

NH OFFICE OF HIGHWAY SAFETY 2020 ANNUAL REPORT

CREATING BETTER DRIVERS AND SAFER ROADS



**New Hampshire State Police
Troop B**





I am pleased to present the *Annual Report of the NH Office of Highway Safety for Federal Fiscal Year 2020.*

This report outlines the performance targets set for Federal Fiscal Year (FFY) 2020, 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 2020 Highway Safety Plan (HSP) that were not conducted due to COVID-19 complications.

During the year, the staff in Highway Safety continuously reviewed the crash statistics and adjusted projects as needed to better address the identified challenges. When preparing the FFY 2021 HSP, programs not implemented in FFY 2020 were reviewed and not implemented if the need did not exist. This report is compiled through a collaborative effort amongst dedicated highway safety professionals, project directors and the staff of Highway Safety.



The NH Office of Highway Safety (OHS) would like to thank the National Highway Traffic Safety Administration (NHTSA) for offering the following waivers in support of the COVID-19 Pandemic. Waivers provided by NHTSA to the states were as follows:

- **High Visibility Enforcement Mobilizations and Crackdowns**
- **Annual Seat Belt User Surveys**
- **Required Program Assessments**
- **Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline**
- **Maintenance of Effort**
- **Expenditure Requirements for FY 2016 funds**
- **Local Benefit/Share to Local**

The OHS determined that it was in the best interest of the state to utilize the following waivers in support of the FFY 2020 HSP.

- **High Visibility Enforcement Mobilizations and Crackdowns waiver:**
This waiver was utilized in a limited fashion. OHS notified our partners of the waiver and allowed individual partners to determine if they had the resources to participate. As a result, 48 local law enforcement agencies as well as NHSP participated in some, if not all, of the HVE campaigns.
- **Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline waiver:**
OHS also took advantage of the HSP submission waiver to ensure all the necessary data was obtained to formulate and develop the necessary planned activities within the FFY2021 HSP.
- **Maintenance of Effort (MOE):**
OHS early on recognized that it would be prudent to take advantage of the Maintenance of Effort (MOE) waiver for FFY2020. This decision was driven primarily by concerns that COVID-19 may affect State budgets thereby affecting the ability of the Department of Safety to stay at or above the MOE baseline average for DWI enforcement and Data Information Systems.
- **Local Benefit/Share to Local waiver:**
OHS utilized the available MOE waiver due to the inability of our local partners to actively participate in all of the planned activities. After careful analysis of current crash data, it was determined that state enforcement options as well as additional state sponsored media needed to be quickly initiated to stem an increase in high risk behaviors. Utilizing the MOE waiver allowed the State of New Hampshire to continue provide the necessary information and subsequent enforcement efforts to immediately address these high risk behaviors such as excessive speeds and distracted and impaired driving.

It is with great pleasure that the State of New Hampshire collaborates with NHTSA and all of our partners (please refer to Traffic Safety Partners List below) in our attempt to reduce traffic-related crashes and the resulting deaths, injuries and property damage that are associated with these traffic-related events. Together, we can create better drivers and safer roads.

Respectfully submitted,



Captain William R. Haynes, Jr.
Commander, NH Office of Highway Safety

Traffic Safety Partners

National Highway Traffic Safety Administration (NHTSA)

Federal Motor Carrier Safety Administration

Federal Highway Administration

NH Department of Transportation

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

NH Department of Justice

NH State Insurance Department

NH Department of Education

Administrative Office of the Courts

NH Liquor Commission

NH Traffic Safety Commission

NH Police Standards & Training Council

NH Traffic Records Committee

NH Health and Human Services

NH Association of Chiefs of Police

NH Sheriffs' Association

NH Police Officers' Association

State's U.S. Congressional Representatives and Senators

Governors' Highway Safety Association

Safety & Health Council/Northern New England

The University of New Hampshire

Dartmouth College

Plymouth State College

Keene State College

UMass Amherst

Derry Community Alliance for Teen Safety (CATS)

NH Mothers Against Drunk Driving

The Injury Prevention Center at Dartmouth

AAA Northern New England

AAA

Local Police Departments

Bike-Walk Alliance

Brain Injury Association of New Hampshire

NH Motor Transport Association

NH Auto Dealers Association

Victim's Inc.

AT&T

Pine Knoll Racing LLC

New Hampshire Fisher Cats Baseball

IHEART Media + Entertainment

Gas Station TV

3M

NH Motorcyclists' Rights Organization

S.A.D.D.

EBP

Bicycle Coalition of Maine

Laconia Motorcycle Week Association

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VISION

The vision of the State of New Hampshire Office of Highway Safety (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 needed to implement robust countermeasures built within the Highway Safety Plan, which include programs related to media messaging, educational initiatives, and enforcement.

MISSION

The mission of the State of New Hampshire Office of Highway Safety (OHS), 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.

PROGRAM MANAGEMENT

TARGET

The OHS 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 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 OHS continues to explore the utilization of submitting information electronically to continue to help make the OHS more efficient by allowing staff to focus on other critical needs as opposed to manually communicating with our highway partners.

The COVID-19 pandemic has made things challenging for many in 2020. However, the OHS has been successful in continuing to work with all of our highway safety partners even during these challenging times. In March of 2020, OHS personnel began working remotely to ensure all OHS personnel were taking precautionary measures to protect themselves from COVID-19. Having many of our forms fillable and electronic has allowed OHS personnel to continue working remotely with our partners without disruption. All work with our partners and among OHS personnel continues and has remained unchanged and is being done electronically and or virtually to include; the processing of applications, grant agreements, reimbursements, project monitoring, grant training, media messaging, and meetings (staff, Traffic Safety Commission, Traffic Records Coordinating Committee, allocations meeting, etc.) have all continued.

