



State of New Hampshire
Office of Highway Safety
Highway Safety Plan 2017

Message from the Governor's Representative

On behalf of the State of New Hampshire, I am pleased to submit this Federal Fiscal Year 2017 Highway Safety Plan relative to section 402 grant requirements of the National Highway Traffic Safety Administration (NHTSA).

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

The NHOHS remains committed to working with traffic partners to fulfill this mission. The Federal Fiscal Year 2017 continues the Sustained Traffic Enforcement Program (STEP) which consolidates several previous individual grants. This program provides year-round high visibility traffic enforcement funds available to local police departments. NHOHS continues in accordance with the MAP-21 funding and authorization bill, our office is moving to a more data-driven approach, putting our funding where the data indicates the biggest problems exist.

On December 4, 2015, the President signed into law the Fixing America's Surface Transportation Act (FAST Act), Pub. L. 114-94, the first authorization enacted in over ten years that provides long-term funding certainty for surface transportation. The FAST Act requires NHTSA to award grants pursuant to rulemaking.

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

Respectfully submitted,



John J. Barthelmes
Commissioner
Governor's Highway Safety Representative
New Hampshire Department of Safety

New Hampshire Highway Safety Plan

Federal Fiscal Year 2017

Prepared for:
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Prepared by:
NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY STAFF

New Hampshire Highway Safety Plan 2017

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State of New Hampshire

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Vision

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

Mission

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

Executive Summary

On behalf of John Barthelmes, the Commissioner of the New Hampshire Department of Safety (DOS) and the Governor's Representative and Coordinator for the NH Office of Highway Safety, we are pleased to present the FFY 2017 New Hampshire Highway Safety Plan (HSP), which will serve as an outline for improving the safety of all motorists on New Hampshire's roadways. It will also detail our efforts to reduce traffic-related fatalities and injuries. The goal of the New Hampshire Office of Highway Safety (NHOHS) is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior.

In 2015, New Hampshire saw traffic fatalities increase from a historical low of 90 fatalities in 2011 to 114 fatalities in 2015. Additionally, alcohol-impaired fatalities increased from 30 in 2014 to 45 in 2015 (39% of fatalities in 2015 were alcohol related). In 2015, 64% of occupants that were victims of fatal crashes were not wearing seatbelts. Also, in 2015, motorcycle fatalities increased from 17 in 2014 to 26 in 2015 (67% of motorcycle crash victims were not wearing helmets). Although increases in fatalities in 2015 show a negative one-year trend, the five year average continues show a downward trend.

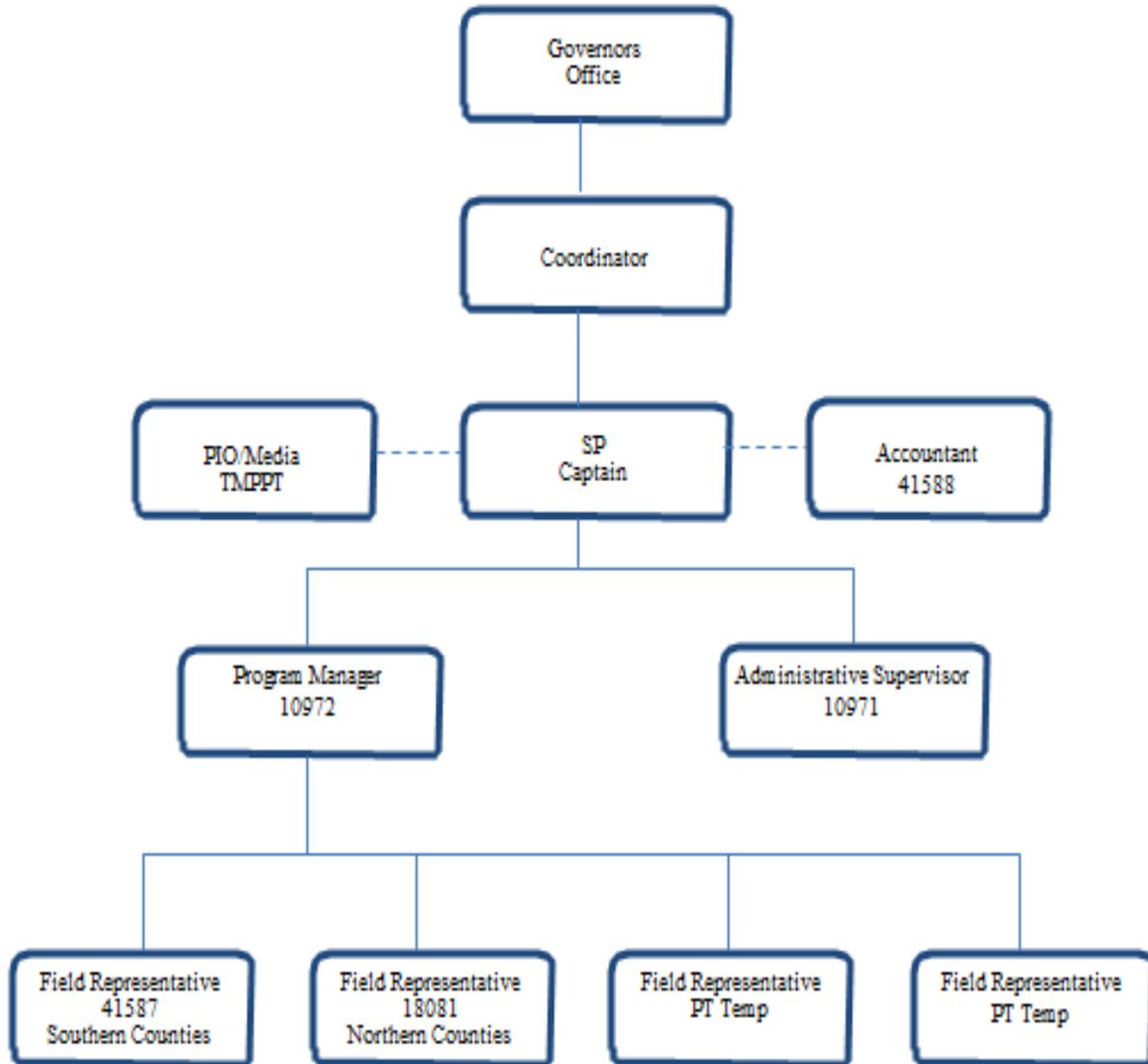
In the past year the NHOHS has experienced some very positive changes. In December 2015 the NHOHS moved to the Department of Safety which provides the NHOHS with the resources necessary to operate more efficiently. New Hampshire State Police Captain Matt Shapiro was hired to oversee the Office of Highway Safety and assist in planning, managing, and providing oversight of highway safety projects and activities. Captain Shapiro's law enforcement experience has already proven effective in providing guidance to the NHOHS to address highway safety related issues that will ultimately help the NHOHS better achieve our goals. Tanja Milic has been hired to fill the accounting position for the NHOHS that was vacant since July 2015. Tanja has not only helped increase the efficiency of the NHOHS with her accounting skills, but has also provided the NHOHS with detailed accurate reports. These reports have helped forecast the availability of funds for current and future projects and have been instrumental in developing an accurate FY 2018-2019 state budget for the NHOHS.

As we move forward the NHOHS have begun to prepare and effectively plan for the FFY 2017 grant year by posting two Field Representative/Law Enforcement Liaison (LEL) positions to help the NHOHS staff implement and manage the grant process through scoring, monitoring, evaluating, conducting risk assessments, and data collection. A Public Information/Media Position has also been posted and shall assist the NHOHS once hired with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public on the importance of seat belt use, driving at safe speeds, and not driving distracted or impaired. These new positions shall satisfy the 2015 NHTSA management review recommendation to increase staff to better manage the NHOHS highway safety program.

The NHOHS continues to use a data-driven, evidence-based approach to deploy resources more appropriately to the areas of the state with the highest crash statistics that will help to assure that we are trending downward over time. In FY 2017, more attention will also be given to providing funding for increased enforcement efforts along high priority corridors to minimize the potential of crashes. With the increase in the necessary personnel and the continued excellent work achieved by staff, the NHOHS is on track to achieve success in FFY 2017.

Organizational Chart

OFFICE OF HIGHWAY SAFETY



Core Outcome Measures

CORE OUTCOME MEASURES			2010	2011	2012	2013	2014	2015
C-1	Traffic Fatalities (FARS)	Annual	128	90	108	135	95	114
		5-Year Moving Average	126	119	115	114	111	108
	Reduce total fatalities by 5 percent from 111 (2010-2014 average) to 105 by Dec. 31, 2017							
C-2	Serious Injuries in Traffic Crashes/All Serious Injuries (DOS)	Annual	N/A	462	623	489	451	459
		5-Year Moving Average	N/A	N/A	N/A	N/A	N/A	497
	Reduce serious traffic injuries by 14 percent from 497 (2011-2015 average) to 427 by Dec. 31, 2017							
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.98	0.71	0.84	1.05	0.73	0.98
		5-Year Moving Average	0.96	0.91	0.89	0.88	0.86	0.86
	Reduce fatalities/VMT by 2 percent from 0.86 (2010-2014 average) to 0.84 by Dec. 31, 2017							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	62	53	50	56	45	47
		5-Year Moving Average	63	59	57	54	53	50
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 15 percent from 53 (2010-2014) to 45 by Dec. 31, 2017							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	45	27	32	46	30	45
		5-Year Moving Average	40	36	36	36	36	36
	Reduce alcohol impaired driving fatalities 5 percent from 36 (2010-2014 average) to 34 by Dec. 31, 2017							
C-6	Speeding-Related Fatalities (FARS)	Annual	62	39	39	66	47	49
		5-Year Moving Average	45	44	44	49	51	48
	Reduce speeding-related fatalities by 14 percent from 51 (2010-2014 average) to 44 by Dec. 31, 2017							
C-7	Motorcyclist Fatalities (FARS)	Annual	28	14	29	24	17	26
		5-Year Moving Average	25	24	24	23	22	22
	Reduce motorcyclist fatalities by 5 percent from 22 (2010-2014 average) to 21 by Dec. 31, 2017							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	20	12	19	17	14	16
		5-Year Moving Average	16	16	17	16	16	16
	Reduce unhelmeted motorcyclist fatalities 6 percent from 16 (2010-2014 average) to 15 by Dec. 31, 2017							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	17	10	14	17	9	N/A
		5-Year Moving Average	20	18	16	15	13	N/A
	Reduce drivers age 20 and younger involved in fatal crashes by 23 percent from 13 (2010-2014) to 10 by Dec. 31, 2017							
C-10	Pedestrian Fatalities (FARS)	Annual	9	5	8	12	12	10
		5-Year Moving Average	9	8	7	8	9	9
	Reduce pedestrian fatalities by 12 percent from 9 (2010-2014 average) to 8 by Dec. 31, 2017							
C-11	Bicyclist Fatalities (FARS)	Annual	0	4	0	4	3	3
		5-Year Moving Average	2	2	1	2	2	3
	Maintain bicyclist fatalities at 2 (2010-2014 average) by Dec. 31, 2017							
CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	72.2%	75.0%	68.5%	73.0%	70.4%	69.5%
			67.6	69.8	70.7	70.9	71.8	71
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.5 percentage points from 69.5 percent in 2015 to 72 percent by Dec. 31, 2017							

* C-2 The NHOHS has changed how serious injuries are measured in 2016 to document all serious injuries. 2010 data and relating 5 year moving averages are unavailable

* C-9 2015 FARS data is for under 19 that does apply to this under 20 category

Core Outcome Measures Con't

Other Core Performance Measures

	2010	2011	2012	2013	2014	2015
Fatal Motor Vehicle Crashes	120	84	101	124	89	103
Total Fatalities	128	90	108	135	95	114
Operator Fatalities	70	50	59	75	51	80
Total Passenger Fatalities	21	17	11	17	12	21
Rural Fatalities	86	64	60	80	48	NA
Urban Fatalities	42	26	48	55	47	NA
Alcohol-Related Fatalities**	48	24	26	49	35	45
% of Alcohol-Related Fatalities**	38	27	24	36	37	39
OHRV Operator Fatalities	0	0	0	2	1	1
Total Crashes Reported	32,157	33,273	26,691	29,984	28,395	32,275
United States Fatal Rate	1.11	1.10	1.14	1.10	1.08	NA
NH Licensed Drivers	1,039,148	1,028,211	1,061,544	1,078,482	1,070,050	1,093,267
NH Registered Vehicles	1,707,958	1,405,936	1,418,361	1,057,081	1,435,640	1,728,409
NH Registered Motorcycles	80,173	79,267	79,877	73,612	76,093	79,119
Population	1,316,759	1,318,194	1,320,718	1,323,262	1,326,813	1,316,470
Seat Belt Citations During Grant-Funded Activities	355	370	280	339	n/a*	177
Impaired Driving Arrests During Grant-Funded Activities	682	693	683	754	n/a*	404
Speeding Citations During Grant-Funded Activities	6,181	8,824	7,308	6,805	n/a*	5,413

*Additional Data to be provided as database is restored

Update on Performance Targets For FY 2016

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

- C-1 Traffic Fatalities (FARS). Reduce total fatalities by 20 percent from 114 (2009-2013 average) to 91 by December 31, 2016.
 - Preliminary 2015 data for traffic fatalities is 114.
- C-2 *Serious Traffic Injuries (State Crash Data). Reduce serious traffic injuries by 40 percent from 436 (2010- 2014 average) to 262 by December 31, 2016.
 - 2015 data from the NH DOS reported 459 serious injuries.
- C-3 Mileage Death Rate (FARS). Reduce VMT by 5 percent from 0.886 (2009-2013 average) to 0.84 by December 31, 2016.
 - 2015 data shows a rate of .96. In 2013 the overall VMT was 1.05, the rural VMT was 1.72 and the urban VMT was .61.
- C-4 Unrestrained Passenger Vehicle Occupant Fatalities (FARS). Reduce unrestrained fatalities by 5 percent from 54 (2009 - 2013 average) to 51 by December 31, 2016.
 - 2015 Unrestrained Occupant Fatalities totaled 47.
- C-5 Alcohol Impaired Driving Fatalities (FARS @ .08 and above). Reduce alcohol impaired fatalities by 8 percent from 36 (2009 - 2013 average) to 33 by December 31, 2016.
 - 2015 alcohol impaired fatalities totaled 45.
- C-6 Speeding Related Fatalities (FARS). Reduce speed related fatalities by 15 percent from 49 (2009 - 2013 average) to 41 by December 31, 2016.
 - 2015 speed-related fatalities (FARS) totaled 49.
- C-7 Motorcyclist Fatalities (FARS). Reduce motorcycle fatalities by 15 percent from 23 (2009 - 2013 average) to 20 by December 31, 2016.
2015 motorcyclist fatalities (FARS) totaled 26.
- C-8 Unhelmeted Motorcyclist Fatalities (FARS). Reduce unhelmeted motorcycle fatalities by 5 percent from 16 (2009 – 2013 average) to 15 by December 31, 2016.
 - 2015 un-helmeted motorcyclist fatalities totaled 16.
- C-9 Driver Age 20 or Younger Involved in Fatal Crashes (FARS). Reduce young driver involved fatalities by 20 percent from 15 (2009 - 2013 average) to 12 by December 31, 2016.
 - 2015 data is for drivers 19 & under involved in fatal crashed (FARS) totaled 7.
- C-10 Pedestrian Fatalities (FARS). Reduce pedestrian fatalities by 10 percent from 8 (2009 - 2013 average) to 7 by December 31, 2016.
 - 2015 pedestrian fatalities (FARS) totaled 10.
- C-11 Bicyclist Fatalities. Maintain bicyclist fatalities at 2 (2009- 2013 average) by December 31, 2016.
 - 2015 bicyclist fatalities (FARS) totaled 3.

CORE BEHAVIOR MEASURE

- B-1 Seat Belt Use. To increase statewide seat belt compliance 5 percent from 70 in 2014 to 75 percent in 2016.
 - In 2015 the seat belt usage rate was 69.46% down from the 2014 the seat belt usage rate 70.4%. The survey for 2016 will be conducted in June, 2016.

* C-2 Previous goal is not comparable because in 2016 NHOHS changed performance measure from serious injuries to the driver to all serious injuries.

Update on Performance Targets For FY 2016

UPDATE ON OTHER FY 2016 TRAFFIC SAFETY TARGETS

Goal: Decrease distracted driving related fatalities from 25 percent from 24 (2010 – 2013 average) to 18 by December 31, 2016.

- 2015 data shows that there were 6 fatalities resulting from distraction/inattention.

Goal: Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 20 (2009 - 2013 average) to 18 by December 31, 2016.

- 2015 data shows an average of 19 speed-related fatalities in the summer months (May – September). It is anticipated that this number shall be further reduced in 2016 because of the directed enforcement efforts being conducted where evidence based data has shown speed related fatalities to occur.

Goal: Increase motorcycle riders trained during the year by 5 percent from 2,855 (2010 - 2014 average) to 2,997 by December 31, 2016.

- In 2014, 2,727 motorcycle riders were trained and in 2015, 2,648 motorcycle riders were trained. It is anticipated that the number of motorcycle riders trained will increase in 2016 due to the Motorcycle Rider Training Program that increases the media effort (through radio ads, etc.) to inform and educate the public of the importance of motorcycle safety and available motorcycle training for beginner, intermediate, and experienced motorcyclists conducted through the NH Division of Motor Vehicles Motorcycle Rider Training Program.

Traffic Records Performance Targets-

- Maintain the percent of records accepted by the National EMS Information System at 99.84% achieved in quarter one of 2015 in 2016.
- The New Hampshire's EMS Run Reporting System has maintained a very high level of accuracy and has been consistently passed NEMSIS business rules and did not have critical errors. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.
- Increase crash reports that have manner of crash completeness from the current 42.5% in the period April 1, 2014-March 31, 2015 to 55% during the same period ending in 2016.
- For the period of April 1, 2015 – March 31, 2016, crash reporting completeness was 43.58%.

Introduction to the Safety Planning Process



Grant Process

Grant Process

In FFY 2016 the NHOHS significantly revamped our funding methodology, specific to our traffic enforcement grants, as well as our timelines for processing grant applications. In FFY 2017 we again made some changes to continue to improve our grant process. During this transition year staff spent a significant amount of time talking with police departments, who had historically submitted grants, but were never required to use data to determine the extent of and location of their traffic safety concerns. During these conversations emphasis was put on the importance of using a data-driven, evidence-based approach to deploy traffic enforcement resources and target the areas where data showed high crash numbers. Additionally, NHOHS staff stressed the expectation that the grants were “activity-based” and future grant awards would be influenced by an agency’s level of activity.

As our model of funding changed we were mindful to make sure, through our Grant Notification, that communities that apply for funding are aware of the grant requirements as well as the State’s HSP Core Performance Targets. In order to effect a sustained reduction of the State’s Core Performance Targets it is important that communities be aware of and align with our goals.

In FFY 2016 we streamlined our grant application process by merging our Speed Enforcement, Red Light Running, School Bus Enforcement, and Child Passenger Safety (CPS); Join the NH Clique, and Operation Safe Commute into one grant called, the Sustained Traffic Enforcement Program (STEP). In addition we had separate grant applications for DWI Patrols/Sobriety Checkpoints, Pedestrian/Bicycle Enforcement and equipment. In FFY 2017 we made the following additional changes to the grant application and the process:

- Eliminated the population-based funding cap for the communities that were eligible to apply for grant funding. They can now apply for an amount they feel their community needs to address their defined traffic safety issue. NHOHS reserves the right to negotiate the award amount based on several factors such as traffic count, defined problems using crash data, identified high priority corridors, and past performance (see below for further details).
- The STEP grant application incorporated a separate budget section for “Operation Safe Commute” and “Join the NH Clique”. In FFY 2016 communities awarded a STEP grant were recommended to participate in these two programs using their STEP budget. In FFY 2017, if a community is awarded STEP funding they will automatically be awarded a budget for 48 hours of “Operation Safe Commute” and between 8 and 24 hours of “Join the NH Clique”. All of these communities will be required to participate in these two programs so that we have 100% participation by our STEP grantees.
- In FFY 2016 DWI and Sobriety Checkpoint were incorporated into one grant application. In FFY 2017 we split these two programs so that Sobriety Checkpoints has its own grant application.
- In FFY 2016 we had two tiers of funding. Tier one was based on a number of crashes. If a community met a baseline number, determined by NHOHS, they were automatically eligible to apply for funding. Depending on the amount of funding left a second tier of funding was provided to any other community that wanted to apply and felt they had a

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traffic safety concern they wanted to address. In FFY 2017 we eliminated the tiered funding and opened up the enforcement grant applications for all communities to apply. This change was instituted to improve our statewide participation. The grant applications were due to our office no later than May 1, 2016. Equipment grants will remain unchanged, requiring a 50/50 funding split with no caps.

As we moved towards a data driven approach to funding we worked with the DOS to provide us with crash and fatality data for each of the 234 towns/cities in New Hampshire and with DOT to provide us traffic counts and fatal crash mapping. To determine funding eligibility and amounts the following selection criteria was used:

1. Has the problem/need been clearly identified?
 - Is the problem supported by State or local data or other documentation? Use of statewide crash statistics regarding impaired driving, distracted driving, occupant protection and speeding are encouraged. However, local crash and enforcement Statistics must reflect what the department responded to and handled.
 - Are goals and objectives clearly stated? Are they realistic and measurable?
 - Grant application and budget are complete, correct and relevant.
2. These grants are activity-based, therefore the applicant's merits in terms of current activities, past performance and the ability to perform the activities will be considered. Stops per hour will be considered along with DUI or other traffic arrests.
3. Traffic Count - Traffic count is a count of vehicular and pedestrian traffic, which is conducted along a particular roadway, path, or intersection. These counts are conducted by the NH DOT and can be found on their website.
4. Location of high priority corridors - Defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes.

A selection committee reviewed all grant applications and made funding decision based on the aforementioned selection criteria. The selection committee consisted of the State Police Captain that oversees NHOHS, the Highway Safety Program Manager, both Field Representatives and the Office Accountant. Grant awards will be made on or around September 15, 2016.

Once grant agreements are in place there will be continual monitoring of all projects via the required quarterly reimbursements which include the Patrol Activity Reports for all patrols conducted in that quarter. With the exception of when an arrest is made, departments are recommended to conduct a minimum of three (3) documented stops/contacts per hour. In order to track this, stops per hour was added to the Patrol Activity Report and officers conducting patrols must calculate their stops per hour for their shift and NHOHS staff will have the ability to print a report with number of stops per hour by law enforcement agency. This will allow NHOHS staff to communicate traffic safety grant expectations for any department that is below the recommended number of stops per hour with the intention of helping to get them to be more productive using our grant funding.

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

Timeline and Planning Process

October	<ol style="list-style-type: none"> 1. Implement grants and contracts for FFY 2017 2. Begin to close out projects for FFY 2016. 3. Obligate funds to Grant Tracking System (GTS). 4. Execute grants, contracts as of October 1 or date signed. 5. Grantees are reminded that final reimbursements are due. 6. Establish monitoring, technical assistance and training schedules.
November	<ol style="list-style-type: none"> 1. Begin preparation of annual report for previous fiscal year. 2. Follow up with grantees that have missed October 1 deadline for reports and final reimbursements.
December	<ol style="list-style-type: none"> 1. Finalize close out and submit final voucher to NHTSA. 2. Complete Highway Safety Plan Annual Report and submit to NHTSA by December 31st. 3. Prepare notice of grant availability for next fiscal year.
January	<ol style="list-style-type: none"> 1. Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources. 2. Coordinate data and problem solving identification with the State's SHSP. 3. Host annual internal planning session to debrief previous year's program results and to guide funding distribution and overall direction of the traffic safety program. 4. Monitor current progress of current grantees
February	<ol style="list-style-type: none"> 1. Host annual meeting with partners to obtain input. 2. Consider NHTSA's regional response to prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or Special Management Review or Program Assessment comments. 3. Set up initial meeting with program staff and partners (DOT, DOS) to begin planning for the Highway Safety Plan.
March	<ol style="list-style-type: none"> 1. Determine revenue estimates, establish draft budget and review internally. 2. Complete and distribute/post online Request for Proposal (RFP) and applications for grant funding.
April	<ol style="list-style-type: none"> 1. Receive applications from potential grantees. 2. Highway Safety Plan continues to be developed. 3. Monitor progress of current grantees.
May	<ol style="list-style-type: none"> 1. Review and selection of grant applications. 2. Begin initial draft of section 405 application (National Priority Safety Program). 3. Draft copy of Highway Safety Plan completed and sent to appropriate internal officials and NHTSA for review and comments.
June	<ol style="list-style-type: none"> 1. Conduct final internal review of HSP for compliance with Federal requirements, completeness, and accuracy. 2. Finalize HSP and Section 405 budgets.

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3. Secure certifications and supporting documentation for all Section 405 emphasis program areas.

July 1 1. Submit the final HSP to NHTSA Regional Office for approval.

- July**
1. Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application
 2. NHTSA offers preliminary indication of approvals and recommendations to be included in HSP approval letter.
 3. Notify representatives from selected grant applications and inform them of the intent to award a highway safety grant.
 4. Monitor current progress of current grantees.

- August**
1. Develop final sub grant contracts for
 2. Obtain approval for sub grants and contracts.
 3. Receive NHTSA approval letter.

- September**
1. Distribute and post the approved HSP.
 2. Finalize HSP budget.
-

Strategic Partners

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

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

The New Hampshire Office of Highway Safety partnerships include:

- The National Highway Traffic Safety Administration (NHTSA)
- NH Department of Transportation
- NH DOS (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- NH Department of Justice
- Administrative Office of the Courts
- NH Liquor Commission
- NH Traffic Safety Commission
- NH Police Standards & Training Council
- NH Traffic Records Committee
- NH Health and Human Services
- NH Association of Chiefs of Police
- NH Sheriffs’ Association
- NH Police Officers ‘Association
- Federal Highway Administration
- State’s U.S. Congressional Representatives and Senators
- Governors’ Highway Safety Association
- Safety & Health Council/Northern New England
- The University of New Hampshire
- Derry Community Alliance for Teen Safety (CATS)
- NH Mothers Against Drunk Driving
- The Injury Prevention Center at Dartmouth College
- AAA Northern New England
- Local Police Departments
- Brain Injury Association of New Hampshire
- NH Auto Dealers Association
- NH Towing Association

Problem Identification

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

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

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

Question	Examples
Are high crash locations identified	Specific road sections, highways, streets and intersections
Do we see recurring causes of crashes	Impairment, speed, distractions, other traffic violations, weather, road conditions
Which characteristics occur more frequently than would be expected—that is, which are over represented?	Number of crashes involving 16-19 year old drivers versus other age groups, or number of alcohol crashes on a particular roadway segment compared to other causes
Are there crash severity factors to be considered	Non-use of occupant protection devices (seat belts, motorcycle helmets), excessive speed

Casual Factors	Crash Characteristics	Factors Affecting Severity
Violation of laws Loss of control Weather Alcohol involvement Roadway design	Time of day Day of week Age of driver Gender of driver	Non-use of occupant protection Position in vehicle Roadway elements (markings, guardrail, shoulders, surfaces) Speed

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

In addition, the NHOHS reviews traffic fatality and crash data provided to us by the NH State Police, and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV), New Hampshire Department of Safety. Additional data provided by the DMV, Department of Transportation (DOT), Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual observation seatbelt surveys, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), allows for analysis and comparison of other factors (i.e. number of licensed drivers by category, motor vehicle and motorcycle registrations, population, miles driven, injury data, etc.) that impact highway safety in the state.

Other Sources of Funding

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

NH State Police and Local Law Enforcement - Millions of dollars in state and local funding are provided to the NH State Police and local police departments to enforce traffic laws.

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

NH Division of Public Health Services - Within the NH Division of Public Health Services the Maternal and Child Health Block Grant provides approximately \$200,000 to the Injury Prevention Program. Because motor vehicle crashes represent a leading cause of unintentional deaths and significant numbers of the most severe injuries that results in inpatient hospitalizations and emergency department visits the Injury Prevention Program collects data such as hospital discharge data and death reports specific to motor vehicle related injuries and deaths and uses this as a major part of injury prevention efforts. Data regarding the leading causes of traffic fatalities and injuries have resulted in their focused efforts in the areas of: impaired driving, distracted driving, restraint use, inexperienced drivers and excessive speed. The Injury Prevention Program has an Injury Prevention Advisory Council that collaborated with a diverse group of stakeholders to create the New Hampshire State injury Prevention Plan 2014 – 2018. This plan has a section specific to traffic safety.

Coordination with SHSP and HSIP

As required under MAP-21 legislation, the goal of this planning document is to compliment and coordinate with the State’s Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP), produced by the DOT. The NHOHS will coordinate with the HSIP to assure the following three performance measures; fatalities, fatality rate and serious injury are identical. This partnership will seek to compliment the work each agency does and to look for opportunities to use funding wherever possible to improve safety on highway and transportation systems through projects that address the “4 E’s” – Education, Engineering, Enforcement, and Emergency Medical Services. Emphasis areas such as pedestrians, bicyclists, speeding, occupant protection, impaired and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas.

Evidence-Based Enforcement

Analysis of Crashes, Crash Fatalities and Areas of Highest Risk

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments complete a hard copy of the Uniform Police Report and submit the hard copy to the Division of Motor Vehicles (DMV). The State Police use the Crash Records Management System (CRMS) to electronically submit a similar report to DMV. The long term vision is to have the local police also submit electronically, which would allow the local crash data to be exported to the State for inclusion in the statewide crash repository. Currently, all data is entered by traffic personnel into the Information Data Management System (IDMS). This data downloads into an access database at the DOS where the Business Systems Analyst analyzes the data accordingly.

For FFY 2017, NHOHS worked with the DOS to provide us with crash data for each of the 234 towns/cities in NH. In addition, DOT provided us with a State of NH map showing the location of traffic fatalities from 2012 through 2014. This map allowed us to identify the fatal crash locations of High Priority Corridors, and to reach out to local police departments that have not historically participated in our overtime enforcement patrols. Decisions were based mainly on the geographic location of crashes. As noted in the crash map on page 23, the highest concentration of crashes takes place in the southern portion of the state. In subsequent years we expect to work with our data partners to “drill-down” further and have the ability to look at other factors to identify who is over represented in crashes and when, where and why crashes are occurring.

Deployment of Resources Based on Analysis

NHOHS reviewed the 2015 crash numbers, as well as reviewing a fatal crash overlay map that covered 2009 – 2014 to identify those areas of the state where high crash locations exist to make sure that we had sufficient enforcement coverage from the towns/cities with the highest crash numbers. For FFY 2017 we have brought on board a number of towns that had not previously participated in our enforcement efforts but because of their location along high priority corridors or their crash numbers have the ability to help make an impact reducing fatalities and serious crashes across the State. For example, the Town of Hampton had 451 crashes in 2014 and 478 crashes in 2015 but had not participated with our enforcement grants since 2010 and simply because we reached out they agreed to participate in FFY 2017. Our goal is to provide funding to as many departments with an identified crash problem as possible.

