13. Driver/Safety Education				450.6	2,035.4	2,486.0	
14. "Fatal Reality" Impaired Driving Program		20.0				20.0	20.0
15. Highway Safety Media Campaign (PM)	50.0	12.0				62.0	62.0
16. Video Equipment	7.5	7.5			15.0	30.0	15.0
17. HSA Vehicle	10.0					10.0	
18. HGN Roadside Testing	10.0					10.0	10.0
Totals	141.6	79.8		2,844.3	7,906.6	10,972.3	197.9

(Revised: January 25, 2006)

PSP 06-03

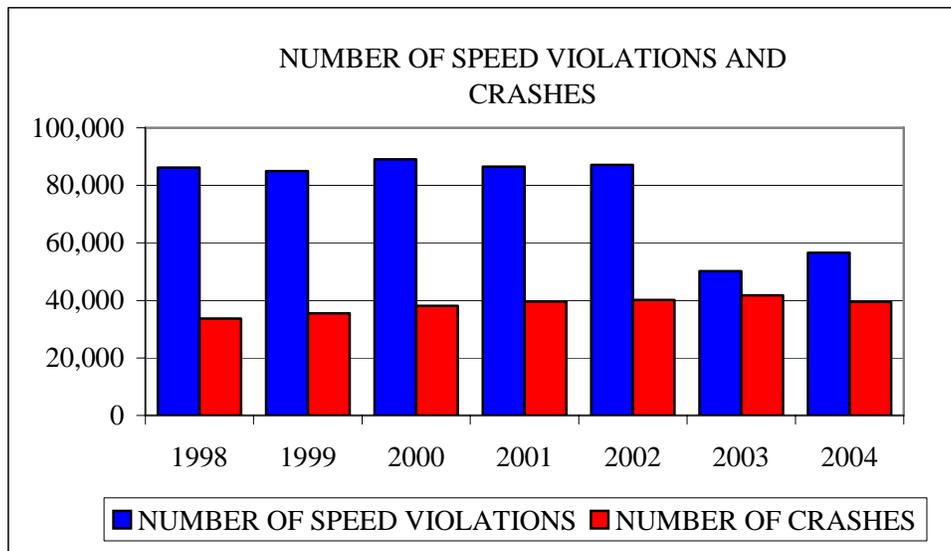
POLICE TRAFFIC SERVICES

CHART NO. 18
CONTRIBUTING FACTORS TO
INCAPACITATING AND NON-INCAPACITATING INJURIES

<u>Contributing Factors</u>	<u>INCAPACITATING INJURIES</u>				<u>NON-INCAPACITATING INJURIES</u>			
	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Centerline Encroachment	27	40	20	34	138	84	93	105
Defective Equipment	9	13	7	15	63	59	55	79
Disregard Traffic Control Device	25	25	29	25	269	233	254	233
Driver Inattention/Distracted	98	142	122	139	1330	1305	1,427	1,396
Driver Inexperience	26	16	24	25	184	142	157	190
Failure to Yield ROW	95	116	99	104	951	935	967	1,021
Following Too Close	20	20	28	29	343	301	387	471
Illegal/Unsafe Speed	115	138	115	134	643	729	747	847
Impeding Traffic	8	2	3	0	27	15	23	28
Improper Park/Start/Stop	8	6	1	7	70	64	53	54
Improper Passing/Overtaking	13	12	21	15	76	49	56	79
Improper Turn	15	13	5	12	101	107	108	88
Improper/Unsafe Lane Use	24	17	20	18	126	124	105	155
Other	75	74	40	66	433	460	475	499
Pedestrian Violation/Error	5	11	5	7	29	12	19	37
Physical Impairment	83	88	88	99	321	325	340	377
Skidding	46	57	48	33	445	446	407	440
Unsafe Backing	2	8	1	2	40	51	47	52
Vision Obsecurement	23	26	35	26	180	207	195	188
Total	717	824	711	790	5769	5648	5,915	6,339

CHART NO. 19

<u>Year</u>	<u>Number of Speed Violations</u>	<u>Number of Crashes</u>
1998	86,186	33,686
1999	85,001	35,558
2000	89,138	38,156
2001	86,494	39,639
2002	87,176	40,190
2003	50,181 *	41,843
2004	56,564 *	39,555 *



* Number of Speed Violations and crashes reported has incomplete data due to personnel shortages.

