

STATE OF NEW HAMPSHIRE

STRATEGIC ACTION PLAN

FISCAL YEAR 2010

DEVELOPED AND PREPARED
BY THE STAFF
OF THE
NEW HAMPSHIRE HIGHWAY SAFETY AGENCY
PINE INN PLAZA
117 MANCHESTER STREET
CONCORD, NH 03301-5101
(603) 271-2131
FAX (603) 271-3790

GOVERNOR JOHN H. LYNCH
EXECUTIVE DIRECTOR

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

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

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FISCAL YEAR 2010

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STATE OF NEW HAMPSHIRE

CERTIFICATIONS AND ASSURANCES

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

- (a) The State of New Hampshire complies with all applicable Federal statutes, regulations and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include: 23 USC Chapter 4 - Highway Safety Act of 1966, as amended; 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments; 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations; 23 CFR Chapter II - (ss1200, 1205, 1206, 1250, 1251 & 1252) Regulations governing highway safety programs; 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals; CFR Part 225 (formerly OMB Circular A-87 Cost Principles for State, local and Indian Tribal Governments); OMB Circular A-21 Cost Principles for Educational Institutions; OMB Circular A-122 Cost Principles for Nonprofit Organizations; OMB Circular A-128 Audit of State and Local Governments; OMB Circular A-133 Audits of Institutions of Higher Education and Nonprofit Institutions; NHTSA Order 462-6C Matching Rates for State and Community Highway Safety Programs; and Highway Safety Grant Funding Policy for Field-Administered Grants (effective 7/14/95).
- (b) The Governor is responsible for the executive direction of the State's highway safety program through the New Hampshire Highway Safety Agency (NH RSA 238) which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management and disposition of equipment) to carry out the program under 23 U.S.C. 402(b)(1)(A);
- (c) The political subdivisions of the State are authorized by NH RSA 238:6, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));
- (d) At least 40 per centum of all federal funds apportioned to the State under 23 U.S.C. 402 for this fiscal year will be expended by the political subdivisions of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation.
- (e) The State's highway programs provide adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced after July 1, 1976, at all pedestrian crosswalks throughout the state, in accordance with 23 U.S.C. 402 (b)(1)(D).
- (f) The State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 U.S.C. 402(b)(1)(E);
- (g) The State's highway safety program has been specifically exempted from the provisions of Circular A-95 by the Governor of the State of New Hampshire.
- (h) The State's highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin (and 49 CFT Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. ss 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, ad amended (29 U.S.C. ss 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. ss 6101-6107), which

prohibits discrimination on age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended relating to nondiscrimination on the basis of alcohol abuse of alcoholism; g) ss 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. ss 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

- (i) Cash draw downs will be initiated only when actually needed for disbursements, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.4. Failure to adhere to these provisions may result in the termination of draw down privileges.
- (j) Arrangements have been made for the required financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle. (Failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of federal funds.)
- (k) This Highway Safety Plan has been submitted for review to the single point of contact designated by the Governor to review federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).
- (l) Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such facilities and equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).
- (m) The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR, Part 18.20.
- (n) Each recipient of Section 402 funds has a procurement system that complies with applicable State procurement procedures.
- (o) The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including: 1) national law enforcement mobilizations, 2) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits; 3) an annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and 4) development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
- (p) The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

DRUG-FREE WORKPLACE ACT OF 1988

In accordance with the Drug-Free Workplace Act of 1988 (49 CFR, Part 29, Subpart F) and former Governor Judd Gregg's Executive Order No. 89-6, the State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. ss 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Grants, Loans and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

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

Instructions for Primary Certification

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

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

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.
6. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

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

1. The prospective primary participating certifies to the best of its knowledge and belief, that its principals: a) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by a Federal department or agency; b) have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property; c) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and d) have not within a three-year period preceding this application/proposal had one or more public transaction (Federal, State or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (see below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for the NH Highway Safety Agency has reviewed the Fiscal Year 2008 Strategic Action Plan and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

<p>Date:</p> <p><i>Aug. 3, 2009</i></p> <p>August 3, 2009</p>	<p><i>Peter M. Thomson</i></p> <p>Peter M. Thomson, Coordinator</p>
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MISSION STATEMENT

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

EXECUTIVE SUMMARY

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas outlined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2010 commencing October 1, 2009, and ending September 30, 2010. Priority funding areas supported with Section 402 funds include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety. Funds are also included for Community Traffic Safety Programs/Safe Communities and Roadway Safety activities. Prior year Section 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs; Section 408 funds will be used to evaluate, improve and link highway safety data and traffic records systems; and Section 410 funds will support the implementation and enforcement of alcohol-impaired driving prevention programs.

During the 2009 legislative session several bills were acted upon by the New Hampshire Senate and House of Representatives.

HB 34 prohibiting writing a text message and device usage while driving was adopted. Effective January 1, 2010, "a person operating a moving motor vehicle who writes a text message or uses two hands to type on or operate an electronic or telecommunications device, is guilty of a violation. A person does not write a text message when he or she reads, selects, or enters a phone number or name in a wireless communications device for the purpose of making a phone call." The fine for this violation is \$100.00

HB 54 requiring vehicle impoundment for driving after revocation or suspension was found inexpedient to legislate by the House.

HB 99 increases the hours of additional supervised driving time required for a person under the age of 18 to complete driver education from 20 to 40 hours and that at least 10 of those 40 hours of additional supervised driving time were during the "period from ½ hour after sunset to ½ hour before sunrise". Adopted by the Legislature and signed by the Governor, Chapter 6 is effective June 16, 2009.

HB 179 requiring proof of motor vehicle liability insurance in order to register a motor vehicle was found inexpedient to legislate by the House.

HB 383 "requiring passenger restraint use by all motor vehicle operators and passengers unless specifically exempt by law" was passed by the House by a vote of 169-151 but was laid on the table by the Senate.

HB 528 establishing a restricted driver's license for work-related transportation was found inexpedient to legislate by the House. However, *HB 571* authorizing limited driving privileges for certain persons whose licenses have been revoked or suspended and modifying the requirements for having a DWI conviction reduced to a violation is retained in the House Transportation Committee.

HB 588 lowering the legal drinking age to 18 was found inexpedient to legislate by the House.

SB 103 prohibits serving or selling alcohol to an individual who is visibly intoxicated or who a reasonable and prudent person would know is intoxicated. Effective January 1, 2010, this bill was adopted by the Legislature and signed by the Governor.

SB 113 authorizing the use of electronic enforcement at traffic signals was found inexpedient to legislate.

PROCESS DESCRIPTION

The NH Highway Safety Agency (NHSA) sends a letter each January to the mayors, chairmen of boards of selectmen, and police and fire chiefs in each of the 234 towns and cities, the 10 county sheriffs, and to those state agencies and other eligible grantees who have a direct interest in promoting highway safety. This letter defines the federal guidelines and potential funding areas and includes a form for them to complete listing anticipated highway safety projects and funding amounts which they would like to address in the up-coming federal fiscal year. This planning information must be submitted to the NHSA by March 31. To assist in the process, the NHSA staff periodically addresses the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. During the first quarter of calendar year 2007, the NHSA conducted four “Grant Writing Made Easy” sessions at key geographic areas throughout the state. Attended by chiefs, their grant writers, and administrative assistants, the sessions provided information on federal funding requirements/restrictions, application processing, reimbursement procedures, reporting requirements, etc. While state agencies submit grant applications for the upcoming fiscal year, the one-page planning forms received from local and county government entities listing anticipated highway safety-related efforts are carefully reviewed for funding based on identified problems and proposed countermeasures. The Agency’s two field representatives (one assigned to the northern five counties and one assigned to the southern five counties) then work with the designated contact within each community and assist them in completing grant applications, and the program manager works with representatives of the various state agencies.

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

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

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

In addition to the planning letter, the NHSA uses information provided by the two field representatives and other Agency personnel throughout the year resulting from contacts with grantees and potential

grantees. Problem identification and the development of solutions is an on-going process that sometimes necessitates adjustments within program funding areas during the year.

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

IDENTIFY PROBLEMS

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

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

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

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national priority areas and includes: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety, as well as Community Traffic Safety Programs/Safe Communities and Roadway Safety activities.

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

PSP 10-01 (OP) Occupant Restraints. To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, expand the campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, and continue the training of CPS technicians. Funds will also support enforcement

of the CPS law, as well as a contract with the UNH Survey Center to conduct the annual NHTSA-approved seat belt usage survey and the NHTSA Attitude Survey.

PSP 10-02 (AL) Alcohol and/or Other Drugs. To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including sobriety checkpoints, administration of the DRE program, supporting a high school program featuring a former state prison inmate charged with manslaughter resulting from impaired driving, covering administrative costs associated with the DWI mobile command van, conducting a DWI/drug conference for district court judges, and contracting for the NHTSA Attitude Survey.

PSP 10-03 (PT) Police Traffic Services. To achieve and maintain compliance with posted speed limits and motor vehicle laws through enhanced enforcement, public information and education; assisting local/county and State Police with the purchase of equipment; funding enforcement of red light running and other violations; conducting dedicated school bus enforcement during hours when students are being transported to/from school; the purchase of equipment and crash investigation training; and contracting for the NHTSA Attitude Survey.

PSP 10-04 (TR) Traffic Records. To continue the development and operation of a computerized data processing system that will assure appropriate crash and injury data is available for planning, implementing, and evaluating highway safety programs at state and local levels. Section 408 funds will support programs to improve collection and accessibility of state data used to identify problems and priorities for highway safety programs.

PSP 10-05 (EM) Emergency Medical Services. To continue to provide assistance to local emergency medical providers for the purchase of equipment for the rapid extrication of crash victims.

PSP 10-06 (PA) Program Management. To continue a management system based on problem identification through data analysis and the implementation, coordination, and evaluation of countermeasures that will aid in reducing highway crashes.

PSP 10-07 (PS) Pedestrian and Bicycle Safety. To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

PSP 10-08 (MS) Motorcycle Safety. Through public information, education, and initiatives of the NH Motorcycle Safety and Awareness Task Force, efforts will be made to reduce the number of motorcycle crashes resulting in injuries and fatalities. Section 2010 funds will support efforts to enhance motorcycle training and safety programs throughout the state.

PSP 10-09 (SB) Pupil Transportation. To continue and enhance a comprehensive, statewide pupil transportation program.

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

PSP 10-11 (RS) Roadway Safety. To provide highway safety engineering services through the state and local communities for traffic safety improvements, continue the analysis of all available traffic records, and continue funding the Operation Lifesaver program to promote safety at railroad crossings.

PSP 10-12 (K8) Section 410 Drunk Driving Prevention Programs. Using prior year Section 410 funds, programs will continue to elevate the State’s efficiency in combating the DWI problems through increased enforcement, sobriety checkpoints and training, “Last Drink Surveys”, continuation of the Department of Justice Traffic Safety Research Prosecutor, and the purchase of in-cruiser video equipment.

PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,315,000 residents (2008 estimated) and a landmass of 9,282.11 square miles which results in a population density of 156.5 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four and one-tenth (64.1) percent of the population (843,160) reside in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 327.5 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 108,154 and 87,111 residents respectively. Approximately 95 percent of the population is white, while the remaining 5 percent represents all other populations (i.e. black/African American, Indian, Asian, Hispanic, all others).

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

The following chart shows the State’s most heavily populated cities/towns and their locations within the State’s ten counties. The ten most populated communities are located in the southern five counties of the State. (2008 Census estimated—NH Office of Energy and Planning).