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

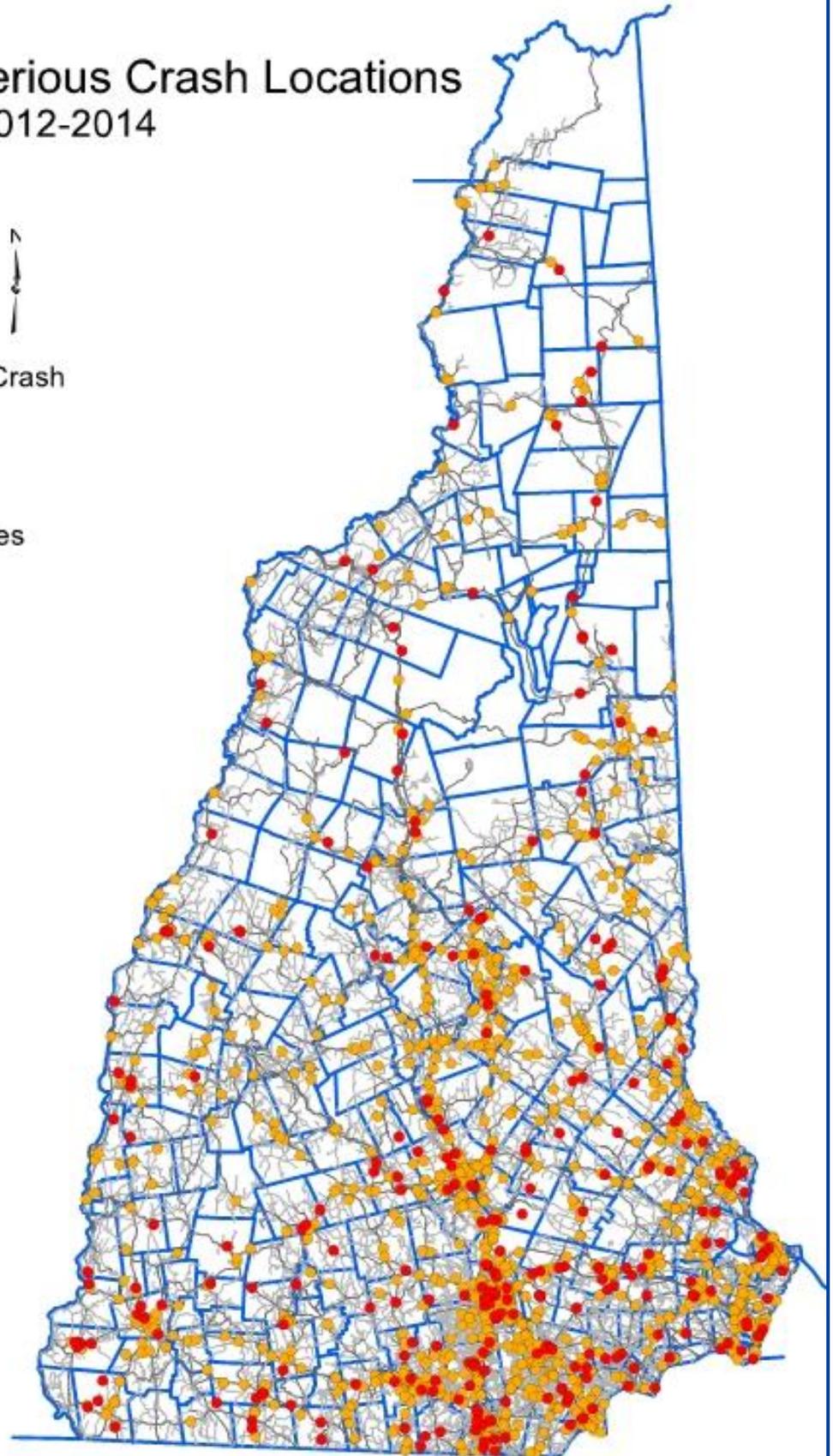
Continuous Follow-up and Adjustment of Plan

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

NH Fatal and Serious Crash Locations 2012-2014

Legend

- Fatal Crash
- Serious Injury Crash
- State Roads
- Local Roads
- Town Boundaries



Source: NH DOT

Statewide Demographic and Population

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,323,262 residents (2013 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.6 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four (64.0) percent of the population (847,702) 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 329.3 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,864 and 86,766 residents respectively. Approximately 94.0 percent of the population is white, while the remaining 6 percent represents all other populations (i.e. black/African American, Indian, Asian, and Hispanic, all others).

New Hampshire's public road system consists of approximately 16,105 miles, of which 225 miles are interstate highways and 52 miles are non-interstate turnpike highways (FHWA, Office of Highway Policy Information, and Highway Statistics Series).

New Hampshire Highway Safety Plan 2017

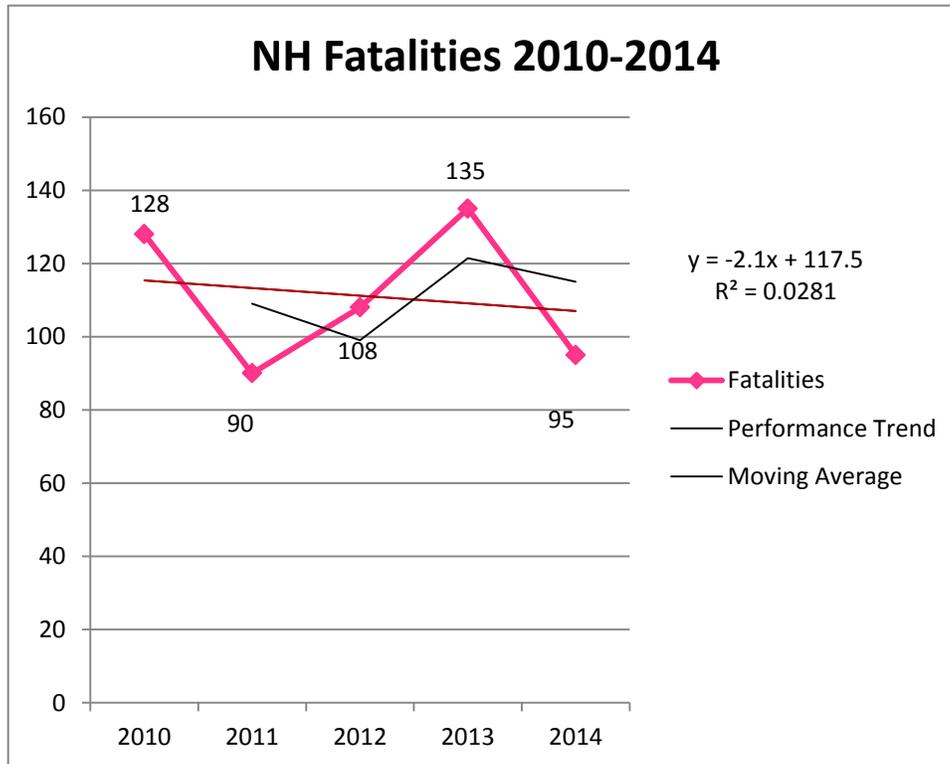
The chart below shows the State's most heavily populated cities/towns and their locations within the State's ten counties. The ten most populated communities are located in the southern five counties of the State (2013 Population Estimates) —NH Office of Energy and Planning.

County & Largest Cities/Towns Within County (2013 estimated population figures)				
County	County Population	City/Town	City/Town Population	Location
Southern Counties & Largest Cities/Towns				
Hillsborough	402,606	Manchester	109,864	South Central
		Nashua	86,766	South Central
		Merrimack	25,454	South Central
Rockingham	297,626	Derry	32,988	South Central
		Salem	28,688	South Central
		Londonderry	24,132	Southeast
Merrimack	147,470	Concord	42,594	Central
		Hooksett	14,176	South Central
Strafford	124,292	Dover	30,275	Southeast
		Rochester	29,893	Southeast
Cheshire	77,194	Keene	23,537	Southwest
Sub-Total	1,049,188		448,367	
Northern Counties & Largest Cities/Towns				
Grafton	89,598	Lebanon	13,559	West Central
		Hanover	11,302	West Central
Belknap	60,246	Laconia	16,063	Central
		Belmont	7,319	Central
Carroll	47,884	Conway	10,099	Northeast
		Wolfeboro	6,227	East Central
Sullivan	43,722	Claremont	13,321	West Central
		Newport	6,495	West Central
Coos	32,624	Berlin	9,639	North
		Lancaster	3,548	North
Sub-Total	274,074		97,572	
TOTAL	1,323,262		544,939	
		New Hampshire	United States	
Persons under 5 years, percent 2013		5%	6.3%	
Persons under 18 years, percent, 2013		20.5%	23.3%	
Persons 65 years and over, percent, 2013		15.4%	14.1%	

FFY 2017 Core Performance Targets

Fatalities

Figure 1 Fatalities



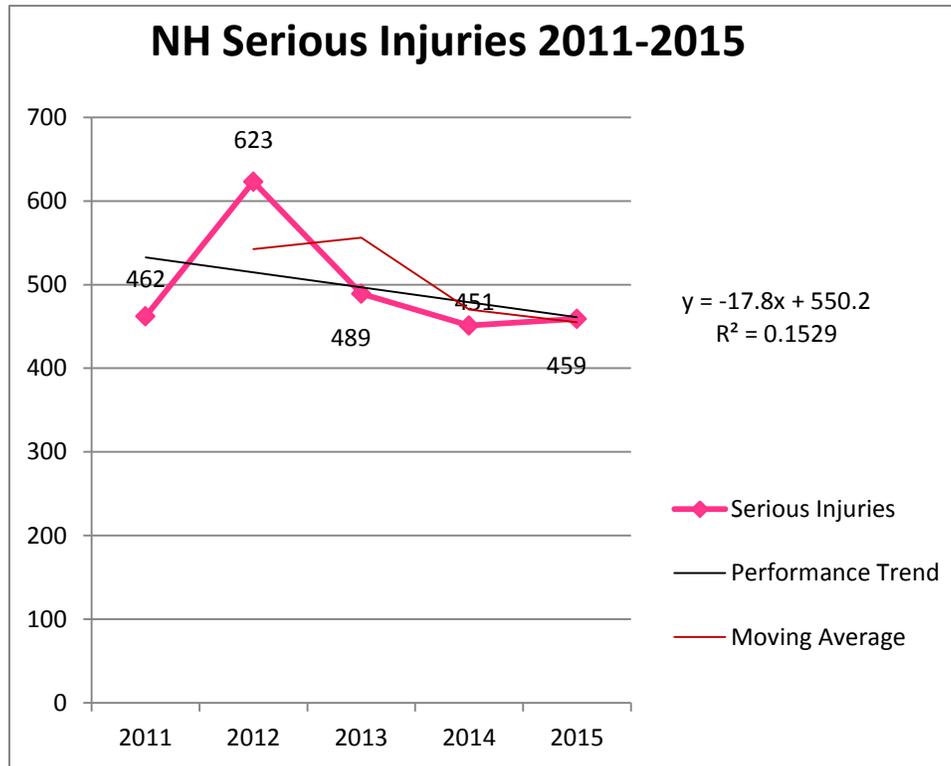
Source: FARS May 2016

Goal: Reduce fatalities by 5 percent from 111 (2010- 2014 average) to 105 by December 31, 2017.

The trend line projects 100 fatalities in 2017. However the R-squared value does not indicate that the trend line is very reliable. Additionally, preliminary data show that there were 114 fatalities in 2015, indicating we are trending in the wrong direction. So far 2016 is trending in the wrong direction. Because of the preliminary data we feel that the 2017 projection of 100 fatalities is too ambitious and that the goal should be 105 fatalities.

Serious Injuries

Figure 2 Serious Injuries



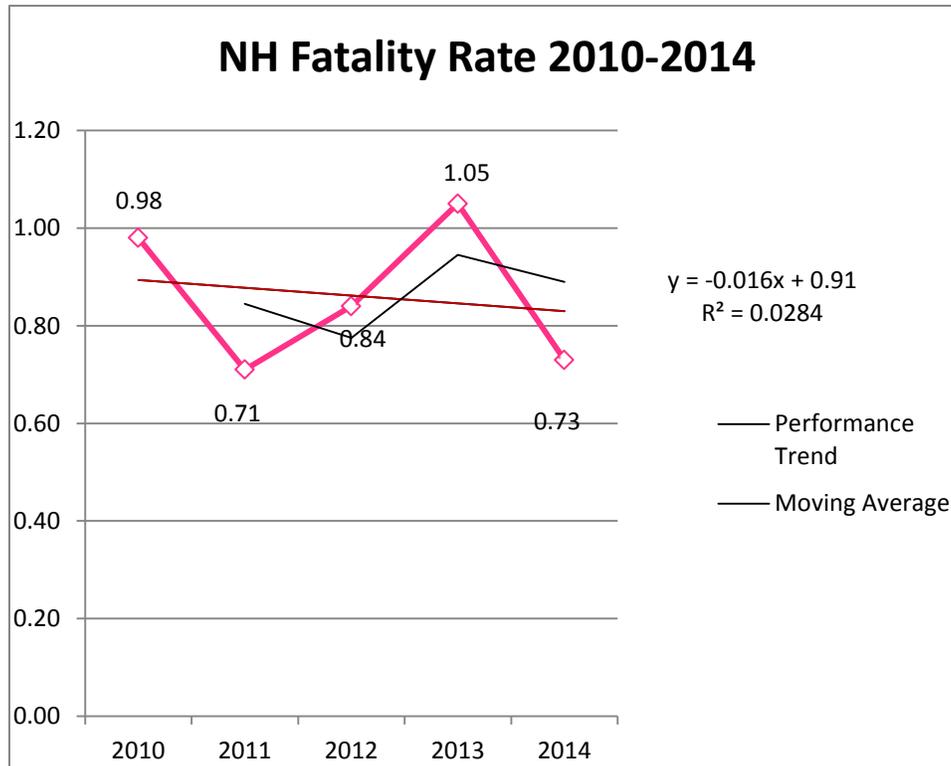
Source: NH DOS

Goal: Reduce serious injuries by 14 percent from 497 (2011 - 2015 average) to 427 by December 31, 2017.

The trend line projects 425 serious injuries in 2017. Though serious injuries have fluctuated over the last 5 years and the 2015 serious injury data has increased slightly from 2014, the R-squared value does not indicate that the trend line is very reliable. Additionally, since traffic fatalities have been on the rise we are not confident that we will see substantial declines in serious injuries. Therefore, we predict a more modest decline over the five year rolling average and a decrease in the number of serious injuries from 2015.

Fatalities by VMT

Figure 3 Fatality by VMT



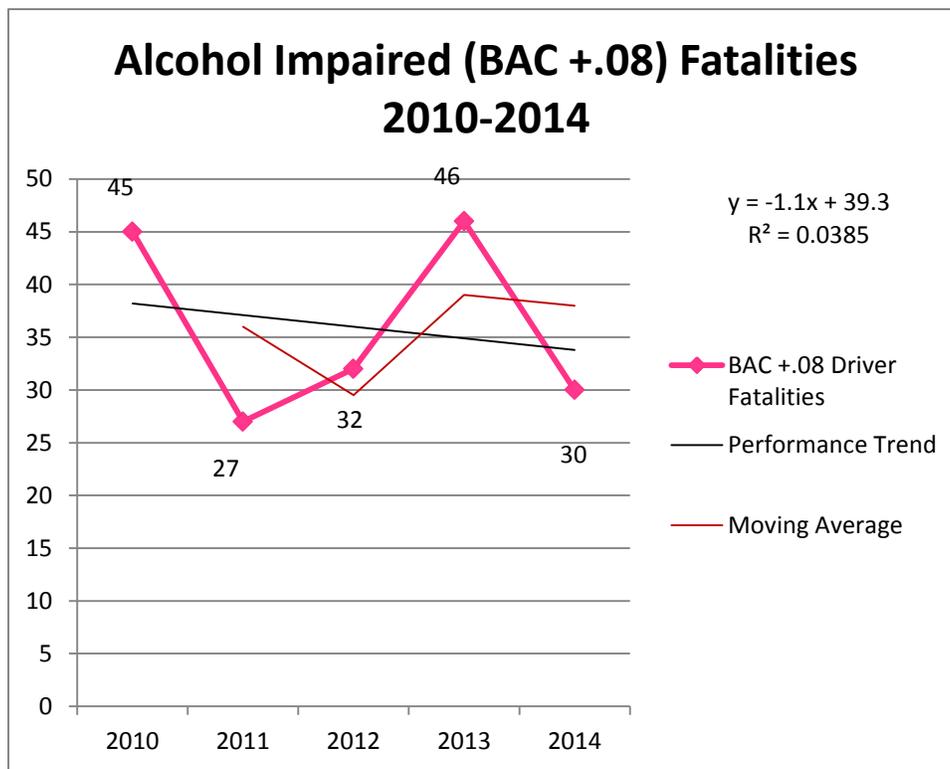
Source: FARS May 2016

Goal: Reduce VMT by 2 percent from 0.86 (2010 - 2014 average) to 0.84 by December 31, 2017.

The trend line projects a VMT of .78 in 2017. The R-Squared value is not very reliable. There has been no consistency over the five year trend, and fatalities are on the rise therefore, we don't expect a large decrease in the VMT.

Alcohol Impaired Fatalities

Figure 4 Alcohol Impaired Fatalities



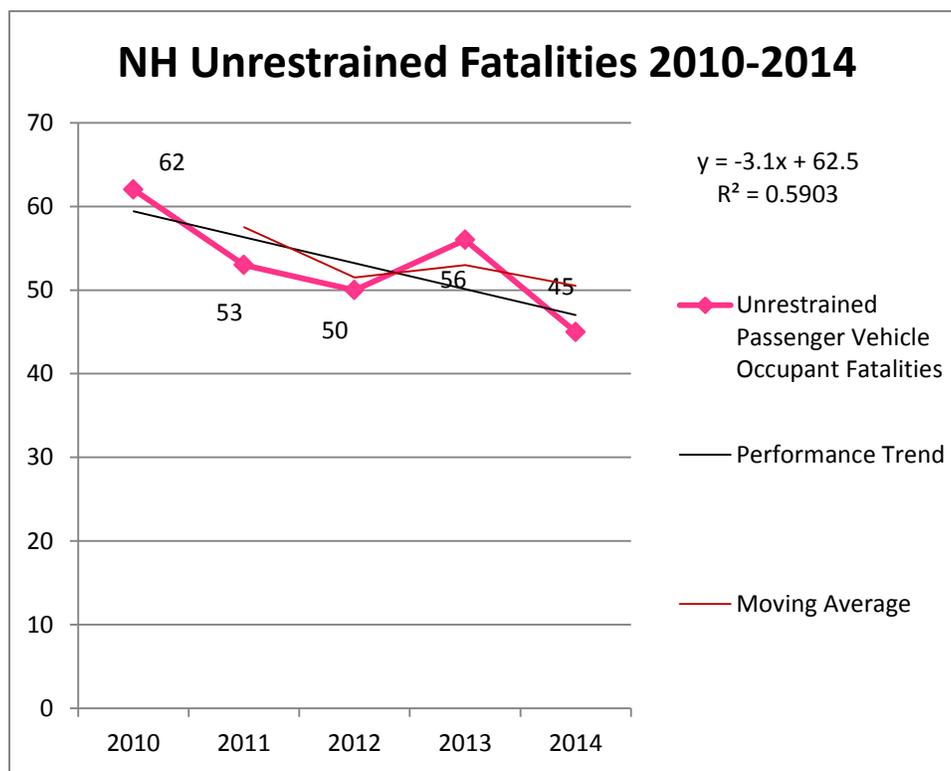
Source: FARS May 2016

Goal: Reduce alcohol related fatalities by 5 percent from 36 (2010 - 2014 average) to 34 by December 31, 2017.

The trend line projects alcohol impaired fatalities of 48 in 2017. However, alcohol fatalities have been unstable in the last five years with an overall slight downward projection. The R-squared value for the trend line is very weak. The preliminary data for 2015 shows there were 45 alcohol impaired driving fatalities. With increased enforcement related projects we predict a modest reduction.

Unrestrained Occupant Fatalities

Figure 5 Unrestrained Occupant Fatalities



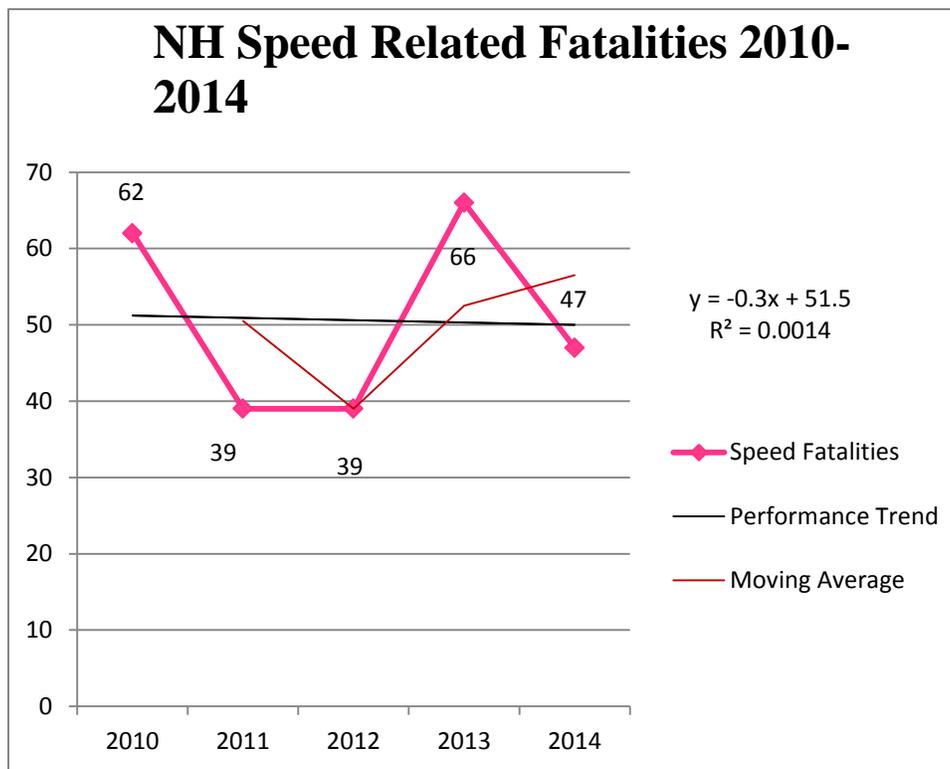
Source: FARS May 2016

Goal: Reduce unrestrained fatalities by 15 percent from 53 (2010 - 2014 average) to 45 by December 31, 2017.

Unrestrained fatalities have been on an overall downward trend for the last five years. We are planning to increase our media around occupant protection for 2017. Although New Hampshire does not have an adult seat belt law, we are hopeful the media projects will help to continue the downward trend. We are predicting a modest decrease.

Speed Related Fatalities

Figure 6 Speed Related Fatalities



Source:

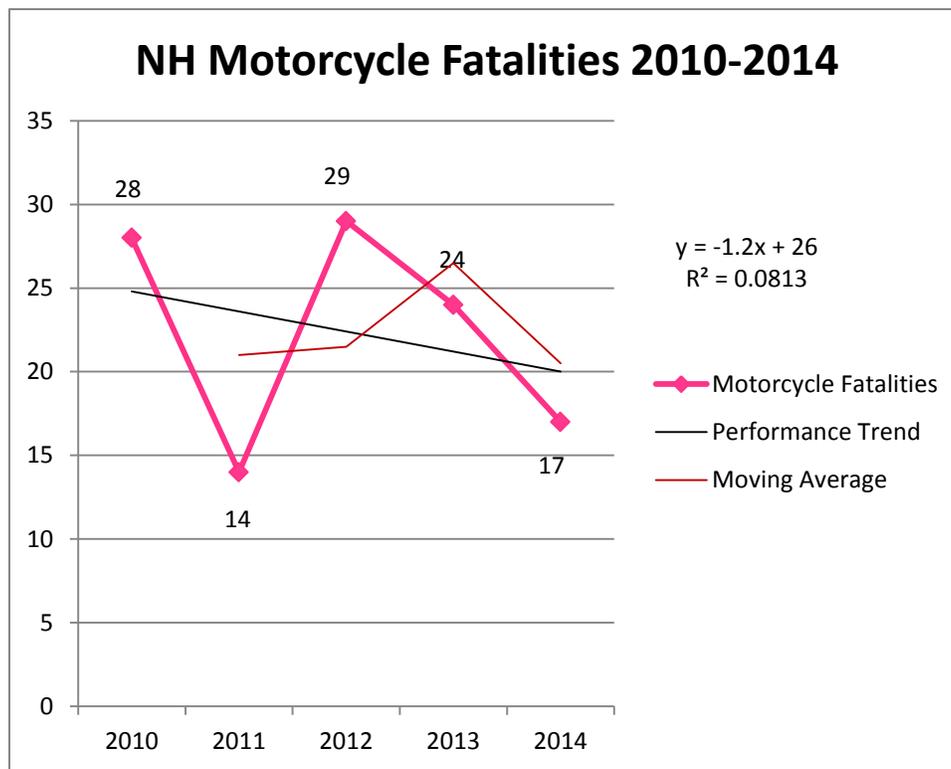
FARS May 2016

Goal: Reduce-speed related fatalities by 14 percent from 51 (2010- 2014 average) to 44 by December 31, 2017.

The trend line projects speed related fatalities of 49 in 2017. Speed-related fatalities have been unstable over the last five years ranging from 39 fatalities to 66, leading to an unreliable R-Squared value. With our anticipated increased media efforts and law enforcement targeting towns with high crash data we expect a substantial drop in speed related fatalities.

Motorcycle Fatalities

Figure 7 Motorcycle Fatalities



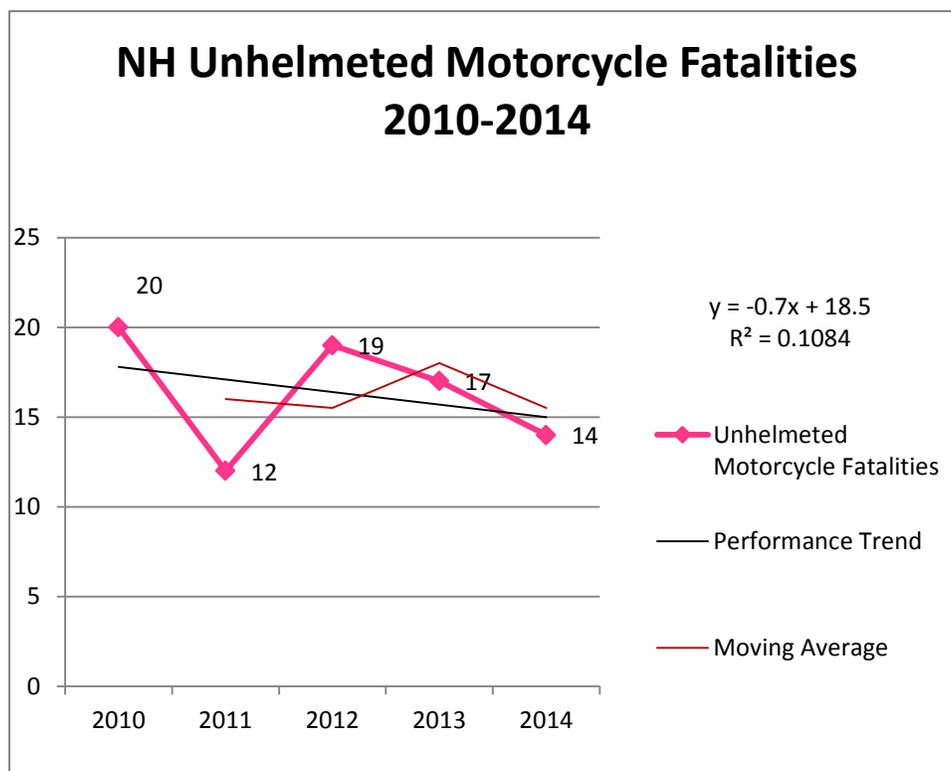
Source: FARS May 2016

Goal: Reduce motorcycle fatalities by 5 percent from 22 (2010 - 2014 average) to 21 by December 31, 2017.

The trend line projects 16 motorcycle fatalities in 2017. Motorcycle fatalities have been unstable in the last five years. Additionally the R-squared value indicates the projection is not reliable. New Hampshire does not have a motorcycle helmet law making it difficult to reduce fatalities. In 2017 we hope to increase our media efforts and training targeting motorcycle safety. We expect this to lead to a modest reduction in motorcycle fatalities.

Unhelmeted Motorcycle Fatalities

Figure 8 Unhelmeted Motorcycle Fatalities



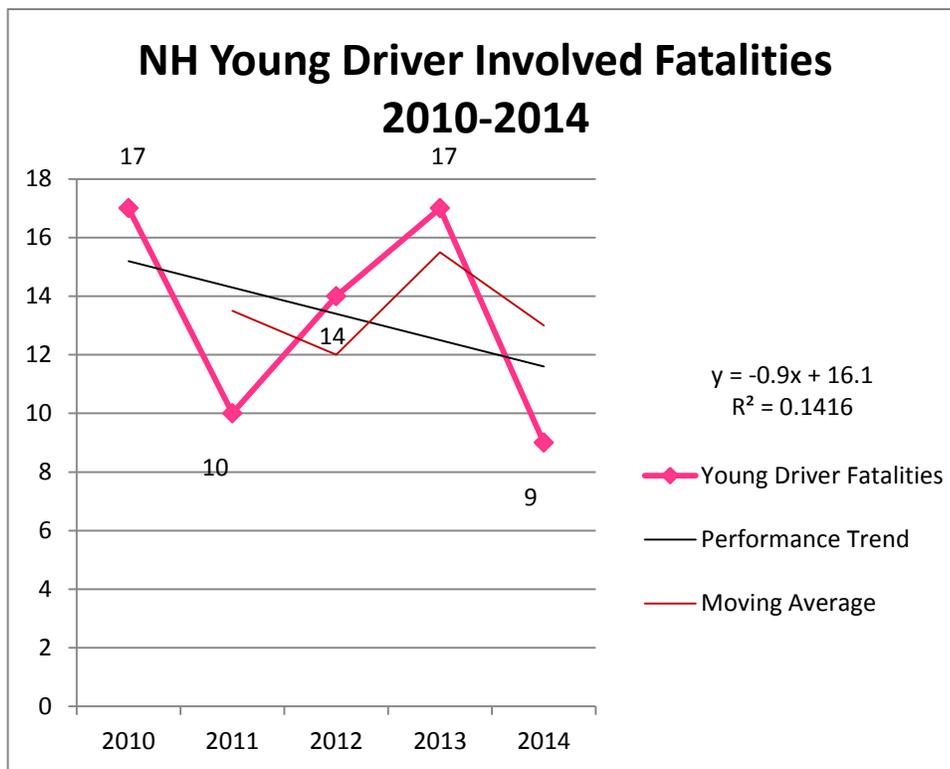
Source: FARS May 2016

Goal: Reduce unhelmeted motorcycle fatalities by 6 percent from 16 (2010 - 2014 average) to 15 by December 31, 2017.

The trend line projects unhelmeted motorcycle fatalities of 13 in 2017. New Hampshire has not had this few fatalities since 2011, making this an unrealistic target. Unhelmeted motorcycle fatalities have been unstable in the last five years and the R-squared value indicates the projection is not reliable. New Hampshire doesn't have a helmet law therefore reducing this number further will be difficult. However we predict a small drop in this performance measure because we anticipate the overall motorcycle fatality number to decrease.

Young Driver Involved in Fatal Crashes

Figure 9 Young Driver Involved Fatality



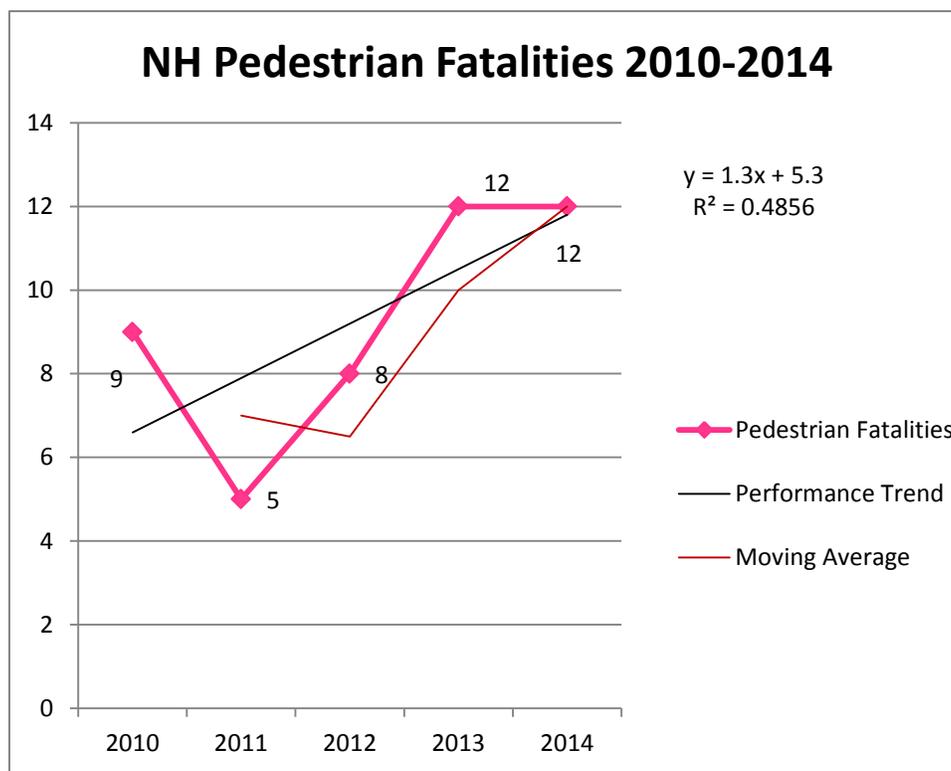
Source: FARS May 2016

Goal: Reduce young driver involved fatalities by 23 percent from 13 (2010 - 2014 average) to 10 by December 31, 2017.

