

# DEPARTMENT OF SAFETY

## NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY **2019 ANNUAL REPORT**





## STATE OF NEW HAMPSHIRE

DEPARTMENT OF SAFETY  
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December 30, 2019

To Whom It May Concern:

The New Hampshire Office of Highway Safety (NH OHS) respectfully submits the 2019 Highway Safety Annual Report for the State of New Hampshire. This report outlines the performance targets set for Federal Fiscal Year (FFY) 2019, as well as reports on the progress obtained in meeting those targets. Additionally, it includes descriptions of activities conducted by our highway safety partners, program area summaries, and the financial accounting of expenditures. There were a number of projects scheduled in the FFY 2019 Highway Safety Plan (HSP) that were not conducted. During the year, the staff in highway safety continuously reviewed the crash statistics and adjusted the projects as necessary to better address the identified challenges. When preparing the FFY 2020 HSP, programs not implemented in FFY 2019 were reviewed and not implemented if the need did not exist.

This report is compiled with the assistance of many dedicated highway safety professionals, project directors, and the staff of the NH OHS.

It is with great pleasure that the State of New Hampshire collaborates with the National Highway Traffic Safety Administration (NHTSA) and all of our other partners, in our attempt to reduce traffic crashes and the resulting deaths, injuries, and property damage that are associated with these traffic-related events.

Sincerely,

Captain William R. Haynes Jr.  
Commander

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# NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

## 2019 ANNUAL REPORT

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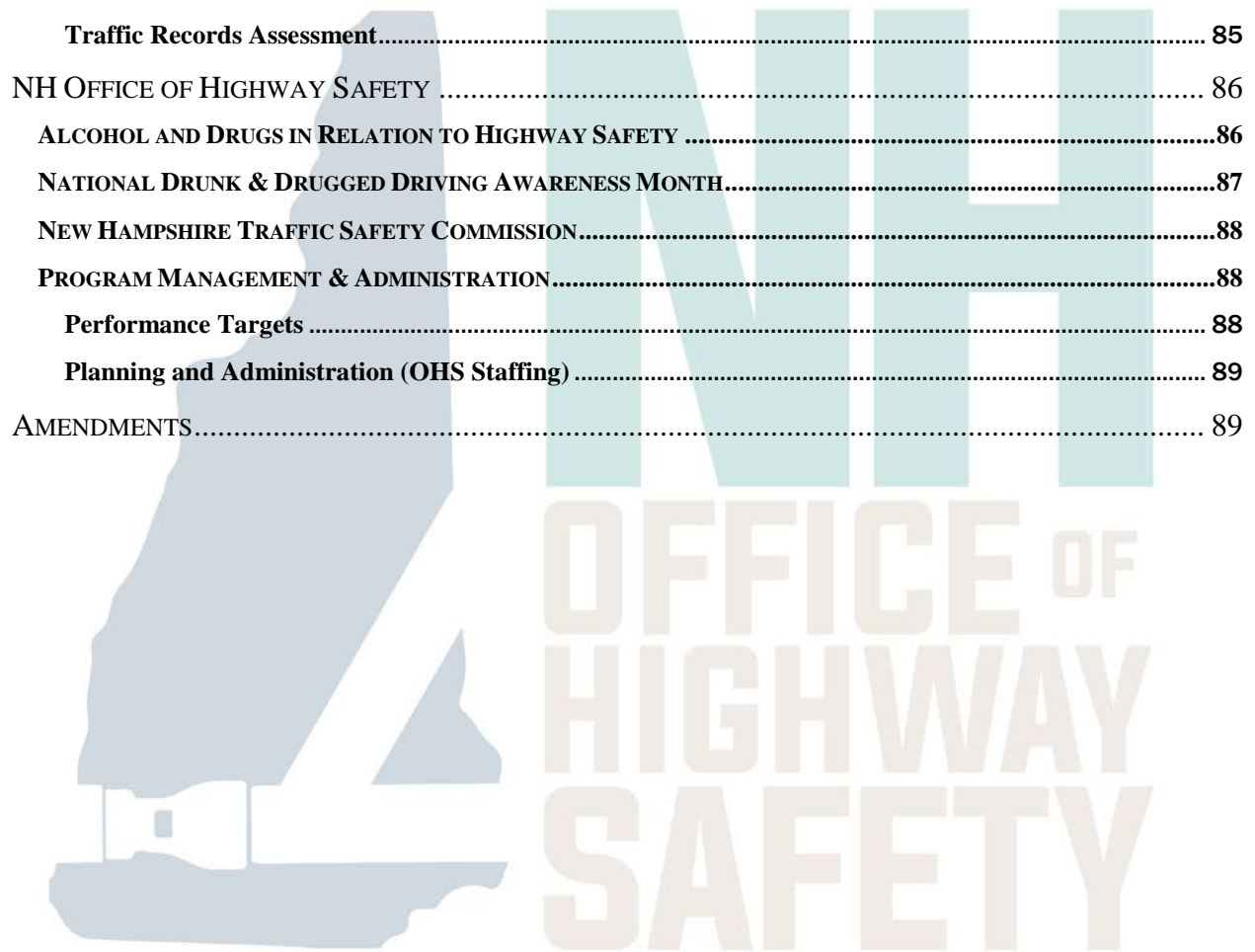
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VISION



The vision of the State of New Hampshire Office of Highway Safety (NH OHS) is to create safe roadways throughout New Hampshire by minimizing, to the greatest degree possible, the potential for crashes that result in death, injury, and property damage. This office endeavors to accomplish this by fostering Highway Safety partnerships with law enforcement entities, industry, educational institutions, and various community programs. These provide the necessary resources to effectively implement robust countermeasures built within the Highway Safety Plan, which include programs related to media messaging, educational initiatives, and enforcement.

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## MISSION

The mission of the State of New Hampshire Office of Highway Safety, under the direction of the Governor and Commissioner of Safety, is to save lives and reduce injuries on New Hampshire roadways through effective leadership, innovation, and program facilitation and support, in partnership with public and private sector organizations.



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## PROGRAM MANAGEMENT

### TARGET

The NH Office of Highway Safety will support traffic safety activities at the state, county and local levels and maintain a close working relationship with state and national organizations.

The Office will continue to provide public information to develop and foster support to allow effective implementation of the various programs outlined in the Highway Safety Plan. The countermeasures outlined in the Highway Safety Plan will seek to reduce the number of traffic crashes and the resulting loss of life, personal injuries, and property damage.

The staff of NH OHS will continue to work with local, county, nonprofit and state agencies to provide information on federal highway safety programs, Office of Highway Safety procedures, and to assist in applying for grant funds.

### ACCOMPLISHMENTS

The NH OHS continues to explore the utilization of electronic software and platforms that allow the automation of grant submission and activity tracking. This new implementation of submitting information electronically continues to help make the NH OHS more efficient by allowing staff to focus on other critical needs as opposed to manually communicating the upcoming grant and application process which can now be easily accessed on the State of NH OHS web site.

The NH OHS was successful in developing and hiring an Informational Officer II who serves as a Public Information Officer (PIO, Jennifer Tramp). This position was filled in September 2018 and the office continues to benefit from her talents and the state has seen a marked increase in media and messaging related to highway safety. This important highway safety messaging, in conjunction with the requisite amount of enforcement efforts during NHTSA mobilizations and campaigns, supports our efforts to create positive driving behaviors among motorists. Additionally, NH OHS recruited a former law enforcement person (Roger Beauchamp) in March 2019 and hired him as a part time field representative. This has increased our ability to conduct more frequent monitoring and training visits to our law enforcement partners. In September 2019, our team hired a Program Assistant II (Vanessa Partington) to assist the OHS in its overall efforts, office procedures and support, and interaction with our partners.

The NH OHS continued the partnership with New Hampshire's Minor League Baseball Team, the Fisher Cats, who conducted a seat belt and impaired driving campaign. The University of New Hampshire Wildcats also conducted an impaired driving campaign for all 2018-2019 events. These two large venues provide an excellent way to get important highway



safety messaging to the public through advertising (radio, electronic display boards, banners, billboards, social media, game pamphlets, etc.).

The NH OHS is extremely excited to announce that we had applied for and have been awarded section 405b Occupant protection funding for FFY 2020. This is the very first time NH has qualified for this funding. This funding will be utilized to strengthen our outreach to both teen and adults on the importance of utilizing vehicle restraints. It will also be used to address recommendations outlined in our 2019 NHTSA Occupant Protection assessment.

Our mission continues to involve our highway safety partners when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures, but also involves analyzing data and information to identify highway safety problems, in order to help better, align and implement state and local projects that will address these issues. A series of five onsite meetings were conducted with our State agencies and Law Enforcement (LE) partners to formulate the FFY 2020 Highway Safety Plan.

The NH OHS continues to work with and mentor local law enforcement agencies to utilize the most effective negative reinforcement techniques to modify driver behavior related to speed and distraction. Surveys conducted by independent agencies indicate that the societal norm for speed here in NH is 10 - 15 miles per hour (MPH) over the posted speed limit. Through the use of media messaging, the NH OHS will proactively begin an educational and informational campaign to change thinking in drivers. We want to move the drivers in the State of New Hampshire toward the knowledge that this is not the acceptable norm and that this belief is a primary cause of the increase in fatalities in our state.

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The NH OHS is now represented on the World Wide Web, Facebook, Twitter, and Instagram at the following links:

<https://www.nh.gov/hsafety/>

<https://www.facebook.com/NHHighwaySafety/>

[https://twitter.com/nh\\_ohs](https://twitter.com/nh_ohs)

[https://www.instagram.com/nh\\_ohs/](https://www.instagram.com/nh_ohs/)



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## UPDATE ON PERFORMANCE TARGETS FOR FFY 2019

As of October 30, 2019, the 2019 FARS data reports **79 Fatal Crashes** resulting in **90 Fatalities**. Of these 79 crash cases, we have 10 cases that are open/active investigations pending Toxicology and Crash Causation. All performance targets are updated with the most current FARS data available.

*Note: Targets for 2019 are based on an average of 5 years data (2015-2019). Because not all 2019 data is available, preliminary data is given using the average of 2015-2019 data as of 10/30/19. Specific data used is described in each segment listed below.*

**C-1 TRAFFIC FATALITIES (FARS)**. Maintain fatalities from 2013-2017 average baselines of 116.4 to the 2015-2019 projection target of 116.4. To assess progress towards our 2015-2019 goals, we anticipate maintaining a level average with no increase or a decrease in the average number of fatalities.

- **5 Year Projected Average for 2015-2019 is 122.2 fatalities. (5.8% increase)**

In 2019 to date, New Hampshire is on track to realize an average of 122.2 fatalities exceeding our target of 116.4 by 5%. This estimate is predicated on the need to estimate the months of November and December 2019 from a historical perspective.

In FFY 2019, the Office of Highway Safety has implemented countermeasures to decrease traffic fatalities by funding enforcement and media efforts within those areas of New Hampshire where crashes and fatalities are occurring. The NH OHS Public Information Officer shall ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities.

**2019 Target Value: 116.4**

**2018 FARS Data: 147**

**2019 State Data (Projected 2015-2019 Average): 122.2**

**C-2 \*SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)**. To decrease serious injuries from the 5-year average 2013-2017 baseline of 457.2 to the 2015-2019 projection target 433.2. To assess progress towards our 2015-2019 goal, we anticipate a 2.7 percent annual decrease, December 31, 2018 (445.2) and December 31, 2019 (433.2).

- **5 year Projected Average for 2015-2019 is 413 SBI crashes.**

Data from the NH DOS reported 450 crashes resulting in serious injuries. This reflects a 5 year (2015-2019\*) average of 413 crashes resulting in serious bodily injuries (SBI). This illustrates that our countermeasures are beginning to work and is reflective of a 10% decrease in SBI crashes.

New Hampshire continues to pro-actively educate, message, and apply the requisite enforcement sanctions needed related to the safe operation of motor vehicles. The FFY 2020 Highway Safety Plan reflects the most effective countermeasures available to NH to continue to reduce SBI crashes within our state.

**2019 Target Value: 433.2                      2018 FARS Data: 430**  
**2019 State Data (Projected 2015-2019 Average): 413**

**C-3 MILEAGE DEATH RATE (FARS).** Maintain or decrease slightly the fatality rate from the 2013-2017 average baseline of 0.881 to the 2015-2019 projection target of 0.879. To assess progress towards our 2015-2019 goal, we anticipate a 0.0011 percent annual decrease, December 31, 2018 (0.880) and December 31, 2019 (0.879).

- **The data necessary to calculate the end of year result is not available from NH Department of Transportation (DOT) until May 2020.**

**C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES**

**(FARS).** Reduce unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

- **2015-2019 average 5 Year is 47.5 for Unrestrained Occupant Fatalities**

In 2019, New Hampshire expects to meet the Unrestrained Passenger Vehicle Occupant Fatalities target of 47.5.

In FFY 2019, the Office of Highway Safety has implemented countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Border to Border). Media efforts will continue with the Fisher Cats (radio, social media, in-game banners, and electronic messaging), the CHaD Injury Prevention Center educational efforts (presentations at schools, messaging, seat belt challenge, etc.), and the NH OHS PIO who will ensure the motoring public is messaged on the importance of wearing a seat belt.

**2019 Target Value: 47.5                      2018 FARS Data: 72**  
**2019 State Data (Projected 2015-2019 Average): 47.5**

**C-5 ALCOHOL IMPAIRED DRIVING FATALITIES (FARS @ .08 AND**

**ABOVE).** Reduce alcohol impaired fatalities by 5 percent from 31.6 (2013-2017 average) to 30 (2015-2019 average).

- **Available data for 2019 confirms 14 Impaired Victims of Fatal Crash as of 10/30/2019. There remain 50 Toxicology results pending. Until the results of the remaining toxicology reports are received, it is prudent to speculate that NH will meet the projection of 32.**

In 2019, New Hampshire anticipates meeting the Alcohol Impaired Driving Fatality target of 32 based on the potential toxicology results that are pending for FFY 2019, as well as estimating the average number that occur during the upcoming holiday season. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE Patrols, and sobriety checkpoints), as well as provided funding for a Traffic Safety Resource Prosecutor (TSRP) and prosecutors to help educate law enforcement and prosecute DUI cases, so as to remove the impaired driver from NH roads. Media efforts will continue with the Fisher Cats and UNH Wildcat's (via radio, social media, in-game banners, and electronic messaging). The NH OHS PIO will also ensure the motoring public is messaged on the hazards of Impaired Driving.

***2019 Target Value: 30                      2018 FARS Data: 46***  
***2019 State Data (Projected 2015-2019 Average): 32***

**C-6 SPEEDING RELATED FATALITIES (FARS).** Reduce-speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2014-2018 average).

- **Available data for 2019\* has 50 Fatal Crash cases that remain under investigation. The NH OHS is unable to calculate the current five year average until these cases are closed. Based upon known case data, we estimate that the 5 year average (2015-2019) will be 44\* Speed Related Fatalities.**

In 2019, New Hampshire anticipates meeting the Speeding Related Fatalities target of 53.4. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Speed Related Fatalities by funding enforcement efforts (Sustained traffic enforcement, Border to Border, Operation Safe Commute, etc.) and educational efforts (i.e. Youth Operator program). The NH OHS PIO will also ensure the motoring public is messaged on the hazards of speeding.

***2019 Target Value: 53.4                      2018 FARS Data: 18***  
***2019 State Data (Projected 2015-2019 Average): 44***

**C-7 MOTORCYCLIST FATALITIES (FARS).** Reduce motorcycle fatalities by 5 percent from 20 (2013-2017 average) to 19 (2015-2019 average).

- **With current & estimated data, the 5 year average (2015-2019\*) is 22.6 Motorcycle Fatalities.**

In 2019, New Hampshire exceeded the Motorcyclist Fatalities target of 19. In May 2019 there was a tragic crash that resulted in seven motorcycle fatalities. In FFY 2020, the Office of Highway Safety continues to emphasize the importance of safe operation around motorcycles and has implemented countermeasures to decrease Motorcycle Related Fatalities by funding media efforts through the DMV- Motorcycle Rider Training program to inform the motoring public of the importance of taking the motorcycle rider training before riding a motorcycle. In 2019, of the motorcycle fatalities that occurred, very few motorcyclists had taken the Motorcycle



Rider Training program. The NH OHS PIO will also ensure the motoring public is messaged on motorcycle safety to help prevent motorcycle crashes and the resulting injuries and or fatalities.

**2019 Target Value: 19**

**2018 FARS Data: 28**

**2019 State Data (Projected 2015-2019 Average): 22.6**

**C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS).** Reduce un-helmeted motorcycle fatalities by 10 percent from 11.4 (2013-2017 average) to 10.3 (2015-2019 average).

- **With current and estimated data, the 5 year average (2015-2019\*) is 13.4 Un-helmeted Fatalities.**

In 2019\* to date, New Hampshire has exceeded the Unhelmeted Motorcyclist Fatalities target of 10. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Motorcycle Related Fatalities by funding media efforts through the Office of Highway safety in lieu of the DMV. Additionally, the importance of wearing a helmet is mentioned to all riders during the Motorcycle Rider Training (MRT) course. The NH OHS PIO will also ensure the motoring public is messaged on motorcycle safety to include the importance of wearing a helmet to help prevent motorcycle crashes and the resulting injuries and or fatalities.

**2019 Target Value: 10.3**

**2018 FARS Data: 21**

**2019 State Data (Projected 2015-2019 Average): 13.4**

**C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS).** Reduce young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

- **With current and estimated data, the 5 year average (2015-2019\*) is 5 for drivers age 20 & under.**

In 2019\*, New Hampshire is on track to realize an estimate of 5 fatalities of drivers age 20 or less. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Drivers Age 20 or younger involved in fatal crashes by funding educational efforts. The Dartmouth Injury Prevention Center (Youth Operator program and Buckle-Up program) and the Derry Community Alliance Teen Safety (CATS program) work with young drivers to positively change driving behavior and potentially reduce crashes and the resulting injuries and or deaths. The NH OHS PIO will also ensure the motoring public is messaged on this topic.

**2019 Target Value: 11**

**2018 FARS Data: 13**

**2019 State Data (Projected 2015-2019 Average): 5**

**C-10 PEDESTRIAN FATALITIES (FARS).** Reduce pedestrian fatalities by 10 percent from 13.4 (2013-2017 average) to 12 (2015-2019 average).

- **5 year average (2015-2019\*) is 12 for 2015-2019 pedestrian fatalities.**

In 2019, New Hampshire is trending to meet the Pedestrian Fatalities target of 12. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Pedestrian Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. Additionally after initial approval of the FFY 2020 HSP, the NH OHS has proactively been identifying problem areas and actively recruiting partners to assist in reducing pedestrian fatalities. The NH OHS is currently working with New Hampshire Police Standards and Training to administer a mandatory online course for law enforcement to re-familiarize them with the states laws and rules related to pedestrians and motor vehicles. The NH OHS PIO will also ensure the motoring public is messaged on this topic.

