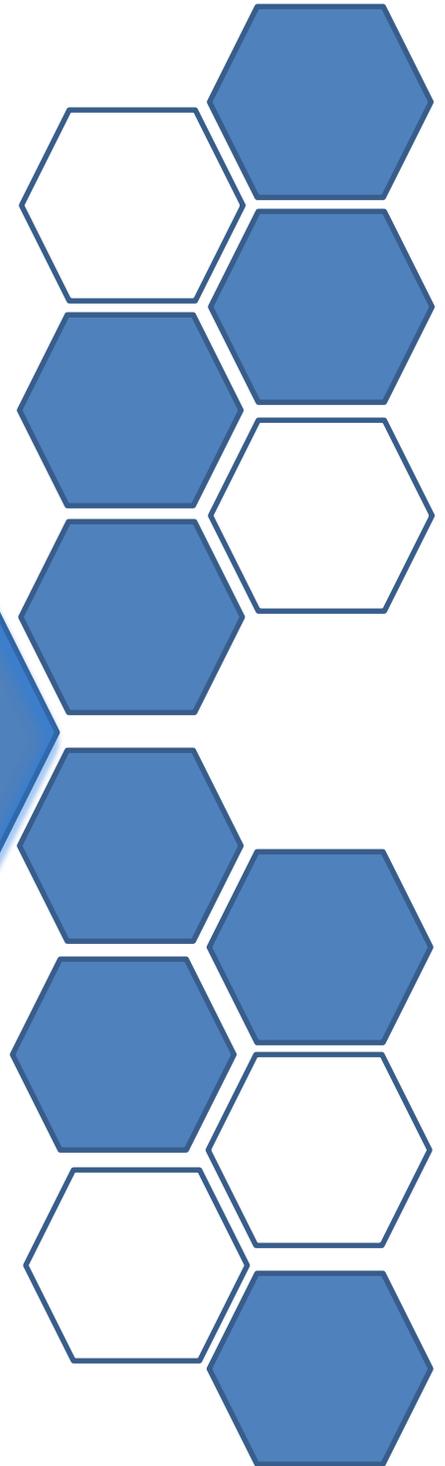


State of New Hampshire
OFFICE OF HIGHWAY
SAFETY
HIGHWAY SAFETY PLAN
2018



Message from the Governor's Representative

On behalf of the State of New Hampshire, I am pleased to submit this Federal Fiscal Year 2018 Highway Safety Plan relative to section 402 grant requirements of the National Highway Traffic Safety Administration (NHTSA).

The mission of the State of New Hampshire Office of Highway Safety (NHOHS) is to execute, under the direction of the governor, the development and implementation of a statewide highway safety program designed to reduce traffic crashes and the resulting deaths, injuries, economic losses and property damage on the roadways in the State of New Hampshire.

The NHOHS remains committed to working with traffic safety partners to fulfill this mission. Among other programs during Federal Fiscal Year 2018 New Hampshire continues the Sustained Traffic Enforcement Program (STEP) which consolidated several previous individual grants. This program provides year-round high visibility traffic enforcement funds available to local police departments.

It is with great pleasure that the State of New Hampshire in conjunction with NHTSA and many other local partners, work to reduce the number of traffic fatalities, injuries and motor vehicle crashes as well as providing our law enforcement partners with funds to assist in accomplishing this task.

Respectfully submitted,



Commissioner

Governor's Highway Safety Representative

New Hampshire Department of Safety

New Hampshire Highway Safety Plan

Federal Fiscal Year 2018

Prepared for:
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Prepared by:
NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY STAFF

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Vision

The vision of the New Hampshire Office of Highway Safety (NHOHS) is to create safe roadways throughout New Hampshire by minimizing to the greatest degree possible the potential for crashes that result in injury, death, and property damage by providing important resources through the implementation of highway safety programs, media messages, educational information, and various partnerships.

Mission

The New Hampshire Office of Highway Safety is responsible under the executive direction of the governor to develop and implement a statewide highway safety program designed to reduce traffic crashes and the resulting deaths, injuries and property damage. The NHOHS shall administer federally funded highway safety grant programs and is responsible for planning, implementing, and evaluating highway safety projects that are federally funded. The NHOHS shall also work to coordinate highway safety efforts of federal, state, and local organizations within New Hampshire.

Executive Summary

On behalf of John Barthelmes, the Commissioner of the New Hampshire Department of Safety (DOS), the Governor's Representative, and Coordinator for the NH Office of Highway Safety, we are pleased to present the FFY 2018 New Hampshire Office of Highway Safety Plan (HSP), which will serve as an outline for improving the safety of all motorists on New Hampshire's roadways. It will also detail our efforts to reduce traffic related fatalities and injuries. The goal of the New Hampshire Office of Highway Safety (NHOHS) is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior.

In 2016, New Hampshire saw traffic fatalities increase from a historical low of 90 fatalities in 2011 to 136 fatalities in 2016. There were several contributing factors involved in this increase of fatalities in 2016. Speed related fatalities increased from 49 in 2015 to 72 in 2016 (increase of 47%). In 2016, alcohol impaired fatalities increased from 29 in 2015 to 32 (increase of 11%). New Hampshire's unrestrained fatalities also increased from 47 in 2015 to 70 in 2016 (increase of 49%). On a positive note, distracted driving and inattention fatal crashes continues to drop as there were only 2 of these fatal crashes in 2016 down from 6 in 2015. The NHOHS understands that this number can quickly increase. Education, enforcement, and media efforts must continue to address this issue. The NHOHS is committed to reducing and addressing this increase in fatalities on New Hampshire roads and will continue in FFY 2018 to provide funding to support; enforcement efforts statewide, educating the public on important highway safety issues, messaging to the public in relation to fatalities that continue to occur each year.

In FFY 2017, the NHOHS filled the vacant accountant position with Linda Epstein who has helped the grant process continue to flow smoothly and has been instrumental in forecasting the availability of funds for current and future projects. Linda has proven to be an important and instrumental part of the NHOHS team in developing this 2018 Highway Safety Plan.

The NHOHS is looking forward to continuing to work with the Public Information Officer (PIO), funded by NHOHS. The PIO was recently hired by the Division of Homeland Security and Emergency Management. This PIO has assisted the NHOHS (under the NHOHS funded media contract) with the planning, preparation and implementation of highway safety news, media activities, campaigns to message, educate, and inform the motoring public on the importance of seat belt use, driving at safe speeds, and not driving distracted or impaired. This will help to reduce crashes and the resulting injuries and deaths on New Hampshire roads.

The NHOHS is also very excited to welcome a Traffic Safety Resource Prosecutor (TSRP) that was recently hired by Department of Justice, funded by the NHOHS. This TSRP will be a resource and provide training to support law enforcement and prosecutors in an effort to improve motor vehicle safety throughout the state. This TSRP will also serve as the Governor appointed Chairman of the Traffic Safety Commission, as well as, maintain a working relationship with the National Highway Traffic Safety Administration, National Association of Prosecutor Coordinators, and the National Traffic Law Center.

On January 1, 2017, the NHOHS began the first of many Traffic Safety Commission meetings that will continue to be conducted to help minimize, through partnership, highway safety related crashes and the resulting deaths and injuries on New Hampshire roads. Members in attendance of these meetings represent state and local government, agencies, municipalities, organizations, institutions, and various

New Hampshire Highway Safety Plan 2018

associations, etc. During this Traffic Safety Commission meeting introductions were made by all who attended, discussion began during this meeting centered around highway safety issues that included a presentation by New Hampshire's Fatal Analyst Reporting System (FARS) supervisor Glen Wilder who talked about fatal crashes and the causation of these preventable deaths. This first Traffic Safety Commission meeting hosted by the NHOHS begins the first step in the exciting implementation of future ideas from these highway safety partners.

The NHOHS continues to use a data-driven, evidence-based approach to deploy resources more appropriately to the areas of the state with the highest crash statistics that will help to assure that we are trending downward over time. In FY 2018, more attention will be given to provide funding for enforcement efforts as well as highway safety messaging (recommended by the NHTSA to be used in combination with enforcement efforts) throughout the state to minimize the potential of crashes. In FY 2018, the NHOHS will also provide funding to agencies to support the purchase of highway safety equipment that will help minimize crashes (i.e. radar units, in-cruiser video, etc.) as well as equipment (mobile data terminals, data monitoring devices, radar trailers equipped with statistical packages, speed and message display boards equipped with statistical packages, etc.) that will help identify highway safety problem areas where resources will then be deployed (i.e. enforcement patrols) to also help minimize crashes. With the hard work and dedication of its staff, the NHOHS is on track to achieve success in FFY 2018.

Regrettably, in FFY 2018, the NHOHS will have to continue working without New Hampshire State Police (NHSP) Major Matthew Shapiro who was recently promoted to oversee NHSP Operations. Major Shapiro is to be commended for all of his hard work and support to help the New Hampshire Office of Highway Safety achieve many long standing goals. Although, the NHOHS will miss working with him, the NHOHS wishes him the very best in all his endeavors and is proud to dedicate this 2018 Highway Safety Plan to New Hampshire State Police Major Matthew S. Shapiro. Thank you Major Shapiro for all you have done for the citizens of New Hampshire and the Office of Highway Safety to help save lives!

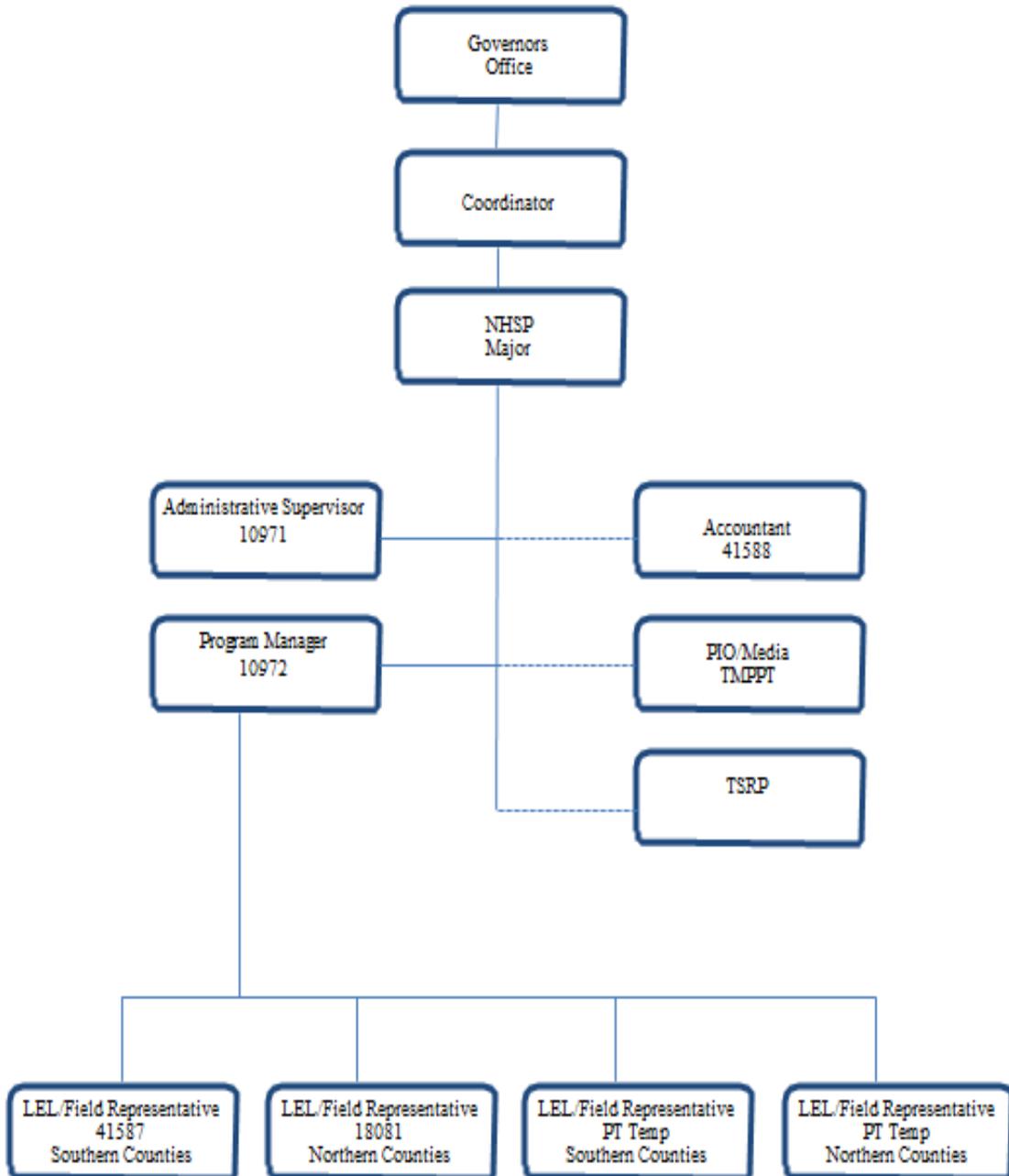
Sincerely,

The Office of Highway Safety

Organizational Chart

NEW HAMPSHIRE

OFFICE OF HIGHWAY SAFETY



New Hampshire Highway Safety Plan 2018

Core Outcome Measures

Other Core Performance Measures

	2011	2012	2013	2014	2015	2016
Fatal Motor Vehicle Crashes	84	101	124	89	103	130
Total Fatalities	90	108	135	95	114	136
Operator Fatalities	50	59	75	51	80	76
Total Passenger Fatalities	17	11	17	12	21	20
Rural Fatalities	64	60	80	48	NA	NA
Urban Fatalities	26	48	55	47	NA	NA
Alcohol-Related Fatalities**	24	26	49	35	45	42
% of Alcohol-Related Fatalities**	27	24	36	37	39	31
OHRV Operator Fatalities	0	0	2	1	1	1
Total Crashes Reported	33,273	26,691	29,984	28,395	32,275	29,862
United States Fatal Rate	1.10	1.14	1.10	1.08	NA	NA
NH Licensed Drivers	1,028,211	1,061,544	1,078,482	1,070,050	1,093,267	1,089,898
NH Registered Vehicles	1,405,936	1,418,361	1,057,081	1,435,640	1,728,409	1,752,482
NH Registered Motorcycles	79,267	79,877	73,612	76,093	79,119	83,641
Population	1,318,194	1,320,718	1,323,262	1,326,813	1,316,470	1,334,641,
Seat Belt Citations During Grant-Funded Activities	370	280	339	n/a*	177	139
Impaired Driving Arrests During Grant-Funded	693	683	754	n/a*	404	469
Speeding Citations During Grant-Funded Activities	8,824	7,308	6,805	n/a*	5,413	8046

Update on Performance Targets For FY 2017

All performance targets are updated with the most current data available.

- C-1 Traffic Fatalities (FARS). Reduce total fatalities by 5 percent from 111 (2010-2014 average) to 105 by December 31, 2017.
- Preliminary data for (2012-2016 average) is 118 total fatalities.
- C-2 *Serious Traffic Injuries (State Crash Data). Reduce serious traffic injuries by 14 percent from 497 (2011-2015 average) to 427 by December 31, 2017.
- 2016 data from the NH DOS reported 500 (2012-2016 average) for serious injuries.
- C-3 Mileage Death Rate (FARS). Reduce VMT by 2 percent from 0.86 (2010-2014 average) to 0.84 by December 31, 2017.
- Preliminary data (2012-2016 average) is 0.90 VMT.
- C-4 Unrestrained Passenger Vehicle Occupant Fatalities (FARS). Reduce unrestrained fatalities by 15 percent from 53 (2010-2014 average) to 45 by December 31, 2017.
- Preliminary data (2012-2016 average) is 53 for Unrestrained Occupant Fatalities.
- C-5 Alcohol Impaired Driving Fatalities (FARS @ .08 and above). Reduce alcohol related fatalities by 5 percent from 36 (2010-2014 average) to 34 by December 31, 2017.
- Preliminary data (2012-2016 average) is 34 alcohol impaired fatalities.
- C-6 Speeding Related Fatalities (FARS). Reduce speed related fatalities by 14 percent from 51 (2010-2014 average) to 44 by December 31, 2017.
- Preliminary data (2012–2016 average) is 53 speed-related fatalities.
- C-7 Motorcyclist Fatalities (FARS). Reduce motorcycle fatalities by 5 percent from 22 (2010-2014 average) to 21 by December 31, 2017.
Preliminary data (2012–2016 average) is 23 motorcyclist fatalities.
- C-8 Unhelmeted Motorcyclist Fatalities (FARS). Reduce unhelmeted motorcycle fatalities by 6 percent from 16 (2010-2014 average) to 15 by December 31, 2017.
- Preliminary data (2012-2016) is 14 for helmeted motorcyclist fatalities.
- C-9 Driver Age 20 or Younger Involved in Fatal Crashes (FARS). Reduce young driver involved fatalities by 23 percent from 13 (2010-2014 average) to 10 by December 31, 2017.
- Preliminary data (2012-2016) is 12 for drivers 19 & under involved in a fatal crash.
- C-10 Pedestrian Fatalities (FARS). Reduce pedestrian fatalities by 12 percent from 9 (2010-2014 average) to 8 by December 31, 2017.
- Preliminary data (2012-2016) is 13 pedestrian fatalities.

C-11 Bicyclist Fatalities. Maintain bicyclist fatalities at 2 (2010-2014 average) by December 31, 2017.

- Preliminary data (2012-2016) is 2 bicyclist fatalities.

Update on Performance Targets For FY 2017

Goal: Decrease distracted driving fatal crashes 38 percent from 14 (2011 – 2015 average) to 9 by December 31, 2017.

- Preliminary data (2012-2016 average) is 11 distracted driving fatal crashes.

Note: This goal adjusted from the FFY 2017 HSP to properly reflect “fatal crashes” rather than “related fatalities” as originally written. The five-year rolling average was properly rounded up to 14 and the goal was subsequently adjusted to 9.

Traffic Records Performance Targets

Goal: Increase the timeliness of crash reports from the current average timeliness of 12.9 days during the period of April 1, 2015-March 31, 2016 to 9 days during the same period ending in 2017.

For the period of April 1, 2016 through March 31, 2017 the average timeliness of crash reports stayed at 12.9 days, therefore we did not meet our goal. In FY 2017 we created a grant program for E-Ticketing and a Mobile Data Program which will continue into FY 2018. This program allows law enforcement to purchase equipment that will allow them to send crash data electronically to the state which we anticipate will improve the timeliness of crash reports into the system.

Goal: Increase crash reports that have manner of crash completeness from the current 43.58% in the period April 1, 2015 -March 31, 2016 to 55% during the same period ending in 2017.

For the period of April 1, 2016 through March 31, 2017 crash reporting completeness was 44.61%. As stated above, the E-Ticketing and MDT grant programs should have an impact on timeliness as well as completeness of the crash reports.

Grant Process

New Hampshire's OHS implements a comprehensive highway safety planning process. In addition to statewide crash analysis, the OHS utilizes self-reported local crash data and population from local and county law enforcement agencies that apply for funding to support overtime enforcement. NHOHS conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasures strategies and projects for the distribution of federal funds.

The NHOHS conducts a preliminary review and analysis of each grant application to document each grantees merit in terms of current activities and past performance, the potential grantee's ability to perform the activities as well as stops per hour, DUI or other traffic arrests, traffic count and location of high priority corridors. Additionally, other relevant highway safety information is gathered and analyzed to identify behavioral trends.

As we moved towards a data driven approach to funding each applicant was asked to describe their communities traffic safety problems along with when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (speeding, red light running, bus violations, etc.) and any other relevant information to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges etc.). In addition, the OHS worked with DOT to provide and identify traffic counts, fatal crash mapping, and Tier Corridors. Once all that information was reviewed, NHOHS staff held numerous meetings to develop a methodology that would provide consistency to funding communities of similar size and similar crash numbers and to review each grant applicant to determine the appropriate amount of funding allocation each applicant should get.

Once grant agreements are in place there will be continual monitoring of all projects via the required quarterly reimbursements which include the Patrol Activity Reports for all patrols conducted in that quarter. There will also be on site visits to grantees in order to monitor compliance with the requirements of the grant agreement or examine OHS funded equipment as well as to provide OHS guidance or obtain feedback from grantees.

Departments are recommended to conduct a minimum of three (3) documented stops/contacts per hour unless otherwise occupied with and arrest. In order to track this, stops per hour were added to the Patrol Activity Report. Officers conducting OHS funded patrols must calculate their stops per hour for their shift, which will allow for NHOHS to track the number of stops per hour for OHS funded patrols. This will allow NHOHS staff to provide feedback to grantees to assist law enforcement partners in their strategic allocation of manpower.

Projects other than traffic safety and enforcement were selected using criteria that include response to identified problems, potential for affecting New Hampshire's Core Performance Targets, innovation, clear objectives, and adequate evaluation plans and cost effective budgets. Grantees are selected based on an ability to demonstrate significant programmatic impact based on data-driven problem analysis.

Timeline and Planning Process

October	1.	Implement grants and contracts for FFY 2018
	2.	Begin to close out projects for FFY 2017.
	3.	Obligate funds to Grant Tracking System (GTS).
	4.	Execute grants, contracts as of October 1 or date signed.
	5.	Establish monitoring, technical assistance and training schedules.
November	1.	Begin preparation of annual report for previous fiscal year.
	2.	Follow up with grantees that have missed October 15 deadline for reports and final reimbursements.
	3.	Attend the Governor's Safe Family Holiday Lunch designating National Drunk and Drugged Driving Awareness Week.
December	1.	Finalize, close out and submit final voucher to NHTSA.
	2.	Complete Highway Safety Plan Annual Report and submit to NHTSA by December 31 st .
	3.	Prepare notice of grant availability for next fiscal year.
January	1.	Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources.
	2.	Coordinate data and problem solving identification with the State's SHSP.
	3.	Host annual internal planning session to debrief previous year's program results and to guide funding distribution and overall direction of the traffic safety program.
	4.	Monitor current progress of current grantees
	5.	Complete and distribute/post online Grant Notification and begin to accept applications for grant funding
February	1.	Consider NHTSA's regional response to prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or Special Management Review or Program Assessment comments.
	2.	Set up initial meeting with program staff and partners (DOT, DOS) to begin planning for the Highway Safety Plan
March	1.	Determine revenue estimates, establish draft budget and review internally.
	2.	Receive and review applications from potential grantees.
April	1.	Highway Safety Plan continues to be developed.
	2.	Monitor progress of current grantees.
	3.	Attend the Traffic Safety Conference hosted by the Injury Prevention Center
May	1.	Review and selection of grant applications.
	2.	Begin initial draft of section 405 application (National Priority Safety Program).
	3.	Draft copy of Highway Safety Plan completed and sent to appropriate internal officials and NHTSA for review and comments.
June	1.	Conduct final internal review of HSP for compliance with Federal requirements, completeness and accuracy.
	2.	Finalize HSP and Section 405 budgets.

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		3. Secure certifications and supporting documentation for all Section 405 emphasis program areas.
July 1	1.	Submit the final HSP to NHTSA Regional Office for approval.
July	1.	Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application
	2.	NHTSA offers preliminary indication of approvals and recommendations to be included in HSP approval letter.
	3.	Notify representatives from selected grant applications and inform them of the intent to award a highway safety grant.
	4.	Monitor current progress of current grantees.
August	1.	Develop final sub grant contracts for
	2.	Obtain approval for sub grants and contracts.
	3.	Receive NHTSA approval letter.
September	1.	Distribute and post the approved HSP.
	2.	Finalize HSP budget.
	3.	Grantees are reminded that final reimbursements are due.

Strategic Partners

In the past the NHOHS has not worked with partners to the extent we should have to get input and help with identifying major problem areas, demographics, and other “drill-down” factors in an attempt to determine who, what, where, when and why crashes with fatalities and injuries are taking place. As we move forward, the NHOHS is committed to engaging a broader spectrum of partners. This will help us to align our missions, avoid duplication of efforts and get input on the best way to deploy our resources in an effort to reduce fatalities and crashes and assure those reductions are sustained over time.

As we move ahead, we will continue to identify and add partners that will help support our common mission. It will be through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.

The New Hampshire Office of Highway Safety partnerships include:

The National Highway Traffic Safety Administration (NHTSA)

NH Department of Transportation

NH DOS (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)

NH Department of Justice

Administrative Office of the Courts

NH Liquor Commission

NH Traffic Safety Commission

NH Police Standards & Training Council

NH Traffic Records Committee

NH Health and Human Services

NH Association of Chiefs of Police

NH Sheriffs’ Association

NH Police Officers ‘Association

Federal Highway Administration

State’s U.S. Congressional Representatives and Senators

Governors’ Highway Safety Association

Safety & Health Council/Northern New England

The University of New Hampshire

Derry Community Alliance for Teen Safety (CATS)

NH Mothers Against Drunk Driving

The Injury Prevention Center at Dartmouth College

AAA Northern New England

Local Police Departments

Brain Injury Association of New Hampshire

NH Auto Dealers Association

NH Towing Association

Dartmouth College

Plymouth State College

Keene State College

Victim’s Inc.

AT&T
 Pine Knoll Racing LLC
 New Hampshire Fisher Cats Baseball
 New Hampshire Monarchs Hockey

Problem Identification

The problem identification process is vital to the success of our overall highway safety program and consists of the following stages:

- Problem identification utilizing various data sources
- Planning to select and prioritize goals, objectives and performance measures
- Participation from traffic safety related partners
- Development of funding priorities
- Issuance of Grant Application Notification for grant funding of programs
- Review, negotiation and approval of grant agreement
- Implementation
- Monitoring / Evaluation

The following questions are among the most critical to data analysis and problem identification

Question	Examples	
Are high crash locations identified	Specific road sections, highways, streets and intersections	
Do we see recurring causes of crashes	Impairment, speed, distractions, other traffic violations, weather, road conditions	
Which characteristics occur more frequently than would be expected—that is, which are over represented?	Number of crashes involving 16-19 year old drivers versus other age groups, or number of alcohol crashes on a particular roadway segment compared to other causes	
Are there crash severity factors to be considered	Non-use of occupant protection devices (seat belts, motorcycle helmets), excessive speed	
Casual Factors	Crash Characteristics	Factors Affecting Severity
Violation of laws Loss of control Weather Alcohol involvement Roadway design	Time of day Day of week Age of driver Gender of driver	Non-use of occupant protection Position in vehicle Roadway elements (markings, guardrail, shoulders, surfaces) Speed

Problem identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners as well as ongoing review of the fatality and crash data as it becomes available.

In addition, the NHOHS reviews traffic fatality and crash data provided to us by the NH State Police, and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV), New Hampshire Department of Safety. Additional data provided by the DMV, Department of Transportation (DOT), Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual observation seatbelt surveys, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), 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.

Other Sources of Funding

New Hampshire also uses funding sources, in addition to what is provided by NHTSA, to contribute to the performance targets described in the HSP. Some of the strategies are described below:

NH State Police and Local Law Enforcement – The sum of \$2,400,000 for the fiscal year ending June 30, 2017 is hereby appropriated to the Department of Safety to disburse grants to county and local law enforcement agencies for the purpose of funding overtime costs for county and local law enforcement officers performing law enforcement activities attributable to the substance abuse enforcement program established in RSA 21-P:66. This sum shall be expended in the biennium ending on June 30, 2019.

NH Department of Transportation (NH DOT) - In FFY 2016, NH DOT received approximately nine-million dollars in highway safety improvement program (HSIP) funding to provide a safer highway safety road system. Data is analyzed to target crash types (e.g., lane departure) and associated roadway risk factors (e.g., curves or roadside hazards) that make a significant contribution to the number of fatal and severe injury crashes in the state. Sites with these risk factors are identified and prioritized by the potential for future severe crashes. Appropriate low-cost countermeasures such as shoulder and centerline rumble strips and stripes, median barrier improvements, guardrail and end terminal improvements, rural curve signing and delineation and Intersection Safety Improvement Plan (ISIP). In addition to roadway improvements, there are several non-infrastructure projects, which include data improvements, data software licenses and improvements to the Strategic Highway Safety Plan.

NH Division of Public Health Services - Within the NH Division of Public Health Services the Maternal and Child Health Block Grant is looking to extend this grant to the Injury Prevention Center Program. Because motor vehicle crashes represent a leading cause of unintentional deaths and significant numbers of the most severe injuries that results in inpatient hospitalizations and emergency department visits the Injury Prevention Program collects data such as hospital discharge data and death reports specific to motor vehicle related injuries and deaths and uses this as a major part of injury prevention efforts. Data regarding the leading causes of traffic fatalities and injuries have resulted in their focused efforts in the areas of: impaired driving distracted driving, restraint use, inexperienced drivers and excessive speed. The Injury Prevention Program has an Injury Prevention Advisory Council that collaborated with a diverse group of stakeholders to create the New Hampshire State injury Prevention Plan 2014 – 2018. This plan has a section specific to traffic safety.

Governors Highway Safety Association – Through the support of Ford Driving Skills for Life, is providing grants for states to implement teen driver safety programs. New Hampshire is one of the five states given a \$15,000.00 grant to implement this teen driver educational safety program.

AT&T - Has donated \$10,000.00 to the Dartmouth Injury Prevention Program to help New Hampshire address distracted driving through educational efforts.

Coordination with SHSP and HSIP

As required under the Fixing America's Surface Transportation (FAST) Act legislation, the goal of this Highway Safety Plan (HSP) is to compliment and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP), produced by the Department of Transportation (DOT). The NHOHS will coordinate with the HSIP to assure the following three performance measures; fatalities, fatality rate, and serious injury are identical. This partnership will seek to compliment the work each agency does and to look for opportunities to use funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering, Enforcement, and Emergency Medical Services. Emphasis areas such as pedestrians, bicyclists, speeding, occupant protection, impaired and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas.

Evidence-Based Enforcement

Analysis of Crashes, Crash Fatalities and Areas of Highest Risk Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments complete a hard copy of the Uniform Police Report and submit the hard copy to the Division of Motor Vehicles (DMV). Currently, all data is entered by DMV personnel into the Information Data Management System (IDMS). This data downloads into an access database at the DOS where the Business Systems Analyst analyzes the data accordingly. Additionally, Police departments applying for overtime enforcement patrols and equipment are also required to submit town/city crash and enforcement data for three (3) previous years on their grant application. This data is used to help identify communities that have the greatest need for overtime enforcement patrols. The Grant Notification for Highway Safety funding identifies the following criteria that are used in the selection of projects. :

1. Has the problem/need been clearly identified?
 - Is the problem supported by State or local data or documentation? Use of statewide crash statistics regarding impaired driving, distracted driving, occupant protection and speeding are encouraged.
 - Are Goals and Objectives clearly stated? Are they realistic and measurable?
 - Grant Application and Budget are complete, correct and relevant.
2. Overtime Enforcement grants are activity based, therefore the application's merit in terms of current activities, past performance and the potential grantee's ability to perform the activities is considered. Stops per hour are also considered along with DUI or other traffic arrests.
3. Traffic Count- traffic count is a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or intersection.
4. Location of High Priority Corridors, defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes.

The map on page 23 allowed us to visually identify the fatal crash locations of High Priority Corridors, and to reach out to local police departments that have not historically participated in our overtime enforcement patrols. As noted in the crash map on page 23, the highest concentration of crashes takes place in the southern portion of the state. In subsequent years we expect to work closely with our data partners for a more in depth look to examine other factors and identify who may be over represented in crashes and when, where and why crashes are occurring.

Currently, the State Police use the Crash Records Management System (CRMS) to electronically submit a similar report to DMV. The long term vision is to have the local police departments also submit electronically, which would allow the local crash data to be exported to the State for inclusion in the statewide crash repository. As a step towards this goal, in FFY 2017 the OHS began an E-Ticket program to fund the required equipment (printers, scanners, and GPS) that would allow local police agencies to submit their data electronically. There are five (5) vendors in the state and the vendor (Tri-Tech), with the largest number of customers in NH, agreed to develop an E-Ticket module. Once the E-Ticket module was complete police departments were notified of the available funds to support printers, scanners and GPS for patrol vehicles that do traffic safety enforcement. In order to apply for funding departments must be a Tri-Tech customer and have a virtual private network (VPN) connection. The OHS will continue to explore bringing additional vendors into the E-Ticket program and to provide funds for departments to be able to report electronically.

Deployment of Resources Based on Analysis

NHOHS reviewed each grant application's data that included the previous 3 years crash and enforcement history. In addition to reviewing data submitted in the individual grant applications we also reviewed NH Fatal and Serious Crash Locations (2011 – 2015) to identify those areas of the state where high crash locations exist to make sure that we had sufficient enforcement coverage from those towns/cities with the highest crash numbers. For FFY 2018 we have brought on board a number of towns that had not previously participated in our enforcement efforts but because of their location along high priority corridors or their crash numbers have the ability to help make an impact reducing fatal and serious injury crashes across the State. For example, the Town of Newmarket had 99 crashes in 2014 and 114 crashes in 2015 and 126 crashes in 2016 but had not previously participated in our grant funded enforcement programs and after simply reaching out to them, they agreed to participate in FFY 2018. It is the goal of the NHOHS to provide funding to as many departments with an identified crash problem as possible.

NHOHS and our partners will be implementing evidence-based strategies, as identified in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. This will provide the best opportunity to effectively reduce crashes, injuries, and deaths. Through our STEP grant, law enforcement can stop motorists for any infractions such as speeding, seat belt violations, red light running, etc. Other enforcement grant programs include DWI, Sobriety Checkpoints, Bicycle and Pedestrian Enforcement and Distracted Driving. These sustained enforcement programs, along with participation in national mobilizations will provide continuous and direct deterrence to impaired driving, distracted driving, speeding, and other motor vehicle infractions.