The trend line projects young driver involved fatalities of 9 in 2017. Although the numbers are small they have fluctuated over the last five years. In 2017, we have two projects that will present traffic safety information and educate young drivers about making good driving choices to help save lives; the Youth Operator and Simulator and Buckle Up New Hampshire programs. With these projects implemented for FFY 2017 we expect a modest decline in younger drivers involved fatal crashes.

Pedestrian Fatalities

Figure 10 Pedestrian Fatalities



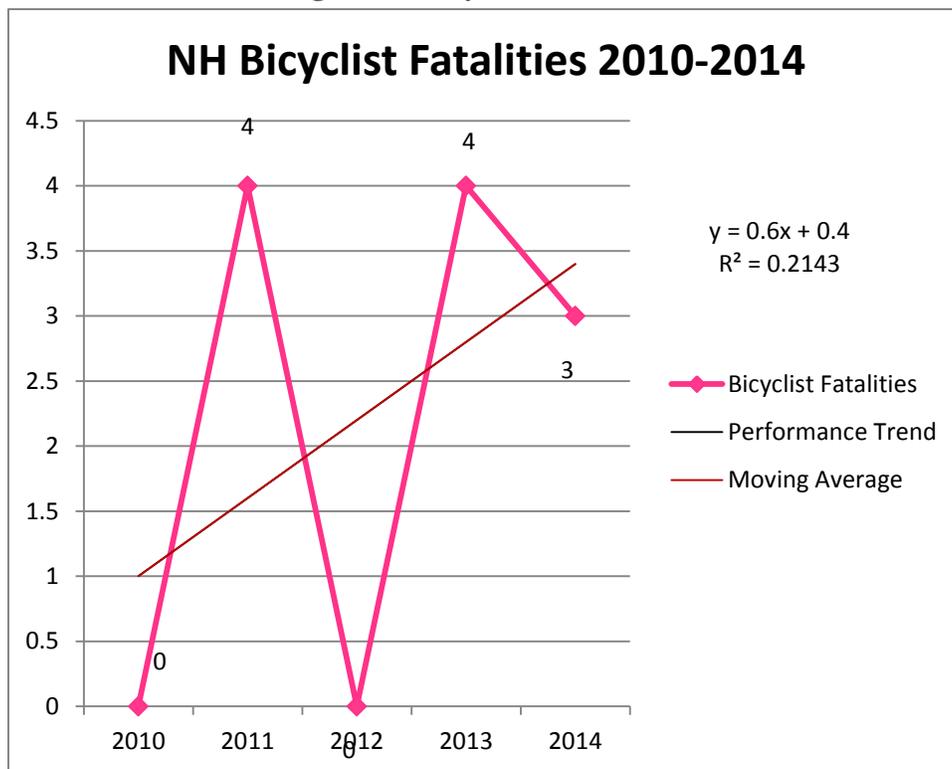
Source: FARS May 2016

Goal: Reduce pedestrian fatalities by 12 percent from 9 (2010 - 2014 average) to 8 by December 31, 2017.

The trend line projects pedestrian fatalities of 16 in 2017. While the range of pedestrian fatalities has been small in the last five years the number has been increasing over the last three years. Additionally, preliminary data suggests that there was a decrease to 10 pedestrian fatalities in 2015. Although we are trending in the wrong direction, we expect a small overall drop from the five year average in 2017 since we are expanding our outreach and dedicating new resources to this area.

Bicyclist Fatalities

Figure 11 Bicyclist Fatalities



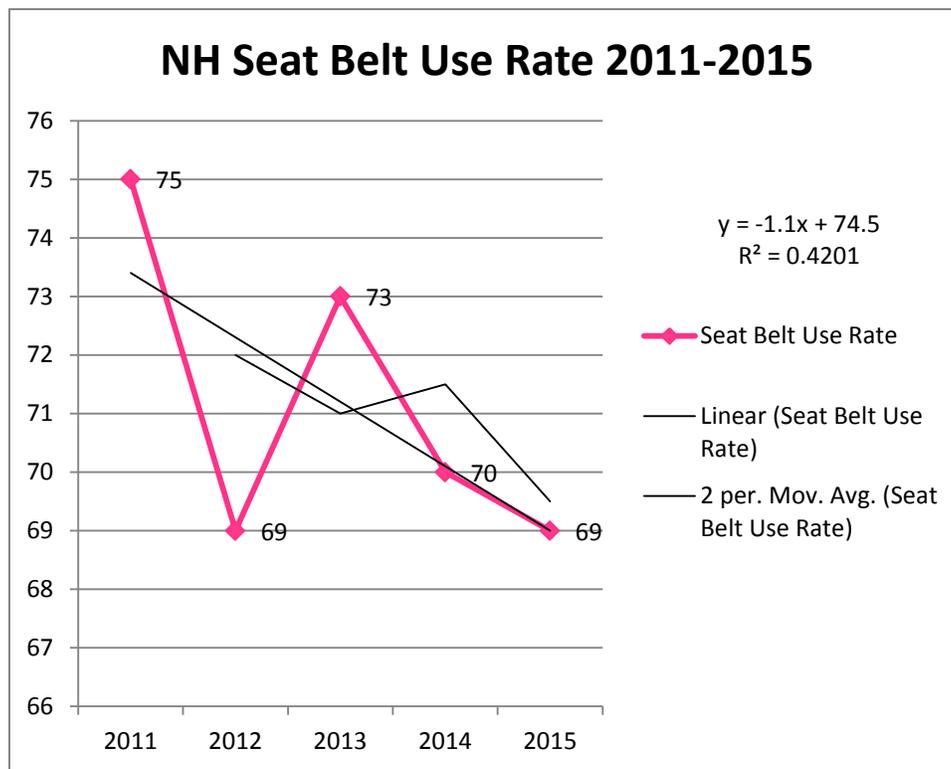
Source: FARS May 2016

Goal: Maintain bicyclist fatalities at 2 (2010 - 2014 average) by December 31, 2017.

The trend line projects bicyclist fatalities of 5 in 2017. In the past five years there have been minimal fatalities including two years where there were no fatalities. Unfortunately there were three bicycle fatalities in 2015, according to preliminary data. With our expanded outreach for bicycle projects, we anticipate maintaining the average of the last five years.

Seat Belt Usage

Figure 12 Seat Belt Use



Source: NH Observation Surveys 2011-2015

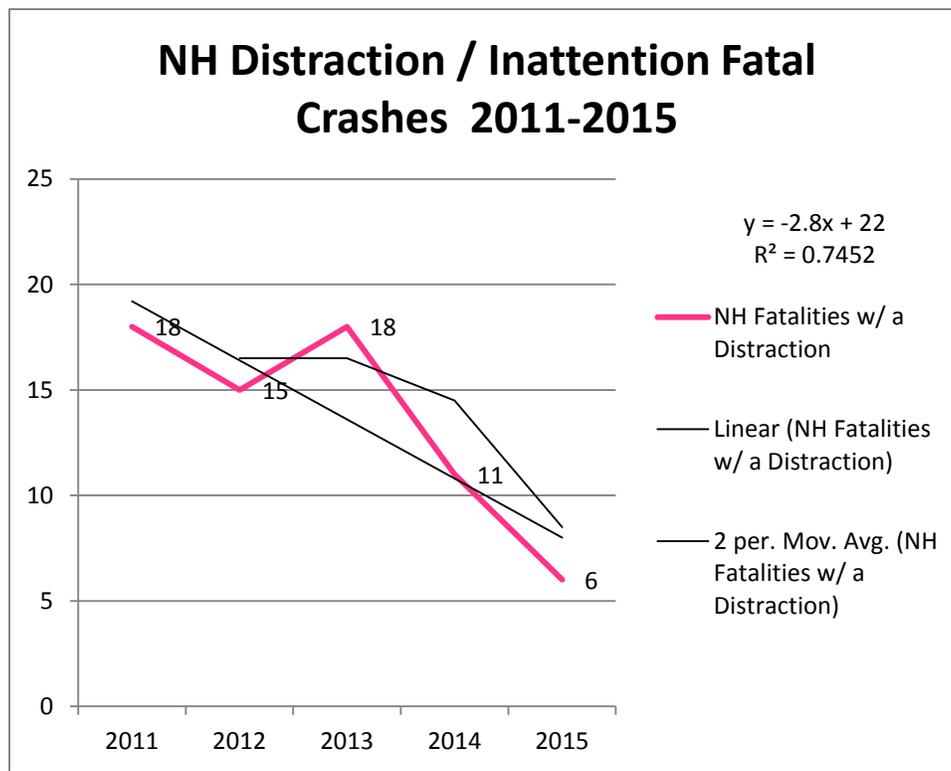
Goal: Increase seat belt use by 2.5 percentage points from 69.5 (2015) to 72 by December 31, 2017.

The trend line projects seatbelt usage of 66 percent in 2017. The seat belt rate has dropped each of the last three years. However, we plan to start a new media campaign highlighting the importance of using a seat belt. We anticipate this leading to a modest increase in seat belt usage in 2017.

High Priority Performance Targets

Distracted Driving

Figure 13 Fatal Crashes with Distraction



Source: NH DOS May 2016

Goal: Decrease distracted driving related fatalities from 38 percent from 13 (2011 - 2015 average) to 8 by December 31, 2017.

The trend line predicts distracted driving fatalities of 2 in 2017. Beginning July 1, 2015 New Hampshire’s Hands-free law became effective. NHOHS expects to receive distracted driving incentive funds this year that will be spent on a variety of new enforcement and education projects. Because of these new projects and continued enforcement of the law, we expect to see a significant drop in distracted driving fatalities.

Traffic Records Performance Targets

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

This performance target was based on the last approved Traffic Records Strategic Plan. It uses a baseline and current period that comply with NHTSA's most recent requirements. This number has been steadily declining and we anticipate further declines in the coming year.

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

Collection of this data element commenced coincidentally with the launch of the electronic crash reporting system by NH State Police in 2014. With improvements by the local police and the state police making strong improvements over the last year, we expect this measure to increase. Several projects will impact this performance target so a significant increase is reasonable.

PSP 17-01 Occupant Protection

Occupant Protection (OP) and Child Passenger Safety (CPS)

Problem Identification

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

- High visibility enforcement of CPS and the under 18 seat belt laws (incorporated into enforcement programs listed under the PTS section)
- Public information and education
- Administration of statewide CPS program

In New Hampshire, over the last six years (2010-2015), unrestrained fatalities has accounted for approximately 66 percent of all fatalities. The latest scientific survey of seat belt observations was conducted in June 2015. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. The results of statewide seat belt observations for the last nine years are detailed in Table OP-1 below. Observed seat belt use in New Hampshire in 2015 was 69.46 percent, the fifth highest rate in the last nine years in New Hampshire; it was the lowest rate in the country. A key challenge in increasing the seat belt usage rates in New Hampshire is the lack of a mandatory adult seat belt law for those aged 18 years of age and above. As the data seems to suggest, it has been difficult to sustain a consistent positive trend over the last five years. The occupant protection programs that are funded through the NHOHS are programs that can help increase seat belt use throughout the state by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies as identified in the NHTSA publication “Countermeasures That Work” are effective and are providing measured results. Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FY 2017 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through a public information officer who shall also assists the NHOHS in releasing important highway safety media messages, and continued involvement with law enforcement agencies to provide enforcement of the juvenile seat belt law.

Wearing seat belts remains the most effective means of preventing death or injury to occupants involved in a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, the NHOHS shall continue to make occupant protection a major highway safety program area in FFY 2017.

United States Seat Belt usage chart for 2015

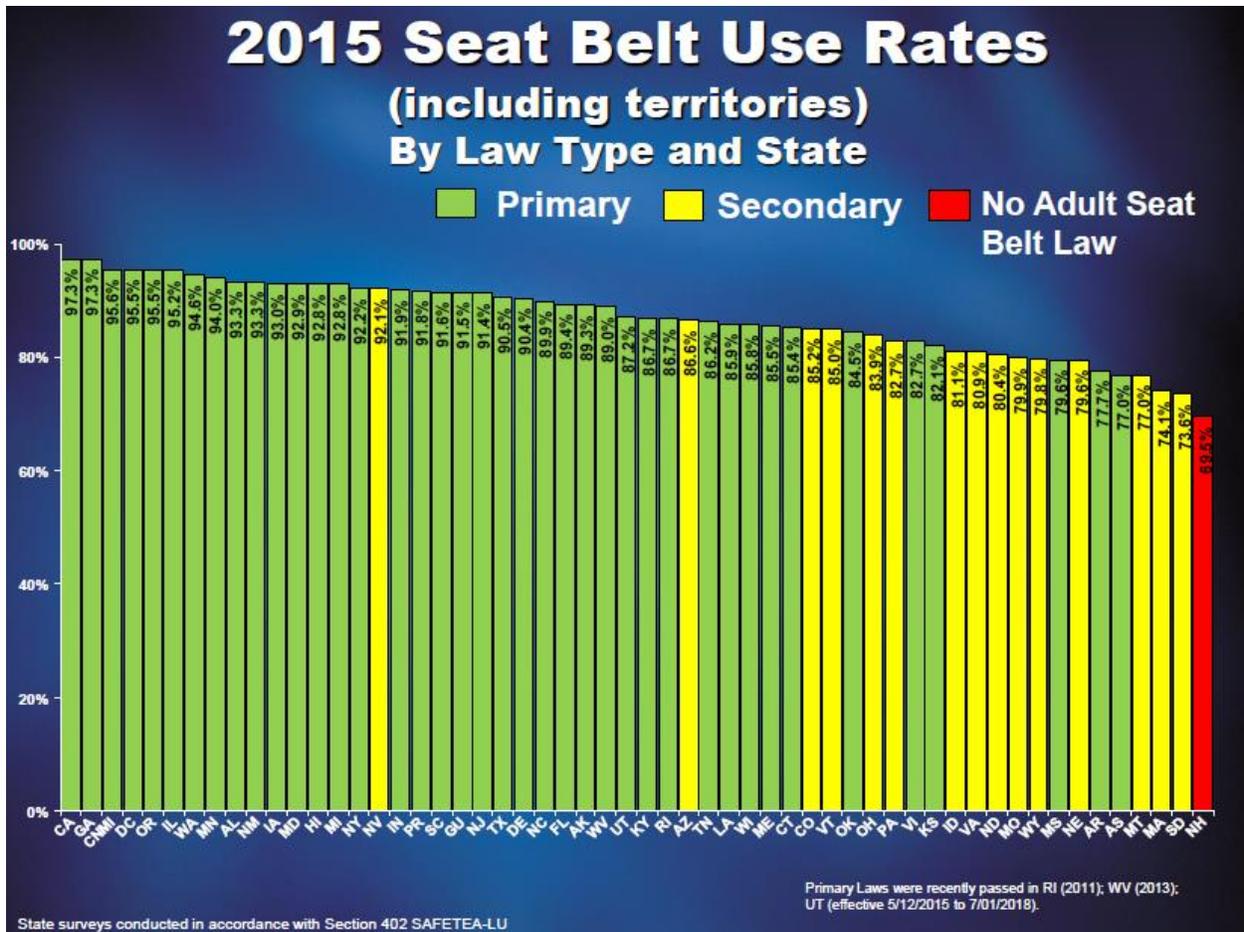


Table OP-1 Seat Belt Usage Rates

Seat Belt Usage Rates									
	2007	2008	2009	2010	2011	2012	2013*	2014*	2015
Total	63.79	69.2	68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%

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

Table OP-2 Vehicle Occupant Fatalities tends to fall in line, though slightly lower, for fatality seat belt usage. Unfortunately NH's percent of unrestrained fatalities is over twice the national average of about 30%. This suggests that until New Hampshire can increase overall seat belt usage we will continue to see a similar percent of fatalities where seat belts were not used.

Table OP-2 Vehicle Occupant Fatalities

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

Source: Fatal Traffic Crashes Annual Summary Report

New Hampshire Highway Safety Plan 2017

Table OP-3 shows observed driver and outboard passenger seat belt use rates in 2006 and 2015 by type of vehicle, road and weather. Unfortunately there has not been much progress in this area since 2006. Observed seat belt use was highest in SUVs and vans, and consistently lowest in pick-up trucks. However, it does appear that seat belt use in pick-up trucks has increased in 2015 in comparison to 2006 seat belt use. This data shows the need to continue to identify strategies that will increase low seat belt use rates in pick-up trucks. Seat belt use was highest on primary roads and lowest on local roads. Unfortunately there are data points missing for seat belt use based on weather conditions, though the results do show that there has been a slight increase in seat belt usage during light rain or sunny days.

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

	Drivers		Passengers	
	2006	2015	2006	2015
Vehicle Type				
Automobile	65.3%	72.1%	68%	71.3%
Pickup	43.2%	53.3%	50.1%	56.0%
SUV & Van	69.9%	75.6%	74.3%	77.7%
Roadway Type				
Primary Road	66.7%	73.1%	70.7%	74.7%
Secondary Road	60.5%	69.1%	65.2%	71.0%
Local Road	58.5%	66.5%	65.4%	61.7%
Weather				
Sunny	62.8%	70.7%	66%	71.6%
Cloudy	64%	---	70.7%	---
Misty	68.5%	---	73.8%	---
Light Rain	63.9%	71.7%	68.6%	71.7%

2015 NH Seat Belt Observation Study by University of New Hampshire

New Hampshire Highway Safety Plan 2017

Table OP-4 below is data pulled from the Behavioral Attitude Survey Results Summary for FFY 2011, 2012, 2013, 2014, and 2015. The survey is conducted by the University of New Hampshire Survey Center during its July Granite State Poll. The poll surveyed 532 New Hampshire adults to assess attitudes about highway safety in New Hampshire. The results for question #1 regarding buckling up closely compares to New Hampshire’s seat belt usage rate and therefore appears to be relatively accurate. New Hampshire does not have a seat belt law for occupants 18 years of age and above. This continues to present a challenge to find strategies to increase voluntary seat belt use. More education (through T.V., social media, newspapers, radio, etc.) is necessary to inform the motoring public of the importance of wearing seat belts. The majority of responses in question #2 show that in the past 60 days respondents have not read, seen, or heard anything about seat belt law enforcement by police. Question #3 shows the majority of respondents do not believe that they will get a ticket if they are not wearing a seat belt suggesting that they know that there is no seat belt law for occupants 18 years of age and older.

Table OP-4 Behavioral Attitude Survey Results Specific to Occupant Protection – 2015

Behavioral Attitude Survey Results-2015		
#1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, vehicle, or pick up?		
	Always	Never
2011	79%	25%
2012	77%	33%
2013	76%	31%
2014	75%	32%
2015	71%	28%
#2. In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?		
	Yes	No
2011	24%	76%
2012	27%	72%
2013	25%	75%
2014	21%	79%
2015	19%	80%
#3. What do you think the chances are of getting a ticket if you don't wear your safety belt?		
	Always	Never
2011	2%	36%
2012	4%	34%
2013	3%	43%
2014	2%	42%
2015	3%	41%

Unrestrained Fatalities by Age

Figure 14 Unrestrained Fatalities by Age

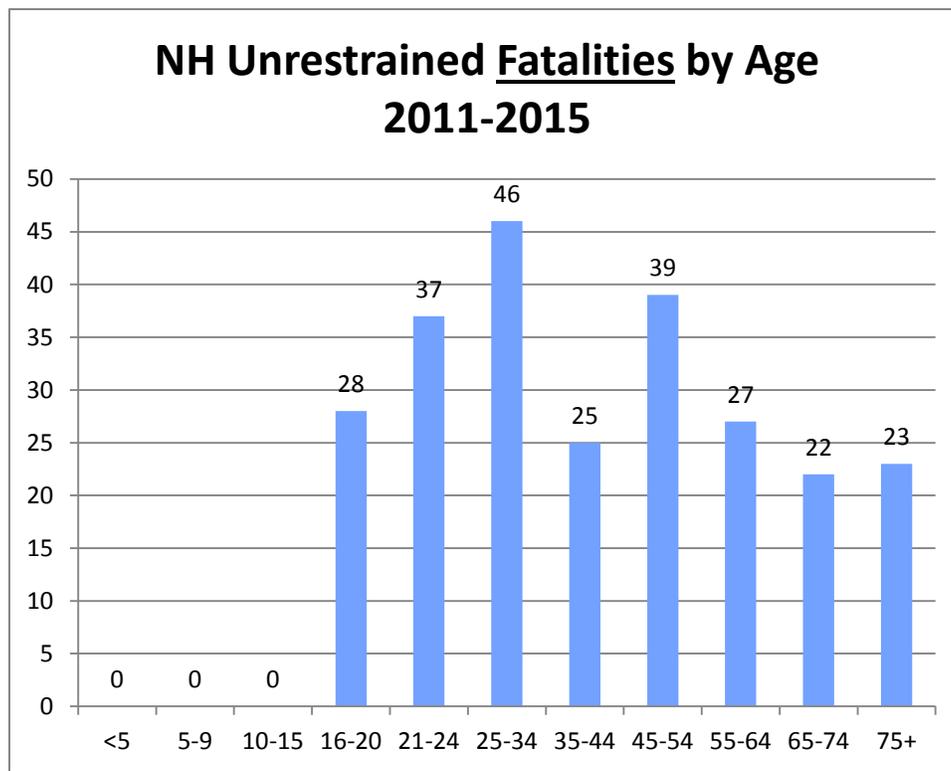
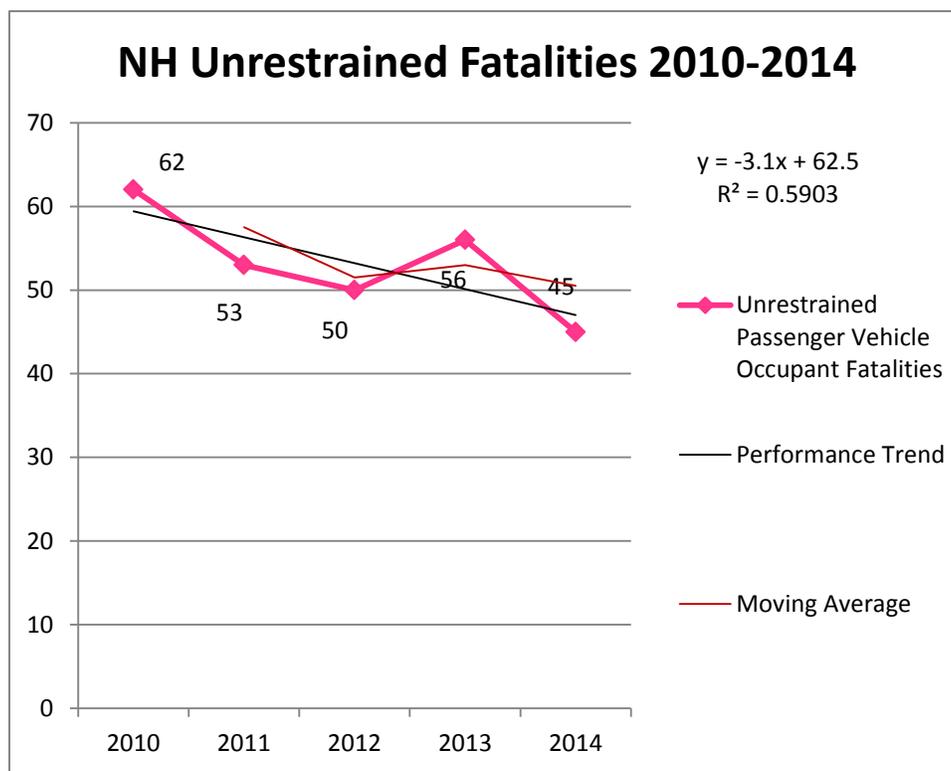


Figure 14 shows that unrestrained fatalities by age are relatively evenly distributed across all age ranges. New Hampshire currently lacks a mandatory seat belt use law for those aged 18 years of age and above. The law requires everyone under the age of 18 must use a seat belt or child safety seat.

Figure 15 OP Unrestrained Fatalities



+Figure 15 shows that unrestrained fatalities have been on an overall downward trend for the past five years. However the unrestrained fatality rate in New Hampshire is nearly twice the national average. New Hampshire's lack of an adult seat belt law makes it challenging to increase seat belt usage.

Performance Targets

- To reduce unrestrained passenger vehicle occupant fatalities, for all seat positions, by 15 percent from 53 (2010 – 2014 average) to 45 by December 31, 2017.
- To increase seat belt use for passenger vehicles, front seat outboard occupants by 2.5 percentage points from 69.5 percent (2015) to 72 percent by December 31, 2017.

Problem Solution Tasks:

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

1. **Buckle Up NH Activities.** This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition throughout FY 2017. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. This program shall require the continued development and distribution of educational materials as well as messaging on social media and the continued maintenance of the BUNH website to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. During the year there will be a Buckle Up New Hampshire Week held during the month of May in 2017. The “Room to Live” program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). As part of this project, the Annual Statewide Seat Belt Challenge shall be conducted to increase the use of seatbelts among motor vehicle operators and passengers. There will be an evaluation component to measure what is learned. The budget breakdown is approximately \$78,000 to cover Injury Prevention Center personnel costs; \$16,000 for the Traffic Safety Conference, \$4,000 for the seat belt challenge and \$11,000 to cover Injury Prevention Center personnel travel expenses relating to this program. Funds shall not be used to cover coalition personnel (individuals that are not Injury Prevention personnel) costs and travel costs and are considered unallowable under super circular guidelines. Any expenses relative to the traffic safety conference (facility rental, food, travel and costs for keynote speakers presenting on impaired driving issues) shall be funded under impaired driving task 19. This task is supported by CTW Chapter 2, Section 7.1, Chapter 3, and Section 3.2.

Funding: \$157,473 Section 402

2. **Statewide Child Passenger Safety Program.** This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to continue to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2017 to improve the use of child restraints in New Hampshire. Programs will include the development and

distribution of public information and educational materials to promote child passenger safety. Provide media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of: CPS technicians, EMS and CPS personnel in ambulance instruction, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and shall include funding for renewal fees and instructor fees. Funding through this task shall also provide for in-state travel and provide funding for instructors, proxies and three (3) technicians to attend the regional/national conference. The budget breakdown is approximately \$90,000 in personnel costs; \$14,000 for Child Passenger Safety Conference, \$25,000 media/advertising/ educational materials, \$28,000 NHTSA certification and other recertification training expenses, \$10,000 for car seat training, inspection stations, special needs, ambulance, and hospital ED. This task is supported by CTW Chapter 2, Section 6.2, 7.2

Funding: \$160,000 Section 402

- Youth Operator and Simulator Program.** This task shall provide funding to support educational programs to inform teens of the true risks associated with driving. Teens shall be made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. Approximately fifteen (15) schools shall be served through this program that shall create peer to peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This task is supported by CTW Chapter 2, Section 6.1 and Section 7.1.

Funding: \$115,060 Section 402

- Convincer Demonstrations.** This task will provide funds to the Merrimack Police Department to conduct seat belt Convincer demonstrations throughout the state during the FFY 2017. The Convincer is a dramatic and effective attitude-changing tool that brings this hands-on educational tool to the citizens as a means of increasing the voluntary use of seat belts. The Convincer demonstrations are used year round at businesses, clubs, fairs, and schools throughout the state. This program allows individuals to experience a collision simulation in a secure situation and understand the dynamics of a collision that occurs at a slower speed and how important it is to wear a seat belt. During FFY 2015, the Convincer was utilized at twenty-five (25) events throughout the state. Approximately 6,000 people attended these events. Two hundred and ninety seven (297) people rode the Convincer. Officers operating the Convincer explained in detail the importance of wearing a seatbelt to approximately 535 individuals at events. We expect similar results in FFY 2017. Evaluation components will be used to measure what is learned. This task is supported by CTW Chapter 2, Section 3.2

Funding: \$20,000.00 Section 402

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

Funding: \$55,000.00 Section 402

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

Funding: \$10,000.00 Section 402

7. **Highway Safety Media Campaign.** New Hampshire's Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last five years unrestrained fatalities have been as high as 62 percent. There is a need to promote the use of seat belts through a media campaign (October – September) to help minimize the potential of these types of fatalities that occur each year. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 "Advertising Space Guidance". NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA etc.) to conduct a public information and education campaign to encourage the use of seatbelts. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support a contract with the New Hampshire Fisher Cats minor league baseball team to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, alcohol and/or drug impaired driving, and not wearing seat belts. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to saving lives and a reduction in injuries and their severity. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

Funding: \$45,000 Section 402

PSP NO. 17-01 OP

OCCUPANT PROTECTION

Project Titles	NHTSA 402 OP	Match	Share to Locals	Total Federal Funds
1. BUNH Activities & Seat Belt Challenge	\$157,473	\$39,370	\$63,000	\$157,473
2. Statewide CPS Program	\$160,000	\$40,000	\$64,000	\$160,000
3. Youth Operator & Simulator Program	\$115,060	\$28,765	\$46,025	\$115,060
4. Merrimack Seat Belt Convincer	\$20,000	\$5,000	\$20,000	\$20,000
5. UNH Seat Belt Survey	\$55,000			\$55,000
6. UNH Attitude Survey	\$10,000			\$10,000
7. Paid Media	\$45,000	\$11,250		\$45,000
Total	\$562,533	\$124,385	\$193,025	\$562,533