**2019 Target Value: 12**                      **2018 FARS Data: 11**  
**2019 State Data (Projected 2015-2019 Average): 12**

**C-11 BICYCLIST FATALITIES (FARS).** Maintain bicyclist fatalities at 2.8 (2013-2017 average) for a 5 year (2015-2019) average of 2.8.

- **5-year average (2015-2019) is 1.8 bicyclist fatalities.**

In 2019\*, New Hampshire is trending to meet the Bicyclists Fatalities target of 2. In FFY 2020, the Office of Highway Safety has implemented countermeasures to decrease Bicyclist Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. The NH OHS has taken an aggressive approach to recruiting Law Enforcement partners to conduct enforcement patrols and has been working with New Hampshire police Standards and training and the New Hampshire Bike/Walk alliance to provide training to our state, local and county law enforcement personnel. Additionally, the NH OHS worked collaboratively with the New Hampshire Police Standards and Training council to develop and implement an online required refresher course for LE related to the operation on bicycles on our roadways. This course is mandatory to be eligible for reimbursement of funding. The NH OHS PIO will also ensure the motoring public is messaged on this topic.

In summary of all these performance targets are addressed in the FFY2020 NH OHS Highway Safety Plan. The NH Office of Highway Safety will continue to look at crash, serious injury, and fatality data. We will determine if these countermeasures are producing results or if they may need to be adjusted, based on changes in the data. The NH OHS continues to improve on our traffic records accuracy and timeliness and anticipate that the NH OHS will be able to react more effectively to changes in crashes that are occurring on our highways.

**2019 Target Value: 2.8**                      **2018 FARS Data: 2**  
**2019 State Data (Projected 2015-2019 Average): 1.8**

\*= Estimated fatality rates for November and December 2019



## OTHER CORE BEHAVIOR MEASURES

**B-1 SEAT BELT USE.** INCREASE STATEWIDE SEAT BELT COMPLIANCE 1.3 PERCENT FROM 67.6 (2015) TO 68.9 PERCENT IN 2019.

- In 2019 the seat belt usage rate was 70.7%. The 5 year average from 2014-2018 is 70.82%.

### Core Outcome Measures

	2014	2015	2016	2017	2018	2019*
Fatal Motor Vehicle Crashes	89	103	130	98	134	96*
Total Fatalities	95	114	136	102	147	112*
Operator Fatalities	51	80	76	74	110	83*
Total Passenger Fatalities	12	21	20	13	24	20*
Alcohol-Related Fatalities**	35	45	42	27	49	35*
% of Alcohol-Related Fatalities**	39	39	31	26.5	33.3	31.2*
OHRV Operator Fatalities	1	1	1	1	0	0
Total Crashes Reported	28,395	32,275	29,862	37,885	34,174	32,914*
NH Licensed Drivers	1,070,050	1,093,267	1,089,898	1,169,195	1,068,229	1,174,551
NH Registered Vehicles	1,435,640	1,728,409	1,752,482		1,581,281	1,600,055
NH Registered Motorcycles	76,093	79,119	83,641	55,373	78,770	81,087
Population	1,326,813	1,316,470	1,334,641	1,342,795	1,341,390	1,363,852
Seat Belt Citations During Grant-Funded Activities	n/a*	177	139	154	104	98
Impaired Driving Arrests During Grant-Funded Activities	n/a*	404	469	467	333	470
Speeding Citations During Grant-Funded Activities	n/a*	5,413	8046	8,349	5,245	8,757

2019 **	
Seat Belt Summons	403
Impaired Driving Arrests	4,922
Speed Summons	42,715

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## **DISTRACTED DRIVING:**

It is estimated that distracted driving continues to account for as much as 30% of all crashes throughout New Hampshire. Included in the definition of distracted driving is the use of portable electronic mobile devices which accounts for an average of 11% of the estimated 30% of distraction related crashes. Trying to account for all crashes with a primary causation of distraction can be elusive. Many times distraction is not recognized as a contributing factor and/or is listed secondary to crashes with a primary causation of speed or impairment. NH OHS will work diligently to educate the motoring public as well as law enforcement on the need to respond too and enforce all types of distracted driving as a result of poor decisions while operating a motor vehicle. This will be done through an aggressive media and education campaign in FFY 2020. It is important to note that NH does not qualify for 405 funding due to the verbiage in their current RSA 265:79c. Additionally, state local and county law enforcement do not utilize RSA 265:79b as effectively as they could to address distraction outside of mobile device usage.

Although NH has met its goal to reduce distracted related crashes resulting in fatalities, the current method of tracking and reporting distraction related crashes relies mostly on mobile device usage. This method masks the real concern for all types of distracted related crash reporting.

### **Distracted Driving Fatalities**

**Goal: 5**

<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
6	2	7	3	5

NH has met its goal of reducing distraction related crashes to 5 in FFY 2019

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## **TRAFFIC RECORDS:**

### **3.1.1 Trauma Registry Timeliness**

*Status of Improvement: Demonstrated Improvement*

*Active Status: Active*

*Revision Date: 31-January-2020*

#### **Narrative:**

This performance measure is based on the I-T-1 model.

New Hampshire will improve the timeliness of the Trauma Registry system as measured in terms of a decrease of the average number of days from the admission date to the date the record is entered into the trauma registry database.

The state will show measureable progress using the following method:

The average number of days from the admission date to the date the report is entered into the trauma registry database using a baseline period of April 1, 2017 to March 31, 2018 and a current period of April 1, 2019 to December 31, 2019.

Timeliness has decreased by 13.46 days. That appears to be due to several of the small hospitals becoming more active in entering records. As these hospitals often have only part-time staff entering records, the entry time tends to be longer, despite having ready access to the system. The positive of this finding is that we have several smaller hospitals that are participating more robustly in the state trauma system. Also notable is that there was an increase in records entered of 274 records, but this was only over 3 quarters so additional records are still to be entered over the next 3 months resulting in the highest year of reporting to date.

**Measurements:**

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2016	March 31, 2017	2,107	86.43
April 1, 2017	March 31, 2018	2,052	61.57
April 1, 2018	March 31, 2019	1,993	35.04
April 1, 2019	Dec. 31, 2019	2,267	48.50

### 3.1.2 Crash Timeliness – NH State Police

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Revision Date:** February 3, 2020

**Narrative:**

This performance measure is based on the C-T-01B model.

New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measureable progress using the following method:

The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2018 to March 31, 2019 and a current period of April 1, 2019 to December 31, 2019.

All numbers in this performance measure are limited to NH State Police crash reports.

There were 5,501 crash reports during the baseline period with an average timeliness of 11.767 days. There were 4,791 crash reports during the performance period with an average timeliness of 11.75 days.

**The result is an increase in timeliness of .017 days.**

#### Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2013	March 31, 2014	5,442	14.98
April 1, 2014	March 31, 2015	5,733	11.50
April 1, 2015	March 31, 2016	4,720	12.95
April 1, 2016	March 31, 2017	6,118	12.907
April 1, 2017	March 31, 2018	5,481	12.617
April 1, 2018	March 31, 2019	5,501	11.767
April 1, 2019	December 31, 2019	4,791	11.75

### 3.1.3 Crash Timeliness – Statewide Crash Data

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Revision Date:** February 3, 2020

#### Narrative:

This performance measure is based on the C-T-01B model.

New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database.

All numbers in this performance measure are statewide performance metrics that apply to all New Hampshire reporting agencies.

The state will show measurable progress using the following method:

The average number of days from the crash date to the date the crash report is entered into the VISION crash database using a baseline period of April 1, 2018 to March 31, 2019 and a current period of April 1, 2019 to December 31, 2019.

**The result is an increase in timeliness of 226.5 days.**

#### Measurements

Start Date	End Date	Total Reports	Average Days to Submit to	Average Days to Enter at	Average Days (Total)
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				DMV	DMV	
April 2017	1, Mar 31, 2018	46,404	191	136	327	
April 2018	1, Mar 31, 2019	41,041	154	105	259	
April 2019	1, Dec 31, 2019*	24,791	17	15.5	32.5	

\*These numbers are low due to the fact that it is only a partial year and driven by the lower number of crashes before the winter season.

\*= Estimated through 31 December 2019

\*\*= As of 30 September 2019

## ACCOMPLISHMENTS

## OCCUPANT PROTECTION

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in June 2019. The reported New Hampshire statewide seat belt usage rate for 2019 is 70.7%, a decrease of 5.7 % from the 2018 seat belt usage rate of 76.4%. This decrease in seat belt usage is reflective of years prior to 2018. Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 23 percentage points and could save an estimated 27 lives each year.

It is important to take a closer look at our Occupant Protection programs to see if there are some innovative model programs that can help to increase our seat belt use rate which should reduce the number of unrestrained fatalities we have each year. We had an occupant protection assessment conducted in April 2019 which will provide New Hampshire with insightful ways the state may better improve seat belt use and save more lives. Based on the recommendations from this assessment, our office will make adjustments to the FFY 2020 HSP as needed to reduce fatalities and serious bodily injuries throughout our state.

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## 2019 COMMUNITY PROJECTS

### **INJURY PREVENTION CENTER AT CHAD**

#### **Buckle Up New Hampshire Program (BUNH)**

19-01-05

#### **Grant Overview:**

During fiscal year 2019, the New Hampshire Office of Highway Safety provided the Buckle Up NH (BUNH) grant to the Injury Prevention Center (IPC) at the Children's Hospital at Dartmouth-Hitchcock (CHaD) to fund a highway safety specialist position (.8 FTE). This report provides an overview of the program's efforts provided through that grant.

The programs funded by this grant include the on-going planning and program implementation efforts of the BUNH Coalition, including the Room to Live Program, the planning and presentation of the annual Traffic Safety Conference, the annual statewide Seat Belt Challenge and other related highway safety efforts. Because occupant protection was a primary focus of this grant, the highway safety specialist worked closely with the Youth Operator Program and Child Passenger Safety coordinators.

During fiscal year 2019, Dartmouth-Hitchcock Medical Center provided a full day "plain language" training to all of the highway safety related program coordinators. This training helped to guide the updating of the BUNH program's website, educational materials, and presentations. Looking ahead to fiscal year 2020, the program will continue to use the training and promote it as a valuable resource to the program.

Over the course of the fiscal year the Buckle Up New Hampshire program went through a change in leadership so it was crucial for the program to continue providing support to the Youth Operator Program Specialist, Christopher Bishop, as he stepped into his new role. As reflected in the Youth Operator Program Report, many meaningful highway safety activities for teens occurred during 2019, including many high school specific events around seat belt use, as well as distracted and impaired driving.

#### **Goals:**



**1) Maintain and enhance collaborative membership and programming of the BUNH Coalition.**

This goal has been met. The BUNH Coalition continues to meet on a bimonthly schedule and the program's coordinator continues to sit as the chair of the coalition. The chair's role is to educate and promote best practice to members of the group, facilitate discussions, request feedback about materials and events, and promote various events related to importance of buckling up throughout the state with its collaborative group of members.

Although this goal was met to maintain the BUNH coalition group, increasing participation is an ongoing effort to promote the messages of the program. As we move forward into 2020, the BUNH group is planning to look at other days and times that might allow for an even larger increase in membership.

**2) Create three new seat belt related educational resources such as Public Service Announcements (PSAs), Brochures, info graphics, etc.**

This goal has been met. The program created a web resource, [www.trafficsafety4nh.org](http://www.trafficsafety4nh.org), to help educate groups in communities about seat belt best practice and as a way to get information about various events happening in New Hampshire. There were also two different resource cards created during the fiscal year to inform and guide discussions around the addition of an adult seat belt law in the state. One card was created around the state of NH seat belt usage average versus the entire country and the other card was using the unbelted fatality rate for the state of NH versus the entire country. PSAs, brochures and info graphics are always great resources to use when educating others about the importance of seat belts and buckling up. The program continues to seek new opportunities to create new and exciting resources to help combat unbelted fatalities on NH roads.

**3) Plan and coordinate an annual Traffic Safety Conference that achieves at least an average evaluation rating of 4, out of 5.**

This goal has been met. The 2019 Traffic Safety Conference was planned by the NH Office of Highway Safety, in partnership BUNH Coalition, and received an average of 4.3 out of 5 rating.

**4) Identify and implement at least two additional related improvements in the design and implementation of the school based seat belt challenge.**

This goal has been met. The venue and program used to educate the students attending was improved upon during FFY 2019. The event was held at a higher education location, Southern New Hampshire University, and the educational program utilized was Thinkfast® Interactive. The interactive event featured questions that were created in collaboration with both the Thinkfast® group and the BUNH program.

**5) Have all participating schools conduct pre and post seat belt surveys and document effectiveness of educational programs.**

This goal was not met, please see Goal #6.

**6) Increase seat belt usage among participating schools by 3% of the annual pre-survey rate.**

This goal was met. The pre-average belt usage rate for the few schools able to complete it was 87% and the post average belt usage rate was 91%.

Due to unexpected barriers the pre and post seat belt observations were not completed prior to the seat belt challenge. Upon careful reflection after the challenge, it was made clear that this requirement may have also decreased participation from schools because of the additional work required from them in order to participate. During the next year, it will be important for the program to increase its work with the Youth Operator Program (YOP) to improve attendance and participation while also utilizing observations completed by those schools participating in the challenge.

### **Traffic Safety Commission**

The BUNH Coordinator continued to sit on the Governor's Traffic Safety Commission in an appointed position to represent the public. This was an important part of the program because it allowed it to be a part of the conversation happening at the table in regards to trends and educational efforts across the state. The commission is vital in promoting the program's best practice information with its members.

### **BUNH Coalition**

Although the program related activities are carried out by the highway safety specialist, they are guided by the members of the BUNH Coalition. This coalition is a group of dedicated highway safety professionals including representatives from AAA of Northern New England, National Safety Council of Northern New England (NSCNNE), Community Alliance for Teen Safety (CATS), the NH Driver Education Association, the Brain Injury Association and the State of New Hampshire Departments of Transportation, Health and Human Services, and Safety.

Through a collaborative effort between members of the Buckle Up NH Coalition many other highway safety educational activities occurred throughout the state during this program year. The group provided insight and guidance into the state's Traffic Safety Conference held during this fiscal year. Members were instrumental in deciding on speakers like Craig Allred, from the Federal Highway Safety Administration, who was a keynote for the day.

This coalition met bi-monthly and there was on-going interaction between the members, as required to effectively implement the programs, throughout the year. Because occupant protection is a key part of the Youth Operator program educational efforts, this coalition guided both the Buckle Up NH and the Youth Operator program efforts.

## Traffic Safety Conference

The 2019 Traffic Safety Conference was held on May 6<sup>th</sup>, at the Grappone Conference Center in Concord, New Hampshire. The conference was attended by over 200 highway safety professionals including law enforcement personnel, driver educators, health care providers, legislators, and other highway safety advocates.

Based on the evaluation ratings and feedback, this was another very successful conference. The overall rating was 4.3 on a scale of 1 to 5. Forty seven percent of the attendees rated it as a 5, forty two percent rated it a 4, eight percent rated it as a 3 and three percent rated it a 2.

The opening key note speaker for the conference was Craig Allred from the technical service team at the Federal Highway Safety Administration. His presentation discussed increases in speed related crashes and how roadway development works to reduce traffic fatalities. The presentation was very well received and received a 4.3 out of a possible rating of 5.

During the luncheon, Stephanie Shaw, a Safety Advocate with the National Transportation Safety Board, presented on effective messaging to combat roadway fatalities and what other states are doing that have decreased fatalities. She received a 4.0 out of 5 rating from attendees.

Art Kinsman, Regional Administrator for NHTSA Region 1, Captain William Haynes, Commander of the NH Office of Highway Safety and John Clegg, Program Manager with the NH Office of Highway Safety, conducted a highway safety service awards ceremony. The awards were given to outstanding traffic safety advocates, who demonstrated excellence throughout the year in promoting safety on NH roads.

The number of workshop presentations continued to stay at ten and were designed to have a broad appeal. They were:

### *Adolescent Brain Development vs. Teen Driving*

Dr. Keith Loud, MD, MSc, Chair, Pediatrics and Director, Children's Hospital at Dartmouth-Hitchcock & the Geisel School of Medicine & Children's Hospital at Dartmouth-Hitchcock

### *Who me? Drive distracted? No way!*

Howard Hedegard, Traffic Safety Specialist Contractor Injury Prevention Center Children's Hospital at Dartmouth-Hitchcock

### *Alive at 25 Program*

David Henderson, Executive Director National Safety Council of Northern New England

### *What is Happening with Road Safety in New Hampshire?*

Michael Dugas, Department of Transportation

### *Child Passenger Safety Program*

Thomas Leach, Program Coordinator, Injury Prevention Center Children's Hospital at Dartmouth-Hitchcock

*What Are the New Hampshire Non-Fatal Crash Trends Showing?*

Roberta Witham, Department of Safety Data Analyst

*Driving For a Living: What can we learn from NH Commercial Motor Vehicle Crash Data?*

Karla Armenti, MS, ScD, Research Asst Professor, Principal Investigator, NH Occupational Health Surveillance Program Institute on Disability / UCED University of New Hampshire

*Stop the Bleed Training (limit 20 attendees)*

Gina Wuertzer, Adult Trauma Program Manager Trauma Program DHMC  
Jim Esdon, Trauma Program Coordinator, Injury Prevention Center at Children's Hospital at Dartmouth-Hitchcock

*What's New for Messaging in New Hampshire?*

Jennifer Tramp, NH Office of Highway Safety Public Information Officer

*School Educators Working to Promote Safe Driving*

Lorraine Connell, John Stark Regional High School  
John Stark Regional High School Leadership Group Students  
Jen Gagnon, Belmont High School

The conference ended with a mother speaking about her son, a 17 year old male, who was involved in a crash in New Hampshire in July of 2018. The teen was riding in the back seat of a vehicle with his friends when the driver made the choice to drive at an excessive speed and the crash was a result of that choice and his inexperience behind the wheel. Sadie, the mother, detailed for the audience the injuries he suffered as a result of the collision and his extensive recovery. Sadie received a 4.6 out of 5 from the audience as well as a standing ovation. It was important to end the day with a story that had an emotional impact to encourage all of the advocates, educators, and enforcement agencies to continue working hard to reduce death on NH roadways.

Partners of and exhibitors at the conference included the AT&T virtual reality distracted driving simulator, the NH Office of Highway Safety, the NH Bureau of Liquor Enforcement, the NH Department of Transportation, the NH Department of Health and Human Services, the Capitol Area Public Health Network, the NH Teen Driver Program, the NH Child Passenger Safety Program, Victims, Inc., the Community Alliance for Teen Safety, the South Central Regional Public Health Network, the National Safety Council of Northern New England, and the New Hampshire Interscholastic Athletic Association.

