

# STATE OF NEW HAMPSHIRE

## ANNUAL *Highway Safety Program* REPORT

FISCAL YEAR 2005



"Live Free or Die"

**Governor**  
John H. Lynch  
Executive Director

**Peter M. Thomson**  
Highway Safety Coordinator and  
Governor's Representative

# STATISTICAL OVERVIEW

	<u>NH STATISTICAL CRASH SUMMARY</u>					
	<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

# PROGRAM AREA OVERVIEWS

## GOALS & ACCOMPLISHMENTS

### OCCUPANT RESTRAINTS

#### *GOALS*

To increase the seat belt usage rate for drivers from the 2003 baseline of 60.18 percent to 61 percent in 2004 and 62 percent in the year 2005.

To increase the child restraint usage from the 2003 baseline of 92.4 percent to 93 percent in 2004 and 94 percent in the year 2005.

#### *ACCOMPLISHMENTS*

An observational seat belt usage survey was conducted by Agency field representatives in August 2005. The survey shows that New Hampshire continues to more than comply with Section 355(a) of the National Highway System Designation Act of 1995 (109 Stat. 624) which requires that the state has achieved a safety belt use rate of not less than 50 percent.

An observational survey of child restraint usage conducted by Agency field representatives in August 2005 revealed that 94.2 percent of vehicles surveyed were in compliance with New Hampshire's child restraint law. This represents an increase of 1.6 percentage points from the 92.6 recorded in 2004.

#### *ACTIVITIES*

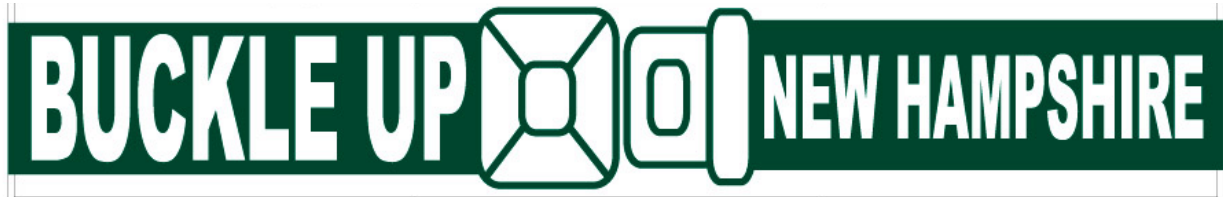
*Media and Materials.* A variety of brochures and safety promotional materials were purchased, and in excess of 422,000 pieces were distributed to approximately 100 organizations (police departments, fire departments, EMS, businesses, schools and others). (Funds also provided alcohol in relation to highway safety, police traffic services, and pedestrian/bike safety.)

*Convincer Demonstrations.* The Dover Police Department is responsible for administering the "Convincer" Program in New Hampshire. Dover Police Department officers demonstrated the "Convincer" at 25 locations throughout the State including high schools and colleges, business safety meetings, Old Home Days, and fairs. Depending on the location, officers also gave a PowerPoint presentation. A total of 404 individuals rode the "Convincer".

*Buckle Up NH Week Activities.* The Injury Prevention Center at Dartmouth College continues to administer a coordinated, statewide effort to educate the public on the importance of using safety belts/child seats consistently and correctly. The annual "Buckle Up New Hampshire" Week (May 21-28, 2005) activities were kicked off on Saturday, May 21, with events at the Bonneville and Sons Automobile dealership in Manchester. Prior to the week, informational packets were sent to high schools, the law enforcement community, health care providers and community groups soliciting their involvement in local efforts designed to increase seat belt usage. Materials were also made available on the Dartmouth College website. Four Buckle Up New Hampshire open houses were held throughout the state (April 26-May 6, 2005) where participants could pick up giveaways (pens, pencils, rulers, etc.), brochures, and program ideas to be used in local Buckle Up Events. The third annual seat belt conference, "Buckle Up: Bringing Home Programs that Work", was held on April 11, 2005, in Manchester. Focusing on successful programs that encourage seat belt use, conference participants numbered 117 and represented school nurses, day care providers, law enforcement, business leaders, driver education instructors, and healthcare providers. The Buckle Up New Hampshire Coalition represents public, non-profit, and private organizations and meets on a monthly basis to develop efforts to educate citizens of New Hampshire on the importance of buckling up.



*Highway Safety Advertising Campaign (PM).* A second-year contract enabled the NH Fisher Cats minor league baseball team to coordinate seat belt education activities presented during the 2005 home games played at the newly constructed Fisher Cats Ballpark in Manchester, New Hampshire. The 5' x 30' rotating banner developed in 2004 carrying the "Buckle Up New Hampshire" message was displayed again in 2005.



This rotating banner, one of a maximum of 10 banners, was displayed one hour prior to and during each of the 66 home games. Of the 71 home games, 5 were rained out. Shown 15-20 times per game, or an average of 17.5 times per game, this represents approximately 1,155 showings. In addition, an abbreviated seat belt challenge was featured once during each game as a between inning event with four participants chosen prior to each game. The winner of each challenge received a t-shirt.

It is estimated the average minor league baseball fan is 25-40 years old, and that half of all fans have children under 18 years old living in their homes. At full capacity the new Fisher Cat Ballpark has a seating capacity of 6,500 people. It is, therefore, estimated that:

- \* 279,556 fans attended the home games and saw the "Buckle Up New Hampshire" rotating banner
- \* the banner was displayed an average of 1,155 times
- \* approximately 140,000 of the 279,556 fans have children under 18 years of age living at home

*Statewide CPS Program.* Substantial funding (Section 402 and 2003b) continued the NH Child Passenger Safety Program within the Injury Prevention Center at Dartmouth Medical School to administer and coordinate statewide CPS activities including training, public information, child seat checkups, etc. Activities included but were not limited to:

- A four-day NHTSA Certified Child Passenger Safety (CPS) Technician course was held June 7-10, 2005, at the New Hampshire Community Technical College in Portsmouth. Although 27 individuals attended, only 25 technicians received their certification. Attendees included 6 police officers, 10 firefighters, 6 hospital/health care staff, and 3 individuals from other professions. During this course two (2) instructional candidates completed training requirements, thus increasing New Hampshire's cadre of instructors to seven (7).
- A one-day refresher/update for CPS technicians was held on December 10, 2005, at the Hooksett Police Department. This was attended by 21 technicians including 12 police officers, 3 firefighters, 1 child care provider, 2 hospital/health care staff, and 3 individuals from other professions.
- Although there was demand for the Lapsed Technical Course, NHTSA did not make it available until August 2005 which did not allow sufficient time to offer the course in the state prior to the end of the federal fiscal year.
- Currently there are 21 child passenger safety inspection stations throughout the state located in police and fire departments, hospitals, and one at a food co-op.
- A total of 18 child seat checkup events were held during calendar year 2005 (January-September) with 412 seats checked. This included the installation of 36 new seats. Of the 412 seats checked, only 52 were correctly installed.
- As of September 30, 2005, a total of 290 technicians have successfully completed the NHTSA-approved training and have been certified. There are currently 132 active technicians, and the state has a cadre of 7 instructors. The two new instructors include an officer of the Manchester Police Department and the Assistant Director of the Children's Learning Center at the Cheshire Medical Center in Keene. Both have organized inspection stations and been active for several years.

- The New Hampshire Child Passenger Safety office is now printing the “Change in New Hampshire Child Restraint Law” in Spanish.

*Join the New Hampshire Clique.* Section 157 Innovative funds continued the contractual services of a State coordinator and covered the costs of the program. Quarterly reports are submitted to the NHTSA New England Region and headquarters in Washington.

*Seat Belt Rollover Convincer.* During FY 2002 the New Hampshire Police Standards & Training Council (PS&TC) purchased a Rollover Convincer. This educational tool provides an opportunity for participants in the various training courses to view a rollover in a safe, non-threatening environment. FY 2005 funds supported overtime for PS&TC staff who conducted rollover demonstrations at 10 locations throughout the state to over 12,000 people of all ages. Educating the public about the life-saving value of seat belts, PS&TC supplemented the program by covering the cost of 19.0 hours of demonstrations conducted during the normal work day.

*Child Passenger Protection Education Program (Section 2003(b)).* Designated 2003(b) monies supported CPS programs designed to prevent deaths and injuries to children riding in motor vehicles, provided public information and education concerning the use of child restraints, and provided CPS training.

On May 17, 2005, the NH Highway Safety Agency, in cooperation with the Department of Education, NH Association of Chiefs of Police, NH Police Association, and the Driver Education Teachers’ Association, hosted the Twelfth Annual Safety Belt Challenge. Thirty-eight (38) teams representing high schools and driver education programs throughout the state participated. The winning team from Goffstown High completed the fastest run in 34.34 seconds.



Additional funds awarded to the statewide CPS program enabled them to develop a curriculum and expand the “Transporting Children with Special Health Care Needs” program in the state. Led by three of the state’s certified CPS instructors specially trained in this field, this was a three-tier effort. 1) A two-day “Special Needs” training was held January 20-21, 2005, and completed by 10 certified CPS technicians, one of whom was certified as a special needs instructor. Each technician serves as a local resource in one of six hospital sites serving as a “Special Needs” facility. 2) A 4-hour training was conducted at each of the six hospital sites (Littleton, Exeter, Franklin, Concord, Cedarcrest in Keene, and Dartmouth Hitchcock in Lebanon) and attended by 63 employees. 3) A variety of “Special Needs” car beds, vests, and wide-based car seats were purchased and distributed to the six hospital sites. As a result of this effort, parents and caregivers throughout the state can now receive instruction in the selection and installation of seats designed to meet their child’s physical needs when being transported in a vehicle.

## **ALCOHOL IN RELATION TO HIGHWAY SAFETY**

### *GOALS*

To reduce alcohol-related fatalities from the 2002 baseline of 36.2 percent to 36 percent by the year 2004.

### *ACCOMPLISHMENTS*

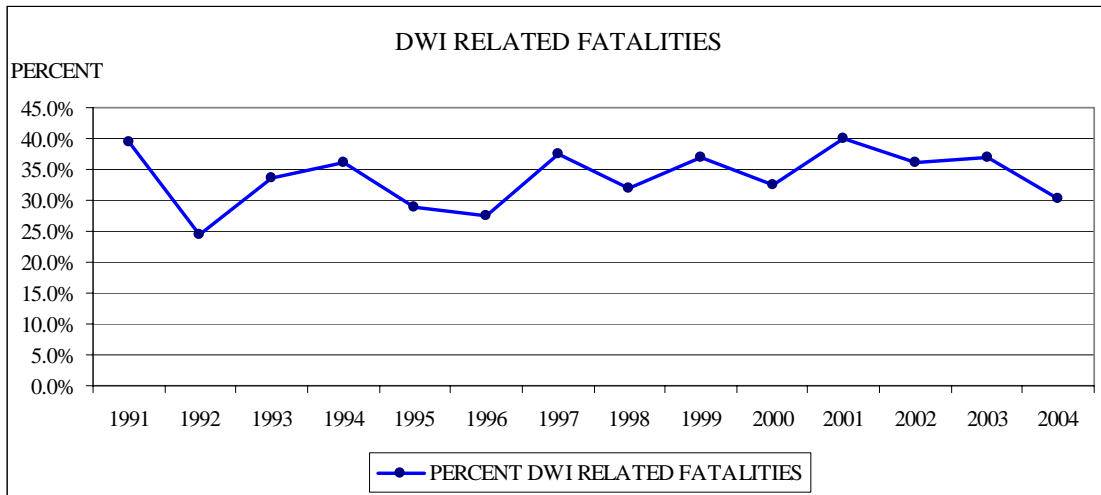
In 2004 there were a total of 171 fatalities, of which 52, or 30.4 percent, were alcohol-related.

### *ACTIVITIES*

*New Hampshire Traffic Safety Commission* consists of 15 members appointed by the Governor and Executive Council and authorized by statute to act in an advisory capacity to the state coordinator of highway safety.

*National Drunk and Drugged Driving Awareness Month.* On November 22, 2004, the Highway Safety Agency hosted the Governor’s Highway Safety Breakfast to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. Approximately 200 law enforcement officers, as well as legislators, members of the judiciary, state officials and highway safety partners were in attendance. On behalf of the State and New Hampshire citizens keynote speaker, Earl M. Sweeney (Assistant Commissioner, Department of Safety), pleaded

with law enforcement to intensify patrols over the holiday season because 2004 was one of the deadliest years on the roadways in recent years.