CHART NO. 1				
<u>COUNTY & LARGEST CITIES/TOWNS WITHIN COUNTY</u>				
(2008 ESTIMATED POPULATION FIGURES)				
<u>County</u>	<u>County Population</u>	<u>City/Town</u>	<u>City/Town Population</u>	<u>Location</u>
Southern Counties & Largest Cities/Towns				
Hillsborough	400,940	Manchester	108,154	South Central
		Nashua	87,111	South Central
		Merrimack	26,139	South Central
Rockingham	295,525	Derry	34,071	South Central
		Salem	29,549	South Central
		Londonderry	24,567	Southeast
Merrimack	146,695	Concord	42,052	Central
		Hooksett	13,483	South Central
Strafford	122,828	Rochester	30,796	Southeast
		Dover	28,706	Southeast
Cheshire	76,789	Keene	22,653	Southwest
Sub-Total	1,042,777		447,281	
Northern Counties & Largest Cities/Towns				
Grafton	87,818	Lebanon	13,638	West Central
		Hanover	10,894	West Central
Belknap	61,057	Laconia	17,233	Central
		Gilford	7,372	Central
Carroll	47,395	Conway	9,173	Northeast
		Wolfeboro	6,347	East Central
Sullivan	42,093	Claremont	12,827	West Central
		Newport	6,527	West Central
Coos	33,860	Berlin	10,170	North
		Lancaster	3,388	North
Sub-Total	272,223		97,569	
TOTAL	1,315,000		544,850	

TRAFFIC SAFETY PERFORMANCE MEASURES

CORE OUTCOME MEASURES

- C-1 *Traffic Fatalities (FARS)*. To decrease traffic fatalities 10 percent from the 2008 calendar base year of 138 to 125 by December 31, 2010.
- C-2 *Serious Traffic Injuries (State Crash Data)*. To decrease serious traffic injuries 5 percent from the 2008 calendar base year of 13,674 to 12,991 by December 31, 2010.
- C-3 a) *Mileage Death Rate (FARS)*. To decrease the mileage death rate from the 2007 calendar base year of .96 to .90 by December 31, 2010.
- b) *Rural Mileage Death Rate (FARS)*. To decrease the rural mileage death rate from the 2007 calendar base year of 1.77 to 1.50 by December 31, 2010.
- c) *Urban Mileage Death Rate (FARS)*. To decrease the urban mileage death rate from the 2007 calendar base year of .32 to .29 by December 31, 2010.
- C-4 *Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*. To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2008 calendar base year of 71 to 64 by December 31, 2010.
- C-5 *Alcohol Impaired Driving Fatalities (FARS @ .08 and above)*. To decrease alcohol impaired driving fatalities 10 percent from the 2008 calendar base year of 45 to 40 by December 31, 2010.
- C-6 *Speeding Related Fatalities (FARS)*. To decrease speeding-related fatalities 10 percent from the 2008 calendar base year of 40 to 36 by December 31, 2010.
- C-7 *Motorcyclist Fatalities (FARS)*. To decrease motorcyclist fatalities 10 percent from the 2008 calendar base year of 29 to 26 by December 31, 2010.
- C-8 *Unhelmeted Motorcyclist Fatalities (FARS)*. To decrease unhelmeted motorcyclist fatalities 20 percent from the 2008 calendar base year of 18 to 14 by December 31, 2010.
- C-9 *Driver Age 20 or Younger Involved in Fatal Crashes (FARS)*. To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2007 calendar base year of 23 to 20 by December 31, 2010.
- C-10 *Pedestrian Fatalities (FARS)*. To reduce pedestrian fatalities 10 percent from the 2008 calendar base year of 9 to 8 by December 31, 2010.

CORE BEHAVIOR MEASURE

- B-1 *Seat Belt Use Rate (Observed Seat Belt Use Survey)*. To increase statewide seat belt compliance .80 percentage point(s) from the 2008 calendar base year usage rate of 69.2 percent to 70.0 percent by December 31, 2010.

This section of New Hampshire's Strategic Action Plan (SAP), using data provided by various offices within the NH Department of Transportation, Department of Safety, Office of State Planning, previously identified agencies, NHTSA and FHWA summarizes the many highway-safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2010.

CHART 2 NEW HAMPSHIRE STATISTICAL CRASH SUMMARY						
Outcome Measure Number		2004	2005	2006	2007	2008
	Fatal Motor Vehicle Crashes	158	156	116	122	127
C-1	Persons Killed (Fatalities)	171	166	127	129	138
	Rural Fatalities	121	127	75	105	127
	Urban Fatalities	50	39	52	24	11
	Alcohol-Related Fatalities *	52	53	44	41	47
	% of Alcohol-Related Fatalities	30.4	31.9	34.6	31.8	34.1
	Alc-Related Deaths/VMT (NH @.04)	.36	.36	.26	.24	.28
	Operators Killed	91	87	75	70	78
	Adult Occupants Killed	28	21	20	10	14
	Child Occupants Killed	7	4	3	7	5
C-10	Adult Pedestrians Killed	14	5	5	11	9
	Child Pedestrians Killed	1	1	1	2	0
C-7	Motorcycle Operators Killed	25	39	18	23	28
	Motorcycle Passengers Killed	2	3	3	2	1
	Moped Operators Killed	0	1	0	0	0
	OHRV Operators Killed	2	2	0	1	1
	Adult Bicyclists Killed	1	2	1	2	0
	Child Bicyclists Killed	0	1	1	1	2
	Total Crashes Reported	39,555	40,885	34,801	37,376	34,705
C-2	Total Injuries Reported (State of NH)	15,585	15,965	13,712	14,726	13,674
	Total VMT (millions) (NHDOT)	14,701	14,649	17,078	17,311	16,790
C-3	NH Fatal Rate/VMT (FARS)	1.26	1.24	.93	.96	
	Rural Fatal Rate/VMT (FARS)	2.00	2.14	1.25	1.77	
	Urban Fatal Rate/VMT (FARS)	.67	.52	.69	.32	
	Alc-Related Deaths/VMT (FARS @ .08)	.38	40	34	25	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	51	54	46	34	45
	United States Fatal Rate	1.44	1.46	1.42	1.36	1.27
	NH Licensed Drivers	991,799	1,021,305	1,028,636	1,030,095	1,029,804
	NH Registered Vehicles	1,417,595	1,400,713	1,439,081	1,439,306	1,460,415
	NH Registered Motorcycles (FHWA)	66,319	68,879	70,778	75,559	
	Population (NHTSA)	1,294,285	1,303,112	1,311,821	1,315,828	
	Total Occupant Fatalities	126	112	98	87	97
C-4	Unrestrained Occupant Fatalities	84	78	76	61	71
C-6	Speed-Related Fatalities (FARS)	41	56	42	41	40
C-8	Unhelmeted Motorcycle Fatalities	15	34	15	13	18
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	40	26	19	24	23
B-1	Seat Belt Usage (NH Survey)	63.4	58.1	63.5**	63.8**	69.2**

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

** Seat Belt Surveys (2006-2008) conducted by the UNH Survey Center in accordance with NHTSA criteria developed under SAFETEA-LU.

STATE OF NEW HAMPSHIRE
2008 (estimated)
COUNTY POPULATION MAP

Northern Counties
Southern Counties

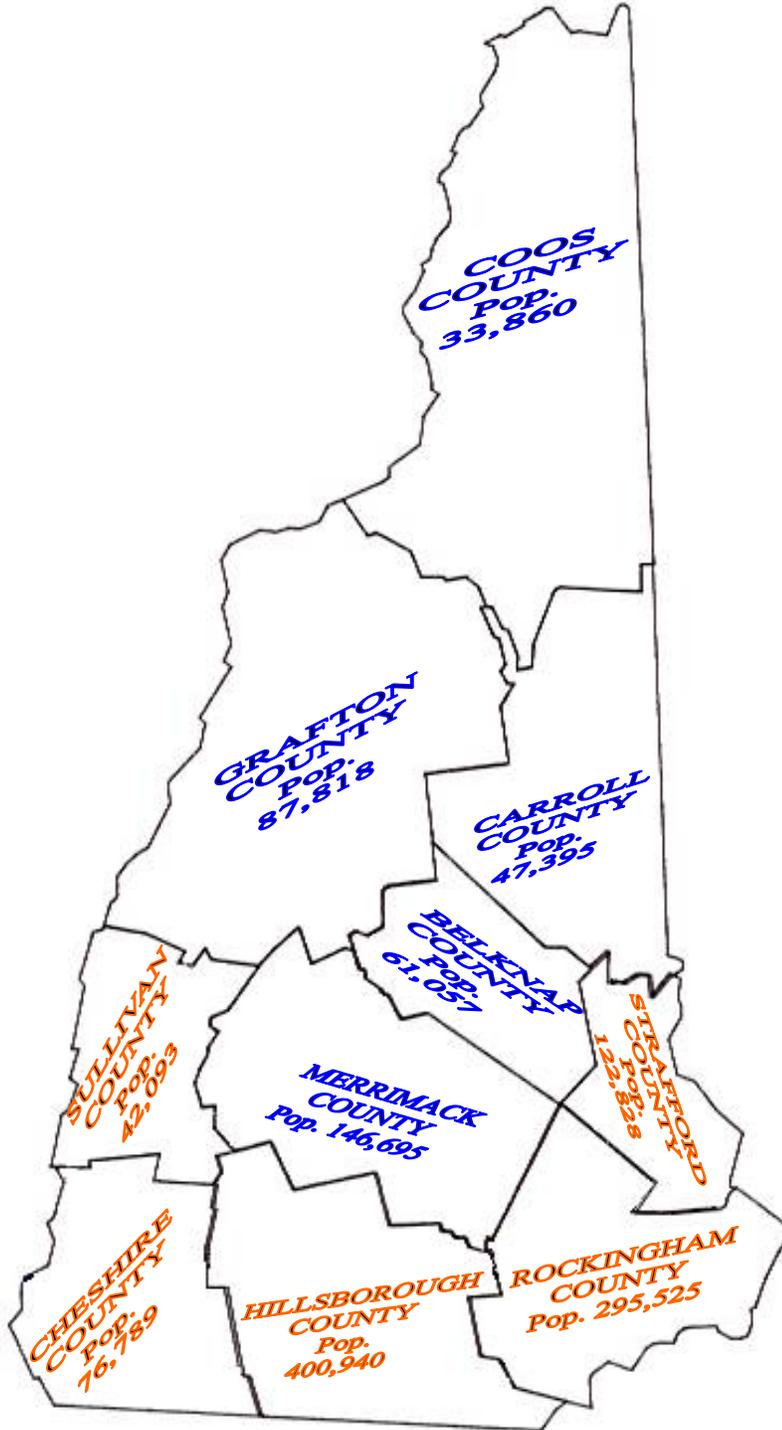


CHART NO. 3
 ALL CRASHES - BY TIME OF DAY
 2005 - 2008

<u>Time</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
12:01A - 04:00A	1,977	1,839	1,945	1,745
04:01A - 08:00A	6,069	4,783	5,099	5,031
08:01A - 12:00N	13,411	10,132	11,936	11,886
12:01P - 04:00P	19,153	15,749	18,109	17,577
04:01P - 08:00P	16,071	12,959	14,260	14,015
08:01P - 12:00M	5,682	4,592	5,163	4,909

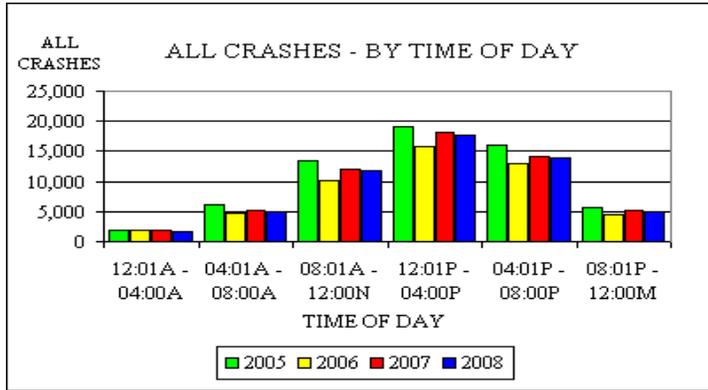


CHART NO. 4
 INJURY CRASHES - BY TIME OF DAY
 2005 - 2008

<u>Time</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
12:01A - 04:00A	570	470	437	394
04:01A - 08:00A	1,265	1,132	1,049	1,002
08:01A - 12:00N	2,870	2,491	2,464	2,294
12:01P - 04:00P	4,535	4,152	4,033	3,437
04:01P - 08:00P	3,858	3,460	3,268	2,925
08:01P - 12:00M	1,456	1,186	1,209	1,044