CHART NO. 20
FATAL CRASHES BY MONTH
2001-2004

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
2001	7	8	6	6	10	17	11	11	18	11	10	9
2002	14	7	5	6	11	17	8	12	8	6	12	11
2003	5	5	7	6	11	15	11	13	13	9	13	8
2004	14	4	9	5	12	19	18	26	7	19	13	12
Total	40	24	27	23	44	68	48	62	46	45	48	40
4-Year Average	10	6	7	6	11	17	12	16	12	11	12	10

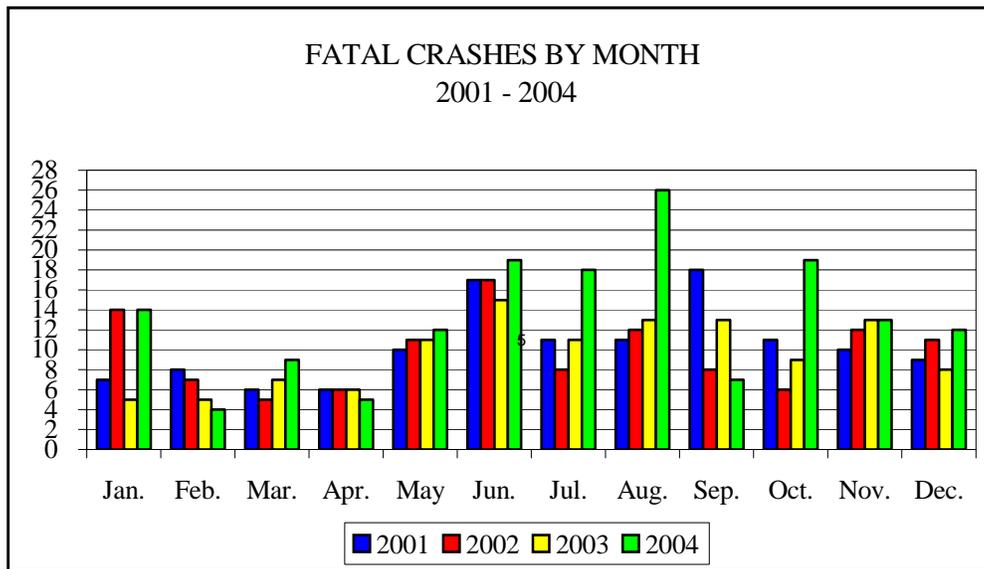


CHART NO. 21
FATAL CRASHES – PRIMARY CAUSES

CAUSES	2001		2002		2003		2004	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	47	59	44	46	46	54	58	61
Speed	15	17	9	10	14	14	20	20
Road/Weather	4	4	4	4	7	9	3	4
Inattention/Distracted/Emotion	11	11	2	2	7	7	5	5
Fatigue/Illness	8	9	9	9	15	15	16	21
Other	6	8	25	29	1	1	6	6
Pedestrian Error	5	5	1	1	7	7	8	8
Failure to Yield Right of Way	8	8	6	6	6	6	5	5
Unknown	3	3	6	6	1	1	3	3
Driver Error	17	18	11	14	12	13	34	38
Totals	124	142	117	127	116	127	158	171

PROBLEM IDENTIFICATION

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 18) were driver inattention/distracted, illegal/unsafe speed, 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 July, September, and November. (Chart 20)

Alcohol/drugs, speed, illness, and driver error consistently are leading causes in fatal crashes (Chart 21).

GOALS AND OBJECTIVES

To decrease the number of crashes resulting in incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2001-2004) of 125 to 120 in 2005 and 115 by the year 2006.

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 (2001-2004) of 741 to 730 in 2005 and 720 by the year 2006.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2001-2004) of 57 to 55 in 2005 and 53 by the year 2006.

To decrease the number of fatal crashes where speed was the primary cause from 20 in 2004 to 18 in 2005 and 16 in 2007.

PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,200 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 FY 2006 provides approximately \$21,847,590. for the Traffic Division which covers regular traffic enforcement activities. PSP 06-02 (Alcohol) includes \$2,184,759. of this amount for the cost of DWI surveillance and arrests, leaving approximately \$19,662,831. for other enforcement activities. Funding: \$70,000.00 (402)
2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 80 local police departments 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 handle larger traffic volumes. It is estimated that the local cities and towns expend approximately \$49,140. for each of the 2,887 full-time police officers – a total of \$141,867,180. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this would amount to an expenditure of \$113,493,744. PSP 06-02 (Alcohol) includes \$5,674,687. of this amount as the estimated cost of DWI surveillance and arrests, and PSP 06-12 (Drunk Driving Prevention Programs) includes \$11,349,374., leaving approximately \$96,469,683. for other selective enforcement activities. Funding: \$133,800.00 (402)
3. *Additional Radars.* This task will provide assistance for purchase of 30 additional radar units and 20 additional radar/display trailers (with a federal funding ceiling of \$6,000.00) for local and county police and NH State Police to increase speed enforcement throughout the state. The cost may exceed \$5,000.00/unit. Funding: \$45,000.00 (402)
4. *Computer Equipment and Software.* This task will provide funds to police departments in Amherst, Antrim, Bristol, Brookline, Chesterfield, Deering, Epping, Gorham, Lincoln, Meredith, Pittsburg, and Weare; the Sullivan County Sheriff's Department, and other law enforcement agencies to assist in the purchase of laptop computers and software used in highway safety-related police activities. Funding: \$30,000.00 (402)
5. *Highway Safety Conferences/Training and Dues.* This task will provide funds to cover payment of the Highway Safety Agency's annual membership dues to the Governors' Highway Safety Association and National Association of Women Highway Safety Leaders. Funds will also cover expenses to allow Agency staff members to attend NHTSA conferences/training sessions, the GHSA and WHSL 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: \$6,000.00 (402)
6. *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: \$300.00 (402)

(Revised: October 28, 2005)

7. *Motorcycles.* This task will provide funding for the lease of motorcycles for a six-month period for police departments in Belmont (2nd year), Boscawen (1st year), Dover (2nd year), Portsmouth (2nd year), Salem (1st year), Somersworth (2nd year) and one other department. Motorcycles will be used during summer months when traffic is extremely congested.
Funding: \$10,500.00 (402)
8. *Media and Materials.* This project will provide funding for 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: \$15,000.00 (402)
9. *TAR Equipment.* This task will provide funds to enable the Allenstown, Center Harbor, Gorham, Hudson, Nashua, and Raymond Police Departments and other law enforcement agencies to purchase equipment to be used to reconstruct traffic crashes.
Funding: \$20,000.00 (402)
10. *Tire Deflation Devices.* This task will provide funds to assist the Allenstown, Amherst, Antrim, Claremont, Deering, Goffstown, Hudson, Lincoln, and Winchester Police Departments, the Sullivan County Sheriff's Department, and other law enforcement agencies in the purchase of tire deflation devices which are used in stopping vehicles attempting to elude police.
Funding: \$5,000.00 (402)
11. *Highway Safety Media Campaign.* 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 aimed at reducing the number of motor vehicle crashes resulting from speed, red light running, road rage, etc. This is part of a total program that includes funding in PSP 06-01, Occupant Protection; PSP 06-02, Alcohol in Relation to Highway Safety; PSP 06-07, Pedestrian and Bicycle Safety; and PSP 06-08, Motorcycle Safety.
Funding: \$12,000.00 (402)
12. *PS&TC Crash Investigation Training.* This task will enable the NH Police Standards & Training Council to contract to have the Pedestrian/Bicycle Reconstruction Training conducted at the Academy to enhance the abilities of accident investigation and reconstruction teams.
13. *Commercial Vehicle Enforcement.* This task will provide funds to enable the Motor Vehicle Inspectors' Unit within the NH Division of Motor Vehicles to conduct up to 500 hours of overtime enforcement dedicated to removing commercial vehicles and drivers from service for safety violations, as well as issuing citations to passenger vehicle operators for driving in an aggressive manner around commercial vehicles.
Funding: \$25,000.00 (402)
14. *Red Light Running Enforcement Patrols.* This task will support overtime to enable local police departments to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.
Funding: \$5,000.00 (402)