*HSA Conferences/Training and Dues.* In addition to funding the annual membership dues to the Governors’ Highway Safety Association (GHSA) and the National Association of Women Highway Safety Leaders (NAWHSL), funds covered travel expenses associated with various highway safety conferences and training. In November four NH Highway Safety Agency staff attended the NHTSA Program Management Course in Portland, Maine. In December two staff members participated in the Motorcycle Safety Forum at Lake George, New York, hosted by NHTSA for the New England and Eastern Regions. The Lifesavers Conference (March 2005) in Charlotte, North Carolina, was attended by one Highway Safety employee, as well as three highway safety advocates from the private sector. Agency Coordinator Peter Thomson, serving as the New England Regional Representative, attended two GHSA quarterly meetings (Washington, DC, and New Orleans). In August the Coordinator and Program Manager traveled to Norfolk, Virginia, to attend the annual meetings of the GHSA and the NAWHSL. The Program Manager serves as the secretary for the NAWHSL. In addition, two staff members attended the Annual Meeting of the NH Association of Chiefs of Police in June at the Balsams in Dixville Notch. Funds to support this effort are also provided in Alcohol in Relation to Highway Safety.

*DWI Motor Vehicle Prosecutor’s Seminar.* On December 21, 2004, the NH Department of Justice hosted the 12<sup>th</sup> Annual Jay McDuffee DWI Motor Vehicle Seminar at the Police Standards and Training Council in Concord. Attended by 83 state, county, and local police, prosecutors, county attorneys, and attorneys who prosecute felony-level DWI cases, topics presented by nationally-recognized instructors included DWI Law, Blood and Breath Testing, Trial Techniques, ALS Issues, and more.

*New Hampshire Liquor Commission “Fatal Choices”.* Concerned with the increasing problems associated with underage drinking and driving, the Enforcement Bureau, NH Liquor Commission, in 2002 developed its “Fatal Choices” program aimed at reducing underage drinking and driving. The program utilizes the Fatal Vision Goggles which demonstrate visual impairment resulting from the consumption of alcohol. The goggles simulate day or night vision and impairment ranging from BAC of .07 to .20+. While wearing the goggles, “drivers” attempt to operate a golf cart through a course. The Enforcement Bureau was able to purchase a trailer to transport the golf cart to high schools, colleges, and businesses. A local vendor generously donated use of the golf cart; however, this had become a burden for the vendor. Section 402 funds enabled the Bureau to purchase a new golf cart in order to maintain a regular training schedule with a goal to increase program availability.

## **POLICE TRAFFIC SERVICES**

### *GOALS*

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 (2000-2003) of 694 to 680 in 2005 and 665 by the year 2006.

**ACCOMPLISHMENTS**

In the four years (2001-2004) motor vehicle crashes resulting in incapacitating injury where illegal/unsafe speed was a contributing factor averaged 742/year, an increase of 48 over the prior 4-year average.

Although the number of crashes resulting in non-incapacitating injuries increased, it should be pointed out that the number of licensed drivers in New Hampshire has also increased, and it is anticipated the million vehicle miles will also increase.

	2000	2001	2002	2003	2004
NH Licensed Drivers	940,328	948,863	963,986	979,316	991,799
Travel In MVM	12,144	12,315	12,578	13,180	14,000*

\* Estimated (NH Department of Transportation)

**ACTIVITIES**

*State Police Enforcement Patrols* The NH State Police conducted overtime patrols in areas where speed has been identified as a primary problem. Although a portion of the funding was allocated for the exclusive patrol of the southern end of Interstate 89 where speed is a major problem, these patrols were not conducted due to scheduling problems. The 961 hours of overtime yielded the following:

Speed Warnings	Speed Summonses	Other MV Warnings	Other MV Summonses	Vehicles Stopped
2,056	1,466	497	141	4,128

Of the 4,128 vehicles stopped, 2,691, or 65 percent, were visually checked for compliance with the state’s child passenger safety law. Actions also resulted in: 16 operating after revocation, 14 child restraint actions, 11 open container, 7 illegal transportation, 2 DWI, and 4 illegal possessions.

*Local Police Enforcement.* Thirty-three local/county law enforcement agencies conducted overtime enforcement patrols during those times when speed and related violations are most prevalent (morning and afternoon commute hours, weekends during the recreational and tourist seasons, holidays, etc.). The 1,583 hours of dedicated overtime enforcement resulted in the following activity: 673 speed summonses, 17 arrests for operation after revocation/suspension, 2 DWI arrests, 3 child restraint law violations, 234 summonses for other motor vehicle violations, and 17 arrests for other motor vehicle violations.

Police departments in Allentown, Auburn, Boscawen, Candia, Claremont, Concord, Croydon, Gilmanton, Grantham, Greenfield, Greenland, Hampstead, Lisbon, Lyndeborough, Madison, Manchester, Meredith, Merrimack County Sheriffs, Moultonborough, New Durham, New London, Newfields, Newport, Newton, Plymouth, Portsmouth, Raymond, Rindge, Sandown, Sullivan County Sheriffs, Washington, and the Windsor/Hillsborough County Sheriffs participated in these overtime enforcement patrols that averaged a speed summons every 2.35 hours.



*Additional Radar.* Law enforcement agencies in 13 towns purchased 15 radar units (Amherst (2), Center Harbor, Gilmanton, Lebanon, Lyndeborough, Manchester (2), Merrimack County Sheriffs, Milton, New Hampton, North Hampton, Sullivan County Sheriffs, Tilton, and Wilton); 8 SMART radar units (Auburn, Bow, Hampstead, Jaffrey, Pittsfield, Portsmouth, Sandown, and Tamworth); and 3 traffic data recorders (Allentown, Lee, and Plymouth).

*Computer Equipment/Software.* Local law enforcement agencies in 6 communities purchased crash investigation software and/or 9 laptop computers for in-cruiser use by police officers. Laptops were purchased by the Bridgewater (2), Epping, Newbury (3), Warner (2), and Wilmot Police Departments, and the Groton Police Department purchased crash investigation software.

*Motorcycles.* Three (3) local police departments (Barrington, Conway, and Pelham) received assistance that enabled them to lease a police motorcycle for use during the months of April through September for use in congested areas where it is difficult for normal enforcement efforts using police cruisers.