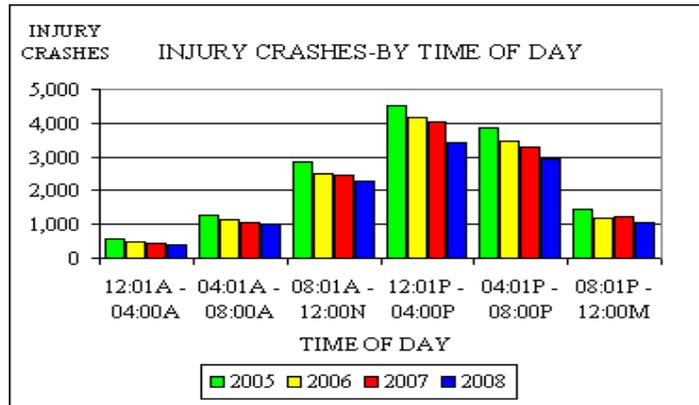


CHART NO. 5
AGES OF DRIVERS INVOLVED IN ALL CRASHES

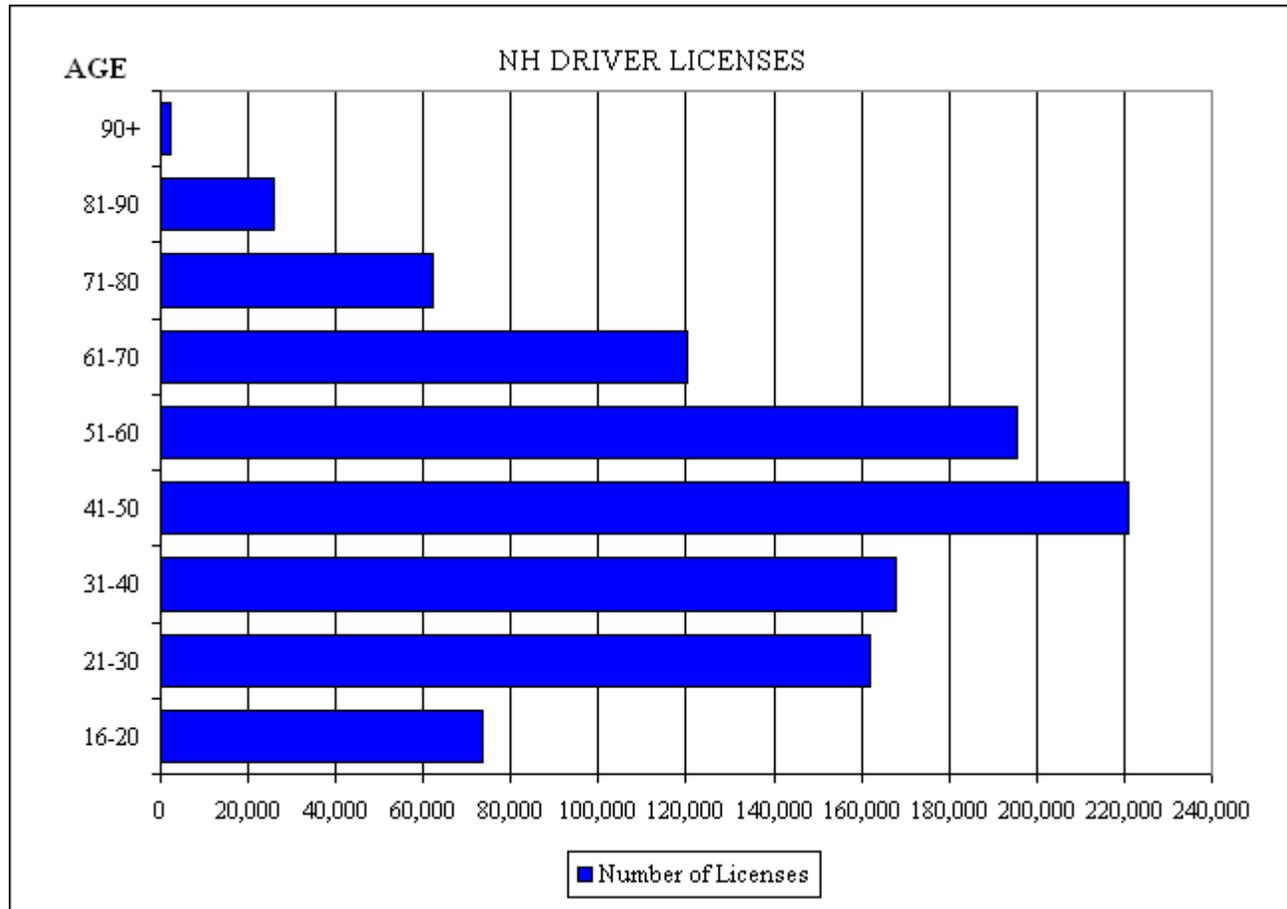
<u>Ages</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
16-20	10,951	8,961	9,619	8,673
21-25	7,387	6,209	6,487	6,120
26-30	5,090	4,091	4,678	4,556
31-35	5,166	3,885	4,090	3,774
36-40	5,683	4,302	4,747	4,467
41-45	5,903	4,680	5,265	4,929
46-50	5,232	4,390	4,898	4,715
51-55	4,174	3,493	4,029	4,179
56-60	3,356	2,880	3,187	3,290
61-65	2,290	1,888	2,353	2,503
66-70	1,545	1,181	1,411	1,606
70 +	3,503	4,678	39	27
Totals	60,280	50,638	50,803	48,839

CHART NO. 6
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

<u>Ages</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
16-20	2,719	2,387	2,165	1,815
21-25	1,838	1,632	1,525	1,346
26-30	1,220	1,086	1,085	988
31-35	1,240	1,000	932	774
36-40	1,306	1,130	1,063	947
41-45	1,367	1,204	1,187	1,033
46-50	1,184	1,100	1,062	941
51-55	975	930	940	916
56-60	780	745	713	663
61-65	617	442	502	516
66-70	357	310	340	300
70 +	845	978	12	1260
Totals	14,448	12,944	11,526	11,499

CHART NO. 7
NH DRIVER LICENSES

<u>Age</u>	<u>Number of Licenses</u>
16-20	73,469
21-30	161,856
31-40	167,780
41-50	221,114
51-60	195,327
61-70	120,269
71-80	61,946
81-90	25,792
90+	2,251



Source: NH Department of Safety (All License Classifications as of 12/19/08)

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

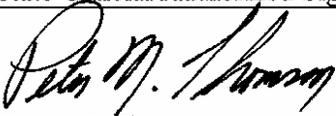
State: New Hampshire

Number: 10-00

Date: August 3, 2009

Dunn's No. 878-043-769

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
OP 10-01	598.9	119.0				525.7
AL 10-02	403.8	4,772.6				250.8
PT 10-03	999.7	128,351.4				816.5
TR 10-04	152.0					
EM 10-05	40.0	40.0				40.0
PA 10-06	176.2	480.4				
PS 10-07	76.5					76.5
MC 10-08	36.5	1,056.3				35.5
SB 10-09		118.3				
SA 10-10	29.0					29.0
RS 10-11	30.0					24.0
402 Total	2,542.6	134,938.0				1,798.0
K9 10-04	642.0	130.0				
K8 10-12	1,799.6	9,965.8				1,765.8
K6 10-08	322.0					
Total NHTSA	5,306.2	145,033.8				3,563.8

State Official Authorized Signature		NHTSA Official Authorized Signature	
Name:	 Peter M. Thomson	Name:	
Title:	Coordinator	Title:	
Date:	August 3, 2009	Date:	
		Effective:	

PSP 10-01

OCCUPANT PROTECTION

CHART No. 8
FATALITIES AND OCCUPANT PROTECTION USAGE

2006							
FATAL CRASHES: 116 FATALITIES: 127							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4							
5-8							
9-15	1			1	100.00		
16-20	14	2	14.29	12	85.71		
21-39	26	6	23.08	19	73.08	1	3.45
40-59	29	4	13.79	25	86.21		
60-74	11	4	36.36	7	63.64		
75+	17	5	29.41	12	70.59		
TOTAL	98	21	21.43	76	77.55	1	1.02

2007							
FATAL CRASHES: 122 FATALITIES: 129							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4							
5-8	4	4	100.00				
9-15							
16-20	13	3	23.08	10	76.92		
21-39	29	7	24.14	22	75.86		
40-59	18	3	16.67	15	83.33		
60-74	17	7	41.18	10	58.82		
75+	6	2	33.33	4	66.67		
TOTAL	87	26	29.89	61	70.11		

2008							
FATAL CRASHES: 127 FATALITIES: 138							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4							
5-8							
9-15	2	1	50.00	1	50.00		
16-20	17	2	11.76	15	88.24		
21-39	28	7	25.00	21	75.00		
40-59	27	8	29.63	19	70.37		
60-74	10	4	40.00	6	60.00		
75+	13	4	30.77	9	69.23		
TOTAL	97	26	26.80	71	73.20		

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

In 2006, in accordance with provisions of SAFETEA-LU, the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to develop survey methodology in accordance with criteria developed by the Secretary of the US Department of Transportation. The criteria requires that survey results reflect usage by drivers and front seat outboard passengers in vehicles registered in all states (not just drivers of New Hampshire-registered vehicles). The UNH-developed methodology was subsequently approved by NHTSA.

CHART NO. 9
NEW HAMPSHIRE SEAT BELT USAGE SUMMARY
 1984-2008

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

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

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

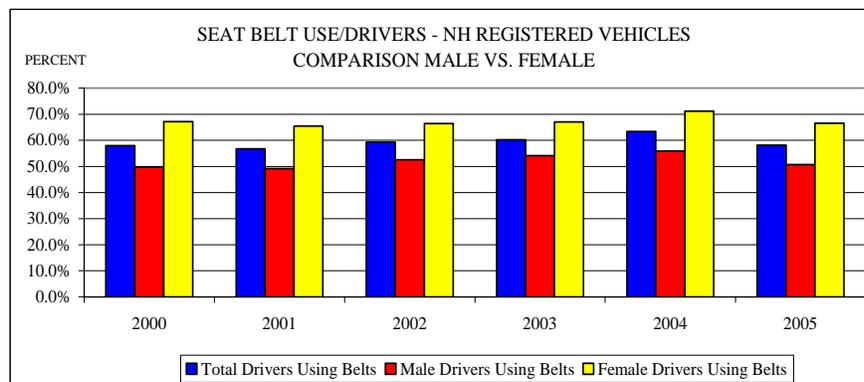


CHART NO. 11
SEAT BELT USE/PASSENGERS - NH REGISTERED VEHICLES

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

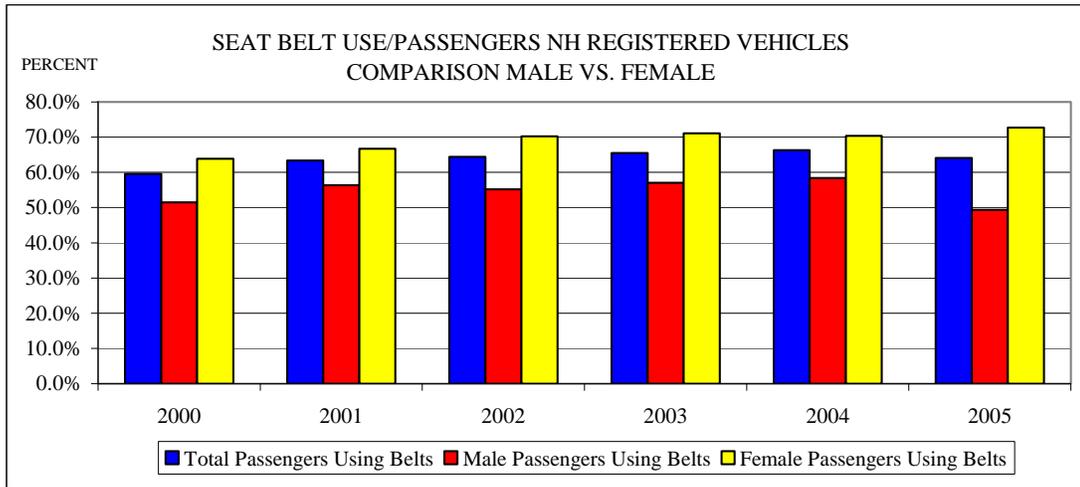


CHART NO. 12
SEAT BELT USAGE COMPARISONS
DRIVERS V. PASSENGERS
MALES V. FEMALES
(unweighted results)

2006						
	NH Registered Vehicles		Out-of-State Vehicles			
	Drivers	Passengers	Drivers	Passengers	Drivers	Passengers
Male	57.7%	67.2%	54.9%	63.4%	71.3%	78.4%
Female	70.6%	69.0%	68.8%	66.0%	82.0%	81.6%
2007						
Male	56.5%	52.5%	54.0%	57.4%	69.1%	75.4%
Female	69.7%	69.5%	67.7%	64.1%	82.6%	79.0%
2008						
Male	63.3%	59.7%	61.0%	65.5%	75.4%	78.8%
Female	74.0%	74.5%	72.9%	68.2%	82.4%	82.2%

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

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

CHART NO. 14
SEAT BELT USE BY VEHICLE TYPE
2006-2008
(unweighted results)

Vehicle Type	Drivers			Passengers		
	2006	2007	2008	2006	2007	2008
Automobile	65.3%	63.6%	69.2%	68.0%	61.2%	69.3%
Pickup Truck	43.2%	42.6%	47.8%	50.1%	45.7%	48.8%
SUV & Van	69.9%	67.9%	75.1%	74.3%	73.3%	75.9%

PROBLEM IDENTIFICATION

Chart No. 8 shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2006-2008. Of the 282 occupants who died during 2006-2008, only 79, or 27.0 percent, were using safety restraints.

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

Charts No. 13 and 14 identify the need to increase seat belt usage by drivers of pickup trucks who consistently have the lowest seat belt usage rates (below 48 percent) in years 2003–2008 in comparison to belt use by drivers of all other vehicles (60.2 percent and over).