PSP 17-02 Impaired Driving

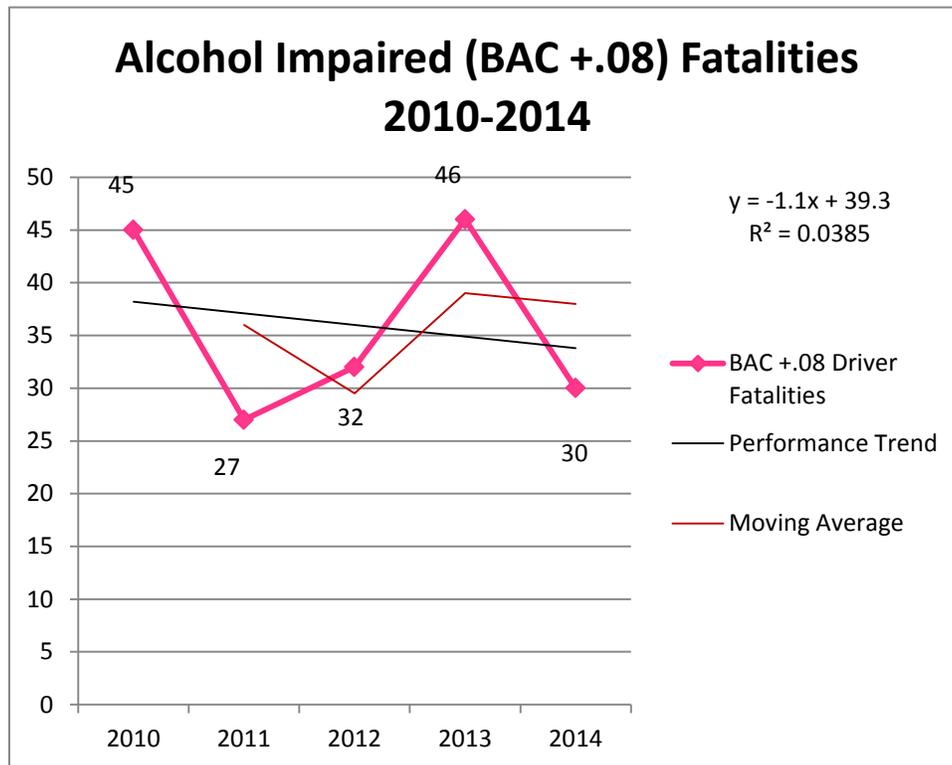
Problem Identification

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

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

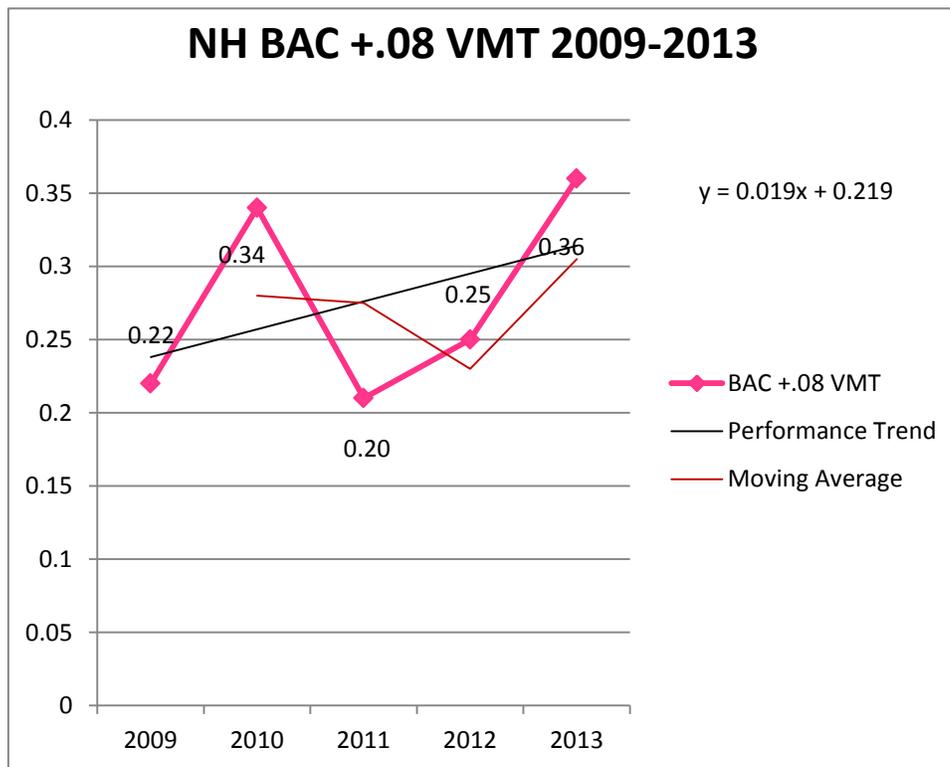
Alcohol Impaired Fatalities

Figure 16 Alcohol Impaired Fatalities



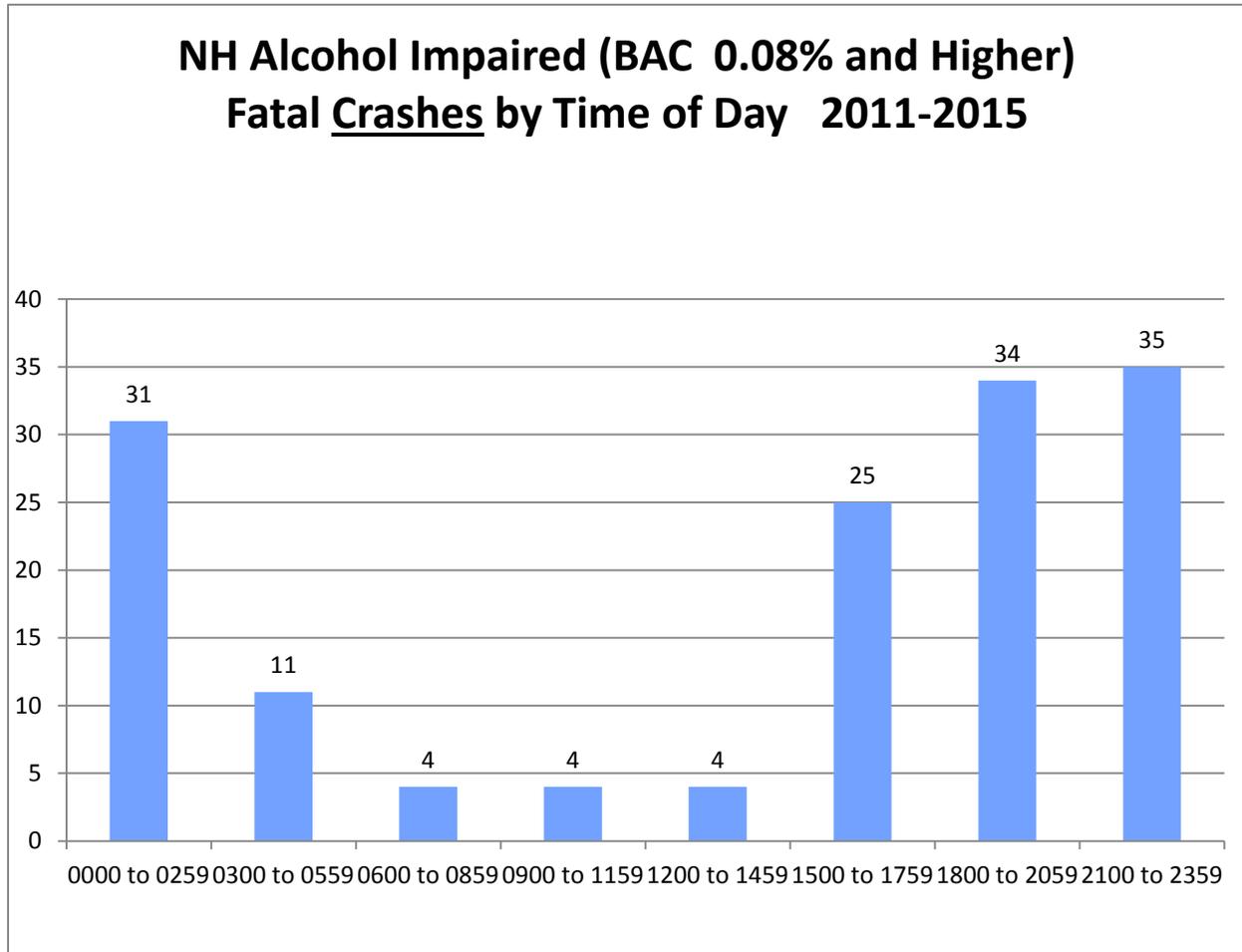
Source: FARS

Figure 17



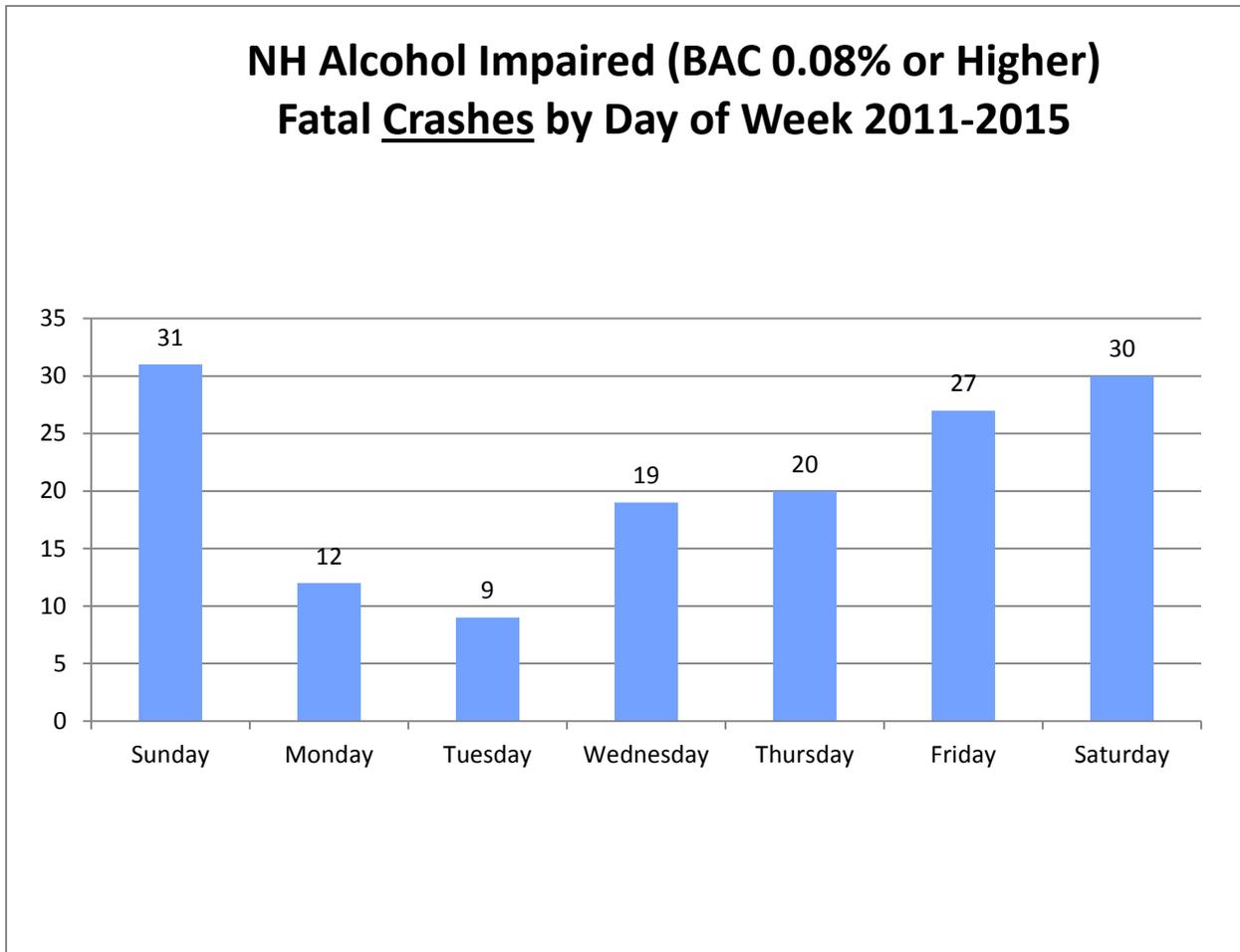
Figures 18, 19, and 20 show when an alcohol impaired fatality is most likely to occur, by time of day, day of week, and by month. Following national trends, the most common time for a fatal crash of this type to take place is during the early evening, nighttime and early morning hours on Friday, Saturday, and Sunday. August, October, and November are the most common months for a crash of this type. This is slightly outside the national trend. This data will be used, in part, to help decide when alcohol enforcement patrols will take place.

Figure 18 Alcohol Fatal Time of Day



Source: FARS Data May 2016

Figure 19 Alcohol Fatal Day of Week



Source: FARS Data May 2016

Figure 20 Alcohol Fatal by Month

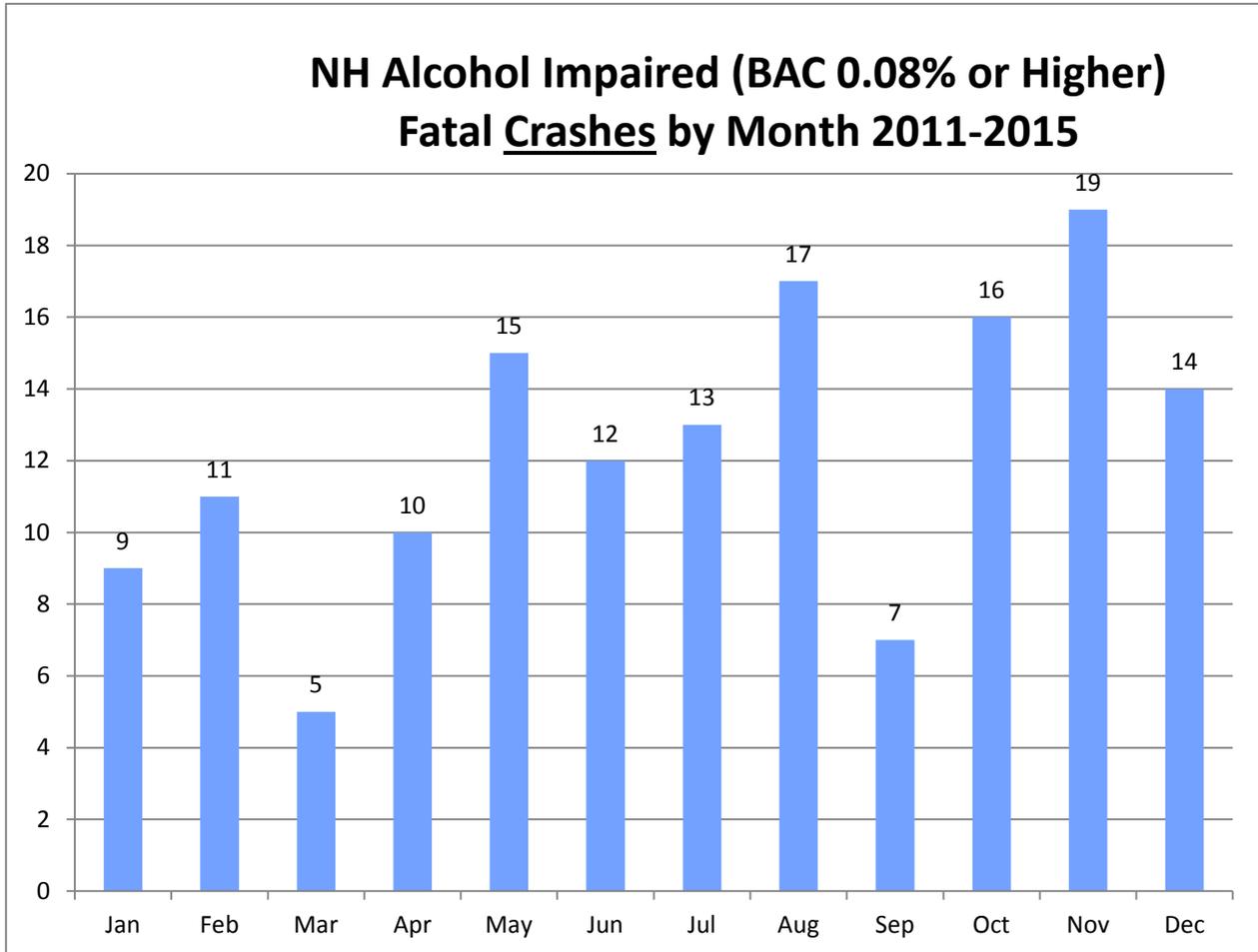
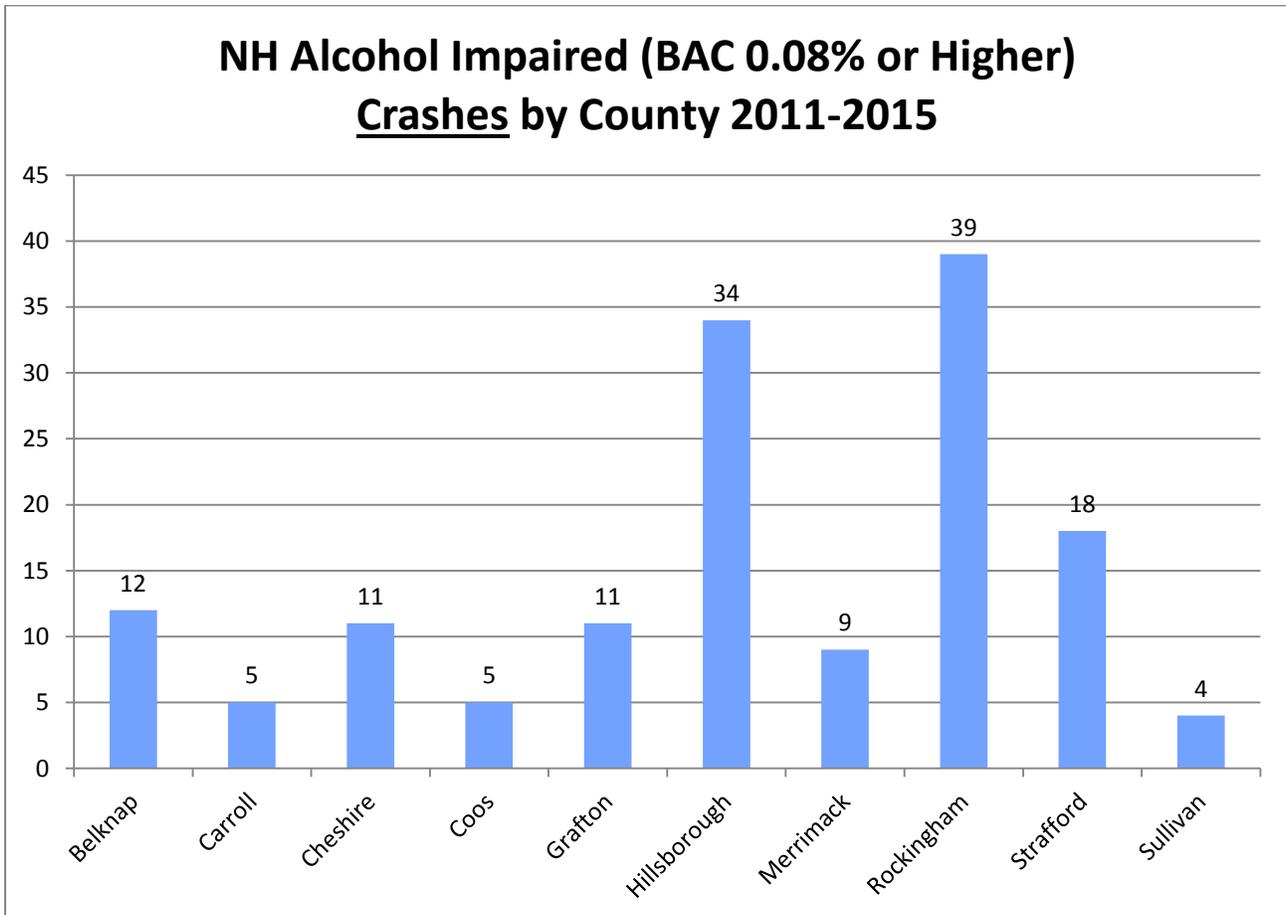


Figure 21 Alcohol Fatal by Counties



Source: NH DOS

Figure 21 Shows that Hillsborough and Rockingham counties are the most likely locations for an alcohol impaired crash to take place. These counties are also the most likely place for a fatality of any type to take place. Because of this, the majority of our resources will be focused in these counties.

New Hampshire Highway Safety Plan 2017

Table AL-4 Behavioral Attitude Survey Results Specific to Impaired Driving – 2015

Behavioral Attitude Survey Results-2015							
#1. Are you a licensed Driver?	Licensed In NH	Licensed In Another State	Not Licensed				Number Responding
2011	492 (95%)	8 (2%)	15 (3%)				516
2012	484 (93%)	5 (1%)	31 (6%)				520
2013	471 (92%)	7 (1%)	34 (7%)				512
2014	495 (96%)	5 (1%)	18 (3%)				518
2015	496 (93%)	8 (2%)	28 (5%)				532
#2. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	No Times	1-5 Times	6-10 Times	Over 10 Times		Don't Know	Number Responding
2011	437 (87%)	56 (11%)	7 (1%)	1 (0%)		1 (0%)	503
2012	417 (86%)	55 (11%)	6 (1%)	4 (1%)		3 (1%)	485
2013	414 (87%)	55 (12%)	3 (1%)	2 (0%)		3 (1%)	477
2014	407 (82%)	81 (16%)	4 (1%)	4 (1%)		3 (1%)	498
2015	428 (84%)	73 (14%)	4 (1%)	2 (0%)		1 (0%)	508
#3. In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police	Yes	No				Don't Know	Number Responding
2011	365 (71%)	144 (28%)				6 (1%)	516
2012	373 (72%)	143 (27%)				5 (1%)	520

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2013	370 (72%)	139 (27%)				3 (1%)	512
2014	385 (74%)	132 (25%)				1 (0%)	518
2015	354 (67%)	175 (33%)				3 (0%)	532
#4. What do you think the chances are of someone getting arrested if they drive after drinking?							
	Always	Most Of The Time	Half Of the Time	Rarely	Never	Don't Know	Number Responding
2011	22 (4%)	94 (18%)	170 (33%)	209 (41%)	1 (0%)	19 (4%)	515
2012	23 (4%)	92 (18%)	175 (34%)	204 (39%)	1 (0%)	25 (5%)	518
2013	38 (7%)	79 (15%)	176 (34%)	196 (38%)	5 (1%)	18 (4%)	513
2014	27 (5%)	95 (18%)	20 (4%)	175 (34)	2 (0%)	20 (4%)	517
2015	22 (4%)	108 (20%)	189 (36%)	190 (36%)	2 (0%)		529

Source: NHTSA Attitude Survey Results Summary 2015

The results summarize the attitudes of drivers relative to drinking and driving. Question #2, asks respondents “in the past 30 days how many times have you driven a motor vehicle within two hours after drinking an alcoholic beverage?” The response of “No times” increased to 84% in 2015 from 82% in 2014 and responses of “1-5 times” decreased from 16% in 2014 to 14% in 2015 demonstrating that drinking and driving may be becoming less acceptable than past years. Another interesting result is in question #4 where many of the respondents believe their chances of being arrested after drinking and driving is “half of the time” which increased dramatically from 4 percent in 2014 to 36 percent in 2015. It appears that 2014 is an anomaly do to the fact that in 2011, 2012, 2013, and 2015 1/3 of responses show the belief there is a 50/50 chance of being arrested if they drive after drinking.

Performance Targets

To reduce alcohol impaired fatalities by 5 percent from 36 (2010 – 2014 average) to 34 by December 31, 2017.

Problem Solution Tasks:

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

Funding: \$1,000.00 Section 402

2. **National Drunk and Drugged Driving Prevention Month.** This task will provide funding for the Governor’s Highway Safety luncheon. This luncheon is tentatively scheduled to be held just before Thanksgiving at the Grappone Conference Center in Concord. The DDD conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the “Safe Family Holidays” campaign. It is anticipated that approximately 300-400 people will attend this conference to include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees during this luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, and etc. related fatalities). This task is supported by CTW Chapter 1, Section 7.3.

Funding: \$15,000.00 Section 405 D

- 3 **Field Representatives/LEL.** This task shall support two part-time Field Representative/LEL positions to coordinate the development and implementation of new and existing Highway safety programs under alcohol and 402 funds throughout the state. This position shall be responsible for helping NHOHS staff not only develop highway safety programs but also be involved in the grant process of evaluating, scoring, assessing, monitoring, and data collection of grant programs. This position shall also help staff work with state and local law enforcement to promote and enforce traffic safety laws. This Task is supported by CTW Chapter

Funding: \$40,000 405D

4. **J.B. McDuffee Prosecutorial Seminar.** This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days) to be tentatively held at the Police Standards & Training Council in Concord sometime between October and December. It is anticipated that this seminar will provide up to 200 prosecutors with state-of-the-art legal training in the field of DUI (alcohol and drugs). The funding for this task will cover the cost of printed materials at \$1,650.00, instructor expenses and indirect costs. This task is supported by CTW Chapter 1, Section 7.3.

Funding: \$10,000.00 Section 405 D

5. **Preliminary Breath Testing (PBT) Devices.** NH RSA 265:92-a provides law enforcement officers the opportunity to use PBTs to determine if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This task will provide funds during FY 2017 for the bulk purchase of approximately 340 PBT units through the Liquor Commission, at a cost of approximately \$400.00/unit, to be distributed to state, county, and local law enforcement agencies. Purchase of the PBT will be made during the FY 2017 and distributed to those state, county, and local law enforcement agencies that do not have a PBT, or need to replace units that no longer work. Distribution and use of these devices will be based on a survey of law enforcement agencies to determine need and will allow enforcement agencies the tools necessary to enforce impaired driving laws during enforcement efforts. This task is supported by CTW Chapter 1, Section 2.3

Funding: \$110,000.00 Section 405 D

6. **Media Position Part-Time.** This Task shall provide funding to support a Public Information Officer (PIO) position. This PIO position shall assist the NHOHS with graphic design, video and audio production, and developing and maintaining the NHOHS website. This PIO position shall also assist the NHOHS with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public of alcohol/drug related topics and any upcoming impaired driving enforcement mobilizations to be conducted. This PIO shall help to facilitate the messaging needs of the State Office of Highway Safety (OHS) enforcement team. This Task is supported by CTW Chapter 1, Section 5.2

Funding: \$20,000 405D

7. **Video Equipment.** This task will provide the funds to assist up to 50 local and county law enforcement agencies with the purchase of in-cruiser video equipment. Video systems cost between \$2,500 and \$5,000 per unit. This task, for the NHSP will be used to purchase in-cruiser video and the required support systems. Throughout the fiscal year applications are received and approved based on identified need. An identified need may be, but not limited to, the documentation of DWI/DUI stops for prosecution purposes. Office policy limits funding assistance to 50 percent. See Appendix A for a list of departments slated to receive equipment over 5,000.00. This task is supported by CTW Chapter 1, Section 2.5.

Funding: \$1,050,000 405D

8. **DWI/DUI/DRE Patrols/Sobriety Checkpoints.** This task will provide funds to the NH State Police and selected local police to conduct sustained impaired-driving enforcement activities throughout the year. Local police departments were chosen based on crash data as explained in

the E-BE (see Attachment A for the list of departments participating in DWI Patrols and Attachment D for departments participating in Sobriety Checkpoints). Other departments may also be eligible based on other factors. NHTSA will be sent a list of potential grantees before contracting. Enforcement times and locations will be based on local data provided by the selected communities and NHOHS. Departments will be required to conduct enforcement of impaired driving laws during the national Drive Sober or Get Pulled over Mobilizations. These DWI/DU/DRE patrols will also occur throughout the year, primarily during the Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional vacation season in New Hampshire. Funds will also be used for local, state, and county police departments to complete approximately 27 sobriety checkpoints to be conducted mainly during summer months with specific times and locations to be based on data. This task is supported by CTW Chapter 1, Section 2.1 and 2.2.

Funding: \$504,118 Section 410, \$800,000 Section 405 D

- 9. Paid Media.** This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm to conduct public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage sober driving. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/ Christmas/New Year's holidays, Super Bowl, July Fourth, and the NHTSA DSGPO mobilizations. Funds will also support a contract with the University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, and the New Hampshire Auto Dealers Association to conduct a public information and education campaign focusing on alcohol and drug impaired driving. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. This task is supported by CTW Chapter 1, Section 5.2.

Funding: \$223,000 Section 405 D

- 10. NH Fish & Game OHRV DWI/DUI Patrols.** The NH Fish and Game will be conducting approximately 400 hours of dedicated OHRV DWI/DUI enforcement patrols throughout the State of NH during the spring, summer and fall months. Enforcement will take place in the "1,000 Mile Ride the Wild Trail" where trails overlap onto public roadways. This area includes locations such as routes 16, 3, and 110. Participating officers have been trained in SFST. There have been several incidences of DWI arrests and OHRV related fatalities in recent years. This task is supported by CTW Chapter 1, Section 2.2.

Funding: \$25,000 Section 405 D

- 11. DUI Van Administration "Last Drink Survey".** This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints, educational events, and press events, NHTSA or NHOHS campaigns held in state or out of state. Funds shall also be used to support van upgrades. The DUI Van is equipped with an Intoxilyzer 5000, a Drug Recognition Expert examination area, booking stations, holding cell, wireless laptop, wireless printer, wireless fax, flashlights, portable radio

chargers, communications equipment, sobriety checkpoint sign packages and traffic safety vests. Funds will also enable the Enforcement Bureau to conduct “Last Drink Surveys” on an overtime basis at sobriety checkpoints. The collection of the place of the “Last Drink” data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness and enforcement of underage drinking laws. This task is supported by Chapter 1 Section 1.5, Chapter 1, Section 2.1, Chapter 1, Section 5.1, Chapter 1, section 6.1 – 6.4, and Chapter 7, Section 7.1 – 7.3.

Funding: \$45,000 Section 405 D

12. **Conferences.** This task will provide funds for prosecutors, police officers, public health laboratory personnel, and others involved that attend conferences/seminars related to alcohol/drug impaired driving, such as the Lifesavers Conference which is traditionally held in the spring of each year. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). This task is supported by Chapter 1, Section 7.3.

Funding: \$10,000.00 Section 402 \$10,000.00 Section 405 D

13. **Traffic Safety Resource Prosecutor.** This task will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State’s prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. This task is supported by CTW Chapter 1, Section 3.

Funding: \$145,000.00 Section 405 D

14. **DOS Interlock Ignition Program.** This task will provide funds that shall allow the NH DOS to continue the services using two part-time personnel to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. These employees will deploy a training program on interlocks for law enforcement; contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks; establish contact with substance abuse evaluation and treatment providers; obtain information and investigate reports of attempts to circumvent interlocks; etc. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2017 shall continue the services of the part-time coordinator and an additional part time position to assist in managing and coordinating the Interlock Ignition Program. Funds shall support Interlock Ignition Program office supplies, computer software, and a laptop. The Interlock Ignition program positions are funded by the NHOHS and are not considered a supplanting issue. This task is supported by CTW Chapter 1, Section 4.2.

Funding: \$80,859.00 Section 405 D

15. **DRE Program Administration.** This task will enable the NH Liquor Commission's Bureau of Enforcement to continue to coordinate/administer the state's Drug Expert Recognition (DRE) program. Funding will cover personnel services (administration of the DRE Program and DRE Patrols/Call Out Overtime), the purchase of DRE kits, the purchase or printing of the necessary training manuals, training costs, travel associated with in-state training of DECP, ARIDE, DITEP, DRE, SFST, out-of-state DRE field evaluations/certifications, and travel to the Annual DRE Conference. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. As of May 2016, New Hampshire has 104 certified DRE experts including 30 instructors, representing 52 law enforcement agencies throughout the state. Including training and enforcement evaluations, there are approximately 300–350 DRE evaluations being performed each year. This task is supported by CTW Chapter 1, Section 7.3.
Funding: \$111,100.00 Section 405 D
16. **Impaired Driving Prosecutors.** Currently there is a significant gap between the number of NH State Police DWI cases that go to court and the number of available attorneys to prosecute the cases. Specifically, there are 16 courts that are largely uncovered by prosecutors. Instead, these courts are covered by the arresting trooper, not an attorney prosecutor. As such, the chances for successful prosecution are minimized. Through this task funds will be provided to the NHSP for two additional attorney prosecutors and a paralegal to cover these courts. We anticipate that the conviction rate will increase. Additionally the prosecutors will be able to provide greater assistance to troopers to prepare for their court cases. This task is supported by CTW Chapter 1, Section 3.
Funding: \$271,156 Section 405 D
17. **Lab Testing.** New Hampshire does not currently have the capability to test for all possible drugs in impaired driving cases. This task shall provide funding for the Attorneys General office to pay for out of state lab testing and associated travel. An expert analyst of this lab shall conduct the necessary tests to determine drugs that are present in impaired driving cases and if necessary travel to New Hampshire to testify during trial on these cases. Approximately 10 impaired driving cases shall involve the necessary testing and court involvement of an expert analyst. It is anticipated that this expert lab testing and court involvement of this expert analyst will increase impaired driving drug convictions. This task is supported by CTW Chapter 1, Section 3.
Funding: \$10,000 Section 405 D
18. **Program Management.** Funds shall be provided to support NHOHS staff that work on impaired driving related projects. Funds will also cover travel, professional development expenses and other related program expenses.
Funding: \$50,000 Section 405 D
19. **Traffic Safety Conference.** Funds shall be used to support facility rental, and food for the annual, one day, statewide traffic safety conference that is coordinated by Injury Prevention Center personnel as part of the Buckle Up NH Activities program (referenced in task 1 of the Occupant Protection section). Funds shall also be used to support cost (travel, lodging, etc.) associated with keynote speakers presenting on alcohol and or drug related issues at this Traffic Safety Conference. This is an important conference for New Hampshire that allows

for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities). This task is supported by CTW Chapter 1, Section 7.3

Funding: \$26,250.00 Section 405D

20. **NH Fish and Game Mobile Data Terminals.** Funds shall be used to purchase mobile data equipment that will allow NH Fish & Game officers to have remote access to critical records and databases that will be utilized to promote public safety through identifying and confirming registrations, driver's license status, outstanding warrants, repeat offenders, etc. In addition, this equipment shall allow NH F&G's Law Enforcement Division to compile data, case referrals, and data relative to DUI arrests, DUI crashes and DUI fatalities in hopes of identifying areas of recurrence that would require targeted patrols. This mobile data terminal equipment shall be installed in Fish and Game cruisers that shall participate in the NHOHS funded Fish and Game OHRV DWI/DUI patrols to help document motor vehicle activity. This task is supported by CTW Chapter 1, Section 2.5.