*TAR Equipment.* The Belknap County Sheriff's Department received assistance to purchase a total station system for use by the Regional Crash Investigation Team for the investigation and documentation of motor vehicle collisions.

*Tire Deflation Devices.* Three (3) law enforcement agencies purchased tire deflation devices that are used to safely deflate the tires and terminate police pursuit of a fleeing vehicle. Four (4) sets were purchased by the Allentown and Pittsburg Police Departments and the Sullivan County Sheriff's Department (2).

*PS&TC Training.* The NH Police Standards & Training Council contracted with the Institute of Police Technology and Management at the University of North Florida to conduct the five-day (35.0 hour) Pedestrian/Bicycle Crash Investigation course. A total of 24 law enforcement officers received additional training in the investigation and reconstruction of crashes involving pedestrians and bicycles.

PS&TC maintains two SkidCar platforms used in the basic recruit academy and refresher courses to teach emergency vehicle operations. In order to increase the diminishing cadre of driving instructors, PS&TC contracted with SkidCar System, Inc., to offer the driving instructor course. Four candidates completed the five-day course and are now certified instructors available to teach the emergency driving course at the Academy. This cadre of instructors will also train additional candidates in order to maintain an on-going group of instructors.

*Commercial Vehicle Enforcement.* The Highway Patrol and Enforcement Bureau has primary responsibility for enforcing motor vehicle laws and regulations pertaining to commercial vehicle operations in New Hampshire. Dedicated to issuing citations to commercial drivers, as well as operators of passenger vehicles driving in an aggressive manner in and around commercial vehicles, the Bureau conducted 500 hours of overtime enforcement. Of the 317 inspections conducted, 238 commercial driver violations resulted in 23 drivers being removed from service. Officers issued 388 vehicle violations that resulted in 53 vehicles being removed from service. In addition, 275 passenger vehicle operators were stopped and issued citations for driving in an aggressive manner in the vicinity of commercial vehicles.

*Red Light Running Enforcement.* The Berlin and Portsmouth Police Departments conducted 144 hours of overtime enforcement dedicated to traffic light/stop sign and other motor vehicle violations. Of the 211 vehicles stops, there were 43 warnings and 30 summonses for red light/stop sign violations, 1 DWI arrest, 2 arrests for operating after revocation/suspension, 18 pedestrian/bicycle warnings, and 76 warnings and 31 summonses for other motor vehicles violations.



## TRAFFIC RECORDS

### *GOALS*

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

### *ACCOMPLISHMENTS*

Each State department/agency is required to develop a four-year Strategic Information Technology Plan which projects how they plan to update their computer systems to better assist in attaining their goals. This plan is reviewed and approved by the NH Office of Information Technology.

### *ACTIVITIES*

*Fatal Accident Reporting System.* This task, in conjunction with other NHTSA funds, continued to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program.

#### *Highway Safety Computerization*

In order to maintain the integrity of statistical and financial records and reports created by the NH Highway Safety Agency, the Agency upgraded the server and desktop computer assigned to the Accountant/IT staff person, as well as purchased a group-use printer for use by all agency staff.

*Traffic Records Computerization (Section 411).* Three efforts were supported with the NH Department of Safety. a) *Bureau of Hearings Traffic Records Equipment.* In order to maintain the integrity of the Hearings Bureau and its ability to conduct administrative hearings (predominately related to motor vehicle cases), the Bureau upgraded/replaced computer hardware (desktops, laptops, monitors, scanners, and printers) and software.

Equipment has been assigned to hearings staff at the main office in Concord, as well as the eight satellite stations throughout the state. The use of this equipment is enabling the Bureau of Hearings to more efficiently, effectively, and expeditiously process hearings and appeals for the public record. Use of new computer technology is instrumental in preventing failure of out-dated equipment that would jeopardize the mission of the Bureau.

b) *DMV/Financial Responsibility Update.* The DMV Financial Responsibility Unit is responsible for the timely update of individual driving records based on information provided by the courts and the Bureau of Hearings; the collection of fines resulting from pleas paid by mail; the restoration of driving privileges to operators found guilty of violating the state's motor vehicle laws, and providing users with timely and accurate driver records. In order to reduce the 19 month backlog of traffic record files that needed to be imaged into the state's computerized driver records system, funds covered payroll costs associated with hiring three temporary staff and paying overtime to existing staff. During the project period 8,773 pages were scanned, and court abstracts and minor violations processed to motor vehicle records included: Superior Court – 450; criminal violations – 2,089; and minor violations – 6,222. The backlog was reduced from 19 to 7 months. As a result of this effort, the NH Division of Motor Vehicles is able to provide more accurate and timely records management services to the law enforcement community and the general public, thereby promptly and efficiently removing illegal drivers from the state's roadways.

c) *EMS Traffic Records Computerization.* One of the primary goals of the TEMSIS Project (Trauma and Emergency Medical Services Information System) established in 2000 was the development of an electronic Patient Care Reporting (PCR) system. Section 411 funds enabled the hiring of a contractor who worked cooperatively with the NH Department of Safety, affiliated EMS providers, and the many users of EMS data to develop a standardized electronic PCR form. This user-friendly form resides on a web-based server that works on a variety of computers and internet connections and expedites the accurate and timely entry of EMS data immediately following each event ("one person, one time, one place"). Funds also were used to purchase desktop (86) and laptop (10) computers, monitors (86), printers (86), and software that have been distributed through a training process to local EMS providers and hospitals throughout the state. To date 452 trainers, representing 190 EMS units, have been trained to teach use of the new PCR process to their staff. The next generation patient care reporting system will provide accurate and timely data that will be available for comprehensive analysis and



reporting. Because of the “one user, one time, one place” concept, data will be thorough, complete, and easily accessible. The comprehensive analysis of data generated from the new PCR system will provide valuable information regarding injuries, severity, hospital costs, rehabilitation, etc., as they relate to motor vehicles crashes, motorcycles, bicycles, pedestrians, etc. The Bureau’s boards will be better equipped to make decisions, modify protocols, begin interventions, and most importantly, measure those interventions for success using CODES.

## **EMERGENCY MEDICAL SERVICES**

### *GOALS*

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

### *ACTIVITIES*

*Extrication Equipment.* Fire departments in the towns of Allenstown, Lisbon, and Wakefield purchased extrication tools and related equipment critical to the removal of victims from vehicles involved in car crashes.