GOALS AND OBJECTIVES:

To increase statewide seat belt compliance .80 percentage point from the 2008 calendar base year usage rate of 69.2 to 70.0 percent by December 31, 2010.

To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2008 calendar base year of 71 to 64 by December 31, 2010. (C-4)

PROBLEM SOLUTION TASKS:

1. *CPS Enforcement/Join the NH Clique.* This task will provide funds for overtime patrols dedicated to enforcing the state's Child Passenger Safety law which will include patrols to be conducted during NHTSA national enforcement mobilization (May/June 2010).
Funding: \$108,200.00 (402)
2. *Media and Materials.* This task will enable the NH Highway Safety Agency to develop, purchase, and distribute media and handout materials for an in-house campaign to promote compliance with the state's child restraint law and the overall voluntary use of safety restraints.
Funding: \$20,000.00 (402)
3. *Convincer Demonstrations.* This task will provide funds to the Dover Police Department to continue to conduct seat belt "Convincer" demonstrations throughout the state.
Funding: \$18,000.00 (402)
4. *Buckle Up NH Activities.* This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition. The Coalition continues to focus educational efforts on increasing voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, and others with a statewide Buckle Up NH Week tentatively scheduled in May 2010. Funds will also be used to administer and coordinate the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency.
Funding: \$67,000.00 (402)
5. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to continue to coordinate and administer the statewide Child Passenger Safety program and related activities, as well as to purchase a variety of child safety seats for training purposes and use at inspection stations, hospital emergency rooms, for special needs children, etc.
Funding: \$163,000.00 (402)
6. *Rollover Convincer Demonstrations.* This task will provide funds to the NH Police Standards & Training Council to support overtime for employees to conduct demonstrations of the Rollover Convincer at schools and events throughout the state.
Funding: \$5,000.00 (402)
7. *Statewide Seat Belt Challenge.* This task will cover costs associated with administering the annual Statewide Seat Belt Challenge. Jointly administered by the Dover Police Department and the Highway Safety Agency, funds will cover expenses associated with overtime, purchasing materials and handouts, postage, food, and miscellaneous expenditures incurred by the Dover Police Department.
Funding: \$9,000.00 (402)

8. *Seat Belt Use Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual statewide seat belt use survey in accordance with a NHTSA-approved methodology.
Funding: \$65,000.00 (402)
9. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: \$700.00 (402)
10. *Pickup Truck Seat Belt Campaign.* This task will provide funds to the Injury Prevention Center at Dartmouth College to conduct a public information and education campaign designed to increase seat belt use by pickup truck drivers. A pilot program was conducted in two communities in northern New Hampshire in FY 2007, and in one site in both FY 2008 and FY 2009. Plans are to expand the program to four sites this fiscal year. Funds will also support local police activities to be conducted in conjunction with the pickup campaigns administered by the Injury Prevention Center.
Funding: \$75,000.00 (402)
11. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct an annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 10-02, Alcohol in Relation to Highway Safety, and PSP 10-03, Police Traffic Services.
Funding: \$2,500.00
12. *HSA Photocopier.* This task will provide for the purchase of a replacement photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 10-02, Alcohol in Relation to Highway Safety, and PSP 10-03, Police Traffic Services.
Funding: \$5,000.00 (402)
13. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will support a contract with the NH Association of Broadcasters to coordinate radio broadcast activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 10-02, Alcohol in Relation to Highway Safety; PSP 10-03, Police Traffic Services; PSP 10-07, Pedestrian and Bicycle Safety; and PSP 10-08, Motorcycle Safety. Funds will also support a contract with the New Hampshire Fisher Cats minor league baseball team for a public information and education campaign focusing on the state's primary law requiring all persons up to age 18 to buckle up. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$60,500.00 (402)

**PSP NO. 10-01 OP
OCCUPANT RESTRAINTS**

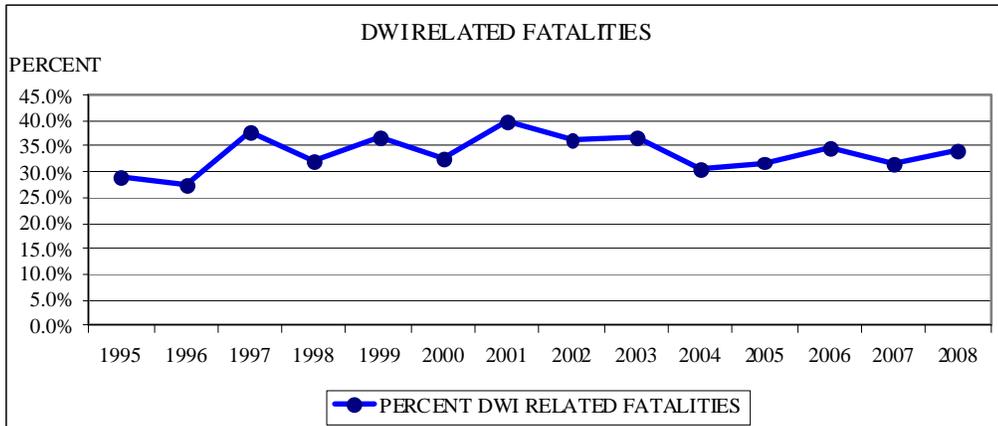
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Prior Year Section 157 Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. CPS Enforcement/"Join the NH Clique"	8.2	100.0				108.2	108.2
2. Media and Materials (HSA)	20.0					20.0	20.0
3. Convincer Demonstrations	14.0	4.0			4.0	22.0	18.0
4. BUNH Activities	37.0	30.0			33.5	100.5	67.0
5. Statewide CPS Program	83.0	80.0			81.5	244.5	163.0
6. Rollover Convincer Demonstrations (PS&TC)		5.0				5.0	5.0
7. Statewide Seat Belt Challenge		9.0				9.0	9.0
8. Seat Belt Use Survey	45.0	20.0				65.0	
9. Audit Expense	.6	.1				.7	
10. Pickup Truck Seat Belt Campaign	35.0	40.0				75.0	75.0
11. NHTSA Attitude Survey	2.5					2.5	
12. HSA Photocopier	5.0					5.0	
13. Highway Safety Media Campaign (PM)	33.5	27.0				60.5	60.5
Totals	283.8	315.1			119.0	717.9	525.7

PSP 10-02

ALCOHOL IN RELATION TO HIGHWAY SAFETY

CHART NO. 15
ALCOHOL-RELATED FATALITIES

Year	Fatalities	DWI Related Fatalities	Percent DWI Related
1995	118	34	28.8%
1996	134	37	27.6%
1997	125	47	37.6%
1998	128	41	32.0%
1999	141	52	36.9%
2000	126	41	32.5%
2001	142	57	40.1%
2002	127	46	36.2%
2003	127	47	37.0%
2004	171	52	30.4%
2005	166	53	31.9%
2006	127	44	34.7%
2007	129	41	31.8%
2008	138	47	34.1%



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

CHART NO. 16
ALCOHOL-RELATED FATALITIES
BY MONTH

MONTH	2005		2006		2007		2008	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	14	1	7	2	9	3	3	1
February	7	2	3	1	12	4	10	1
March	7	3	10	2	6	0	2	0
April	15	3	4	1	17	8	14	2
May	9	2	7	6	14	4	10	5
June	22	12	19	1	10	3	23	10
July	17	9	13	5	13	2	17	6
August	21	6	9	2	12	3	23	9
September	15	4	18	7	11	4	8	2
October	14	3	15	4	9	4	12	4
November	13	5	7	6	11	4	8	3
December	12	3	15	7	5	2	8	4
TOTALS	166	53	127	44	129	41	138	47

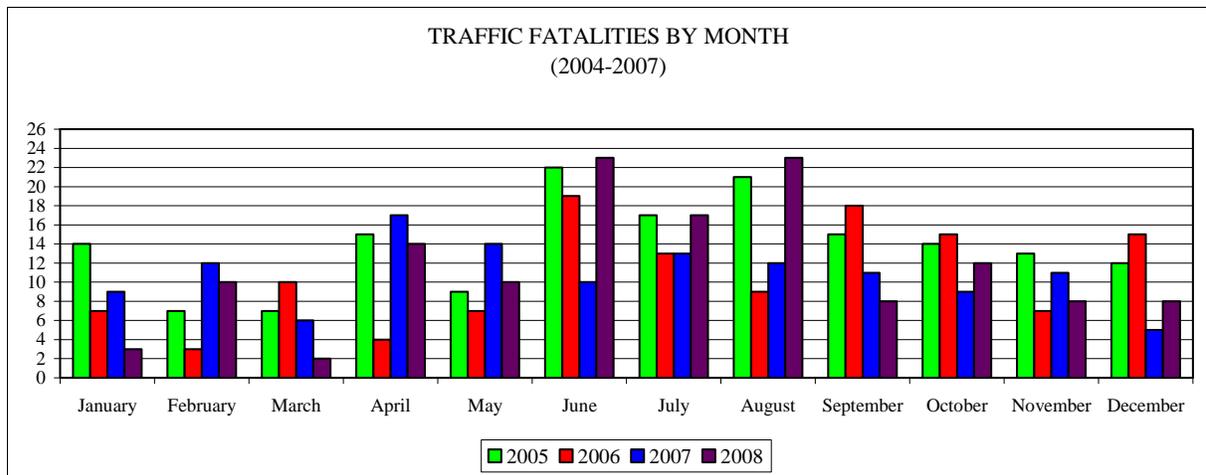


CHART NO. 17
DRIVERS UNDER THE INFLUENCE (ALCOHOL/DRUGS)

Injury Crashes

<u>Time</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
12:01A - 04:00A	238	194	177	138
04:01A - 08:00A	36	36	41	27
08:01A - 12:00N	22	24	19	23
12:01P - 04:00P	68	61	60	31
04:01P - 08:00P	134	144	133	111
08:01P - 12:00M	207	208	194	156

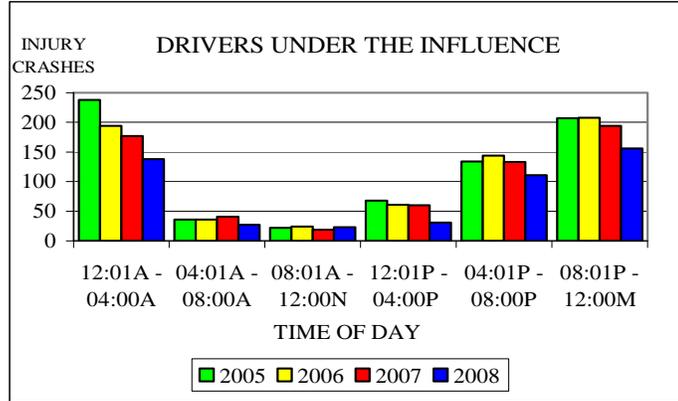


CHART NO. 18
INJURY CRASHES - BY TIME OF DAY (ALCOHOL/DRUGS)

All Crashes

<u>Time</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
12:01A - 04:00A	518	513	505	430
04:01A - 08:00A	90	92	89	75
08:01A - 12:00N	68	58	62	58
12:01P - 04:00P	145	131	143	106
04:01P - 08:00P	365	356	325	307
08:01P - 12:00M	485	492	448	419

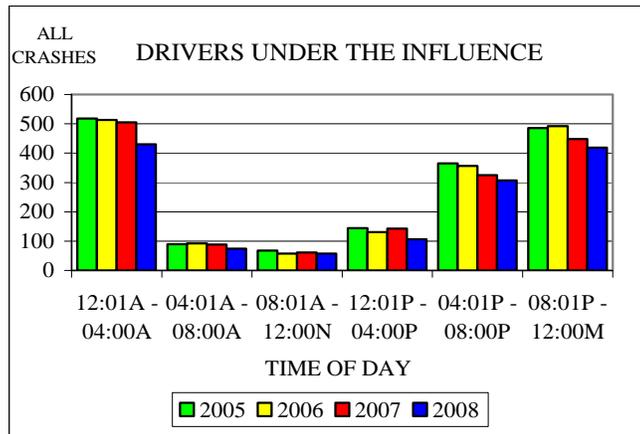


CHART NO. 19
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE -INJURY CRASHES

<u>Ages</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
16-20	116	97	76	59
21-25	168	167	167	113
26-30	77	80	70	68
31-35	66	52	65	46
36-40	75	69	60	48
41-45	77	73	58	46
46-50	48	57	69	37
51-55	36	38	25	40
56-60	19	21	18	14
61-65	8	7	9	7
66-70	6	2	4	5
71+	9	16	6	3