## **Room to Live Program**

This was the eleventh year during which the Room to Live educational program has been presented. This program effectively points out the safety design features of newer motor vehicles and the reality that vehicle occupants who are restrained and, therefore, remain restrained within their vehicles have a much greater chance of surviving and/or experiencing reduced injuries even when in significant crashes.



A highlight of the program was that it continues to be presented to each driver education class taught at Goffstown High School. Pre and post observational surveys were conducted at the beginning and the end of the school year. Goffstown High continues to have one of the higher belt usage rates in the state. It is our intent to model this program throughout other high schools in 2020.

Many more individuals heard the Room to Live seat belt message through one on one conversations held at community safety fairs including the National Night Out in Goffstown, the Derry Fest and ARCOMM communications group presentation. The Derry Fest is an annual event in Derry, NH and is attended by some 2,000 people. ARCOMM Communication is a business that has a fleet of vehicles that travel throughout the state and all of their employees was able to hear the message about the importance of seat belts through a modified Room to Live presentation at a staff safety meeting.

These were a few of the events that the Buckle Up Program was able to participate in around the state. The program is continuously being asked to participate and educate groups about the importance of buckling up.

### **Seat Belt Challenge**

As in past years, the primary goal of the challenge is to further educate teens about the importance of using their seat belts every time that they are in a motor vehicle. The Seat Belt Challenge in 2019 was completely revamped, including a new program and new venue.

The Challenge was held at the Southern New Hampshire University Fieldhouse, which was a centralized location for schools to attend. The venue worked very well for the entire event. The program that was used Thinkfast® Interactive, which is a national educational program that teaches teens about the importance of buckling up as well as state specific laws. The program worked with the Buckle Up NH coordinator to create a very specific set of questions for the participating groups to answer.

Many schools that had participated in the previous seat belt challenge were disappointed in the change and did not attend the new version. The 2019 seat belt challenge had 3 schools participate and after taking part in the newer event one school resource officer that brought a group of students said, "I have reached out to all the other resource officers that I am in contact with and told them that they missed out on an extremely fun and educational event for their students". The schools were asked to complete pre and post observational assessments, however this proved to be an unexpected barrier for schools to attend the event. Those that were able to complete the observations increased their belt usage rates from an average of 87% before the challenge, to 91% after the challenge.

Evaluation of the event concluded that attendees rated it a 4.6 out of a total of 5, which was extremely high for its first year with the new model. Many teens that attended expressed that they really found value in the game-show type format of the questions and are looking forward to their peers competing in the future.

After identifying barriers to schools attending the newly designed challenge, during fiscal year 2020 those barriers will be addressed including more collaboration with the Youth Operator Program to achieve a higher number of completed observations and a higher number of schools attending the challenge.

## **Seat Belt PSA Marketing Campaign**

The Buckle Up NH program participated in a press conference with the NH OHS and surrounding states about the national Click It or Ticket campaign. The program was able to utilize its funds to have a 30 second PSA, produced by the media program at Pinkerton Academy, published in conjunction with the campaign, using television media with Comcast and WMUR, as well as social media outlets, Facebook and Instagram.

The PSA ran from May 26th until June 15th, 2019 on both platforms using the \$11,000 educational media and promotion line item. WMUR and Comcast played the PSA a total of 257 times through the entire state. Comcast utilized earned media spots and WMUR's cost was \$6,500. The social media effort targeted 20-40 year olds in NH that identified as parents and showed an interest in keywords such as Family, Parenting, Fatherhood, Motherhood, and Health & Wellness. A majority of the PSA was seen by females ages 25-34. The total cost of using these social media platforms was \$4,500 and the PSA was presented 477,497 times during the 3 week period.

This 30 second video that Pinkerton Academy's media department created discussed the idea of buckling up and being a good example especially to a child riding in the back seat. In the video it shows a father who is trying to do many things to keep himself healthy (running, drinking a protein shake, etc.) but then gets into the car and does not put his seat belt on. The messaging that was presented with the social media effort was, "If a seat belt could save your life, why wouldn't you wear it?"

## **Seat Belt Legislation**

In 2019 there were many education efforts made to increase awareness to the public about the importance of adults wearing seatbelts. There was an added emphasis on the lives that could be saved.

Some of the educational components utilized consisted of having the PSA played on television and social media, as well as creating new educational cards. These educational cards contained important pertinent data from NH compared to the all other jurisdictions in regards to belt usage and unbelted fatality rates. On the reverse side of the educational cards, talking points for traffic safety advocates to use in encouraging adults to utilize seatbelts were provided.

The NH OHS continues to monitor the Buckle Up New Hampshire program as it continues to participate in a coalition, Seat Belts For All, in an effort to provide best practice information and data with the hopes that Seat Belt legislation would be brought forward during 2020. The meetings were chaired by David Henderson with the National Safety Council of Northern New England's Office and attended by all of the state departments, as well as AAA, Fire & EMS, Legislators, hospitals from across NH, Chiefs of Police Association, NH Public Health Association, and the Community Alliance for Teen Safety out of Derry, NH.

***Funding Source: 402***

***Funds Obligated: \$159,510.27***

***Funds Expended: \$109,666.65***



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## NH Child Passenger Safety Report

19-01-08

### Goals:

- 1) **Increasing educational awareness to caretakers and drivers through shorter trainings like Intro to CPS, Intro for law Enforcement as well as purchasing LATCH manuals for fitting stations.**

This goal was met in different ways. IPC conducted four Introduction to CPS classes specifically for the Department of Children Youth and Families' workers, two additional classes for foster parent groups, and one for Neurodevelopmental Institute of New Hampshire. The Intro to CPS for Law Enforcement was converted into an online mandatory lesson for officers working grant details, as well as any officer wanting the information. A daylong "Plain Language" class was utilized to develop 8 new racks cards for the public as well as the addition of a dedicated website, <https://www.beseatmartnh.org/>, for NH residents to gain more CPS information and find fitting station locations. LATCH manuals were purchased for the fitting stations.

- 2) **Extra training for Law Enforcement Officers.**

This goal was met. A presentation for Law Enforcement personnel was developed for the spring Traffic Safety Conference at the Grappone Center. As mentioned above, the Intro to CPS, Law Enforcement version, was also adapted to an online mandatory lesson for Officers enrolled in the state's grant funded enforcement program. This program can be accessed through the NH Police Standards and Training Council at <https://www.pstc.nh.gov/training/index.htm>.

- 3) **Completion of 3 NHTSA certified CPS training courses.**

This goal was met and exceeded, since IPC conducted four classes this year. These were held in Hooksett, Derry, Berlin, and Lebanon. The Berlin class allowed them to more than double the number of CPS technicians in our northern underserved area.

- 4) **Technician recertification increase by 3%.**

This goal was not met. The current recertification rate is down nearly 3%. This decline is due to many retiring technicians and job changes. Even though the IPC goal was not met, New Hampshire's recertification rate is still 12% higher than the national percentage rate. We have new ideas to help boost these numbers for 2020.

- 5) **Provide resources and child seats to fitting stations and special need seats for hospitals.**

This goal was met. During the 2018-2019 grant year, \$9,000.00 was spent on 99 seats. This included special needs seats to be used around the state for patients who need them short term.

Seats were supplied to fitting stations to replace damaged or expired seats as well as a few seats to be used for training for our NHTSA 4 day certification classes.

**6) Remain the lead resource for CPS in New Hampshire.**

This goal was met. The CPS coordinator has continued to be the lead resource for CPS info through affiliations and partnerships with many NH agencies and organizations. This is especially evident with the creation and management of [www.beseatsmartNH.org](http://www.beseatsmartNH.org).

**7) Develop a CPS for EMS Learning Module for the NH Bureau of EMS.**

This goal was met. The learning module was completed and implemented and can be accessed by every EMT/Paramedic in New Hampshire by going to: <https://nhfa-ems.com/>. Watch video on how to set up your account and navigate around the website: <https://www.youtube.com/watch?v=68hwdnskOjw> After completing the video use this link to find the course: <https://ola.nhfa-ems.com/course/view.php?id=92>.

*Funding Source: 402*

*Funds Obligated: \$167,568.51*

*Funds Expended: \$128,950.84*

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**Youth Operator Program**

19-08-05

**Goals:**

**1) Peer to Peer Highway Safety Programs – Goal – Maintain programs in 15 high schools throughout the state.**

This goal was met. The Program is active with 15 primary high schools many of which are located in high crash corridors of the state. The degree and type of activity involved with each of these schools varied due to timing and availability. Primary schools the program worked with included: Alvirne High School, Bedford High School, Belmont High School, Concord High School, Exeter High School, Goffstown High School, Hollis Brookline High School, John Stark Regional High School, Kearsarge Regional High School, Pelham High School, Pinkerton Academy, Prospect Mountain High School, Raymond High School, Stevens High School, and Woodsville High School. Some of these primary schools are different than previous years because of varied interest and availability from school leaders.

**2) Increase seat belt use in each of the 15 high schools by 5%.**

This goal was not met. The overall measurement of seat belt use is divided into two categories: driver belt use and passenger belt use. Driver belt use increased approximately 0.1%.

Although this was not a significant increase, it remained steady at the previous year's top use rate of 87%, so the trend is continuing in a positive direction. Passenger belt use decreased by approximately 6% from 84%-78%.

In the previous year, the starting Passenger belt use rate was approximately 79%. So the rates are consistent with previous year's data.

**3) Decrease Distracted Driving in each of the 15 high schools by 2%.**

This goal was met. The schools had a decrease in distracted driving of 2.4%. The overall post average use rate was 3.0%. One school reported a zero percent electronic device use rate for both pre and post observation. The program utilized a PSA, created by NHTSA, to draw attention to the dangers of distracted driving prevention during the end of summer and as students went the back to school. The program utilized the PSA during this time to educate teens as they are not involved in programming during the summer.

**4) Create youth operator resource website "[nhteendrivers.com](http://nhteendrivers.com)" to supplement "[nhparentsoftedriver.com](http://nhparentsoftedriver.com)" and during FFY 2019 maintain and update these web resources.**

This goal was met. The Teen Driver Website is updated with new materials and has been advertised through the summer PSA project as well as on the new program pamphlet. The website metrics from the website will be provided in the grant closing summary. FFY 2020 will be an exciting new year with the website as it will continue to be a tool to help schools in areas the program is unable to physically get into. The website will act as a resource for the various schools to get materials out to the teens in additional communities as opposed to just the student who attend the primary schools that participate in the program.

**5) Promote the use of simulators in the 15 High schools to assist in achieving the goal of reducing Distracted Driving by 2%.**

This goal was not met. The desktop simulators, unfortunately, were not as widely used in FFY 2019 as in previous years. This was due to mechanical errors with the newer machines and the inability for the service provider to fix them.

**6) Use of Simulators to also be promoted by local businesses and community based groups.**

This goal was met. Businesses were able to utilize the older, bulky, computer simulators at various events including the National Safety Council of Northern New England's annual conference, The Lawson Group and Frisbee Memorial Hospital throughout the year. Businesses will still be able to use the remaining working simulators during the upcoming fiscal year, but the Youth Operator Program will move away from using them because of their outdated features and program.

***Funding Source: 402      Funds Obligated: \$135,983.50      Funds Expended: \$99,849.94***

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## UNH SURVEY CENTER

### NH Seat Belt Observation Study

19-01-06

For the thirteenth year, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey in June 2019. The goal of this study was to measure seat belt usage by passenger vehicles on New Hampshire roads. The study was conducted for the NH OHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Agency (NHTSA).

Observations were conducted during the weekdays and weekends between 7 a.m. and 6 p.m. The schedule included rush hour (before 9:30 a.m. and after 3:30 p.m.) and non-rush hour observations. Data collection was conducted for 60 minutes at each site, with approximately 5 sites scheduled per team each day. Start times were staggered to ensure that a representative number of weekday/weekend/ rush hour/non-rush hour sites were included.

The chart below shows survey results from the last 12 years. The data presented from 2008 (69.2%) to 2019 (70.7%) shows seat belt use averaged 76.65%. The chart below demonstrates slight improvement in seatbelt usage between 2017 and 2018. New Hampshire continues to be the only state that does not have an adult seat belt law which is a contributing factor to low seat belt use rates each year.

Percent of Operator and Front Seat Outboard Passengers Buckled											
2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
69.2%	68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%

**Funding Source:** 405d Flex    **Funds Obligated:** \$47,975.00    **Funds Expended:** \$47,935.89

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### Attitude Survey

19-01-06

The University of New Hampshire Survey Center included thirteen questions on its Summer 2019 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. Five hundred two (502) randomly selected New Hampshire adults were interviewed in English by landline and cellular telephone between July 29 and August 8, 2019. The margin of sampling error for the survey is +/- 4.4 percent. The following figures display survey results, detailed tabular results may be found in Appendix A,

and Appendix B contains the survey instrument. Due to rounding, percentages may not add to 100%. The findings listed below will become an intricate part of our efforts to utilize media in all formats to educate and inform the motoring public on making the right choices while operating a motor vehicle. NH OHS is currently utilizing these key findings to develop the appropriate messaging to reduce crashes on our roadways.

### **Key Findings**

#### **Licensed Drivers**

Nearly all New Hampshire residents report being licensed to drive in New Hampshire. Among the few who are not licensed to drive, only one in six say they have driven a motor vehicle in the past sixty days, the lowest proportion of unlicensed drivers since 2012.

#### **Alcohol**

More than 4 out of 5 New Hampshire residents report that they have not driven a motor vehicle within two hours of drinking alcohol in the past thirty days while 1 in 8 have done this 1-5 times in the past thirty days and 1 in 20 have done so more than 5 times. Responses to this question are largely unchanged over time. Nearly 2/3 of residents have read, seen, or heard something about alcohol impaired driving enforcement in the past thirty days and a record high of 3 in 10 believe a person will always or most of the time be arrested if they drive after drinking.

#### **Seatbelts**

Nearly 3/4 of New Hampshire residents say they always use a seat belt and responses to this question are largely unchanged since 2009. Only 1 in 5 report seeing something about seat belt enforcement recently. Despite the fact that New Hampshire does not have a law requiring adults to wear seat belts, one in five residents believe a person who does not wear a seat belt will get a ticket at least half of the time. Just over half of residents would support a mandatory seat belt law and support has increased slightly since 2018. Democrats, liberals, older respondents, and women are more likely to support this law while Independents, Republicans, conservatives, and men are less likely to support it.

#### **Speeding**

Three in ten New Hampshire residents say they always or most of the time drive faster than 35 miles per hour (MPH) on a local road with a speed limit of 30 MPH, while a similar number say they always or most of the time drive faster than 70 MPH on a road with a 65 MPH speed limit. Young people are more likely to report speeding this frequently. Only just over 4 in 10 residents say they have heard something about speed enforcement by police in the past thirty days, the lowest level of reported hearing about speed enforcement since the question was first asked. Twenty-three percent say they drive that fast half of the time, 35% say they do so rarely, and 8% say they never do so. Just under a quarter believe a person who drives over the speed limit will always get a ticket or get one most of the time; this is largely unchanged since the question was first asked.

***Funding Source: 405d Flex      Funds Obligated: \$6,500.00      Funds Expended: \$6,499.96***



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## BRAIN INJURY ASSOCIATION

19-08-07

Funding was originally requested for this planned activity. The grant application was not selected for this fiscal year as it did not outline a robust performance goal which potentially would have resulted in the inability to meet performance standards outlined for this countermeasure.

*Funding Source: 402*

*Funds Obligated: \$0.00*

*Funds Expended: \$0.00*

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## 2019 MEDIA PROJECTS

### AAA NORTHERN NEW ENGLAND

19-07-03 / 19-04-03

**Goal:**

**To increase awareness of how dangerous distracted driving and impaired driving is, and to make them socially unacceptable. This will be achieved through PSA placement on television, web streaming, and video board commercials at motor and sporting venues during the Fall/Winter FFY 2019.**

This goal was partially met. There was successful PSA placement on TV and the web streaming. The placement of video board commercials at motor and sporting venues during the Fall/Winter FFY 2019 did not happen. This contract was not executed until Summer FFY 2019.

AAA Northern New England promoted two 30-second public service announcement campaigns about distracted driving and impaired driving. The impaired driving campaign tackled the growing issue of driving while impaired on drugs. The distracted driving campaign showcased AAA's "Don't Drive Intoxicated" campaign.

**Television Advertising:** The two PSAs were co-branded with the NH OHS logo and shown on WMUR TV 100 times during the months of June and July.

**Web:** The two PSAs were co-branded with the NH OHS logo and shown on the WMUR TV website 95 times.

**Social:** The two PSAs were co-branded with the NH OHS logo on WMUR TV's Facebook page. There were 96,000 impressions.

The Distracted Driving PSA was co-branded with the NH OHS logo on the AAA Facebook page; there were 250,000 impressions.



## Distracted Driving Campaign Materials

**Funding Source: 402      Funds Obligated: \$24,000.00      Funds Expended: \$12,750.00**

**Funding Source: 405d      Funds Obligated: \$24,000.00      Funds Expended: \$8,700.00**

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## **COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)**

19-08-06

### **Goals:**

- 1) To engage and educate youth to become advocates for highway safety related issues; to create safe-driving, youth-oriented media in partnership with local law enforcement, state agencies wherever appropriate, businesses, schools, and the local community access media.**

In 2016, with funds from the NH Office of Highway Safety, CATS launched a program aimed at raising awareness among teens and their parents of high-risk behaviors that result in crashes, injuries and death. With this year's award, CATS continued to cultivate the youth leadership that has emerged, and advanced our media output.

Building on successes from the past several years of NH OHS funded projects, CATS produced a series of three additional video PSAs, entitled "A Buck's Life." These were led by a pair of youth, Clay LaPlante and Oskar Hirte, both long-time CATS Youth members. The three productions, whose target audience is their peers, focused on the:

- Dangers/Consequences of Texting while Driving
- Importance of Wearing Seat Belts
- Lethality of Speeding

- 2) To provide a platform for youth to be the voices that help raise awareness and reduce injuries and fatalities related to unsafe driving habits.**

In many ways, the promise of our future is embodied in our newest youth member, Eve Hodgdon, a bright, highly engaged 17-year old young woman who has volunteered more time to CATS than seems humanly possible. Youth like her are our assurance that CATS' Youth will continue to impact our community. Eve, working alongside our consultant, developed an assessment tool that aims to discover the extent and rationale for seat belt use or non-use.

Eve confidently pitched the survey to the headmaster of Pinkerton Academy, for the widest possible distribution to students. Unfortunately, school policy prevented such a deployment. However, CATS did manage to forge formal partnerships with three local businesses, who pledged to allow CATS' staff and youth on their property for formal survey and interview programs. (Shaw's market, Walmart, and 5 Star Cinema). Eve and cohorts launched the seat belt survey in the summer, and will oversee its further dissemination throughout the year.

Through the CATS student network, CATS is also exporting safety messages through their social media contacts, yet another way to multiply the reach of our messaging.