## **PROGRAM MANAGEMENT**

### *GOALS*

The Highway Safety Agency will support traffic safety activities at the state, county, and local level 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.

### *ACCOMPLISHMENTS*

The Highway Safety Agency reviewed and evaluated the 2005 Strategic Action Plan, analyzed all available traffic records data and identified highway safety problems, implemented state and local projects designed to solve these problems, monitored and evaluated current projects, audited completed projects, and developed the 2006 Strategic Action Plan.

## **PEDESTRIAN AND BICYCLE SAFETY**

### *GOALS*

To reduce the number of pedestrian fatalities from the four-year average (2000-2003) of 10.5 to 10.0 in 2005 and 9.0 by the year 2006.

To maintain the state average of no bicyclist fatalities through the year 2005 but not to exceed one bicycle fatality.

### *ACCOMPLISHMENTS*

In the four-year period (2001-2004) there was an average of 12.75 pedestrian fatalities, an increase of 2.25 from the baseline of 10.5.

In 2003 there were 2 bicyclist fatalities, with 1 bicycle fatality in 2004.

### *ACTIVITIES*

*Captain SMYLE Repairs.* During the 2004/2005 school year Captain SMYLE gave 118 performances in 75 schools addressing 10,820 students in Grades 1-4.

*Bicycle Safety Helmet Program.* The NH Highway Safety Agency purchased 300 multi-sport helmets that were awarded to those agencies conducting bicycle safety programs. Law enforcement agencies in the following towns received 25 helmets each: Colebrook, Deering, Derry, Franconia, Gilmanon, Lebanon, Lyndeborough, Madison, Piermont, Sandown, Washington, Wilmot, and Woodstock Police Departments. The remaining helmets will be distributed in the 2006 program.



*Pedestrian/Bicycle Enforcement Patrols.* Officers from the Berlin, Concord, Conway, and Meredith Police Departments conducted a total of 166 hours of overtime pedestrian or bicycle enforcement patrols resulting in: 1 DWI arrest, 1 operating after revocation arrest, 26 child restraint violations, and 53 summonses for other motor vehicle violations.

## **MOTORCYCLE SAFETY**

### *GOALS*

To reduce the number of motorcycle fatalities (operators and passengers) from the four-year average (2000-2003) 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.

### *ACCOMPLISHMENTS*

In the four-year period (2001-2004) there was an average of 17.75 motorcycle fatalities (operators and passengers), an increase of .25 over the previous four-year period.

### *ACTIVITIES*

*Motorcycle Awareness Month Activities.* In December 2004 the National Highway Traffic Safety Administration hosted a two-day Motorcycle Safety Forum in Lake George, New York, attended by traffic safety professionals, state motorcycle coordinators, and citizen motorcycle advocates representing programs in the NHTSA Eastern and New England Regions. This forum provided attendees from each state the opportunity to share information regarding their motorcycle safety problems, to discuss strategies to solve these problems, and to find common grounds to work with motorcycle advocates to improve/enhance the safety programs in their states.

As a result of contacts made at this forum, the Motorcycle Safety and Awareness Task Force was established. Chaired by Highway Safety Coordinator Peter Thomson, members of the Task Force include Senator Robert Letourneau; Representative Sherman Packard; Mavis Robinson, Motorcycle Unit, NH Division of Motor Vehicles; John Kohler and Robert Lavoie, Motorcycle Operator Safety Training; Paul Lessard, Meredith Harley-Davidson/Buell; William Boynton, NH Department of Transportation; Major Paul Mueller, Concord Police Department; and Debra Garvin, Highway Safety Agency.

During 2004 motorcycle fatalities in New Hampshire increased by over 300 percent. A total of 27 motorcycle operators and passengers lost their lives on the state's roads, in addition to 2 pedestrians who were struck and killed by motorcycles. As a result of this dramatic increase in motorcycle deaths, the Motorcycle Safety and Awareness Task Force developed a campaign designed to reduce deaths and injuries involving motorcycles. The number of motorcycle registrations increased from 60,173 in 2003 to 65,219 in 2004.



Of the 25 motorcycle operators who died in 2004, only one had completed a motorcycle rider education course. The NH Department of Motor Vehicle's Motorcycle Unit offers excellent rider education courses for basic, intermediate, and experienced riders. These courses are also offered by MOST (Motorcycle Operator Safety Training) in Manchester and Meredith Harley-Davidson/Buell, two private vendors authorized by the state to conduct the rider education programs. In 2004 over 3,500 riders completed the various rider education courses.

On April 30, 2004, Governor John Lynch joined state, local, and federal government officials and motorcycle safety educators and enthusiasts in proclaiming May as Motorcycle Awareness Month in New Hampshire. Gathering at the NH Department of Transportation on Stickney Avenue, motorcyclists rode to the State House to encourage motorcycle awareness and safety by both motorcycle operators and the general motoring public.

In addition to the rally, other activities and efforts for the 2005 motorcycle riding season included:

- Paychecks issued to state employees on April 29, 2005, carried a motorcycle awareness message.
- \$25,000.00 was allocated for two public service announcements that aired on radio stations throughout the state commencing April 18 and running through May 29. Targeting motorcycle operators, as well as drivers of all other vehicles, the messages focused on the need for rider education and sharing the road with all vehicles. Administered and distributed by the NH Association of Broadcasters, the announcement aired at four times their value which equates to a broadcast value of \$100,000.00.



- 75,000 bumper stickers carrying the message "Share the Road With Motorcycles" were printed and distributed at the rally and throughout the motorcycle riding season.
- Working with the NH Department of Resources and Economic Development, the official New Hampshire Highway Map to be distributed in 2006 will include several messages dedicated to motorcycle safety, as well as suggested scenic routes that motorcyclists may wish to drive.
- During the Laconia Motorcycle Week in June the NH Department of Transportation positioned electronic message boards at the major entrances to the state that displayed motorcycle awareness and safety messages.

## PUPIL TRANSPORTATION

### *GOALS*

To continue work with those interested in improving the safety of pupil transportation. New Hampshire has a very effective pupil transportation safety program as evidenced by the decreasing number of school bus crashes and resulting injuries. However, personal observations by state officials, school bus drivers, and the NH School Transportation Association confirm there are an increasing number of motorists disregarding laws governing proper driving in the vicinity of school buses. Therefore, there is a need to support overtime enforcement efforts to patrol in the vicinity of school buses while they are transporting children to and from school.