High Visibility Enforcement (HVE) Strategies

For FFY 2018, the NHOHS has planned high visibility enforcement (HVE) strategies to support national mobilizations and the national highway safety goals to reduce motor vehicle related fatalities. These planned HVE strategies will include three mobilizations in 2018 to reduce alcohol-impaired or drug impaired operation of motor vehicles (i.e. two Drive Sober or Get Pulled Over campaigns, etc.) and increase use of seatbelts by occupants of motor vehicles (i.e. Join the NH Clique conducted to support the Click it or Ticket Campaign, etc.). The NHOHS will submit data from these HVE enforcement efforts within the NHTSA database to include; participation of enforcement agencies, enforcement activity, citation information, and paid and earned media used to support these campaigns.

Continuous Follow-up and Adjustment of Plan

Monitoring of the enforcement grants is another important element of New Hampshire's evidence-based and data driven approach to traffic safety enforcement programs. Agencies deployment strategies will be continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems, as well as the states highway safety problems. The agencies receiving grant funding will be required to provide quarterly reimbursements which will include copies of the Patrol Activity Reports for all patrols conducted within the quarter. Examples of information provided include; date and times worked, number of summonses/warnings issued, number of DWI/DUI/DRE and other arrests made, as well as number of stops per grant funded patrol. In addition to analyzing crash data, funding decisions for subsequent years will also be determined by evaluating past performance and ability to participate. On-site monitoring visits will be useful in determining if adjustments will be needed to our evidence based enforcement efforts during the year.

NH Fatal and Serious Crash Locations 2011-2015

Legend

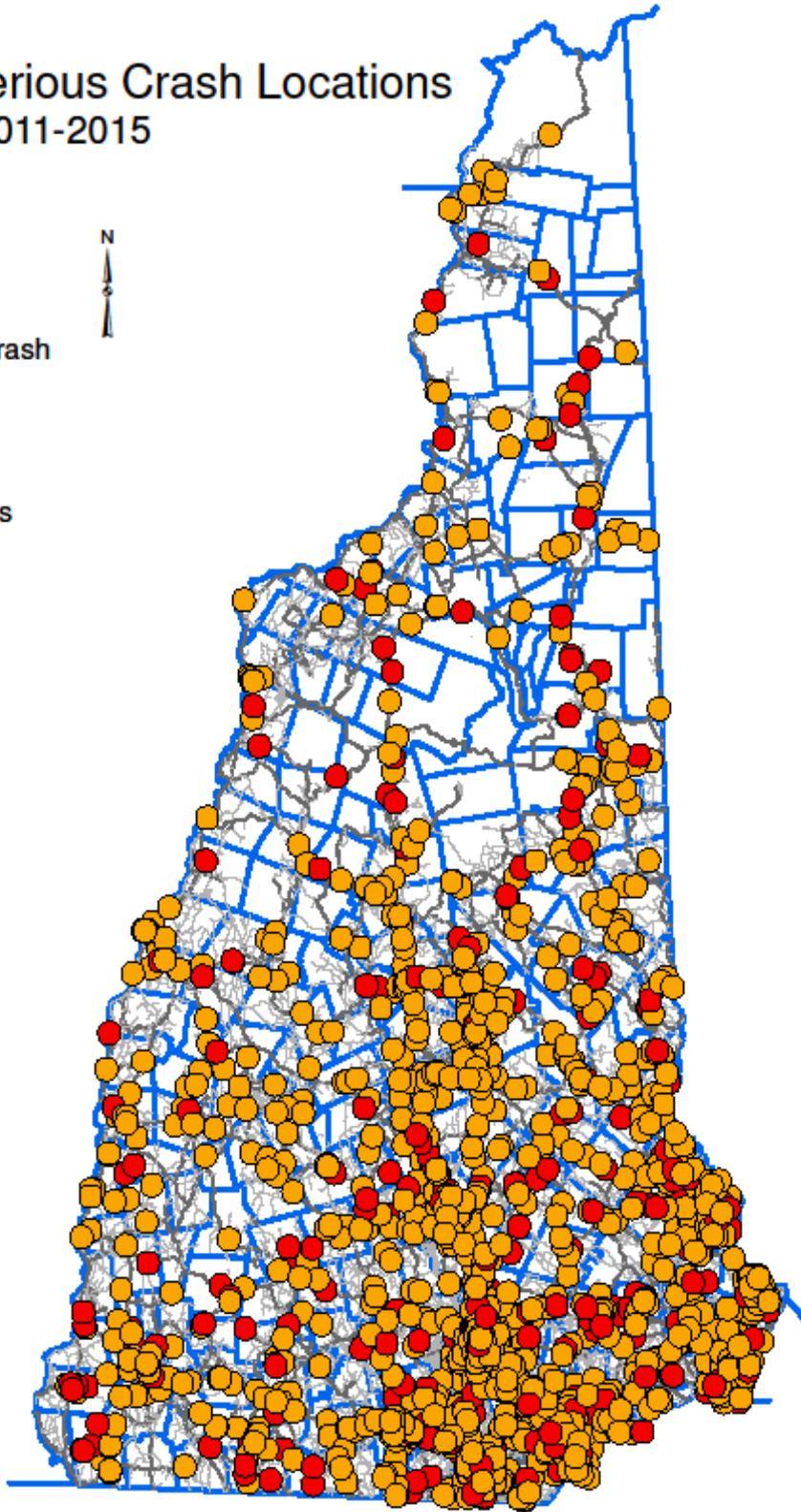
SEVERITY

- Fatal Crash
- Serious Injury Crash

— State Roads

— Local Roads

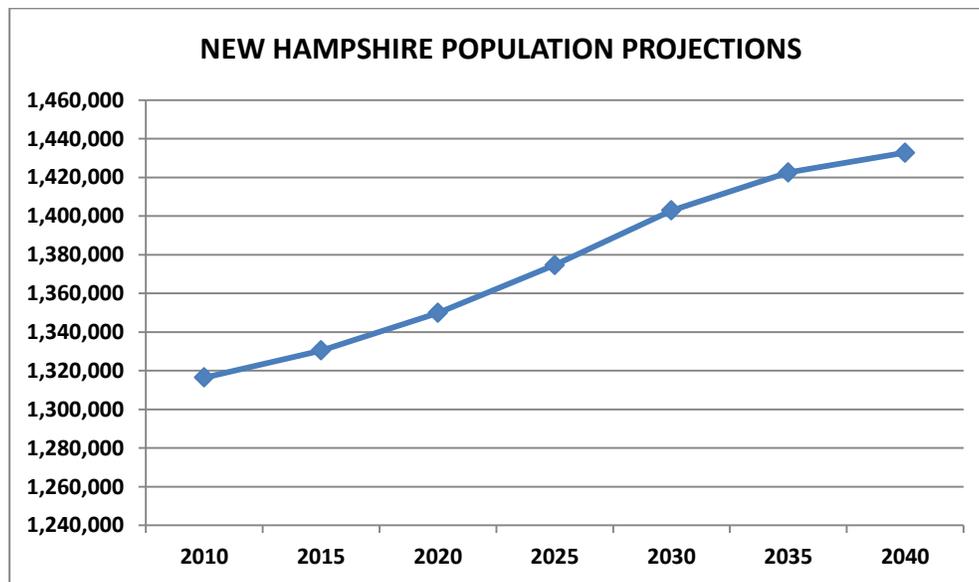
— Town Boundaries



Source: NH DOT 1

Statewide Demographic and Population

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,316,470 residents according to the last official 2010 census and is estimated (PEP) to have 1,334,795 as of 2016. It has a landmass of 9,282.11 square miles which results in a population density of 141.82 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 25 unincorporated places. Approximately Sixty-four (64) percent of the population (842,389) resides in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 327.24 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,565 and 86,494 residents respectively. Approximately 93.7 percent of the population is white, while the remaining 6.3 percent represents all other populations (i.e. black/African American, Indian, Asian, and Hispanic, all others).



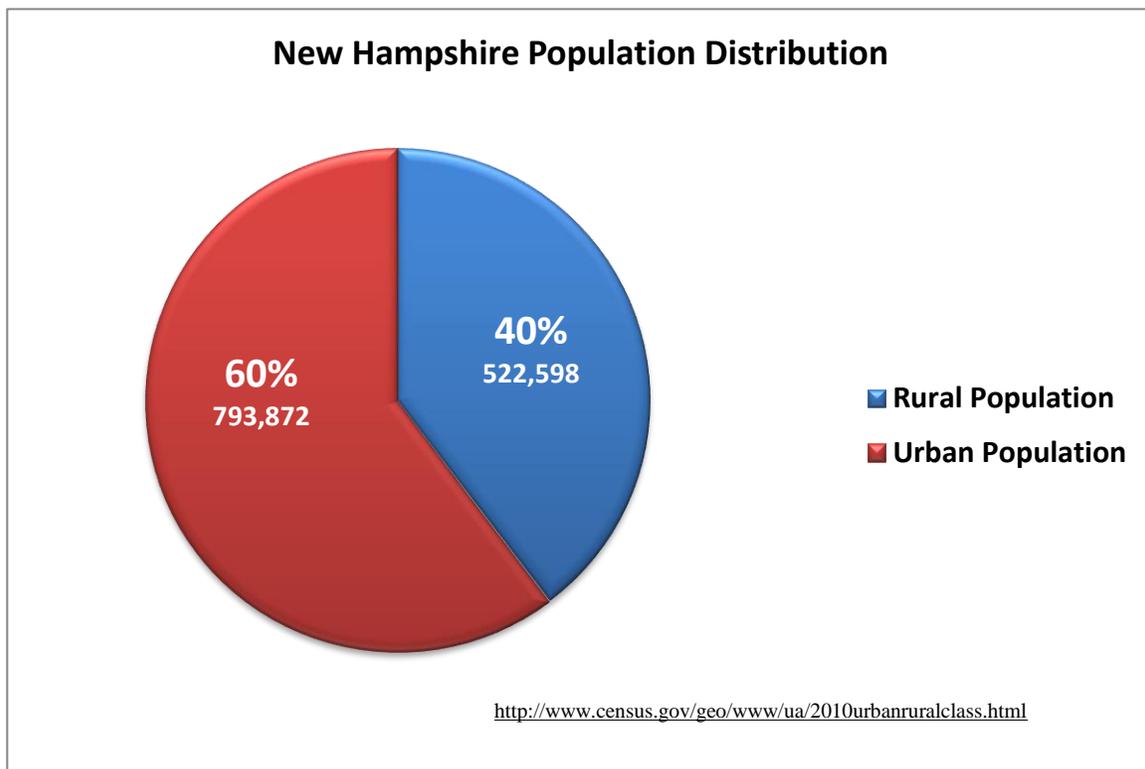
According to the NH Office of Energy and Planning the total New Hampshire state population is projected to be 1,432,730 in 2040, an increase of 116,260 or 8.8 percent from the 2010 Census population of 1,316,470.

New Hampshire Highway Safety Plan 2018

The chart below 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 (2015 Population Estimates) —NH Office of Energy and Planning.

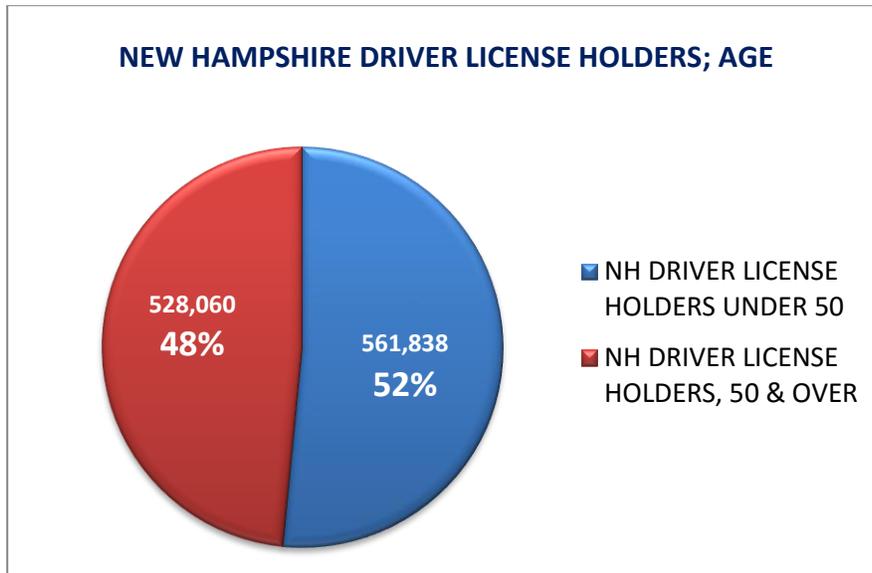
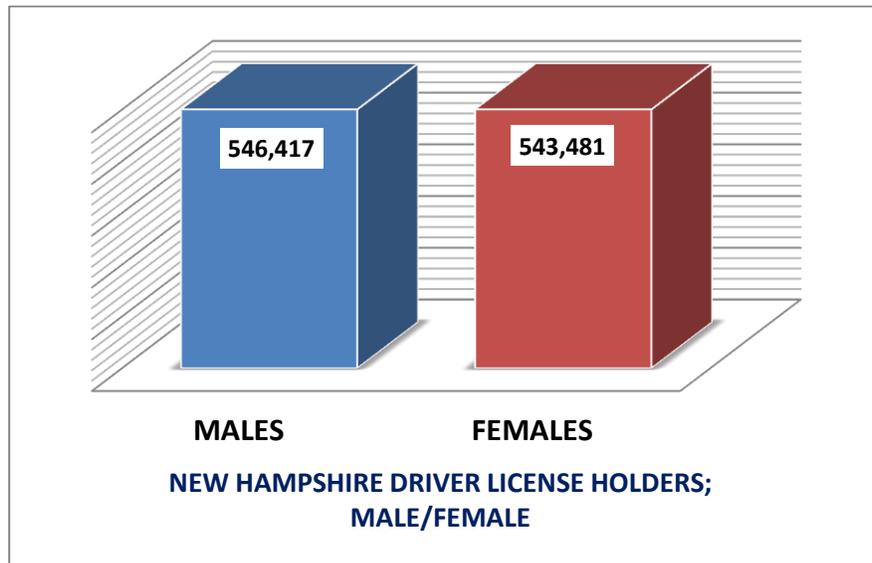
County & Largest Cities/Towns Within County				
(2015 estimated population figures)				
County	County Population	City/Town	City/Town Population	Location
Southern Counties & Largest Cities/Towns				
Hillsborough	404,295	Manchester	109,419	South Central
		Nashua	87,551	South Central
		Merrimack	25,427	South Central
Rockingham	300,575	Derry	32,948	South Central
		Salem	28,674	South Central
		Londonderry	24,891	Southeast
Merrimack	147,780	Concord	42,390	Central
		Hooksett	14,473	South Central
Strafford	125,334	Dover	30,524	Southeast
		Rochester	29,875	Southeast
Cheshire	77,345	Keene	23,550	Southwest
Sub-Total	1,055,329		449,722	
Northern Counties & Largest Cities/Towns				
Grafton	89,421	Lebanon	13,618	West Central
		Hanover	11,367	West Central
Belknap	60,410	Laconia	16,193	Central
		Belmont	7,294	Central
Carroll	47,998	Conway	10,060	Northeast
		Wolfeboro	6,248	East Central
Sullivan	43,726	Claremont	13,262	West Central
		Newport	6,454	West Central
Coos	33,658	Berlin	10,607	North
		Lancaster	3,541	North
Sub-Total	275,213		98,644	
TOTAL	1,330,542		548,366	

Based on 2015 Population Estimate: 1,324,201	New Hampshire	United States
Persons under 5 years, percent 2015 est.	5%	6.3%
Persons 5 to 9 years, percent 2015 est.	5.6%	6.5%
Persons 10 to 14 years, percent 2015 est.	6%	6.5%
Persons 15 to 19 years, percent, 2015 est.	6.9%	6.7%
Persons 65 years and over, percent, 2015 est.	15.3%	14.1%



This chart explains the population distribution in the state of NH between Rural and Urban Locations.

According to 2016 NH DMV data, the charts below presents a small snapshot of the demographic profile of New Hampshire licensed drivers;



According to the NH Department of Transportation the New Hampshire’s public road, system consists of 16,622 miles classified under RSA 229:5. The State Highway System has 4,603 miles. City and town maintained roads total 12,019 miles (includes compact roads) and Class IV Compact roads total 303 miles. This system includes Interstates, Turnpikes, numbered highways, non-numbered highways, traffic circles, ramps, and recreational roads. If all miles driven each day in New Hampshire were totaled, it would wrap around the earth well over 1,000 times. 77% of those miles are traveled on the State-maintained highways. Chart follows:



New Hampshire experiences a humid continental climate, with warm, humid summers, cold, wet winters, and uniform precipitation all year. The climate of the southeastern part of the state is moderated somewhat by the Atlantic Ocean and averages relatively milder and wetter weather, while the north and interior experience relatively cooler temperatures and lower humidity. Winters are cold and snowy throughout the state, and are especially severe in the northern and mountainous areas. Average annual snowfall ranges from 60" (1524 mm) to over 100" (2540 mm) across the state. Average daytime highs are generally in the mid 70s°F to low 80s°F (around 24-28 °C) throughout the state in July, with overnight lows in the mid 50s°F to low 60s°F (13-15 °C). January temperatures range from an average high of 34 °F (1 °C) on the coast to overnight lows below 0 °F (-18 °C) in the far north and at high elevations. Average annual precipitation statewide is roughly 40" (1016 mm) with some variation occurring in the White Mountains due to differences in elevation and annual snowfall.



New Hampshire has a substantial broadcast media presence and according to the New Hampshire Association of Broadcasters (NAB) consists of approximately 114 AM/FM/LP radio stations as well as 10 FP/LP Television stations. It also has a notable print media presence which, according to available information includes approximately 16 daily newspapers and 23 weekly newspapers.

FFY 2017 Core Performance Targets

Fatalities

Figure 1 Fatalities

Introduction

The data that will be used to determine significant progress (whether or not targets are achieved) is prescribed by regulations. The methodology to determine targets are not. Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS) and the New Hampshire Department of Safety (DOS).

Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs. Trend analysis functions correctly when no significant change has occurred in the underlying processes that affect the overall metric. Safety gains are driven by policy and budget and because there has been no recent significant change to policy or budget trend analysis is appropriate.

In past years the New Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities.

Sources

Data is collected from several sources. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year rolling averages to determine significant progress. To calculate three individual 5-year rolling averages data would need to be available from 2007.

Data sources are prescribed by the regulations:

- Fatalities: NHTSA
- Serious Injuries: DOS
- Rate of Fatalities (10^8 VMT): NHTSA & HPMS

NHTSA – Fatality data is posted by NHTSA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

DOS – Serious injury data is provided by DOS. Previously reported values have been inconsistent and duplicated records have been found in the data. Data is not available from 2007, therefore 5-year rolling average values may not be used for trend analysis and more variable yearly values must be used instead.

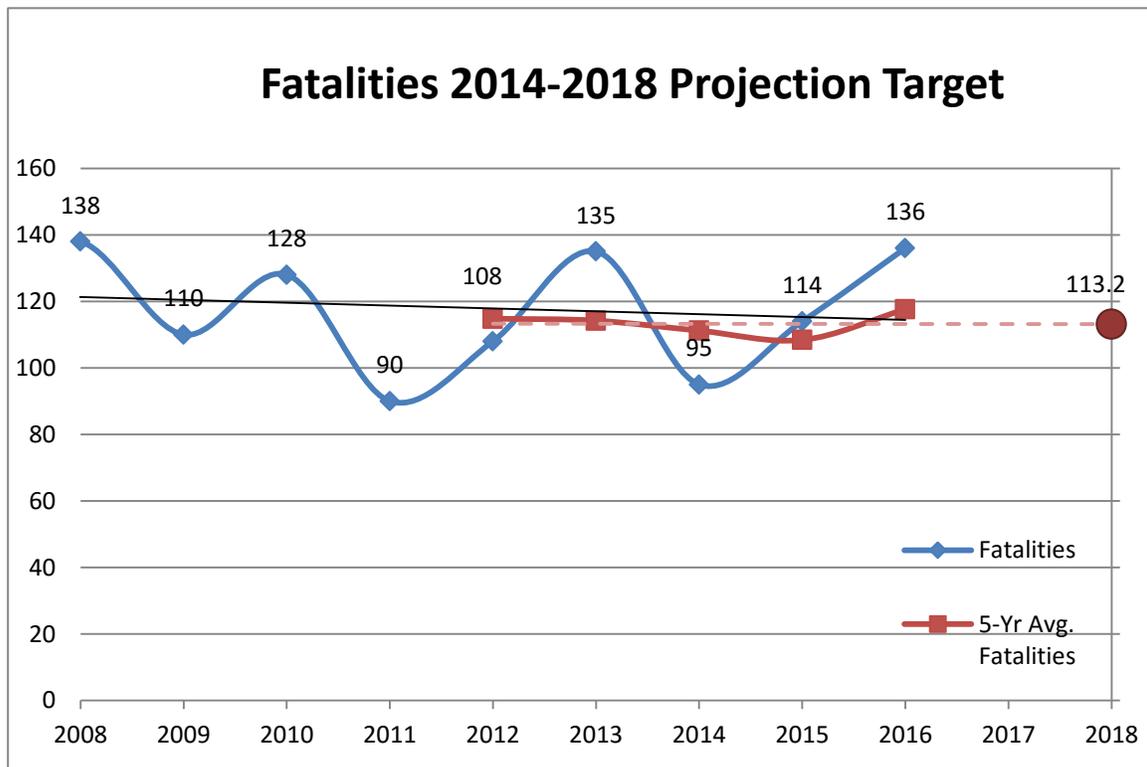
HPMS – Traffic volume data is calculated by DOT posted by FHWA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

Fatalities

Figure 1 Fatalities

Goal: Increase fatalities from 2011-2015 average baseline of 108.4 to the 2014-2018 projection target 113.2. To assess progress towards our 2014-2018 goal, we anticipate a 2.2 annual increase, December 31, 2017 (111) and December 31, 2018 (113).

The OHS recognizes that there has been a recent increase in fatalities (136 in 2016) which has affected the 2014-2018 projection target. The OHS will strive to reduce the number of fatalities in the state



through enforcement of motor vehicle laws, media outreach, and education.

Analysis:

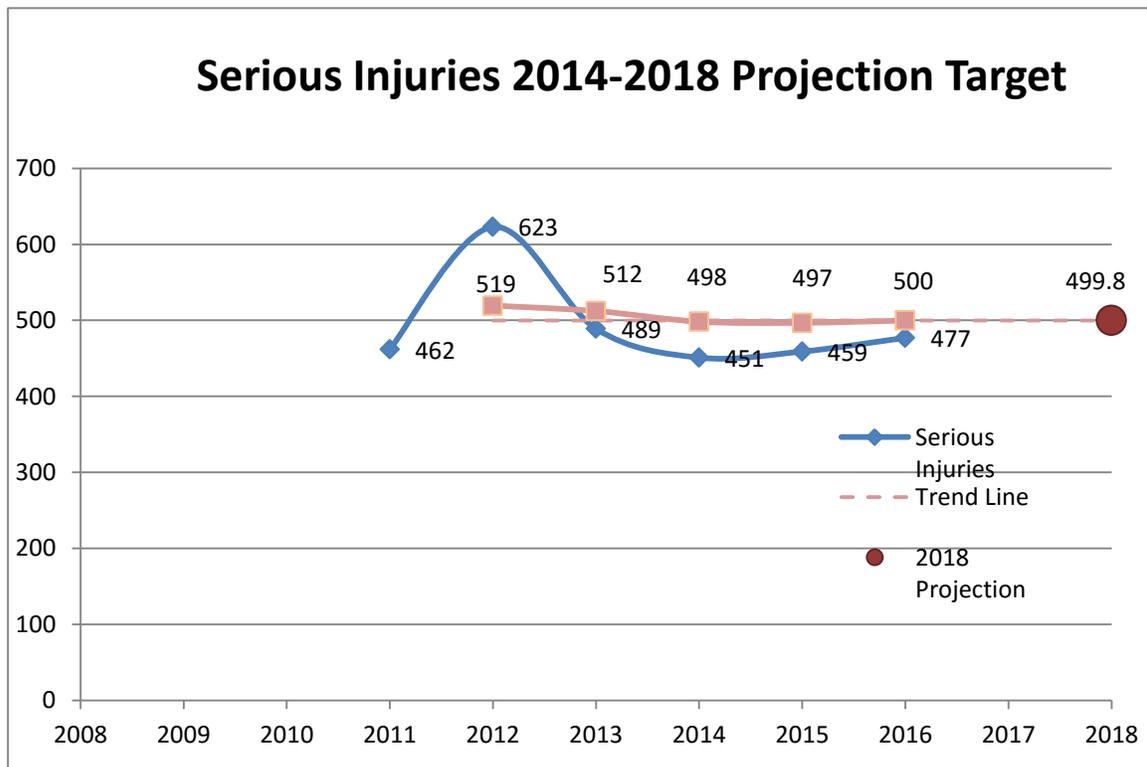
The above graph shows the results from trend analysis on the Fatality performance measure. The trend lines use the 5 most recently available finalized values from the respective sources. Note that where enough data is available 5-year average values are used to determine trend lines. Where less data is available, yearly values are used. For fatalities, trend analysis produces intuitive results. The 2011-2015 average baseline of 108.4 for fatalities is projected to increase in 2018 when using 2016 fatality data. Fatalities are projected to increase to 113.2 in 2018 (a 2.2 percent annual increase). The value is within the range experienced over recent history (within 3 years) and similar performance may be expected in the near future. Confidence in the results is further supported by the sources of information that are considered consistent and reliable (NHTSA & HPMS). Trend analysis produces intuitive results that are not politically sensitive for measures dealing with fatalities.

Serious Injuries

Figure 2 Serious Injuries

Goal: To Maintain or slightly increase serious injuries from the 5-year moving average 2011-2015 baseline of 496.8 to the 2014-2018 projection target 499.8. To assess progress towards our 2014-2018 goal, we anticipate a 1.5 percent annual increase, December 31, 2017 (498) and December 31, 2018 (499.8).

The OHS recognizes that there has been an increase in serious injuries in 2016 (477) which has affected the 2014-2018 projection target. The OHS will strive to reduce the number of serious injuries



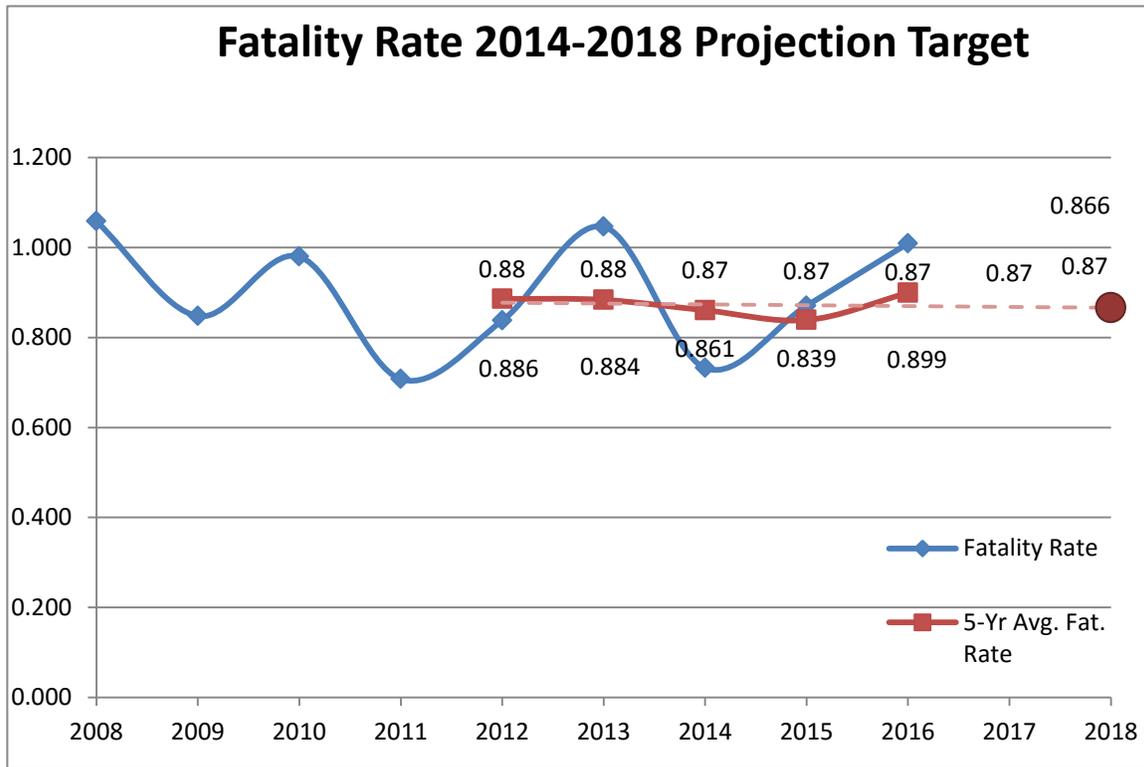
through enforcement of motor vehicle laws, media outreach, and education.

Analysis:

The above graph shows the results from trend analysis on the Serious Injury performance measure. The trend lines use the 5 most recently available finalized values from the respective sources. Note that where enough data is available 5-year average values are used to determine trend lines. Trend analysis produces challenging results for performance measures which leverage serious injury data.

Fatalities by VMT

Figure 3 Fatality by VMT



Goal: Maintain or increase slightly the fatality rate from the 2011-2015 average baseline of 0.839 to the 2014-2018 projection target 0.866. To assess progress towards our 2014-2018 goal, we anticipate a .014 percent annual increase, December 31, 2017 (.853) and December 31, 2018 (.866).

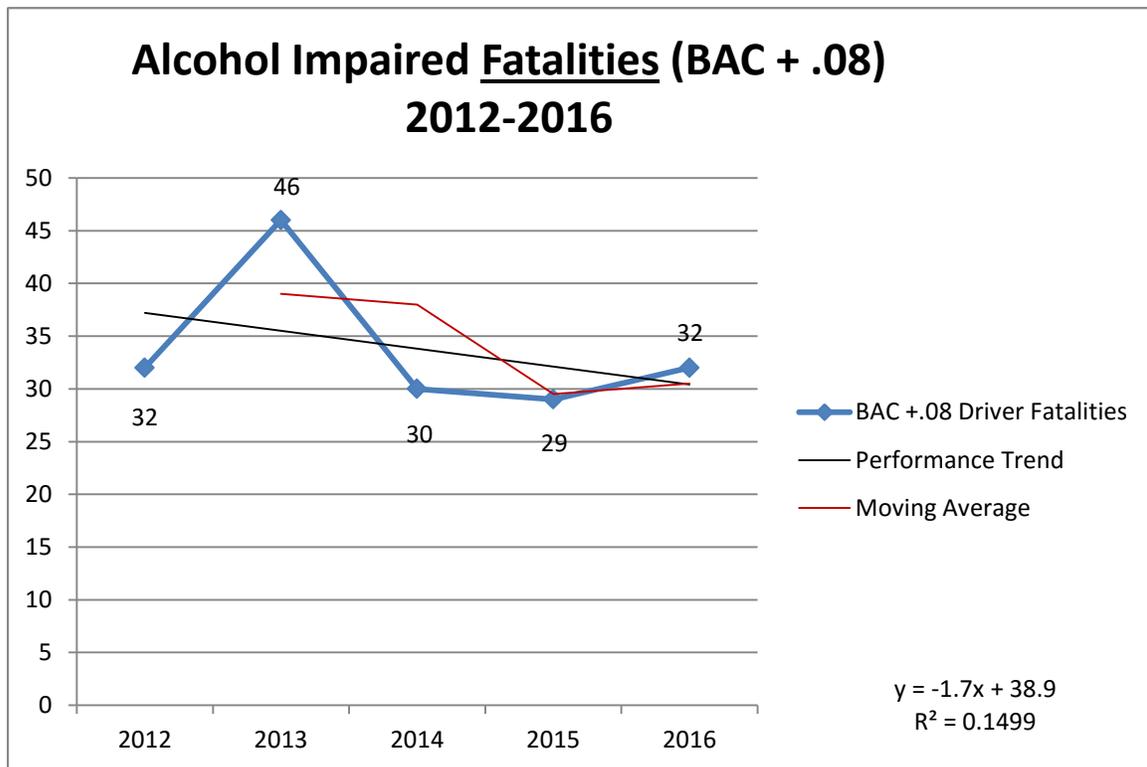
The OHS recognizes that there has been an increase in the fatality rate. In 2016 the fatality rate was 1.009, which has affected the 2014-2018 projection target. The OHS will strive to reduce the number of serious injuries through enforcement of motor vehicle laws, media outreach, and education.

Analysis:

The above graph shows the results from trend analysis on the Fatality Rate performance measure. The trend lines use the 5 most recently available finalized values from the respective sources. Note that where enough data is available 5-year average values are used to determine trend lines. Where less data is available, yearly values are used. For fatality rate trend analysis produces intuitive results, 5 year moving averages of; 101.1 for fatalities. This represents a 2.2% reduction in fatalities. The value is within the range experienced over recent history (within 3 years) and similar performance may be expected in the near future. Confidence in the results is further supported by the sources of information that are considered consistent and reliable (NHTSA & HPMS). Trend analysis produces intuitive results that are not politically sensitive for measures dealing with fatalities.