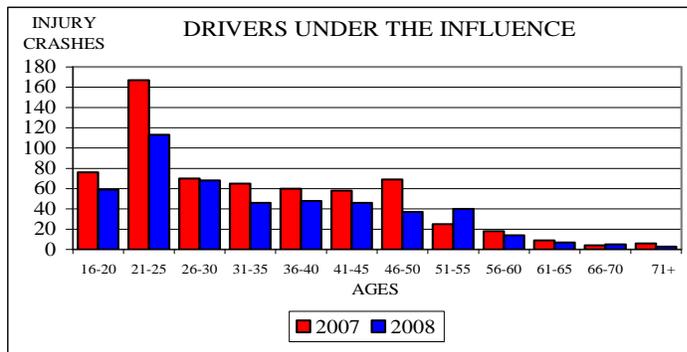


CHART NO. 20
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE - ALL CRASHES

<u>Ages</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
16-20	228	236	196	162
21-25	406	426	397	322
26-30	196	193	193	183
31-35	155	139	144	124
36-40	174	144	146	142
41-45	194	176	158	140
46-50	131	143	160	120
51-55	76	89	74	105
56-60	49	46	42	43
61-65	25	26	28	22
66-70	17	9	9	19
71+		20	20	27

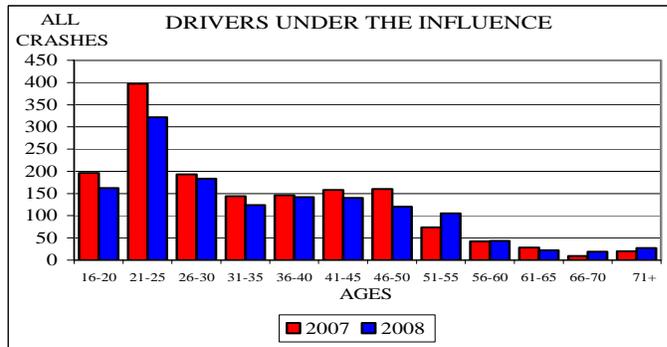


CHART NO. 21
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - INJURY CRASHES

<u>Day</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Sunday	148	120	123	100
Monday	62	76	57	43
Tuesday	55	71	62	57
Wednesday	74	69	76	56
Thursday	84	81	81	53
Friday	127	101	97	78
Saturday	155	151	131	100

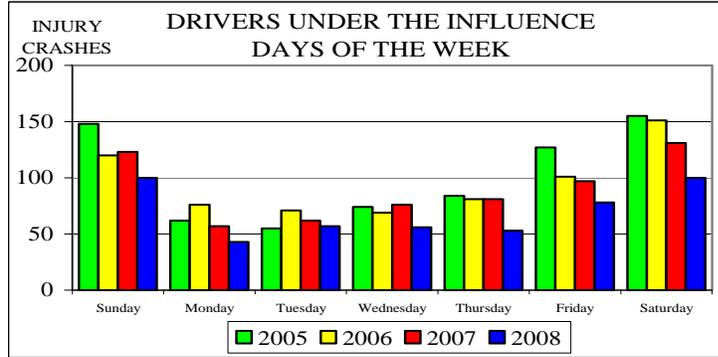
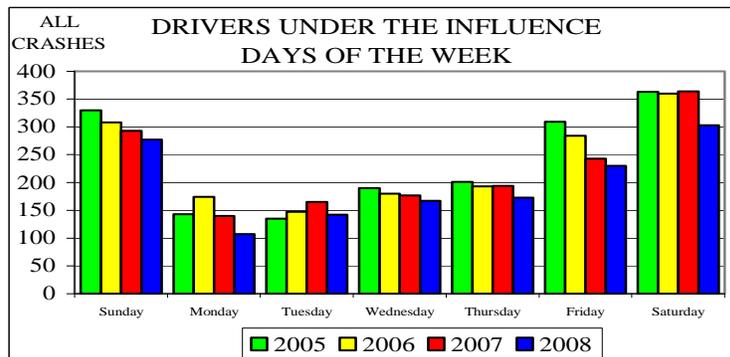


CHART NO. 22
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - ALL CRASHES

<u>Day</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Sunday	330	308	293	277
Monday	143	174	140	107
Tuesday	135	147	165	142
Wednesday	190	180	177	167
Thursday	201	193	194	173
Friday	309	284	243	230
Saturday	363	360	364	303



PROBLEM IDENTIFICATION

Chart No. 16 comparing fatalities by month for the years 2005-2008 indicates that the greatest number of alcohol-related deaths occurred during the summer months (June, July, and August).

Chart No. 17 shows that during the years 2005-2008 in injury crashes where a driver was under the influence of alcohol or drugs, 2,034 (82.0 percent) occurred between the hours of 4:01P-4:00A, with 1,512 (61.0 percent) occurring between 8:01P – 4:00A.

Chart No. 18 shows that during the years 2005-2008 in all crashes where a driver was under the influence of alcohol or drugs, 5,163 (82.0 percent) occurred during the hours of 4:01P-4:00A, with 3,810 (61.0 percent) occurring between 8:01P-4:00A.

Chart No. 19 shows that for the years 2005-2008 of the drivers under the influence of alcohol or drugs involved in injury crashes, 348 (14.0 percent) were ages 16–20. Licenses issued to drivers aged 16-20 years represent approximately 7.0 percent of all licenses issued (Chart 7). For the years 2005-2008, drivers 16-20 years were also involved in 18.0 percent of all crashes (Chart No. 5). These drivers also represent 18.0 percent of drivers involved in all injury crashes (Chart No. 6).

Chart No. 20 shows that for the years 2005-2008 the drivers under the influence in all crashes, 822 (13.0 percent) were ages 16-20.

Chart No.21 shows that during the years 2005-2008 in injury crashes where a driver was under the influence of alcohol or drugs, 940 (39.0 percent) occurred during the period Friday–Sunday.

Chart No. 22 shows that for the years 2005-2008 in all crashes where a driver was under the influence of alcohol or drugs, 2,456 (39.0 percent) occurred during the period Friday–Sunday.

GOALS AND OBJECTIVES

To decrease alcohol impaired fatalities 10 percent from the 2008 calendar base year of 47 to 42 by December 31, 2010.

PROBLEM SOLUTION TASKS

1. *New Hampshire Traffic Safety Commission.* On June 30, 1982, Governor Hugh Gallen created the "Governor's Task Force on Drunken Driving" by executive order. After a five-month study of the problem, the task force made 21 recommendations to the legislature. One of those recommendations was the creation of a permanent commission on DWI. The legislature refused the suggestion saying that the NH Traffic Safety Commission, in existence since 1967, was well suited to the task. The 15-member Commission is composed of New Hampshire residents representing both the public and private sectors. The Commission meets regularly to discuss potential highway safety problems and make recommendations to the Coordinator of the Highway Safety Agency. The commissioners, appointed by the Governor and Executive Council, serve five-year staggered terms. This task will meet the expenses of that Commission.
Funding: \$1,000.00 (402)

2. *Liquor Server Responsibility Workshops.* Since 1988 the NH Liquor Commission has supported four training programs. The "TEAM" (Total Education in Alcohol Management) Course stresses: NH Liquor Laws, identification procedures and techniques, civil liability, and seller/server intervention. This program requires five hours of training to meet seller/server certification standards. "MTS" (Management Training Seminar) is a four-hour program for new owners and management, "LOTS" (Liquor Outlet Training Seminar) is a four-hour program for liquor store employees, and "LEST" (Liquor Establishment Security Training) is a two-hour program for employees of liquor establishments focusing on security issues. In 2008 a total of 1,097 hours of instruction were presented at 257 programs to 5,178 individuals covering these programs.

In addition, public outreach programs (i.e. Fatal Choices, "Brandon Tells His Story", and "The Ripple Effect" featuring State Prison Inmate Ryan Murphy) and appearances at DARE Programs, semi-professional sports events, etc., were offered at 67 different events and reached 78,723 people.

3. *National Drunk and Drugged Driving Awareness Month.* This task will provide funding for the annual Governor's Highway Safety luncheon to kick off National Drunk and Drugged Driving Awareness Month in conjunction with "Safe Family Holidays". It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature.
Funding: \$8,000.00 (402)
4. *Media and Materials.* This task will provide funding for the production and distribution of media and handout materials designed to raise the public's awareness of the hazards of drinking and driving.
Funding: \$20,000.00 (402)
5. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses to: allow Agency staff members and others to attend NHTSA conferences/training sessions, the GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.
Funding: \$5,000.00 (402)
6. *Vehicular Homicide/DWI Drug Conferences.* This task will provide the funds to send: a) county attorneys and/or local police prosecutors to the vehicular homicide/DWI conference sponsored by the Traffic Institute of Northwestern University and b) judges to seminars offered by the ABA Judicial Division.
Funding: \$5,000.00 (402)
7. *J. B. McDuffee Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days). It is anticipated it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI (alcohol and drugs).
Funding: \$15,000.00 (402)
8. *State Police – DWI Patrols.* The State Police made approximately 1,270 DWI arrests in 2008, an average of 7 for each of the Traffic Division's 260 personnel. This task will provide funds for the State Police to conduct overtime DWI Enforcement Patrols. For every overtime detail hour the state incurs approximately \$12.60 per hour to cover additional related expenses. For 1,400 hours of overtime DWI patrols this equates to approximately \$17,640.00.
Funding: \$95,000.00 (402)

9. *Local Police - DWI Patrols.* The local police departments are currently making more than 1,871 DWI arrests annually by approximately 2,912 full-time personnel. This will be augmented with overtime patrols that will focus on DWI and other offenses such as open container, illegal possession, underage drinking, etc. This task will provide funds to local and county law enforcement agencies to conduct overtime DWI patrols, if funding levels exceed the amount set aside in PSP 10-12 (Drunk Driving Prevention Programs Section 410).
Funding: \$25,000.00 (402)
10. *Sobriety Checkpoints/DWI Saturation Patrols.* This task will provide funds to enable state, county, and local law enforcement agencies to work together to conduct overtime sobriety checkpoints and saturation patrols in designated locations throughout the state, if funding levels exceed the amount set aside in PSP 10-12 (Drunk Driving Prevention Programs Section 410).
Funding: \$
11. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: \$800.00 (402)
12. *Driver and Safety Education.* This project is included for informational purposes only. Thirty hours of classroom instruction and eight hours behind the wheel are required of all 16-17 year-olds who wish to apply for a driver's license. Effective September 14, 1999, students must also complete an additional 20 hours of driving time under the direct supervision of a licensed parent or guardian. The NH Departments of Education and Safety jointly administer the driver education program and prescribe the curriculum that is required to be used by all certified teachers. In 2008 16,551 students attended driver's education.
13. *High School Impaired Driving Program.* This task will cover costs (current expenses, travel, etc.) associated with offering an impaired driving education program to high schools throughout the State. Presented by the NH Highway Safety Agency in cooperation with the NH Liquor Commission and the NH Departments of Correction and Education, students will hear the personal account of a State Prison inmate serving time for driving impaired and causing the death of another person.
Funding: \$2,000.00 (402)
14. *Video Equipment.* This task will provide funds, if funding levels exceed the amount set aside in PSP 10-12, to assist local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$10,000.00 (402)
15. *DRE Program Administration.* This task will enable the NH Liquor Commission's Bureau of Enforcement to continue the services of a part-time person to coordinate/administer the state's Drug Expert Recognition (DRE) program in accordance with an agreement with the NH Police Standards & Training Council (the state agency officially responsible for the DRE program). In addition to salary and related costs, funding will cover the purchase of DRE kits, training costs, the purchase or printing of the necessary training manuals, and overtime when an off-duty DRE officer is called in for evaluation purposes.
Funding: \$134,000.00 (402)

16. *NH Judicial DWI/Drug Conference.* This task will provide funds for a conference for district court judges using recognized experts in the field of substance abuse, law enforcement (DRE, HGN, PBTS, etc.) and sentencing alternatives that effectively address alcohol/drug issues.
Funding: \$10,000.00 (402)
17. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct an annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 10-01, Occupant Protection, and PSP 10-03, Police Traffic Services.
Funding: \$2,500.00 (402)
18. *HSA Photocopier.* This task will provide for the purchase of a replacement photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 10-01, Occupant Protection, and PSP 10-03, Police Traffic Services.
Funding: \$5,000.00 (402)
19. *HSA Vehicle.* Funds provided under this task and PSP 10-03, Police Traffic Services, will enable the Highway Safety Agency to purchase a replacement vehicle for use by the field representatives as they travel throughout the state promoting highway safety programs at the state, county, and local government levels; delivering public information materials and handouts; and presenting education programs.
Funding: \$15,000.00 (402)
20. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of alcohol-related motor vehicle crashes that result in death and injury. Funds will support a contract with the NH Association of Broadcasters to coordinate radio broadcast activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 10-01, Occupant Protection; PSP 10-03, Police Traffic Services; PSP 10-07, Pedestrian and Bicycle Safety; and PSP 10-08, Motorcycle Safety. Funds will also support a contract with University of New Hampshire (UNH) sports program for a public information and education campaign focusing on alcohol and drug impaired driving. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$50,500.00 (402)