Funding: \$33,000 Section 405D

21. **Intoxilyzers.** Funds shall be used for the Department of Safety to acquire new technology in the form of approximately 132 of the latest breath analyzer instruments for deployment throughout the state of New Hampshire to law enforcement agencies. The Department of Safety shall replace aging equipment that is frequently breaking down and that currently can only be fixed with refurbished parts. It is imperative that the existing instruments in the field (Intoxilyzer 5000EN) be replaced at the same time so one training program for the more than 1,500 trained breath test operators in the state can be created and maintained. This is critical in our state so that an officer or trooper from one town/barracks can utilize an instrument stationed in another town or barracks, which happens frequently. The Forensic Laboratory cannot adequately service two different breath analyzer instrument models in terms of repair, calibration and training programs, not to mention the court challenges that would be brought forward with two vastly different generations of breath testing devices in use. The current instrumentation relies upon a Windows XP program for data retrieval and diagnostics. Microsoft ended support of this operating system several years ago. There is currently no budget from the state of New Hampshire that provides a funding source to accomplish this instrument replacement. Without this grant initiative, the breath testing program in New Hampshire would meet its demise in its entirety within the next 12-24 months. Distribution and use of this equipment will be based on a survey of law enforcement agencies to determine need. With the use of this equipment law enforcement agencies shall have the tools necessary to adequately enforce impaired driving laws during enforcement efforts. This task is supported by CTW Chapter 1, Section 2.3

Funding: \$1,122,000 Section 405D

22. **Collision Analysis and Reconstruction Equipment (CAR).** Funds shall be used for the New Hampshire State Police CAR unit to purchase Robotic Total Stations to identify causal factors and resume normal traffic flow as soon as possible, without compromising the presence of physical evidence. One of law enforcement's top priorities is to conduct thorough crash investigations while maintaining safe traffic flow. Many of these crashes are alcohol related that require detailed investigation and documentation. The public's lack of

patience for obstructed highways, coupled with antiquated forensic mapping equipment, can cause longer delays and incomplete investigations. Equipment procurement is an on-going process and it must keep pace with current technologies to effectively investigate collisions and manage traffic patterns. The upgrading of current forensic equipment will clear scenes faster and more efficiently, while saving motorists time and reducing secondary collisions. Robotic total station equipment reduces the manpower hours required to measure scenes and allows the secondarily assigned CAR member to concentrate on other required scene tasks. The CAR unit's ability to perform on-scene operations faster will ultimately keep emergency responders safer and return normal traffic patterns without unnecessary delay. With the use of this equipment the New Hampshire State Police shall have the tools necessary to adequately investigate the cause of crashes that will help to identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. This task is supported by CTW Chapter 3, Section 2.2.

Funding: \$130,000 Section 405D \$45,000 Section 402

23. **Training Manuals and Supplies.** Funds shall be used for Police Standards & Training to purchase 250 printed training HGN/SFST manuals. New Hampshire Police Standards and Training trains New Hampshire Police Officers in Horizontal Gaze Nystagmus (HGN) and Standardized Field Sobriety Tests (SFST). NHTSA, HGN/SFST manuals provided to each officer who attend training will allow officers to see and use relevant materials during the training, write study notes during the training, and use the manual as a reference guide when they take to the streets to enforce the Driving While Intoxicated laws and when reviewing for testimony prior to trial. The manual will ultimately assist officers in the deterrence, detection, investigation, apprehension and prosecution of impaired operators in New Hampshire. This task is supported by CTW Chapter 7 Section 7.3.

Funding: \$5,000 Section 405D

New Hampshire Highway Safety Plan 2017

PSP-17-02

Project Title	NHTSA 402 AL	Section 410	Section 405 D	Match	Share to Local	Total Federal Funds
1. NH TSC	\$1,000					\$1,000
2. DDD Awareness Month			\$15,000	\$3,750		\$15,000
3. Field Reps/LEL Part-Time			\$40,000	\$10,000		\$40,000
4. Prosecutorial Seminar			\$10,000	\$2,500		\$10,000
5. PBTs			\$110,000	\$27,500		\$110,000
6. Media Position Part-Time			\$20,000	\$5,000		\$20,000
7. Video Equipment			\$1,050,000	\$300,000		\$1,050,000
8. DWI/DUI/DRE Patrols/Sobriety Checkpoints		\$504,118	\$800,000	\$1,712,354		\$1,304,118
9. Paid Media (PM)			\$223,000	\$55,750		\$223,000
10. NH Fish & Game OHRV DWI/DUI Patrols			\$25,000	\$6,250		\$25,000
11. DUI Van Admin & Last Drink Survey			\$45,000	\$11,250		\$45,000
12. Conferences	\$10,000		\$10,000	\$5,000	\$8,000	\$20,000
13. TSRP			\$145,000	\$36,250		\$145,000
14. Ignition Interlock			\$80,859	\$20,215		\$80,859
15. DRE			\$111,100	\$27,775		\$111,100
16. Impaired Driver Prosecutor			\$271,156	\$67,790		\$271,156
17. Lab Testing			\$10,000	\$2,500		\$10,000
18. Program Management			\$50,000	12,500		\$50,000
19. Traffic Safety Conference			\$26,250	\$6,563		\$26,250
20. Fish & Game Mobile Data Terminals			\$33,000	\$8,250		\$33,000
21. Intoxilyzers			\$1,122,000	\$280,500		\$1,122,000
22. CAR Equipment	\$45,000		\$130,000	\$43,750	\$18,000	\$175,000
23. Training Manuals and Supplies			\$5,000	\$1,250		\$5,000
Total	\$56,000	\$504,118	\$4,332,365	\$2,646,697	\$26,000	\$4,892,483

PSP17-03 Police Traffic Services (PTS)

Problem Identification

In 2015 there were a total of 114 fatalities that resulted from 103 fatal crashes. See Table PTS-1 below which identifies the primary causes of the 103 fatal crashes that occurred. This is a 16 percent increase in fatal crashes and a 20% increase in fatalities as compared to 2014.

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

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

- Funding equipment
- Overtime enforcement patrols
- Media campaign

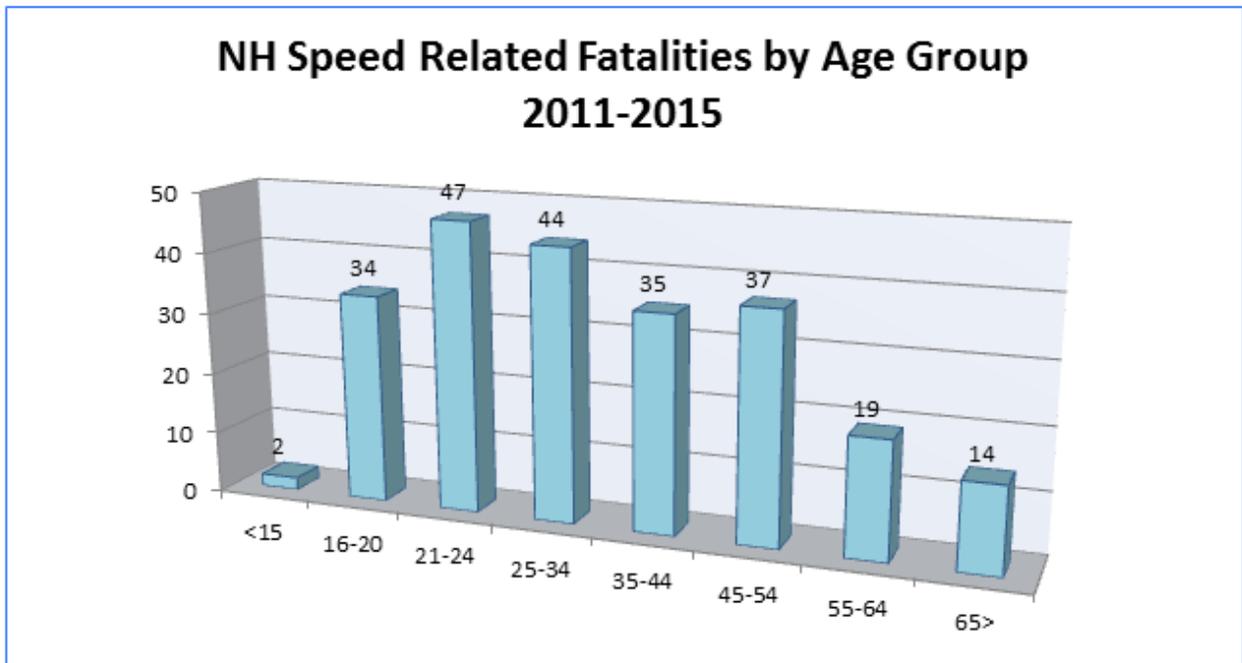
New Hampshire Highway Safety Plan 2017

Table PTS-1

2015 Fatal Crashes <i>Primary Causes</i>		
Causes	Category Total	Specific Causes
Alcohol	1	Alcohol
	9	Alcohol & Speed
	21	Alcohol & Drugs
Total	31	
Drugs	4	Drugs
	5	Drugs & Speed
Total	9	
Human Error	6	Inattention/Distracted
	6	Unsafe Lane Use
	0	Disregard Traffic Control Device
	7	Pedestrian Error
Total	19	
Operator Related	3	Center Line Encroachment
	7	Failure to Yield
	0	Inexperience
	0	Operator Error
Total	10	
Medical / Physical	3	Operator Fatigue
	9	Medical Event
Total	12	
Speed	2	Hit & Run
	0	Reckless Operation
	7	Speed
	4	Speed for Road & Weather Conditions
Total	13	
Other Causes	4	Animal in Roadway
	1	Vision Obscured
	2	Unknown per Investigative Agency
	1	Bicycle Error
	0	Overcorrected
	0	Mechanical Deficiency
	1	Other Cause
Total	9	
Grand Total	103	

Source: NH DOS, DMV 2015 Annual Summary Report

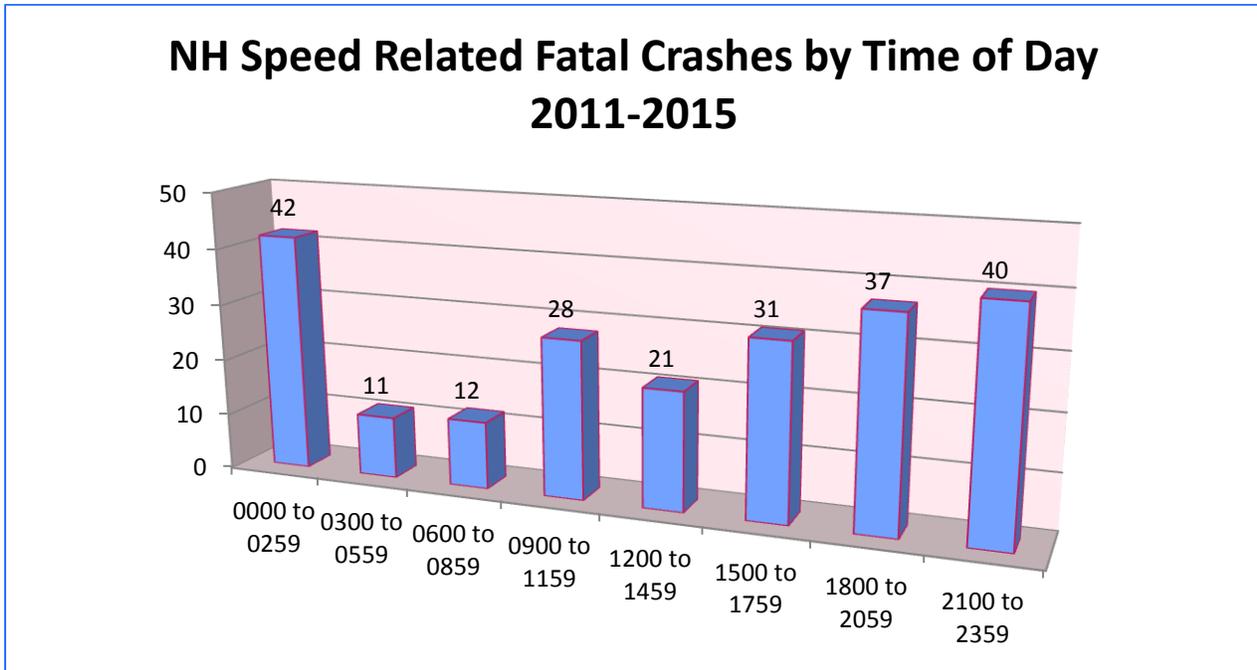
Figure 22 Speed Related Fatalities by Age Group



Source: NH DOS DMV

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

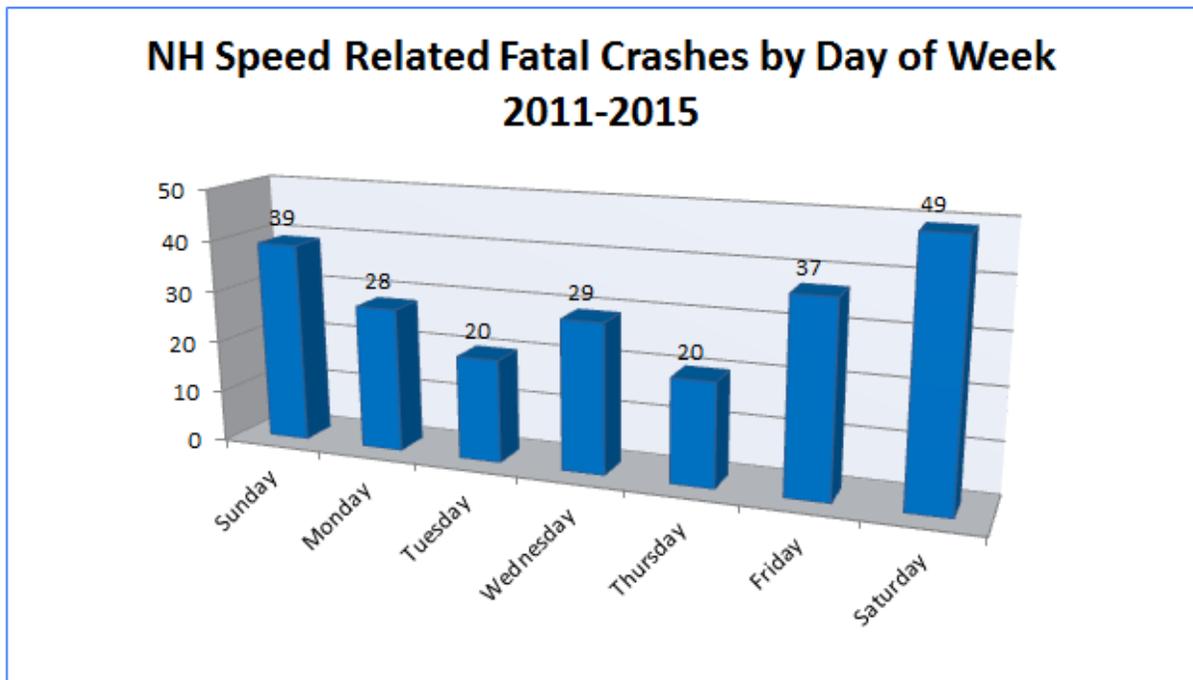
Figure 23 Speed Fatalities by Time



Source: NH DOS- DMV

Figure 23 shows that the problem of speed related fatalities occur most frequently during the evening commute and late night hours. Beginning at 1500 through 0259 you see speed related fatal crashes continually increase. Because of this data, enforcement patrols will take place largely during these time frames.

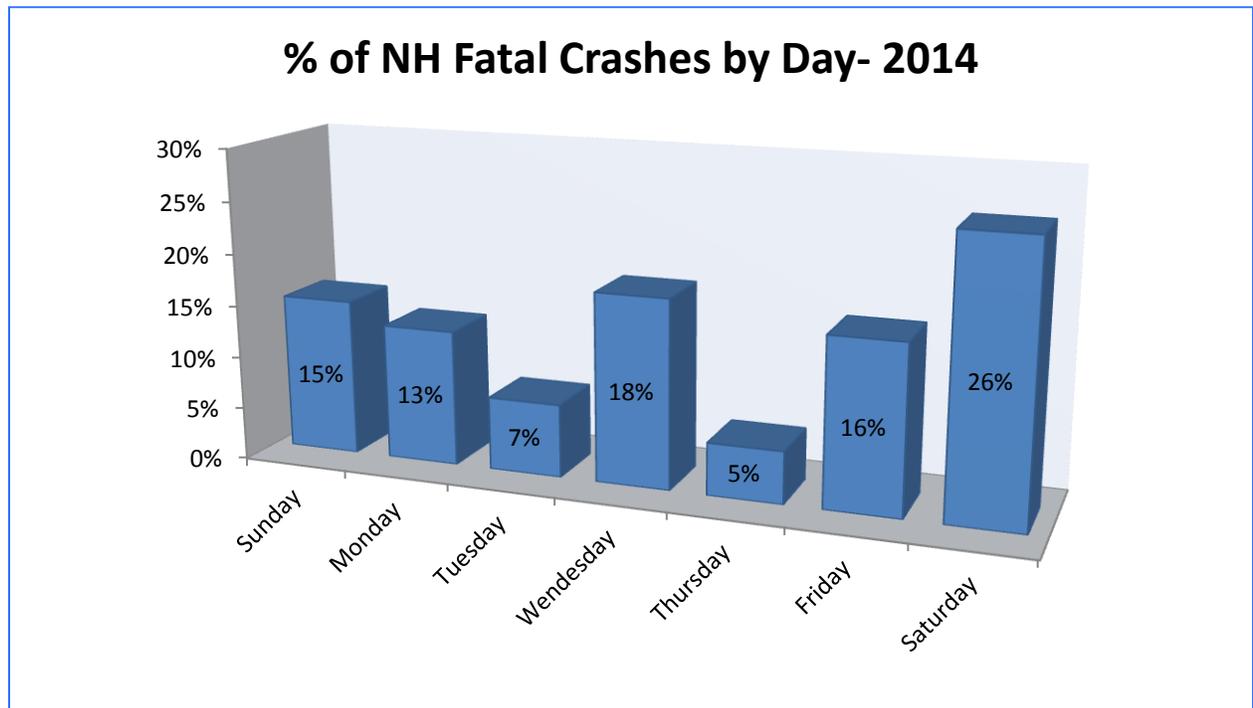
Figure 24 Speed Fatalities by Day of Week



Source: DOS-DMV

Figure 24 shows that Friday, Saturday and Sunday account for 56% of all speed related fatal crashes, therefore, added enforcement patrols should be put into place on these days.

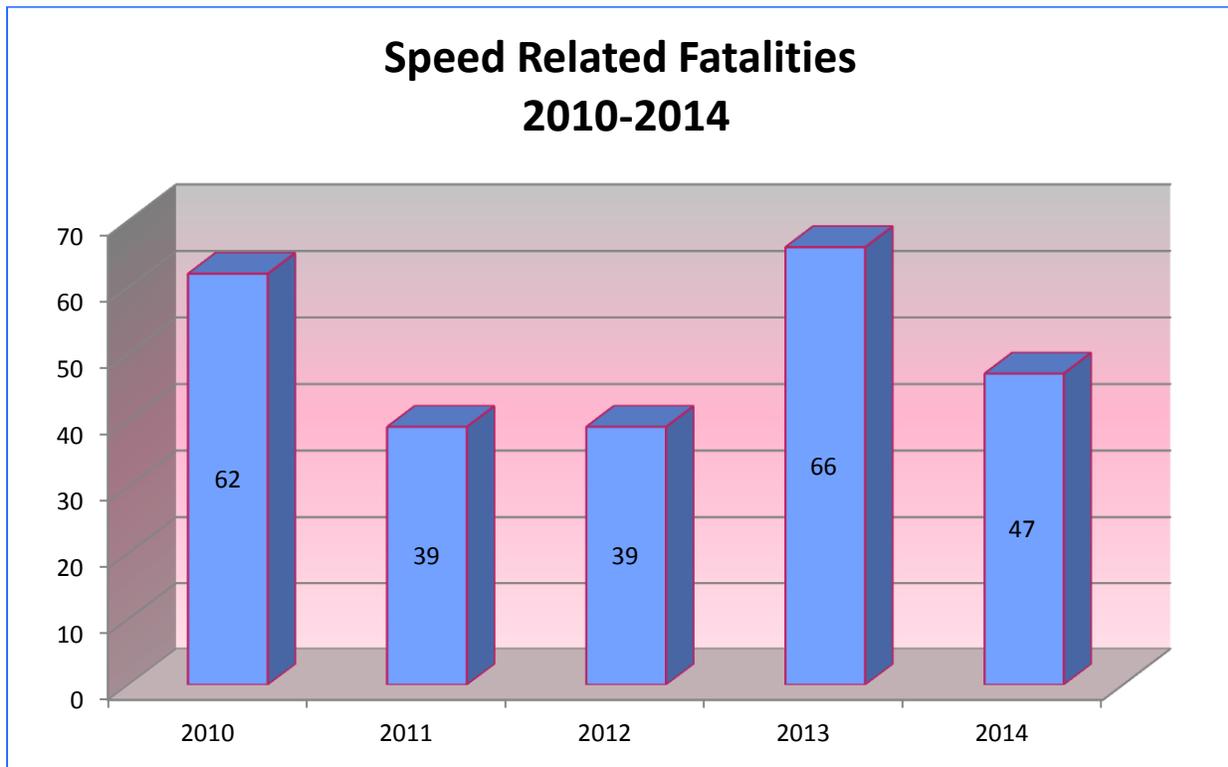
Figure 25 % of NH Fatal Crashes by Day- 2014



Source: DOS-DMV

Figure 25 shows the percentage of fatal crashes by day in 2014. Friday, Saturday and Sunday account for 57% of all fatal crashes. If you compare this to the figure above, you will see that Friday, Saturday and Sunday account for 56% of speed-related crashes.

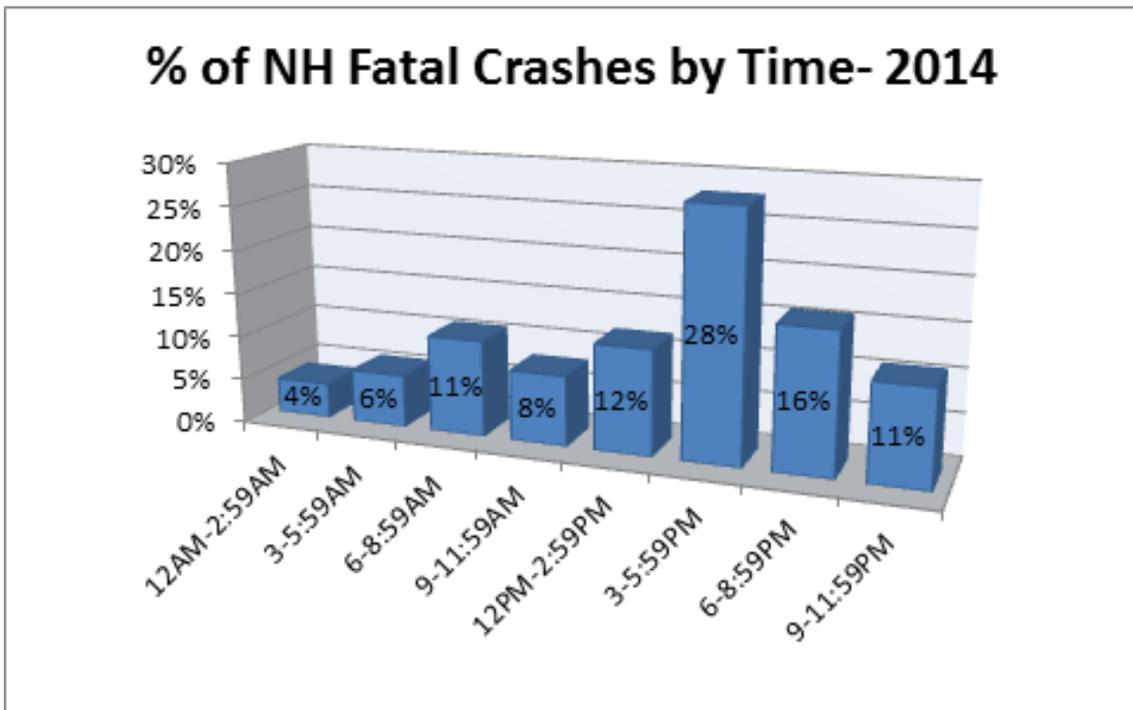
Figure 26 Speed Related Fatalities



Source: NH DOS

Figure 26 shows that speed related fatalities have fluctuated since 2010. In order to sustain a downward trend the OHS hopes that combining a coordinated media approach with targeted enforcement will help to reduce speed related fatalities.

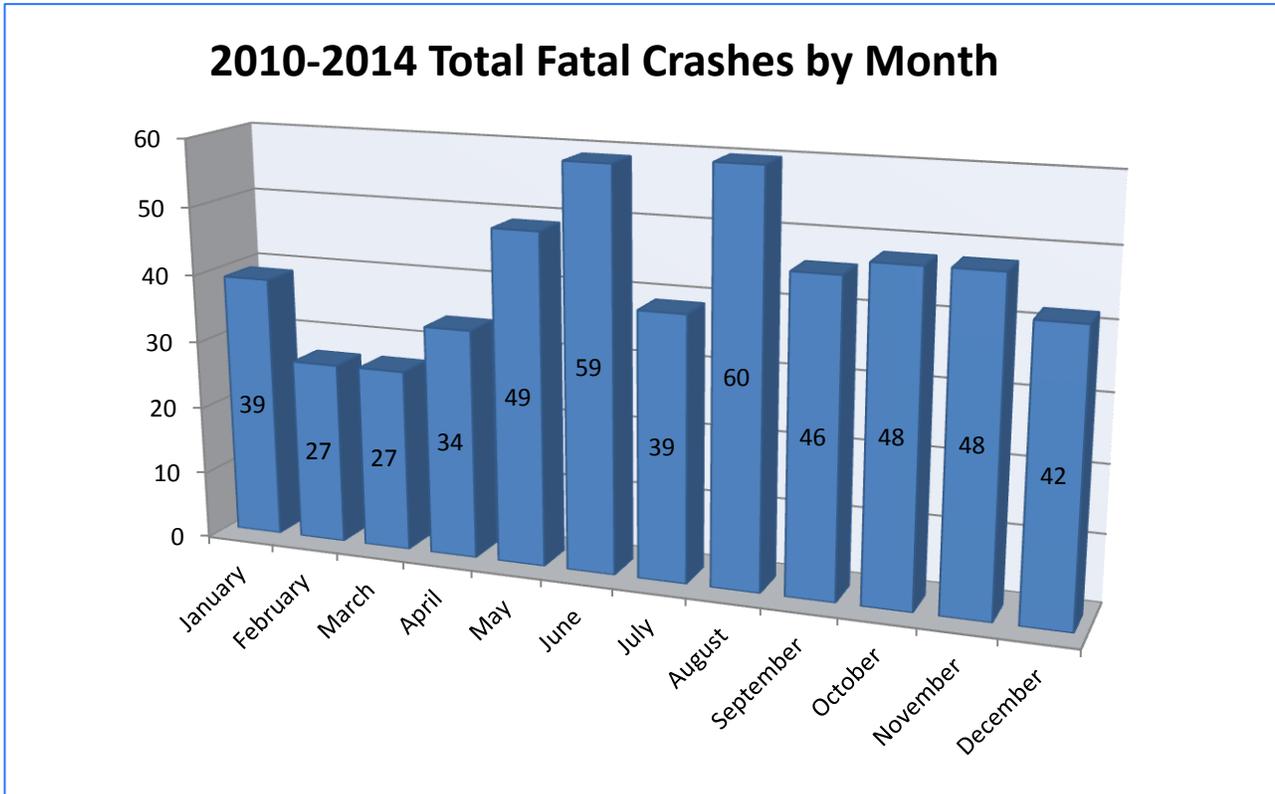
Figure 27 Fatal Crashes by Day



Source: NH DOS

Figures 23 and 27 shows that most fatal crashes occurred during the late afternoon and evening. Law enforcement agencies will be encouraged to allocate patrol hours during the times and days where data reflects a higher occurrence of fatal crashes.

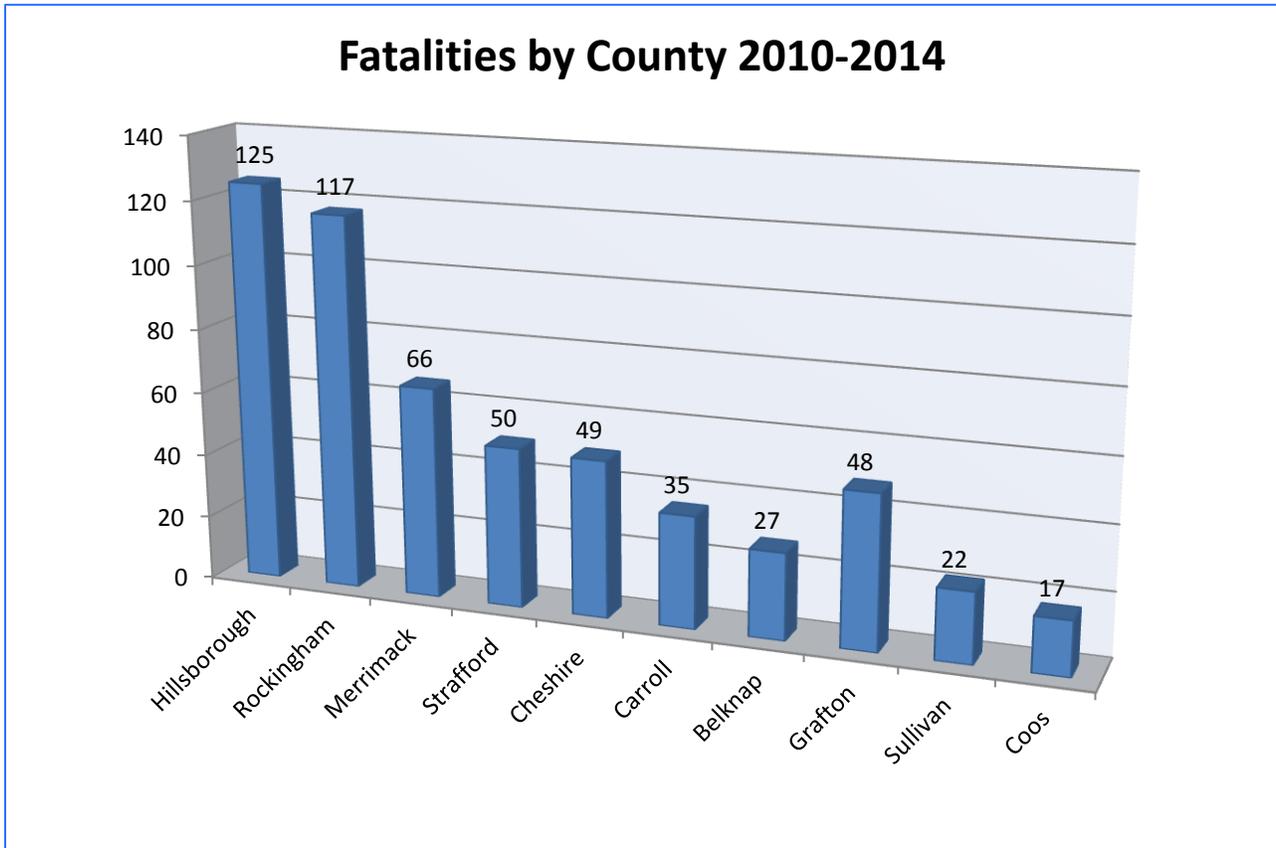
Figure 28 Fatal crashes by Month



Source: FARS

Figure 28 shows that between 2010 and 2014, May, June and August were the top three months for fatal crashes for the 5-year period. Additional enforcement patrols will be conducted during these months to help reduce fatalities.