Alcohol Impaired Fatalities

Figure 4 Alcohol Impaired Fatalities



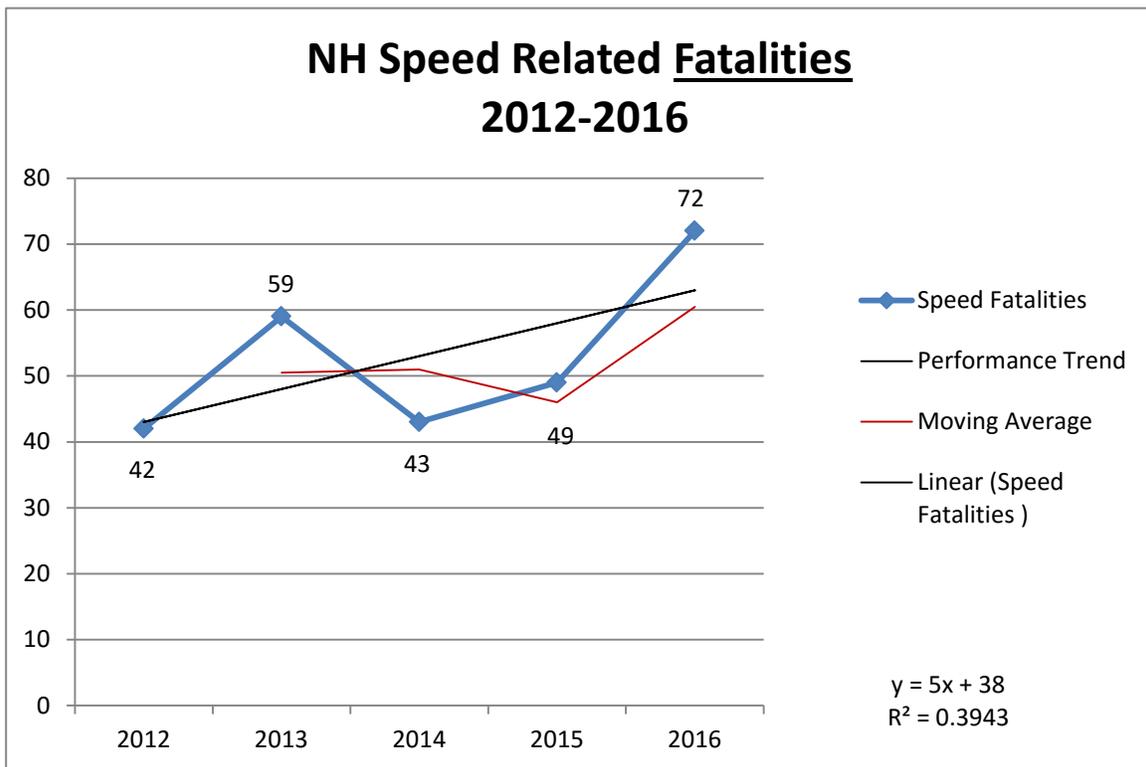
Source: FARS

C-5 Goal: Reduce alcohol impaired fatalities by 5 percent from 34 (2012-2016 average) to 32 (2014-2018 average).

The trend line shows a modest downward trend however the current fatalities recorded to date in 2017 show we are on track for numbers similar to 2016 therefore based on the low R-squared value (0.1499) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction. In addition, law enforcement efforts addressing impaired driving will be focused within those communities with a higher concentration of liquor establishments. Media messaging will also become an important countermeasure in our effort to reduce fatalities associated with alcohol impaired driving. In 2018 we are implementing an educational program in over twenty high schools. The focus of the program will be to educate high school students on the consequences of impaired driving and the importance of making good choices.

Speed Related Fatalities

Figure 5 Speed Related Fatalities



Source: FARS

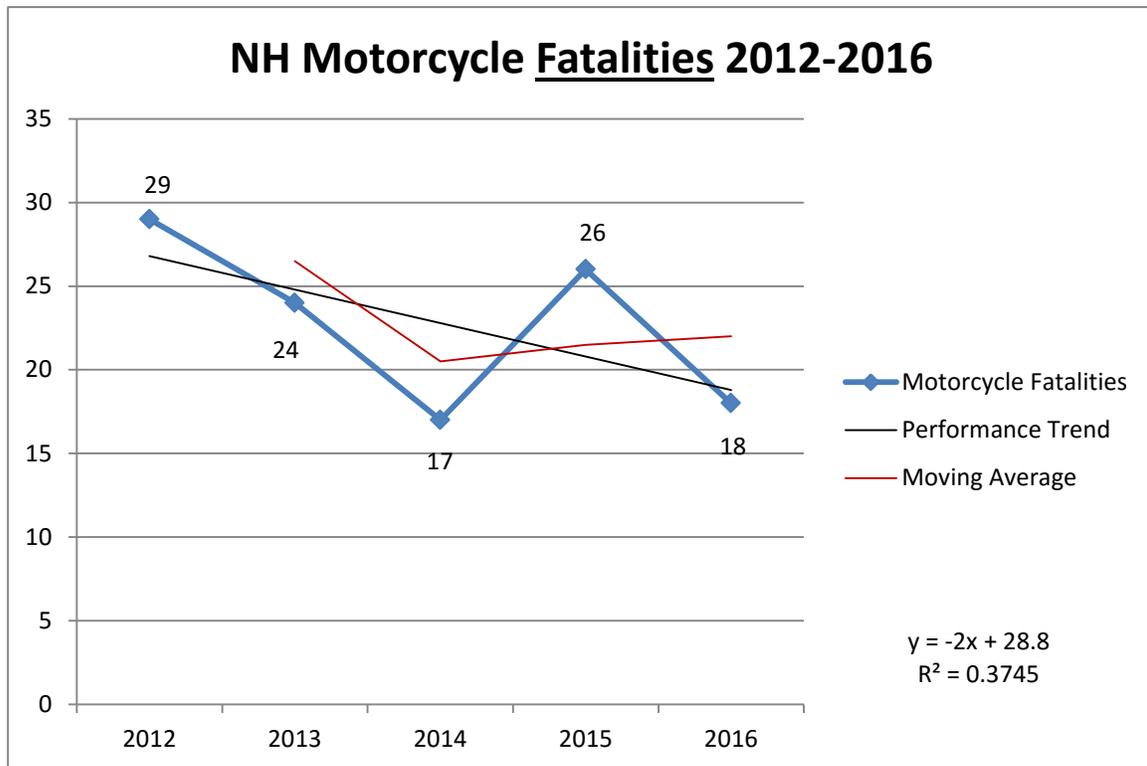
C-6 Goal: Reduce-speed related fatalities by 5 percent from 53 (2012-2016 average) to 50 (2014-2018 average).

The trend line shows an upward trend and with the current fatalities recorded to date in 2017 showing we are on track for numbers similar to 2016. Because of the low R-squared value (0.3943) demonstrating a weak correlation between the projection and real data, we are predicting a very modest reduction.

To help combat the suggested upward trend, enforcement efforts will be focused in the two counties that represent the highest speed-related fatalities. Enforcement efforts will also focus on high population areas and high priority corridors’ around the state. Media messaging in conjunction with enforcement will be an important component to our efforts to reduce speed-related fatalities. In addition, educational programs being brought to the high schools will enhance this overall effort to achieve this goal.

Motorcycle Fatalities

Figure 6 Motorcycle Fatalities



Source: FARS

C-7 Goal: Reduce motorcycle fatalities by 5 percent from 23 (2012-2016 average) to 22 (2014-2018 average).

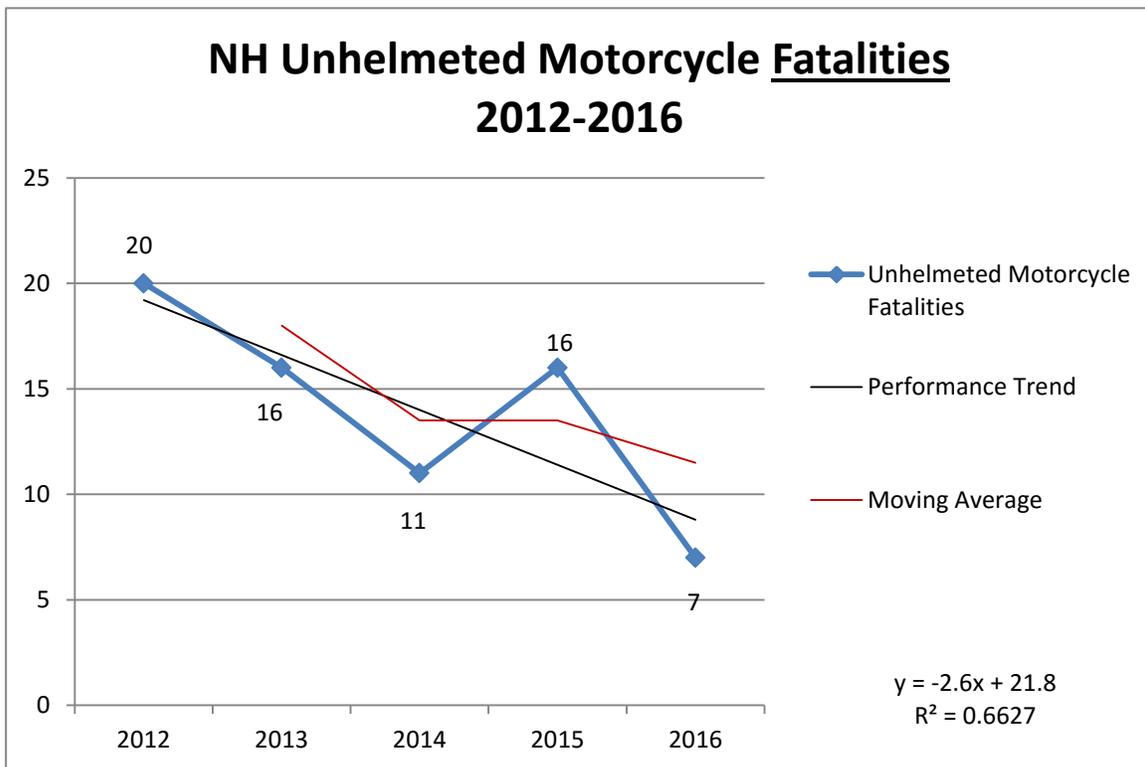
The trend line shows a modest downward trend however the current motorcycle fatalities recorded to date in 2017 show we are on track for numbers similar to 2016 therefore based on the low R-squared value (0.3745) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction.

Although New Hampshire does not have a motorcycle helmet law we are predicting a reduction of motorcycle fatalities for 2018. The Division of Motor Vehicles motorcycle rider training program is

offering additional courses and locations as well as informing the public through media outreach about the availability of these courses in 2018. Additionally, our comprehensive media campaign will include important messaging around motorcycle safety during the summer and early fall months when motorcycles are more prevalent on our roadways.

Unhelmeted Motorcycle Fatalities

Figure 7 Unhelmeted Motorcycle Fatalities



Source: FARS

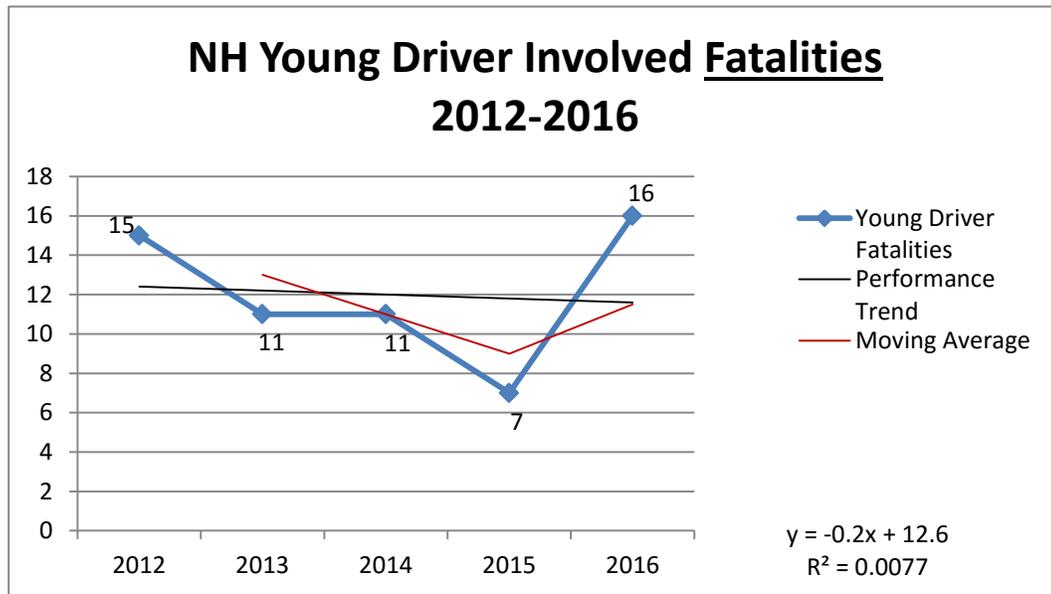
C-8 Goal: Reduce unhelmeted motorcycle fatalities by 10 percent from 14 (2012-2016 average) to 13 (2014-2018 average).

The trend line shows a modest downward trend. Current motorcycle fatalities recorded to date in 2017 show we are on track for numbers similar to 2016. Even though the R-squared value (0.6627) demonstrates a moderately confident prediction the lack of a motorcycle helmet puts New Hampshire at a disadvantage therefore we are predicting a modest reduction.

The Division of Motor Vehicles Motorcycle Training Program, is offering additional motorcycle training courses and locations as well as informing the public through media outreach about the availability of these courses in 2018. Our comprehensive media campaign will include important messaging around motorcycle safety including the importance of wearing a motorcycle helmet.

Young Driver Involved in Fatal Crashes

Figure 8 Young Driver Involved Fatality



FARS

Source:
May 2016

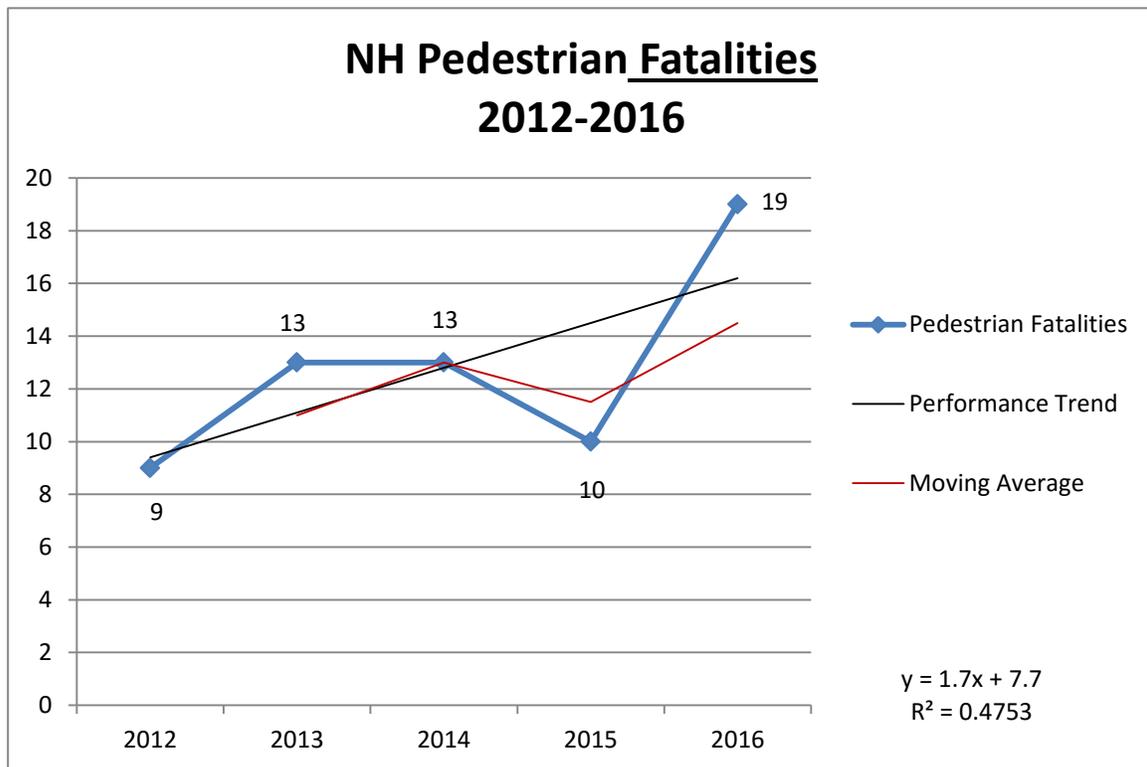
C-9 Goal: Reduce young driver involved fatalities by 10 percent from 12 (2012-2016 average) to 11 (2014-2018 average).

The trend line shows a modest downward trend. Current fatalities recorded to date in 2017 show an increase in our 16 and 17 year old operators killed as compared to the same time last year. Therefore, based on the low R-squared value (0.0077) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction.

NH OHS has a number of teen programs geared to addressing highway safety issues for 2018. These important educational programs continue to teach young drivers to make good choices in relation to distracted driving, impaired driving, seat belt use and speeding. These presentations will include mothers who have lost a young driver on NH roads. In addition, PSA's through Homeland Security and Emergency Management will message teens and the general public on highway safety issues enhancing this overall outreach to teens to reduce these unnecessary deaths.

Pedestrian Fatalities

Figure 9 Pedestrian Fatalities



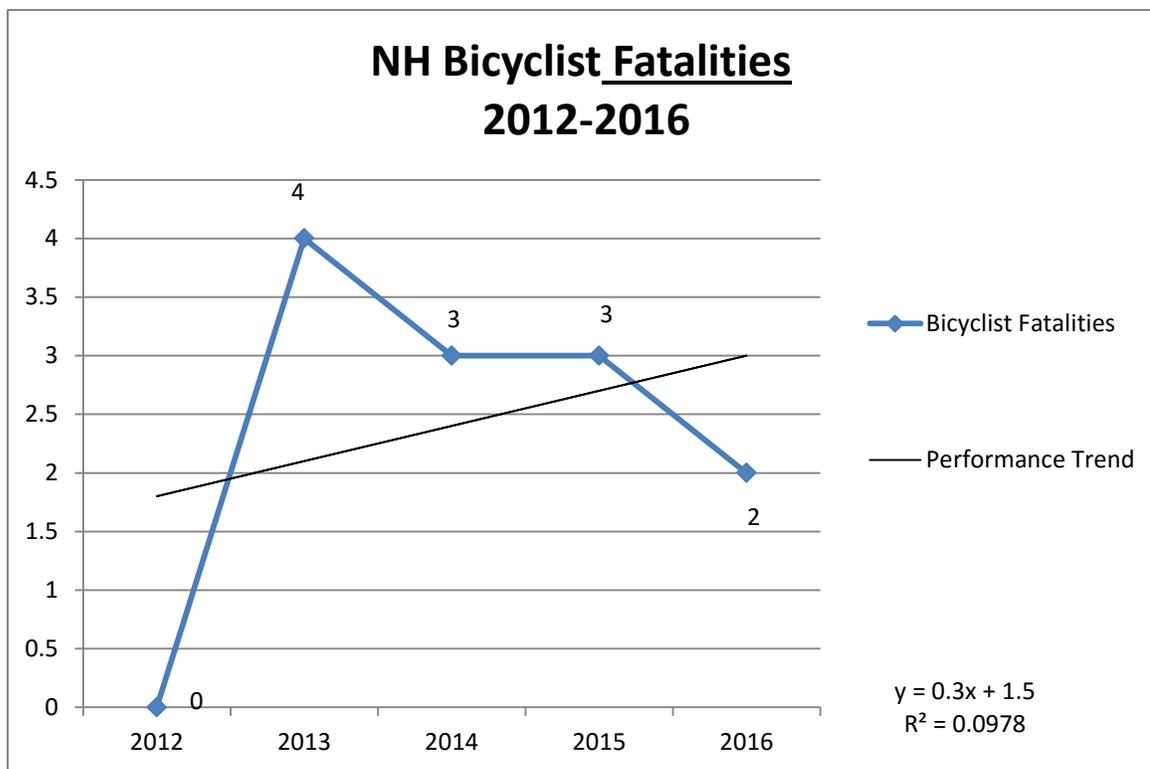
Source: FARS

C-10 Goal: Reduce pedestrian fatalities by 10 percent from 13 (2012-2016 average) to 12 (2014-2018 average).

The trend line shows a modest upward trend. Current pedestrian fatalities recorded to date in 2017 show we are below pedestrian fatalities for the same period last year. Even though the R-squared value (0.4753) demonstrates a moderately confident prediction, we are predicting a modest reduction. The NHOHS will be providing funding for pedestrian enforcement throughout the state with primary focus on those communities with the highest pedestrian fatalities. In addition, we will coordinate media messaging to support these enforcement efforts with the overall goal to reduce pedestrian fatalities.

Bicyclist Fatalities

Figure 10 Bicyclist Fatalities

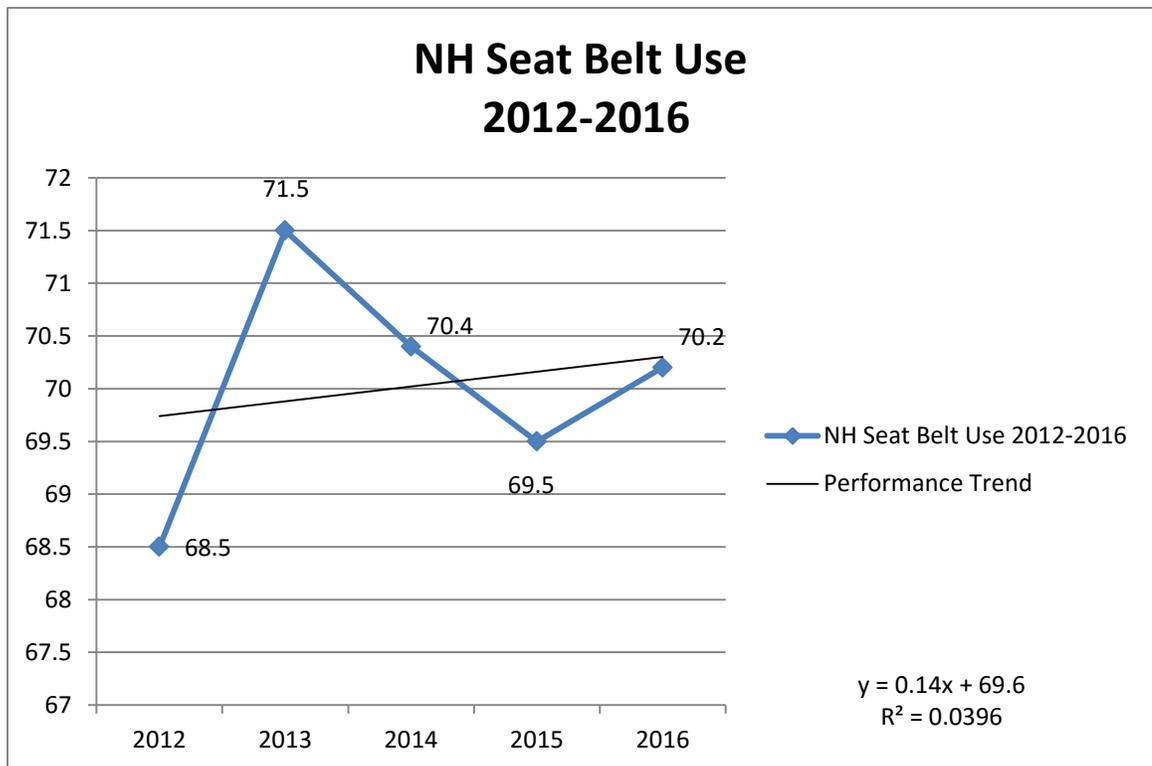


Source : FARS

C-11 Goal: Maintain bicyclist fatalities at 2 (2012-2016 average) for 2014-2018 average of 2. The trend line shows a modest upward trend. Additionally, the low R-squared value (0.0978) demonstrates a weak correlation between the projection and real data, therefore we are predicting to maintain our average at 2. The NHOHS will be providing funding for bicycle enforcement throughout the state with primary focus on those communities with the highest bicycle fatalities. In addition, we will coordinate media messaging to support these enforcement efforts with the overall goal to reduce bicycle fatalities.

Seat Belt Usage

Figure 11 Seat Belt Use



Source: FARS

B-1 Goal: Maintain seat belt use at 70% (2012-2016 average) for 2014-2018 average of 70%.

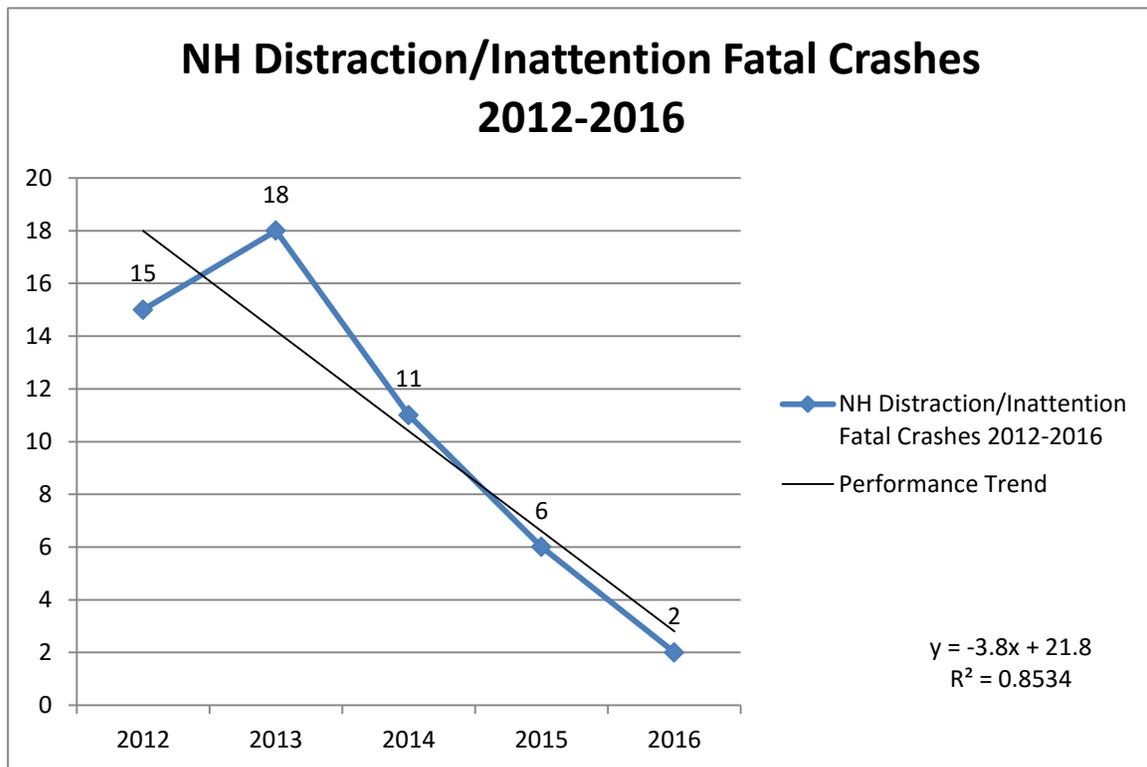
The trend line shows a modest upward trend. The R-squared value (0.0396) demonstrates a low confidence prediction and because New Hampshire does not have an adult seat belt law we are predicting a modest increase in seat belt usage.

New Hampshire is the only state in the country without an adult seat belt law and has the lowest seat belt rate nationally. The NHOHS recognizes the difficulty in increasing seat belt usage rates without a law; however we will continue to inform the public of the importance of “buckling-up” through educational program and media outreach.

High Priority Performance Targets

Fatal Crashes with Distraction

Figure 12 Fatal Crashes with Distraction



Source: FARS

Goal: Reduce Distracted/Inattention Fatal crashes by 40 percent from 10 (2012-2016 average) to 6 (2014-2018 average).

The trend line shows a downward trend and New Hampshire expects this to continue. In July of 2014 New Hampshire began a statewide educational program with regards to year long public education to the Hands Free Law. Beginning July 1, 2014 New Hampshire’s Hands-free law became effective and enforcement of the law began. In FFY 17 and again for FFY 18 overtime enforcement grants were provided to State, Local and County law enforcement agencies for distracted driving. Additionally, the R-squared value (0.8534) shows a high confidence in the prediction.

PSP 18-01 Occupant Protection and CPS

Problem Identification

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include:

High visibility enforcement of CPS and the under 18 seat belt laws (incorporated into enforcement programs listed under the PTS section)

Public information and education

Administration of statewide CPS, Buckle-Up, and Youth Operator and Simulator Programs

In New Hampshire, over the last five years (2012-2016), unrestrained occupant fatalities has accounted for approximately 66 percent of all vehicle occupant fatalities detailed in Table OP-2 below. The latest scientific survey of seat belt observations was conducted in June 2016. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. The results of statewide seat belt observations for the last nine years are detailed in Table OP-1 below. Observed seat belt use in New Hampshire in 2015 was 69.46 percent which has increased slightly to 70.2 percent in 2016. New Hampshire continues to have the lowest seat belt use rate in the country and does not have a mandatory adult seat belt law for those 18 years of age and above. As the data seems to suggest, it has been difficult to sustain a consistent positive trend over the last five years. The occupant protection programs that are funded through the NHOHS are programs that can help increase seat belt use throughout the state by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies as identified in the NHTSA publication “Countermeasures That Work” are effective and are providing measured results. Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FY 2018 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through a public information officer who shall also assists the NHOHS in releasing important highway safety media messages, and continued involvement with law enforcement agencies to provide enforcement of the juvenile seat belt law.

Wearing seat belts remains the most effective means of preventing death or injury to occupants involved in a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, the NHOHS shall continue to make occupant protection a major highway safety program area in FFY 2018.

United States Seat Belt usage chart for 2016

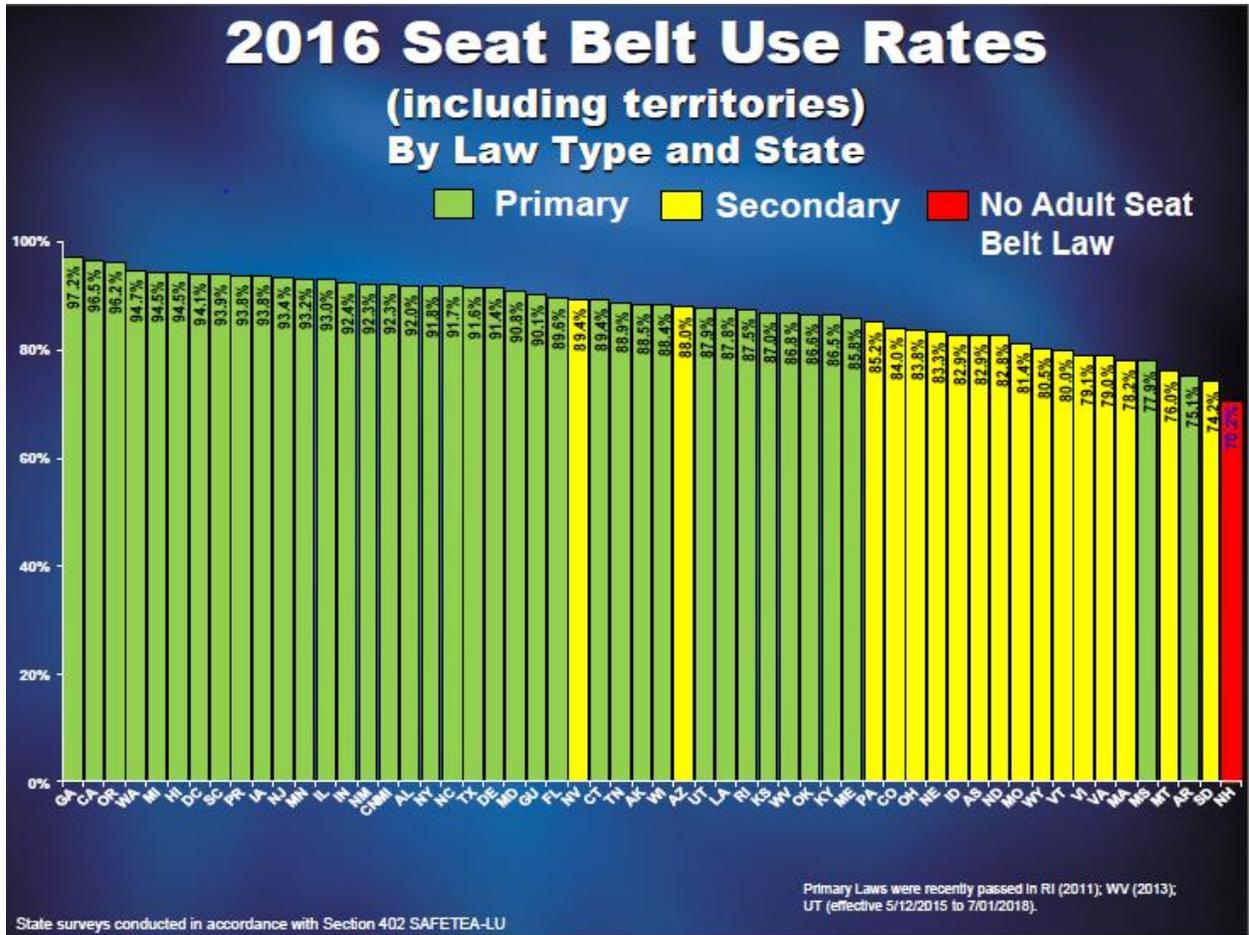


Table OP-1 Seat Belt Usage Rates

Seat Belt Usage Rates									
	2008	2009	2010	2011	2012	2013*	2014*	2015	2016
Total	69.2	68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%

Source: University of New Hampshire Survey Center- *Beginning in 2013 survey methodology compiled with the New Uniform Criteria for State Observational Surveys of Seat Belt Use published in the Federal Register Vol. 76 No. 63, April 1, 2011

Table OP-2 In 2016, 70 vehicle occupants that were victims of the fatal crash were not wearing seatbelts or 73% of the total 96 vehicle occupants. In 2015, 64% of NH’s passenger vehicle occupants that were killed were unrestrained which was 34% higher than the national average of 48%. This trend seems to continue in 2016 and suggests that until New Hampshire can increase overall seat belt usage we will continue to see a similar percent of fatalities where seat belts were not used.