15. N.H. Safe Driving *Summit*. This task will provide funds to cover expenses associated with hosting the luncheon at the N.H. Safe Driving Summit sponsored by the New Hampshire Intersections Project being held in October 2005. The luncheon speaker will address the issues of aggressive and distracted driving.
Funding: \$2,400.00 (402)
16. *School Bus Enforcement Patrols*. This task will provide funds to local law enforcement agencies and the Bureau of Highway Patrol and Enforcement which will enable officers to conduct overtime patrols. 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: \$20,000.00 (402)
17. *HSA Vehicle*. Funds provided under this task and PSP 06-03 will enable the Highway Safety Agency to purchase a mid-size replacement vehicle for use by the field representatives as they travel throughout the state promoting highway safety programs at the state, county, and local government levels, delivering public information materials and handouts; and presenting Captain SMYLE programs at elementary schools.
Funding: \$10,000.00 (402)

(Revised: January 25, 2006)

PSP NO. 06-03 PT
POLICE TRAFFIC SERVICES

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) Federal or State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. State Police Overtime Enforcement Patrols (SC)	46.9	54.0		19,662.8		19,763.7	
2. Local Police Overtime Patrols (SC)	81.0	82.0			96,469.7	96,632.7	163.0
3. Additional Radars (SC)	75.0	33.8			108.8	217.6	108.8
4. Computer Equipment/Software	35.0	10.0			45.0	90.0	45.0
5. HSA Conferences/Training/Dues	7.2	1.0				8.2	
6. Audit Expense	.4	.3				.7	
7. Motorcycles	5.0	10.5			15.5	31.0	15.5
8. Media & Materials (HSA)	5.0	15.0				20.0	20.0
9. TAR Equipment	20.0	10.0			30.0	60.0	30.0
10. Tire Deflation Devices	10.0				10.0	20.0	10.0
11. HSA Media Campaign (PM)	50.0	12.0				62.0	62.0
12. PS&TC TAR Training	20.3					20.3	20.3
13. Commercial Vehicle Enforcement		26.0		761.1		787.1	
14. Red Light Running Enforcement	5.0	5.0				10.0	10.0
15. N.H. Safe Driving Summit		2.4				2.4	2.4
16. School Bus Enforcement	20.0	5.0				25.0	25.0
17. HSA Vehicle	10.0					10.0	
Totals	390.8	267.0		20,423.9	96,679.0	117,760.7	512.0

(Revised January 25, 2006)

PSP 06-04

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 and utilizes IDMS/R as the data base management system. All five 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 and to show the state's financial commitment.
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 covering the data analyst.
Funding: \$40,000.00 (402)
3. *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: \$100.00 (402)
4. *Highway Safety Computerization.* This task will provide for the purchase of additional and updated hardware, software, supplies, integration of the agency's system, and training of personnel.
Funding: \$10,000.00 (402)
5. *Traffic Records Improvement.* Under direction of the Traffic Records Coordinating Committee, New Hampshire has undertaken numerous efforts to upgrade the state's traffic records system. This includes the collection of motor vehicle crash-related injury data, purchasing computer equipment for the Division of Motor Vehicle Hearings Bureau, and the data entry of driver violation records. The balance of the Section 411 funds will be used to continue this process.
Funding: \$28,000.00 (402); \$2,564.16 (411)
6. *Traffic Records Assessment.* This task will provide monies for the NHTSA Traffic Records Assessment Team to assess the status of traffic records in the state and to make recommendations for updating the system.
Funding: \$20,000.00 (402)

(Revised: January 25, 2006)

PSP NO. 06-04 TR
TRAFFIC RECORDS

Project Titles	(1) 402 Current Year	(2) Prior Year	(3) Section 411 (J9)		(4) State Share	(5) Other Federal Funds	(6) Total	(7) Amount To Local
			Current Year	Prior Year				
1. Integrated Statewide TR System					6,294.0		6,294.0	
2. Fatal Accident Reporting System (FARS)		32.0				33.8	65.8	
3. Audit Expense	.2	.1					.3	
4. HSA Computerization	10.0						10.0	
5. Section 411								
a) Traffic Record Improvements	28.0			2.6	3,099.0		3,129.6	
b) Audit								
6. Traffic Records Assessment	20.0						20.0	
Totals	58.2	32.1		2.6	9,393.0	33.8	9,519.7	