CATS regularly supports peer to peer educational efforts in Derry beyond Pinkerton Academy, such as at the NEXT Charter School and local middle and elementary schools. Providing opportunities for older youth to engage those younger was discussed at the NHTSA forum in April. NHTSA representatives continue to emphasize peer to peer engagement as a powerful way to encourage safe behaviors and NH OHS and CATS agree.

The CATS Director also attends the state Buckle Up NH Coalition meetings and assists with coordinating the Derry BUNH meetings in collaboration with the state BUNH Program Coordinator. She collaborates with the NH Youth Operator Specialist to plan outreach to the local high school and area youth organizations such as the Salem Boys/Girls Club to engage youth in driving safety initiatives and is a member of the Seat Belts for All Committee. In large part, much of this year's activities were paving the way for future programs.

CATS was unable to repeat production of their "Safe & Wise" TV Show, hosted by local youth. They indicated that they have not yet been able to repopulate the student hosts and crew following the graduation of previous years' youth leaders. This is a priority, however, in the upcoming year.

Similarly, CATS did not advance as much as they would have liked with our Teen-Parent Driving Contract Initiative, or our Ticket Your Parents Campaign—both begun two years ago. CATS has all the materials and processes necessary to advance these programs, but have been stymied by more demands on staff than time and resources allow for.

CATS is entering a new phase in its evolution, and this has consumed a fair but warranted amount of time for both the director and staff, as well as the board. CATS have a plan to meet these dynamic changes, and have indicated that they foresee no insurmountable challenges for FFY 2020.

#### CATS Media Campaign Materials

***Funding Source: 402      Funds Obligated: \$5,999.95      Funds Expended: \$5,999.95***

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## iHEART MEDIA

19-07-03 / 19-04-03 / 19-01-03

### Goals:

- 1) To brand the NH Office of Highway Safety by promoting the many traffic safety messages relating to drunk driving, distraction, seat belt use, and others.
- 2) To provide safety messaging to the public through a media campaign delivered via iHeart Media's Total Traffic Network. We wanted to put an emphasis on making smart choices behind the wheel.

This was the first time the NH Office of Highway Safety has contracted to do extensive radio campaigning, the goal being to brand this office and to promote safety initiatives. The NH OHS, through the extensive work of the PIO, have met these goals. We hope to increase message frequency in FFY 2020 through Total Traffic Network and scheduled radio campaigns during select flight dates to coincide with NHTSA's national mobilizations.

### Campaigns:

The NH OHS ran (3) campaigns in total – Impaired Driving, Distracted Driving, and Seat Belt Safety. These campaigns targeted both male and female adults, 18+. The areas targeted included: Concord (Lakes Region), Lebanon-Hanover-White River Junction – NH/VT, Manchester, Portsmouth-Dover. Radio spots were 15-seconds in length and ran within traffic and weather spot blocks.

Impaired Driving between Week 1 and Week 37 had 1,382,400 general impressions and reached roughly 302,868 people for Adults 18+.

Distracted Driving between Week 1 and Week 50 had 1,366,200 general impressions and reached roughly 307,062 people for Adults 18+.

Seat Belt Safety between Week 1 and Week 48 had 1,382,600 general impressions and reached 307,325 people for Adults 18+.

### iHeart Media Campaign Materials

**Funding Source: 402      Funds Obligated: \$21,664.66      Funds Expended: \$21,664.00**

**Funding Source: 405d      Funds Obligated: \$21,664.68      Funds Expended: \$21,664.00**

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## NH FISHER CATS

19-01-03 / 19-07-03

The NH Fisher Cats were contracted to run our “Buckle Up NH” and “Drive Sober or Get Pulled Over” campaigns during the 2019 baseball season. Through mixed media campaigns that included radio, video board, premier signage around the stadium and in print, the NH Office of Highway Safety was able to deliver the importance of buckling up and driving sober to Fisher Cats fans and their families - a key demographic.

- 2019 Announced attendance: 306,511 (average of 4,716 per game)
- Drive Sober Game Day Sponsorship (08/16/19) attendance: 5,726
- Drive Sober Game Day Sponsorship (08/27/19) attendance: 4,647

### Social Media Likes/Follows:

Facebook: 18,996 Twitter: 23,100 followers Instagram: 16,000 followers

### Print Media:

Buckle Up Messaging displayed on 70,000 coupon books and BOTH Buckle Up and Drive Sober Campaign were in 35,000 game day programs.

### Buckle Up NH Campaign Materials

### Impaired Driving Campaign Materials

**Funding Source: 405d      Funds Obligated: \$42,000.00      Funds Expended: \$42,000.00**

**Funding Source: 405d      Funds Obligated: \$27,500.00      Funds Expended: \$27,499.99**

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## Manchester Monarchs

19-07-03

Through a mixed media campaign that included social media, in-game radio spots, and in-game video promotions, NH OHS successfully promoted our Impaired Driving campaign to thousands of hockey fans throughout the 2018-2019 season. The promotion campaign included our Annual Hockey Night Tournament, featuring members of local and state police, which had a good attendance.

The Monarchs did not prepare a year-end report, as they liquidated prior to releasing a final invoice and report. NH OHS attempted to retrieve a final invoice, to which we have not received a response, as of 12/2019.

**Funding Source: 405d Map 21      Funds Obligated: \$32,500.00      Funds Expended: \$0.00**

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## UNH WILD CATS

19-07-03

### Goal:

- **To educate students, parents, and alumni about the dangers of impaired driving through messaging during sports activities and to change behavior by making impaired driving socially unacceptable.**

This goal was met in part through extensive educational outreach during multiple sporting events, as well as other events held in Lundholm Gymnasium. Next year's goal will include countermeasures to gauge audience knowledge about impaired driving before and after the campaign.

Venue signage at Lundholm Gymnasium included one 3'x7' balcony sign. More than 30,000 fans attended Wildcat events in Lundholm Gymnasium during the 2018-2019 campaigns for volleyball, men's and women's basketball, and gymnastics.

In-game messaging included one PA announcement at every UNH athletic event hosted 4/1-9/30/19. Total reach for messaging is just over 32,000. Messaging was an approved "Buzzed Driving is Drunk Driving" video PSA.

Radio included two 30-second network commercials in four regular-season football game broadcasts during the month of September. Radio also included one 10-second live announcer in four regular-season football game broadcasts in September.

Digital Media included impaired driving messages on UNHWildcats.com desktop and mobile site. There was a minimum of 50,000 impressions, 375 lifetime clicks and 501,015 lifetime impressions.

Wildcats Football pocket schedules were distributed at convenience stores, restaurants, and bars across New Hampshire (75,000 distributed). The NH Office of Highway Safety logo was featured on all UNH Wildcats Football, volleyball and soccer posters distributed campus-wide and at convenience stores, restaurants and bars across New Hampshire. (10,000 distributed).

The UNH Wildcats Souvenir Yearbooks included one full-page color advertisement in 2019 football yearbooks.

### Impaired Driving Campaign Materials

***Funding Source: 405d***

***Funds Obligated: \$20,000.00***

***Funds Expended: \$20,000.00***



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## 2019 STATE PARTNER ACTIVITIES

### DEPARTMENT OF SAFETY NEW HAMPSHIRE STATE POLICE

#### J-One VPN Installation Assistance Funds

19-03-06

This project was not conducted using federal funds. However, this program was supported under the Department of Safety's state budget to assist and enable electronic communication of criminal justice data between the various governmental entities that have a need for the data. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. In FFY 2019 the state was able to bring 69 agencies online enabling them to electronically transmit crash and citation data.

***Funding Source: 405c***

***Funds Obligated: \$176,000.00***

***Funds Expended: \$0.00***

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#### Collision Analysis & Reconstruction (CAR) Training

19-03-06

In FFY 2019 funding was identified in planned activity 19-03-06 to potentially train an additional five crash re-constructionists. The sub recipient was unable to successfully utilize the grant and did not expend funds in FFY 2019 for this purpose. The CAR team has been identified to receive funding in FFY 2020 for training up to 12 additional personnel.

The goal of the CAR team for 2019 was to increase the number of trained re-constructionists within the division, as well as make it so that they were better distributed throughout the state for quicker response times. Having more trained investigators would also allow members of the unit to carry slightly less of a caseload and put more time into their cases, which in turn would provide a quicker completion time for the majority of our cases. This was our primary goal for 2019 and even though we were awarded grant funding to train 5 additional investigators in 2019, the grant did not get final approval from the Governor and Council resulting in not sending any Troopers to the required reconstruction training. Additionally, due

to retirements and promotions, the caseload was not reduced as anticipated. As such, we were unable to meet this goal in FFY 2019.

For the 2020 fiscal year, the CAR Unit has requested the funding to send up to 12 Troopers to the necessary reconstruction schools, which will be held in Dover, NH in the spring of 2020. NH OHS has already approved the necessary funding for the CAR team in to be able to send these troopers to the reconstruction training and we look forward to meeting this goal in FFY 2020.

***Funding Source: 405c      Funds Obligated: \$16,320.00      Funds Expended: \$16,300.00***

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### **Data Analysis**

19-03-08

In FFY 2019, funds were provided to the Department of Safety for a Data Analyst who retrieved, entered, and analyzed data to produce spreadsheets and graphics for management/program decision making. Specifically data collected from crash or enforcement efforts included speed and impairment infractions, and other motor vehicle violations. Data was entered into a database for analysis of locations in the State that may have highway safety related issues or concerns that would identify a need for enforcement or media messaging to address these issues. This data analyst also provided data that measured performance of highway safety projects to determine future support of highway safety projects to meet highway safety goals.

***Funding Source: 405c      Funds Obligated: \$17,062.13      Funds Expended: \$16,034.61***

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### **Intoxilyzer 9000 Training**

19-07-11

During the grant period, one staff member was sent to the ANAB Assessor Training and was trained in how to ensure labs were meeting the criteria of ISO17025 for calibration laboratories. Two staff members went to the International Association for Chemical Testing conference, which is for government employees involved in highway safety testing. Three staff members were sent to Intoxilyzer 9000 training, which was vital as we convert over to utilizing this model of Intoxilyzer for breath testing throughout the state. This goal has been met.

***Funding Source: 405d      Funds Obligated: \$21,998.97      Funds Expended: \$8,705.81***

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## **DOS EMS RECORDS USER MANAGEMENT FUNDS**

19-03-04

In FFY 2019 the goal to complete the custom development of the User Management System was not completely met. The length of time needed for the custom development was longer than anticipated. We have been working with the vendor to get the work completed but were unable to complete it by the end of the period. Funding in the FFY 2020 HSP has been awarded to complete the custom development. The Division was however able to successfully install the User Management Module in to the existing EMS Records management system. The module will allow EMS providers the ability to create and update their own profile information as well as direct access to their licensing and training information maintained by the State. This new system will enhance each individual's ability to track and maintain their information and allow local municipalities to better provide EMS services.

***Funding Source: 405c      Funds Obligated: \$405,419.94      Funds Expended: \$269,049.09***

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## **NH FISH AND GAME - LAW ENFORCEMENT DIVISION**

19-07-04

The Fish and Game Law Enforcement Division conducted 73 4-hour patrols in different counties throughout New Hampshire. One of the stated goals was to increase the detection and prosecution of impaired drivers from 12 to 15. During this grant period, officers identified 6 impaired operators during highway safety enforcement patrols. Additionally through high visibility of Fish and game officers on our trailheads, the division had a stated goal to reduce OHRV crashes by 15%. This goal was achieved. In FFY 2019, there were 48 reported OHRV crashes, down from 66 in FFY2018.

***Funding Source: 405d      Funds Obligated: \$22,066.67      Funds Expended: \$20,932.89***

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## LIQUOR ENFORCEMENT

### Drug Recognition Expert (DRE) Program

19-07-07

#### Goals:

- 1) **To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2019 from prior year FFY 2018.**

Performance Measure Result required under this project achieved. (2018 = 86; 2019\* = 93).

- 2) **To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2019 from prior FFY 2018.**

Performance Measure Result required under this project achieved. (2018 = 106; 2019\* = 171).

- 3) **To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2019 from prior FFY 2018.**

Performance Measure Result required under this project was not achieved. (2018 = 299, 2019 = 300) Note: In 2019, there were more training evaluations. It is the goal of the NH OHS to have more enforcement evaluations moving forward.

- 4) **To increase the timeliness and accuracy of DRE evaluation data that is entered into the DRE National Database by 20% in FFY 2019 from prior FFY 2018.**

Performance Measure Result required under this project achieved.

In 2019, sixteen NH law enforcement officers were certified as Drug Recognition Experts. A condition of certification was mandatory entry of Phase III training evaluations into the national DRE data tracking site before certification would be issued. In 2019, administrative rights were utilized within the DRE data tracking site in an effort to audit submitting DRE law enforcement agencies and submitting officers. By doing this, officers will be identified who are failing to meet the mandatory reporting requirements whether it be certification evaluations, training evaluations, enforcement evaluations and/or other evaluations. During this grant period, there have been discussions with IACP Program Managers and Regional Coordinators for the Eastern Region on reporting discrepancies, reporting requirements etc. During these discussions, it became evident that NH is not alone in late submissions or non-submissions to the DRE data tracking site. IACP is hoping to launch the new DRE data tracking site which will be more accessible and user friendly for DRE entries. This project has been ongoing for the past two years; its launch is expected anytime.

The DRE Program in the State of New Hampshire continues to grow in many ways thanks in part to the support we receive from the NH Office of Highway Safety as well as the Program's recent partnership with AAA of Northern New England. New Hampshire continues its commitment to combat both alcohol and drug impaired driving. NH continues to actively participate in the NHTSA National Impaired Driving Crackdowns. One of the greatest areas of growth has been community outreach initiatives. Certified DRE's and DRE Instructors are actively involved in educating officers within their respective agencies, school district educators and administrators, those in the medical profession, and community partner/coalition groups.

In 2019, New Hampshire conducted:

- six (6) sixteen-hour ARIDE Schools (Rye NH, Nashua NH, Bedford NH, Bristol NH, Claremont NH and Londonderry NH) with a combined attendance of 171 Participants;
- two (2) DRE Candidate Schools in Concord NH, the first on April 8-18, 2019 which had 7 Candidates and 3 Auditors and the second in August 19-29, 2019 which had 9 Candidates and 2 Auditors.

All 16 eligible law enforcement Candidates completed Phase III Certification in Phoenix, AZ. Additionally, New Hampshire conducted a total of six SFST/HGN classes with a total of 243 students being trained.

NH DRE Evaluations in 2019 yielded the following Rates of Accuracy (Completed Toxicology):

- 96.55% Stimulants (29 of 57 Evaluations with 28 Confirmed Toxicology Match agreeing to specimen/toxicology testing with a positive finding)
- 60% Depressants (5 of 26 Evaluations with 3 Confirmed Toxicology Match agreeing to specimen/toxicology testing)
- 94.44% Narcotic Analgesics (18 of 49 Evaluations with 17 Confirmed Toxicology Match agreeing to specimen/toxicology testing)
- 80% Cannabis (15 of 44 Evaluations with 12 Confirmed Toxicology Match agreeing to specimen/toxicology testing)
- Hallucinogens - Zero Opinions
- Dissociative Anesthetics -1 Opinion
- Inhalants - 1 Opinion.

Despite mandatory reporting requirements in the State of New Hampshire ([dredata.nhtsa.gov](https://dredata.nhtsa.gov)), only 25 of the 39 agencies (45 of 93 Certified DRE's) involved in the states Drug Evaluation & Classification Program (DECP) have reported data. The data entry requirements have once again been addressed at the DRE In-Service held on September 11, 2019; Failure to adhere to mandatory reporting requirements in 2020 will continue to result in progressive discipline within the DEC Program to include decertification.

The State of New Hampshire works closely with members of the NH Department of Safety, Forensic Laboratory-Toxicology Group, Department of Safety Prosecutors, and the Department of Safety Division of Motor Vehicles Examiners, in an effort to enhance their knowledge of the DRE program by allowing them to audit the DRE Candidate Schools. In addition, we continue working closely with doctors, nurses, pharmacists, prosecutors, clinicians, prevention specialists, teachers, school administrators, and the Attorney General's Office TSRP in our state to further understand one another's role and to hopefully collaborate on ways at improving highway safety and issues associated with impaired driving.

In 2018, NH had 86 certified DRE's, 23 Instructors representing 35 NH law enforcement agencies. In addition, New Hampshire trained 106 attendees through the two day, 16 Hour ARIDE course.

For 2019, NH currently has 93 certified Drug Recognition Experts, 21 Instructors representing 39 NH law enforcement agencies. During this grant period, NH conducted a total of six ARIDE classes geographically throughout the state in an effort to train more officers in identifying drug impaired motorists and the importance of calling on Drug Recognition Experts.



In this grant period, 171 NH law enforcement officers completed the two day, 16 Hour ARIDE course. This is a 61.9% increase from 2018.

## DRE Year End Summary Report 2019

<b>Current DREs</b>	
Number of certified DREs in NH:	93
Number of DRE instructors in NH:	21
Number of State Police/HP DREs:	32
Number of City Police Department DREs:	60
Number of Sheriff's Department DREs:	1
Number of Other Agency DREs:	0
Number of LE agencies with certified DREs:	39

<b>Evaluations</b>	
Number of enforcement evaluations :	92
Number of training evaluations:	208
Total number of evaluations:	300

<b>Drug Category (D</b>	
Depressants:	57
Stimulants:	26
Hallucinogens:	0
Dissociative Anesthetics:	1
Narcotic Analgesics:	49
Inhalants:	1
Cannabis:	44
<i><b>Poly Drug Use</b></i>	
Total Number:	42
<i><b>Other</b></i>	
Alcohol Rule Outs:	3
Medical Impairment:	2
No Opinion of Impairment:	12
Toxicology Results: Pending:	3
Toxicology Found: No Drugs:	1
Toxicology Refused:	10

<b>DRE Training</b>	
Number of DRE Schools:	4
Number of students:	21
Number of DREs certified:	16
Number of DRE Instructor Schools:	0

Number of students:	0
Number of DRE Instructors certified:	0
Number of 8-Hour Recertification Classes:	1
Number of students:	52

#### **ARIDE Training**

Number of ARIDE Schools:	6
Number of students:	171

#### **Drug Impairment Training for Educational Professionals**

Number of classes:	0
Number of school nurses:	0
Number of SROs:	0
Other students:	0
Total Number of students:	0

#### **Phlebotomy Training**

Number of classes:	0
Number of students:	0

#### **SFST Training**

Number of SFST classes:	6
Number of students trained:	243
Number of SFST Instructor classes:	0
Number of students:	0

***Funding Source: 405d***

***Funds Obligated: \$98,996.41***

***Funds Expended: \$60,977.82***

### **Last Drink Survey (Mobile Outreach)**

19-07-12

Over the last year, the NH Division of Liquor Enforcement has partnered with the NH Office of Highway Safety, and state law enforcement agencies with the purpose of conducting last drink surveys at four sobriety checkpoints/saturation patrol locations throughout the State of New Hampshire. (Note: Pursuant to the NH OHS DUI Van Administration grant contract (#19-251), the Division of Enforcement made an inquiry for a list of agencies receiving federal funding for sobriety checkpoints or DUI saturation patrols in FFY 2019). The goal of the last drink survey is to identify where a person suspected of driving under the influence of alcohol consumed his or her last drink.