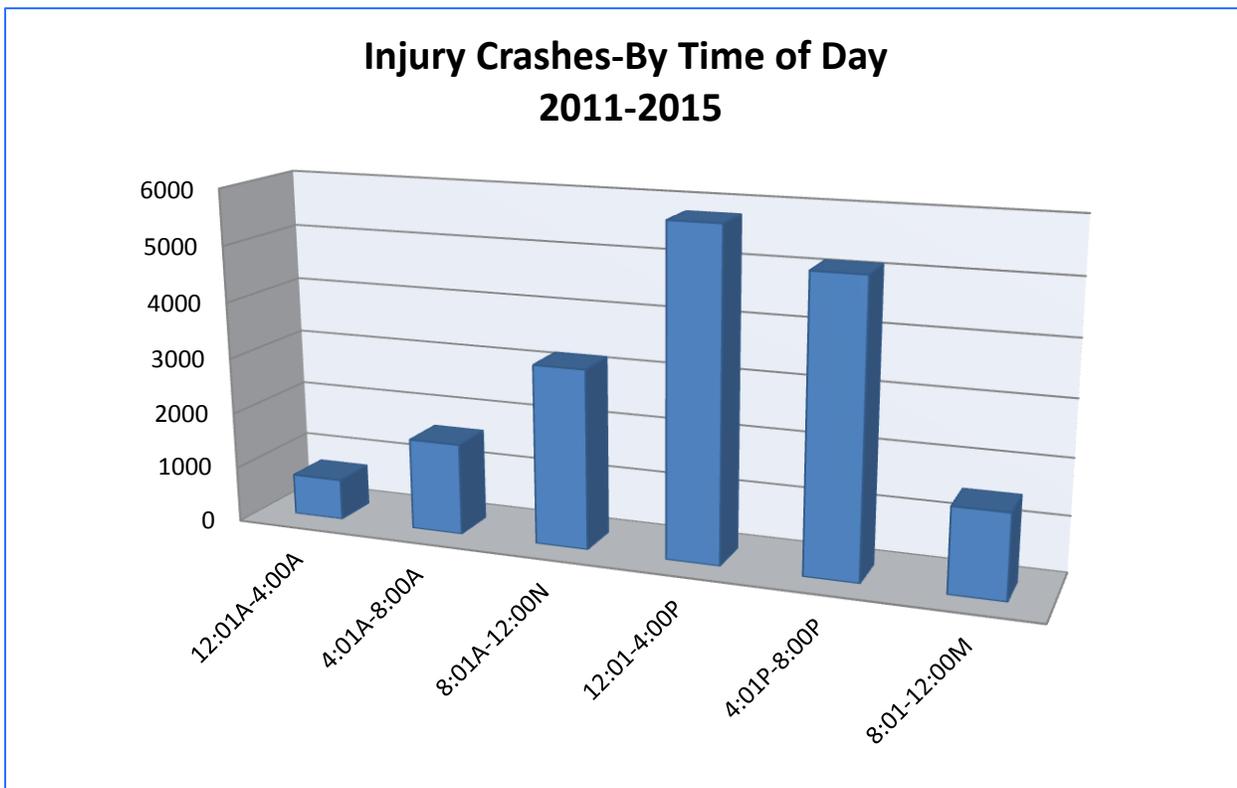
Figure 29 Fatalities by County



Source: FARS

Figure 29 shows the Hillsborough, Rockingham, and Merrimack counties account for approximately 55% of all fatal crashes that occur in the state. This data also coincides with the crash data that was used to determine the new funding methodology. NHOHS will now be focusing more resources that cover the communities in these counties.

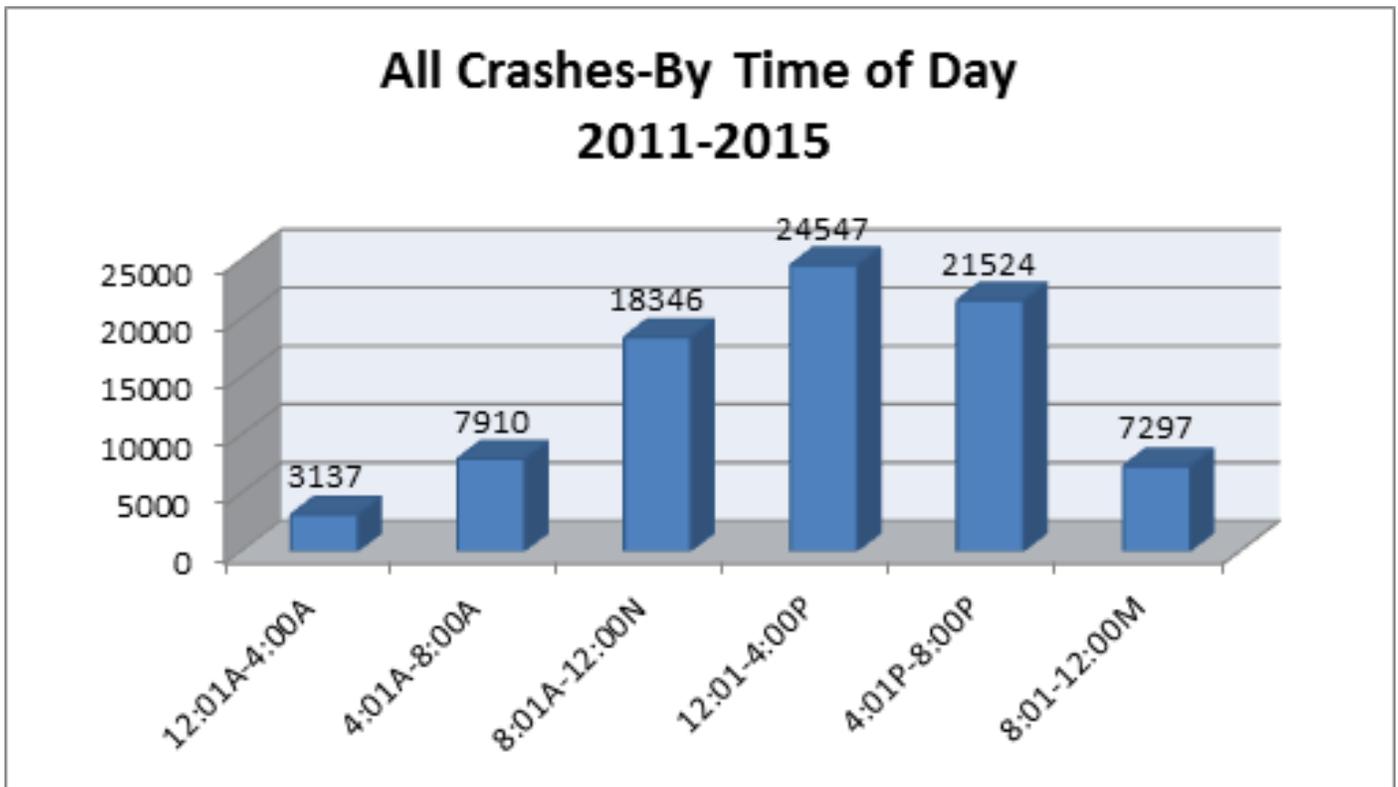
Figure 30 Injury Crashes by Time of Day



Source: NH DOS

Figure 30 and 31 depict “Injury Crashes” and “All Crashes” by time of day. The time-frame between 12:01 PM and 8:00 PM accounts for the majority of “All Crashes” and “Injury Crashes”. Law enforcement resources will be deployed as appropriate based on this data.

Figure 31 All Crashes by time of Day



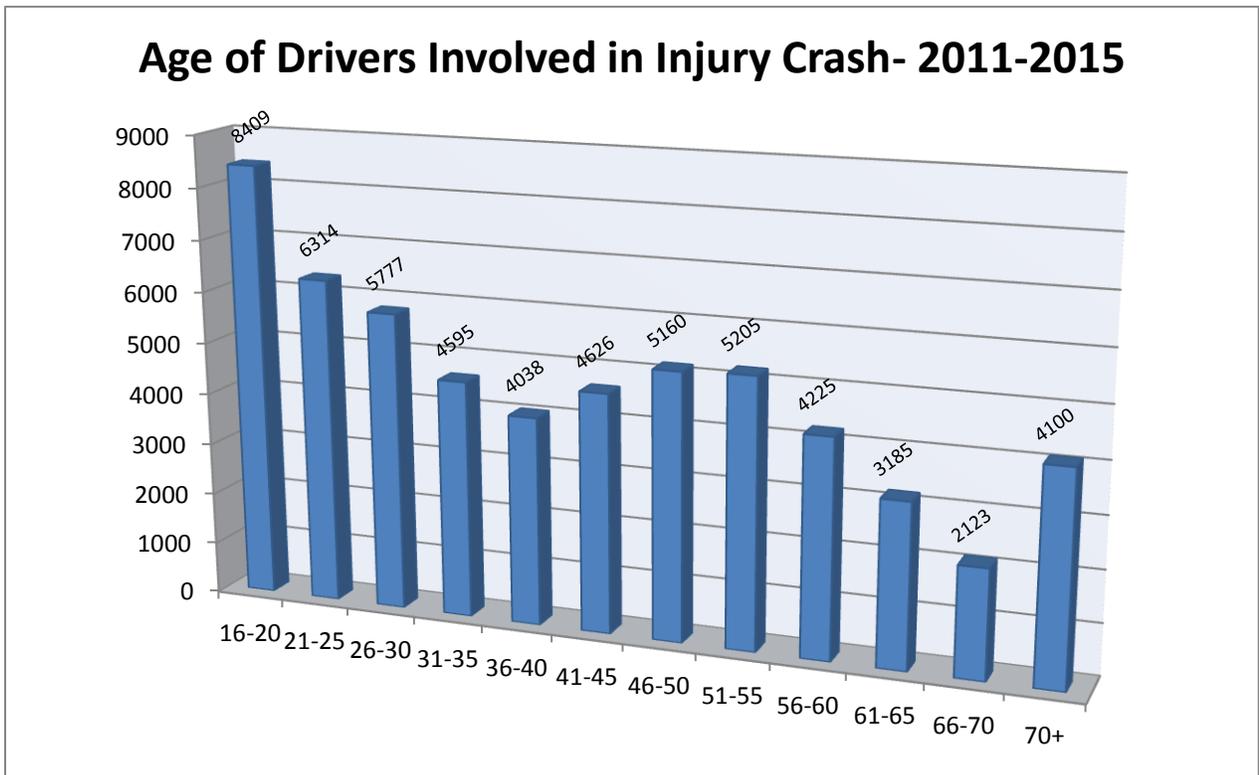
Source NH DOS

Table PTS-2

Age of Drivers Involved In Injury Crashes					
Ages	2011	2012	2013	2014	2015
16-20	2,168	2,911	1,343	1,039	948
21-25	1,917	1,288	1,198	1,045	866
26-30	1,504	1,822	880	841	730
31-35	1,311	1,460	690	625	509
36-40	1,238	1,300	617	499	384
41-45	1,265	1,559	721	590	491
46-50	1,476	1,666	763	658	597
51-55	1,506	1,598	791	707	603
56-60	1,090	1,377	642	612	504
61-65	845	1,048	477	448	367
66-70	480	758	365	282	238
70+	999	1,462	642	513	484
Totals	15,799	18,249	9,129	7,859	6721

Source: NH DOS

Figure 32 Ages of Drivers Involved in Injury Crash



Source NH DOS

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

Table PTS-3

Year	Number of Speed Violations	Number of Crashes
2011	40,926	33,273
2012	44,110	31,549
2013	34,222	29,984*
2014	46,028	25,139
2015	32,652	29,605

Source: NH Division of Motor Vehicle and NH DOS

Table PTS-3 shows the number of speed violations issued as well as the number of crashes. The number of crashes declined in 2012, 2013 and 2014 then increased in 2015. Over the 5-year period (2011-2015) 2014 issued the highest number of speed violations resulting in the lowest number of crashes over the same time period.

New Hampshire Highway Safety Plan 2017

Table PTS-4

Behavioral Attitude Survey Results-2015					
#1. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?					
	Always	Most of the Time	Half of the Time	Rarely	Never
2011	21(4%)	69(14%)	101(20%)	173(27%)	136(27%)
2012	33(7%)	88(18%)	88(18%)	151(31%)	126(26%)
2013	43(9%)	71(15%)	98(20%)	148(31%)	118(25%)
2014	50(10%)	73(15)	95(19%)	192(38%)	94(19%)
2015	31(6%)	86(17%)	128(25%)	159(31%)	105(21%)
#2. In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?					
	Yes	No			
2011	234 (46%)	276 (54%)			
2012	230 (44%)	287 (55%)			
2013	255 (50%)	256 (50%)			
2014	270 (53%)	239 (47%)			
2015	270(51%)	261(49%)			
#3. What do you think the chances are of getting a ticket if you drive over the speed limit?					
	Always	Rarely		Never	
2011	13 (3%)	202 (39%)		11 (2%)	
2012	15 (3%)	216 (42%)		9 (2%)	
2013	23 (4%)	165 (32)		9 (2%)	
2014	20 (4%)	183 (36%)		8 (2%)	
2015	23 (4%)	182 (34%)		6 (1%)	

Source: NH Attitude Survey Results Summary 2010-2014

The University of New Hampshire Survey Center includes the Behavioral Attitude Survey questions in its annual Granite State Poll. In July, 2015 the Granite State Poll surveyed five hundred and thirty-two (532) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (speeding, impaired driving, and seat belt use) in New Hampshire. It will also help to identify areas that we could improve upon. Question #2 reveals that about half the respondents have received some messaging around speed enforcement but interestingly question #3 reveals that the majority of respondents believe they will rarely receive a ticket for speeding if caught. One would expect that the belief of not getting a ticket might increase speeding but question #1 reveals that over 50 percent of the respondents claim they rarely or never speed. If you look at the Core Outcome Measures on page 11 you see that 47 of the 95 Fatalities or 49% in 2014 were speed related. This suggests that speed continues to be an issue and needs to be addressed. The data in this section will be presented to participating departments to

encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

Performance Targets

- Reduce speed-related fatalities by 14 percent from 51 (2010- 2014 average) to 44 by December 31, 2017.
- Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 19 (2011 - 2015 average) to 17 by December 31, 2017.

Problem Solution Tasks:

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

Funding: \$170,000.00 Section 402

2. **Driving Simulator.** Funding will be provided to the Police Standards and Training Council for the purchase of a driving simulator. Nearly 25% of all officer fatalities are a result of a motor vehicle crash. This will allow police officers to increase the amount of driver training time. The simulator will be used to supplement currently available academy and in-service training provided to enhance officer’s abilities to drive in stressful situations in an effort to eliminate crashes involving police cars in NH. There continues to be a problem with impaired drivers on NH roadways that increase the potential of officer involved crashes. Police officers need to be trained on how to respond to those drivers that may be impaired and driving erratically and that do not yield to an advancing cruiser or who make unexpected driving maneuvers in the responding officer’s path of travel. The simulator can also be used to provide training for officers to detect and apprehend impaired drivers. This task is supported by CTW Chapter 1 Section 2 and Chapter 3, Section 2.

Funding: \$55,250 Section 405 D and \$55,250 Section 402

3. **Media Position Part-Time.** This Task shall provide funding to support a Public Information Officer (PIO) position. This PIO position shall assist with graphic design, video and audio production, and developing and maintaining the NHOHS website. This position shall also assist the NHOHS with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public of any related speed, distracted driving, seat belt topics and any upcoming enforcement mobilizations or campaign events to be conducted. This PIO shall help to facilitate the messaging needs of the NHOHS enforcement team, and in addition will assist locals with coordinating their media efforts. This task is supported by CTW Chapter 3, Section 4.1

Funding: \$20,000 402

- 4. Highway Safety Media Campaign.** This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for media efforts to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 17-01, Occupant Protection and PSP 17-02, Alcohol in Relation to Highway Safety. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, non-seat belt use, and alcohol and/or drug impaired driving. These Media efforts shall be combined with enforcement efforts to help change driving behavior. This task is supported by CTW Chapter 3, Section 4.1.

Funding: \$150,000 Section 402

- 5. Field Representatives/LEL.** This task shall support two part-time Field Representative/LEL positions to coordinate the development and implementation of new and existing highway safety programs under alcohol and 402 funds. In this capacity, the contract LEL will work in conjunction with NHOHS, local and state police to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safe. NHOHS is hoping to begin the contracting process in early FFY 2017. Funds will also be provided for LEL salary, travel related expenses related to state and national conferences and trainings as well as in-state travel. This task is supported by CTW Chapter 1, section 2.5 Chapter 2 Sections 2.1, 2.2, 2.3, Chapter 3, Sections 2.2, and Chapter 4 Section 1.3

Funding \$40,000 Section 402

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

Funding: \$50,000 Section 402

- 7. Sustained Traffic Enforcement Patrols (STEP).** The NHHSO provides overtime traffic safety enforcement grants to local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related deaths and injuries. The grant applications must be compatible with the NHHSO's mission, program directives and eligibility criteria as stated in the grant notification. Final award amounts were based on crash data to assure that communities with high crash data were allocated an appropriate amount of funding to make an impact in their community. This grant program includes the following traffic safety programs;

Speed Enforcement, Operation Safe Commute, Red Light Running, School Bus Patrol and Join the NH Clique and Distracted Driving. All grantees awarded STEP funding will automatically receive separate funding and be required to participate in Operation Safe Commute as well as Join the NH Clique, which will coincide with the “Click It or Ticket” National Mobilization. A list of communities awarded Sustained Traffic Enforcement Patrol grants is provided in Attachment B. This task is supported by CTW Chapter 2, Sections 2.1 2.3, 3.1, 3.2, and Chapter 3 Section 2.2.

Funding: \$1,050,000 Section 402

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

Funding: \$350,000 Section 402

PSP NO. 17-03 PT

POLICE TRAFFIC SERVICES

Project Titles	NHTSA 402 PT	405 D	Match	Share to Local	Total Federal Funds
1. Equipment	\$170,000		\$111,750	\$93,000	\$170,000
2. Driving Simulator	\$55,250	\$55,250	\$28,000	\$44,000	\$110,500
3. Media Position Part-Time (PM)	\$20,000		\$5,000	\$10,000	\$20,000
4. Paid Media (PM)	\$150,000		\$37,500		\$150,000
5. Field Reps/LEL Part-Time	\$40,000		\$10,000	\$20,000	\$40,000
6. Program Management	\$50,000				\$50,000
7. Sustained Traffic Enforcement Patrols	\$1,050,000		\$262,500	\$1,050,000	\$1,050,000
8. NH State Police Enforcement Patrols	\$350,000		\$87,500		\$350,000
Total	\$1,885,250	\$55,250	\$542,250	\$1,217,000	\$1,940,500

PSP 17-04 Traffic Records

Problem Identification

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

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

The Task Force includes the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data

systems managers, and data users with the technical expertise to look at the following data systems: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

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

This plan includes new projects and updates on on-going projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. These projects include the Crash Outcome Data Evaluation System (CODES) and the Crash Geolocation project. For FFY2017, the selected projects address the recommendations made as a result of the NHTSA Traffic Records Assessment that concluded in September 2013.

Progress has been made in the last twelve months with deployment of the State's new Statewide Trauma Registry; a core traffic records data system. The State of New Hampshire launched the New Hampshire Statewide Trauma Registry in the first half of 2016. The Registry has started collecting trauma records from three New Hampshire hospitals and will continue to expand the system in the coming months. The section includes a Trauma Registry Uniformity performance measure for the New Hampshire Statewide Trauma Registry. It tracks the number of reports entered into the database that are National Trauma Data Bank-compliant from the baseline period (zero reports) and compares it to the number of compliant reports (342 reports) entered during the current (performance) period.

The Crash Upgrade project within this application will facilitate further development of the CRMS application (crash data collection) to enable deployment of the application to other New Hampshire law enforcement agencies.

The EMS Records User Management project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.

Targets

- Increase the timeliness of crash reports from the current average timeliness of 12.9 days during the period of April 1, 2015-March 31, 2016 to 9 days during the same period ending in 2017.
- Increase crash reports that have manner of crash completeness from 43.58 % in the period April 1, 2015-March 31, 2016 to 55% during the same period ending in 2017.

Problem Solution Tasks:

1. **Traffic Records Consultant** Funds shall be providing to the NHOHS to contract with traffic records consultant Apriss, Inc. This consultant shall be responsible for providing traffic records related guidance, support, and assistance to the traffic records committee (TRCC) and the NHOHS. This consultant shall be responsible for coordinating and conducting up to (3) TRCC meetings for each Federal Fiscal year to include the responsibility of preparing and distributing TRCC meetings notices, agendas, and minutes to all TRCC/TREC members. Responsibilities of this consultant shall also include providing required traffic records information/data to NHTSA/NHOHS to

New Hampshire Highway Safety Plan 2017

update the FY 2017 Traffic Records Highway Safety Plan, the annual progress report, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for FY 2017.

Funding: \$45,000.00 Section 408

2. **Crash Upgrade** This task will allow for funds to be provided to the Department of Safety for the continued in-house development of the CRMS application. This Crash Records Management System was previously developed to incorporate various enhancements to it that are required in the 4th edition of the MMUCC. Additional enhancements are needed to further develop this system for use by Troopers in the field to improve usability and to capture data.

Funding: \$161,000 Section 405 C

3. **CODES.** Funds shall be provided to the Department of Health and Human Services to develop a Crash Outcome Data Evaluation System (CODES). CODES, electronically tracks victims of a motor vehicle crash from the scene through the health care system to determine crash outcomes in terms of mortality, injury, severity, and health care costs. The Injury Prevention Program, Bureau of Population Health and Community Services, Division of Public Health Services, New Hampshire Department of Health and Human Services (DHHS) is proposing to facilitate CODES. The Division of Public Health Services stewards the Hospital Discharge data and would work with other data stewards in the State, like the Department of Safety, Division of Motor Vehicles for citation data related to motor vehicle crashes, the Department of State Bureau of Vital Record for crash-related fatality data, and DOS, Bureau of Emergency Medical Services for TEMSIS data on ambulance runs to facilitate implementation.

Funding: \$75,000 Section 408

4. **EMS Records User Management Funds** shall be provided to the Department of Safety Division of Fire Standards and Training and Emergency Medical Services to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend. This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records, and state EMS licensing records. All users will have one account allowing access to the Users Management Module and the TEMSIS EMS records system under one online umbrella account. The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.

Funding: \$168,500 Section 405 C

5. **E-Ticket Upgrade** Funds shall be provided to the Department of Safety to contract with a vendor to modify the State designed and built e-Ticket application (originally designed for State Police) to be utilized by county and local law enforcement agencies that do not currently have this application, or who do not wish to utilize their third party vendors. This will increase significantly the number of agencies that will be able to participate in the e-Citation program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure

that the data captured is what was intended. This task is supported by CTW Chapter 3, Section 2.2.

Funding: 75,000 Section 408

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

Funding: \$166,000 Section 408

7. **Crash Geolocation.** Funds shall be provided to the Department of Transportation to design and develop software tools that will allow the Department of Transportation to extract geolocation crash data from text files or table views using tools such as Oracle and GIS models. These software tools must make use of town, node/distance, mile marker/distance, address locations, and GPS coordinates in order to locate crashes across multiple years, and account for changes in report format. The anticipated results of this project are improved crash data management software tools for use in extracting, geolocation, and managing crash data. It is expected that this project will result in a better understanding of crash location data quality, and make significant steps to improve on the current crash dataset and software tools. The overall benefit of this project is a more accurate and complete crash data set for use in managing the safety of the road network in New Hampshire.

Funding: \$125,000 Section 405C

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

Funding: \$40,000 Section 402

9. **Crash Interface – Vendor 2.** Funds shall be provided to the Department of Safety to allow for approximately 35 agencies who are clients of Crimestar (Vendor 2) the capability to capture and document crash reports, motor vehicle activity, etc. and share data electronically. This task is supported by the need for police departments to be able to access reports electronically and to be tied in with the State of New Hampshire records management data base. This will increase significantly the number of agencies that will be able to submit crash data electronically in a timelier manner and be able to participate in the State of NH eCrash reporting program.

Funding: \$165,000 Section 405 C

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

Funding: \$26,000.00 Section 405C

11. **Fatality Analysis Reporting System.** Funds shall be provided to the Department of Safety to support the Fatality Analysis Reporting System (FARS). This system gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This project will allow for the uniform and timely compilation of data, both statistical and specific information to assist local, state and federal agencies to prevent further loss of life. This task will supplement other federal funds that support the data analyst position.

Funding: \$57,000.00 Section 405C

12. **NHTSA Data Book.** Funds shall be provided to the New Hampshire Office of Highway Safety to develop an important data report that presents primarily FARS data that are reflective of the standard core measures agreed upon by NHTSA and GHSA. The data are presented in two basic formats: basic data plus trend analyses covering a five-year period, and detailed data findings in nine emphasis program areas. It is intended that, with this information, the State of New Hampshire will be better able to understand their fatality problems in terms of crash types, contributing factors, demographic groups, times, and locations associated with fatalities and fatal crashes over these five years and help states to develop Highway safety plans using this important data.

Funding: 10,000 Section 402

13. **E-Ticket Equipment for Locals** Funds shall be provided to local law enforcement agencies to outfit approximately 165 cruisers (approximately \$1,000 per cruiser) with printers, scanners, and GPS receivers. This equipment will allow local agencies when used in conjunction with software already developed, to create electronic citation and crash reports in the cruiser, provide copies of citations or driver information on scene, and transmit information electronically to DMV and/or the Courts as applicable. With the use of this equipment law enforcement agencies shall have the tools necessary to adequately document motor vehicle activity that can be used to help identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. All purchases will be Buy America Act compliant. Equipment that is \$5,000 or more will seek permission from NHTSA for approval.

Funding: \$165,000.00 405C

PSP NO. 17-04 TR

TRAFFIC RECORDS

Project Titles	NHTSA 402 TR	408	405 C	Match	Total
1. Traffic Records Consultant		\$45,000			\$45,000
2. CRMS Enhancements (Crash Upgrade)			\$161,000	\$40,250	\$161,000
3. Codes			\$75,000	\$18,750	\$75,000
4. EMS Records User Management			\$168,500	\$42,125	\$168,500
5. E-Ticket Upgrade		\$75,000		\$18,750	\$75,000
6. J-One VPN Installation Assistance		\$166,000		\$41,500	\$166,000
7. Crash Geolocation			\$125,000	\$31,250	\$125,000
8. EMS Reassessment	\$40,000			\$10,000	\$40,000
9. Crash Interface-Vendor 2			\$165,000	\$41,250	\$165,000
10. DMV Vehicle Crash Data Update			\$26,000	\$6,500	\$26,000
11. Fatality Analysis Reporting Systems			\$57,000	\$14,250	\$57,000
12. Data Book	\$10,000			\$2,500	\$10,000
13. E-Ticket Equipment For Locals			\$165,000	41,250	\$165,000
Total	\$50,000	\$286,000	\$942,500	\$308,375	\$1,278,500

PSP 17-05 Motorcycle Safety

Problem Identification

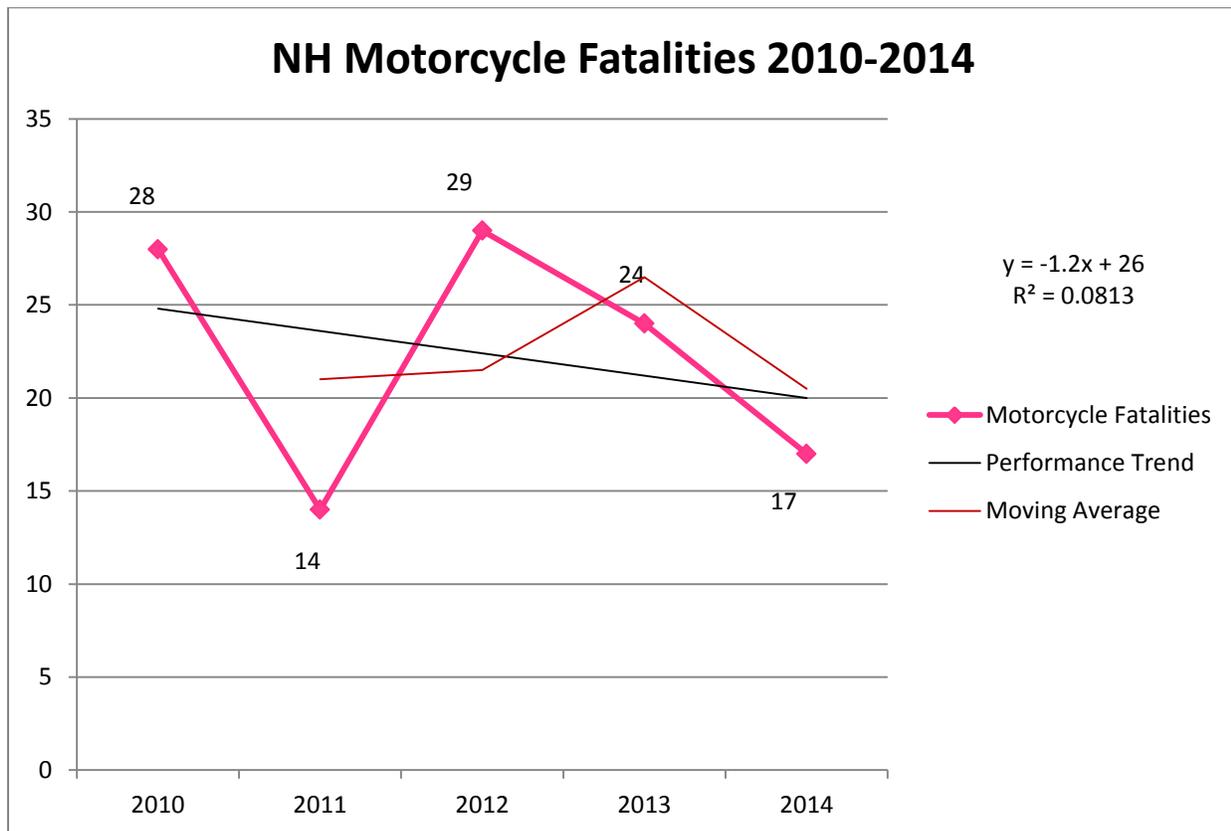
Riding a motorcycle has remained an increasingly popular activity in New Hampshire. Unfortunately, motorcyclist fatalities remain disproportionately high as compared to the rest of the nation. The national average for motorcyclist fatalities as a percentage of all roadway fatalities is about 14 percent. However, in New Hampshire it has been as high as 27 percent in the last five years. Additionally, unhelmeted fatalities make up about 40% of all motorcyclist fatalities nationwide. However, in New Hampshire unhelmeted fatalities have been as high as 89 percent in prior years. The Department of Motor Vehicles (DMV) is the state agency that has leadership and oversight of the Motorcycle Training Program in New Hampshire. Each year approximately 3,000 people receive training in the Basic Rider Course, Intermediate Rider Course or Experienced Rider Course. NHOHS will continue to work with the DMV to increase the number of motorcyclists who receive training.

The strategies identified for accomplishing our targets include:

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

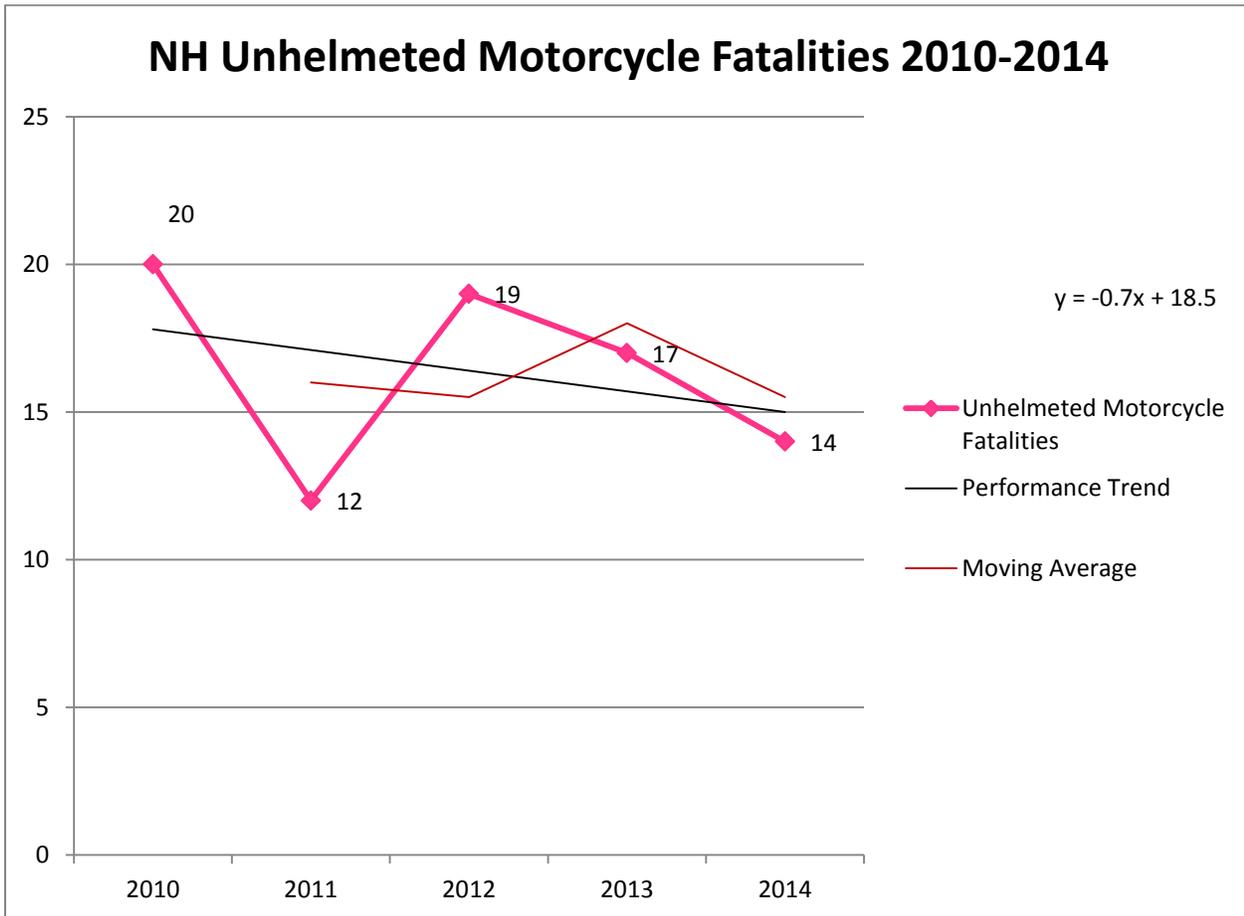
Figures 33 and 34 represent the number of motorcycle fatalities and unhelmeted motorcycle fatalities in the last five years. New Hampshire, currently, does not have a motorcycle helmet law which has been the cause of many unhelmeted motorcycle fatalities. It is unfortunate that many of these fatalities will likely continue until a law is passed. There has been no consistent trend to this motorcycle data, indicating we have had mixed results with our programming. The motorcycle coordinator at the DMV has brought new ideas and energy to this program and we expect to see a reduction in these fatalities through an enhanced media and training program that will educate the public on motorcycle safety. However, each year in June, New Hampshire is host to an annual “Motorcycle Week”. Hundreds of thousands of motorcycles arrive into the state increasing the population of motorcycle riders on New Hampshire roads that face the possibility of being injured or killed.