(Revised: January 25, 2006)

PSP 06-05

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, it is the purpose of this countermeasure 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 over 4,600 EMTs in the state who have to be recertified every two years at a cost ranging from \$50-\$150 each.
2. *Extrication Equipment.* This task will provide funds to assist the communities of Claremont, Deering, and Salem, as well as others that may be identified at a later time, in the purchase of extrication equipment.
Funding: \$30,000.00 (402)

PSP NO. 06-05 EM
EMERGENCY MEDICAL SERVICES

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State/Federal Other Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Emergency Medical Services				2,743.3	339.1	3,082.4	
2. Extrication Equipment	10.0	19.2			29.2	58.4	29.2
Totals	10.0	19.2		2,743.3	368.3	3,140.8	29.2

(Revised: January 25, 2006)

PSP 06-06

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. Grant Processing Training will be offered to local and county 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, etc.). Highway Safety Agency staff will review and evaluate the 2005 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 2007 Strategic Action Plan.
Funding: \$76,000.00 (402)

PSP NO. 06-06 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	107,350.7			419.0		107,769.7	
Totals	107,350.7			419.0		107,769.7	

(Revised: January 25, 2006)

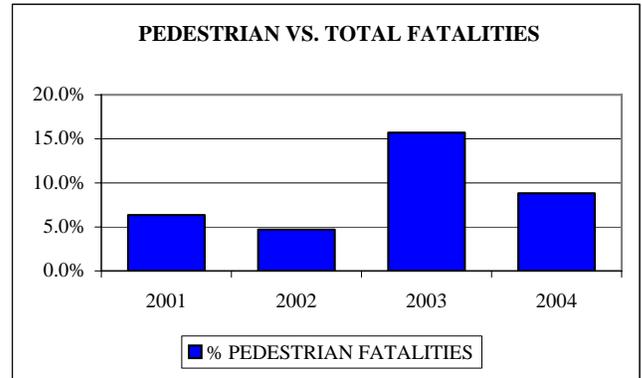
PSP 06-07

PEDESTRIAN AND BICYCLE SAFETY

CHART NO. 22

PEDESTRIAN FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Pedestrian % Of Total</u>
2001	2	7	9	142	6.3%
2002	1	5	6	127	4.7%
2003	4	16	20	127	15.7%
2004	1	14	15	171	8.8%
Totals	8	42	50	567	8.8%



PROBLEM IDENTIFICATION

There was an average of 12.5 pedestrian fatalities during the four-year period 2001-2004 (Chart No. 22).

GOALS AND OBJECTIVES (PEDESTRIANS)

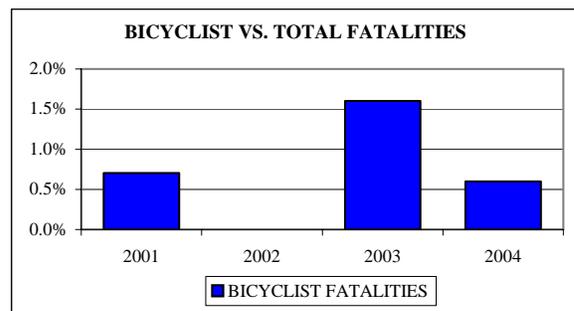
To reduce the number of pedestrian fatalities from 20 in 2003 to 15 in 2005 and 10 in 2006.

During the 2005 session the New Hampshire Legislature adopted HB 118 mandating the use of bicycle helmets by persons “no less than 16 years of age” when riding a bicycle on any public way. The NHSA is working with the Bicycle Helmet Coalition to develop a campaign to educate parents, children, and the general public about the requirements of this law which becomes effective January 1, 2006.

CHART NO. 23

BICYCLIST FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Bicyclist % of Total</u>
2001	0	1	1	142	0.7%
2002	0	0	0	127	0.0%
2003	0	2	2	127	1.6%
2004	0	1	1	171	0.6%
Totals	0	4	4	567	0.7%



NOTE: Child is 15 years old or younger.