Table OP-2 Vehicle Occupant Fatalities

Vehicle Occupant Fatalities			
Year	Total	Unrestrained	Percent
2010	91	61	67.00
2011	67	49	73.00
2012	70	46	65.70
2013	92	56	60.87
2014	61	41	67.00
2015	74	47	64.00
2016	96	70	73.00

Source: Fatal Traffic Crashes Annual Summary Report

Table OP-3 shows observed driver and outboard passenger seat belt use rates in 2006 and 2016 by type of vehicle, road, and weather. Unfortunately, there has not been much progress in this area since 2006. Observed seat belt use was highest in SUVs and vans, and consistently lowest in pick-up trucks. However, it does appear that seat belt use in pick-up trucks has increased in 2016 in comparison to 2006 seat belt use. This data shows the need to continue to identify strategies that will increase low seat belt use rates in pick-up trucks. In 2016, seat belt use of drivers and passengers was highest on primary roads and lowest on local roads. Unfortunately, there are data points missing for seat belt use based on weather conditions, though the results do show that there has been a slight increase in seat belt usage by drivers in 2016 during light rain or sunny days, however, passenger seat belt use declined during light rain but did increase during sunny days.

Table OP-3 Observed Driver and Outboard Passengers Seat Belt Use – 2006 & 2015

	Drivers		Passengers	
	2006	2016	2006	2016
Vehicle Type				
Automobile	65.3%	72.7%	68%	71.7%
Pickup	43.2%	53.2%	50.1%	55.5%
SUV & Van	69.9%	75.3%	74.3%	75.5%
Roadway Type				
Primary Road	66.7%	71.8%	70.7%	72.1%
Secondary Road	60.5%	69.2%	65.2%	70.2%
Local Road	58.5%	70.2%	65.4%	67.9%
Weather				
Sunny	62.8%	69.9%	66%	71.2%
Cloudy	64%	---	70.7%	---
Misty	68.5%	---	73.8%	---
Light Rain	63.9%	75.1%	68.6%	63.8%

2016 NH Seat Belt Observation Study by University of New Hampshire

Table OP-4

Below is data pulled from the Behavioral Attitude Survey Results Summary for FFY 2011, 2012, 2013, 2014, 2015, and 2016. The survey is conducted by the University of New Hampshire Survey Center during its July Granite State Poll. The poll surveyed 500 New Hampshire adults to assess attitudes about highway safety in New Hampshire. The results for question #1 regarding buckling up closely compares to New Hampshire’s seat belt usage rate and therefore appears to be relatively accurate. New Hampshire does not have a seat belt law for occupants 18 years of age and above. This continues to present a challenge to find strategies to increase voluntary seat belt use. More education (through television, social media, newspapers, radio, etc.) is necessary to inform the motoring public of the importance of wearing seat belts. The majority of responses in question #2 show that in the past 60 days respondents have not read, seen, or heard anything about seat belt law enforcement by police. Question #3 shows the majority of respondents do not believe that they will get a ticket if they are not wearing a seat belt suggesting that they know that there is no seat belt law for occupants 18 years of age and older.

Table OP-4 Behavioral Attitude Survey Results Specific to Occupant Protection – 2016

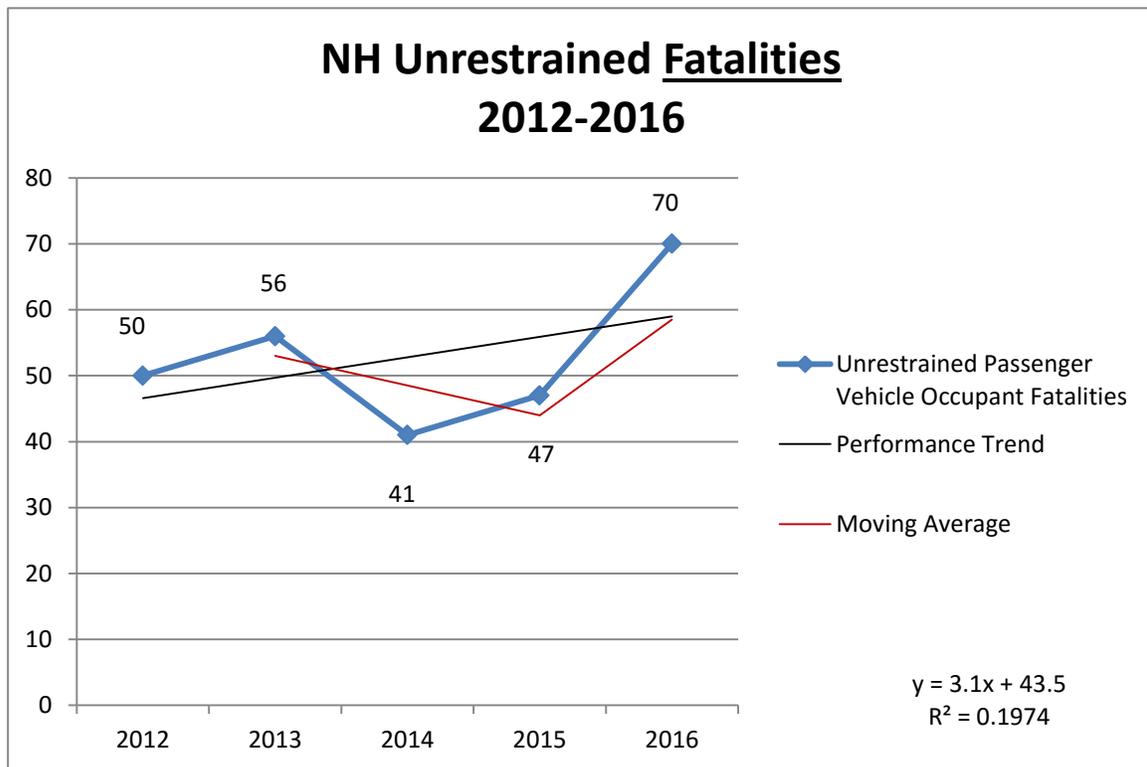
Behavioral Attitude Survey Results-2016		
#1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, vehicle, or pick up?		
	Always	Never
2011	79%	25%
2012	77%	33%
2013	76%	31%
2014	75%	32%
2015	71%	28%
2016	73%	27%
#2. In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?		
	Yes	No
2011	24%	76%

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2012	27%	72%
2013	25%	75%
2014	21%	79%
2015	19%	80%
2016	19%	81%
#3. What do you think the chances are of getting a ticket if you don't wear your safety belt?		
	Always	Never
2011	2%	36%
2012	4%	34%
2013	3%	43%
2014	2%	42%
2015	3%	41%
2016	3%	40%

Unrestrained Fatalities

Figure 13 NH Unrestrained Fatalities



Source: FARS

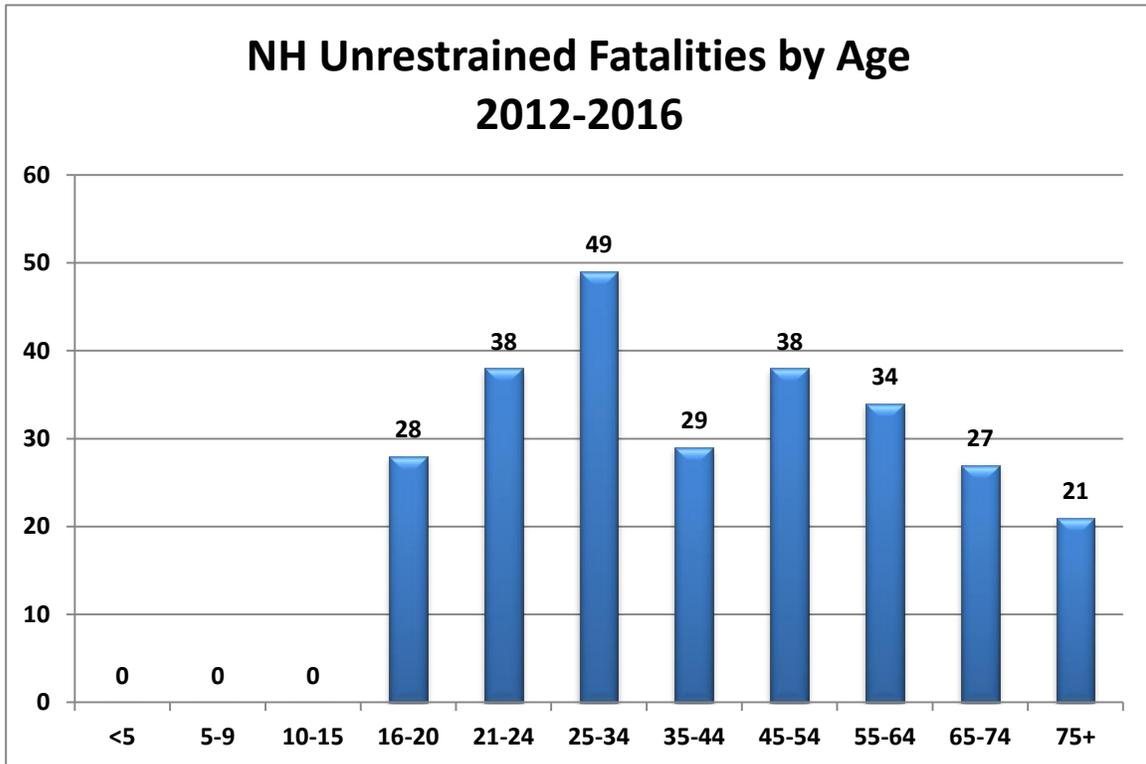
C-4 Goal: Reduce unrestrained fatalities by 10 percent from 53 (2012-2016 average) to 48 (2014-2018 average).

The trend line shows a modest upward trend. Current fatalities recorded to date in 2017 show we are on track for numbers similar to 2016. Therefore, based on the low R-squared value (0.1974) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction.

NHOHS’s seat belt educational programs are becoming more robust than in past years. In 2016, we identified the age group (24-34 years old) that has the highest unrestrained fatalities and NHOHS plans to allocate greater resources to media outreach and education to this demographic. In addition, NHOHS will continue to put out general messaging about the importance of “Buckling-up” to all age groups including enforcement for occupants up to 18 years of age.

Unrestrained Fatalities by Age

Figure 14 Unrestrained Fatalities by Age



Source: FARS

Figure 15 shows that unrestrained fatalities were highest among those 25-34 years of age but are otherwise relatively evenly distributed across all other age ranges. New Hampshire currently lacks a mandatory seat belt use law for those aged 18 years of age and above. The law requires everyone under the age of 18 must use a seat belt or child safety seat.

Performance Targets

- Reduce unrestrained fatalities by 10 percent from 53 (2012-2016 average) to 48 (2014-2018 average).
- Maintain seat belt use at 70% (2012-2016 average) for 2014-2018 average of 70%.

Problem Solution Tasks:

The Problem Solution Tasks outlined below allow for continuous follow-up and adjustments based on new data and the effectiveness of existing and on-going projects.

In New Hampshire, over the last five years (2012-2016), unrestrained vehicle occupant fatalities has accounted for approximately 66 percent of all vehicle occupant fatalities. In 2016, 70 vehicle occupants that were victims of the fatal crash were not wearing seatbelts or 73% of the total 96 vehicle occupants that were killed. New Hampshire is the only state in the country that does not have an adult seat belt law and continues to have the lowest seat belt usage rate in the country. In 2015, 64% of NH's passenger vehicle occupants that were killed were unrestrained which was 34% higher than the national average of 48%. In 2016, certain age groups (16-20, and 21-24) are maintaining relatively similar unrestrained seat belt fatality numbers from the year prior suggesting that the following media and educational programs that have been conducted in the past and that are planned for 2018 may contribute to these vehicle occupant fatalities being reduced in 2018.

1. **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 throughout FY 2018. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In 2018, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements, highway safety messaging on social media. The BUNH website will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. During the year there will be a Buckle Up New Hampshire Week held during the month of May in 2018. The "Room to Live" program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). As part of this project, the Annual Statewide Seat Belt Challenge shall be conducted to increase the use of seatbelts among motor vehicle operators and passengers. There will be an evaluation component to measure what is learned. The budget breakdown is approximately \$78,527.23 to cover Injury Prevention Center personnel costs; \$15,500.00 for the Traffic Safety Conference, \$3,855.00 for the seat belt challenge, \$5,578.00 to cover Injury Prevention Center personnel travel expenses relating to this program, \$41,000.00 for Program Development and Materials, includes \$12,500.00 for Public Information and Educational Media, also includes

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\$1,000.00 for postage and shipping, and \$500.00 for web hosting, for this project. It is understood that funds shall not be used to cover coalition personnel (individuals that are not Injury Prevention personnel) costs and travel costs and are considered unallowable under super circular guidelines. Any expenses relative to the traffic safety conference (facility rental, food, travel and costs for keynote speakers presenting on impaired driving issues) shall be funded under impaired driving task 18. This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any State or National seat belt campaigns and during Statewide efforts using electronic message boards (EMB’s) or PSA’s such as: Live to Do Great Things/Buckle Up Every Time/Somebody Loves You etc. This task is supported by CTW Chapter 2, Section 7.1, Chapter 3, and Section 3.2.

Funding	Amount	Indirect Cost	MOE
402	\$158,906	\$14,446	

2. Statewide Child Passenger Safety Program. This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2018 to improve the use of child restraints in New Hampshire. Programs will include the development and distribution of public information and educational materials along with providing media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of: CPS technicians, EMS and CPS personnel in ambulance instruction, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and shall include funding for renewal fees and instructor fees. Funding through this task shall also provide for in-state travel and provide funding for instructors, proxies and technicians to attend the regional/national conference. The budget breakdown is approximately \$93,000 in personnel costs (to include Program Coordinator, Manager, and Assistant salaries and benefits); \$47,150.00 for current expenses (to include media advertising, educational materials, training, training materials, Car Seats, Special Needs Seats, travel for instructors, proxies, and technicians to attend CPS conferences, and the purchase of one laptop), and \$4,000.00 for in state travel expenses and \$6,000.00 for out of state travel for CPS Coordinator (to include travel to attend the National/Regional/State Child Passenger Safety Conferences, etc). This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign and during Statewide efforts using electronic message boards (EMB’s) or PSA’s such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. This task is supported by CTW Chapter 2, Section 6.2, 7.2

Funding	Amount	Indirect Cost
402	\$165,580	\$15,053

3. Youth Operator and Simulator Program. This task shall provide funding to support educational programs to inform teens of the true risks associated with driving. Teens shall be made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat

belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. This programs youth operator specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately over 20 schools shall be served through this youth operator program that shall create peer to peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety crash data involving teen drivers within a given area, and a strong commitment by school administration to support peer to peer highway safety related education within their schools. The budget breakdown is approximately \$97,879.61 in personnel costs (to include personnel costs for a program assistant, specialist and part time specialist); \$4,300.00 to support the simulator program expenses (to include simulator service contract, Maintenance, public information and educational materials), \$38,900.00 for Youth Operator Program Expense (to include educational and program supplies, office supplies, postage, and creation of media/advertising for PSA's/social media/ and website management); \$11,340.79 for youth operator program travel (to include conferences to attend Lifesavers, Teen Driver). This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This task is supported by CTW Chapter 2, Section 6.1 and Section 7.1.

Funding	Amount	Indirect Cost
402	\$167,662	\$15,242

4. **Convincer Demonstrations.** This task will provide funds to the Merrimack Police Department to conduct seat belt Convincer demonstrations throughout the state during the FFY 2018. The Convincer is a dramatic and effective attitude-changing tool that brings this hands-on educational tool to the citizens as a means of increasing the voluntary use of seat belts. The Convincer demonstrations are used year round at businesses, clubs, fairs, and schools throughout the state. This program allows individuals to experience a collision simulation in a secure situation and understand the dynamics of a collision that occurs at a slower speed and how important it is to wear a seat belt. During FFY 2016, the Convincer was utilized at twenty (20) events throughout the state. Approximately 4,949 people attended these events. Two hundred and thirty-six (236) people rode the Convincer. Officers operating the Convincer explained in detail the importance of wearing a seatbelt to approximately 693 individuals at events. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody

Loves You/ Buckle Up Every Time, etc. We expect similar results in FFY 2018. Evaluation components will be used to measure what is learned. This task is supported by CTW Chapter 2, Section 3.

Funding	Amount
402	\$21,151

5. **UNH Seat Belt Use Survey.** This task will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual Seat Belt Use Survey in accordance with NHTSA’s approved methodology. This is a statewide survey and is to be conducted in June after the seat belt “Join the NH Clique” campaign that coincides with the National NHTSA Click it or Ticket (CIOT) seat belt mobilization campaign. This task is required by NHTSA. This Task is supported by CTW Chapter 2, section 3.1. and 3.2.

Funding	Amount	Indirect Cost
402	\$49,882	\$10,293

6. **Behavioral Attitude Survey.** This task will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual attitude statewide survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. This survey will be conducted between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA and supported by CTW Chapter 2, 3.1 and 3.2.

Funding	Amount
402	\$6,500

7. **Highway Safety Media Campaign.** New Hampshire’s Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last five years unrestrained fatalities have been as high as 73 percent (2016 FARS data). There is a need to promote the use of seat belts through a media campaign (October – September) to help minimize the potential of these types of fatalities that occur each year. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 “Advertising Space Guidance”. NHTSA’s guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, etc.) and Homeland Security and Emergency Management to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year’s holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with universities, sports teams (i.e. UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing on the state’s primary law requiring all persons up to age 18 to buckle up. The NHOHS shall coordinate all local messages to coincide with National mobilizations (New Hampshire occupant protection message to coincide with “Click It or Ticket”, etc.). The outcome of these comprehensive paid media efforts will be best measured by a reduction in

motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, alcohol and/or drug impaired driving, and not wearing seat belts. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to saving lives and a reduction in injuries and their severity. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

8.

Funding	Amount
402	\$42,000

PSP NO. 18-01 OP OCCUPANT PROTECTION

Project Titles	NHTSA 402 OP	Match	Share to Locals	Total Federal Funds
1. BUNH Activities & Seat Belt Challenge	\$158,906	\$39,727	\$63,563	\$158,906
2. Statewide CPS Program	\$165,581	\$41,396	\$66,233	\$165,581
3. Youth Operator & Simulator Program	\$167,662	\$41,916	\$86,040	\$167,662
4. Merrimack Seat Belt Convincer	\$21,151	\$5,288	\$21,152	\$21,151
5. UNH Seat Belt Survey	\$49,883			\$49,883
6. UNH Attitude Survey	\$6,500			\$6,500
7. Paid Media	\$42,000	\$10,500		\$42,000
Total	\$611,683	\$138,827	\$236,988	\$611,683

PSP 18-02 Impaired Driving

Problem Identification

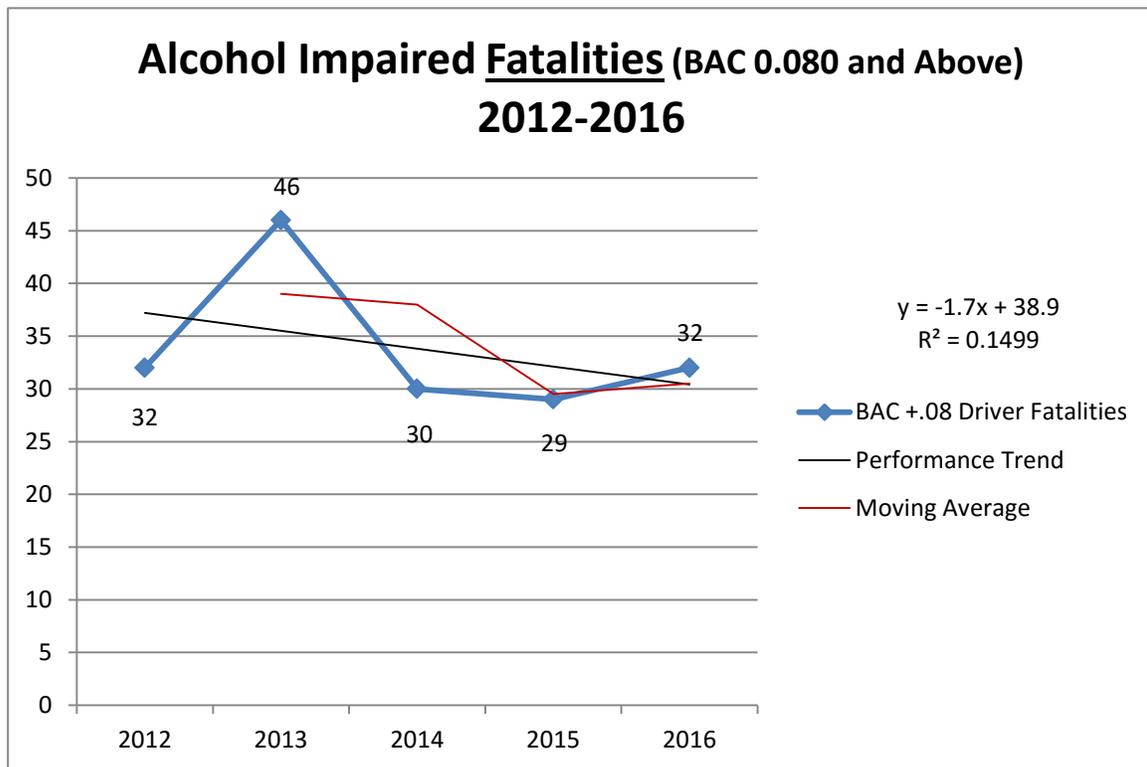
The primary goals of these programs are to decrease impaired driving fatalities on New Hampshire's roadways. The strategies identified for accomplishing this goal include:

- Funding high visibility enforcement and public information and educational campaigns
- Funding prosecutorial and other relevant training
- Funding a Traffic Safety Resource Prosecutor
- Funding equipment
- Funding a DRE program
- Funding an alcohol interlock device program

Alcohol Impaired Fatalities

Figure 16 shows that NH has not been able to maintain a consistent downward trend for alcohol-impaired fatalities. Alcohol-impaired fatalities have consistently been around or above the national average. More resources need to be put towards decreasing fatalities involving alcohol in order to see a significant overall drop in fatalities.

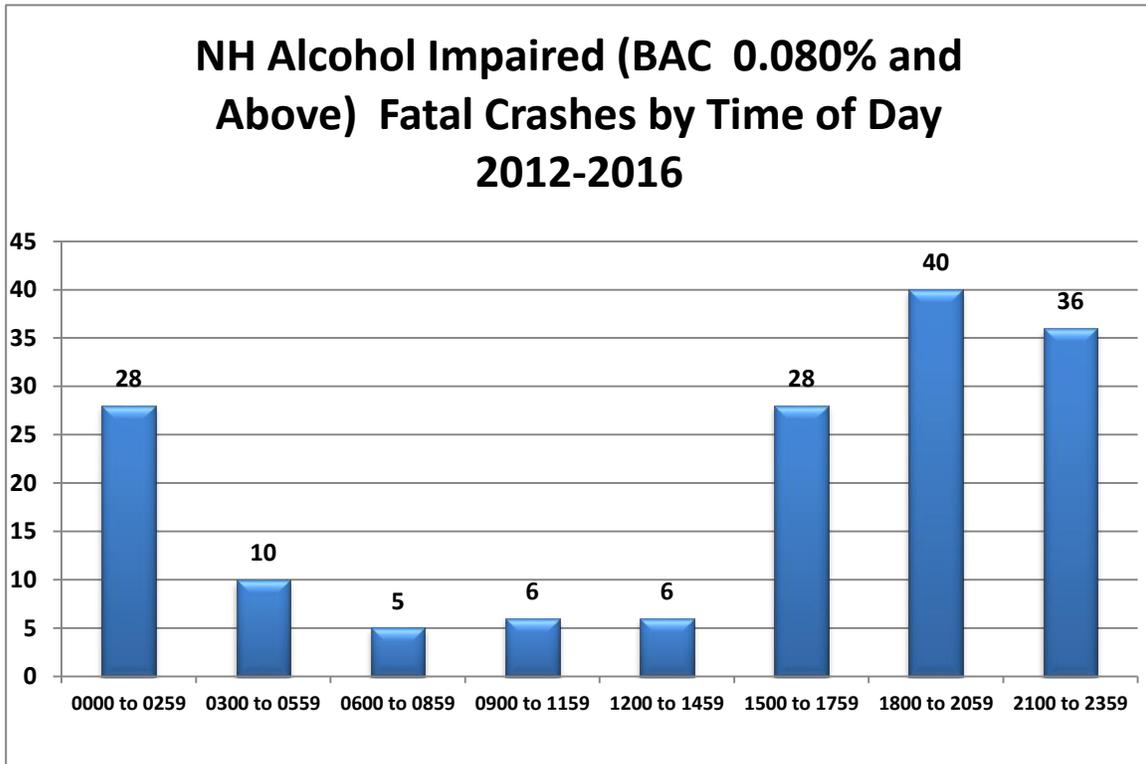
Figure 15 Alcohol Impaired Fatalities



Source: FARS

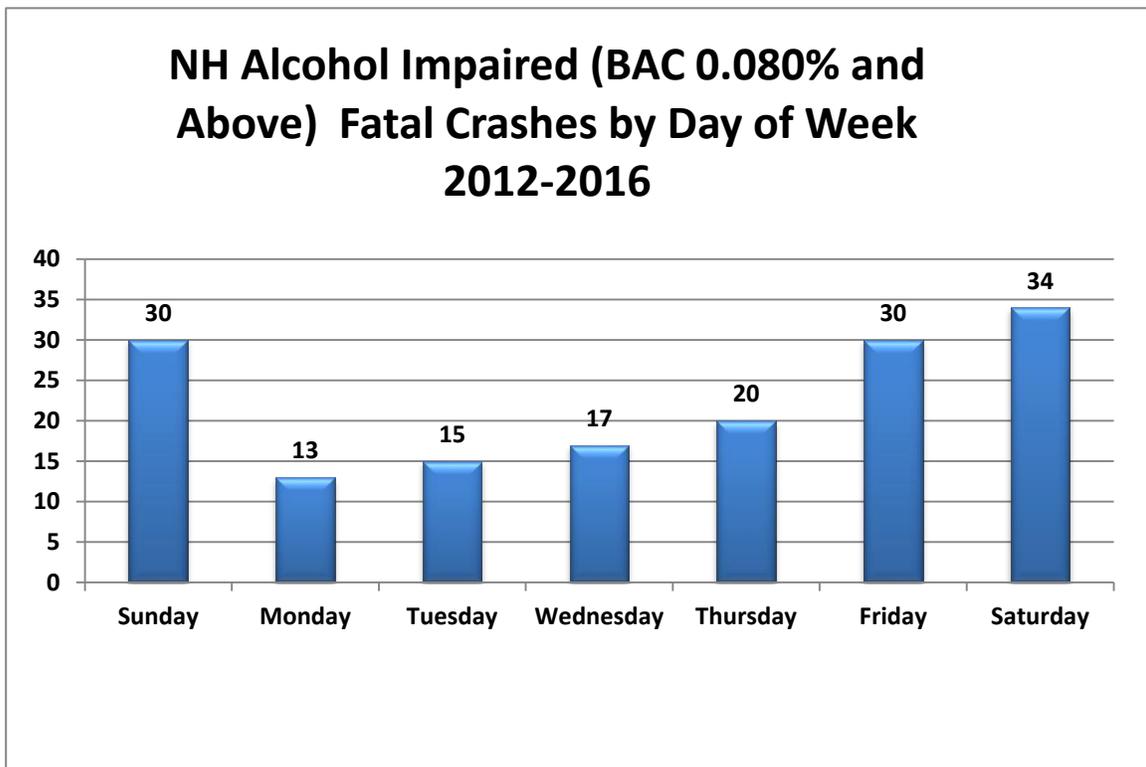
Figures 15, 16, and 17 show when an alcohol-impaired fatality is most likely to occur, by time of day, day of week, and by month. Following national trends, the most common time for a fatal crash of this type to take place is during the early evening, nighttime and early morning hours on Friday, Saturday, and Sunday. May, August, and November are the most common months for a crash of this type. This data will be used, in part, to help decide when alcohol enforcement patrols will take place.

Figure 16 Alcohol Fatal Time of Day



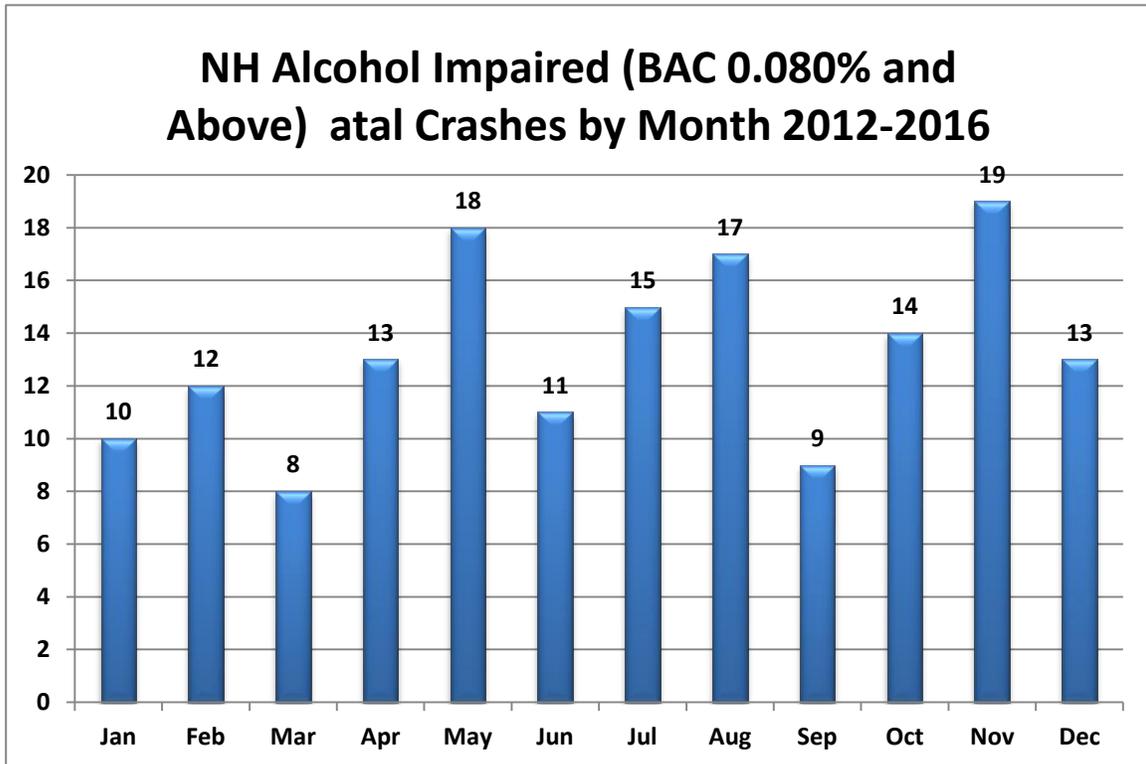
Source: FARS

Figure 17 Alcohol Fatal Day of Week



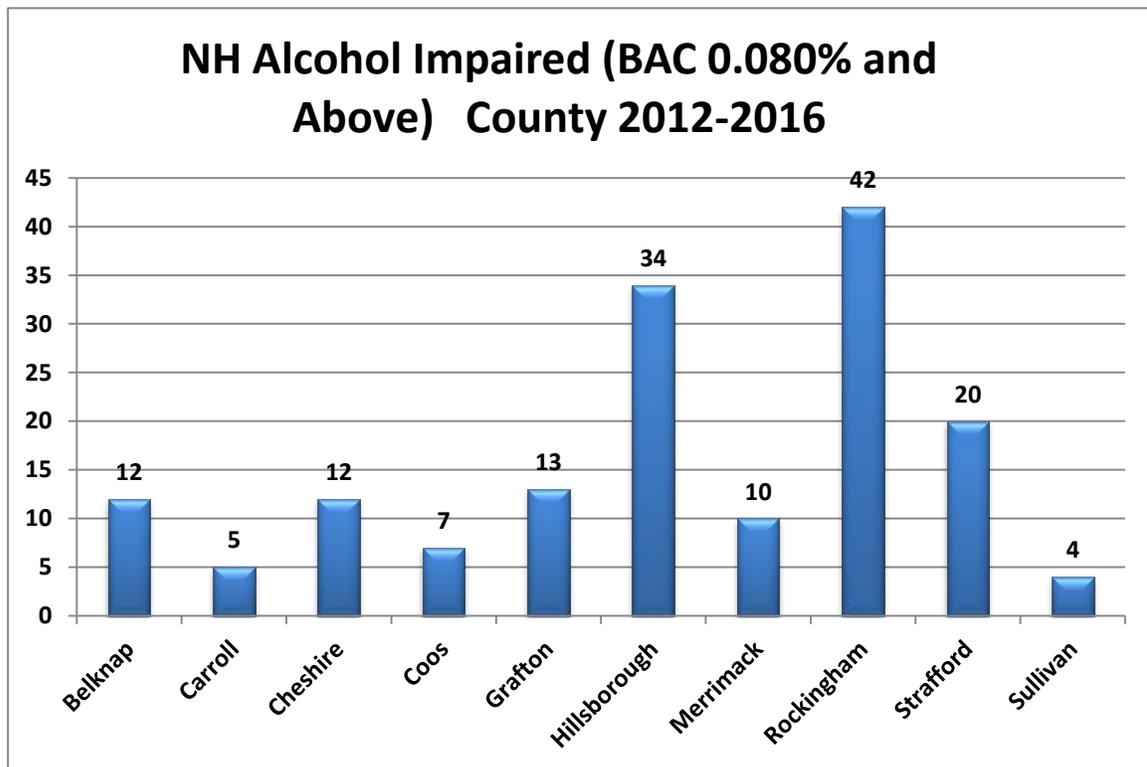
Source: FARS

Figure 18 Alcohol Fatal by Month



Source: FARS

Figure 19 Alcohol Fatal by Counties



Source: FARS

Figure 19 Shows that Hillsborough and Rockingham counties are the most likely locations for an alcohol-impaired crash to take place. These counties are also the most likely place for a fatality of any type to take place. Because of this, the majority of our resources will be focused in these counties.