## **Results:**

During the DUI Van Administration (LDS) Grant (Project # 19-251) for the period of October 1, 2018 to September 30, 2019, the NH Division of Liquor Enforcement conducted a total of 36 Last Drink Surveys at 4 sobriety checkpoints/saturation patrols throughout the state. Investigators were assigned to checkpoints/saturation patrols in Belknap, Hillsborough and Rockingham counties.

An analysis of the LDS Survey Log provided by the Toxicological Unit for all state deployed Intoxilyzer 9000 units revealed for this grant period showed 36 DUI Breath Tests with a Last Drink Survey. Instrument locations with LDS data were identified as: Keene PD, Goffstown PD, Salem PD, Cheshire County HOC, Newport PD, Seabrook PD, Gilford PD, Concord PD, Dover PD, Barnstead PD, Farmington PD, Hampton PD, Nashua PD, Hopkinton PD, NHSP Forensic Lab, Laconia PD, Hooksett PD, Claremont PD, Winchester PD, and Thornton PD.

Of those surveys:

- 13 Reported drinking at a NH liquor licensed premise
- 8 Reported drinking at a private residence/hotel.
- 14 Have no place of last drink listed
- 1 Lab Test

Based on the information provided above, NH liquor licensed premises were the place of last drink in 36.6% of the arrest surveys conducted. Private residence/hotel or other were the place of last drink in 38.8% of the arrest surveys conducted. Unknown or unaccounted locations were the place of last drink in 22.2 % of the arrest surveys conducted. The Tox Lab Test accounted for 2.7%.

During this grant cycle, the NH State Police Forensic Laboratory-Toxicological Unit started to transition from the Intoxilyzer 5000's to the Intoxilyzer 9000's. This transition reflected a change in law which no longer required the state to provide a breath sample capture to those arrested for DUI. It also allowed for antiquated technology and breath-testing units to be replaced with advanced technology. The Intoxilyzer 9000 has an internal feature allowing for the capturing of Last Drink data. While these units come online throughout the state, the LDS data entry, which is optional for testing officers, is being captured and downloaded to a file which is subsequently being shared. Early results have yielded several instances of actual reported values and/or entries being "Test Runs" for police departments receiving these units.

The DUI Checkpoints/Saturation Patrol events attended during this grant cycle were as follows:

- June 15th: Barnstead PD DUI Saturation
- August 10th: NH State Police Troop A-DUI Saturation-Seabrook
- August 23rd: NH State Police Troop A-DUI Checkpoint-Seabrook/Hampton
- September 6th: NH State Police Troop B-DUI Checkpoint-Bedford

It was anticipated that during FFY 2019, using the new Intoxilyzer 9000's coupled with coordinating this program with DUI checkpoints throughout the state, that the funding allocated would be used to conduct these Last Drink Surveys. Unfortunately, the Intoxilyzer 9000's were deployed but not successfully connected to the DOS VPN server. The only Last Drink Surveys conducted were done at the DUI checkpoints listed above.

***Funding Source: 405d   Funds Obligated: \$19,943.42   Funds Expended: \$9,589.64***

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## Trace Investigation

In FFY 2019, no funds were obligated or expended for this project due to the assumption that the new Intoxilyzer 9000s would be online and capable of providing this data. New Hampshire was not able to get the devices online in time to support this project. This project, if conducted, would have allowed for the NH Liquor Commission Enforcement Bureau to establish a Target Responsibility for Alcohol Connected Emergency (TRACE) program. Personnel would complete investigations of alcohol-related crashes to establish accountability for liquor licensed establishments and individuals found to be in violation of New Hampshire's alcoholic beverage laws. Establishments would be held accountable for over serving and/or selling alcohol to intoxicated patrons. TRACE investigators would have responded within 72 hours of an incident. NH law enforcement agencies would have been trained on TRACE protocol and a media component to this project would have been established. There are no funds allocated in FFY 2020 as NH OHS will rely on the Intoxilyzer 9000's to provide Last Drink data for FFY 2020.

*Funding Source: N/A*

*Funds Obligated: \$0.00*

*Funds Expended: \$0.00*

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## DIVISION OF MOTOR VEHICLES

### Fatality Analysis Reporting System (FARS)

19-03-07

In FFY 2019 funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing us with accurate data used to develop the Annual Report and the Highway Safety Plan that is submitted to the National Highway Traffic Safety Administration.

In June of 2018, G. Wilder retired from state service. Mr. Ian Marsh was offered and accepted the position of Fatality Analysis Reporting System Program Specialist II on June 7, 2019. Mr. Marsh attended the required New Analyst Training in Oklahoma City, successfully receiving the green light to code crashes in accordance to federal requirements. Ian is scheduled for System Wide Training in December. Mr. Marsh continues to grow in his position and should be noted that he is meeting the FARs designated benchmarks.

- Fatal crashes from 10/01/2018-09/30/2019 = 113
- Fatal crashes since 07/01/2019 (Mr. Marsh's start date) = 52

During this period, the transition between personnel as well as not being able to hire a part time employee as described in the planned activity prevented the DMV from expending all of the allocated funding. NH OHS recognizes the need to have a part time employee assisting the

FARS coordinator as well as providing a backup in the event of an extended absence. NH OHS in coordination with NH DMV will work to recruit and train a part time employee in FFY 2020.

***Funding Source: 405c      Funds Obligated: \$76,153.00      Funds Expended: \$43,278.92***

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## **Interlock Ignition Program**

19-07-10

### **Goals:**

- **Significant increases in the number of interlock devices installed, and the numbers of violations referred for administrative and judicial sanctions.**

This goal has been met - As of 9/30/19, there are 1,302 interlock devices installed and in use in NH. We anticipate that these efforts will continue to increase the use of ignition interlocks in New Hampshire and because of these devices, to reduce the number of interlock violations, and reduce the number of repeat DWI offenders.

- **Work with the State Police Recruitment and Training Unit, the Department of Corrections, the Administrative Office of the Courts, local and county Prosecutors, and the Department of Safety's Public Affairs Coordinator, to increase awareness and support of the program among law enforcement, corrections, and judicial institutions of government and among the general**

This goal has been partially met. There could be greater collaboration and outreach with the State Police Recruitment and Training Unit, the Department of Corrections, and the general public. The Coordinator, in conjunction with the supervisory team of Financial Responsibility, worked closely with Administrative Office of the Courts, local and county Prosecutors along with the Department of Safety Hearings Bureau during this grant period to educate and close gaps in knowledge.

On April 25, 2019, the Ignition Interlock Coordinator organized an educational session for department personnel with the two authorized providers, Drager and Intoxalock. Representatives from both companies shared information about their products, services, and reports, and provided a demonstration of their devices.

As of 09/30/2019: Total installed devices in use 1,302 (901 enhanced devices)

***Funding Source: 405d      Funds Obligated: \$81,752.11      Funds Expended: \$52,088.73***



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## Vehicle Crash Data Update

19-03-05

### Goal:

- **To decrease the number of backlogged manual crash reports that need to be entered and scanned into the DMV's database from local law enforcement officers.**

This goal has been met. In October 2018, an amendment to the DMV Vehicle Crash Data Update was proposed and voted to change the project description for the Crash Data Entry Backlog. This change included support for three part time salaries for data entry, as well as funding for overtime initiatives. All three part time positions have been successfully filled and trained to enter reports as of March 2019. By having dedicated part time positions during business hours, this has aided in decreasing the number of reports to be entered (backlogged):

September 2018 = 7,827 vs. September 2019 = 1,877

Historically, the entry of reports was not completed until the first or second week of April of the following calendar year. The entry of 2018 reports was completed on March 27, 2019. For the period of 05/10/2019 to 10/24/2019, 8,313 reports were entered during business hours by the 3 part time positions. As of 10/02/2019, 1,756 reports were backlogged, compared to 7,110 on 10/02/2018.

***Funding Source: 405c      Funds Obligated: \$63,569.94      Funds Expended: \$50,539.71***

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## New Hampshire Motorcycle Rider Training (MRT)

19-05-03

The NH Office of Highway Safety funded a media grant to the New Hampshire Motorcycle Rider Training (MRT), under the NH Department of Safety, Division of Motor Vehicles. This funding allowed NH MRT to continue and improve upon its mission to help make the state's roadways as safe as possible for the motorcycling community.

The grant was used for a radio campaign aimed at the State's roadway users to create and reinforce awareness of motorcycle safety. These spots specifically addressed the dangers of riding and promoted motorcycle awareness that was featured prominently in the rotation. They began airing as riders typically begin preparing for the riding season in New Hampshire and continued through the season. During this period, 3,000 sixty-second spots were aired on eight different radio stations. The geographic diversity of this radio group allowed the spots to potentially reach over 400,000 listeners.

*Please see the below chart for Motorcycle Rider Training data throughout the State.*

NH MRT Program Information											
Complete List of Counties in the State	Motorcycle Registration Data by County	Training Site Information by County		Training was offered in the county during the month(s) marked below.*							Total Months of Trainings per County
		Is there a Training Site in County?	Number of Training Sites per County	Oct 2018	Apr 2019	May 2019	June 2019	July 2019	Aug 2019	Sept 2019	
Belknap County	6,291	No	-								-
Carroll County	4,354	No	-								-
Cheshire County	4,567	Yes	1	X	X	X	X	X	X	X	7
Coos County	2,274	Yes	1					X	X		2
Grafton County	5,646	Yes	1	X	X	X	X	X	X	X	7
Hillsborough County	22,103	Yes	1	X	X	X	X	X	X	X	7
Merrimack County	10,022	Yes	3	X	X	X	X	X	X	X	7
Rockingham County	20,758	Yes	1	X	X	X	X	X	X	X	7
Strafford County	7,196	Yes	1			X	X	X	X		4
Sullivan County	3,064	No	-								-
<b>TOTALS</b>	<b>86,275</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>41</b>

There are a total of **13,709 Motorcycle Registrations** held in counties which do not have a training site.

*\*No trainings are offered during the months of November, December, January, February, and March.*

**Funding Source: 405f**

**Funds Obligated: \$56,160.00**

**Funds Expended: \$55,061.40**

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## DOS BUREAU OF HEARINGS

### NHSP Prosecutors & Paralegal

19-07-08

During the time period 10/1/18 to 9/30/19, the provided funds to the DOS Bureau of Hearings have been utilized to support additional prosecutors and hire a paralegal to augment the regular State Police prosecutorial staff due to the significant increase in the number of motions filed, as well as DUI arrests. The goals and subsequent performance is listed below.

#### Goals:

##### **1) Prosecution of all State Police DWI Alcohol/Drug cases.**

The additional DOS prosecutors will handle DWI cases for State Troopers in the 16 courts that are largely uncovered by prosecutors. By having additional coverage, all State Police DWI trials will be prosecuted by an attorney prosecutor. Moreover, with the large number of sobriety checkpoint cases being generated, DWI specialist prosecutors will be able to focus on these cases throughout the state and provide prosecutorial support for those cases, as well as conduct checkpoint focused training, and prosecution of sobriety checkpoint cases. In addition, the DWI grant prosecutors will be able to prosecute the highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.

This goal was met despite the fact that recently one of the two grant prosecutors left for another job within the Department of Safety. The remaining grant prosecutor has helped to fill the gap so that all DWI cases for State Police continue to be prosecuted by the department's attorney prosecutors.

##### **2) Prosecutorial Training: The additional prosecutors will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution trainings throughout the year in all troops.**

The training has occurred in two troops where the grant prosecutors were based. The training should be expanded to all of the troops going forward.

##### **3) Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI cases including answering legal questions by phone and email, reviewing search warrant applications on DWI cases, reviewing and providing guidance on report writing, court testimony and other technical assistance.**

The grant prosecutors provided technical assistance to troopers on cases during the grant year.

### **Prosecutor One:**

The first grant prosecutor has been working for the Department of Safety since January 2019. Since assuming the role of DWI prosecutor, he has prepared a significant number of cases from State Police Troop A by conducting a comprehensive review of all police reports, driving records, and preparing fair and appropriate offers for negotiated pleas, as well as resolving cases by securing DWI convictions. This has all helped to enhance public safety. The pre-trial work done on cases allowed more troopers to remain patrolling NH roads because the prosecutor performed the critical administrative work necessary for the successful resolution and prosecution of cases; this has resulted in troopers not having to appear in court and at administrative hearings as often. The prosecutor has handled hundreds of court cases during this time, appearing in court each week for hearings and trials. Moreover, the preparation of cases well in advance of scheduled court trials has resulted in increased efficiency, which in turn, provides additional trooper patrol hours because many cases were resolved without a trial or administrative hearing. In many cases, he secured DWI convictions without requiring troopers to appear at the typical two hearing minimum for DWI cases. Besides Troop A, which covers the entire NH seacoast area, he has covered cases in northern NH since September, when the other prosecutor pursued other career placement.

Moreover, the prosecutor conducted a comprehensive review of all DWI cases and closed inactive case files and those involving defaults. Currently, all of the files are active DWI cases, which will be properly prepared and effectively and efficiently prosecuted. In addition, legal research on DWI law has been conducted and a body of relevant research and legal motions have been prepared and stored to be utilized in future cases. This work is the start of a comprehensive DWI prosecution manual that will be used as a resource for prosecutors. This work will continue into 2020.

In addition, the prosecutor had several important legal victories in court, noted below, where impaired drivers were convicted after strongly contested trials or plead guilty to the charge after attempting to defend the State's case but were unable to do so with success

#### ***Case 1: State v. Michael Brackett, Portsmouth Circuit Court, trial.***

Defendant charged with OAS after DUI (has 2 prior DUIs in Maine). Defense said the trooper unlawfully expanded the scope of stop for what originally was a failure to display a license plate. This case was interesting because it involved an out of state NY transit vehicle registration – that in fact was displayed very poorly on the vehicle and only within the trooper's view when she was out of her cruiser and standing several feet behind the defendant's car. Defense also argued that out of state conviction was also insufficient to prove suspension for DUI. After trial, Judge Pendleton found the defendant guilty and ordered that he serve the statutory minimum (7 days in jail, high fine, additional year loss of license).

#### ***Case 2: DWI/Endangering the Welfare of a Child.***

Case involving a child texting 911 to report her mother's drunk driving. This brave child did a very difficult thing and reached out for help. 911 operator was great as well, talking the kid through this, and getting location information. The defendant plead guilty to DUI with enhanced penalties and Endangering the Welfare of a Child.

### ***Case 3: DWI: Hampton Police Officer***

An off-duty Hampton police officer was impaired by alcohol and believed that he was scheduled for a detail shift. He actually thought he had fallen asleep for an entire night and it was 7am again, when in actuality it was 7pm. He drove to the department and attempted to get into a police cruiser before being stopped by a fellow officer. State police was involved because this incident occurred at Hampton PD and they could not investigate their officer due to possible conflict of interest. This case posed some interesting evidentiary and potential legal challenges due to the nature of his employment and the investigation conducted by Hampton, before Troop A arrived on scene to assume responsibility for the case. It was quite heated. The defendant plead guilty to the charge and has since retired from police employment. These cases illustrate the complex and difficult nature of the DWI cases prosecuted and the successful resolutions achieved.

### **Prosecutor Two:**

The second prosecutor worked in this grant from February until September 2019 when she took another position within the Department of Safety. During her tenure, she prosecuted cases in all courts in Troop F covering northern NH, as well as select DWI cases in the southern part of the state. She implemented for the first time in that troop a comprehensive program for prosecuting all of the DWI cases for all DWI arrests in Coos and Grafton counties for State Police. Prior to that, troopers were responsible for prosecuting their own cases and struggled with performing all of the technical legal work required. In addition, they spent many hours of administrative time away from patrolling the roads in order to perform case prosecution work. The prosecutor eliminated that work, which resulted in an increase in available trooper patrol time in Troop F. This made New Hampshire roads safer. She spent a significant amount of time on a technical legal issue involving the review of a trooper's personnel file to determine whether any of it should be disclosed as case discovery. She spent numerous hours conducting legal research, reviewing the personnel file, and preparing and arguing legal motions in court.

In addition, the second prosecutor worked with Troop F to put procedures in place for the handling of DWI matters from start to finish from a prosecution perspective. She provided legal guidance on the many issues that impact DWI matters, held and attended meetings to go over any updates or address concerns, and was available to speak with troopers who needed guidance for DWI matters and court proceedings.

The DWI Prosecutor handled the often complicated legal nature of DWI cases. There were many constitutional and statutory issues that arose in each DWI case. Often motions to suppress or dismiss were filed by skilled defense attorneys, or strategic legal positions were taken by the defense during proceedings, and a prosecutor who knows the law and rules of evidence was needed to be successful. The troopers are not attorneys and do not have the training and education that a lawyer does. This can result in unsuccessful case outcomes at various stages where there is no lawyer for the State. Having the prosecutor eliminated those unsuccessful outcomes. Please note that many of the DWI cases involve drugs. There are currently many legal complications that can arise that are specific to DWI-drug cases, including lab test admissibility, expert testimony, and proving impairment beyond a reasonable doubt. The DWI Prosecutor handled these issues with knowledge of the legal hurdles that must be met or addressed. The difficulties in prosecuting DWI-drug cases is a concern going forward because existing state law does not recognize such issues. For example, unlike alcohol cases, there is no per se level of



impairment for any drug, which makes case prosecution more difficult since an expert from the State Lab is needed to testify and provide an opinion as to drug impairment based on blood test results, rather than to simply introduce the test result like in alcohol cases.

**Paralegal:**

The grant paralegal worked from May to August 2019 when he took a full time permanent paralegal position in the Department of Safety. During his brief tenure, he completely organized all DWI cases for northern NH and created a spreadsheet to track all work. He prepared all of the DWI cases for the prosecutor including preparing case files, sending discovery, and issuing subpoenas to witnesses. In addition, he prepared and maintained the court schedule.

In summary, the prosecutors and paralegal constructed and maintained a system of case tracking to cover all stages of DUI prosecution in one spreadsheet. Through this system, they could view the status of any case or all cases at once, including offers, discovery, hearings, subpoenas, and any related information. The DUI Paralegal was instrumental in handling updates on the spreadsheet and ensuring that required documents (such as certified copies of prior convictions) were obtained, witnesses were subpoenaed, and that discovery was sent.

*Funding Source: 405d      Funds Obligated: \$339,870.67      Funds Expended: \$208,598.37*

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**DEPARTMENT OF JUSTICE**

**Traffic Safety Resource Prosecutor (TSRP)**

19-07-05

This is the first full year that a TSRP has been made available and New Hampshire has made great progress in utilizing this valuable asset. Listed below are the goals for this position and an update on the progress for each of the goals.