CHART NO. 24
BICYCLE CRASHES AND RESULTING INJURIES

Year	Bicycle Crashes	Injuries					Fatality
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	
2001	134	5	94	0	25	9	1
2002	113	9	85	1	16	2	0
2003	120	17	68	7	16	10	2
2004	129	15	68	15	22	8	1
Total	496	46	315	23	79	29	4
4-Year Average	124	12	79	6	20	7	1

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 1.0 bicycle fatality during the four-year period 2001-2004 (Chart No. 23).

There was an average of 124 crashes involving bicycles during the four-year period 2001-2004 (Chart No. 24) resulting in 12 bicyclists suffering incapacitating injuries and 79 suffering non-incapacitating injuries.

GOALS AND OBJECTIVES (BICYCLISTS)

To have no bicyclist fatalities through the year 2005 but not to exceed 1 bicycle fatality.

PROBLEM SOLUTION TASKS

1. *Media and Materials.* This task will provide funding for media and materials for an in-house program to increase public awareness of the need for bicycle and pedestrian safety.
 Funding: \$15,000.00 (402)
2. *Captain SMYLE Repairs.* This task will provide funds needed to maintain "Captain SMYLE", the Agency's motorized robot, in proper working condition.
 Funding: \$200.00 (402)
3. *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 700 bicycle helmets to be distributed by local entities while conducting bicycle safety programs.
 Funding: \$7,600.00 (402)
4. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable local police departments to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws.
 Funding: \$15,000.00 (402)

5. *Highway Safety Media Campaign.* 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 aimed at reducing the number of pedestrians and bicyclists who are injured or killed as the result of motor vehicle crashes. This is part of a total program that includes funding in PSP 06-01, Occupant Protection; PSP 06-02, Alcohol in Relation to Highway Safety; PSP 06-03, Police Traffic Services; and PSP 06-08, Motorcycle Safety.
Funding: \$12,000.00 (402)

PSP NO. 06-07 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)	5.0	20.0				25.0	25.0
2. Captain SMYLE Repairs		.2				.2	.2
3. Bicycle Helmets	8.0					8.0	8.0
4. Pedestrian/Bicycle Enforcement Patrols	15.0					15.0	15.0
5. Highway Safety Media Campaign (PM)	50.0	12.0				62.0	62.0
Totals	78.0	32.2				110.2	110.2

(Revised: January 25, 2006)

PSP 06-08

MOTORCYCLE SAFETY

CHART NO. 25 MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS 2001 – 2004						
Year	Operators	Passengers	Total	Percent of Fatalities	No. Victims Wearing Helmets	No. Victims NH Residents
2001	19	3	22	15.5	5	11
2002	13	0	13	10.2	4	10
2003	9	0	9	7.1	5	7
2004	25	2	27	15.8	12	21
Total	66	5	71		26	49
4-Year Average	17	1	18		7.0	12

CHART NO. 26 FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED 2001 – 2004			
Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2001	18	8	44.4
2002	13	7	53.8
2003	9	3	33.3
2004	25	9	36.0
Total	65	27	
4-Year Average	16	7	43.8

CHART NO. 27 MOTORCYCLE CRASHES & INJURIES ALCOHOL-RELATED & HELMET USE 2001 - 2004								
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
2001	943	76	8.1	678	63	9.3	252	37.2
2002	786	63	8.0	566	52	9.2	236	41.7
2003	807	46	5.7	593	43	7.3	250	42.2
2004	966	62	6.4	687	48	7.0	275	40.0
Total	3,502	247	7.1	2,524	206	8.2	1,013	40.1

During calendar year 2004 fatal motorcycle crashes (25) and the resulting deaths (27) increased substantially in New Hampshire, as did the total number of motorcycle crashes and injury crashes involving motorcycles.