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Table AL-4 Behavioral Attitude Survey Results Specific to Impaired Driving – 2016

Behavioral Attitude Survey Results-2016

#1. Are you a licensed Driver?

	Licensed In NH	Licensed In Another State	Not Licensed			Number Responding
2012	484 (93%)	5 (1%)	31 (6%)			520
2013	471 (92%)	7 (1%)	34 (7%)			512
2014	495 (96%)	5 (1%)	18 (3%)			518
2015	496 (93%)	8 (2%)	28 (5%)			532
2016	474 (95%)	3 (1%)	22 (4%)			499

#2. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

	No Times	1-5 Times	6-10 Times	Over 10 Times		Don't Know	Number Responding
2012	417 (86%)	55 (11%)	6 (1%)	4 (1%)		3(1%)	485
2013	414 (87%)	55 (12%)	3 (1%)	2 (0%)		3 (1%)	477
2014	407 (82%)	81 (16%)	4 (1%)	4 (1%)		3 (1%)	498
2015	428 (84%)	73 (14%)	4 (1%)	2 (0%)		1 (0%)	508

#3. In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police

	Yes	No				Don't Know	Number Responding
2012	373 (72%)	143 (27%)				5 (1%)	520
2013	370 (72%)	139 (27%)				3 (1%)	512
2014	385 (74%)	132 (25%)				1 (0%)	518
2015	354 (67%)	175 (33%)				3 (0%)	532
2016	364 (73%)	132 (26%)				4 (1%)	500

#4. What do you think the chances are of someone being arrested if they drive after drinking?

	Always	Most Of The Time	Half Of the Time	Rarely	Never	Don't Know	Number Responding
2012	23 (4%)	92 (18%)	175 (34%)	204 (39%)	1 (0%)	25 (5%)	518
2013	38 (7%)	79 (15%)	176	196	5 (1%)	18 (4%)	513

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			(34%)	(38%)			
2014	27 (5%)	95 (18%)	20 (4%)	175 (34)	2 (0%)	20 (4%)	517
2015	22 (4%)	108 (20%)	189 (36%)	190 (36%)	2 (0%)		529
2016	35 (7%)	96 (19%)	169 (34%)	175 (35%)	6 (1%)	17 (3%)	498

Source: NHTSA Attitude Survey Results Summary 2015

The results summarize the attitudes of drivers relative to drinking and driving. Question #2, asks respondents “in the past 30 days how many times have you driven a motor vehicle within two hours after drinking an alcoholic beverage?” The response of “No times” remained at 84% in 2016 from 84% in 2015 and responses of “1-5 times” decreased to 13% in 2016 from 14% in 2015 demonstrating that drinking and driving may be becoming less acceptable than past years. Another interesting result is in question #4 where many of the respondents believe their chances of being arrested after drinking and driving is “half of the time” which increased dramatically from 4 percent in 2014 to 34 percent in 2016. It appears that 2014 is an anomaly do to the fact that in 2012, 2013, and 2015 and 2016 averages 34.5 percent of responses show the belief there is a 50/50 chance (half of the time) of being arrested if they drive after drinking.

Performance Targets

- Reduce alcohol impaired fatalities by 5 percent from 34 (2012-2016 average) to 32 (2014-2018 average).

Problem Solution Tasks:

Impaired driving fatalities (BAC 0.080 and above) in the state of New Hampshire continues to be a problem and has been the cause of approximately 29 percent (2012-2016 average) of fatalities over the last five years. New Hampshire continues to be affected by the drug epidemic that is contributing to impairment related crashes and the resulting injuries and or deaths. The NHOHS recognizes that the “primary causation” of fatalities from 2014-2016 has involved alcohol (alcohol, alcohol & speed, alcohol & drugs, as listed in the FARS annual reports “Primary Causations” 2014-2016). The below listed projects are countermeasures to reduce the number of impairment related fatalities and overall potential of future fatalities on New Hampshire roads. The following projects planned for 2018 will help to address these unnecessary impairment related deaths through enforcement, education, media messaging, training, equipment, and outreach to all highway safety partners and stakeholders to minimize these potential fatalities.

- 1. New Hampshire Traffic Safety Commission (TSC).** This task supports the activities of the Traffic Safety Commission. In existence since 1967, the commission in 2016 has been repealed and reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as plaques to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Drunk and Drugged Driving luncheon. A keynote speaker shall be presenting at this luncheon in order to have funds cover the luncheon, plaques, etc.

Funding	Amount
402	\$1,000

- 2. National Drunk and Drugged Driving Prevention Month.** This task will provide funding for the Governor’s Highway Safety luncheon conducted by the NHOHS. This luncheon will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The DDD conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the “Safe Family Holidays” campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the conference) to educate attendees during this luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending

importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.). The budget breakdown for this conference is \$11,000.00 under current expenses (includes lunch buffet for up to 400 potential attendees, postage, printing, and keynote speaker fees), and \$4,000.00 for in State/out of State travel (to include lodging, meals, mileage, shuttle service, registration, etc.) This task is supported by CTW Chapter 1, Section 7.3.

Funding	Amount
405d	\$15,000

- 3. Field Representatives/LEL.** This task shall support two part-time Field Representative/LEL positions to coordinate the development and implementation of new and existing Highway safety programs throughout the state under alcohol funding section 405D. This position shall be responsible for helping NHOHS staff not only develop highway safety programs but also be involved in the grant process of evaluating, scoring, assessing, monitoring, and data collection of grant programs. This position shall also help staff work with state and local law enforcement to promote and enforce traffic safety laws. This task is supported by CTW Chapter 1, Sections 2.5, Chapter 2 Sections 2.1, 2.3, Chapter 3 Section 2.2, and Chapter 4 Section 1.3

Funding	Amount
405d	\$45,000

- 4. J.B. McDuffee Prosecutorial Seminar.** This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days) to be tentatively held at the Police Standards & Training Council in Concord sometime between October and December. It is anticipated that this seminar will provide up to 200 prosecutors with state-of-the-art legal training in the field of DUI (alcohol and drugs). The funding for this task will cover food at \$5,000.00, printed materials at \$1,625.00, speaker fees at \$5,000.00, and indirect costs at \$209.25. This task is supported by CTW Chapter 1, Section 7.3.

Funding	Amount	Indirect
405d	\$11,834	\$209.25

- 5. Preliminary Breath Testing (PBT) Devices.** NH RSA 265:92-a provides law enforcement officers the opportunity to use PBTs to determine if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This task will provide funds during FY 2018 for the bulk purchase of approximately 200 PBT units through the NH State Police Forensic Laboratory at a cost of approximately \$365.00/unit. Funds will also be used for the purchase of 100 calibration gas tanks and regulators at \$275.00 each, out of state travel for PBT maintenance training for forensic lab staff at \$5,500.00, and indirect costs at \$3,570.60. PBT's and relating equipment will be distributed to state, county, and local law enforcement agencies who do not have these devices based on a survey of law enforcement agencies to determine need. This equipment will allow enforcement agencies the tools necessary to enforce impaired driving laws and is in direct support of task 8 to be used in conjunction with DWI/DUI/DRE patrols and sobriety checkpoint enforcement efforts.. This task is supported by CTW Chapter 1, Section 2.3

Funding	Amount
*405d	\$109,750

- 6. Media Position Part-Time.** This Task shall provide funding to support a Public Information Officer (PIO) position through the Department of Safety Homeland Security and Emergency Management. This PIO position shall assist the NHOHS with graphic design, video and audio

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production, and developing and maintaining the NHOHS website. This PIO position shall also assist the NHOHS with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public of alcohol/drug related topics. This PIO shall help facilitate the messaging needs of the NHOHS and assist in coordinating local messages to coincide with NHTSA’s high visibility enforcement (HVE) National mobilizations campaigns (i.e. “Drive Sober or Get Pulled Over”, “Click It or Ticket”, etc.) This Task is supported by CTW Chapter 1, Section 5.2

Funding	Amount
405d	\$20,000

- 7. Equipment.** This task will provide the funds to assist local and county law enforcement agencies with the purchase of In-cruiser video and collision analysis reconstruction equipment. The NHOHS will provide 50% funding of the total costs of this equipment to law enforcement agencies. Throughout the fiscal year applications are received and approved based on identified need. An identified need may be, but not limited to, the documentation of DWI/DUI stops for prosecution purposes or the number of impairment related crashes. All purchases will be Buy America Act compliant. These items are to be purchased in compliance with 200.444 General Costs of Government. This task is in direct support of task 8 and shall be used in conjunction with DWI/DUI/DRE patrols and sobriety checkpoint enforcement efforts or used at serious injury/fatal crash scenes. See Page 128 for a list of departments slated to receive equipment over \$5,000.00. The NHOHS shall provide additional information to NHTSA for equipment over \$5,000 to receive permission for approval on. Funding for this equipment will supplement enforcement efforts This task is supported by CTW Chapter 1, Section 2.5.

Funding	Amount
405d	\$30,696

- 8. DWI/DUI/DRE Patrols/Sobriety Checkpoints.** This task will provide funds to the NH State Police and selected local police to conduct sustained impaired-driving enforcement activities throughout the year. Local police departments were chosen based on data as explained in the Evidence Based Enforcement (E-BE). Enforcement times and locations will be based on local data provided by the selected communities and NHOHS. Departments will be required to conduct enforcement of impaired driving laws during the National Drive Sober or Get Pulled over Mobilizations. These DWI/DU/DRE patrols will also occur throughout the year, primarily during the Thanksgiving through New Year’s holiday season, and from June through Labor Day, the traditional vacation season in New Hampshire. Funds will also be used for local, state, and county police departments to complete sobriety checkpoints to be conducted mainly during summer months with specific times and locations to be based on data. This task is supported by CTW Chapter 1, Section 2.1 and 2.2.

Funding	Amount	Funding	Amount	Indirect Cost	MOE
410	\$55,343	405d	\$1,017,182	\$51,929	\$2,008,243

- 9. Paid Media.** This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA’s guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a media company or the Department of Safety Homeland Security and Emergency Management to conduct public information and education campaigns, electronic media campaigns, or in-house Public Service

Announcements, etc. to promote and encourage sober driving. Funds will also support contracts to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year’s holidays, Super Bowl, July Fourth, and the NHTSA DSGPO mobilizations. Funds will also support potential media outreach related contracts with the University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, Dartmouth College, Keene State College, and the New Hampshire Auto Dealers Association to conduct a public information and education campaign focusing on alcohol and drug impaired driving. The NHOHS shall coordinate local messages with National mobilizations (i.e. “Drive Sober or Get Pulled Over”, “Click It or Ticket,” etc.). The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. This task is supported by CTW Chapter 1, Section 5.2.

Funding	Amount	Funding	Amount
410	\$60,000	405d	134,000

10. NH Fish & Game OHRV DWI/DUI Patrols. The NH Fish and Game will be conducting approximately 337 hours of dedicated OHRV DWI/DUI enforcement patrols throughout the State of NH during the spring, summer, and fall months. Enforcement will take place in the “1,000 Mile Ride the Wild Trail” where trails overlap onto public roadways. This area includes locations such as routes 16, 3, and 110. Participating officers have been trained in SFST. There have been several incidences of DWI arrests and OHRV related fatalities in recent years. Funds provided will support overtime to conduct patrols (to include benefits) at \$21,165.00 and indirect costs at \$3,788.54. This task is supported by CTW Chapter 1, Section 2.2.

Funding	Amount	Indirect
405d	\$24,954	\$3,789

11. DUI Van Administration “Last Drink Survey.” This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints, educational events, and press events, NHTSA or NHOHS campaigns held in state or out of state. Funds shall also be used to support van upgrades. The DUI Van is equipped with an Intoxilyzer 5000, a Drug Recognition Expert examination area, booking stations, holding cell, wireless laptop, wireless printer, wireless fax, flashlights, portable radio chargers, communications equipment, sobriety checkpoint sign packages, and traffic safety vests. Funds will also enable the Enforcement Bureau to conduct “Last Drink Surveys” on an overtime basis at sobriety checkpoints. The collection of the place of the “Last Drink” data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness, and enforcement of underage drinking laws. Funds under this task will cover \$27,648.00 for personnel services (to include benefits) and indirect costs at \$226.71. This task is supported by Chapter 1 Section 1.5, Chapter 1, Section 2.1, Chapter 1, Section 5.1, Chapter 1, section 6.1 – 6.4, and Chapter 7, Section 7.1 – 7.3.

Funding	Amount
410	\$27,875

12. Conferences. This task will provide funds for judges, prosecutors, police officers, public health laboratory personnel, New Hampshire’s TSRP, and others highway safety partners that attend

conferences/seminars/trainings related to alcohol/drug impaired driving (i.e. NEADCP program on DRE/Toxicology/Admissibility of DRE testimony conference, annual TSRP conference, GHSA, Lifesavers Conference, etc.). It is important for law enforcement and other highway safety partners to attend these conferences/seminars/trainings to know the highway safety issues that are of trending importance and how to address these concerns to help New Hampshire achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). This task is supported by Chapter 1, Section 7.3.

Funding	Amount	Funding	Amount	MOE
402	\$10,000	405d	\$15,000	\$

13. Traffic Safety Resource Prosecutor. This task will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State’s prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, provide training law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this task will cover \$90,000.00 for personnel services (to include benefits), \$9,438.00 for current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, and DIOT transfers, etc.), travel expenses (to include in-State/out-of-State travel, etc.) This task is supported by CTW Chapter 1, Section 3.

Funding	Amount	Indirect
405d	\$109,245	\$1,932

14. DOS Interlock Ignition Program. This task will provide funds that shall allow the NH DOS to continue the services using two part-time personnel to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. These employees will deploy a training program on interlocks for law enforcement; contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks; establish contact with substance abuse evaluation and treatment providers; obtain information and investigate reports of attempts to circumvent interlocks; etc. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2018 shall continue the services of the part-time coordinator and an additional part time position to assist in managing and coordinating the Interlock Ignition Program. Funds under this task will cover \$65,337.00 for personnel services (to include benefits), \$5,000.00 for travel (to include in/out of State travel, conferences, lodging, meals, mileage, etc.), \$2,500.00 for current expenses (to include office supplies, toner, paper, etc.), and \$7,880.96 for indirect costs. The Interlock Ignition program positions are funded by the NHOHS and are not considered a supplanting issue. This task is supported by CTW Chapter 1, Section 4.2.

Funding	Amount	Indirect
405d	\$80,718	\$7,880

15. DRE Program Administration. This task will enable the NH Liquor Commission’s Bureau of Enforcement to continue to coordinate/administer the state’s Drug Expert Recognition (DRE) program. Funding will cover \$11,520.00 for personnel services (to include benefits) for the administration of the DRE Program, \$4,000.00 for current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts, ARIDE course manuals, and DITEP course manuals), \$63,500.00 for travel associated with in-state/out-of state training for DEOP, ARIDE, DITEP, DRE, SFST (to include travel to Phoenix, Arizona/ LA California/Miami Florida, or other

available out of state venue for DRE field evaluations/certification training, and travel to the annual conference on drugs and impaired driving), and \$944.64 for indirect cost. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. As of 2016, New Hampshire has 108 certified DRE experts including 24 certified instructors, representing law enforcement agencies throughout the state. This task is supported by CTW Chapter 1, Section 7.3.

Funding	Amount
405d	\$95,000

16. Impaired Driving Prosecutors and Paralegals. Currently there is a significant gap between the number of NH State Police DWI cases that go to court and the number of available attorneys to prosecute the cases. Specifically, 16 courts are largely uncovered by prosecutors. Instead, these courts are covered by the arresting trooper, not an attorney prosecutor. As such, the chances for successful prosecution are minimized. Through this task, funds will be provided to the NHSP for two additional attorney prosecutors and paralegals to cover these courts. We anticipate that the conviction rate will increase. Additionally the prosecutors will be able to provide greater assistance to troopers to prepare for their court cases. Funds under this task will provide \$336,365.03 for personnel services (to include benefits), \$2,780.00 for current expenses (to include telephone/cell phone, DOIT transfers and network fees), \$48,240.00 for travel (to include conferences, mileage, airfare, lodging, meals, etc.), \$4,999.00 for equipment (to include laptop, docking station, monitor, scanner, etc.), \$45,014.15 for indirect costs. This task is supported by CTW Chapter 1, Section 3.

Funding	Amount	Indirect
405d	\$437,000	\$45,014

17. TRACE Investigation. This task will provide funds to the NH Liquor Commission’s Bureau of Enforcement to allow personnel to conduct highly specialized time sensitive investigations. The Division will implement the NH Targeted Responsibility for Alcohol Connected Emergencies (TRACE) program which will establish a standardized process by which Division of Enforcement personnel will conduct, on an overtime basis, timely, detailed, complete investigations of alcohol related crashes and establish strict accountability for liquor licensed establishments and individuals, who as the result of these investigations, are found to be in violation of New Hampshire’s alcoholic beverage laws. Liquor licensed establishments need to be more cautious and responsible when serving alcohol to patrons. As a result of a traffic fatality, TRACE investigations will hold establishments accountable, and advise of the consequences of over serving and/or selling to intoxicated patrons. The TRACE program will investigate any alcohol related crash connected to the sale or service of alcohol regardless of the ages of the involved persons. This program supports the NHOHS goal to reduce impaired driving fatalities by enforcing the alcohol beverage laws to minimize impaired driving related crashes that are occurring as a result of establishments overserving. Funds for this task will provide \$88,200.00 for personnel services, \$5,000.00 for current expenses (to include program educational material and supplies), and \$764.24 for indirect costs. This task is supported by Chapter 1 Section 1.5, Chapter 1, Section 2.1, Chapter 1, Section 5.1, Chapter 1, section 6.1 – 6.4, and Chapter 7, Section 7.1 – 7.3.

Funding	Amount
*405d	\$93,264

18. Program Management. Funds shall be provided to support NHOHS staff that work on impaired driving related projects. Funds will also cover travel, professional development expenses, and other related program expenses.

Funding	Amount
405d	\$93,000

19. Traffic Safety Conference. Funds shall be used to support facility rental, and food for the annual, one day, statewide traffic safety conference that is coordinated by Injury Prevention Center personnel as part of the Buckle Up NH Activities program (referenced in task 1 of the Occupant Protection section). Funds shall also be used to support cost (travel, lodging, etc.) associated with keynote speakers presenting on alcohol and or drug related issues at this Traffic Safety Conference. This is an important conference for New Hampshire that allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. Funds to support this task will cover \$15,500.00 for current expenses (to include conference facility rental, conference food, and keynote speaker fees, travel, meals, and lodging), and \$1,550.00 for indirect costs. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). This task is supported by CTW Chapter 1, Section 7.3

Funding	Amount	Indirect
405d	\$17,050	\$1,550

20. Collision Analysis and Reconstruction Equipment and Training (CAR). Funds shall be used for the New Hampshire State Police CAR unit to purchase Robotic Total Stations and to attend CAR equipment training to help identify causal factors of a motor vehicle crash and resume normal traffic flow as soon as possible, without compromising the presence of physical evidence. One of law enforcement’s top priorities is to conduct thorough crash investigations while maintaining safe traffic flow. Many of these crashes are alcohol related that require detailed investigation and documentation. The public’s lack of patience for obstructed highways, coupled with antiquated forensic mapping equipment, can cause longer delays and incomplete investigations. Equipment procurement is an on-going process and it must keep pace with current technologies to effectively investigate collisions and manage traffic patterns. The upgrading of current forensic equipment will clear scenes faster and more efficiently, while saving motorists time and reducing secondary collisions. Robotic total station equipment reduces the manpower hours required to measure scenes and allows the secondarily assigned CAR member to concentrate on other required scene tasks. The CAR unit’s ability to perform on-scene operations faster will ultimately keep emergency responders safer and return normal traffic patterns without unnecessary delay. With the use of this equipment and training, the New Hampshire State Police shall have the tools and knowledge necessary to adequately investigate the cause of crashes that will help to identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. This task is in direct support of task 8. This task is supported by CTW Chapter 3, Section 2.2

Funding	Amount	Indirect
*405d	\$52,500	\$5,680

21. DOS Forensic Lab- Triple Quad Mass Spectrometer. Funds will be used to support the New Hampshire Department of Safety State Police Forensic Lab to purchase a Liquid Gas Chromatograph Mass Spectrometer to increase the efficiency and analytical capabilities to accurately identify substances that could potentially lead to criminal charges against an individual Driving Under the Influence of Alcohol and/or Drugs. This new instrumentation will assist with continuing to improve efficiency and increasing the current drug testing panel for drugs of abuse that may be impairing to those operating a motor vehicle. The current laws in place allow a person to be deemed impaired if found to be under the ‘influence of intoxicating liquor or controlled drugs, prescription drugs, over-the-counter drugs, or any other chemical substance, natural or synthetic, which impair a person’s ability to drive’. This equipment would greatly assist in the laboratory’s capabilities to expand the list of drugs that can be identified and quantitated in the laboratory as New Hampshire continues to experience an increase in drug use consistent with the national trend and experience more motor vehicle crashes and the resulting injuries and or fatalities caused by drug impairment. Funds under this task will allow for 73.7% of the \$245,000.00 or \$180,565.00 for the purchase of a Triple Quad Mass Spectrometer. It is understood that this equipment will be Buy America compliant under 200.444 General Costs of Government. The NHOHS shall provide additional information to NHTSA for equipment over \$5,000 to receive permission for approval. Funding for this equipment will supplement enforcement efforts. Funding for this equipment will supplement enforcement efforts 18-02-08. This task is supported by CTW Chapter 1, Section 2.3.

Funding	Amount
410	\$180,000

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PSP-18-02

Project Title	NHTSA 402 AL	Section 410	Section 405 D	Match	Share to Local	Total Federal Funds
1. NH TSC	\$1,000					\$1,000
2. DDD Awareness Month			\$15,000	\$3,750		\$15,000
3. Field Reps/LEL Part-Time			\$45,000	\$11,250		\$45,000
4. Prosecutorial Seminar			\$11,834	\$2,959		\$11,834
5. PBTs			\$109,750	\$27,438		\$109,750
6. Media Position Part-Time			\$20,000	\$5,000		\$20,000
7. Equipment			\$30,696	\$30,696	\$30,696	\$30,696
8. DWI/DUI/DRE Patrols/Sobriety Checkpoints		\$55,343	\$1,017,182	\$420,324	\$587,182	\$1,072,525
9. Paid Media		\$60,000	\$134,000	\$213,500		\$194,000
10. NH Fish & Game OHRV DWI/DUI Patrols			\$24,954	\$6,240		\$24,954
11. DUI Van Admin & Last Drink Survey		\$27,875		\$83,625		\$27,875
12. Conferences	\$10,000		\$15,000	\$6,250		\$25,000
13. TSRP			\$109,255	\$27,314		\$109,255
14. Ignition Interlock			\$80,718	\$20,180		\$80,718
15. DRE			\$95,000	\$23,750		\$95,000
16. Impaired Driver Prosecutors and Paralegals			\$437,400	\$109,350		\$437,400
17. TRACE Investigation			\$93,264	\$23,491		\$93,264
18. Program Management			\$93,000	23,250		\$93,000
19. Traffic Safety Conference			\$17,050	\$4,263		\$17,050

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20.C A R Equipment & Training			\$52,500	\$13,125		\$52,500
21. DOS Forensic Lab-Quad Mass Spectrometer		\$180,000.00		\$540,000		\$180,000
Total	\$11,000	\$323,218	\$2,401,203	\$1,595,904	\$618,278	\$2,735,421

*if funding is available

PSP18-03 Police Traffic Services (PTS)

Problem Identification

In 2016, 136 fatalities resulted from 130 fatal crashes. See Table PTS-1 below which identifies the primary causes of the 130 fatal crashes that occurred. This is a 26 percent increase in fatal crashes and a 19% increase in fatalities as compared to 2015.

Looking at additional data supplied below you will see that in most cases the data fluctuates from year to year. As discussed earlier, the funding methodology using population statistics and crash data to target communities and to help determine award amounts will provide a better way to have a positive impact on our overall fatality and injury data. Additionally, we are also working closer with our partners that provide data which will allow us to do continuous follow up and to make adjustments throughout the year based on the most up to date data.

Providing our law enforcement partners with the appropriate tools to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. Strategies to achieve these goals include:

- Funding equipment
- Overtime enforcement patrols
- Media campaign

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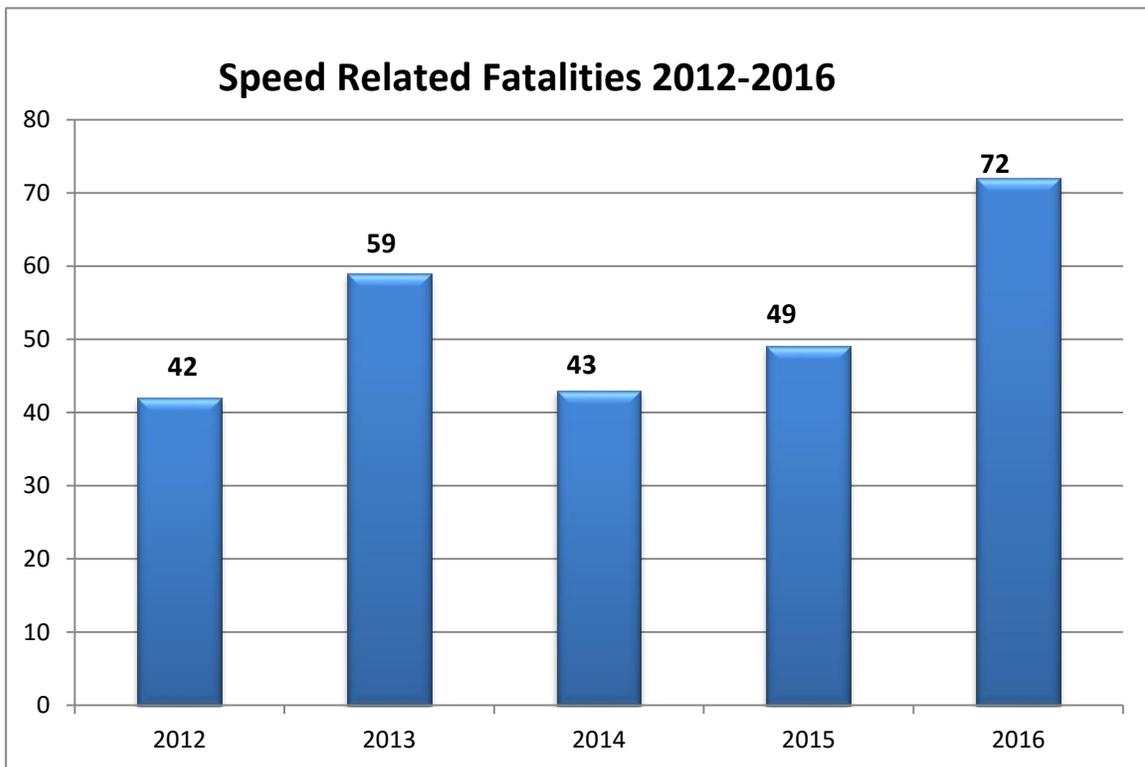
Table PTS-1

2016 Fatal Crashes		<i>Primary Causes</i>
Causes	Category Total	Specific Causes
Alcohol	3	Alcohol
	11	Alcohol & Speed
	17	Alcohol & Drugs
Total	31	
Drugs	5	Drugs
	9	Drugs & Speed
Total	14	
Human Error	2	Inattention/Distracted
	3	Unsafe Lane Use
	0	Disregard Traffic Control Device
	14	Pedestrian Error
Total	19	
Operator Related	5	Center Line Encroachment
	9	Failure to Yield
	1	Inexperience
	3	Operator Error
Total	18	
Medical / Physical	1	Operator Fatigue
	15	Medical Event
Total	16	
Speed	1	Hit & Run
	0	Reckless Operation
	10	Speed
	9	Speed for Road & Weather Conditions
Total	20	
Other Causes	0	Animal in Roadway
	2	Vision Obscured
	8	Unknown per Investigative Agency
	1	Bicycle Error
	0	Overcorrected
	0	Mechanical Deficiency
	1	Other Cause
Total	12	
Grand Total	130	

Source: NH DOS

Speed related Fatalities by Year

Figure 21 Speed Related Fatalities

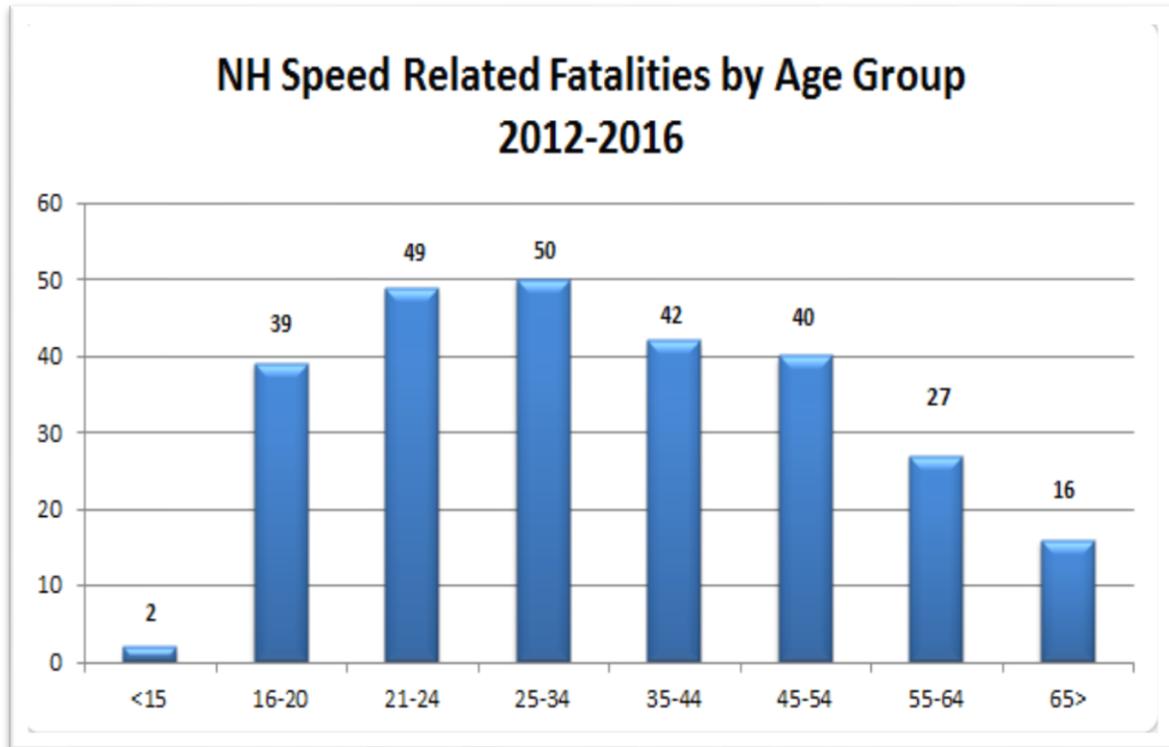


Source: FARS

Figure 21 shows that speed related fatalities have fluctuated since 2012. In order to achieve a downward trend the OHS hopes that combining a coordinated media approach with targeted enforcement will help to reduce speed related fatalities.