### *ACTIVITIES*

*School Bus Enforcement Patrols.* The Highway Patrol and Enforcement Bureau, NH Division of Motor Vehicles, conducted 99.0 hours of overtime enforcement during the morning and afternoon hours when children are being transported to and from school. Conducted in the vicinity of school buses transporting children, these patrols resulted in 193 violations (loading light violations, failure to stop/yield, passing, etc.) and 1 arrest. A total of 12 loading lamp violations were cited, and 26 court summonses were issued.

The Concord Police Department conducted 80.0 hours of overtime enforcement at the beginning of the 2005/2006 school year during the hours when children are being transported to and from school. Although patrols resulted in only 2 summonses being issued, a primary goal of the effort was to make a visible statement that the police department was actively enforcing the school bus law.



## COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

### *GOALS*

To provide assistance for local officers to present 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.

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

### *ACTIVITIES*

Although no funds were expended for either Community Traffic Safety Programs or Safe Communities during FY 2005, efforts at the local level continue in the Town of Derry and the City of Concord. Federal highway safety funds provided multi-year funding to both of these communities and enabled them to establish active, on-going, and self-sufficient safe community programs.

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. An injury prevention group was formed in Concord four years ago to focus on the problem areas on Loudon Road where two child pedestrians had been struck by motor vehicles. The program, expanded to cover activities throughout the city, is continuing to grow and has been successful in securing funds from other sources.

## ROADWAY SAFETY/FHWA

### *GOALS*

Educate the public regarding the potential hazards 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.).

### *ACTIVITIES*

*Operation Lifesaver (OPL).* Through a contract with the Safety and Health Council of Northern New England, funds were used to promote safety at railway crossings. A component of the program is distribution of materials with the Operation Lifesaver message. Materials purchased include handouts (i.e. lapel pins, rulers, litter bags, brochures, pens, key tags, activity books, etc.), as well as educational materials for the various training sessions. Educational programs continue to be presented in schools and for law enforcement and district court judges on laws that impact the safe operation of the rail and AMTRAK system.

The Grade Crossing Collision Course was held June 1-2, 2005, at the University of New Hampshire with 37 attendees (34 law enforcement officers, 1 NH Department of Transportation employee, and 2 Guilford Rail System employees). At the start of the course participants completed a pre-test to measure their railroad knowledge with a class average of 86 percent. After 16 hours of classroom and practical instruction, the class averaged 98 percent on a post test measuring their railroad knowledge.



A major component of the Operation Lifesaver Program is presentations made by certified OPL presenters to school children in all areas of the state where there are active rail lines. In order to increase the number of instructors, a Presenter Training Class was scheduled for September 7-8, 2005. Taught by an employee of the Federal Railroad Administration, 7 individuals (5 law enforcement officers, 1 NH Division of Ports and Harbors employee, and 1 ARM/Train employee) attended the program.

*NH Department of Transportation Electronic Message Boards.* Funds were allocated for the purchase of trailer-mounted electronic message boards to be used by the NH Department of Transportation and the City of Portsmouth in work zones and/or high incident areas. Available Section 410 funds have been set aside for the purchase of the message boards for the NH Department of Transportation, and funding action on the Portsmouth application was delayed until federal FY 2006.

## SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

### GOALS

New Hampshire will use the 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 along designated corridors. The state’s in-cruiser video program will be continued and attendance at appropriate conferences will be supported. Funds will be provided for a third and final year to continue a district court program to expedite the prosecution of DWI’s. A project will be written to provide funds for NH District Court Judges to attend a DWI Conference, and funds will be provided for the final year to support a prosecuting attorney at the NH Department of Safety.

### ACTIVITIES

*Video Equipment.* Six police departments were assisted with the purchase of 6 in-cruiser video systems. Assistance provided to police departments in: Moultonborough, Plainfield, Rollinsford, Sanbornton, South Hampton, and Washington.

*Local Police – DWI Overtime Enforcement Patrols.* Twenty-four local law enforcement agencies conducted a total of 1,121 hours of overtime patrols resulting in 50 DWI arrests at an average cost of \$639.60 per arrest. The NH State Police conducted 470 hours of overtime patrols that resulted in 30 DWI arrests at an average cost of \$674.43 per arrest.

NUMBER DWI-RELATED ARRESTS

Type	Local/County		State Police		Total
	Youth	Adult	Youth	Adult	
Driving While Intoxicated	4	46	4	26	80
Illegal Possession	13	10	6	3	32
Illegal Transportation	8	8	1	2	19
Open Container	3	6	1	2	12
Operation After Revocation	0	24	0	10	34

A Preliminary Breath Test (PBT) was conducted by officers on 53 occasions. Police departments in the following towns conducted overtime DWI patrols: Auburn, Berlin, Candia, Concord, Durham, Epsom, Greenfield, Greenland, Hinsdale, Lyndeborough, Manchester, Meredith, New London, Newfields, Northwood, Plymouth, Portsmouth, Raymond, Rindge, Sandown, Wakefield, Washington, Whitefield, and Winchester.

### *Sobriety Checkpoints/DWI Saturation Patrols.*

a) *Sobriety Checkpoints.* Although law enforcement must follow stringent guidelines in order to conduct sobriety checkpoints in New Hampshire, an increasing number of departments conducted overtime checkpoints during the summer months. The Allenstown and Pembroke Police Departments, in cooperation with the Merrimack County Sheriff’s Department, conducted four “mini” sobriety checkpoints in their adjoining geographic areas utilizing a maximum of six officers per checkpoint. These checkpoints resulted in 7 DWI arrests, 6 illegal possession (drugs) arrests, and 4 illegal transportation (youth) arrests. A Preliminary Breath Test was given on 24 occasions and 890 vehicles were stopped.

Mini sobriety checkpoints were also conducted by the Manchester and Moultonborough Police Departments that resulted in 3 DWI arrests, 4 illegal possession (drugs) arrests, 1 open container arrest, 4 illegal transportation (youth) arrests, and 1 summons for operating after suspension/revocation. A PBT was given to 18 operators.