Concerned with the increasing number of motorcycle fatalities in the regions and across the Nation, NHTSA (New England and Eastern Regions) hosted a two-day (December 1-2, 2004) "Motorcycle Safety Forum" in Lake George, New York, attended by traffic safety professionals, state motorcycle coordinators, and citizen motorcycle advocates. This forum afforded NHHSA staff the opportunity to establish contacts with the state's motorcycle training director, as well as three individuals who contract with the state to offer the state-sanctioned training program. As a result of this networking, the NH Motorcycle Safety and Awareness Committee was formed in January 2005 including representatives of the NHHSA, the state motorcycle rider program and its contractors, a state senator and representative, the Department of Transportation's public information officer, and a local law enforcement officer. In an attempt to reduce the 300 percent increase in motorcycle fatalities experienced in 2004 over the previous year, the Committee hosted a Motorcycle Safety and Awareness Month Rally on the State House steps on Saturday, April 30, 2005. Designed to increase awareness by motorcycle operators and motor vehicle operators, safe rider information was distributed and participants were given the opportunity to sign up for rider education programs. Committee efforts also included the production/distribution of 75,000 bumper stickers, production and airing of two radio public service announcements, and numerous radio/television/print media stories.

Now a Task Force, efforts continue with monthly meetings and plans underway to host the Annual Motorcycle Safety and Awareness Month Rally on April 29, 2006. In addition, the group is looking at legislative initiatives, ways to increase attendance at the various driver education classes, and efforts to increase awareness by all vehicle operators.

PROBLEM IDENTIFICATION

During the four-year period 2001-2004 there were 71 motorcycle crash victims; 26, or 36.6 percent, were wearing helmets (Chart No. 25).

During the four-year period 2001-2004 there were 71 motorcycle crash victims; 49, or 69.0 percent, were New Hampshire residents (Chart No. 25).

During the four-year period 2001-2004 there were 65 fatal crashes involving motorcycles; 27, or 41.5 percent, involved alcohol (Chart No. 26).

Of the 3,502 crashes in the years 2001-2004 involving motorcycles, 247, or 7.1 percent were alcohol-related (Chart No. 27).

During the years 2001-2004 of the 3,502 motorcycle crashes, 2,524, or 72.1 percent, resulted in injury crashes (Chart No. 27).

During the years 2001-2004 alcohol was involved in 206, or 8.2 percent of the 2,524 motorcycle crashes resulting in injuries (Chart No. 27).

During the years 2001-2004 helmets were worn in 1,013, or 40.1 percent of the 2,524 motorcycle crashes resulting in injuries (Chart No. 27).

Of the 25 motorcycle operators involved in a fatal crash in 2004, only 1 operator had completed a motorcycle rider safety course.

GOALS AND OBJECTIVES

To reduce the number of motorcycle fatalities (operators and passengers) from the four-year average (2001-2004) of 17.5 to 16.0 in 2005 and 15.0 in 2006.

To increase the awareness of the state's motorcycling public on the value of wearing helmets and the hazards of drinking alcohol and then driving or riding on a motorcycle.

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, half-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 2004 a total of 3,553 operators completed the courses compared to 2,458 in 2003 and 2,390 in 2002.
2. *Highway Safety Media Campaign.* 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 aimed at reducing the number of motorcyclists who are injured or killed as the result of motor vehicle crashes. This is part of a total program that includes funding in PSP 06-01, Occupant Protection; PSP 06-02, Alcohol in Relation to Highway Safety; PSP 06-03, Police Traffic Services; and PSP 06-07, Pedestrian & Bicycle Safety.
3. *Motorcycle Awareness Month Activities.* Funds will cover expenses associated with activities of the Motorcycle Safety and Awareness Task Force in promoting Motorcycle Safety Month (May), as well as efforts to increase the number of operators who complete the motorcycle operator courses, and to increase awareness and safety by motorcycle operators and the general motoring public who must share the road.
Funding: \$25,000.00 (402)

PSP NO. 06-08 MC
MOTORCYCLE 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. Motorcycle Rider Education				579.3		579.3	
2. Highway Safety Media Campaign (PM)	15.0	40.0				55.0	55.0
3. Motorcycle Awareness Month Activities	50.0					50.0	50.0
Totals	65.0	40.0		579.3		684.3	105.0

(Revised: January 25, 2006)

PSP 06-09

PUPIL TRANSPORTATION

CHART NO. 28 <u>SCHOOL BUS CRASHES/INJURIES</u> 2001-2004		
Year	Number of Crashes	Number of Injuries
2001	*77	8
2002	*80	33
2003	*61	10
2004	*40	8

*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

There is no data available on the severity of injuries. There has been only one on-board fatality in New Hampshire in the last 30 years (a teenager stuck his head out of the window and struck a utility pole).