Figure 33 Motorcycle Fatalities



Source: FARS Data May 2016

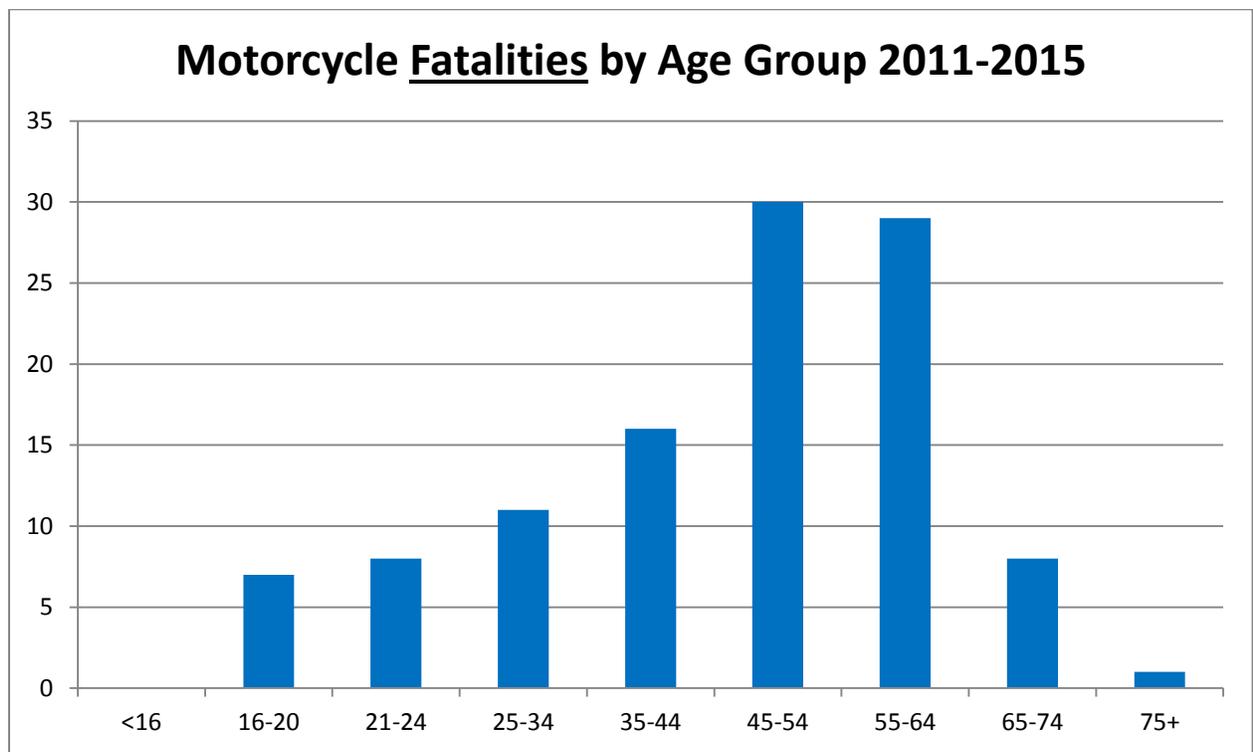
Figure 34 Unhelmeted Motorcycle Fatality



Source: FARS Data May 2016

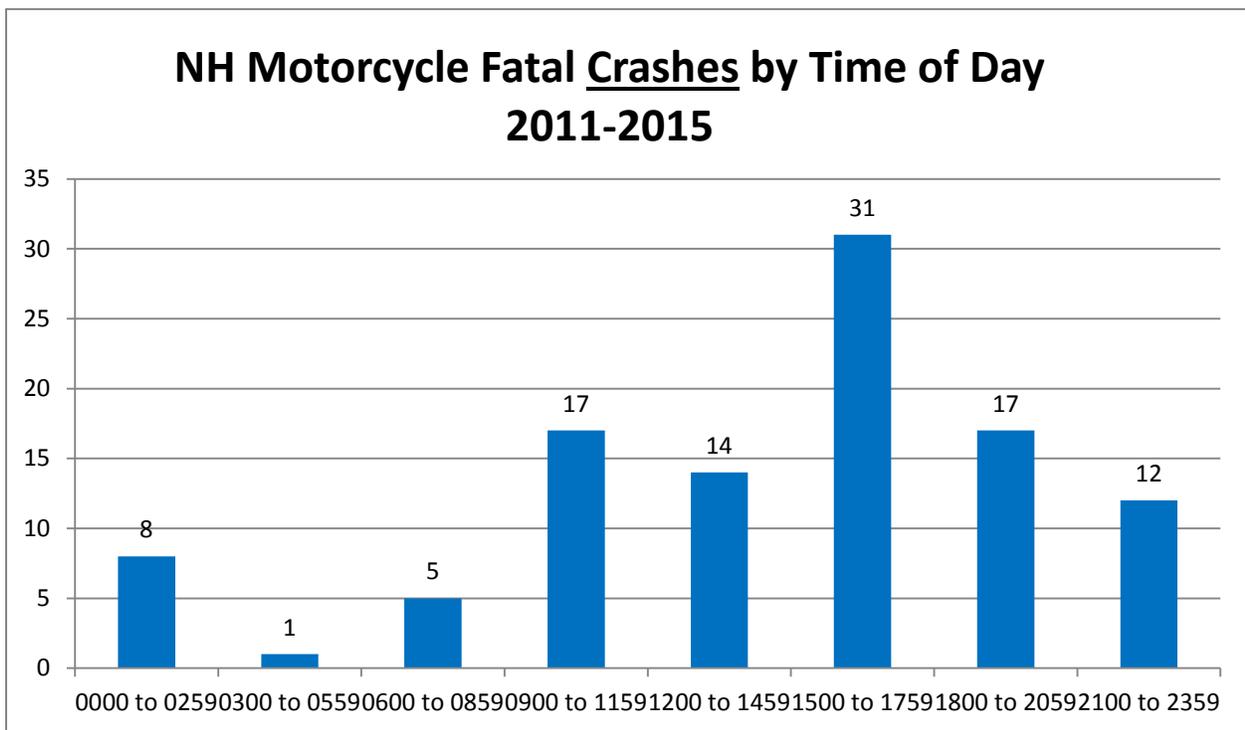
Figures 35-38 show motorcycle fatalities by age group, time of day, day of week and month of year from 2011-2015. The 35-64 age groups have the vast majority of fatalities. Because of this a concerted effort will be made to recruit this age group to participate in training offered by the DMV. Motorcycle fatalities closely mirror the time, day, and month of all motor vehicle fatalities. Because of this, general enforcement of motorcycle laws will take place during enforcement tasks described in other sections.

Figure 35 MC Fatalities by Age



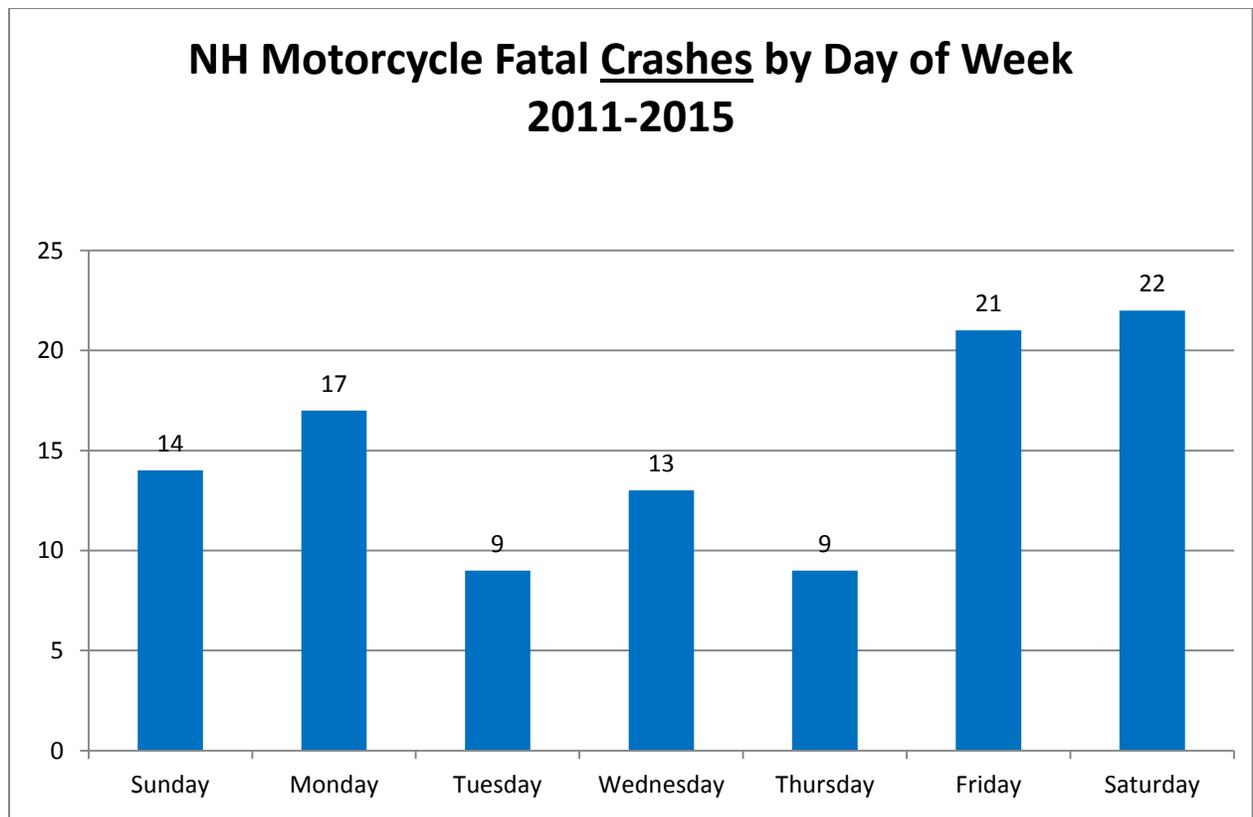
\ Source: FARS Data May 2016

Figure 36 MC Crashes by Time of Day



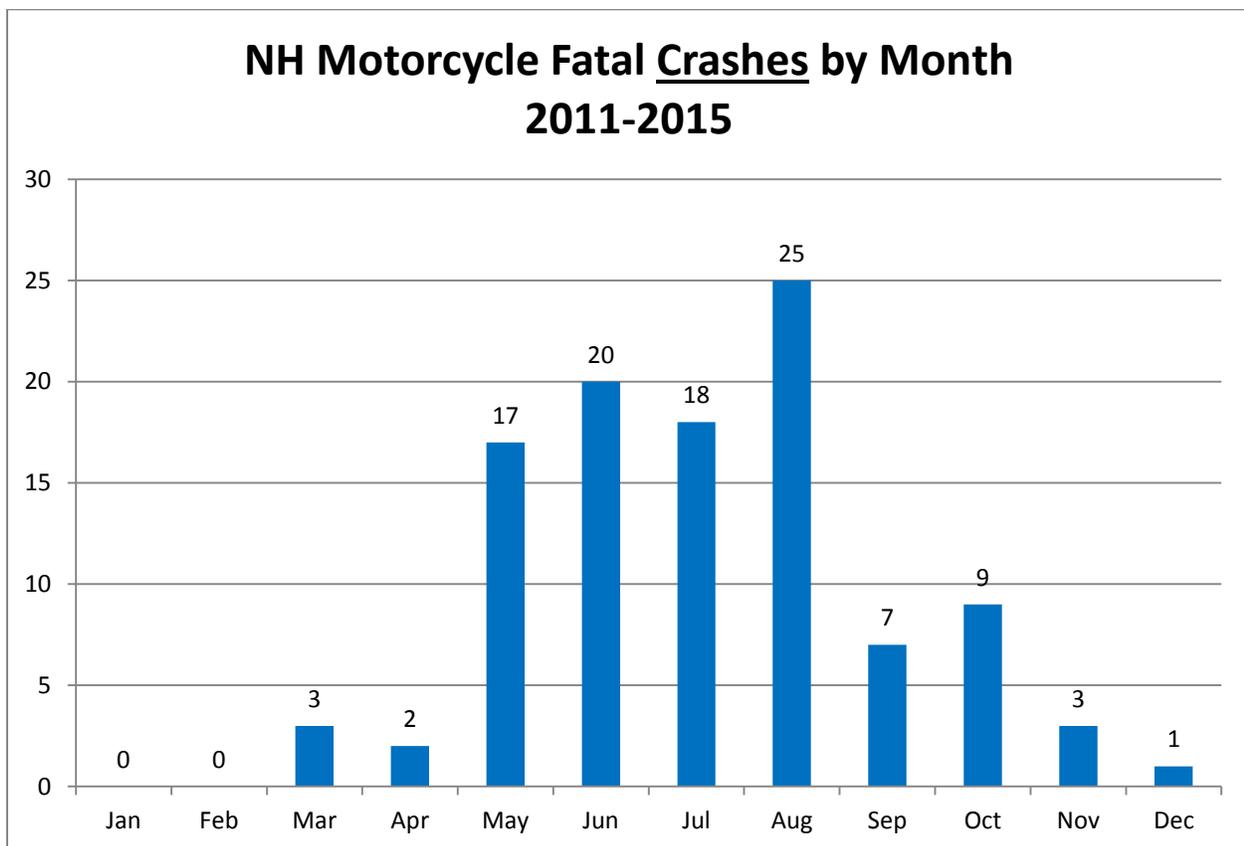
Source: FARS Data May 2016

Figure 37 MC Crashes by Day of Week



Source Data FARS MAY 2016

Figure 38 MC fatal Crashes by Month



Source Data FARS MAY 2016

Figure MC-7 shows the number of motorcycle crashes for the 2011-2015 timeframe. Unfortunately, motorcycle crashes and injuries increased in 2015.

Table MC-7

Year	Property Damage	Injury	Total MC Crashes
2015	32	414	769
2014	31	383	677
2013	32	362	740
2012	17	451	804
2011	14	348	670

Source; FARS

Performance Targets

- Reduce unhelmeted motorcycle fatalities by 6 percent from 16 (2010 - 2014 average) to 15 by December 31, 2017.
- Reduce motorcycle fatalities by 5 percent from 22 (2010 - 2014 average) to 21 by December 31, 2017.

Problem Solution Tasks:

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

Funding: \$80,000 Section 2010, \$70,000 Section 405 F

PSP NO. 17-05 MC

MOTORCYCLE SAFETY

Project Title	Section 2010	Section 405 F	Match	Total Federal Funds
1. MC Safety Program Enhancements	\$80,000	\$70,000	\$17,500	\$150,000
Total	\$80,000	\$70,000	\$17,500	\$150,000

PSP 17-06 Pedestrian/Bicycle

Problem Identification

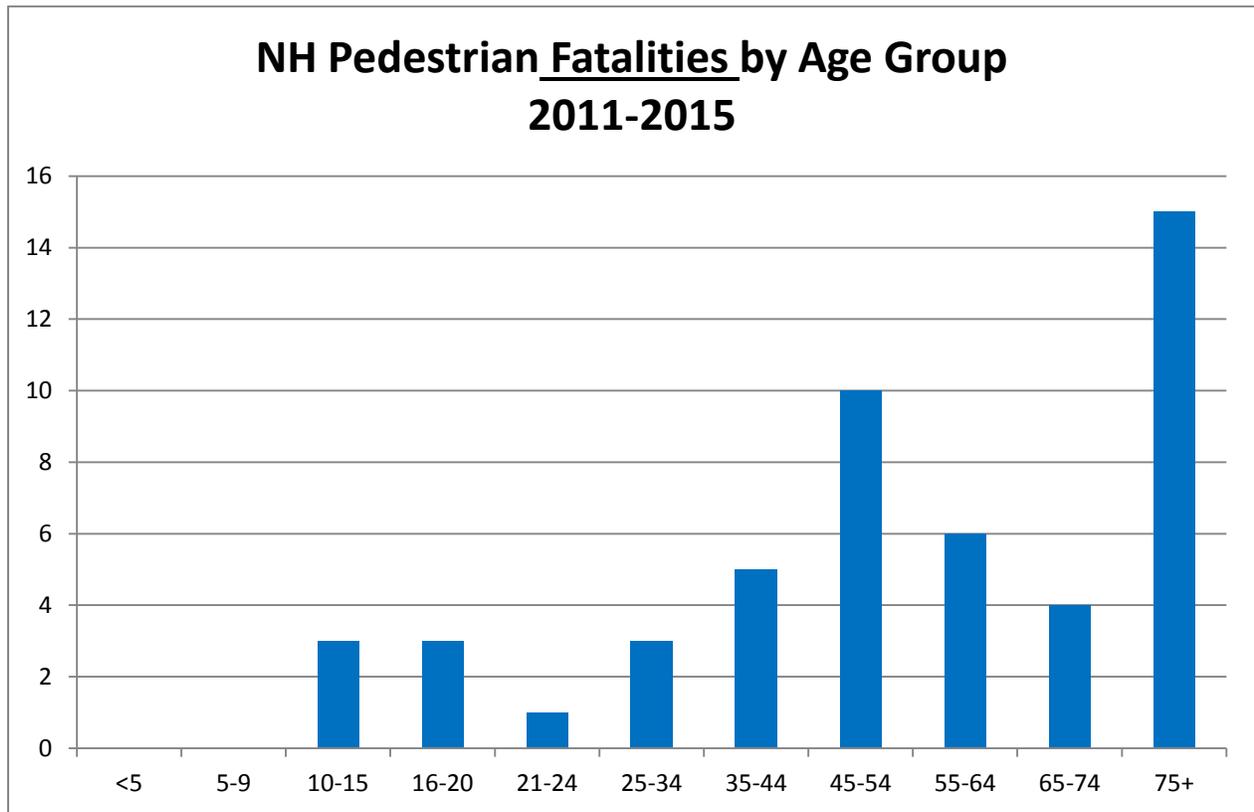
In 2015, pedestrians were 9% of all fatalities in New Hampshire down from 15% in 2014. In 2015, bicycle fatalities were 3% of fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicycle fatalities in New Hampshire are relatively few compared to the national average, this is a concern NHOHS is treating seriously. NHOHS will be conducting additional outreach for our bicycle and pedestrian programs so more citizens are impacted compared to previous years. Additionally, FHWA recently led a bicycle and pedestrian-focused Road Safety Assessment (RSA) in Manchester as part of the US DOT Secretarial initiative. The NHOHS participated in this RSA which has allowed for new and strengthened relationships with bicycle and pedestrian advocacy groups.

The strategies identified for accomplishing our goals include:

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

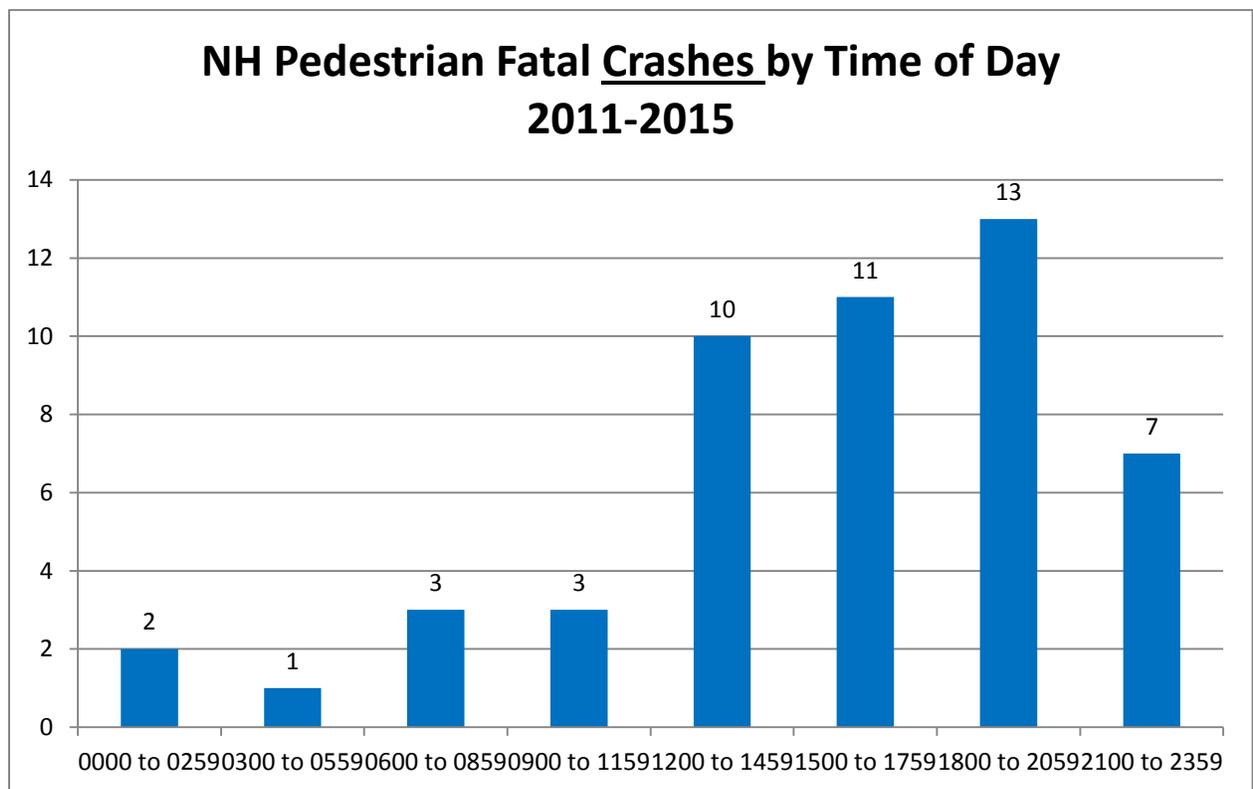
Figure 39 shows that there is a clear age group that is more likely to be killed as a pedestrian. This data indicates that young people are less likely to be killed in this manner. Additional resources will be directed to the 75 years old plus age group on future contracts.

Figure 39 Pedestrian Fatal by Age



Source: FARS May 2016

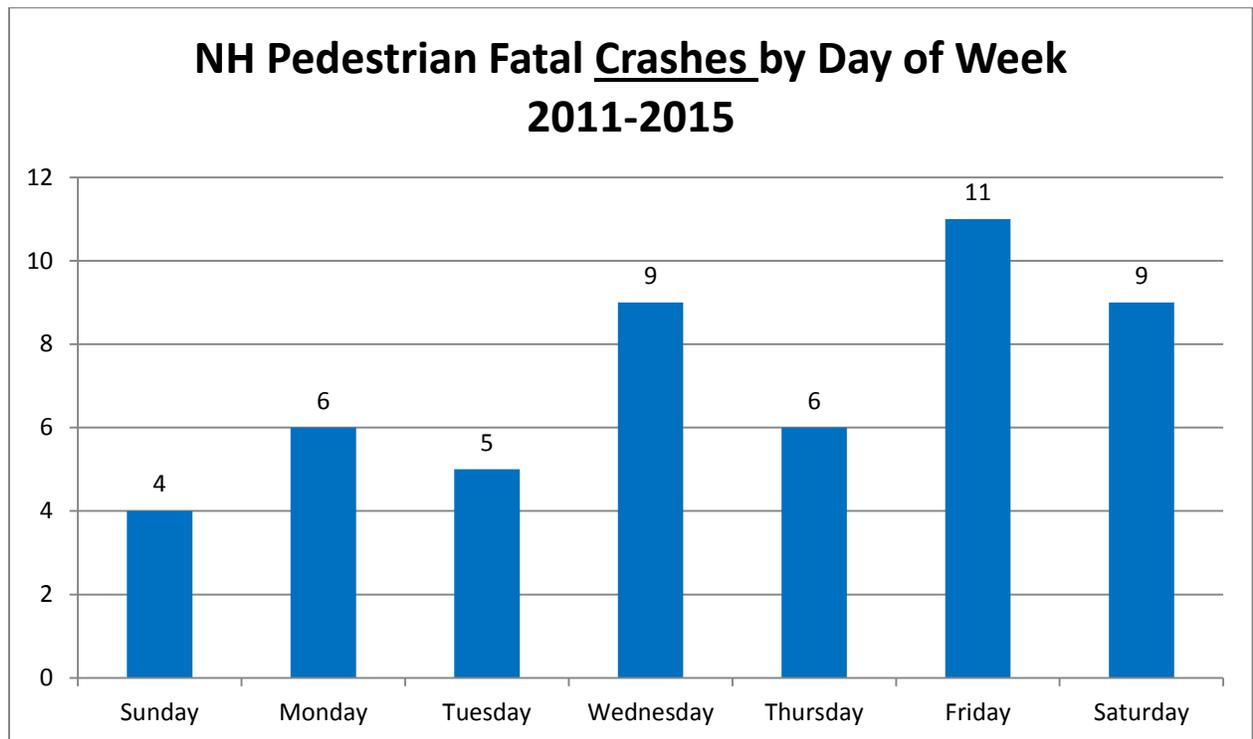
Figure 40 Pedestrian Fatal by Time of day



Source: FARS May 2016

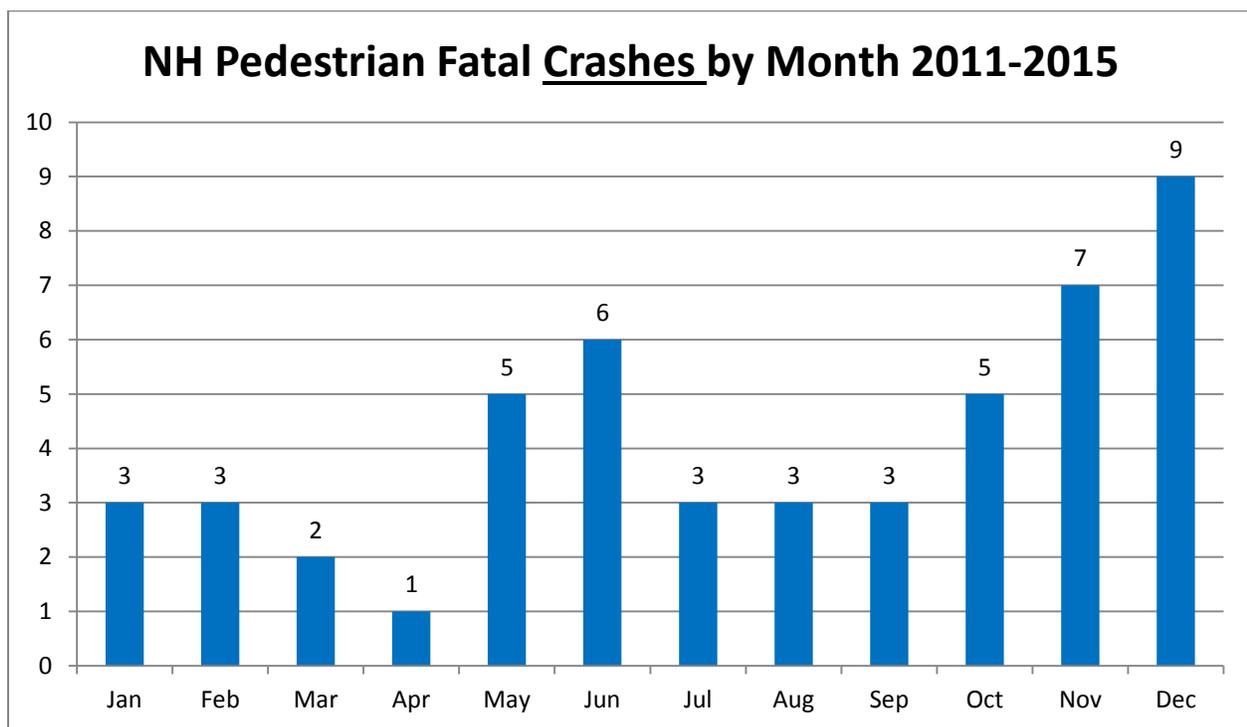
Figures 40, 41 and 42 show the time of day, day of week, and month of year that pedestrians have been killed from 2011-2015. The most likely time frame for a pedestrian to be killed is during the afternoon and evening commuting hours. Wednesday, Friday and Saturday are the most likely day for a pedestrian to be killed. June, November, and December are the most likely month for a pedestrian fatality to occur. This data will be presented to our grantees of the bicycle and pedestrian enforcement grant to help determine when patrols will be scheduled. Although more local data specific to all pedestrian crashes will be used as a determining factor as well.

Figure 41 Pedestrian Fatal by Day of Week



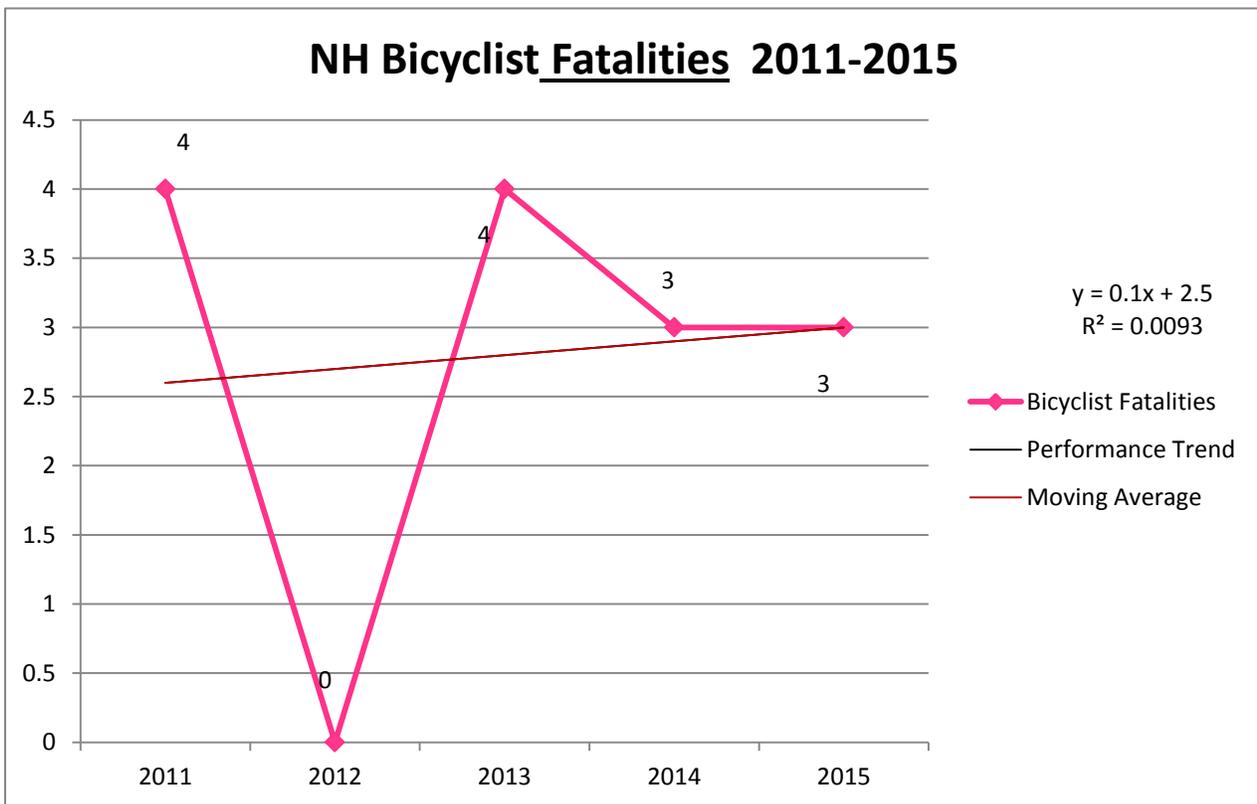
Source: FARS May 2016

Figure 42 Pedestrian Fatal By Month



Source FARS 2016

Figure 43 Bicyclist Fatal



Source FARS Data May 2016

Figure 43 shows that there have not been very many bicyclist fatalities in the 2011-2015 time frames. Unfortunately, more specific demographic and temporal data is not available at this time.