*Regional DWI Patrols.* During July and August saturated DWI patrols were conducted on predetermined weekends in eight geographic regions throughout the state. These overtime patrols involved 58 local police departments that conducted 760 hours of overtime dedicated to apprehending impaired drivers. Following is the schedule for the Regional DWI Patrols:

Dates	Geographic Region
July 8-9, 2005	Portsmouth Region*
July 15-16, 2005	Lakes Region
July 22-23, 2005	Manchester Region*
July 29-30, 2005	Hillsborough West Region
August 5-6, 2005	Conway Region
August 12-13, 2005	Milford Region
August 19-20, 2005	Upper Valley Region
August 26-27, 2005	Keene Region

\* included mini-sobriety checkpoints

These concentrated patrols were extremely effective and resulted in 40 operators being arrested for DWI. In addition there were 15 illegal possession (drug) arrests, 7 illegal transportation arrests, 4 open container arrests, 24 driving after revocation/suspension actions, and 94 actions for other motor vehicle-related offenses. A total of 38 operators took the Preliminary Breath Test.

*Audit Expense.* Provided 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 OMB, Circular A-133 and NH RSA 124:16.

*Conferences.* Currently New Hampshire has 37 certified Drug Recognition Experts (DRE), 18 of whom are certified instructors. One of the DREs and the State Police DRE person oversee the state program. These two individuals attended the Eleventh Annual IACP DRE Training Conference on Drugs, Alcohol, and Impaired Driving held in Arlington, Virginia, June 5-7, 2005. Trooper Matthew Shapiro, New Hampshire State Police, and Lieutenant Jeffrey Mullaney, Police Standards and Training Council, gained valuable information of importance to the integrity of the State's DRE program.

*NH Court DWI Case Management.* For a third and final year the DWI "Rocket Docket" program was continued in the Portsmouth and Merrimack District Courts. Arraignments are scheduled at the next court session following arrest, the trial is scheduled within 21 days of arraignment, and sentences include monitoring and enforcement of treatment attendance and compliance with treatment recommendations. Funds covered salaries associated with having a judge and security officer work an additional day each week in each of the courts.

*Department of Safety Prosecuting Attorney.* Third-year funding continued the services of an additional, full-time attorney within the Prosecutor's Program at the Department of Safety. Managing all legal issues for police prosecutors, (State Police and Motor Vehicle Inspectors), the Program handles matters in 13 primary district courts and 19 secondary district courts. The Mediation Program is implemented to reduce the number of unnecessary court appearances and to reduce the court docket by resolving traffic summonses prior to court. These programs have resulted in members of the enforcement units being returned to the road to focus on enforcing the laws and protecting citizens.

## **SECTION 163 FUNDS**

### FEDERAL FISCAL YEAR 1998

The NH Highway Safety Agency and the NH Department of Transportation agreed that \$774,519.00 would be expended to improve the State's collection of crash data at both the state and local level. To accomplish this the focus was placed on using the funds to equip each law enforcement agency in the state with a laptop computer and software. This would enable law enforcement agencies to provide accurate crash location data and for all crash information to be electronically compiled and transferred.

On December 1, 1999, a contract was approved with the Technology Transfer Center at the University of New Hampshire to oversee the purchase, training, and distribution of the laptops and software, including GPS equipment. Although the target date for distribution and training was set for early to mid-February 2000, the initial distribution and training did not occur until May 2, 2000.

### FEDERAL FISCAL YEAR 1999

New Hampshire received \$705,417.00 in Section 163 funds and allocated \$555,000.00 for Global Positioning Satellite equipment for police laptops and \$150,417.00 to inventory existing regulatory and guide signs on the State's highway system. Using funds awarded in the first two years, the State contracted with the UNH Technology Transfer Center to purchase computer hardware (tough-book type laptops), develop crash reporting software, and provide training for the law enforcement community. A total of 220 GIS were purchased for local police departments and distributed by the Technology Transfer Center at the University of New Hampshire that also provided training and a helpdesk.

### FEDERAL FISCAL YEAR 2000

New Hampshire received \$857,902.00 in Section 163 funds. The initial plan was to allocate \$260,763.00 to the Public Health Laboratory, NH Department of Health and Human Services, for the purchase of chemistry analyzer equipment and to implement a Bar-coded Evidence Analysis Statistics and Tracking (BEAST) System. \$23,500.00 was made available for the bulk purchase of child passenger safety seats and bicycle helmets to be distributed as part of the Governor's KIDS Cabinet initiatives. The remaining \$573,639.00 was to be used for continued enhancement of the collection and accuracy of crash data by purchasing Geographic Information Systems (GIS) software, additional laptop computers equipped with GPS, and to update computer systems that handle crash records. As of submission of this report, the chemistry analyzer equipment has been purchased and is being used. Effective January 1, 2004, the Public Health Laboratory and specific equipment was transferred to the Forensic Laboratory within the Division of State Police. As a result, the funds allocated for the BEAST software have been used to purchase hardware and software to update the gas chromatograph/mass spectrometer equipment which greatly enhances the analysis of blood for the presence of alcohol and the ever-increasing number of drugs. Administrative issues prevented the purchase and distribution of child seats and bicycle helmets through the KIDS Cabinet initiative. However, FHWA authorized the use for a portion of those funds for the purchase of a fleet vehicle for the NH Highway Safety Agency.

### FEDERAL FISCAL YEAR 2001

New Hampshire received \$667,927.00 in Section 163 funds that is being used to support the following initiatives: Purchase of preliminary breath testing (PBT) devices and training for law enforcement agencies throughout the state. During the 2001 legislative session RSA 265:92-a was amended to allow police officers to administer preliminary breath tests in the field to determine probable cause for arresting an impaired driver. Working with the Public Health Laboratory and the NH Police Standards & Training Council, guidelines and specifications were developed for the bulk purchase of a quantity of PBT devices to be awarded to local, county, and state law enforcement agencies. During December 2002 the order was cut for the purchase of 894 PBT devices and related equipment. The PBT's have been distributed, through a training process, to law enforcement agencies throughout the state. A review of the PBT program indicates that additional devices and training are needed for law enforcement, district and superior courts, and county jails. The available balance will be used for this purpose. (\$411,360.00)



Purchase of two (2) variable message boards for the Town of Milford to be placed at either end of Route 101. Route 101 has an extremely high crash rate, and the message boards are providing a means of conveying safety messages/warnings to the motoring public. (\$28,500.00)

Purchase of hardware and software for installation of photographic and forensic crash reconstruction equipment for use by the NH State Police. This equipment allows for the quick and accurate collection of information and photographs at a crash scene that can later be used by in-house reconstruction specialists. (\$34,130.00)

The balance, along with prior year funds, will be used to refine the state's efforts to collect accurate crash data. Prior year Section 163 funds were used to purchase laptop computers, software, and Global Positioning Satellite (GPS) equipment for the law enforcement community. The next phase of this effort will include continued training and hardware and software support; the addition of magnetic strip and barcode number readers that will allow for the automatic entry of license and registration information into the laptop computers; and the development of electronic data transfer to enable the transfer of information from local police departments to the NH Departments of Transportation and Safety.