PSP NO. 10-02 AL
ALCOHOL IN RELATION TO HIGHWAY SAFETY

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. NH Traffic Safety Commission	.5	.5				1.0	
2. Liquor Server Responsibility							
3. National DDD Awareness Month		8.0				8.0	8.0
4. Media and Materials (HSA)	20.0					20.0	20.0
5. HSA Conferences/Training		5.0				5.0	
6. Vehicular Homicide/DWI Conference		5.0				5.0	5.0
7. J. B. McDuffee Prosecutorial Seminar	15.0					15.0	15.0
8. State Police DWI Patrols	70.0	25.0		17.6		112.6	
9. Local Police DWI Patrols	25.0				4,745.0	4,770.0	25.0
10. Sobriety Checkpoints/Saturation Patrols							
11. Audit Expense	.6	.2				.8	
12. Driver/Safety Education							
13. High School Impaired Driving Program	2.0					2.0	2.0
14. Video Equipment	10.0				10.0	20.0	10.0
15. DRE Program Administration & Overtime	134.0					134.0	115.3
16. NH Judicial DWI/Drug Conference	10.0					10.0	
17. NHTSA Attitude Survey	2.5					2.5	
18. HSA Photocopier	5.0					5.0	
19. HSA Vehicle	15.0					15.0	
20. Highway Safety Media Campaign (PM)	38.5	12.0				50.5	50.5
Totals	348.1	55.7		17.6	4,755.0	5,176.4	250.8

PSP 10-03

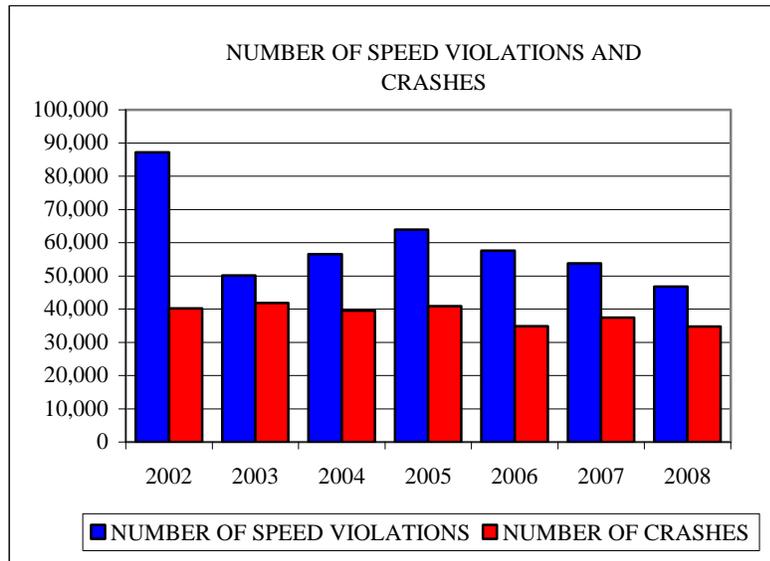
POLICE TRAFFIC SERVICES

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

<u>Contributing Factors</u>	<u>INCAPACITATING INJURIES</u>				<u>NON-INCAPACITATING INJURIES</u>			
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Centerline Encroachment	39	36	23	25	135	103	99	113
Defective Equipment	8	6	2	3	83	57	73	57
Disregard Traffic Control Device	20	24	22	12	267	262	241	229
Driver Inattention/Distracted	117	103	112	99	1,369	1,239	1,323	1,205
Driver Inexperience	17	14	14	15	168	171	142	151
Failure to Yield ROW	106	83	59	70	894	895	738	744
Following Too Close	17	13	22	28	396	316	390	344
Illegal/Unsafe Speed	112	135	107	98	898	1,314	741	663
Impeding Traffic	2	0	2	0	17	31	16	10
Improper Park/Start/Stop	3	7	9	2	79	49	51	56
Improper Passing/Overtaking	22	13	6	6	64	55	54	47
Improper Turn	5	11	6	6	71	92	73	61
Improper/Unsafe Lane Use	28	31	15	11	141	135	111	101
Other	56	55	50	35	472	473	431	359
Pedestrian Violation/Error	7	6	6	4	35	19	27	22
Physical Impairment	82	67	81	52	348	338	312	256
Skidding	44	36	33	55	588	393	454	361
Unsafe Backing	6	2	0	3	45	35	39	49
Vision Obsecurement	18	11	16	14	230	122	152	147
Total	709	653	585	538	6,300	6,099	5,467	4,975

CHART NO. 24

<u>Year</u>	<u>Number of Speed Violations</u>	<u>Number of Crashes</u>
2002	87,176	40,190
2003	50,181 *	41,843
2004	56,564 *	39,555
2005	63,912	40,885
2006	57,576	34,801
2007	53,788	37,376
2008	46,765	34,705



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

CHART NO. 25
FATAL CRASHES BY MONTH
2005-2008

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
2005	14	7	5	13	9	20	16	21	15	13	12	11
2006	7	3	9	4	6	14	12	9	16	15	7	14
2007	8	9	6	15	14	9	13	12	11	9	11	5
2008	3	10	2	14	10	23	17	23	8	12	8	8
Total	32	29	22	46	39	66	58	65	50	49	38	38
4-Year Average	8	7	6	12	10	17	15	16	13	12	10	10

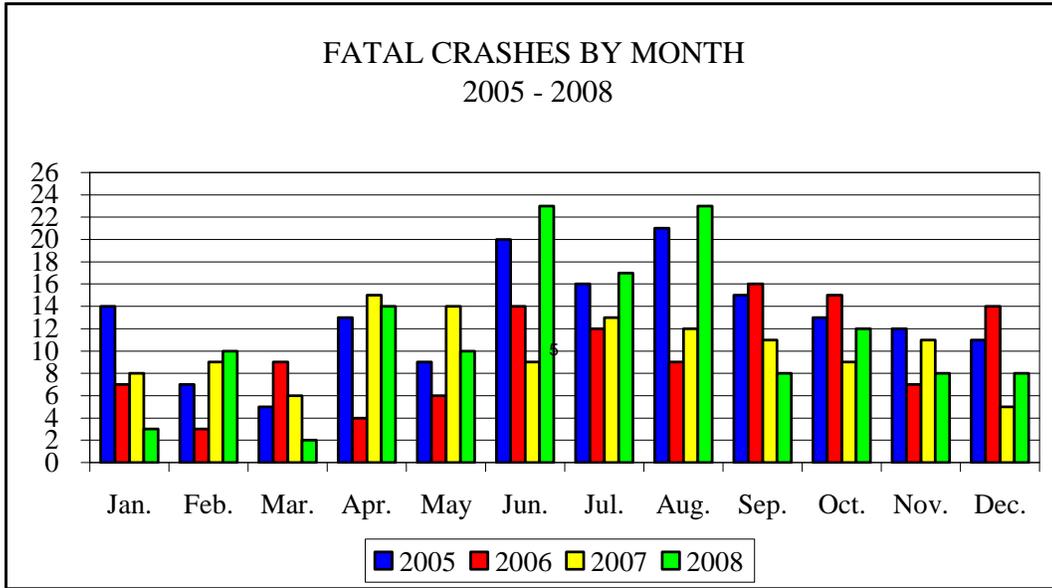


CHART NO. 26
FATAL CRASHES – PRIMARY CAUSES

CAUSES	2005		2006		2007		2008	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	60	66	49	51	39	43	51	58
Speed	17	17	15	17	15	16	17	19
Road/Weather	11	12	1	1	5	5	3	3
Inattention/Distracted/Emotion	16	16	11	12	9	10	15	15
Fatigue/Illness	9	9	16	16	12	13	4	4
Other	5	5	3	3	4	4	8	8
Pedestrian Error	3	3	3	3	6	6	3	3
Failure to Yield Right of Way	14	14	10	11	10	10	8	8
Unknown	1	1	1	2	2	2	2	2
Driver Error	20	23	7	11	20	20	16	18
	156	166	116	127	122	129	127	138

PROBLEM IDENTIFICATION

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 23) were driver inattention/distracted, illegal/unsafe speed, and failure to yield the right of way.

On average, the greatest number of fatal motor vehicle crashes occur during the months of June and August, followed by July and August. (Chart 25)

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

GOALS AND OBJECTIVES

To decrease speeding-related fatalities 10 percent from the 2008 calendar base year of 40 to 36 by December 31, 2010. (C-6)

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2005–2008) of 904 to 814 in 2009 and 774 by the year 2010.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2005-2008) of 59.75 to 53.75 in 2009 and 51 by the year 2010.

PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,600 hours of State Police patrols. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. The State Police budget for state fiscal year 2009 provides approximately \$24,287,588 for the Traffic Division which covers regular traffic enforcement activities. It is estimated that for every hour of overtime, the state expends an additional \$12.60 per hour in other expenses representing a state match of \$20,160.
Funding: \$110,000.00 (402)
2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 100 local and county law enforcement agencies to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that carry larger traffic volumes. It is estimated that local/county law enforcement agencies expend approximately \$61,105. per year for each of the 2,912 full-time police officers – a total of \$177,937,760. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this amounts to an annual expenditure of \$142,350,208. PSP 10-02 (Alcohol) includes \$4,745,007. of this amount as the estimated cost of DWI surveillance and arrests, and PSP 10-12 (Drunk Driving Prevention Programs) includes \$9,490,014., leaving approximately \$128,115,187. for other selective enforcement activities.
Funding: \$445,000.00 (402)
3. *Radar Equipment.* This task will provide funds to assist sixty (60) local, county, and state law enforcement agencies with the purchase of new and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders). Ranging in price from \$2,000. for a radar unit to \$9,000-\$15,000 for a radar/display trailer, office policy limits federal funding assistance for a radar unit to 50 percent not to exceed \$1,000. per unit, with a funding level of 50 percent not to exceed \$6,000. per unit for a radar display trailer. Approval of this task for radar equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$170,000.00 (402)
4. *Computer Equipment and Software.* This task will provide assistance to police departments in Belmont, Canaan, Center Harbor, Enfield, Hill, Lee, Moultonborough, Newport, Pembroke, and at UNH, as well as other law enforcement agencies for the purchase of computers (including laptops) and software used in highway safety-related activities. Agency policy limits federal funding assistance for computers to 50 percent not to exceed \$2,500. per unit and software to 50 percent with a \$1,500. per unit ceiling. Approval of this task for computer equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$50,000.00 (402)
5. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses associated with Agency staff and others attending NHTSA conferences/training sessions, GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and the NH Highway Safety Agency to conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.
Funding: \$5,000.00 (402)

6. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: \$700.00 (402)
7. *Motorcycles.* This task will provide funding for the lease of motorcycles for a six-month period for local police departments during summer months when traffic is extremely congested.
Funding: \$20,000.00 (402)
8. *Media and Materials.* This project will provide funding for the production and distribution of media and handout materials to enhance the public's awareness of the consequences of violating speed limits and other motor vehicle laws, as well as researching and developing educational materials aimed at curbing crashes involving moose and motor vehicles.
Funding: \$20,000.00 (402)
9. *TAR Equipment.* This task will provide funds to assist fifteen (15) local, county, and state law enforcement agencies with the purchase of equipment (cameras, total station computer/laser equipment) to be used to reconstruct traffic crashes. Agency policy limits funding assistance to 50 percent for the purchase of this equipment. Approval of this task for equipment exceeding the \$5,000. federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$30,000.00 (402)
10. *Tire Deflation Devices.* This task will provide funds to assist twenty (20) local, county, and state law enforcement agencies (including departments in Bedford, Belmont, Candia, Cornish, Deering, Dover, Lee, Moultonborough, Orford, Rye, Salem, Windham, and others) in the purchase of tire deflation devices to be used to stop vehicles attempting to elude police.
Funding: \$16,000.00 (402)
11. *PS&TC Officer Training.* This task will enable the NH Police Standards & Training Council to contract for training to be offered to local, county, and state law enforcement officers in areas related to highway safety. Based on the identification of need, funds will cover trainings costs for two (2) courses to be determined.
Funding: \$25,000.00 (402)
12. *Red Light Running Enforcement Patrols.* This task will support overtime to enable the Bedford, Dover, Laconia, Manchester, Portsmouth, and Salem Police Departments and other law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.
Funding: \$50,000.00 (402)
13. *School Bus Enforcement Patrols.* This task will provide funds to Concord and Manchester Police Departments and other local law enforcement agencies to conduct overtime enforcement of RSA 265.54 (overtaking and passing school buses). These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in "school zones" during the morning and afternoon hours when students are being transported to and from school.
Funding: \$10,000.00 (402)