**Goals:**

- 1) **Law Enforcement Training:** The TSRP will conduct regional trainings throughout the state on such topics as updates in traffic safety laws; gathering evidence in DWI, and other traffic safety cases; and case reviews. Training is provided at times and locations that would maximize the ability of officers from small police departments to participate in trainings. The budget accompanying this application includes funding for a speaker fee and travel costs, in the event that a national expert is invited to present at one regional or state-wide training.

This goal was met. Multiple trainings were conducted around the State in the area of DUI detection and investigation. Several other trainings were conducted in the area of felony crash

investigations. The trainings took place centrally at the NH Police Standards & Training Center in Concord, NH. Regional trainings were conducted for the north country in Berlin, for the lakes region in Holderness and Meredith, and for the southern tier, in Nashua.

- 2) **Prosecutorial Training:** The TSRP will conduct regular training programs for prosecutors on such topics as updates in traffic safety laws, emerging trends in DWI prosecution, standardized field sobriety tests, implied consent, horizontal gaze nystagmus, breath/blood alcohol testing, charging decisions, anticipating and responding to defense counsel's trial objections, court rules and procedures, and general trial advocacy. Training is provided at times and locations that would maximize the ability of prosecutors to participate without interfering with their prosecutorial duties.

This goal was met. Developed and deployed a training entitled "DUI Prosecution 101". This training is designed for new prosecutors to become familiarized with the DUI law in NH. This course is designed for circuit court prosecutors with limited experience prosecuting misdemeanor impaired driving cases. Participants will be familiarized with procedures and legal considerations from the charging decision through trial and sentencing, with a focus on governing case law and practical application of legal concepts. Specifically, the course addresses charging decisions, complaint drafting, arraignments, negotiations, and trial preparation and presentation, to include setting the legal foundation for admission of evidence. The course further addresses the penalties associated with DUI offenses. Finally, administrative license suspension law and hearings presentations are addressed.

This course was held regionally in Grafton County at the Grafton County Attorney's Office, in Cheshire County at the Keene Police Department, in Rockingham County at the Hampton Police Department, and in Strafford County at the Farmington Police Department. Other prosecutor trainings were held regionally. These trainings focused mostly on the deployment of the Intoxilyzer 9000 and legal challenges that have been coming up around the State in regard to the State's breath test program. These trainings were held in Milford, Jaffrey, Atkinson, and Candia.

- 3) **Technical Assistance:** The TSRP maintains, updates, and makes available to law enforcement and prosecutors a bank of legal memoranda and legal pleadings addressing commonly raised issues in traffic safety prosecutions; responds to verbal and written inquiries from law enforcement officers and prosecutors on matters relating to the investigation and prosecution of traffic safety violations; serves as second chair on complex impaired driving cases, including Daubert hearings, suppression hearings, and cases involving expert witnesses.

This goal was met; it accounts for a great deal of time. Each day there is some inquiry regarding traffic safety either via email or telephone. As cases come in, they are stored in an easily accessible computer file. Upon inquiry, the cases, be they Supreme Court opinions or trial court orders, are made available to prosecutors.

***Funding Source: 405d***

***Funds Obligated: \$144,130.74***

***Funds Expended: \$118,448.37***

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## NH DEPARTMENT OF TRANSPORTATION

### Distracted Driving Signage

19-04-05

In FFY 2019 NH OHS dedicated \$50,000.00 for the development and subsequent deployment on signage on our roadways to inform the motoring public of our “Hands Free” law. The NH DOT was designated as the sub recipient. NH DOT was unable to develop and deploy signage during this federal fiscal year. The NH OHS will be requesting an amendment to the FFY 2020 HSP to have this very important signage developed and deployed in FFY 2020.

*Funding Source: 405d Flex*

*Funds Obligated: \$50,000.00*

*Funds Expended: \$0.00*

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## 2019 LAW ENFORCEMENT ACTIVITIES & FUNDING

### EVIDENCE BASED ENFORCEMENT

As required by the recent Fast Act guidance, the Annual Report must include a description of the State’s evidence-based enforcement program activities in support of the enforcement plan provided in the FFY 2019 Highway Safety Plan.

In FFY 2019 monitoring of enforcement grants continued to be an important element of New Hampshire’s evidence-based traffic safety enforcement program. Agencies deployment strategies were continuously evaluated and adjusted to accommodate shifts and changes as it pertained to their local highway safety problems as well as the State’s highway safety problems. The agencies receiving grant funding are required to provide quarterly reimbursements including 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 were useful in determining if adjustments needed to be made to our evidence based enforcement programs during the year.

In FFY 2019 New Hampshire sought to increase seatbelt usage while decreasing the number of distracted driving, impaired driving, speed, and pedestrian fatalities through several key enforcement programs:

- **Sustained Traffic Enforcement Patrols (STEP)** Funding was provided to 70 state, county and local law enforcement agencies, which resulted in 12,086 patrol hours across New Hampshire. All law enforcement agencies funded under the STEP grant were also

required to participate in the *Operation Safe Commute* (OSC), the *Border to Border* and the *Join the NH Clique* campaigns. Enforcement activity for the STEP program can be found under the Police Traffic Services.

- **Operation Safe Commute** (OSC) is a coordinated statewide enforcement effort one day per month. OSC consisted of one 3 or 4 hour patrol shift during a morning or afternoon commute once a month for a maximum total of 48 patrol hours. Specific dates and times were provided to all participants.
- **Join the NH Clique** (May 13 through June 2, 2019) was a statewide campaign that coincided with the national *Click It or Ticket* mobilization. The purpose of the campaign was to promote and enforce the occupant restraint law in New Hampshire. Departments could choose to conduct between eight (8) and twenty-four (24) hours of overtime patrols during this time frame.
- **Border to Border** (May 20, 2019) was a focused, one-day effort with neighboring states to send a unified message about the importance of buckling up, even when crossing state lines. New Hampshire hosted the “Border to Border” press conference for the first time, and many of the surrounding states were in attendance.
- **Impaired Driving Patrols** – Sixty-six (66) agencies including New Hampshire State Police, local law enforcement agencies and one county agency conducted 11,946.25 patrol hours. These patrols also included enforcement for two “Drive Sober or Get Pulled Over” mobilizations that occurred during the fiscal year.
- **Sobriety Checkpoint Patrols** - NH State Police conducted five (5) sobriety checkpoints for total of 240 sobriety checkpoint patrol hours.
- **Distracted Driving Patrols** – NH State Police and forty-one (41) local law enforcement agencies conducted 5,360 patrol hours. The patrols are designed to decrease distracted driving violations by enforcing the NH’s Hands Free Electronic Device Law.
- **Pedestrian/Bicycle Patrols** - Funding to fifteen (18) local police departments to conduct overtime enforcement activities aimed at reducing pedestrian and bicycle injuries and fatalities. This program resulted in 595.75 patrol hours.



Arthur Kinsman, Region 1 Administrator kicks off the 2019 *Border to Border* Press Conference in New Hampshire

## STEP / Enforcement Patrols

In FFY 2019 the NH Local and NH State Police conducted 12,086 Enforcement hours. The tables below show the number and types of violations for each of the 3 enforcement programs.

Enforcement Violations	State Police-Enforcement			Local Police Departments		
	Warnings	Summons	Arrests	Warnings	Summons	Arrests
<i>Speeding</i>	1,944	3,241	4	4,737	843	9
<i>Reckless Driving</i>	0	17	34	0	7	4
<i>Other Arrests</i>	0	0	4	1	0	114
<i>Warrant Arrest</i>	0	0	5	0	0	38
<i>Other Motor Vehicle Violations</i>	6,351	1,253	20	2,795	777	9
<i>Pedestrian/Bicycle</i>	183	7	20	98	8	3
<i>School Bus</i>	0	0	0	20	1	0
<i>Red Light Running</i>	87	31	0	864	176	1
<i>Occupant Restraint</i>	12	9	0	16	7	0
<i>Mobile Electronic Devices</i>	118	203	0	832	290	3
<i>DUI Arrests</i>	Other=10	Alc.=164	Drugs=17	Other=2	Alc.=5	Drugs=0
<i>DRE Evaluations Arrests</i>	Other=0	Alc.=0	Drugs=0	Other=0	Alc.=0	Drugs=0
<i>Illegal Possession Arrests</i>	Other=8	Alc.=8	Drugs=36	Other=11	Alc.=0	Drugs=1
<i>Illegal Transportation Arrests</i>	Other=9	Alc.=4	Drugs=13	Other=3	Alc.=0	Drugs=0
<i>Open Container</i>	0	13	19	0	3	1



<i>Operation after Revocation</i>	0	98	127	0	44	70
<b>Totals</b>	<b>8,695</b>	<b>4,872</b>	<b>502</b>	<b>9,363</b>	<b>2,156</b>	<b>274</b>
<b>Total Traffic Stops</b>	<b>14,069</b>			<b>11,793</b>		

Source: NH OHS grants and Inventory System v.5.0

## Join the NH Clique

19-01-04

This program is mirrored after the *National Click it or Ticket* campaign. Due to New Hampshire not having a primary or secondary seatbelt law for adults over 18 years of age, we will continue aggressive messaging and education initiatives to increase our seatbelt usage statewide.

<b>Violations</b>	<b>Warnings</b>	<b>Summons</b>	<b>Arrests</b>
<i>Speeding</i>	408	69	0
<i>Reckless Driving</i>	0	0	0
<i>Other Arrests</i>	0	0	5
<i>Warrant Arrest</i>	0	0	1
<i>Other Motor Vehicle Violations</i>	404	120	0
<i>Pedestrian/Bicycle</i>	9	4	0
<i>School Bus</i>	12	0	0
<i>Red Light Running</i>	36	5	0
<i>Occupant Restraint</i>	77	16	0
<i>Mobile Electronic Devices</i>	55	19	0
<i>DUI Arrests</i>	Other= 0	Alc.= 0	Drugs= 0
<i>DRE Evaluation Arrests</i>	Other= 0	Alc.= 0	Drugs= 0
<i>Illegal Possession Arrests</i>	Other=1	Alc.= 0	Drugs= 2
<i>Illegal Transportation Arrests</i>	Other= 0	Alc.= 0	Drugs= 0

<i>Open Container</i>	0	1	0
<i>Operation after Revocation</i>	0	2	6
<b>Totals</b>	<b>1001</b>	<b>236</b>	<b>15*</b>
<b>Total Traffic Stops</b>	<b>1,252</b>		

Source: NH OHS grants and Inventory System v.5.0

\*Total includes all Arrests

## Operation Safe Commute

19-02-04

### Crash Prevention Initiatives

In FFY 2019 the NH State Police and our local partners conducted 3,730.75 Operation Safe Commute hours. The NH OHS realizes the value in having a motor vehicle crash reduction sustainment effort. As an integral part of our efforts to reduce crashes, NH OHS utilizes planned activities in support of the national mobilizations, as well as Safe Commute, which is designed to create a high visibility of law enforcement during both the morning and evening commutes. Many communities have very successful traffic safety initiatives that require positive reinforcement through specialized enforcement planned activities. NH OHS solicits support from our local and county LE partners to participate in all national mobilizations and New Hampshire's Safe Commute. As with the NHTSA mobilizations, Safe Commute is a preventive measure designed to reduce crashes thereby reducing fatalities and serious bodily injuries on our roadways. As with the national mobilizations, with the exception of impaired driving patrols, these initiatives are conducted in four-hour blocks at specific commuting hours. Operation Safe Commute dates and hours are identified and provided by NH OHS. The number and types of violations found during this program are reflected below.

<b>Violations</b>	<b>Warnings</b>	<b>Summons</b>	<b>Arrests</b>
<i>Speeding</i>	3431	1227	6
<i>Reckless Driving</i>	1	1	4
<i>Other Arrests</i>	0	1	26
<i>Warrant Arrest</i>	0	2	19
<i>Other Motor Vehicle Violations</i>	2504	615	4
<i>Pedestrian/Bicycle</i>	28	2	0
<i>School Bus</i>	9	2	0
<i>Red Light Running</i>	253	47	0

<i>Occupant Restraint</i>	20	1	0
<i>Mobile Electronic Devices</i>	392	242	1
<i>DUI Arrests</i>	Other= 1	Alc.= 6	Drugs= 3
<i>DRE Evaluation Arrests</i>	Other= 0	Alc.= 0	Drugs= 0
<i>Illegal Possession Arrests</i>	Other= 9	Alc.= 2	Drugs= 2
<i>Illegal Transportation Arrests</i>	Other= 0	Alc.= 0	Drugs= 0
<i>Open Container</i>	0	3	0
<i>Operation after Revocation</i>	0	19	38
<b>Totals</b>	<b>6638</b>	<b>2162</b>	<b>121*</b>
<b>Total Traffic Stops/Arrests</b>	<b>8,921</b>		

Source: NH OHS grants and Inventory System v.5.0

\*Total includes all Arrests

## Distracted Driving

19-04-04

In FFY 2019 the NH State Police and our local partners conducted 5,360 Distracted Driving hours. The number and types of violations for this program are reflected below.

<b>Violations</b>	<b>Warnings</b>	<b>Summons</b>	<b>Arrests</b>
<i>Speeding</i>	1463	582	1
<i>Reckless Driving</i>	2	9	4
<i>Other Arrests</i>	0	0	27
<i>Warrant Arrest</i>	0	0	18
<i>Other Motor Vehicle Violations</i>	2446	601	6
<i>Pedestrian/Bicycle</i>	47	4	0
<i>School Bus</i>	20	1	0
<i>Red Light Running</i>	299	73	0

<i>Occupant Restraint</i>	25	48	0
<i>Mobile Electronic Devices</i>	1586	1235	6
<i>DUI Arrests</i>	Other= 2	Alc.= 6	Drugs= 1
<i>DRE Evaluation Arrests</i>	Other= 0	Alc.= 0	Drugs= 0
<i>Illegal Possession Arrests</i>	Other= 1	Alc.= 0	Drugs= 4
<i>Illegal Transportation Arrests</i>	Other= 0	Alc.= 0	Drugs= 1
<i>Open Container</i>	0	3	2
<i>Operation after Revocation</i>	0	30	42
<b>Totals</b>	<b>5888</b>	<b>2588</b>	<b>121*</b>
<b>Total Traffic Stops/Arrests</b>	<b>8,597</b>		

Source: NH OHS grants and Inventory System v.5.0

\*Total includes all Arrests

## DUI/Impairment

19-07-04

In FFY 2019, the NH State Police and our local partners conducted 11,946.25 Impaired Driving Patrol hours. The number and types of violations for this program are reflected below.

<b>Violations</b>	<b>Warnings</b>	<b>Summons</b>	<b>Arrests</b>
<i>Speeding</i>	4599	1529	24
<i>Reckless Driving</i>	0	7	37
<i>Other Arrests</i>	0	0	143
<i>Warrant Arrest</i>	0	0	100
<i>Other Motor Vehicle Violations</i>	9,392	958	40
<i>Pedestrian/Bicycle</i>	241	11	25
<i>School Bus</i>	7	0	0
<i>Red Light Running</i>	509	99	0
<i>Occupant Restraint</i>	26	16	0
<i>Mobile Electronic Devices</i>	172	127	1

<i>DUI Arrests</i>	Other= 58	Alc.= 244	Drugs= 24
<i>DRE Evaluation Arrests</i>	Other= 0	Alc.= 0	Drugs= 1
<i>Illegal Possession Arrests</i>	Other= 26	Alc.= 16	Drugs= 53
<i>Illegal Transportation Arrests</i>	Other= 20	Alc.= 7	Drugs= 10
<i>Open Container</i>	0	26	25
<i>Operation after Revocation</i>	19	111	161
<b>Totals</b>	<b>14,965</b>	<b>2,884</b>	<b>1,015*</b>
<b>Total Traffic Stops/Arrests</b>	<b>18,864</b>		

Source: NH OHS grants and Inventory System v.5.0 \*Total includes all Arrests

## POLICE TRAFFIC SERVICES

### Performance Target:

- **Reduce speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average).**

In 2019, local and county law enforcement agencies under the STEP grant, and the NHSP under their Enforcement grant, continued to see a reduction in the number of speed summons and warnings issued from 2018 to 2019. In 2019, there was a decrease of 40% (16,483 to 6,681) in speed warnings and a decrease of 12% (5,245 to 4,084) in speed summons. Taking a closer look at the speed data, it reflects a reduction in warnings for NHSP of 34% and Local law enforcement by 65%. Speed summons are down by 6% for NHSP and 53% for local law enforcement. NH OHS has implemented monitoring visits and training for both State police and local Law Enforcement. Our grant agreements and scopes of work have been redesigned in an effort to encourage all of our partners to utilize the discretion necessary to change motorists' behavior, as it relates to speeding.

Currently 2019\* preliminary data shows that we are on track to meet our target of 50 speed related fatalities for FFY 2019. As of 15 November 2019, there were 36 speed related fatalities for FFY 2019. Using prior year information, this agency estimates that the 2015-2019 average will be 50. As of 15 November 2019, NH OHS estimates that we will exceed our projection of 116.6 fatalities for the year. Based on known fatalities and estimating the last 45 days of the year, we are projected to see 122.2 fatalities. It is hoped that with a renewed strategically placed and effective enforcement program as well as continued participation in our enforcement grants, we will see increase in speed violations and a subsequent reduction in speed related fatalities. The NH OHS will place greater emphasis on messaging and education on the importance of



operating a motor vehicle at a speed conducive to the conditions and/or posted speed limits. Additionally we will continue to message and educate our LE partners on the importance of citing motorists for speed-related violations.

Nationally, as well as in NH, fatalities have increased annually since 2014. In an effort to reverse this trend in NH we will continue to partner with local, county and state police to conduct overtime enforcement patrols throughout the state and to make sure that the number of patrols and the locations are based on data which includes, fatality and injury data as well as summons and warning data.

NH continues to double down on education and messaging to augment effective enforcement efforts in hopes to decrease the recently realized in traffic crashes resulting in fatalities and serious bodily injury. As noted earlier in this annual report, there has been a significant improvement in the use of social media as well as earned media.