#### FEDERAL FISCAL YEAR 2002

New Hampshire received \$728,215.00 in Section 163 funds which are being used to continue to improve the state's efforts to collect and utilize accurate crash data. To date, \$85,000.00 has been paid to a contractor to conduct a needs assessment that has been used to develop the footprint and develop an RFP to hire a contractor(s) to accomplish the goal of collecting, analyzing, and sharing traffic records in a timely fashion. The RFP to hire a contractor to carry out elements contained in the assessment conducted by Bearing Point Communications was submitted to the State Office of Information Technology (OIT) for review and approval. However, OIT approval was never received. Plans are now underway to contract with UNH to design a program using the CAR 54 technology.

#### FEDERAL FISCAL YEAR 2003

New Hampshire received \$495,132.00 in Section 163 funds that have been allocated to the following initiatives:

Purchase additional preliminary breath testing (PBT) devices and provide training for use in the district and superior courts, county jails, and law enforcement agencies. Efforts are underway to survey law enforcement agencies regarding their use of the devices and need for additional pieces. Since there are prior year funds available for this program, these funds may be allocated to another effort. (\$37,000.00)

Mile marker signs were purchased that assist efforts to improve emergency response and incident management. The markers help locate crashes enabling emergency responders to decrease response time and reduce the occurrence of multiple jurisdiction responses. The signs have been installed or placed on I-93 and I-293 in Manchester and along NH Route 101 between Manchester and the Seacoast. (\$100,000.00)

Purchase of variable message boards to be mounted on trucks equipped with attenuator systems. These boards will provide an additional measure of safety for the traveling public in highway work or crash zones. FHWA has approved purchase and use of this equipment, and it is anticipated these will be purchased in the spring of 2006. (\$200,000.00)

In an effort to combat an apparent rise in pedestrian fatalities, the NH Department of Transportation purchased and made available pedestrian crosswalk signs to communities (on a matching basis). (\$49,999.75)

Purchase of portable signal trailers for incident management and work zone safety. The trailers are easily transported to sites to provide traffic control for safety of motorists. (\$58,132.00)

The NH Department of Transportation used a portion of the funds to conduct a paid media campaign. Through a contract with the New Hampshire Broadcasters Association, two 30-second radio spots were created and aired on the majority of radio stations in the state. The "Voices of Transportation; Work Zone Safety" campaign featured state employees and delivered a message calling for motorists to drive safely in work zones. (\$50,000.00)

#### FEDERAL FISCAL YEAR 2004

New Hampshire received \$419,115.00 in Section 163 Funds that have been allocated to the following initiatives:

Outreach and education programs will be conducted including educational materials and media and promotional campaigns to educate the public regarding highway, motorcycle, and pedestrian safety. A portion was expended on a radio campaign during federal fiscal year 2005. (\$98,115.00)

Purchase and installation of pavement-embedded crosswalk lights that assist vehicle operators to recognize pedestrian crosswalks especially during hours of darkness. (\$40,000.00)

Purchase of portable message boards that will be used for Intelligent Transportation Systems initiatives, special events, and to assist in implementing incident management plans. (\$136,000.00)

Purchase of speed display/traffic recorder trailers that are effective in obtaining traffic operation data and reducing motorist speeds and enhancing safety for the traveling public. (\$50,000.00)

Purchase portable scales for the Bureau of Highway Patrol, NH Department of Safety, to be used for commercial truck enforcement activities. (\$91,890.00)

#### FEDERAL FISCAL YEAR 2005

New Hampshire received \$371,756.00 in Section 163 funds that have been allocated to the following initiatives:

Outreach and education initiatives will be conducted including educational materials and media and promotional campaigns to educate the public regarding highway, motorcycle, and pedestrian safety. (\$75,000.00)

Purchase and installation of wildlife warning reflectors along roadsides where there have been a high number of moose/vehicle crashes. Large warning signs (LED) will be installed on identified problem roads and an educational video will be produced aimed at reducing these crashes. (\$103,207.00)

Purchase of an incident management truck for the I-93 corridor that will be equipped with a Dynamic Message Board, traffic cones, and other traffic control channelization devices to help control the scene and prevent secondary crashes resulting from the initial incident. (\$110,000.00)

Upgrade school zone traffic beacons to meet the MUTCD standards for lens size and breakaway post mounts. (\$25,000.00)

Upgrade intersection-warning beacons to the new MUTCD standard from 8 inch to 12-inch lenses. The larger lenses will better give motorists indication of the school zones. (\$10,000.00)

Continue efforts to enhance the collection and accuracy of crash data in New Hampshire. Through the services of a consultant specializing in the field, the crash report software data elements will be upgraded to be current with Model Minimum Uniform Crash Criteria (MMUCC) Guidelines. The consultant will recommend changes to the data elements. (\$48,549.00)

## FISCAL OVERVIEW

Type of Funds	Federal Funds Expended	Total Federal Funds Expended
Section 402 Funds		
Occupant Protection	\$144,910.48	
Alcohol	40,531.40	
Police Traffic Services	92,381.89	
Speed Control	195,457.98	
Traffic Records	37,726.40	
Emergency Medical Services	11,156.40	
Pedestrian/Bicycle Safety	13,043.75	
Motorcycle Safety	10,043.92	
School Bus Safety	4,807.76	
Roadway Safety	11,439.97	
Planning & Administration	76,880.00	
Paid Media-Occupant Protection	11,500.00	
Total 402		\$ 649,879.95
Section 157 Innovative (Safety Belts)	115,359.86	
Section 2003(b) (Child Passenger Protection)	50,204.00	
Section 410 (Alcohol)	215,479.37	
Section 411 (Data)	450,489.71	
Total Federal Highway Safety Funds		\$1,481,412.89