Speed related Fatalities by Age

Figure 22 Speed Related Fatalities by Age Group

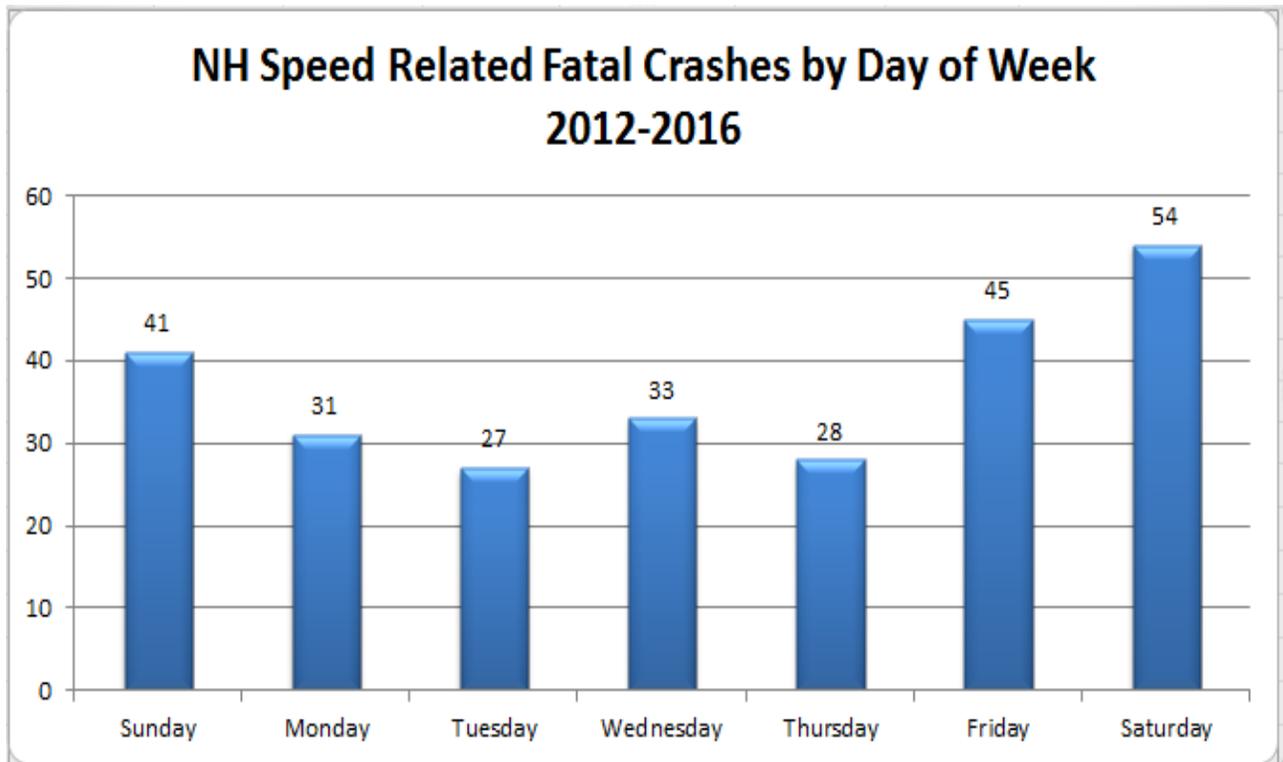


Source: FARS

Figure 22 shows that speed related fatalities are highest among the 21-24 and 25-34 year olds. Speed fatalities appear to be evenly distributed across 16-20 year olds and 35 to 54 year olds. This supports the need to target young drivers with our media campaigns.

Speed related fatalities by Day of Week

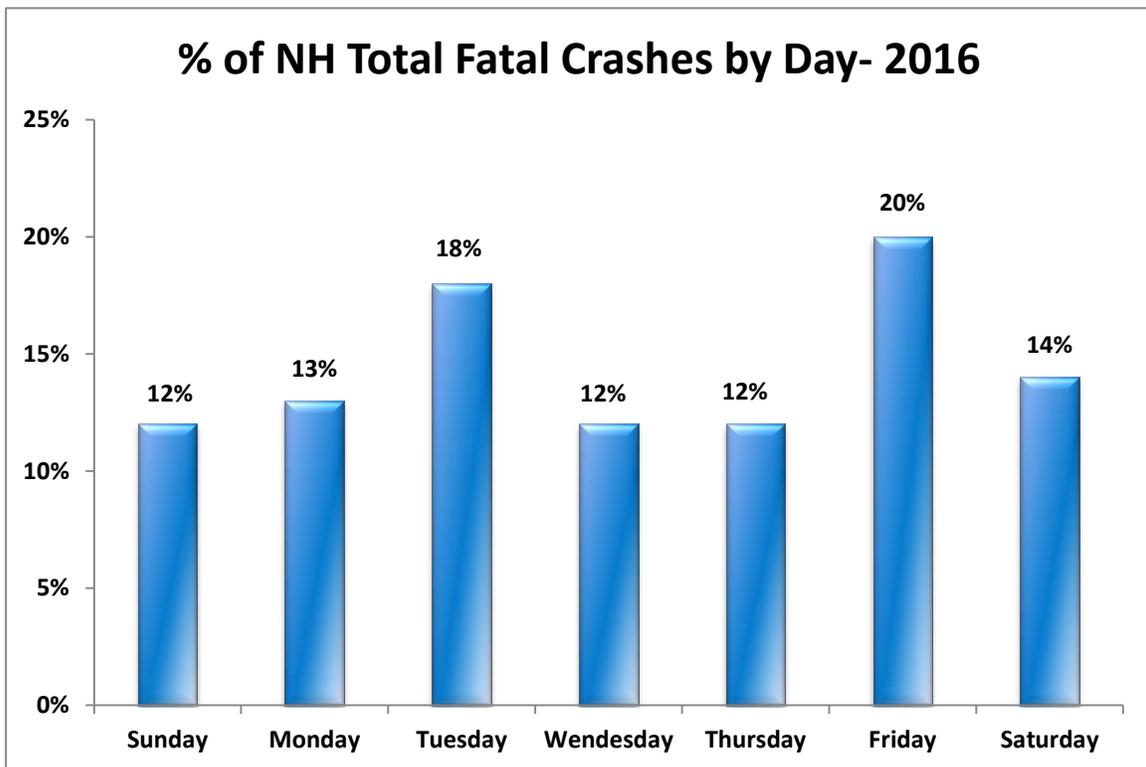
Figure 23 Speed Related Fatal Crashes by Day of Week



Source: FARS

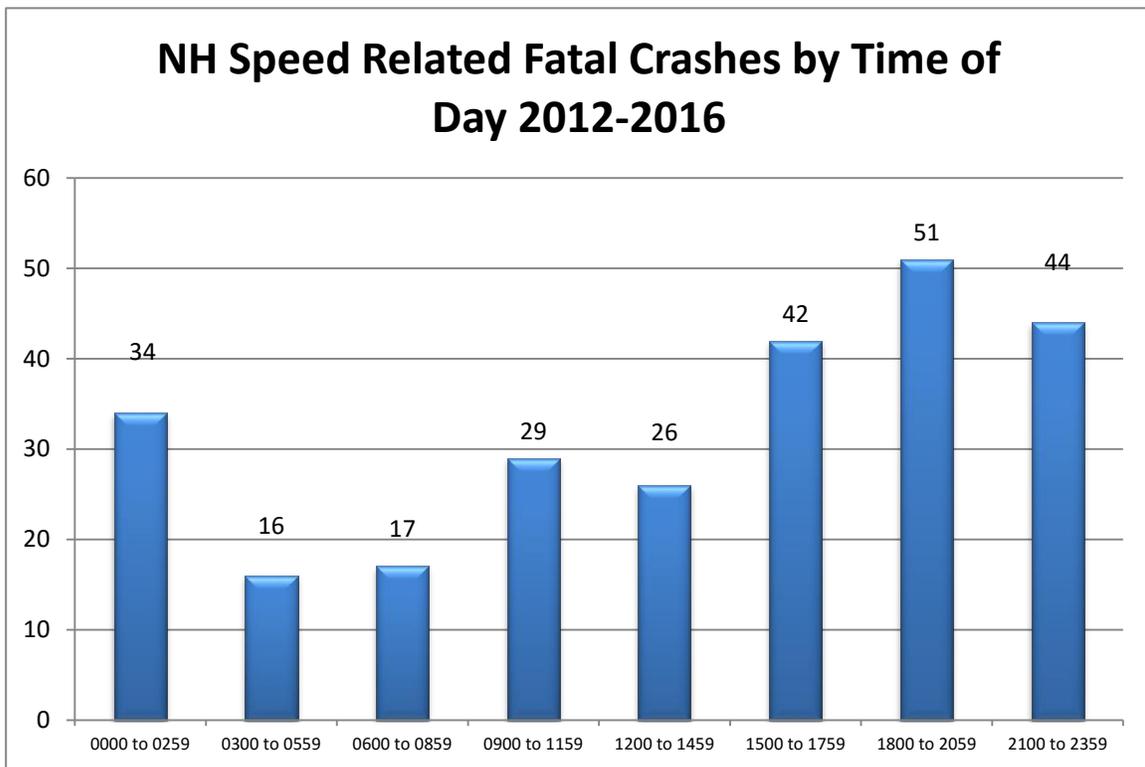
Figure 23 shows that during the 5 year period 2012-2016 Friday, Saturday and Sunday account for 54% of all speed related fatal crashes, therefore, added enforcement patrols should be put into place on these days.

Figure 25 % of NH Total Fatal Crashes by Day - 2016



Source FARS

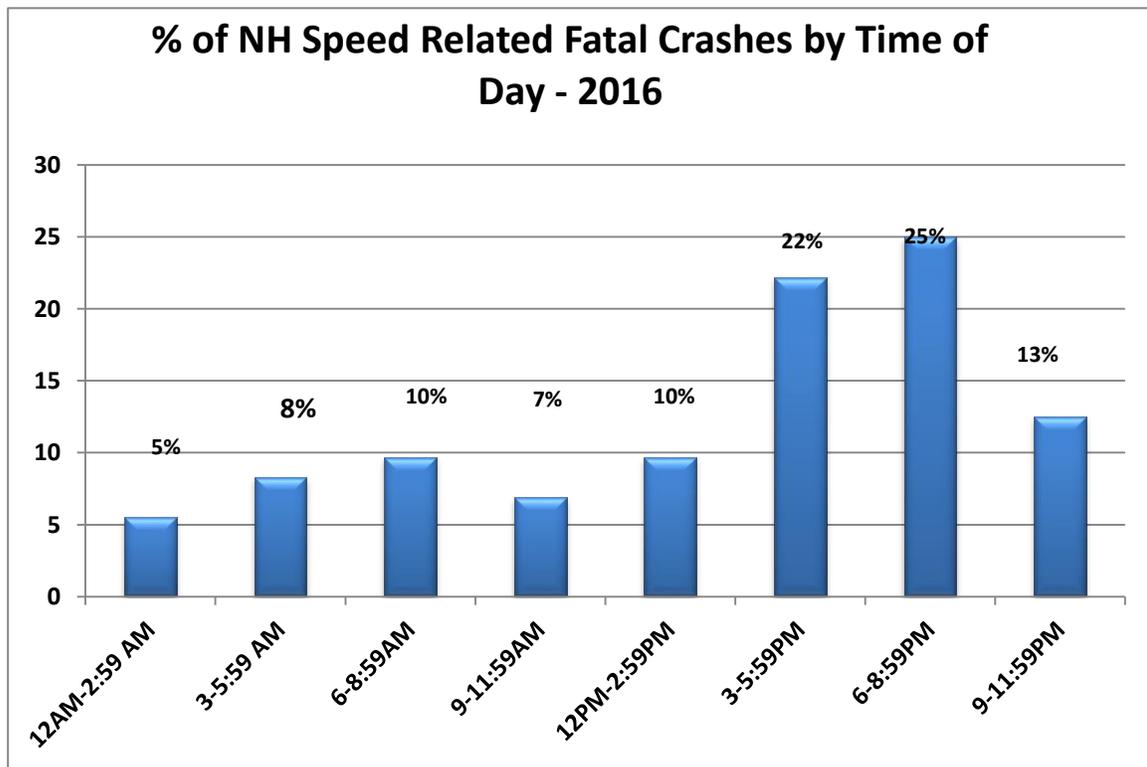
Figure 26 Speed Related Fatal Crashes by Time of Day



Source: FARS

Figure 26 shows that speed related fatal crashes occur most frequently during the evening commute and late night hours. Speed related fatal crashes are highest between 1500 and 2359. Because of this data, enforcement patrols will take place largely during these time frames.

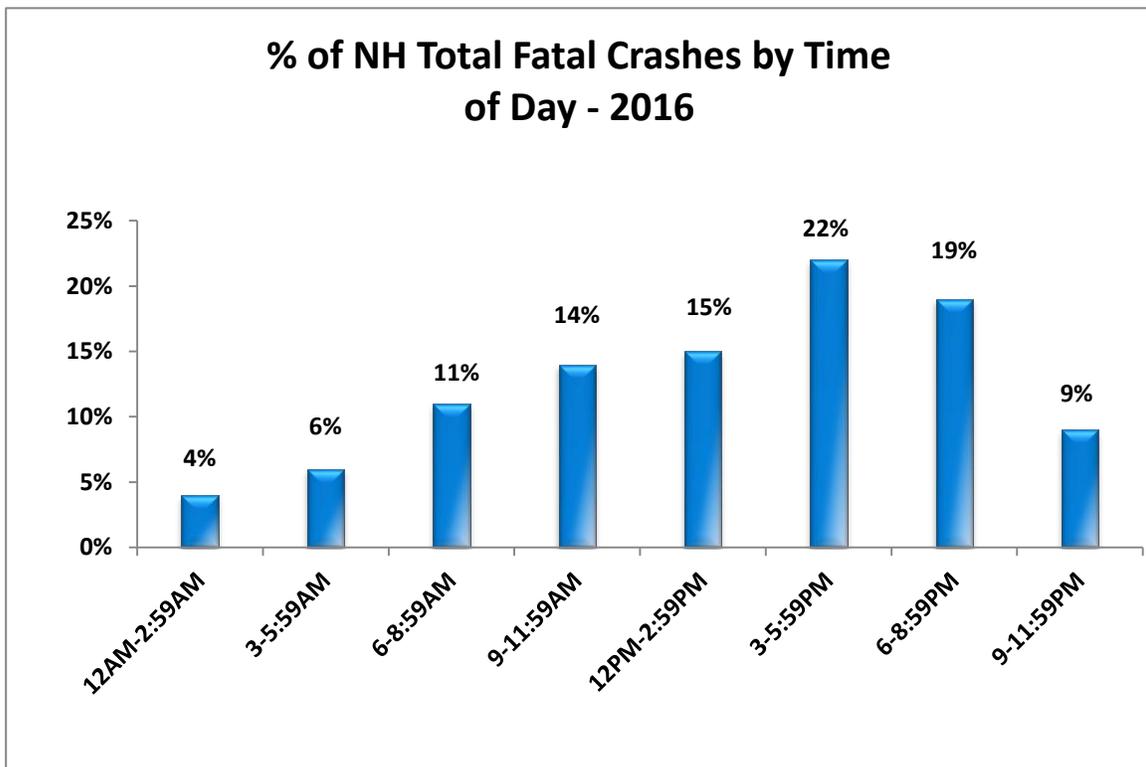
Figure 27 % Speed Related Fatal Crashes by Time of Day



Source: FARS

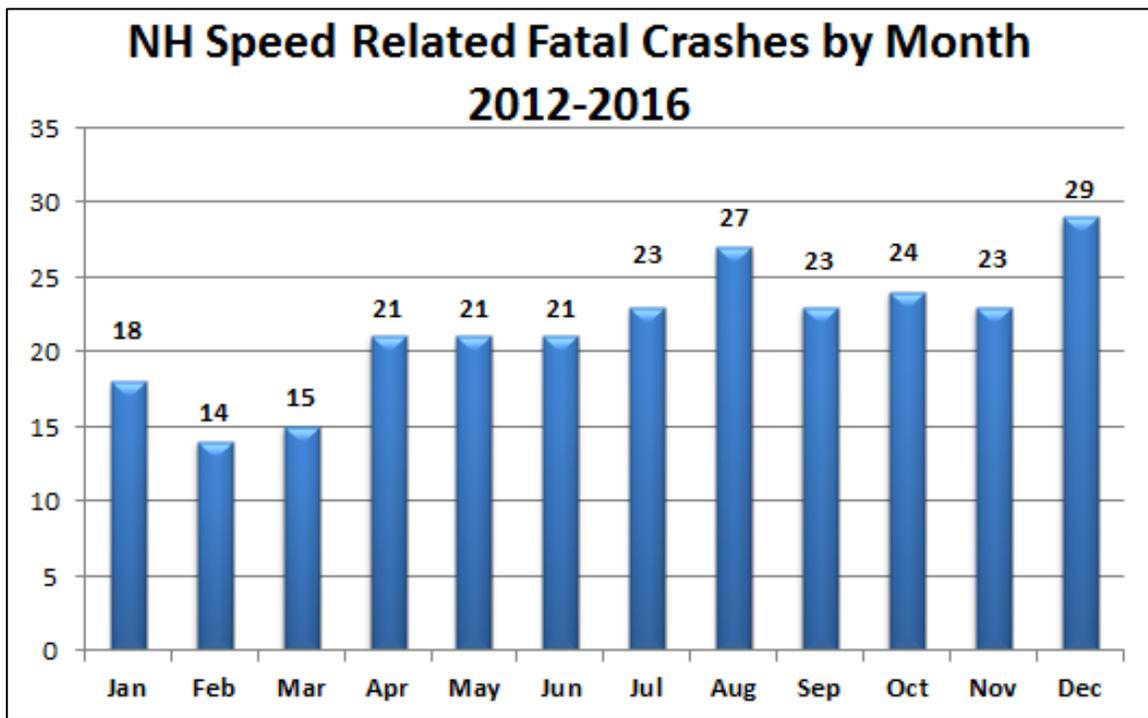
Figures 26 above and 27 shows that most speed related fatal crashes occurred during the late afternoon and evening. Figure 27b below representing % of total fatal crashes by time of day for 2016 shows similarity. Law enforcement agencies will be encouraged to allocate patrol hours during the times and days where data reflects a higher occurrence of fatal crashes.

Figure 28 % NH Total Fatal Crashes by Time of Day



Source FARS

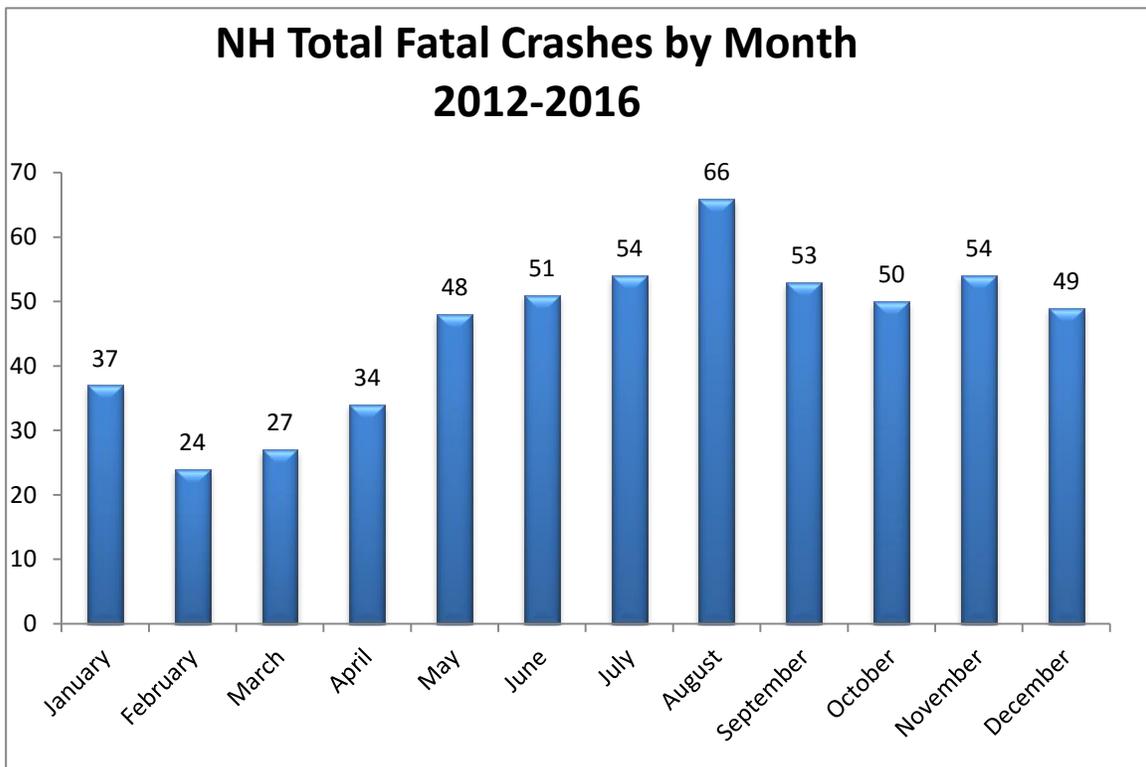
Figure 29 Speed Related Fatal Crashes by Month



Source: FARS

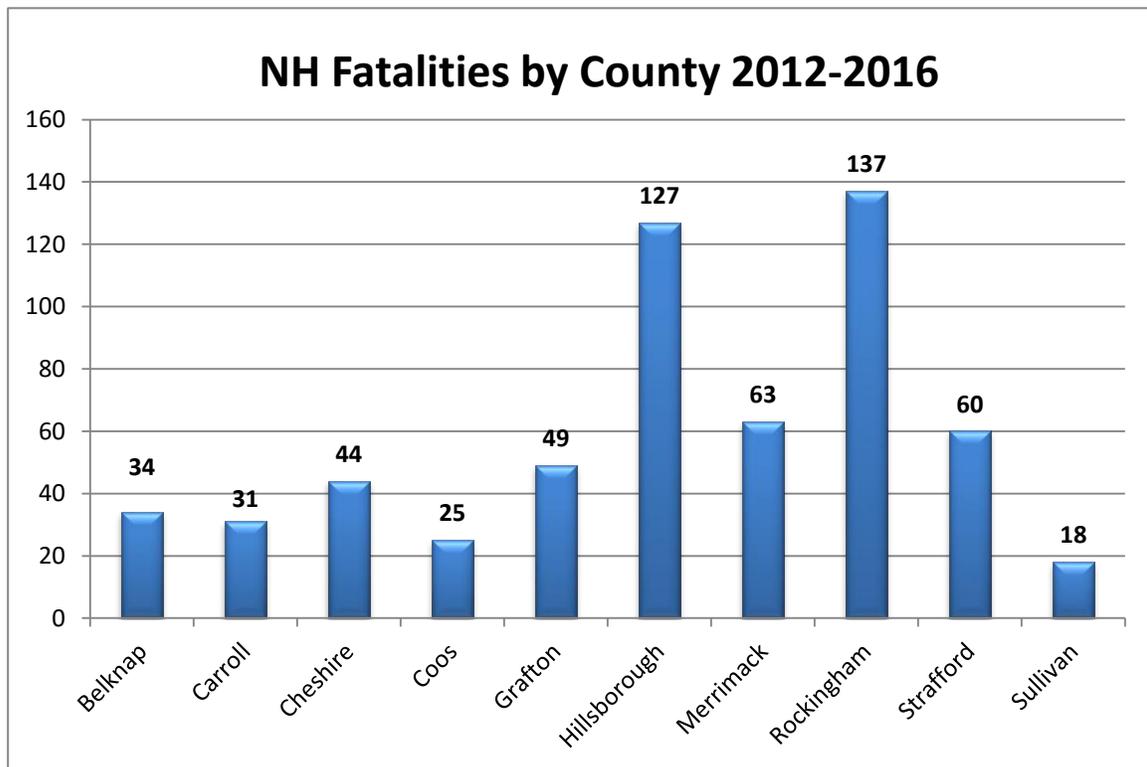
Figure 29 shows that for the period 2012 to 2016, August, October and December were the top three months for speed related fatal crashes, while Figure 28b below for the same period indicates that July, August and November were higher with regard to total Fatal Crashes. Additional enforcement patrols will be encouraged during these months, specifically August to help reduce fatalities.

Figure 30 NH Total Fatal Crashes by Month



Source FARS

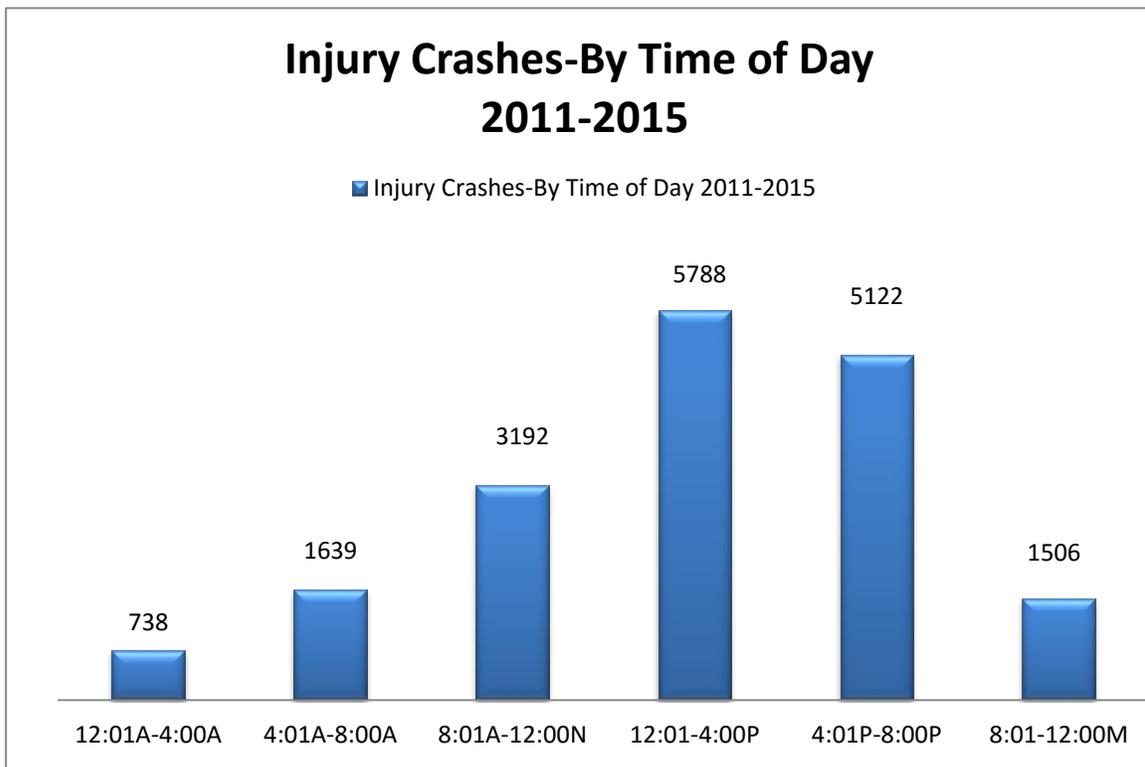
Figure 31 29 Fatalities by County



Source: FARS

Figure 31 shows the Hillsborough, Rockingham, and Merrimack counties account for approximately 56% of all fatalities that occur in the state. This data also coincides with the crash data that was used to determine the new funding methodology. NHOHS will now be focusing more resources that cover the communities in these counties.

Figure 32 Injury Crashes by Time of Day



Source: NH DOS (*2016 Data Not Available)

Figure 32 and 33 depict “Injury Crashes” and “All Crashes” by time of day. The time-frame between 12:01 PM and 8:00 PM accounts for the majority of “All Crashes” and “Injury Crashes”. Law enforcement resources will be deployed as appropriate based on this data.

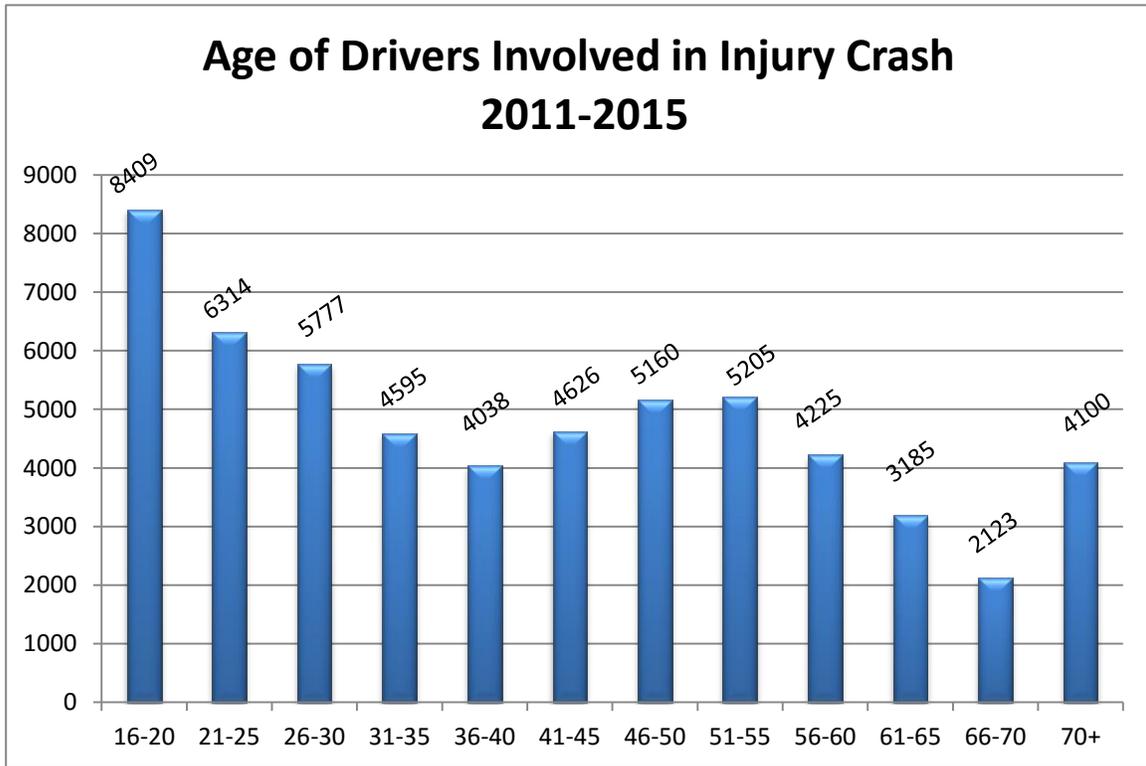


Figure 34 Ages of Drivers Involved in Injury Crash

Source NH DOS

Table PTS-2 and Figure 32 shows that ages 16-20 account for the largest percent of injury crashes. All other age groups are more evenly distributed. Appropriate media materials to target this age group will be created.

Table PTS-3

Year	Grant Funded of Speed Summonses	Number of Crashes
2012	44,110	31,549
2013	34,222	29,984
2014	46,028	25,139
2015	32,652	29,605
2016	27,240	29,862

Source: NHOHS Grants and Inventory System V.5.0

Table PTS-3 shows the number of speed summonses issued as well as the number of crashes. The number of crashes declined in 2013, 2014, then increased in 2015 and 2016. Over the 5-year period (2012-2016) 2014 saw the highest number of speed summonses issued, resulting in the lowest number of crashes over the same time period.

Table PTS-4

Behavioral Attitude Survey Results-2016					
#1. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?					
	Always	Most of the Time	Half of the Time	Rarely	Never
2012	33(7%)	88(18%)	88(18%)	151(31%)	126(26%)
2013	43(9%)	71(15%)	98(20%)	148(31%)	118(25%)
2014	50(10%)	73(15)	95(19%)	192(38%)	94(19%)
2015	31(6%)	86(17%)	128(25%)	159(31%)	105(21%)
2016	38 (9%)	67 (15%)	90 (21%)	153 (35%)	85 (20%)
#2. In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?					
	Yes	No			
2012	230 (44%)	287 (55%)			
2013	255 (50%)	256 (50%)			
2014	270 (53%)	239 (47%)			
2015	270(51%)	261(49%)			
2016	242 (48%)	249 (50%)			
#3. What do you think the chances are of getting a ticket if you drive over the speed limit?					
	Always	Rarely	Never		
2012	15 (3%)	216 (42%)	9 (2%)		
2013	23 (4%)	165 (32)	9 (2%)		
2014	20 (4%)	183 (36%)	8 (2%)		
2015	23 (4%)	182 (34%)	6 (1%)		
2016	18 (4%)	183 (37%)	14 (3%)		

Source: NH Attitude Survey Results Summary 2012-20164

The University of New Hampshire Survey Center includes the Behavioral Attitude Survey questions in its annual Granite State Poll. In July, 2016 the Granite State Poll surveyed five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (speeding, impaired driving, and seat belt use) in New Hampshire. It will also help to identify areas that we could improve upon. Question #2 reveals that about half the respondents have received some messaging around speed enforcement but interestingly question #3 reveals that the majority of respondents believe they will rarely receive a ticket for speeding if caught. One would expect that the belief of not getting a ticket might increase speeding but question #1 reveals that over 50 percent of the respondents claim they rarely or never speed. If you look at the Core Outcome Measures on page 11 you see that 72 of the 136 Fatalities or 53%) in 2016 were speed related. This suggests that speed continues to be an issue and needs to be addressed. The data in this section will be presented to participating departments to encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

Performance Targets

- Reduce-speed related fatalities by 5 percent from 53 (2012-2016 average) to 50 (2014-2018 average).

Problem Solution Tasks:

1. **Supplies and Equipment.** Law enforcement agencies in New Hampshire play a central role in the state’s overall traffic safety program. Enforcing the state’s traffic safety laws is one of the most effective ways to educate and ultimately impact the driving behaviors of New Hampshire citizens. The Police Traffic Services program provides state, county, and local law enforcement agencies with the traffic safety equipment necessary to effectively enforce traffic laws. This task will provide funds to assist local, county, and state law enforcement agencies with the purchase of equipment to assist in carrying out overtime enforcement patrols. All purchases will be Buy America Act compliant. These items are to be purchased in compliance with 200.444 General Costs of Government. See attachment E for equipment over \$5,000.00 that NHOHS is seeking permission to purchase. If there are additional equipment items of over \$5,000 during the year NHOHS will seek permission. Attachment F contains a list of preliminary approved supply purchases. This task is supported by CTW Chapter 3, Section 2.2. Funding for this equipment will supplement enforcement efforts.