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### 2019 Sustained Traffic Enforcement Patrols (STEP)

19-02-04

Partner Name	Amount Obligated	Amount Expended
Alton	\$3,508.00	\$3,290.20
Atkinson	\$2,852.00	\$2,726.16
Auburn	\$2,076.00	\$1,840.89
Barnstead	\$2,622.00	\$2,377.64
Barrington	\$4,181.00	\$761.76
Bedford	\$3,601.00	\$3,568.82
Belmont	\$3,894.00	\$2,939.40
Berlin	\$3,450.00	\$3,450.00
Bow	\$1,907.00	\$878.97
Campton	\$1,734.00	\$1,601.82
Candia	\$3,885.00	\$1,952.73
Chester	\$1,808.71	\$525.43

Chesterfield	\$2,067.00	\$184.96
Chichester	\$1,730.00	\$1,730.00
Claremont	\$3,046.00	\$3,046.00
Concord	\$19,168.00	\$18,872.23
Derry	\$11,593.00	\$11,258.36
Dover	\$11,639.00	\$11,639.00
Dunbarton	\$1,070.00	\$1,057.80
Enfield	\$2,793.00	\$2,711.77
Epping	\$3,181.00	\$1,678.52
Epsom	\$2,945.00	\$2,909.00
Exeter	\$4,236.00	\$3,901.16
Farmington	\$3,396.00	\$2,835.07
Franklin	\$3,281.00	\$2,368.81
Gilford	\$5,014.00	\$4,633.18
Gilmanton	\$1,924.00	\$204.49
Gorham	\$1,245.00	\$0.00
Greenland	\$2,051.00	\$1,985.13
Hampstead	\$3,639.00	\$2,542.23
Hampton	\$7,879.00	\$586.11
Haverhill	\$2,400.00	\$318.23
Henniker	\$2,899.00	\$2,588.58
Hillsboro	\$3,087.00	\$3,087.00
Hollis	\$3,505.00	\$3,159.38
Hooksett	\$3,091.00	\$2,568.48
Hopkinton	\$2,811.00	\$2,757.43

Hudson	\$10,583.00	\$10,583.00
Keene	\$9,997.00	\$4,281.40
Kingston	\$631.00	\$0.00
Laconia	\$8,842.00	\$7,365.32
Lebanon	\$3,390.00	\$3,113.25
Lee – withdrew from grant	\$2,181.00	\$0.00
Littleton	\$1,832.00	\$1,281.04
Manchester	\$46,383.00	\$43,944.37
Meredith	\$3,208.00	\$2,330.14
Merrimack	\$9,595.00	\$9,063.44
Milford	\$6,663.00	\$6,019.78
Milton	\$4,674.00	\$4,295.38
Nashua	\$17,014.00	\$13,684.52
New Boston	\$2,289.00	\$2,084.78
Newmarket	\$4,425.00	\$3,665.46
Newport	\$2,508.00	\$1,184.63
Northwood	\$2,833.00	\$2,833.00
Ossipee	\$3,028.00	\$2,368.37
Pelham	\$5,008.00	\$5,008.00
Pembroke	\$2,939.00	\$2,881.76
Portsmouth	\$9,286.00	\$7,643.29
Raymond	\$3,857.00	\$3,857.00
Rindge	\$2,090.00	\$2,060.19
Rochester – withdrew from grant	\$3,722.00	\$0.00
Rockingham County	\$2,573.00	\$2,543.79

Salem	\$8,640.00	\$8,576.02
Somersworth	\$177.00	\$177.00
Wakefield	\$2,096.00	\$2,096.00
Winchester	\$2,553.00	\$2,502.52
Windham	\$4,382.00	\$2,957.37
Wolfeboro	\$3,247.00	\$3,157.04
Woodstock	\$1,439.00	\$1,439.00
<b>Totals</b>	<b>\$337,293.71</b>	<b>\$277,533.60</b>
<i>Total Withdrawn</i>	<i>-\$5,903.00</i>	
	<b>\$331,390.71</b>	

**Funding Source: 402      Funds Obligated: \$337,293.71      Funds Expended: \$277,533.60**

**Funding Source:405d Flex(SP) Funds Obligated: \$184,400.24 Funds Expended: \$181,068.80**

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### 2019 Operation Safe Commute (OSC)

19-02-04

Partner	Amount Obligated	Amount Expended
Allenstown	\$753.00	\$753.00
Alton	\$1,048.00	\$1,048.00
Atkinson	\$743.00	\$743.00
Auburn	\$699.00	\$696.17
Barnstead	\$1,198.00	\$724.99
Barrington	\$666.00	\$666.00
Bedford	\$3,087.00	\$2,711.94

Belmont	\$1,089.00	\$502.34
Berlin	\$1,212.00	\$1,113.85
Bow	\$636.00	\$608.59
Bristol	\$702.00	\$212.97
Campton	\$704.00	\$690.08
Canaan – withdrew from grant	\$892.00	\$0.00
Candia	\$2,150.00	\$1,460.15
Cheshire County	\$1,522.40	\$1,243.79
Chester	\$1,391.76	\$1,391.76
Chesterfield	\$603.00	\$460.50
Chichester	\$754.00	\$650.95
Claremont	\$1,523.00	\$620.82
Concord	\$2,857.00	\$1,700.69
Derry	\$3,161.00	\$2,603.53
Dover	\$2,463.00	\$2,463.00
Dunbarton	\$628.00	\$531.80
Enfield	\$784.00	\$425.94
Epping	\$1,673.00	\$1,636.01
Epsom	\$1,231.00	\$1,203.13
Exeter	\$2,542.00	\$1,600.06
Farmington	\$562.00	\$440.15
Franklin	\$755.00	\$174.49
Gilford	\$2,915.00	\$2,813.78
Gilmanton	\$672.00	\$403.24
Gorham	\$603.00	\$565.02



Greenfield	\$829.00	\$761.65
Greenland	\$1,483.00	\$1,348.64
Hampstead	\$782.00	\$612.12
Hampton	\$2,915.00	\$1,085.31
Hampton Falls	\$800.00	\$747.93
Haverhill	\$769.00	\$703.53
Henniker	\$1,632.00	\$1,419.94
Hillsboro	\$2,454.00	\$2,454.00
Hollis	\$2,900.00	\$2,800.59
Hooksett	\$2,061.00	\$1,624.62
Hopkinton	\$1,925.00	\$1,925.00
Hudson	\$2,343.00	\$2,343.00
Keene	\$2,680.00	\$2,547.00
Kingston	\$505.00	\$0.00
Laconia	\$2,463.00	\$1,883.31
Lebanon	\$2,179.00	\$2,179.00
Lee – withdrew from grant	\$1,007.00	\$0.00
Littleton	\$1,638.00	\$1,411.04
Manchester	\$3,496.00	\$3,079.33
Meredith	\$3,245.00	\$3,245.00
Merrimack	\$2,551.00	\$2,551.00
Merrimack County	\$2,945.00	\$2,454.52
Milford	\$2,261.00	\$2,081.23
Milton	\$2,926.00	\$2,232.89
Moultonborough – withdrew from grant	\$2,650.00	\$0.00

Nashua	\$3,267.00	\$2,324.22
New Boston	\$690.00	\$690.00
New Hampton	\$630.00	\$181.09
New London	\$3,213.00	\$0.00
Newbury	\$858.00	\$858.00
Newmarket	\$2,105.00	\$1,877.31
Newport	\$1,534.90	\$1,534.90
Northfield	\$818.00	\$313.48
Northwood	\$2,211.00	\$1,490.16
Ossipee	\$2,691.00	\$1,861.06
Pelham	\$2,394.00	\$1,137.69
Pembroke	\$977.00	\$943.14
Plaistow	\$2,706.00	\$1,300.91
Portsmouth	\$2,971.00	\$2,390.09
Raymond	\$1,323.00	\$1,323.00
Rindge	\$1,212.00	\$1,212.00
Rochester – withdrew from grant	\$2,030.00	\$0.00
Rollinsford	\$405.00	\$0.00
Rockingham County	\$1,053.00	\$1,053.00
Salem	\$2,880.00	\$2,845.18
Somersworth	\$1,996.00	\$1,005.40
Wakefield	\$1,800.00	\$1,524.71
Walpole	\$2,346.00	\$1,537.76
Winchester	\$998.00	\$769.18
Windham	\$2,496.00	\$916.10

Wolfeboro	\$2,740.00	\$2,108.25
Woodstock	\$1,931.00	\$1,678.44
<b>Totals</b>	<b>\$143,934.06</b>	<b>\$107,225.46</b>
<i>Total Withdrawn</i>	<i>-\$6,579.00</i>	
	<b>\$137,355.06</b>	

**Funding Source: 402      Funds Obligated: \$137,355.06      Funds Expended: \$107,225.46**

**Funding Source: 405d Flex(SP) Funds Obligated: \$107,753.88 Funds Expended: \$101,747.92**

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### 2019 Join the New Hampshire Clique

19-01-04

Partner	Amount Obligated	Amount Expended
Allenstown	\$334.00	\$184.86
Alton	\$372.00	\$196.38
Atkinson	\$330.00	\$173.39
Auburn	\$310.00	\$207.63
Barnstead	\$312.00	\$312.00
Barrington	\$295.00	\$213.28
Bedford	\$457.00	\$457.00
Belmont	\$483.00	\$338.30
Berlin	\$316.00	\$316.00
Bow	\$282.00	\$222.34
Bristol	\$311.00	\$311.00

Campton	\$312.00	\$303.07
Canaan – withdrew from grant	\$396.00	\$0.00
Candia	\$318.00	\$318.00
Cheshire County	\$397.00	\$0.00
Chester	\$319.00	\$305.99
Chesterfield	\$267.00	\$172.14
Chichester	\$335.00	\$256.03
Claremont	\$225.00	\$225.00
Concord	\$423.00	\$216.66
Derry	\$468.00	\$208.57
Dover	\$364.00	\$330.39
Dunbarton	\$279.00	\$249.64
Enfield	\$348.00	\$211.40
Epping	\$496.00	\$490.00
Epsom	\$372.00	\$347.95
Exeter	\$376.00	\$196.64
Farmington	\$249.00	\$193.28
Franklin	\$335.00	\$227.37
Gilford	\$431.00	\$264.53
Gilmanton	\$298.00	\$216.84
Gorham	\$268.00	\$249.42
Greenfield	\$368.00	\$368.00
Greenland	\$386.00	\$318.93
Hampstead	\$347.00	\$283.12
Hampton	\$431.00	\$0.00

Hampton Falls	\$355.00	\$110.92
Haverhill	\$341.00	\$0.00
Henniker	\$369.00	\$369.00
Hillsboro	\$363.00	\$238.05
Hollis	\$429.00	\$419.34
Hooksett	\$305.00	\$0.00
Hopkinton	\$285.00	\$271.75
Hudson	\$347.00	\$0.00
Keene	\$396.00	\$350.47
Kingston	\$224.00	\$0.00
Laconia	\$364.00	\$305.00
Lebanon	\$430.00	\$305.79
Lee – withdrew from grant	\$298.00	\$0.00
Littleton	\$372.00	\$372.00
Manchester	\$517.00	\$308.31
Meredith	\$480.00	\$335.15
Merrimack	\$377.00	\$377.00
Merrimack County	\$436.00	\$0.00
Milford	\$335.00	\$230.81
Milton	\$433.00	\$400.87
Moultonborough – withdrew from grant	\$392.00	\$0.00
Nashua	\$483.00	\$483.00
New Boston	\$306.00	\$0.00
New Hampton	\$280.00	\$98.50
New London	\$475.00	\$0.00



Newbury	\$381.00	\$381.00
Newmarket	\$311.00	\$170.35
Newport	\$389.00	\$253.96
Northfield	\$363.00	\$186.26
Northwood	\$327.00	\$229.98
Ossipee	\$398.00	\$0.00
Pelham	\$354.00	\$0.00
Pembroke	\$434.00	\$434.00
Plaistow	\$400.00	\$0.00
Portsmouth	\$440.00	\$186.06
Raymond	\$298.00	\$0.00
Rindge	\$275.00	\$156.37
Rochester – withdrew from grant	\$300.00	\$0.00
Rockingham County	\$374.00	\$374.00
Salem	\$426.00	\$426.00
Somersworth	\$448.00	\$0.00
Wakefield	\$266.00	\$266.00
Walpole	\$347.00	\$198.26
Winchester	\$301.00	\$273.71
Windham	\$389.00	\$0.00
Wolfeboro	\$405.00	\$173.86
Woodstock	\$286.00	\$0.00
<b>Totals</b>	<b>\$29,914.00</b>	<b>\$17,570.92</b>
<i>Total Withdrawn</i>	<i>-\$1,386.00</i>	
	<b>\$28,528.00</b>	

**Funding Source: 402      Funds Obligated: \$28,528.00      Funds Expended: \$17,570.92**

**Funding Source: 405d Flex (SP) Funds Obligated: \$14,781.30      Funds Expended: \$14,781.30**

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**2019 DUI & Impairment Enforcement/Mobilizations**

19-07-04

Partner	Amount Obligated	Amount Expended
Allenstown	\$515.00	\$209.82
Alstead	\$346.00	\$332.91
Alton	\$5,216.00	\$5,011.59
Atkinson	\$3,800.00	\$3,027.54
Auburn	\$3,141.00	\$2,154.46
Barnstead	\$3,874.00	\$3,020.63
Bedford	\$11,576.00	\$9,142.38
Belmont	\$6,096.00	\$3,372.82
Berlin	\$5,633.00	\$5,543.81
Bow	\$2,483.00	\$1,809.73
Bristol	\$1,588.00	\$0.00
Campton	\$2,982.00	\$2,383.12
Canaan – withdrew from grant	\$557.00	\$0.00
Canterbury	\$6,240.00	\$1,874.17
Center Harbor	\$607.00	\$607.00
Chester	\$2,902.00	\$1,048.73
Chichester	\$2,898.00	\$2,898.00

Claremont	\$3,807.00	\$3,807.00
Concord	\$18,749.00	\$15,048.45
Deering	\$478.00	\$478.00
Derry	\$9,880.00	\$3,705.11
Dover	\$15,390.00	\$15,388.33
Dublin	\$524.00	\$502.93
Enfield	\$4,353.00	\$4,147.16
Epsom	\$4,704.00	\$4,552.05
Exeter	\$4,291.00	\$920.50
Gilford	\$7,123.00	\$5,235.31
Gilmanton	\$2,983.00	\$573.88
Goffstown	\$8,892.00	\$3,122.10
Gorham	\$1,131.00	\$0.00
Goshen – withdrew from grant	\$400.00	\$0.00
Greenfield	\$518.00	\$518.00
Greenland	\$3,243.00	\$3,243.00
Hampstead	\$5,503.00	\$950.23
Hampton	\$9,109.00	\$2,870.14
Hillsboro	\$5,082.00	\$5,082.00
Hollis	\$4,536.00	\$4,027.24
Hudson	\$12,204.00	\$6,731.44
Keene	\$12,560.00	\$1,834.78
Laconia	\$13,695.00	\$3,876.27
Lee – withdrew from grant	\$1,573.00	\$0.00
Lisbon	\$2,084.00	\$1,799.77

Littleton	\$6,094.00	\$5,806.86
Manchester	\$77,384.00	\$46,503.06
Marlborough	\$488.00	\$437.44
Meredith	\$4,645.00	\$3,020.75
Merrimack	\$7,970.00	\$7,111.09
Merrimack County	\$3,068.00	\$1,349.31
Milford	\$4,947.00	\$4,216.62
Milton	\$6,801.00	\$5,904.97
Mont Vernon – withdrew from grant	\$498.00	\$0.00
Nashua	\$8,508.00	\$6,766.85
New Boston	\$2,997.00	\$1,476.64
New London	\$669.00	\$0.00
Newmarket	\$7,151.00	\$5,318.02
Newport	\$4,776.00	\$4,775.19
Newton	\$2,669.00	\$2,426.85
Northfield	\$512.00	\$235.43
North Hampton – withdrew from grant	\$2,400.00	\$0.00
Northwood	\$4,120.00	\$2,276.52
Ossipee	\$6,292.00	\$4,975.84
Portsmouth	\$7,738.00	\$6,717.79
Raymond	\$4,680.00	\$4,680.00
Richmond – withdrew from grant	\$0.00	\$0.00
Salem	\$15,000.00	\$11,215.34
Seabrook	\$3,521.00	\$858.77
Somersworth	\$1,774.00	\$1,602.93

Thornton	\$2,344.00	\$1,463.45
Wakefield	\$4,495.00	\$4,495.00
Walpole	\$489.00	\$270.23
Winchester	\$3,831.00	\$3,831.00
Windham	\$9,288.00	\$1,552.52
Wolfeboro	\$5,648.00	\$2,491.06
<b>Total</b>	<b>\$424,063.00</b>	<b>\$272,629.93</b>
<i>Total Withdrawn</i>	<i>-\$5,428.00</i>	
	<b>\$418,635.00</b>	

**Funding Source: 402      Funds Obligated: \$424,063.00      Funds Expended: \$272,629.93**

**Funding Source: 405d Flex(SP) Funds Obligated: \$529,148.51 Funds Expended: \$460,980.79**

## 2019 Distracted Driving

19-04-04

Partner	Amount Obligated	Amount Expended
Atkinson	\$1,788.00	\$1,786.27
Auburn	\$1,704.00	\$1,642.20
Barnstead	\$2,222.00	\$2,057.29
Belmont	\$3,359.00	\$2,016.47
Berlin	\$1,301.00	\$1,301.00
Bristol	\$342.00	\$159.73
Canaan – withdrew from grant	\$435.00	\$0.00
Claremont	\$2,970.00	\$2,478.49



Concord	\$9,517.00	\$8,433.25
Derry	\$5,652.00	\$5,550.04
Dover	\$5,503.00	\$5,503.00
Enfield	\$2,297.00	\$1,915.34
Epping	\$488.00	\$317.20
Epsom	\$2,858.00	\$2,816.39
Exeter	\$2,054.00	\$1,977.42
Gilford	\$2,842.00	\$2,669.39
Gilmanton	\$1,864.00	\$407.42
Goffstown	\$4,316.00	\$2,712.36
Gorham	\$882.00	\$881.58
Greenland	\$1,595.00	\$1,439.40
Hampstead	\$2,464.00	\$1,904.64
Hampton	\$5,526.00	\$2,698.75
Hancock – withdrew from grant	\$450.00	\$0.00
Hillsboro	\$2,372.00	\$2,283.74
Hollis	\$2,265.00	\$2,083.31
Hooksett	\$2,009.00	\$0.00
Laconia	\$6,194.00	\$6,194.00
Lee – withdrew from grant	\$981.00	\$0.00
Littleton	\$1,786.00	\$1,632.12
Madison	\$450.00	\$0.00
Manchester	\$23,576.00	\$23,466.76
Meredith	\$2,117.00	\$2,082.39
Merrimack	\$5,665.00	\$5,318.22

Moultonborough – withdrew from grant	\$431.00	\$0.00
Nashua	\$6,636.00	\$6,627.10
Newmarket	\$3,332.00	\$3,248.92
North Hampton	\$1,659.00	\$1,659.00
Plaistow	\$440.00	\$185.64
Portsmouth	\$6,380.00	\$6,143.29
Salem	\$8,428.00	\$8,428.00
Seabrook	\$2,677.00	\$2,677.00
Somersworth	\$2,595.00	\$433.16
Tamworth – withdrew from grant	\$1,175.00	\$0.00
Wakefield	\$1,095.00	\$1,095.00
Walpole	\$381.00	\$194.38
Windham	\$4,558.00	\$2,736.88
Wolfeboro	\$2,151.00	\$1,882.66
<b>Totals</b>	<b>\$151,782.00</b>	<b>\$129,039.20</b>
<i>Total Withdrawn</i>	<i>-\$3,472.00</i>	
	<b>\$148,310.00</b>	

**Funding Source: 402\*      Funds Obligated: \$252,536.22      Funds Expended: \$217,538.84**

*\*Both Local & SP were funded from 402.*

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## 2019 Bicycle/Pedestrian

19-06-04

### **Target:**

- 1) Reduce pedestrian fatalities by 10 percent from 13.4 (2013-2017 average) to 12 (2015-2019 average).**
- 2) Maintain bicyclist fatalities at 2.8 (2013-2017 average) for 5 year (2015-2019) average of 2.8.**

Pedestrian Data for 2013-2017 is 13.4 fatalities. As of November 15, 2019, preliminary data shows we have had 8 pedestrian fatalities. Provided that pedestrian fatalities remain at 8, we will meet our 2019 target of 12.