14. *Judicial Traffic Court Training.* This task will provide funds to enable newly appointed district court judges to attend conferences sponsored by the ABA Judicial Division focusing on effects of drugs, traffic court law, speed, drug recognition evidence; legal issues concerning photo enforcement; innovative sentencing, etc.
Funding: \$ (402)
15. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct an annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 10-01, Occupant Protection and PSP-10-02, Alcohol in Relation to Highway Safety.
Funding: \$2,500.00
16. *HSA Photocopier.* This task will provide for the purchase of a replacement photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 10-01, Occupant Protection and PSP 10-02, Alcohol in Relation to Highway Safety.
Funding: \$5,000.00 (402)
17. *HSA Vehicle.* Funds provided under this task and PSP 10-02, Alcohol in Relation to Highway Safety, will enable the Highway Safety Agency to purchase a replacement vehicle for use by the field representatives as they travel throughout the state promoting highway safety programs at the state, county and local government levels; delivering public information materials and handouts; and presenting education programs.
Funding: \$15,000.00 (402)
18. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of motor vehicle crashes resulting from speed, red light running, road rage, etc. Funds will support a contract with the NH Association of Broadcasters to coordinate radio broadcast activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 10-01, Occupant Protection; PSP 10-02, Alcohol in Relation to Highway Safety; PSP 10-07, Pedestrian and Bicycle Safety; and PSP 10-08, Motorcycle Safety. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$25,500.00 (402)

**PSP NO. 10-03 PT
POLICE TRAFFIC SERVICES**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. State Police Overtime Enforcement Patrols (SC)	90.0	20.0		20.2		130.2	
2. Local Police Overtime Patrols (SC)	245.0	200.0			128,115.2	128,560.2	445.0
3. Additional Radars (SC)	150.0	20.0			125.0	295.0	125.0
4. Computer Equipment/Software	25.0	25.0			25.0	75.0	50.0
5. HSA Conferences/Training	5.0					5.0	
6. Audit Expense	.5	.2				.7	
7. Motorcycles	10.0	10.0			20.0	40.0	20.0
8. Media & Materials (HSA)	20.0					20.0	20.0
9. TAR Equipment	15.0	15.0			30.0	60.0	30.0
10. Tire Deflation Devices	8.0	8.0			16.0	32.0	16.0
11. PS&TC Training		25.0				25.0	25.0
12. Red Light Running Enforcement	50.0					50.0	50.0
13. School Bus Enforcement	5.0	5.0				10.0	10.0
14. Judicial Traffic Court Training							
15. NHTSA Attitude Survey	2.5					2.5	
16. HSA Photocopier	5.0					5.0	
17. HSA Vehicle	15.0					15.0	
18. HSA Media Campaign (PM)	10.5	15.0				25.5	25.5
Totals	656.5	343.2		20.2	128,331.2	129,351.1	816.5

PSP 10-04

TRAFFIC RECORDS

GOALS AND OBJECTIVES

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

PROGRAM SOLUTION TASKS

1. *Integrated Statewide Traffic Records System.* The Department of Safety's mainframe computer allows the Department to migrate all data and data systems from the host computers at the Division of Information Services and the Department of Transportation, and to integrate all major data system functions that are appropriate into the Integrated Statewide Traffic Records System (ISTRS). The data base fully integrates across all major data files. All major files (Driver License File, Accident Violation File, Integrated Accident File, Motor Vehicle Registration File, and Motor Vehicle Title File) are on line. This explanation of the ISTRS is for informational purposes only to demonstrate that the State has a comprehensive computerized traffic record keeping system.
2. *Fatal Accident Reporting System.* The Fatal Accident Reporting System (FARS) gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This task will supplement other federal funds that support the data analyst position.
Funding: \$40,000.00 (402)
3. *Highway Safety Computerization.* This task will provide funds, if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed \$2,000. per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000-\$15,000.
Funding: \$20,000.00 (402)
4. *DMV Traffic Crash Records Update.* This task will enable the NH Division of Motor Vehicles to hire staff (part-time or overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.
Funding: 30,000.00 (402)
5. *DOS Video Conferencing.* Funding provided in this task will enable the Division of Motor Vehicle's Bureau of Hearings to purchase video conferencing equipment that will allow for hearings to be conducted at the state office in conjunction with facilities throughout the state that have similar equipment. The Bureau will be able to conduct hearings simultaneously, thus allowing for an increased number of hearings to be conducted. Police officer(s) and attorney(s) will sign in at the appointed time from the remote locations. (NOTE: NHTSA has already granted permission to purchase equipment that exceeds the \$5,000.00 threshold.)
Funding: \$60,000.00 (402)

6. *Highway Safety Conferences/Training*. This task will provide funds to cover travel expenses associated with Agency staff and others attending conferences/training sessions related to traffic records improvement.
Funding: \$2,000.00 (402)

7. *Section 408 State Traffic Safety Information System Improvement Grant*. This task will provide funds to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs.
Funding: \$642,000.00 (408)

**PSP NO. 10-04 TR
TRAFFIC RECORDS**

Project Titles	(1) 402 Current Year	(2) Prior Year	(3) Section 408 (K9)		(4) State Share	(5) Other Federal Funds	(6) Total	(7) Amount To Local
			Current Year	Prior Year				
1. Integrated Statewide TR System								
2. Fatal Accident Reporting System (FARS)	20.0	20.0				33.0	73.0	
3. HSA Computerization	10.0	10.0					20.0	
4. DMV Traffic Crash Records Update	30.0						30.0	
5. DOS Video Conferencing	60.0						60.0	
6. HSA Conferences/Training	2.0						2.0	
7. Section 408 Traffic Data Grant Audit				641.4 .6	130.0		772.0	
Totals	122.0	30.0		642.0	130.0	33.0	957.0	

PSP 10-05

EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION

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

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Emergency Medical Services.* The goal of the Bureau of Emergency Medical Services is to ensure adequacy and appropriateness of all emergency medical services throughout the state. This task is included to show the cost to local entities in maintaining services. There are approximately 4,581 EMTs in the state who have to be recertified every two years at a cost ranging from approximately \$250-\$500 each.
2. *Extrication Equipment.* This task will provide funds to assist the communities of Claremont and Deering, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories, etc.). The cost of pieces of extrication equipment ranges from \$550.00 for accessories to \$4,500.00 for a set of airbags to \$4,000.00 for a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed \$4,500.00 of the total cost, with the applicant agency responsible for providing the balance. Approval of this task for extrication equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$40,000.00 (402)

**PSP NO. 10-05 EM
EMERGENCY MEDICAL SERVICES**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Emergency Medical Services							
2. Extrication Equipment	40.0				40.0	80.0	40.0
Totals	40.0				40.0	80.0	40.0

PSP 10-06

PROGRAM MANAGEMENT

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, etc.). Highway Safety Agency staff will review and evaluate the 2009 Strategic Action Plan, analyze all available traffic records data and identify highway safety problems, implement state and local projects designed to solve these problems, monitor and evaluate current projects, audit completed projects, and develop the Year 2011 Strategic Action Plan.
Funding: \$166,152.50 (402)
2. *Highway Safety Conferences and Dues.* This task will provide funds to cover payment of the NH Highway Safety Agency annual membership dues to the Governors' Highway Safety Association (GHSA) and the National Association of Women Highway Safety Leaders (NAWHSL). Funds will also cover travel expenses associated with Agency staff attending GHSA and NAWHSL Executive Board Meetings.
Funding: \$10,000.00 (402)

**PSP NO. 10-06 PA/FPA
PROGRAM MANAGEMENT**

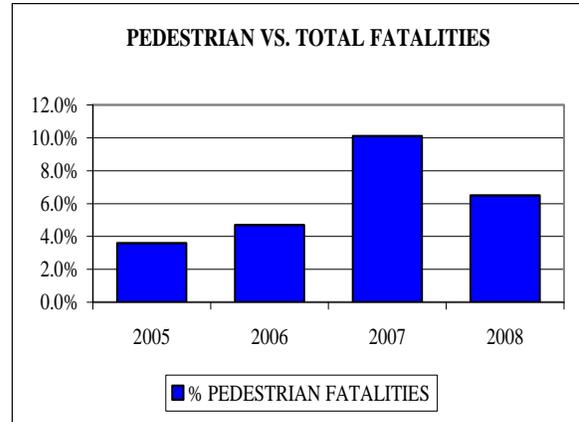
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Program Management Personnel Services/Other Expenses	166.2			480.4		646.6	
2. Highway Safety Conferences/Training/Dues	10.0					10.0	
Totals	176.2			480.4		656.6	

PSP 10-07

PEDESTRIAN AND BICYCLE SAFETY

CHART NO. 27
PEDESTRIAN FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Pedestrian % Of Total</u>
2005	1	5	6	166	3.6%
2006	1	5	6	127	4.7%
2007	2	11	13	129	10.1%
2008	0	9	9	138	6.5%
Totals	4	30	34	560	6.1%



PROBLEM IDENTIFICATION

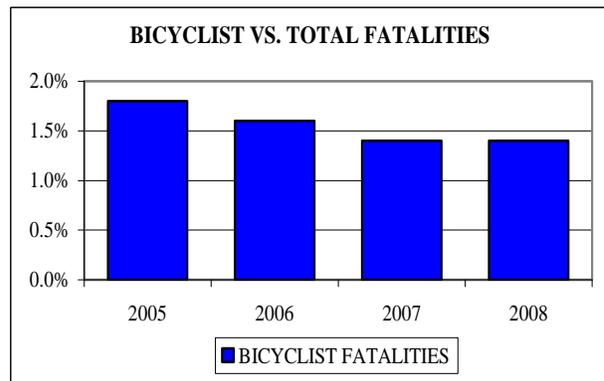
There was an average of 8.5 pedestrian fatalities during the four-year period 2005-2008 (Chart No. 27).

GOALS AND OBJECTIVES - PEDESTRIANS

To reduce pedestrian fatalities 10 percent from the 2008 calendar base year of 9 to 8 by December 31, 2010. (C-10)

CHART NO. 28
BICYCLIST FATALITIES

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Bicyclist % of Total</u>
2005	1	2	3	166	1.8%
2006	1	1	2	127	1.6%
2007	1	2	3	129	1.4%
2008	2	0	2	138	1.4%
Totals	5	5	10	560	1.8%



NOTE: Child is 15 years old or younger.

CHART NO. 29
BICYCLE CRASHES AND RESULTING INJURIES

Year	Bicycle Crashes	Injuries					
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	Fatality
2005	136	15	75	11	25	7	3
2006	119	10	62	11	30	4	2
2007	115	3	71	17	13	8	3
2008	131	9	89	15	14	3	1
Total	501	37	297	54	82	22	9
4-Year Average	125	9	74	14	21	6	2

During the 2005 session the New Hampshire Legislature adopted HB 118 mandating the use of bicycle helmets by persons “no less than 16 years of age” when riding a bicycle on any public way. The NH Highway Safety Agency continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006.

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 2.0 bicycle fatalities during the four-year period 2005-2008 (Chart No. 28).

There was an average of 125 crashes involving bicycles during the four-year period 2005-2008 (Chart No. 29) resulting in 9 bicyclists suffering incapacitating injuries and 74 suffering non-incapacitating injuries.

GOALS AND OBJECTIVES (BICYCLISTS)

To have no bicyclist fatalities through the year 2010 but not to exceed 1 bicycle fatality.