CHART NO. 29 <u>NUMBER OF SCHOOL BUSES INSPECTED</u> 2001-2004				
Year	2001	2002	2003	2004
Number	2,663	2,652	2,696	2,726

Source: NH Department of Safety

PROBLEM IDENTIFICATION

Although the number of school buses inspected by the Department of Safety has increased, 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 2004 the Enforcement Bureau at the Department of Safety inspected approximately 2,726 school buses that transport New Hampshire's children to and from school.

PSP NO. 06-09 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				144.5		144.5	
Totals				144.5		144.5	

(Revised: October 17, 2005)

PSP 06-10

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 officers 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 local level.

PROBLEM IDENTIFICATION (SAFE COMMUNITIES)

In FY 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. Five 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 has been successful in securing funds from other sources.

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Community Traffic Safety Programs (CTSPs)*. This task will provide assistance to those addressing specific highway safety problems at the local level.
2. *Safe Communities*. This task will provide funding to establish a safe community group in at least one community in the state.

PSP NO. 06-10 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. Community Traffic Safety Programs							
2. Safe Communities							
Totals							

PSP 06-11

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 the Safety and Health Council of Northern New England.

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 the Safety and Health Council of Northern New England in assisting “Operation Lifesaver” to promote safety at railroad crossings. This will involve 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: \$12,000.00 (402)
2. *Electronic Message Boards*. This task will provide funds for the purchase of trailer-mounted electronic message boards to be used by the NH Department of Transportation in work zones and/or high incident areas.
Funding: \$30,000.00 (402)

PSP NO. 06-11 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	10.2
2. Electronic Message Boards	30.0					30.0	25.5
Totals	42.5					42.5	35.7

(Revised: January 25, 2006)

PSP 06-12

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. In 1995, 28.8 percent of the state's motor vehicle crash fatalities were alcohol-related. Since that time they have been as high as 40.1 percent in 2001 and as low as 27.6 percent in 1996. In 2004 the percentage of alcohol-related fatalities (with some test results still incomplete) will be at least 30.4. This is 9.7 percentage points below the 2001 alcohol-related fatality rate of 40.1 percent.

GOALS AND OBJECTIVES

New Hampshire will use the prior year Section 410 Incentive Grant funds to direct efforts toward additional enforcement that will concentrate on overtime alcohol patrols conducted by State, local, and county law enforcement agencies. Additionally, the efforts of local, county, and State Police will be coordinated to conduct DWI Saturation Patrols and Sobriety Checkpoints in designated geographic areas. The state's in-cruiser video program will be continued, attendance at appropriate conferences will be supported, a project will be written to provide funds for NH District Court Judges to attend a DWI Conference, and funds will be provided to continue to support a prosecuting attorney at the Department of Safety.

PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds for the purchase of video equipment, including in-cruiser systems, for local, county, and State law enforcement agencies.
2. *Local Police/State Police – DWI Overtime Patrols.* This task will provide funds for State and local police departments to conduct overtime DWI patrols.
Funding: \$70,000.00 (410)
3. *Sobriety Checkpoints/Saturated DWI Patrols.* This task will provide funds to enable the State Police, county sheriff's, and local police departments to work together to conduct overtime sobriety checkpoints and saturation patrols in designated geographic locations throughout the state.
Funding: \$50,600.00 (410)
4. *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: \$200.00 (410)
5. *Conferences.* This task will provide the funds for prosecutors, police officers, public health laboratory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving.
6. *DOS Prosecuting Attorney.* This task will provide funds that will enable the NH Division of State Police to continue the services of a full-time attorney to represent State Troopers in court and prosecute cases on behalf of the state.
Funding: \$90,000.00 (410)

PSP NO.06-12 J8
SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

Project Titles	(1) 402 Current Year	(2) 410 (J8) FY 2003 Funds	(3) 410 (J8) Prior Year Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Video Equipment							
2. DWI Enforcement – Local State Police			70.0		11,349.4	11,419.4	70.0
3. Sobriety Checkpoints/Saturated DWI Patrols			50.6	369.9		420.5	50.6
4. Audit Expense			.2			.2	
5. Conferences							
6. DOS Prosecuting Attorney			90.0			90.0	
Totals			210.8	369.9	11,349.4	11,930.1	120.6