Bicycle Data for 2013-2017 is 2.8 fatalities. As of November 15, 2019 preliminary data shows we have had no (0) bicycle fatality in 2019. Provided that bicycle fatalities don't increase, we will meet our target of 2.

We provided grant funding to the below eighteen local law enforcement communities for Bicycle/Pedestrian enforcement patrols. There were 319 bicyclists stopped with 2,752 pedestrian/bicycle contacts. The total number of hours dedicated to Pedestrian/Bicycle is 595.75 hours.

Partner	Amount Obligated	Amount Expended
Berlin	\$1,874.00	\$1,762.21
Bristol	\$1,500.00	\$159.73
Center Harbor	\$607.00	\$607.00
Concord	\$10,714.00	\$6,582.65
Derry	\$6,587.00	\$5,708.81
Dover	\$5,130.00	\$5,115.60
Enfield	\$1,600.00	\$435.72
Hampton	\$4,000.00	\$0.00
Hanover	\$1,889.00	\$317.20
Keene	\$5,916.00	\$2,063.25
Lebanon	\$2,827.00	\$2,266.71

Lisbon	\$710.00	\$603.00
Littleton	\$3,189.00	\$3,189.00
Manchester	\$4,734.00	\$2,806.22
Newmarket	\$2,345.00	\$1,679.36
Portsmouth	\$5,115.00	\$4,219.25
Somersworth	\$1,508.00	\$0.00
Wolfeboro	\$2,142.00	\$1,601.62
<b>Totals</b>	<b>\$62,387.00</b>	<b>\$39,117.33</b>

**Funding Source: 405h      Funds Obligated: \$62,387.00      Funds Expended: \$39,117.33**

**Funding Source: 405h (SP)      Funds Obligated: \$10,000.00      Funds Expended: \$0.00**

*(SP funding allocated not expended due to lengthy state G&C process resulting in approval at a time that was not conducive to required enforcement efforts)*

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### 2019 Equipment – Radar Display Trailers

19-02-04

Partner	Amount Obligated	Amount Expended
Auburn	\$7,750.00	\$7,750.00
Claremont	\$8,247.50	\$8,247.00
Derry	\$12,162.00	\$11,979.50
Dunbarton	\$1,334.00	\$1,334.00
Goffstown	\$7,374.00	\$7,374.00
Hanover	\$10,175.00	\$10,175.00
Kingston	\$8,722.50	\$8,722.50

Rollinsford	\$10,000.00	\$0.00
Windham	\$3,515.00	\$3,515.00
<b>Totals:</b>	<b>\$69,280.00</b>	<b>\$59,097.00</b>

**Funding Source: 402**

**Funds Obligated: \$69,280.00**

**Funds Expended: \$59,097.00**

### **2019 E-Crash – Printer/Scanner/GPS**

19-03-06

In FFY 2019 funds were provided and expended by ten (10) law enforcement agencies participating in this E-Ticket Equipment project. Funds were provided to participating local law enforcement agencies to outfit cruisers (approximately \$1,000 per cruiser) with printers, scanners, and GPS receivers. This equipment allowed local agencies to create electronic citation and crash reports in the cruiser and provide copies of citations or driver information on scene, and was able to be used in conjunction with software already developed. This equipment also allowed for information to be electronically submitted to DMV and/or the Courts, as applicable. With the use of this equipment, participating law enforcement agencies have the tools necessary to adequately document motor vehicle activity, which 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. The number of agencies that are now participating in the e-Citation program has increased, resulting in more timely submission of data, as well as reduced errors, due to the fact that the applications have edit checks that ensure the data captured is accurate. All purchases made were Buy America Act compliant; equipment that is \$5,000 or more was approved by NHTSA. This project supported the State's commitment to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

<b>Partner</b>	<b>Amount Obligated</b>	<b>Amount Expended</b>
Barnstead	\$4,444.90	\$4,178.75
Barlett	\$2,600.00	\$697.62
Belmont	\$5,000.00	\$4,712.50



Brentwood – withdrew from grant	\$908.00	\$0.00
East Kingston	\$4,500.00	\$4,500.00
Lebanon	\$3,857.50	\$3,857.50
Madison	\$853.50	\$853.50
New Boston	\$1,295.00	\$1,065.66
Nottingham – withdrew from grant	\$1,632.87	\$0.00
Orford	\$900.00	\$866.25
Rindge	\$3,931.76	\$2,948.40
Wolfeboro	\$2,301.00	\$2,301.00
<b>Totals</b>	<b>\$32,224.53</b>	<b>\$25,981.18</b>
<i>Total Withdrawn</i>	<i>-\$2,540.87</i>	
	<b>\$29,683.66</b>	

***Funding Source: 405c***

***Funds Obligated: \$32,224.53***

***Funds Expended: \$25,981.18***

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### **2019 E-Crash – Mobile Data Terminals**

19-03-06

In FFY 2019 funds were provided and expended by eleven (11) law enforcement agencies for Mobile Data Terminal (MDT's) equipment. New Hampshire State Police was not a participant in this project because Mobile Data Terminals were supplied and budgeted for in the State budget within the new fleet of NHSP police vehicles received in 2018.

Funding for agencies who participated in the Mobile Data Terminal Equipment project was contingent upon the law enforcement agencies agreement and ability to connect to the State of New Hampshire E-crash /and E-Ticket Records Management System. Agencies who participated had to have and use the latest version of their vendors certified software in order to exchange information on the uniform crash form and motor vehicle citations form. Presently, the majority of New Hampshire law enforcement agencies submit manual citations and crash reports to the State. All purchases made were Buy American Act compliant; equipment that is \$5,000 or more was approved by NHTSA. With the use of this equipment, enforcement agencies were able to complement the electronic applications already built and use this software and equipment on

the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. The equipment included a laptop, docking station, mounting hardware, and stand. This equipment also enables the State to have more accurate and timely data submitted, helps reduce the backlog of unrecorded data, as well as giving access to this data, to identify areas where enforcement efforts need to be deployed. This effort aids to decrease traffic crashes, save lives, and reduce the potential for injury.

Partner	Amount Obligated	Amount Expended
Barnstead	\$5,242.50	\$5,242.50
Bedford	\$5,662.50	\$5,662.50
Brookline	\$6,000.00	\$6,000.00
Bristol	\$10,000.00	\$9,397.50
Canaan - withdrew	\$1,750.00	\$0.00
Dublin	\$2,000.00	\$1,650.00
Epping	\$20,000.00	\$19,156.50
Grantham	\$3,979.00	\$3,805.00
Madison	\$2,000.00	\$2,000.00
New Boston	\$1,833.50	\$1,271.59
Nottingham - withdrew	\$8,000.00	\$0.00
Thornton	\$1,796.00	\$1,774.00
Wolfeboro	\$5,250.00	\$5,250.00
<b>Totals</b>	<b>\$73,513.50</b>	<b>\$61,209.59</b>
<i>Total Withdrawn</i>	<i>-\$9,750.00</i>	
	<b>\$63,763.50</b>	

***Funding Source: 405c***

***Funds Obligated: \$73,513.50***

***Funds Expended: \$61,209.59***

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## TRAFFIC RECORDS CONSULTANT

### LEXIS NEXIS

19-03-09

In FFY 2019, Lexis Nexis provided Traffic Records Consulting and was responsible for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads, and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2019, as in past years, this Traffic Records Consultant provided valuable traffic records information to the Office of Highway Safety to develop the highway safety plan and annual report that is submitted to the National Highway Traffic Safety Administration. This consultant also provided coordination for and conducted the NHTSA required (3) TRCC meetings in 2019, assisted with the Traffic Records Assessment conducted in 2019, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

***Funding Source: 402***

***Funds Obligated: \$63,000.00***

***Funds Expended: \$63,000.00***

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## 2019 ASSESSMENT ACTIVITIES

### IMPAIRED DRIVING ASSESSMENT

19-07-09

In FFY 2019, NH OHS in conjunction with NHTSA conducted its first ever impaired driving assessment. The assessment was conducted November 4 – 9, 2018. The assessment reviewed all components of the State's impaired driving programs and countermeasures. The final report provided a baseline for NH OHS to utilize while working with their partners to strengthen and improve all facets of a robust strategic plan to reduce the impact of impaired driving throughout New Hampshire.

***Funding Source: 402***

***Funds Obligated: \$40,000.00***

***Funds Expended: \$22,239.21***

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## **OCCUPANT PROTECTION ASSESSMENT**

19-01-09

During FFY 2019, funds were provided and expended by the NH Department of Safety Office of Highway Safety to fund an Occupant Protection Assessment conducted by the National Highway Traffic Safety Administration (NHTSA). This assessment was conducted from April 14th through 19th, 2019. This assessment was requested by NH OHS to augment their efforts to increase seatbelt use throughout the state. The Program offered State and community stakeholders, a means to analyze the overall effectiveness of current practices ongoing throughout the State. NHTSA assembled a team of experts consisting of six members who were subject matter experts in Occupant Protection development and implementation. The State of New Hampshire also included Occupant Protection subject matter panel experts involved in legislative issues, data gathering systems, rural roadways, highway engineers, driver educators, pediatrics, and injury prevention specialists. Recommendations were provided by NHTSA consultants to the state of New Hampshire to consider implementing to improve and/or enhance current practices.

***Funding Source: 402      Funds Obligated: \$40,000.00      Funds Expended: \$19,028.97***

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## **DRIVER EDUCATION ASSESSMENT**

19-08-08

In FFY 2019, an amendment was submitted in anticipation of conducting a Driver Education Assessment. Unfortunately, the schedule did not allow time for the assessment to be conducted. The state has planned for a Driver Education Assessment in FFY 2020.

***Funding Source: N/A      Funds Obligated: \$0.00      Funds Expended: \$0.00***

## **Traffic Records Assessment**

19-03-09

In 2019, NH OHS completed its required five year Traffic Records Assessment, The assessment was conducted in three phases and a final report was provided on 23 April 2019. NH OHS and their partners reviewed the considerations outlined in the assessment report and have begun to prioritize and improve upon areas related to crash data and traffic records. Working with our partner, Lexis Nexis, NH OHS will develop a strategic plan to address all of the consideration outlined in the assessment report prior to the next required assessment in 2024.

***Funding Source: 402      Funds Obligated: \$63,000.00      Funds Expended: 60,999.94***

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## NH OFFICE OF HIGHWAY SAFETY

### ALCOHOL AND DRUGS IN RELATION TO HIGHWAY SAFETY

#### **Target**

- **Our collective goal includes reducing alcohol impaired fatalities by 5 percent from 31.6 (2013-2017 average) to 30 (2015-2019 average).**

#### **Accomplishments**

Alcohol impaired fatalities for the period (2015–2019\* average) is 27; therefore, the target of 30 by December 31, 2019 has been met. (\*data as of 11/15/19) This information does not include 6 known “Drugs Only” causation for victims of 2019 fatal crashes. (\*data as of 11/15/19)

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### **Field Representative/L.E. Liaison (LEL) Activities**

In FFY 2019, the NH OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for 316 local, county, state, organizational and institutional grants in support of programs funded by the National Highway Traffic Safety Administration (NHTSA), which promote and enhance highway safety efforts within the State of New Hampshire. There was also an expanded effort to collect and analyze traffic enforcement data with a focus on Data Driven Approaches to Crime and Traffic Safety (DDACTS) and to provide analytical feedback to partner law enforcement agencies. New Hampshire hosted a three day DDACTS workshop this summer and has already seen the benefits in proactive enforcement and messaging in high crash corridors throughout the state. Field Rep/LELs provided information on Highway Safety Programs, National Mobilizations with associated Media Marketing to 234 New Hampshire law enforcement agencies. We continue to develop and test a program which will allow police departments to electronically submit traffic enforcement activity that occurs during grant funded patrols which will facilitate data collection and enhance accuracy. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots. The field monitoring program was expanded along with an educational effort to heighten our partners’ understanding of grant requirements and inform them of any highway safety grants they may be eligible for, as well as provide information about national issues affecting traffic enforcement. The field rep/LELs efforts included 22 monitoring visits, 33 site visits for training, and 10 media mentoring visits, all while performing in-office duties and attending trainings and informational meetings to keep our staff as up-to-date as possible regarding highway safety issues.



***Funding Source: 402***

***Funds Obligated: \$425,000.00***

***Funds Expended: \$351,542.41***

## **NATIONAL DRUNK & DRUGGED DRIVING AWARENESS MONTH**

In FFY 2019, on December 10, 2019, we hosted the Governor's Highway Safety Conference to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. A proclamation was read by Governor Sununu, praising the law enforcement community for their efforts and encouraged them to intensify patrols over the holiday season and throughout the upcoming year. Several of the presenters offered personal insight into how their lives had been impacted by the actions of illegal driving acts committed by others. Awards were presented by NHSP Captain & Highway Safety Commander William Haynes and NHTSA Region 1 Administrator Arthur Kinsman, to two Local Law Enforcement Officer and one State Trooper for their significant contributions to highway safety, and the reduction of fatalities and serious bodily injuries throughout our state.

***Funding Source: 405d***

***Funds Obligated: \$15,000.00***

***Funds Expended: \$12,353.79***



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## **NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION**

19-02-05

In FFY 2019, \$1,000 was obligated and no money was expended for this project. In existence since 1967, the commission in 2016 was repealed and reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. In 2019, three traffic safety commission meetings were conducted, one each in February, June, and September. 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 OHS. This updated commission includes new membership with partners that would be actively involved in determining how NH can minimize crashes and the resulting injuries and or deaths that occur each year on NH roads.

***Funding Source: 402***

***Funds Obligated: \$1,000.00***

***Funds Expended: \$0.00***

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## **PROGRAM MANAGEMENT & ADMINISTRATION**

### **Performance Targets**

#### **Targets:**

- 1) Submitting the Highway Safety Plan including the Section 402 and Section 405 applications to NHTSA by July 1, 2019.**

Target Achieved.

- 2) Submitting the Annual Report to NHTSA by December 31, 2019.**

Target Achieved.

- 3) Developing, managing, monitoring, and evaluating grants described in the FFY 2019 Highway Safety Plan.**

## **PLANNING AND ADMINISTRATION (OHS STAFFING)**

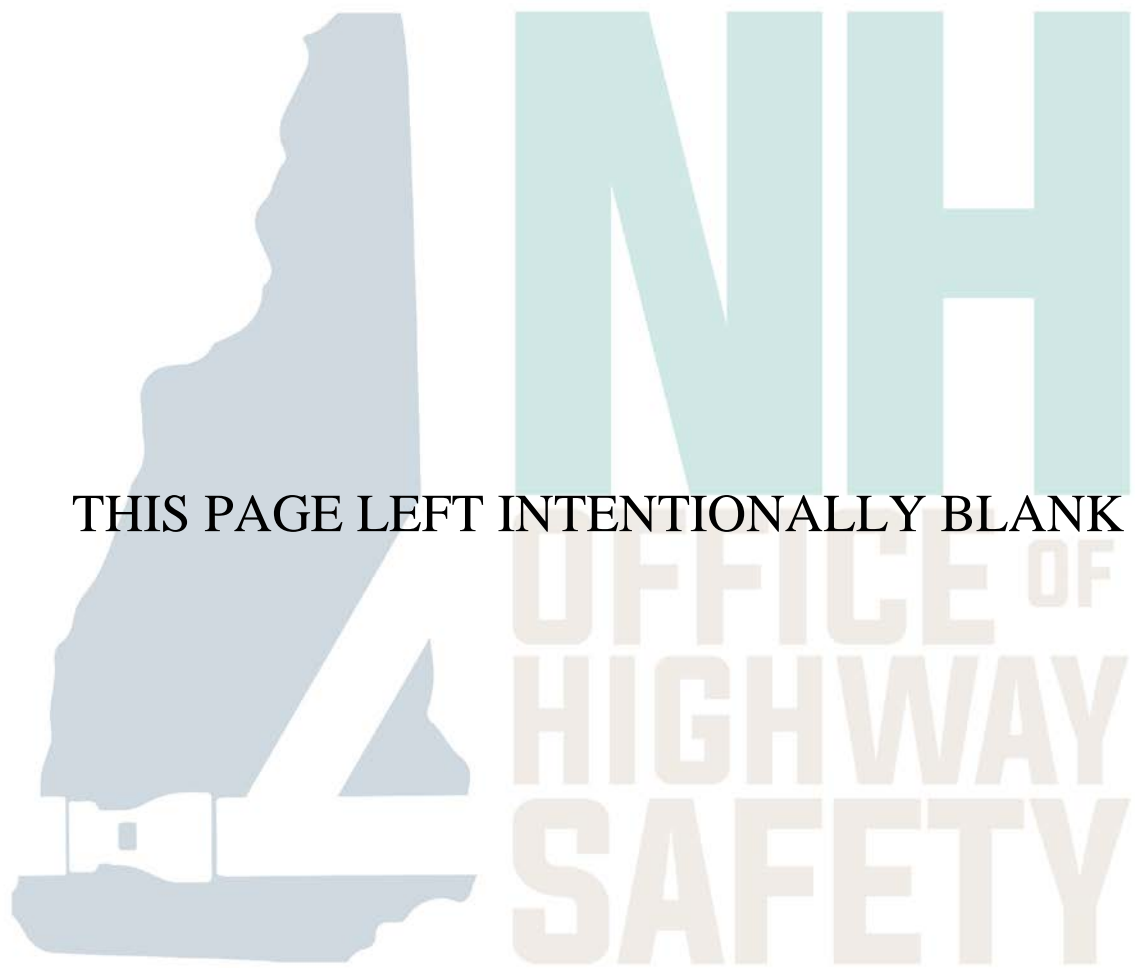
In FFY 2019, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the FFY 2019 HSP and production of the 2019 Annual Report. Funds will be used for salaries, travel, office space, and other overhead costs, equipment, and materials. Funds shall also be 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 Source: 402      Funds Obligated: \$825,000.00      Funds Expended: \$625,952.43***

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## **AMENDMENTS**

**Amendments to FFY 2019 Highway Safety Plan are on the pages to follow.**



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