PROBLEM SOLUTION TASKS

1. *Media and Materials.* This task will provide funding for the production and distribution of media and materials for an in-house program to increase public awareness of the need for bicycle and pedestrian safety.
 Funding: \$20,000.00 (402)

2. *Captain SMYLE Program.* This task will provide funds needed to maintain "Captain SMYLE", the Agency's motorized robot, in proper working condition and to hire a part-time employee or contractor to assist in presenting school programs in Grades 1-3.
 Funding:

3. *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 700 bicycle helmets to be distributed by local law enforcement agencies while conducting bicycle safety programs.
Funding: \$6,000.00 (402)
4. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable the Conway, Dover, Jaffrey, Lyme and Portsmouth police departments and others to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws.
Funding: \$30,000.00 (402)
5. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of pedestrians and bicyclists who are injured or killed as the result of motor vehicle crashes. Funds will support a contract with the NH Association of Broadcasters to coordinate radio broadcast activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 10-01, Occupant Protection; PSP 10-02, Alcohol in Relation to Highway Safety; PSP 10-03, Police Traffic Services; and PSP 10-08, Motorcycle Safety. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$20,500.00 (402)

**PSP NO. 10-07 PS
PEDESTRIAN & BICYCLE SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Media & Materials (HSA)	20.0					20.0	20.0
2. Captain SMYLE Program							
3. Bicycle Helmets	4.0	2.0				6.0	6.0
4. Pedestrian/Bicycle Enforcement Patrols	20.0	10.0				30.0	30.0
5. Highway Safety Media Campaign (PM)	10.5	10.0				20.5	20.5
Totals	54.5	22.0				76.5	76.5

PSP 10-08

MOTORCYCLE SAFETY

CHART NO. 30 MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS 2005 – 2008						
Year	Operators	Passengers	Total	Percent of Fatalities	No. Victims Wearing Helmets	No. Victims NH Residents
2005	39	3	42	25.3	8	32
2006	18	3	21	16.5	6	12
2007	23	2	25	19.4	12	20
2008	28	1	29	21.7	11	24
Total	108	9	117		37	88
4-Year Average	27	2	29		9	22

CHART NO. 31 FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED 2005 – 2008			
Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2005	41	12	29.3
2006	17	10	58.8
2007	23	5*	21.7
2008	29	12	41.4
Total	110	39	35.5
4-Year Average	28	10	35.5

*Pending Final Reports

CHART NO. 32 MOTORCYCLE CRASHES & INJURIES ALCOHOL-RELATED & HELMET USE 2005 – 2008								
Year	All Motorcycle Crashes			Injury Crashes Involving Motorcycles				
	Total Motorcycle Crashes	Alcohol-Related Crashes	Percent Alcohol-Related	Motorcycle Injury Crashes	Alcohol-Related Injury Crashes	Percent Alcohol-Related	Helmet Used	Percent Helmet Used
2005	945	43	4.6	675	37	5.5	313	46.4
2006	853	57	6.7	652	54	8.3	280	42.9
2007	876	53	6.1	641	45	7.0	267	41.7
2008	910	57	6.3	634	30	4.7	267	42.1
Total	3,584	210	5.9	2,602	166	6.4	1,127	43.3

During calendar years 2004 and 2005 motorcycle crashes and the resulting deaths increased substantially in New Hampshire, although the total number of motorcycle crashes and injury crashes involving motorcycles decreased slightly.

Concerned with the increasing number of motorcycle fatalities the NHTSA Region I and II offices hosted a two-day (December 1-2, 2004) "Motorcycle Safety Forum" in Lake George, New York, attended by traffic safety professionals, state motorcycle coordinators, and citizen motorcycle advocates. This forum afforded NHSA staff the opportunity to establish contacts with the state's motorcycle training director, as well as three individuals who contract with the state to offer the state-sanctioned training program. As a result, the NH Motorcycle Safety and Awareness Committee was formed in January 2005 including representatives of the NHSA, the state motorcycle rider program and its contractors, a state senator, a state representative, the Department of Transportation's public information officer, and a local law enforcement officer. Now a Task Force, the group has hosted three annual Motorcycle Safety and Awareness Month Rallies (2006-2008). Governor John Lynch, along with state, local, and federal government officials and motorcycle safety educators and enthusiasts, gathered at the State House Plaza to proclaim May as Motorcycle Awareness and Safety Month in New Hampshire. Designed to increase awareness by both motorcycle operators and the general motoring public, attendees received safe rider information and were given the opportunity to sign up for rider education programs.

The New Hampshire Legislature in 2006 passed legislation that requires that: 1) driver education courses "include 45 minutes of a nationally-recognized motorcycle safety education course"; 2) any person who fails the motorcycle driver examination twice must successfully complete the state's motorcycle rider education program; and 3) any person seeking to obtain a learner's permit must either pass a written basic motorcycle knowledge test or successfully complete the state's motorcycle rider education program.

PROBLEM IDENTIFICATION

During the four-year period 2005-2008 there were 117 motorcycle fatalities; 37, or 31.6 percent, were wearing helmets (Chart No. 30).

During the four-year period 2005-2008 there were 110 fatal crashes involving motorcycles; 39, or 35.5 percent, involved alcohol (Chart No. 31).

Of the 3,584 crashes in the years 2005-2008 involving motorcycles, 210, or 5.9 percent, were alcohol-related (Chart No. 32).

During the years 2005-2008 of the 3,584 motorcycle crashes, 2,602, or 72.6 percent, resulted in injury crashes (Chart No. 32).

During the years 2005-2008 alcohol was involved in 166, or 6.4 percent of the 2,602 motorcycle crashes resulting in injuries (Chart No. 32).

During the years 2005-2008 helmets were worn in 1,127, or 43.3 percent of the 2,602 motorcycle crashes resulting in injuries (Chart No. 32).

Of the 29 motorcycle operators and passengers involved in a fatal crash in 2008, three (3) had completed a motorcycle rider safety course.

GOALS AND OBJECTIVES

To decrease motorcyclists fatalities 10 percent from the 2008 calendar base year of 29 to 26 by December 31, 2010. (C-7)

To decrease unhelmeted motorcyclist fatalities 20 percent from the 2008 calendar base year of 18 to 14 by December 31, 2010. (C-8)

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

PROBLEM SOLUTION TASKS

1. *Motorcycle Rider Education Program.* This task is provided for informational purposes. The Rider Education Program within the Division of Motor Vehicles, NH Department of Safety, is responsible for offering the 20-hour Basic Rider Course, one-day Intermediate Rider Course, and one-day Experienced Rider Course. In order to make the courses available to more riders, the state contracts with two vendors (Meredith Harley Davidson and the Motorcycle Operator Safety Training (MOST) program) that also offer the various training courses. In 2002 a total of 2,382 operators completed the courses compared to 2,489 in 2003, 3,516 in 2004, 3,840 in 2005, 3,029 in 2006, 3,024 in 2007, and 2,991 in 2008.
2. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of motorcyclists who are injured or killed as the result of motor vehicle crashes. Funds will support a contract with the NH Association of Broadcasters to coordinate radio broadcast activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 10-01, Occupant Protection; PSP 10-02, Alcohol in Relation to Highway Safety; PSP 10-03, Police Traffic Services; and PSP 10-07, Pedestrian & Bicycle Safety. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle and motorcycle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$25,500.00 (402)
3. *Motorcycle Awareness Month Activities.* Funds will cover expenses associated with activities of the Motorcycle Safety and Awareness Task Force in promoting Motorcycle Safety Month (May), as well as efforts to increase the number of operators who complete the motorcycle operator courses, and to increase awareness and safety by motorcycle operators and the general motoring public who must share the road.
Funding: \$10,000.00 (402)
4. *Highway Safety Conference/Training.* This task will provide funds to cover travel expenses associated with Agency staff, Task Force members, and others attending conferences/training sessions related to motorcycle safety.
Funding: \$1,000.00 (402)
5. *Motorcyclists Safety Grant.* Section 2010 will be used for motorcyclist safety training and motorcyclist awareness programs throughout New Hampshire.
Funding: \$322,000.00 (2010)

**PSP NO. 10-08 MC
MOTORCYCLE SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) 2010 (K6) Prior Year Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Motorcycle Rider Education				1056.3		1056.3	
2. Highway Safety Media Campaign (PM)	10.5	15.0				25.5	25.5
3. Motorcycle Awareness Month Activities	10.0					10.0	10.0
4. Highway Safety Conferences/Training	1.0					1.0	
5. Motorcyclist Safety Grant Audit			321.7 .3			322.0	
Totals	21.5	15.0	322.0	1056.3		1,414.8	35.5

PSP 10-09

PUPIL TRANSPORTATION

CHART NO. 33 <u>SCHOOL BUS CRASHES/INJURIES</u> 2005-2008		
Year	Number of Crashes*	Number of Injuries
2005	26	10
2006	63	12
2007	45	15
2008	49	21

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

Source: NH Department of Safety

Currently there is no data available on the severity of injuries. There has been only one on-board fatality in New Hampshire in the last 33 years (a teenager stuck his head out of the window and struck a utility pole).

CHART NO. 34 <u>NUMBER OF SCHOOL BUSES INSPECTED</u> 2005-2008				
Year	2005	2006	2007	2008
Number	2,747	2,818	2,949	2,648

Source: NH Department of Safety

PROBLEM IDENTIFICATION

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

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Pupil Transportation Safety.* This task is included for informational purposes to show the state's annual expenditure for school bus inspections and driver training/certification. In 2008 the Enforcement Bureau at the Department of Safety inspected 2,648 school buses that transport New Hampshire's children to and from school.

**PSP NO. 10-09 SB
PUPIL TRANSPORTATION SAFETY**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Pupil Transportation Safety				118.3		118.3	
Totals				118.3		118.3	

PSP 10-10

COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

PROBLEM IDENTIFICATION (COMMUNITY TRAFFIC SAFETY PROGRAMS)

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

GOALS AND OBJECTIVES

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

PROBLEM IDENTIFICATION (SAFE COMMUNITIES)

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

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Safe Communities.* If interest can be generated at the local level, this task will provide funding to establish a safe community group in at least one community in the state.
Funding: \$29,000.00 (402)

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

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Safe Communities		29.0				29.0	29.0
Totals		29.0				29.0	29.0

PSP 10-11

ROADWAY SAFETY/FHWA

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

GOALS AND OBJECTIVES

Educate the public regarding potential hazards at railroad crossings and promote safety at railroad crossings through a contractual agreement with the Safety and Health Council of Northern New England.

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

PROBLEM SOLUTION TASKS

1. “*Operation Lifesaver*”. This task will provide funds through a contractual agreement with the Safety and Health Council of Northern New England in assisting “*Operation Lifesaver*” to promote safety at railroad crossings. This will involve distribution of such items as lapel pins, key rings and activity books to the motoring public and school children, and attendance by the state coordinator at the *Operation Lifesaver* annual conference.
Funding: \$30,000.00 (402)

**PSP NO. 10-11 RS/FRS
ROADWAY SAFETY/FHWA**

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. "Operation Lifesaver"	30.0					30.0	24.0
Totals	30.0					30.0	24.0

PSP 10-12

SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

PROBLEM IDENTIFICATION

There is a continued need to address the highway safety problem of the alcohol/drug-impaired driver. The percentage of alcohol/drug-related fatalities has fluctuated over recent years from a high of 37.0 percent in 2003 to a low of 30.4 percent in 2004. In 2008 the percentage of alcohol-related fatalities stands at 34.1 percent. (New Hampshire alcohol-related fatalities: .02 BAC drivers under age 21 and .04 BAC for all other drivers conforms with National CDL level)

GOALS AND OBJECTIVES

Prior year Section 410 Incentive Grant funds will enable state, county, and local law enforcement agencies to conduct overtime patrols dedicated to the detection and apprehension of impaired drivers. In addition, the state, county, and local law enforcement community will coordinate their activities and conduct saturated DWI patrols and sobriety checkpoints throughout the state. Funding will assist in the purchase of additional in-cruiser video equipment, support attendance at appropriate conferences, provide overtime to the Liquor Commission's Bureau of Enforcement to conduct "Last Drink Surveys", and continue the services of a traffic safety resource prosecutor at the Department of Justice.

PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds to assist 50 local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.
Funding: \$475,761.44 (410)
2. *Local and County Police/State Police – DWI Overtime Patrols.* This task will provide funds for state, county, and local police departments to conduct overtime DWI patrols.
Funding: \$600,000.00 (410)
3. *Sobriety Checkpoints/Saturated DWI Patrols.* This task will provide funds to enable the State Police, county sheriff's, and local police departments to work together to conduct overtime sobriety checkpoints and saturation patrols throughout the state. Funds will also enable the Liquor Commission's Bureau of Enforcement to conduct "Last Drink Surveys" on an overtime basis at sobriety checkpoints throughout the state.
Funding: \$600,000.00 (410)

4. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.
Funding: \$1,799.56 (410)
5. *Conferences.* This task will provide funds for prosecutors, police officers, public health laboratory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving.
Funding: \$2,000.00 (410)
6. *Department of Justice 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, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community.
Funding: \$120,000.00 (410)

PSP NO. 10-12 K8
SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

Project Titles	(1) 410 (K8) Prior Year Funds	(2) 410 (J8) Prior Year Funds	(3) Other NHTSA Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Video Equipment	475.8				475.8	951.6	475.8
2. DWI Enforcement – Local	600.0				9,490.0	10,090.0	600.0
3. Sobriety Checkpoints/Saturated DWI Patrols	600.0					600.0	600.0
4. Audit Expense	1.8					1.8	
5. Conferences	2.0					2.0	
6. Department of Justice Traffic Safety Resource Prosecutor	120.0					120.0	90.0
Totals	1,799.6				9,965.8	11,765.4	1,765.8