Performance Targets

- Reduce pedestrian fatalities by 12 percent from 9 (2010 - 2014 average) to 8 by December 31, 2017.
- Maintain bicyclist fatalities at 2 (2010 - 2014 average) by December 31, 2017.

Problem Solution Tasks:

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

Funding: \$85,000 Section 402

PSP NO. 17-06

BICYCLE and PEDESTRIAN SAFETY

Project Title	NHTSA 402 PS	Match	Share to Local	Total Federal Funds
1.Pedestrian/Bicycle Enforcement	\$85,000	\$21,250	\$85,000	\$85,000
Total	\$85,000	\$21,250	\$85,000	\$85,000

PSP 17-07 Distracted Driving

Problem Identification

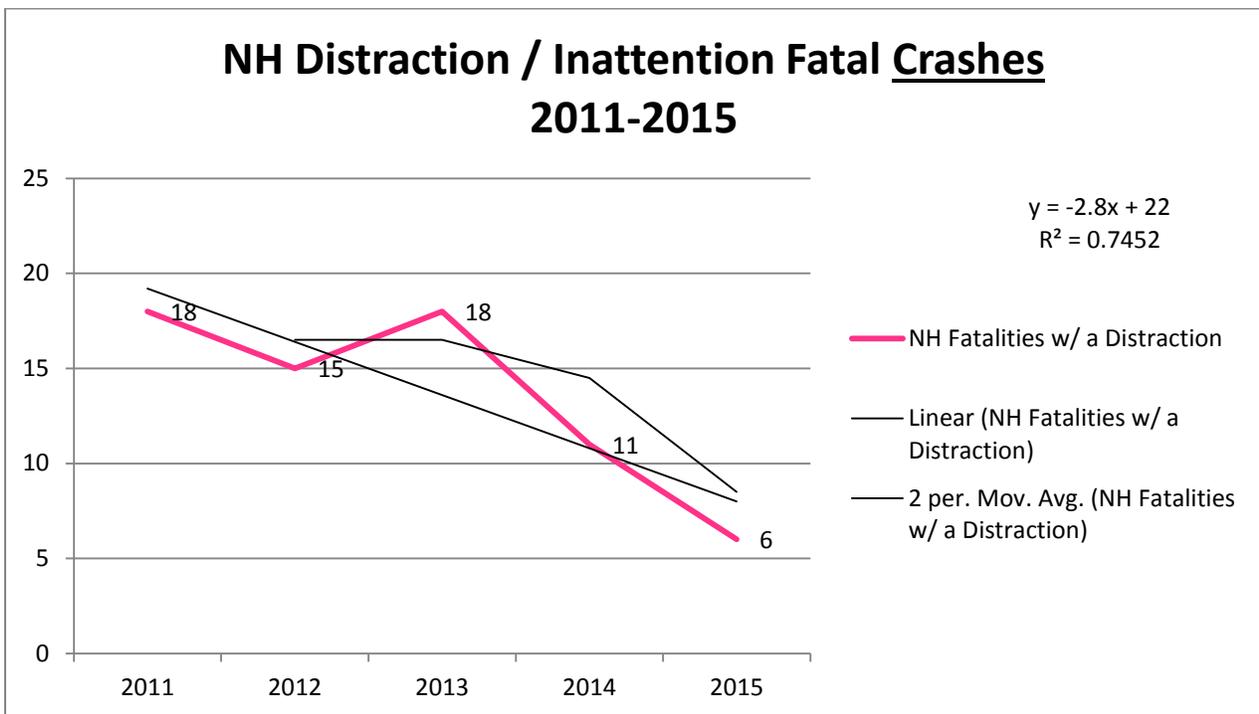
Driver inattention is one of the leading causes of crashes nationwide and in New Hampshire. However, this data can be difficult to track because drivers are often unwilling to admit to behavior that may have contributed to a crash. Additionally, police often lack resources to obtain cell phone records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

NH's Hands Free Electronic Device Law, effective July 1, 2015, allows for hands free cellphone use but prohibits many dangerous activities such as texting, emailing, accessing the internet, using social media, watch videos, and programming a GPS device while driving. Prior to this, NH's texting laws were largely unenforceable. This law has greatly enhanced our police partners' ability to enforce distracted driving laws and increased safety on our roadways. Additionally, with this new law, NHOHS expects to utilize section 402 or 405E (if available) funds to help expand this program area.

The strategies identified for accomplishing our goals include:

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

Figure 44 Fatal Crashes with Distraction



Source FARS May 2016

Figure 44 shows that there has been an overall downward trend of fatalities involving a distraction in the last four years. As our data capabilities improve, we expect to have more demographics and temporal information to help target our education and enforcement efforts.

Performance Targets:

- Decrease distracted driving related fatalities 38 percent from 13 (2011 - 2015 average) to 8 by December 31, 2017.

Problem Solution Tasks:

1. **Enforcement of Distracted Driving Law** Funds will be provided to the NHSP and local law enforcement agencies to conduct activities to enforce distracted driving laws. Patrols by police will be conducted statewide and year round with a particular focus on Distracted Driving Awareness Month, April 2017. Although all inattentive behaviors will be addressed with this grant, particular attention will be paid to enforcing New Hampshire's new hands free law. New Hampshire's variable message boards will also be used to inform drivers about state laws. This task is supported by CTW Chapter 4 Section 1.3 and 2.2.

Funding: \$275,000 Section 402 or Section 405E

2. **Distracted Driving Signs** This task will provide funds to the Department of Transportation to produce distracted driving signs to be used on roads traversing through New Hampshire. In order to provide a fixed reminder of the statutory requirements for all motorists to engage in hands free driving, 32 fixed post signs shall be installed mainly on limited access highways at entryways to the state and other high traffic volume areas. The roadways shall include: I-93, I-95, the Everett Turnpike, Route 101, I-89, and I-293. The sign design/layout is used in a number of states. It is important to utilize a standard message so that the motoring public can associate this message with a specific course of action. This task is supported by CTW Chapter 4 Section 1.2, 1.4, and 2.2.

Funding: \$75,000 Section 402 or Section 405E

3. **Teen Distracted Driver Program** This task will provide funds to the Community Alliance for Teen Safety (CATS) to provide information and education to youth and families related to distracted driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents and to advocate for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall allow for the project director to attend the Lifesavers Conference in Charlotte North Carolina in 2017 to learn more on the latest distractive driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA's), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that will be used in High schools and/or driver education classes in FFY2017. There will be an evaluation component to measure what is learned. This task is supported by CTW Chapter 4 Section 1.2, 1.4, 2.1 and 2.2.

Funding: \$6,000 Section 402 or Section 405E

PSP NO. 17-07

DISTRACTED DRIVING

Project Title	NHTSA 402 DD Or 405 E	Match	Share to Local	Total Federal Funds
1. Distracted Driving Enforcement	\$275,000	\$68,750	\$100,000	\$275,000
2. Distracted Driving Signs	\$75,000	\$18,750	\$30,000	\$75,000
3. Teen Distracted Driver Program	\$6,000	\$1,500	\$6,000	\$6,000
Total	\$356,000	\$89,000	\$136,000	\$356,000

PSP 17-08 Program Management and Administration

Problem Identification

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

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

Performance Targets

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

Problem Solution Tasks:

1. **Planning and Administration.** Funds provided under this task will be used to create, implement, monitor, and evaluate projects associated with the 2017 HSP and production of the 2016 Annual Report. Funds will be used for salaries, travel, office space and other overhead costs, equipment, and materials.

Funding: \$260,000 Section 402

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

Funding: \$160,000 Section 402

PSP NO. 17-08

PLANNING and ADMINISTRATION

Project Title	NHTSA 402 PA	Match	Total Federal Funds
1. Planning and Administration	\$260,000	\$260,000	\$260,000
2. Captain's Position	\$160,000	\$160,000	\$160,000
Total	\$420,000	\$420,000	\$420,000

Attachment A DWI Patrols- 405D

Sub Grantee Name	Project Number	Project Title	Amount Approved
Allenstown	308-17B-079	DWI Patrols	\$5,790.00
Alton	308-17B-049	DWI Patrols	\$6,739.20
Atkinson	308-17A-003	DWI Patrols	\$9,974.47
Auburn	308-17A-023	DWI Patrols	\$6,600.45
Barrington	308-17A-034	DWI Patrols	\$6,968.00
Bedford	308-17A-035	DWI Patrols	\$11,283.84
Belmont	308-17B-078	DWI Patrols	\$4,680.00
Berlin	308-17B-027	DWI Patrols	\$8,508.88
Bristol	308-17B-063	DWI Patrols	\$5052.00
Brookline	308-17A-050	DWI Patrols	\$3,451.41
Campton	308-17B-013	DWI Patrols	\$6,916.00
Canaan	308-17B-065	DWI Patrols	\$7,020.00
Canterbury	308-17B-019	DWI Patrols	\$7,000.00
Chester	308-17A-067	DWI Patrols	\$6,879.84
Chichester	308-17B-087	DWI Patrols	\$6,000.00
Claremont	308-17A-041	DWI Patrols	\$10,857.60
Concord	308-17B-017	DWI Patrols	\$21,577.50
Deering	308-17A-001	DWI Patrols	\$7,193.75
Derry	308-17A-011	DWI Patrols	\$25,592.27
Dover	308-17A-043	DWI Patrols	\$19,830.00
Enfield	308-17B-026	DWI Patrols	\$6,965.40
Epsom	308-17B-029	DWI Patrols	\$6,901.74
Exeter	308-17A-044	DWI Patrols	\$2,346.96
Farmington	308-17A-032	DWI Patrols	\$5,268.00
Gilford	308-17B-036	DWI Patrols	\$12,667.20
Goffstown	308-17A-024	DWI Patrols	\$8,892.00
Goshen	308-17A-009	DWI Patrols	\$4,800.00

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Greenfield	308-17A-076	DWI Patrols	\$7,775.04
Greenland	308-17A-068	DWI Patrols	\$7,431.60
Hampstead	308-17A-085	DWI Patrols	\$10,692.50
Hampton	308-17A-018	DWI Patrols	\$7,800.00
Hancock	308-17A-104	DWI Patrols	\$5,515.97
Hillsboro	308-17A-033	DWI Patrols	\$8,099.31
Hollis	308-17A-045	DWI Patrols	\$9,594.00
Hudson	308-17A-014	DWI Patrols	\$12,379.06
Jaffrey	308-17A-087	DWI Patrols	\$7,626.08
Keene	308-17A-037	DWI Patrols	\$11,822.40
Kensington	308-17A-039	DWI Patrols	\$7,810.57
Laconia	308-17B-088	DWI Patrols	\$19,965.00
Lebanon	308-17B-051	DWI Patrols	\$4,556.88
Lisbon	308-17B-052	DWI Patrols	\$7,000.00
Littleton	308-17B-053	DWI Patrols	\$6,961.50
Loudon	308-17B-111	DWI Patrols	\$5,493.60
Manchester	308-17A-015	DWI Patrols	\$56,200.00
Marlborough	308-17A-046	DWI Patrols	\$5,920.20
Mason	308-17A-030	DWI Patrols	\$1,894.82
Meredith	308-17B-012	DWI Patrols	\$6,825.00
Merrimack	308-17A-040	DWI Patrols	\$7,182.00
Merrimack County Sheriff	308-17B-103	DWI Patrols	\$6,135.84
Milford	308-17A-002	DWI Patrols	\$5,209.74
Milton	308-17A-031	DWI Patrols	\$9,044.00
Mont Vernon	308-17A-047	DWI Patrols	\$7,762.80
Moultonborough	308-17B-006	DWI Patrols	\$11,504.70
Nashua	308-17A-055	DWI Patrols	\$18,279.69
New Boston	308-17A-069	DWI Patrols	\$1,753.65
NH Fish & Game	308-17S-056	DWI Patrols	\$25,000.00
NH State Police	308-17S-106	DWI/DUI/DRE Patrols	\$504,118.00

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New Hampton	308-17B-070	DWI Patrols	\$8,121.60
New London	308-17B-010	DWI Patrols	\$7,800.00
Newport	308-17A-084	DWI Patrols	\$6,955.00
Northfield	308-17B-038	DWI Patrols	\$5,010.41
Northwood	308-17A-057	DWI Patrols	\$3,029.58
Ossipee	308-17B-058	DWI Patrols	\$6,598.80
Pelham	308-17A-008	DWI Patrols	\$9,351.40
Pembroke	308-17B-062	DWI Patrols	\$2,773.44
Pittsfield	308-17B-102	DWI Patrols	\$7,000.00
Portsmouth	308-17A-082	DWI Patrols	\$9,843.00
Raymond	308-17A-077	DWI Patrols	\$4,457.98
Rochester	308-17A-080	DWI Patrols	\$6,145.04
Salem	308-17A-073	DWI Patrols	\$15,000.00
Sanbornton	308-17B-059	DWI Patrols	\$2,243.90
Swanzey	308-17A-020	DWI Patrols	\$6,902.40
Stratham	308-17A-109	DWI Patrols	\$3,447.37
Tilton	308-17B-105	DWI Patrols	\$8,736.00
UNH	308-17A-061	DWI Patrols	\$6,764.16
Wakefield	308-17B-074	DWI Patrols	\$4,492.80
Walpole	308-17A-075	DWI Patrols	\$5,630.00
Winchester	308-17A-004	DWI Patrols	\$8,265.60
Windham	308-17A-022	DWI Patrols	\$14,959.94
Wolfeboro	308-17B-028	DWI Patrols	\$9,587.25

Attachment B Sustained Traffic Enforcement Patrols (STEP)- 402

Sub Grantee Name	Project Number	Project Title	Amount Approved
Allenstown	315-17B-084	STEP	\$6,591.60
Alton	315-17B-066	STEP	\$6,739.20
Amherst	315-17A-035	STEP	\$9,733.88
Antrim	315-17A-007	STEP	\$7,573.80
Atkinson	315-17A-004	STEP	\$7,203.87
Auburn	315-17A-067	STEP	\$7,725.43
Barrington	315-17A-058	STEP	\$5,824.00
Bedford	315-17A-046	STEP	\$15,045.12
Belmont	315-17B-097	STEP	\$7,332.00
Berlin	315-17B-038	STEP	\$24,250.30
Boscawen	315-17B-105	STEP	\$4,384.80
Bristol	315-17B-086	STEP	\$6,163.44
Brookline	315-17A-068	STEP	\$6,902.82
Campton	315-17B-018	STEP	\$7,176.00
Canaan	315-17B-088	STEP	\$11,232.00
Candia	315-17A-057	STEP	\$7,730.72
Canterbury	315-17B-030	STEP	\$6,500.00
Center Harbor	315-17B-069	STEP	\$9,188.00
Cheshire County Sheriff	315-17A-070	STEP	\$6,460.00
Chester	315-17A-089	STEP	\$7,192.56
Chichester	315-17B-031	STEP	\$6,600.00
Claremont	315-17A-056	STEP	\$11,066.40
Concord	315-17B-021	STEP	\$26,016.30
Deering	315-17A-002	STEP	\$7,649.30
Derry	315-17A-033	STEP	\$19,601.40

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Dover	315-17A-059	STEP	\$19,346.00
Dublin	315-17A-049	STEP	\$7,844.00
Dunbarton	315-17B-122	STEP	\$4,043.76
Enfield	315-17B-039	STEP	\$7,881.90
Epping	315-17A-010	STEP	\$18,306.00
Epsom	315-17B-042	STEP	\$8,723.57
Exeter	315-17A-060	STEP	\$9,908.88
Farmington	315-17A-034	STEP	\$7,111.80
Franklin	315-17B-071	STEP	\$8,910.00
Fremont	315-17A-072	STEP	\$6,238.30
Gilford	315-17B-044	STEP	\$12,968.80
Gilmanton	315-17B-073	STEP	\$7,107.00
Goffstown	315-17A-090	STEP	\$15,038.00
Goshen	315-17A-014	STEP	\$6,480.00
Greenfield	315-17A-092	STEP	\$7,515.87
Greenland	315-17A-061	STEP	\$18,083.56
Hampstead	315-17A-108	STEP	\$14,664.00
Hampton	315-17A-027	STEP	\$21,840.00
Hampton Falls	315-17A-074	STEP	\$7,038.00
Hancock	315-17A-116	STEP	\$7,254.92
Haverhill	315-17B-075	STEP	\$8,766.07
Henniker	315-17B-126	STEP	\$7,800.00
Hillsboro	315-17A-045	STEP	\$9,081.05
Hollis	315-17A-062	STEP	\$12,152.40
Hopkinton	315-17B-005	STEP	\$8,799.36
Hudson	315-17A-019	STEP	\$16,835.06
Jaffrey	315-17A-111	STEP	\$7,898.44
Keene	315-17A-048	STEP	\$15,237.76
Kensington	315-17A-051	STEP	\$7,295.26
Laconia	315-17B-112	STEP	\$14,508.50
Lebanon	315-17B-076	STEP	\$12,151.68

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Lee	315-17A-008	STEP	\$8,881.50
Lincoln	315-17B-053	STEP	\$7,050.12
Lisbon	315-17B-077	STEP	\$8,457.60
Littleton	315-17B-078	STEP	\$6,786.00
Loudon	315-17B-124	STEP	\$8,789.76
Manchester	315-17A-020	STEP	\$55,013.58
Marlborough	315-17A-063	STEP	\$7,894.05
Meredith	315-17B-017	STEP	\$12,675.00
Merrimack	315-17A-052	STEP	\$18,194.40
Merrimack County Sheriff	315-17B-115	STEP	\$14,726.16
Milford	315-17A-003	STEP	\$13,741.70
Milton	315-17A-043	STEP	\$12,058.80
Moultonborough	315-17B-009	STEP	\$12,271.68
Nashua	315-17A-064	STEP	\$32,366.55
New Boston	315-17A-093	STEP	\$8,573.40
New Hampton	315-17B-094	STEP	\$4,737.60
New London	315-17B-015	STEP	\$11,560.00
Newport	315-17A-107	STEP	\$11,526.58
Northfield	315-17B-050	STEP	\$8,350.68
Northwood	315-17A-079	STEP	\$7,069.00
Ossipee	315-17B-080	STEP	\$7,698.60
Pelham	315-17A-011	STEP	\$11,969.79
Pembroke	315-17B-083	STEP	\$6,933.60
Pittsfield	315-17B-114	STEP	\$6,650.00
Plaistow	315-17A-023	STEP	\$7,897.03
Portsmouth	315-17A-104	STEP	\$9,926.40
Raymond	315-17A-109	STEP	\$9,576.31
Rochester	315-17A-102	STEP	\$8,193.40
Salem	315-17A-098	STEP	\$15,000.00
Sanbornton	315-17B-082	STEP	\$5,609.75

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Sandwich	315-17B-099	STEP	\$5,361.76
Somersworth	315-17A-024	STEP	\$9,819.50
Tilton	315-17B-117	STEP	\$11,793.60
Troy	315-17A-110	STEP	\$5,903.25
Washington	315-17A-123	STEP	\$6,026.80
Wakefield	315-17B-100	STEP	\$5,989.60
Walpole	315-17A-101	STEP	\$7,224.14
Winchester	315-17A-013	STEP	\$8,289.54
Windham	315-17A-032	STEP	\$12,031.62
Wolfeboro	315-17B-041	STEP	\$10,354.23

Attachment C Bicycle/Pedestrian- 402

Sub Grantee Name	Project Number	Project Title	Amount Approved
Berlin	314-17B-004	Bicycle/Pedestrian Patrols	\$6381.66
Bristol	314-17B-011	Bicycle/Pedestrian Patrols	\$2,526.00
Concord	314-17B-002	Bicycle/Pedestrian Patrols	\$8,877.60
Derry	314-17A-006	Bicycle/Pedestrian Patrols	\$5,600.40
Dover	314-17A-008	Bicycle/Pedestrian Patrols	\$4,987.00
Exeter	314-17A-009	Bicycle/Pedestrian Patrols	\$1,530.96
Hampton	314-17A-003	Bicycle/Pedestrian Patrols	\$5,720.00
Keene	314-17A-007	Bicycle/Pedestrian Patrols	\$13,136.00
Littleton	314-17B-010	Bicycle/Pedestrian Patrols	\$3,510.00
Manchester	314-17A-001	Bicycle/Pedestrian Patrols	\$4,000.00
Nashua	314-17A-012	Bicycle/Pedestrian Patrols	\$8,308.95
Portsmouth	314-17A-014	Bicycle/Pedestrian Patrols	\$6,195.20
Rochester	314-17A-013	Bicycle/Pedestrian Patrols	\$4,506.37
Tilton	314-17B-015	Bicycle/Pedestrian Patrols	\$3,900.00
Wolfeboro	314-17B-005	Bicycle/Pedestrian Patrols	\$5,752.35

Attachment D Sobriety Check Points-405D

Sub Grantee Name	Project Number	Project Title	Amount Approved
Berlin (3)	308-17B-042	Sobriety Check Points	\$10,210.65
Hillsboro (1)	308-17A-025	Sobriety Checkpoints	\$2,945.20
Manchester (3)	308-17A-016	Sobriety Check Points	\$13,911.48
NH State Police (15)	308-17S-107	Sobriety Check Points	\$55,000.00
Portsmouth (2)	308-17A-083	Sobriety Check Points	\$6,758.00
Raymond (2)	308-17A-086	Sobriety Check Points	\$5,550.37
Wakefield (1)	308-17B-108	Sobriety Check Points	\$2,246.40

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Attachment E Equipment

Sub Grantee Name	Project Number	Equipment Description	Qty	Local Share	OHS Share	Source of Funding	Total Cost
Auburn	315-17A-012	Radar Display Trailer	1	\$7,750.00	\$7,750.00	402	\$15,500.00
Bristol	308-17B-064	In-Cruiser Video	1	\$2,500.00	\$2,500.00	405D	\$5,000.00
Concord	315-17B-022	Radar Display Trailer	1	\$2,897.50	\$2,897.50	402	\$5,795.00
Henniker	315-17B-125	Radars	2	\$5,000.00	\$5,000.00	402	\$10,000.00
Henniker	308-17B-112	Laptops	2	\$5,000.00	\$5,000.00	405D	\$10,000.00
Hillsboro	315-17A-037	Mobile Data Terminal	2	\$5,000.00	\$5,000.00	402	\$10,000.00
Lee	308-17A-005	In-Cruiser Video	4	\$10,000.00	\$10,000.00	405D	\$20,000.00
Littleton	308-17B-054	In-Cruiser Video	1	\$3,210.00	\$3,210.00	405D	\$6,420.00
Moultonborough	308-17B-007	In-Cruiser Video	1	\$2,660.00	\$2,660.00	405D	\$5,320.00
New London	315-17B-016	Patrol PC Computer	1	\$2,650.00	\$2,650.00	402	\$5,300.00
NH State Police	---	In-Cruiser Video	200	-0-	\$1,000,000.00	405D	\$1,000,000.00
Windham	315-17A-106	Radar Display Trailer	1	\$8,000.00	\$8,000.00	402	\$16,000.00
Wolfeboro	315-17B-040	Radar	1	\$2,500.00	\$2,500.00	402	\$5,000.00

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Attachment F Supplies

Sub Grantee Name	Project Number	Equipment Description	Local Share	OHS Share	Source of Funding	Total Cost
Alton	315-17B-065	Radar Display	\$2,287.00	\$2,287.00	402	\$4,574.00
Barrington	315-17A-085	Radar	\$1,015.00	\$1,014.99	402	\$2,029.99
Canaan	315-17B-087	Radar and MDT	\$3,800.00	\$3,800.00	402	\$7,600.00
Canaan	308-17B-066	Booking Audio/Video	\$2,400.00	\$2,400.00	405D	\$4,800.00
Canterbury	315-17B-029	Radar	\$1,208.00	\$1,208.00	402	\$2,416.00
Dunbarton	308-17B-081	Tablets	\$3,793.00	\$3,793.00	405D	\$7,586.00
Exeter	315-17A-054	Radar Display Sign	\$1,499.50	\$1,499.50	402	\$2,999.00
Goffstown	315-17A-036	Radars (2)	\$2,119.00	\$2,119.00	402	\$4,238.00
Greenland	315-17A-091	Radar	\$1,279.50	\$1,279.50	402	\$2,559.00
Hampton	315-17A-026	Radar	\$1,142.50	\$1,142.50	402	\$2,285.00
Hillsboro	315-17A-037	Tire deflation, TAR	\$1,852.47	\$1,852.47	402	\$3,704.94
Laconia	315-17B-113	Radar Display Sign	\$2,225.00	\$2,225.00	402	\$4,450.00
Lincoln	308-17B-089	Tablets (5)	\$5,793.00	\$5,793.00	405D	\$11,586.00
Manchester	315-17A-025	Radars (14)	\$15,225.00	\$15,225.00	402	\$30,450.00
Meredith	315-17B-104	Radar Display	\$2,325.00	\$2,325.00	402	\$4,650.00
NH State Police	315-17S-120	Laser and Doppler Radars	-0-	\$75,000.00	402	\$75,000.00
New Hampton	308-17B-071	Tablets (4)	\$4,752.24	\$4,752.24	405D	\$9,504.48
New London	315-17B-016	Video Camera, Radar (car & Handheld), radar sign, stop sticks	\$6,645.00	\$6,645.00	402	\$13,290.00
Salem	315-17A-096	Radar & TAR	\$9,000.62	\$9,000.62	402	\$18,001.24
Sanbornton	315-17B-081	Radar Display	\$2,237.50	\$2,237.50	402	\$4,475.00
Sanbornton	308-17B-060	In-Cruiser Video (2)	\$4,783.00	\$4,783.00	405D	\$9,566.00
Stratham	315-17A-028	Radar Recorder	\$2,030.00	\$2,030.00	402	\$4,060.00

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Tilton	315-17B-121	Radar and Tire Deflation	\$2,234.50	\$2,234.50	402	\$4,469.00
Winchester	315-17A-001	Tire Deflation Device (2)	\$540.00	\$540.00	402	\$1,080.00

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Report Date: 06/27/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-17-08-00	Planning & Administration	\$.00	\$420,000.00	\$.00	\$420,000.00	\$420,000.00	\$.00
	Planning and Administration Total		\$.00	\$420,000.00	\$.00	\$420,000.00	\$420,000.00	\$.00
Alcohol								
	AL-2017-17-02-00	Impaired Driving	\$.00	\$13,750.00	\$.00	\$56,000.00	\$56,000.00	\$26,000.00
	Alcohol Total		\$.00	\$13,750.00	\$.00	\$56,000.00	\$56,000.00	\$26,000.00
Occupant Protection								
	OP-2017-17-01-00	Occupant Protection	\$.00	\$113,135.00	\$.00	\$517,533.00	\$517,533.00	\$193,025.00
	Occupant Protection Total		\$.00	\$113,135.00	\$.00	\$517,533.00	\$517,533.00	\$193,025.00
Pedestrian/Bicycle Safety								
	PS-2017-17-06-00	Pedestrian/Bicycle Safety	\$.00	\$21,250.00	\$.00	\$85,000.00	\$85,000.00	\$85,000.00
	Pedestrian/Bicycle Safety Total		\$.00	\$21,250.00	\$.00	\$85,000.00	\$85,000.00	\$85,000.00
Police Traffic Services								
	PT-2017-17-03-00	Police Traffic Services	\$.00	\$490,750.00	\$.00	\$1,735,250.00	\$1,735,250.00	\$1,217,000.00
	Police Traffic Services Total		\$.00	\$490,750.00	\$.00	\$1,735,250.00	\$1,735,250.00	\$1,217,000.00
Traffic Records								
	TR-2017-17-04-00	Traffic Records	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	Traffic Records Total		\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
Paid Advertising								
	PM-2017-17-01-00	Paid Media	\$.00	\$11,250.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	PM-2017-17-03-00	Paid Media	\$.00	\$37,500.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	Paid Advertising Total		\$.00	\$48,750.00	\$.00	\$195,000.00	\$195,000.00	\$.00

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2017-HSP-1 Report Date: 06/27/2016

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local
NHTSA 402 Total			\$.00	\$1,120,135.00	\$.00	\$3,058,783.00	\$3,058,783.00	\$1,521,025.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2017-17-04-00	Traffic Records	\$.00	\$60,250.00	\$.00	\$286,000.00	\$286,000.00	\$.00
408 Data Program Incentive Total			\$.00	\$60,250.00	\$.00	\$286,000.00	\$286,000.00	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$60,250.00	\$.00	\$286,000.00	\$286,000.00	\$.00
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2017-17-02-00	Impaired Driving	\$.00	\$1,512,354.00	\$.00	\$504,118.00	\$504,118.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,512,354.00	\$.00	\$504,118.00	\$504,118.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,512,354.00	\$.00	\$504,118.00	\$504,118.00	\$.00
2010 Motorcycle Safety								
2010 Motorcycle Safety Incentive								
	K6-2017-17-05-00	MC Safety Program Enhancements	\$.00	\$.00	\$.00	\$80,000.00	\$80,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$80,000.00	\$80,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$80,000.00	\$80,000.00	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-17-04-00	Traffic Records	\$.00	\$235,625.00	\$.00	\$942,500.00	\$942,500.00	\$.00
405c Data Program Total			\$.00	\$235,625.00	\$.00	\$942,500.00	\$942,500.00	\$.00
MAP 21 405c Data Program Total			\$.00	\$235,625.00	\$.00	\$942,500.00	\$942,500.00	\$.00
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	M6OT-2017-17-02-00	Impaired Driving	\$.00	\$1,120,593.00	\$.00	\$4,332,365.00	\$4,332,365.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	M6OT-2017-17-03-00	Driving Simulator	\$.00	\$ 14,000.00	\$.00	\$ 55,250.00	\$ 55,250.00	\$.00
	405d Low Other Based on Problem ID Total		\$.00	\$ 1,134,593.00	\$.00	\$ 4,387,615.00	\$ 4,387,615.00	\$.00
	MAP 21 405d Impaired Driving Low Total		\$.00	\$ 1,134,593.00	\$.00	\$ 4,387,615.00	\$ 4,387,615.00	\$.00
	MAP 21 405e Distracted Driving							
	405e Distracted Driving							
	M8X-2017-17-07-00	Distracted Driving	\$.00	\$ 89,000.00	\$.00	\$ 356,000.00	\$ 356,000.00	\$ 136,000.00
	405e Distracted Driving Total		\$.00	\$ 89,000.00	\$.00	\$ 356,000.00	\$ 356,000.00	\$ 136,000.00
	MAP 21 405e Distracted Driving Total		\$.00	\$ 89,000.00	\$.00	\$ 356,000.00	\$ 356,000.00	\$ 136,000.00
	MAP 21 405f Motorcycle Programs							
	405f Motorcyclist Training							
	M9MT-2017-17-05-00	MC Safety Program Enhancements	\$.00	\$ 17,500.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
	405f Motorcyclist Training Total		\$.00	\$ 17,500.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
	MAP 21 405f Motorcycle Programs Total		\$.00	\$ 17,500.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
	NHTSA Total		\$.00	\$ 4,169,457.00	\$.00	\$ 9,685,016.00	\$ 9,685,016.00	\$ 1,657,025.00
	Total		\$.00	\$ 4,169,457.00	\$.00	\$ 9,685,016.00	\$ 9,685,016.00	\$ 1,657,025.00

https://gts.nhtsa.gov/GTS/reports/new_report1.asp?report=2&transid=71679
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