Funding	Amount
402	\$106,027

2. **Media Position Part-Time.** This Task shall provide funding to support a Public Information Officer (PIO) position. This PIO position shall assist with graphic design, video and audio production, and developing and maintaining the NHOHS website. This position shall also assist the NHOHS with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public of any related speed, distracted driving, seat belt topics and any upcoming enforcement mobilizations or campaign events to be conducted. This PIO shall help facilitate the messaging needs of the NHOHS and assist in coordinating local messages with National mobilizations (i.e. “Drive Sober or Get Pulled Over”, “Click It or Ticket”, “U Drive. U Text. U Pay.” etc.) as well, as assist locals with coordinating their media efforts. This task is supported by CTW Chapter 3, Section 4.1

Funding	Amount
402	\$20,000

3. **Highway Safety Media Campaign.** This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA’s guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a media company or the Department of Safety Homeland Security and Emergency Management to conduct public information and education campaigns, electronic media campaigns, or in-house PSA’s to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct traffic safety

public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds will also support potential media outreach contracts with the University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cat's, AAA, Dartmouth College, Keene State College. This is part of a total program which also includes funding in PSP 18-01, Occupant Protection and PSP 18-02, Alcohol in Relation to Highway Safety. The NHOHS shall coordinate local messages with National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket", "U Drive. U Text. U Pay," etc.). The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, non-seat belt use, and alcohol and/or drug impaired driving. These Media efforts shall be combined with enforcement efforts to help change driving behavior. This task is supported by CTW Chapter 3, Section 4.1.

Funding	Amount
402	\$50,000

- 4. Field Representatives/LEL.** This task shall support two part-time Field Representative/LEL positions to coordinate the development and implementation of new and existing highway safety programs under alcohol and 402 funds. In this capacity, the contract LEL will work in conjunction with NHOHS, local and state police to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safe. Funds will also be provided for LEL salary, travel related expenses related to state and national conferences and trainings as well as in-state travel. This task is supported by CTW Chapter 1, section 2.5 Chapter 2 Sections 2.1, 2.2, 2.3, Chapter 3, Sections 2.2, and Chapter 4 Section 1.3

Funding	Amount
402	\$45,000

- 5. Program Management.** Funds shall be provided to support NHOHS staff that work on enforcement, distracted driving, and seat belt related projects under Section 402 Funds. Funds will also cover travel, professional development expenses, and other related program expenses.

Funding	Amount
402	\$93,000

- 6. Sustained Traffic Enforcement Patrols (STEP).** The NHOHS provides overtime traffic safety enforcement grants to local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related deaths and injuries. The grant applications must be compatible with the NHOHS's mission, program directives and eligibility criteria as stated in the grant notification. Final award amounts were based on crash data to assure that communities with high crash data were allocated an appropriate amount of funding to make an impact in their community. This grant program includes the following traffic safety programs; Speed Enforcement, Operation Safe Commute, Red Light Running, School Bus Patrol, Join the NH Clique and Distracted Driving. All grantees awarded STEP funding will automatically receive separate funding and be required to participate in Operation Safe Commute as well as Join the NH Clique, which will coincide with the "Click It or Ticket" National Mobilization. A list of communities awarded Sustained Traffic Enforcement Patrol grants is provided in

Attachment B. This task is supported by CTW Chapter 2, Sections 2.1 2.3, 3.1, 3.2, and Chapter 3 Section 2.2.

Funding	Amount
402	\$805,737

- 7. NH State Police Enforcement Patrols.** This task will provide funds to support overtime pay for State Police patrols throughout the state involving statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 & 125 and the Special Aircraft unit that is used to observe, identify, and communicate speeding motorists from the air to State Police in cruisers conducting enforcement patrols. Enforcement patrols will include Speed Enforcement. Speed enforcement will be conducted throughout the year but will have a heavier emphasis during the summer months and on national holidays. Patrols will also include “Join The NH clique” to coincide with the “Click It or Ticket” National Mobilization, Operation Safe Commute which are saturation patrols one day a month during the morning and afternoon commuting hours, and distracted driving enforcement patrols conducted to enforce N.H.’s hands free device law and other distracted driving issues. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. This task is supported by CTW Chapter 3, Section 2.2.

Funding	Amount	Indirect
402	\$349,531	\$34,125

**PSP NO. 18-03 PT
POLICE TRAFFIC SERVICES**

Project Titles	NHTSA 402 PT	405 D	Match	Share to Local	Total Federal Funds
1. Equipment	\$106,207		\$67,517	\$54,621	\$106,207
2. Media Position Part-Time (PM)	\$20,000		\$5,000		\$20,000
3. Paid Media	\$50,000		\$12,500		\$50,000
4. Field Rep/LEL Part-Time	\$45,000		\$11,250	\$16,000	\$45,000
5. Program Management	\$93,000		\$23,250	\$37,000	\$93,000
6. Sustained Traffic Enforcement Patrols	\$805,737		\$201,434	\$805,737	\$805,737
7. NH State Police Enforcement Patrols	\$349,531		\$87,383		\$349,531
Total	\$1,469,475		\$408,334	\$913,358	\$1,469,475

PSP 18-04 Traffic Records

PSP 18-04 Traffic Records

Problem Identification

The NH Office of Highway Safety has created an inter-agency, inter-governmental Traffic Records Task Force composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's Traffic Records System with the mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma.

The two-tier Task Force is established with membership from the: NH Office of Highway Safety, NH Department of Safety, NH Department of Transportation, NH Department of Health & Human Services, Administrative Office of the Courts, NH Insurance Department, and the NH Association of Chiefs of Police.

The Task Force includes the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data systems managers, and data users with the technical expertise to look at the following data systems: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

In order to make data-driven decisions, the States' traffic records systems need to provide the information necessary to the various stakeholders to implement programs and countermeasures that reduce motor vehicle crashes and resultant injuries and deaths.

This plan includes new projects and updates on on-going projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY2018, the selected projects address the recommendations made as a result of the NHTSA Traffic Records Assessment that concluded in September 2013.

Progress has been made in the last twelve months with deployment of the State's new Statewide Trauma Registry; a core traffic records data system. The State of New Hampshire launched the New Hampshire Statewide Trauma Registry in the first half of 2016. The Registry has started collecting trauma records beginning with three New Hampshire hospitals in 2016 to now five hospitals as June 13, 2017 who are now currently submitting records into the system. For 2018, additional hospitals will be solicited to continue to expand the system and the overall number of participating hospitals submitting records into the system.

This section also includes a Trauma Registry Uniformity performance measure for the New Hampshire Statewide Trauma Registry. It tracks the number of reports entered into the database that are National Trauma Data Bank-compliant from the baseline period and compares it to the number of compliant reports entered during the current period.

The E-Ticket equipment project will continue for 2018. This equipment will allow New Hampshire law enforcement agencies to submit citations and crash reports to the State electronically instead of manually. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the state electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data.

The Mobile Data Terminal Project for locals will also continue for 2018 to assist law enforcement agencies in purchasing Mobile Data Terminals to facilitate the electronic submission of crash and citation data to the State.

The NHOHS is looking forward to the continuation of the E-Ticket and Mobile Data Terminal Equipment projects. Eventually, data from this equipment funded through the NHOHS will be submitted electronically to the State Vision system once this system goes live. When this happens the majority of law enforcement agencies in the State will be submitting data to this central repository, which will not only reduce the backlog of crash reports entered manually, but also provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Targets

- Increase the number of National Trauma Data Bank-compliant reports entered into the database from baseline of 1,423 during the period of April 1, 2016 through March 31, 2017 to 2,400 during the period of April 1, 2017 through March 31, 2018.
- Increase crash reports that have Manner of Crash completeness from 44.61% in the period April 1, 2016 through March 31, 2017 to 55% during the same period ending in 2018.
- Increase the timeliness of crash reports from the average timeliness of 12.907 days during the period of April 1, 2016 through March 31, 2017 to 10 days during the same period ending in 2018.

Problem Solution Tasks:

- 1. Traffic Records Consultant** Funds shall be providing to the NHOHS to contract with traffic records consultant LexisNexis. This consultant shall be responsible for providing traffic records related guidance, support, and assistance to the traffic records committee (TRCC) and the NHOHS. This consultant shall be responsible for coordinating and conducting up to (3) TRCC meetings for each Federal Fiscal year to include the responsibility of preparing and distributing TRCC meetings notices, agendas, and minutes to all TRCC/TREC members. Responsibilities of this consultant shall also include providing required traffic records information/data to NHTSA/NHOHS to update the FY 2018 Traffic Records Highway Safety Plan, the annual progress report, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for FY 2018. Funds for this task will cover \$43,025.00 for personnel services, and \$1,975.00 for travel (to include current expenses, mileage, lodging, meals, and miscellaneous expenses, etc.)

Funding	Amount
405c	\$45,000

2. **J-One VPN Installation Assistance Funds** shall be provided to the Department of Safety to enable electronic communication of criminal justice data between the various governmental entities that have a need for the data. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. Funds for this task will cover \$148,819 for consultant fees, and \$16,102.22 for indirect costs.

Funding	Amount	Indirect	MOE
405c	\$164,921	\$16,103	\$

3. **EMS Records User Management Funds** shall be provided to the Department of Safety Division of Fire Standards and Training and Emergency Medical Services to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend. This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records, and state EMS licensing records. All users will have one account allowing access to the Users Management Module and the TEMSIS EMS records system under one online umbrella account. The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system. Funds will be used to support \$90,000 for records user management module license, \$41,000 for integration module License, \$141,875 for system configuration and implementation, \$43,750 for annual hosting and maintenance support, 4,650 for system training, \$34,761.96 for indirect, and \$55,410.30 for tablets.

Funding	Amount	Indirect	MOE
405c	\$411,447	\$40,172	\$

4. **DMV Vehicle Crash Records.** Funds shall be provided to the Department of Safety Division of Motor Vehicles to hire staff (overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). This will also increase the timeliness of processing reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. Funds will be used to support \$60,075.00 for overtime wages and benefits, and \$6,500.12 for indirect costs.

Funding	Amount	Indirect
405c	\$66,575	\$6,500

5. **Fatality Analysis Reporting System.** Funds shall be provided to the Department of Safety to support the Fatality Analysis Reporting System (FARS). This system 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 project will allow for the uniform and timely compilation of data, both statistical and specific information to assist local, state, and federal agencies to prevent further loss of life. Funds under this task will cover \$39,559.00 for personnel services (to include benefits), \$3,500.00 for current expenses (to include office supplies, toner, paper, a laptop, CD/DVD Duplicator, and telecommunications, etc.), \$3,000.00 for travel, and \$5,383.92. This task will supplement other federal funds that support the data analyst position.

Funding	Amount	Indirect
405c	\$56,443	\$5,384

6. **E-Ticket Equipment for Locals.** Funds shall be provided to local law enforcement agencies to outfit approximately 165 cruisers (approximately \$1,000 per cruiser) with printers, scanners, and GPS receivers. This equipment will allow local agencies when used in conjunction with software already developed, to create electronic citation and crash reports in the cruiser, provide copies of citations or driver information on scene, and transmit information electronically to DMV and/or the Courts as applicable. With the use of this equipment law enforcement agencies shall have the tools necessary to adequately document motor vehicle activity that can be used to help identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. This equipment will increase significantly the number of agencies that will be able to participate in the e-Citation program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. All purchases will be Buy America Act compliant. Funding for this equipment will supplement enforcement efforts, 18-03-Task 6. Equipment that is \$5,000 or more will seek permission from NHTSA for approval.

Funding	Amount
405c	\$50,000

7. **Mobile Data Terminals.** The New Hampshire Office of Highway Safety would like to provide funding to law enforcement agencies (State, Local, and County) for Mobile Data Terminal (MDT's) equipment. Funding for this Mobile Data Terminal Equipment is contingent upon the law enforcement agencies agreement to connect to the State of New Hampshire e-crash /and e-ticket Records Management System and use the latest version of their vendors certified software to exchange information on the uniform crash form and motor vehicle citations form. Presently, the majority of New Hampshire law enforcement agencies submit manual citations and crash reports to the State. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built and use this software and equipment on the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. This equipment shall also enable the state to have more accurate and timely data submitted, as well as, have access to this data to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury. Funding for this equipment will supplement enforcement efforts 18-

New Hampshire Highway Safety Plan 2018

03 Task 6 and 18-02- Task 8. Equipment will include laptop, docking station, mounting hardware, and stand. All purchases made will be buy American Act compliant. Equipment that is \$5,000 or more will seek permission from NHTSA for approval.

Funding	Amount	Funding	Amount
405c	\$87,513	408	84,500

8. **Data Analysis.** Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically data collected from crash or enforcement efforts will include speed and impairment infractions, and other motor vehicle violations. Data is entered into a database for analysis of locations in the State that may have highway safety related issues or concerns that can then be targeted to provide enforcement or media messaging to address these issues. This data will also be used to provide performance indicators to better determine support of highway safety projects to meet highway safety goals. Funds will be used to cover \$15,047.20 for Overtime.

Funding	Amount
408	15,000

9. **EMS Assessment.** Funds shall be provided to the Department of Safety Division of Fire Standards and Training and Emergency Medical Services to have an EMS assessment conducted by the National Highway Traffic Safety Administration (NHTSA). NHTSA believes that effective emergency medical services (EMS) programs should provide comprehensive, inclusive, and appropriate emergency health care for patients of all ages, adult and pediatric. The Technical Assistance (TA) Program offers States and communities a consistent tool to use over time in assessing the effectiveness of their EMS programs. The assessment process allows a State to assess and evaluate current EMS system effectiveness in relation to the original EMS assessment, subsequent EMS program modifications, and integration of new technology or nationally accepted standards.

Funding	Amount
402	40,000

New Hampshire Highway Safety Plan 2018

PSP NO. 18-04 TR TRAFFIC RECORDS

Project Titles	NHTSA 402 TR	408	405 C	Match	Total
1. Traffic Records Consultant			\$45,000		\$45,000
2. J-One VPN Installation Assistance			\$164,921	\$41,231	\$164,921
3. EMS Records User Management			\$411,447	\$102,862	\$411,447
4. DMV Vehicle Crash Data Update			\$66,576	\$16,644	\$66,576
5. Fatality Analysis Reporting Systems			\$56,443	\$14,111	\$56,443
6. E-Ticket for Locals			\$50,000	\$12,500	\$50,000
7. Mobile Data Terminals		\$84,000	\$87,513	\$43,003	\$172,013
8. Data Analysis		\$15,048		\$3,762	\$15,048
9. EMS Reassessment	\$40,000			\$10,000	\$40,000
Total	\$40,000	\$99,500	\$881,900	\$234,113	\$966,400

PSP 18-05 Motorcycle Safety

Problem Identification

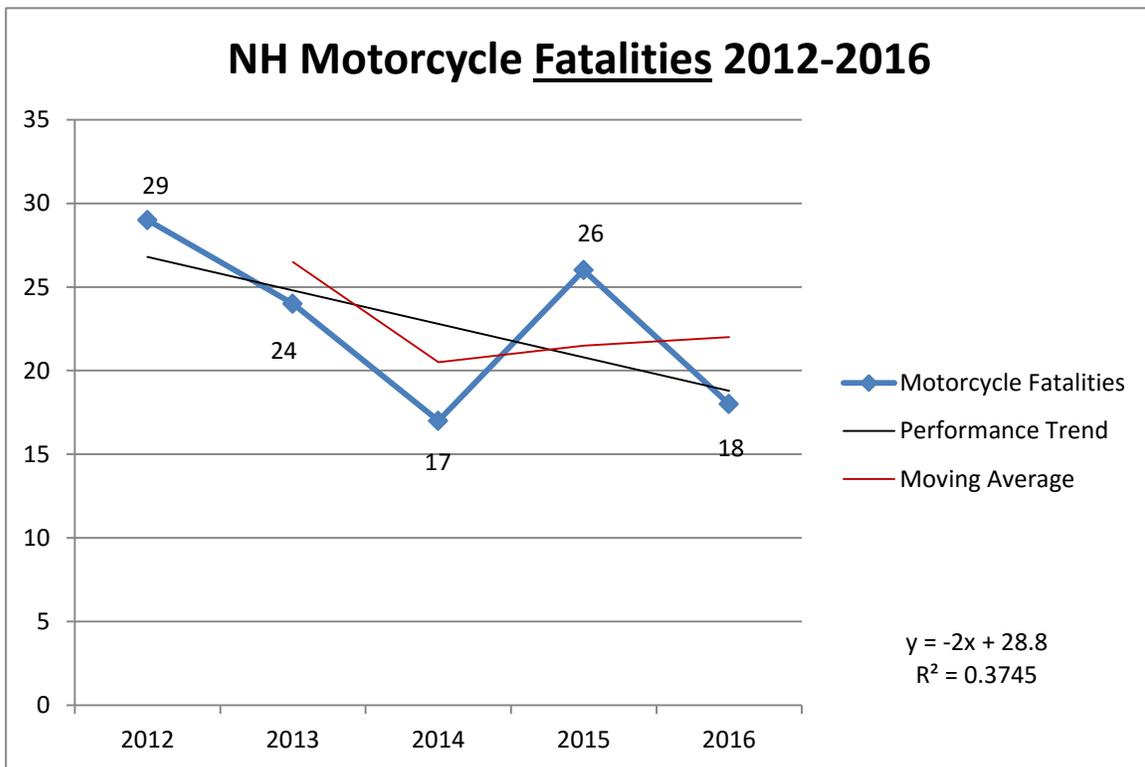
Riding a motorcycle has remained an increasingly popular activity in New Hampshire. Unfortunately, motorcyclist fatalities remain disproportionately high as compared to the rest of the nation. The national average for motorcyclist fatalities as a percentage of all roadway fatalities is about 14 percent. However, in New Hampshire it has been as high as 27 percent in the last five years. Additionally, unhelmeted fatalities make up about 40% of all motorcyclist fatalities nationwide. However, in New Hampshire unhelmeted fatalities have been as high as 69 percent in the last 5 years. The Department of Motor Vehicles (DMV) is the state agency that has leadership and oversight of the Motorcycle Training Program in New Hampshire. Each year approximately 3,000 people receive training in the Basic Rider Course, Intermediate Rider Course, or Experienced Rider Course. NHOHS will continue to work with the DMV to increase the number of motorcyclists who receive training.

The strategies identified for accomplishing our targets include:

- Funding improvements to the motorcycle training program
- Enhance motorist awareness by funding a media program stressing the “share the road” message and to attract riders (beginner, intermediate, and experienced) to take the Motorcycle Rider Training Course. Enforcement of all vehicle and motorcycle laws (through enforcement tasks in other sections)

Motorcycle Fatalities

Figure 35 Motorcycle Fatalities

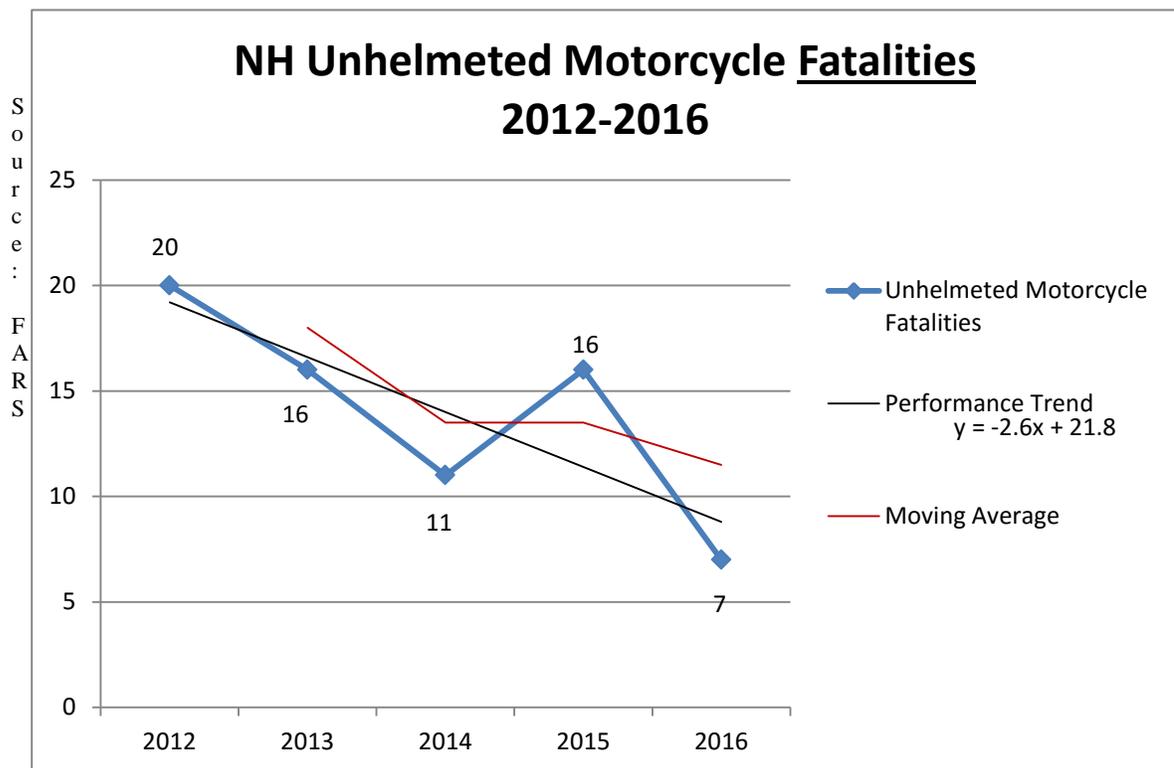


Source: FARS

Each year in June, New Hampshire is host to an annual “Motorcycle Week”. Hundreds of thousands of motorcycles arrive into the state increasing the population of motorcycle riders on our roads and along with it the possibility of being injured or killed in a crash. However, with the exception of a spike in 2015, Figure 33 above does show a downward trend in Motorcycle Fatalities in the last five years. The motorcycle coordinator at the DMV has brought new ideas and energy to this program and we hope to see a continued reduction in these fatalities through an enhanced media and training program that will educate the public on motorcycle safety.

Unhelmeted Motorcycle Fatalities

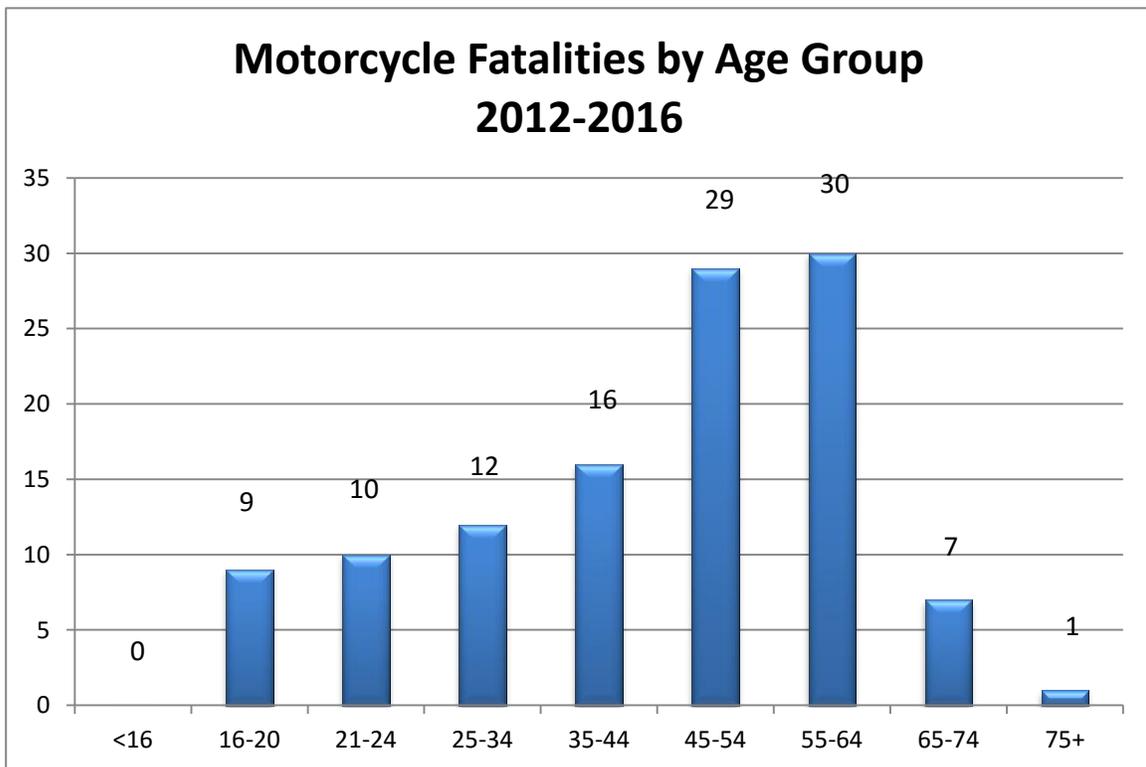
Figure 36 Unhelmeted Motorcycle Fatalities



Although there is no requirement to wear a helmet in NH, Figure 34 above tracks similarly to the chart in Figure 35 and once again, with the exception of a spike in 2015, it shows a marked decrease in the number of Unhelmeted Fatalities in NH, from 20 in 2012 to 7 in 2016. Still, unhelmeted fatalities represented 61% of all motorcycle fatalities for that same 5 year period. It is through our continued media program and motorcycle rider training and safety awareness efforts that we hope to continue a downward trend.

Motorcycle Fatalities by Age

Figure 37 MC Fatalities by Age



Source: FARS

The 35-64 age groups have the vast majority of fatalities. Because of this a concerted effort will be made to recruit this age group to participate in motorcycle training and safety programs offered by the NH DMV.

Motorcycle Crashes by Time of Day

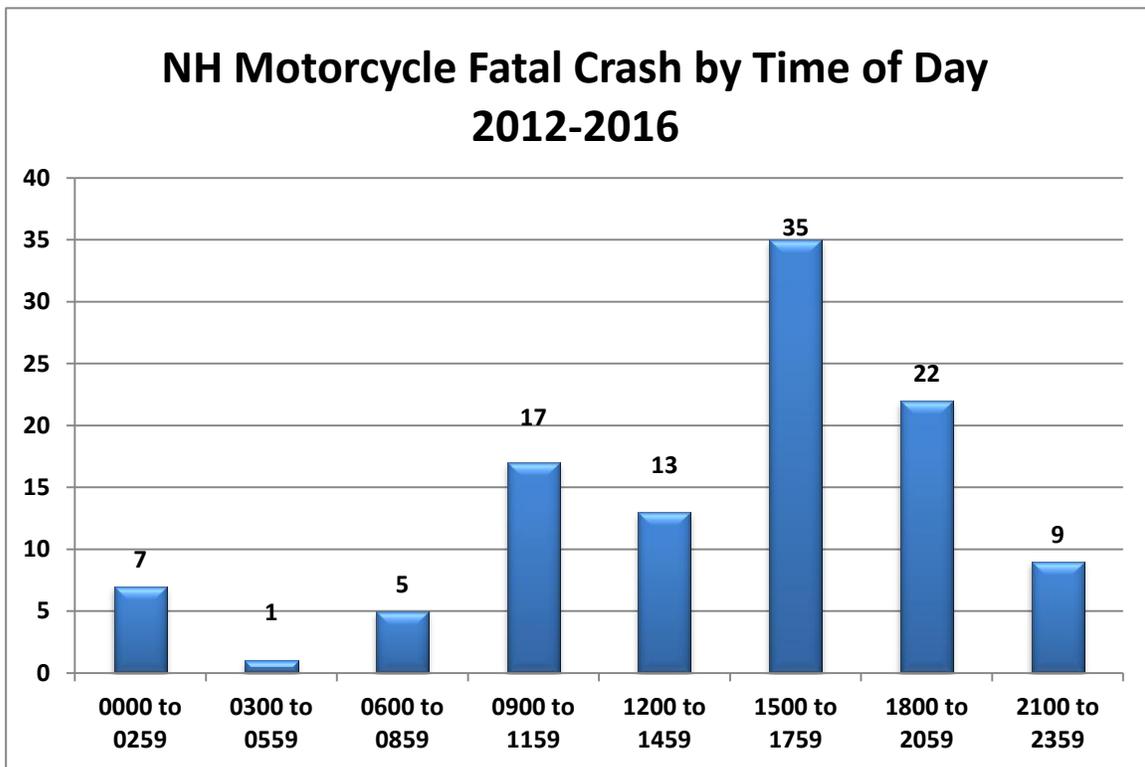


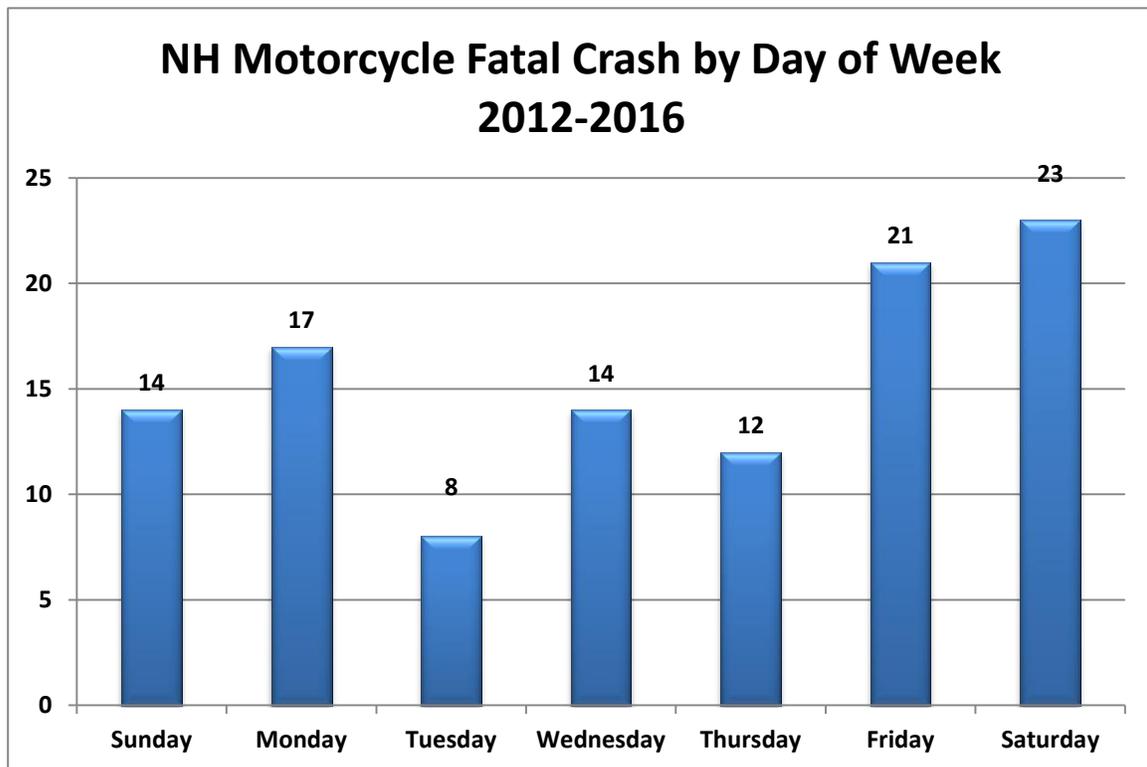
Figure 38 MC Crashes by Time of Day

Source: FARS

Motorcycle fatalities closely mirror the time of all motor vehicle fatalities with 60% occurring in the late afternoon and evening hours. Therefore, general enforcement of motorcycle laws will take place during enforcement tasks described in other sections.

Motorcycle Crashes by Day of Week

Figure 39 MC Crashes by Day of Week

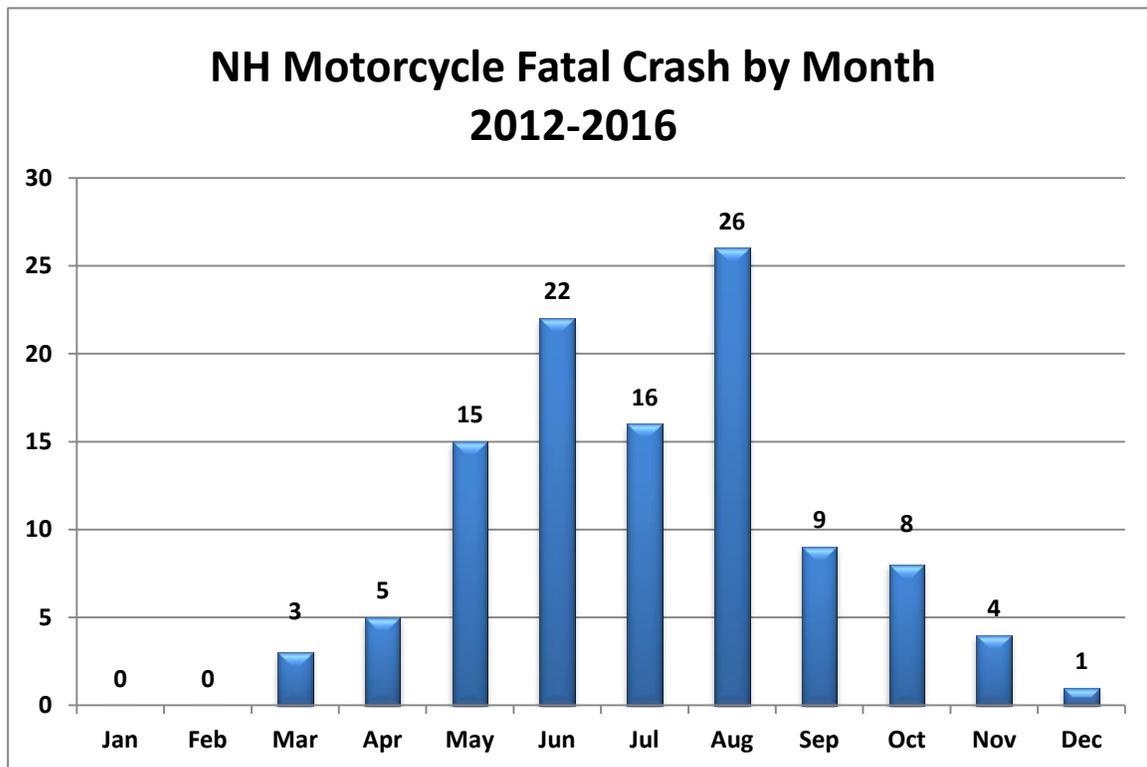


Source Data FARS May 2017

Between 2012 and 2016 69% of Motorcycle Fatalities occurred on Friday, Saturday, Sunday, and Monday. Therefore, general enforcement of motorcycle laws will be encouraged during enforcement tasks on these days.

Motorcycle Fatal Crashes by Month

Figure 40MC fatal Crashes by Month



Source FARS

59% of Motorcycle fatalities between 2012 and 2016 occurred in the summer months. Because of this and the data on the previous charts motorcycle enforcement efforts will be concentrated in the late afternoon on weekends and Monday holidays during the summer months.

Figure MC-7 shows the number of motorcycle crashes for the 2012-2016 timeframe.

Table MC-7

Year	Property Damage	Injury	Total MC Crashes
2016	16	100	746
2015	32	414	769
2014	31	383	677
2013	32	362	740
2012	17	451	804

Source: FARS

Performance Targets

- Reduce motorcycle fatalities by 5 percent from 23 (2012-2016 average) to 22 (2014-2018 average).
- Reduce unhelmeted motorcycle fatalities by 10 percent from 14 (2012-2016 average) to 13 (2014-2018 average).

•

• Problem Solution Tasks:

1. Motorcycle Safety Program Enhancements. Funds will be provided to the DMV to improve the state’s motorcycle rider training program. Purchases will include trailers, motorcycles, repair/maintenance tools, speakers, and educators for Rider Coaches, advertising for instructor recruitment and leasing for closed course skills training. Funds shall also be used to include share the road messaging with posters, maps, handouts, and a professionally produced series of Non-Commercial Sustaining Announcements (NCSA’s) to radio stations throughout the state to promote motorcycle safety, and MRT courses. CWT, Chapter 5, and Sections 3.1, 3.2, 4.1 and 4.2, support this task.

Funding	Amount	Funding	Amount	Indirect
2010	\$81,320	405f	\$55,410	\$5,410

PSP NO. 18-05 MC MOTORCYCLE SAFETY

Project Title	Section 2010	Section 405 F	Match	Total Federal Funds
1. MC Safety Program Enhancements	\$81,320	\$55,410	\$34,182	\$136,730
Total	\$81,320	\$55,410	\$17,500	\$136,730

PSP 18-06 Pedestrian/Bicycle

Performance Targets:

- Reduce pedestrian fatalities by 10 percent from 13 (2012-2016 average) to 12 (2014-2018 average).
- Maintain bicyclist fatalities at 2 (2012-2016 average) for 2014-2018 average of 2.

Problem Identification

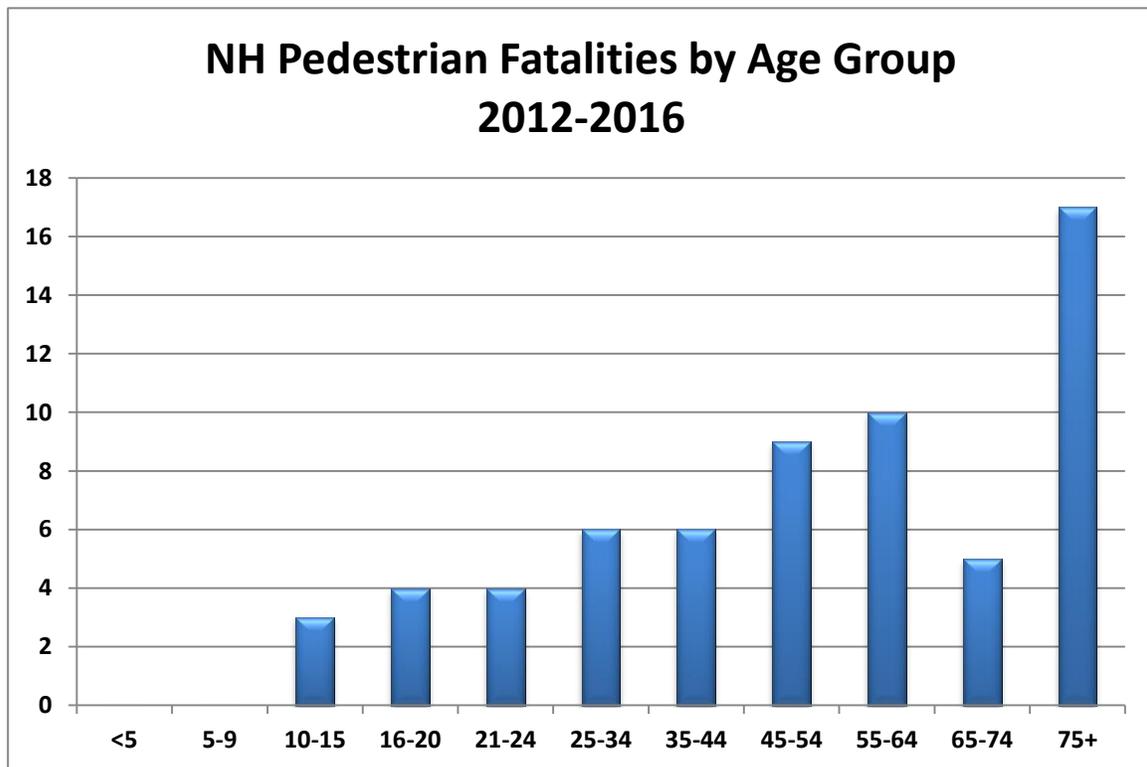
In 2016, pedestrians were 14% of all fatalities in New Hampshire up from 9% in 2015. In 2016, bicyclists were 1% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicycle fatalities in New Hampshire are relatively few compared to the national average, this is a concern NHOHS is treating seriously. NHOHS will be conducting additional outreach for our bicycle and pedestrian programs so more citizens are impacted compared to previous years. Additionally, on Tuesday April 21, 2015 FHWA led a bicycle and pedestrian-focused Road Safety Assessment (RSA) in Manchester as part of the US DOT Secretarial initiative. The NHOHS participated in this RSA which has allowed for new and strengthened relationships with bicycle and pedestrian advocacy groups.

The strategies identified for accomplishing our goals include:

- Awarding funds for the enforcement of bicycle and pedestrian laws to communities that have demonstrated a need.

Pedestrian Fatal by Age

Figure 41 Pedestrian Fatal by Age Group

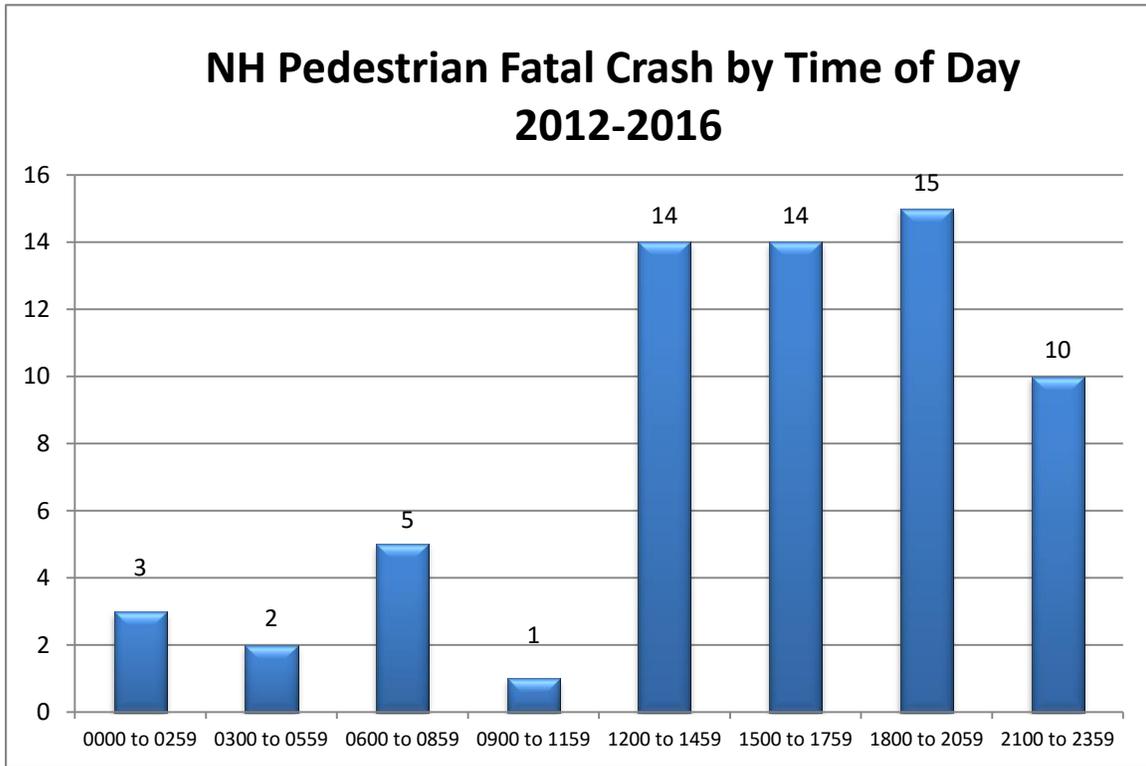


Source FARS

Figure 40 shows that there is a clear age group that is more likely to be killed as a pedestrian. This data indicates that young people are less likely to be killed in this manner. Additional resources will be directed to the 75 years old plus age group on future contracts.

Pedestrian Fatal by Time of Day

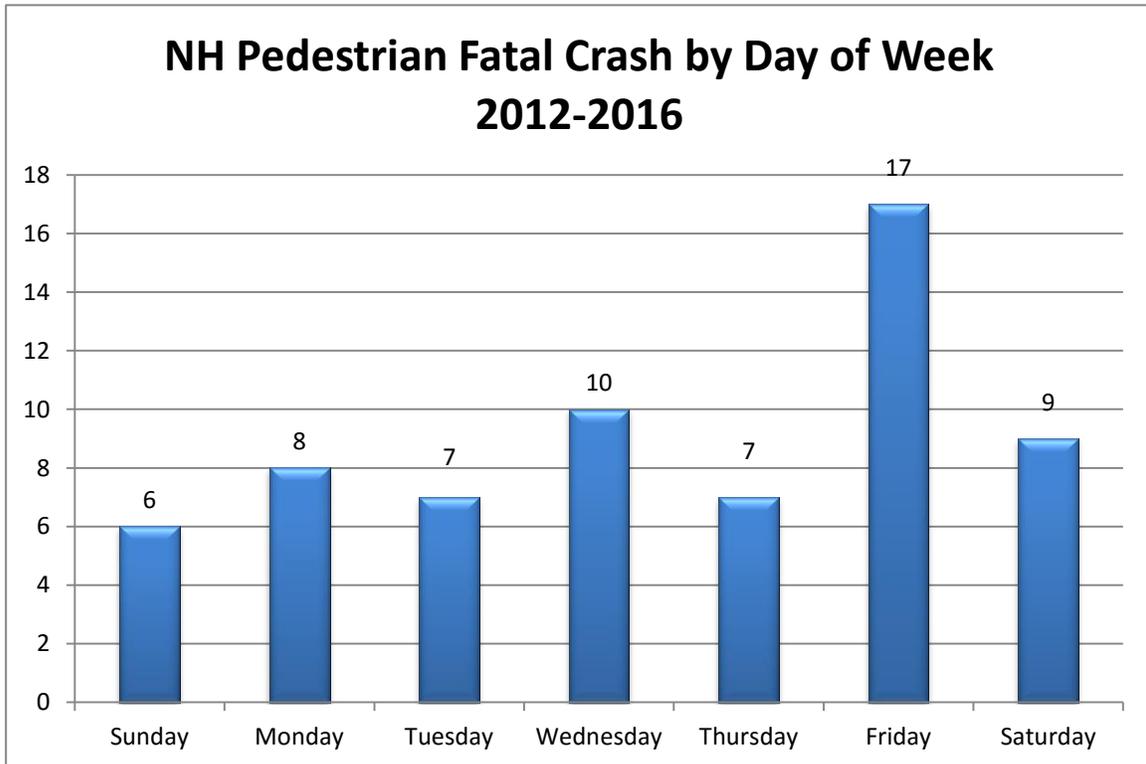
Figure 42 Pedestrian Fatal by Time of Day



Source: FARS

Pedestrian Fatal by Day of Week

Figure 43 Pedestrian by day of Week

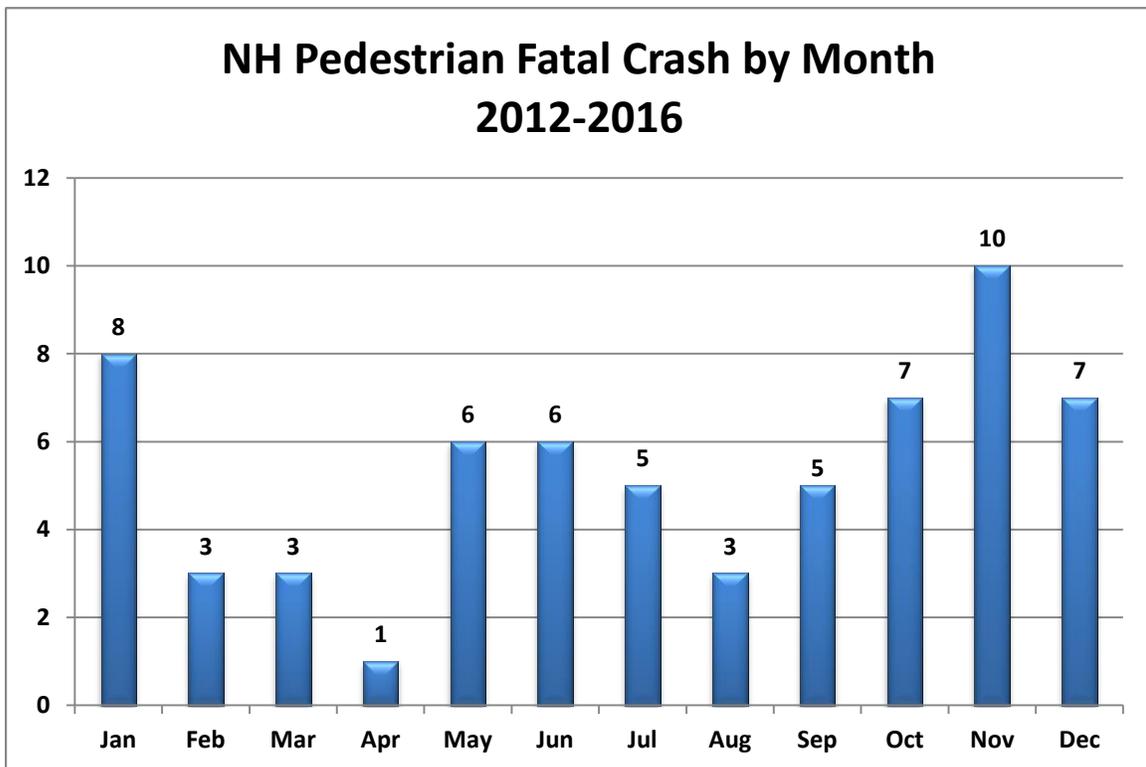


Source: FARS

Figures 40, 41 and 42 show the time of day, day of week, and month of year that pedestrians have been killed from 2012-2016. The most likely period for a pedestrian to be killed is during the afternoon and evening commuting hours. Wednesday, Friday and Saturday are the most likely day for a pedestrian to be killed. January, October, November, and December are the most likely month for a pedestrian fatality to occur. This data will be presented to our grantees of the bicycle and pedestrian enforcement grant to help determine when patrols will be scheduled. Although more local data specific to all pedestrian crashes will be used as a determining factor as well.

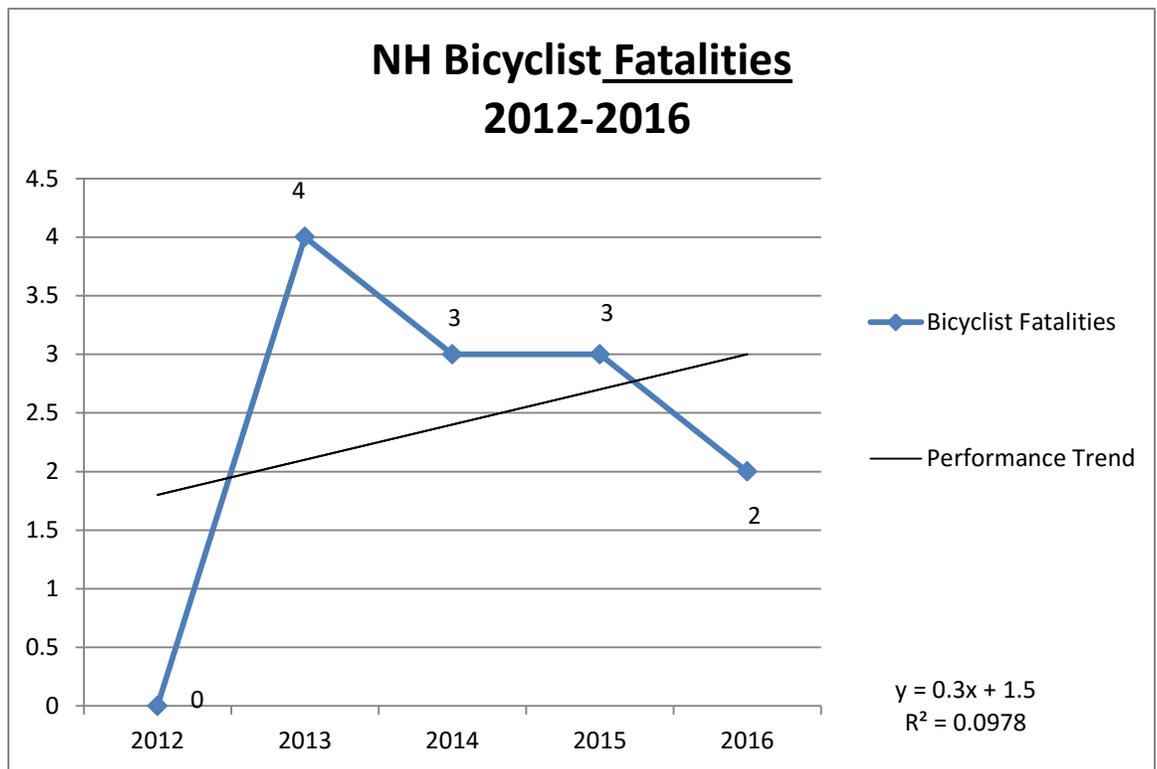
Pedestrian Fatal Crash By Month

Figure 44 Pedestrian Fatal By Month



Source: : FARS

Bicycle Fatalities
Figure 45 Bicyclist Fatal



Source FARS

Figure 43 shows that there have not been very many bicyclist fatalities in the 2012-2016 time. Unfortunately, more specific demographic and temporal data is not available at this time.

Performance Targets:

- Reduce pedestrian fatalities by 12 percent from 13 (2012 - 2016 average) to 11 by December 31, 2018.
- Maintain bicyclist fatalities at 2 (2012 - 2016 average) by December 31, 2018.

Problem Solution Tasks:

1. This task will provide funds to enable local law enforcement agencies to conduct overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws. Patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the evening commuting hours. Specific times and locations will be based on local data. A list of communities awarded Bicycle/Pedestrian grants is provided in Attachment C. This task is supported by CTW Chapter 8, Section 4.4, and Chapter 9, Section 3.3.

Funding	Amount
402	\$59,099

**PSP NO. 18-06
BICYCLE and PEDESTRIAN SAFETY**

Project Title	NHTSA 402 PS	Match	Share to Local	Total Federal Funds
1. Pedestrian/Bicycle Enforcement	\$59,099	\$14,775	\$59,099	\$59,099
Total	\$59,099	\$14,775	\$59,999	\$59,099

PSP 18-07 Distracted Driving

Problem Identification

Driver inattention is one of the leading causes of crashes nationwide and in New Hampshire. However, this data can be difficult to track because drivers are often unwilling to admit to behavior that may have contributed to a crash. Additionally, police often lack resources to obtain cell phone records that may support distracted driving as a causation factor in a crash.

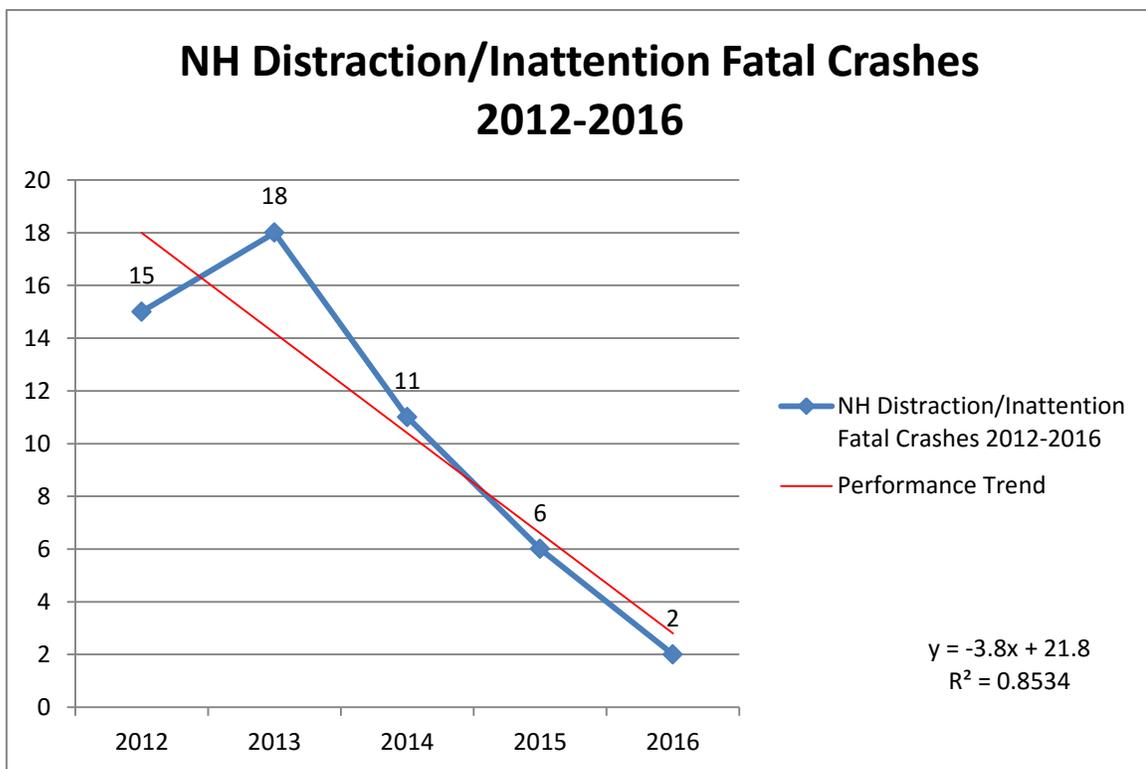
NH's Hands Free Electronic Device Law, effective July 1, 2015, allows for hands free cellphone use but prohibits many dangerous activities such as texting, emailing, accessing the internet, using social media, watch videos, and programming a GPS device while driving. Prior to this, NH's texting laws were largely unenforceable. This law has greatly enhanced our police partners' ability to enforce distracted driving laws and increased safety on our roadways. Additionally, with this new law, NHOHS expects to utilize section 405D FLEX or 405E (if available) funds to help expand this program area.

The strategies identified for accomplishing our goals include:

- Fund the NHSP and local agencies to enforce distracted driving laws throughout NH.
- Provide distracted driving signage on NH roads to inform drivers of hands free law.
- Fund teen driver programs.
- Educate the general public regarding the new Hands-Free Electronic Device Law.

Fatal Crashes with Distraction

Figure 46 Fatal Crashes with Distraction



Source: FARS

Goal: Reduce Distracted/Inattention Fatal crashes by 40 percent from 10 (2012-2016 average) to 6 (2014-2018 average).

The trend line shows a downward trend and New Hampshire expects this to continue. Beginning July 1, 2015 New Hampshire’s Hands-free law became effective and enforcement of the law began. In FFY 17 and again for FFY 18 overtime enforcement grants were provided to State, Local and County law enforcement agencies for distracted driving. Additionally, the R-squared value (0.8534) shows a high confidence in the prediction.

Problem Solution Tasks:

1. **Enforcement of Distracted Driving Law** Funds will be provided to the NHSP and local law enforcement agencies to conduct activities to enforce distracted driving laws. Patrols by police will be conducted statewide and year round with a particular focus on Distracted Driving Awareness Month, April 2018. Although all inattentive behaviors will be addressed with this grant, particular attention will be paid to enforcing New Hampshire’s hands free law. New Hampshire’s variable message boards will also be used to inform drivers about state laws. This task is supported by CWT. Chapter 4 Section 1.3 and 2.2.

2. **Teen Distracted Driver Program** This task will provide funds to the Community Alliance for Teen Safety (CATS) to provide information and education to youth and families related to distracted driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents and to advocate for parent-teen driving contracts while emphasizing the importance of a parent’s role in modeling safe driving habits for their children. This project shall allow for the project director to attend the Lifesavers Conference in San Antonio, TX in April 2018 to learn more on the latest distractive driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA’s), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that will be used in High schools and/or driver education classes in FFY2018. There will be an evaluation component to measure what is learned. This task is supported by CTW Chapter 4 Section 1.2, 1.4, 2.1 and 2.2.

Funding	Amount	Funding	Amount	Indirect Cost
405d FLEX	\$284,319	405e	284,319	\$9,743
FDL*DD				

**PSP NO. 18-07
DISTRACTED DRIVING**

Project Title	NHTSA 405 FDL*DD Or 405 E	Match	Share to Local	Total Federal Funds
1. Distracted Driving Enforcement	\$284,319	\$69,579		\$284,319
2. Teen Distracted Driver Program	\$6,000	\$1,500		\$6,000
Total	\$290,319	\$71,079		\$290,319

PSP 18-08 Program Management and Administration

Problem Identification

The Planning & Administration program area includes activities and costs necessary for the overall management and operations of the NHOHS. Thirteen percent of Section 402 funds will support activities including but not limited to:

- Identifying NH's safety concerns
- Prioritizing concerns and developing methods for distribution of funds
- Developing grant programs
- Recommending grants for funding
- Conducting trainings for grantees
- Managing grant programs
- Monitoring, evaluating, and assessing grantees
- Preparing grant reports
- Developing the annual Highway Safety Plan and Annual Report
- Contributing to traffic safety committees

Performance Targets

- Submitting the HSP including the Section 402 and Section 405 applications to NHTSA by July 1
- Submitting the Annual Report to NHTSA by December 31
- Developing, managing, monitoring and evaluating grants described in the HSP

Problem Solution Tasks:

1. **Planning and Administration.** Funds provided under this task will be used to create, implement, monitor, and evaluate projects associated with the 2018 HSP and production of the 2017 Annual Report. Funds will be used for salaries, travel, office space and other overhead costs, equipment, and materials.
2. **Captain's Position.** Funds shall be provided under this task to support a State Police Captain position to manage the Safety Planning and Administration Section of the Office of Highway Safety, including supervising staff, directing work activities, setting priorities, reviewing staff assignments, conducting periodic staff evaluations, etc. This individual shall be responsible for oversight of the Federal planning function within the division including development of the State's annual Highway Safety Plan (HSP) and coordination with the State Strategic Highway Safety Plan both required by Federal mandate. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) duties for the Governor's Traffic Safety Advisory Commission rests with this position. This individual shall also provide oversight of Traffic Records, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs.

Funding	Amount	Indirect
402	\$410,000	\$131,775

PSP NO. 18-08

PLANNING and ADMINISTRATION

Project Title	NHTSA 402 PA	Match	Total Funds	Federal
1. Planning and Administration	\$410,000	\$410,000	\$410,000	
Total	\$410,000	\$410,000	\$410,000	

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quipment \$5000.00 and above

402 Funds			
Town	Type of Equipment	Total Funds	Make & Model
Wakefield (1)	Radar Display Trailer	\$18,554	Wanco-Mini Matrix Trailer
405D Funds			
Hooksett	Total Robotic Station	\$29,608.10	Sokkia-1X Robotic Total Station
Littleton	In-Cruiser Video	\$6,420	WatchGuard 4RE in-car camera
Moultonborough	In-Cruiser Video	\$5,320	WatchGuard 4RE in car video
Northfield	In-Cruiser Video	\$5,100	WatchGuard 4RE in car video
Winchester	In-Cruiser Video	\$5,020	4Re Standard DVL Camera. 4RE-STD-GPS-RV2
State Police	Gas Chromatograph	\$180,000	LC/Triple Mass Quad Mass spectrometer

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

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Highway Safety Plan Cost Summary

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2018-HSP-1

Report Date: 06/30/2017

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2018-18-04-00	408 Data Program Incentive	\$.00	\$24,875.00	\$.00	\$99,547.00	\$99,547.00	\$.00
408 Data Program Incentive Total			\$.00	\$24,875.00	\$.00	\$99,547.00	\$99,547.00	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$24,875.00	\$.00	\$99,547.00	\$99,547.00	\$.00
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2018-18-02-00	410 Alcohol Safetea - LU	\$.00	\$969,652.00	\$.00	\$358,237.00	\$358,237.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$969,652.00	\$.00	\$358,237.00	\$358,237.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$969,652.00	\$.00	\$358,237.00	\$358,237.00	\$.00
2010 Motorcycle Safety								
2010 Motorcycle Safety Incentive								
	K6-2018-18-05-00	2010 Motorcycle Safety	\$.00	\$20,300.00	\$.00	\$48,258.00	\$48,258.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$20,300.00	\$.00	\$48,258.00	\$48,258.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$20,300.00	\$.00	\$48,258.00	\$48,258.00	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2018-18-04-00	Traffic Records Data Program	\$.00	\$66,293.00	\$.00	\$265,171.00	\$265,171.00	\$.00
405c Data Program Total			\$.00	\$66,293.00	\$.00	\$265,171.00	\$265,171.00	\$.00
MAP 21 405c Data Program Total			\$.00	\$66,293.00	\$.00	\$265,171.00	\$265,171.00	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2018-18-05-00	Motorcycle Education	\$.00	\$490.00	\$.00	\$1,962.00	\$1,962.00	\$.00

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Highway Safety Plan Cost Summary

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2018-HSP-1

Report Date: 06/30/2017

New Hampshire Highway Safety Plan 2018

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
405f Motorcyclist Training Total			\$.00	\$ 490.00	\$.00	\$ 1,962.00	\$ 1,962.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$ 490.00	\$.00	\$ 1,962.00	\$ 1,962.00	\$.00
FAST Act NHTSA 402								
Planning and Administration								
	PA-2018-18-08-00	Planning & Administration & Capt Positio	\$.00	\$ 410,000.00	\$.00	\$ 410,000.00	\$ 410,000.00	\$.00
Planning and Administration Total			\$.00	\$ 410,000.00	\$.00	\$ 410,000.00	\$ 410,000.00	\$.00
Alcohol								
	AL-2018-18-02-00	Alcohol in Relation to HS	\$.00	\$ 7,125.00	\$.00	\$ 28,500.00	\$ 28,500.00	\$ 400.00
Alcohol Total			\$.00	\$ 7,125.00	\$.00	\$ 28,500.00	\$ 28,500.00	\$ 400.00
Occupant Protection								
	OP-2018-18-01-00	Occupant Protection	\$.00	\$ 152,920.71	\$.00	\$ 611,683.00	\$ 611,683.00	\$ 120,000.00
Occupant Protection Total			\$.00	\$ 152,920.71	\$.00	\$ 611,683.00	\$ 611,683.00	\$ 120,000.00
Pedestrian/Bicycle Safety								
	PS-2018-18-06-00	Pedestrian/Bicycle Safety	\$.00	\$ 14,775.00	\$.00	\$ 59,099.00	\$ 59,099.00	\$ 59,099.00
Pedestrian/Bicycle Safety Total			\$.00	\$ 14,775.00	\$.00	\$ 59,099.00	\$ 59,099.00	\$ 59,099.00
Police Traffic Services								
	PT-2018-18-03-00	Police Traffic Services	\$.00	\$ 367,368.53	\$.00	\$ 1,429,473.44	\$ 1,429,473.44	\$ 477,977.40
Police Traffic Services Total			\$.00	\$ 367,368.53	\$.00	\$ 1,429,473.44	\$ 1,429,473.44	\$ 477,977.40
Traffic Records								
	TR-2018-18-04-00	Traffic Records	\$.00	\$ 10,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$.00
Traffic Records Total			\$.00	\$ 10,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$.00
FAST Act NHTSA 402 Total			\$.00	\$ 962,189.24	\$.00	\$ 2,578,755.44	\$ 2,578,755.44	\$ 657,476.40

FAST Act 405c Data Program