Our Public Information Officer (PIO, Jennifer Tramp) and the OHS has continued to make strides in getting all highway safety messaging (i.e. speed, impairment, distraction, pedestrian/bicycle, motorcycle, and occupant protection, etc.) out to the public. 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.

In 2020, Commander William Haynes reorganized responsibilities amongst OHS personnel that has increased the efficiency and effectiveness of completing tasks. This includes the processing of applications, grant agreements, reimbursement as well as the continued monitoring of projects

and retrieval of important data (this has improved our ability to be more efficient in the area of conducting more frequent monitoring and training with our law enforcement partners).

The OHS is extremely excited to announce that, for the second year, New Hampshire was awarded section 405b Occupant Protection funding for FFY 2021. This funding will continue to 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 and strengthen our highway safety partnership 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 in FFY 2021.

The 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. With the use of media messaging, the OHS will proactively begin an educational and informational campaign to change driver behavior. 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.

You can follow the Office of Highway Safety on social media and find us on the web!



[HTTPS://WWW.NH.GOV/HSAFETY/](https://www.nh.gov/hsafety/)



[HTTPS://WWW.FACEBOOK.COM/NHHIGHWAYSAFETY](https://www.facebook.com/NHHIGHWAYSAFETY)



[HTTPS://TWITTER.COM/NH_OHS](https://twitter.com/NH_OHS)



[@NH_OHS](https://www.instagram.com/NH_OHS)



[@NH OFFICE OF HIGHWAY SAFETY](https://www.youtube.com/@NHOfficeofHighwaySafety)

Update on Performance Targets for FFY 2020

As of November 30, 2020, the 2020 FARS data reports **95 Fatal Crashes** resulting in **101 Fatalities**. Of these 95 crash cases, we have 41 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 2020 are based on an average of 5-years data (2016-2020). Because not all 2020 data is available, preliminary data is given using the average of 2016-2020 data as of 10/30/20. Specific data used is described in each segment listed below.

C-1 TRAFFIC FATALITIES (FARS)

Maintain fatalities from 2015-2019 average baselines of 118.8 to the 2016-2020 projection target of 118.8. To assess progress towards our 2016-2020 goals, we anticipate a decrease in the average number of fatalities.

- **The 5-Year Predicted Projected Average for 2016-2020 is 118.6 fatalities. (.17% decrease from the 118.8 projected target). This predicted projection was estimated using the average historical December fatality data (2015-2019) because final 2020 December fatality data was not available.**

In 2020, New Hampshire realized a decrease in the projected fatality target of 118.8 by .84%. This was achieved after receiving final fatality data for December 2020, in January, showing that New Hampshire had 103 fatalities allowing for an accurate projected average (2016-2020) of 117.8 fatalities (a .84% percent decrease from the 118.8 2020 target)

In FFY 2021 and during the development of the FFY 2022 HSP, the OHS 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 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 FARS Documented Fatalities: 101
2019 Performance Target Value: 116.4 (projected 2015-2019 baseline average)
2020 FARS Documented Fatalities: 103
2020 Performance Target Value: 118.8 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 117.8

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-2 *SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)

To decrease serious injuries from the 5-year average 2015-2019 baseline of 449.6 to the 2016-2020 projection target 448.0 To assess progress towards our 2016-2020 goal, we anticipate an annual decrease, December 31, 2019 (485) and December 31, 2020 (448.0).

- **5-year Projected Average for (2016-2020) is 451* SBI crashes.**

*2020 Data from the NH DOS reported 432 crashes resulted in serious injuries (as of September 30, 2020).

In 2020, New Hampshire expects not to meet the target of 448.00 serious injuries (2016-2020). Even with the 2020 432 serious injury crashes (as of September 30, 2020) calculated into the 2016-2020 projected average (451*) it still shows that we have exceeded the target of 448.00. This illustrates that countermeasures may need to be adjusted to help decrease these SBI crashes.

New Hampshire will continue to proactively educate, message, and apply the requisite enforcement sanctions needed related to the safe operation of motor vehicles. The FFY 2021 plan will be adjusted to implement the most effective countermeasures available (i.e. enforcement efforts, media messaging, education, etc.). Additionally, as we begin preparing the FFY2022 HSP, we will expand on our successes and evaluate countermeasures from other states that have proven effective in reducing SBI crashes.

2019 Serious Injuries: 485

2019 Performance Target Value: 433.2 (projected 2015-2019 baseline average)

2020 Serious Injuries: 432 (as of September 30, 2020)

2020 Performance Target Value: 448.0 (projected 2016-2020 baseline average)

2020 State Data (Projected 2016-2020 Average): 451* (2020 data not complete)

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-3 MILEAGE DEATH RATE (FARS)

To increase slightly the fatality rate from the FFY 2019 HSP (0.879) and using the 2015-2019 average baseline of 0.885 to the 2016-2020 projection target of 0.885. To assess progress towards our 2016-2020 goal, we anticipate a 0.68 percent annual increase, December 31, 2019 (0.879) and December 31, 2020 (0.885).

- **The data necessary to calculate the end of year result is not available from NH Department of Transportation (DOT) until May 2021.**

2019 Fatality Rate: .729

2019 Performance Target Value: .879 (projected 2015-2019 baseline average)

2020 Fatality Rate: Not available yet

2020 Fatality Rate Target Value: .885 (projected 2016-2020 baseline average)

2020 State Data (Projected 2016-2020 Average): 2020 data not available

The reduced overall VMT in 2020 combined with the lack of corresponding decrease in fatalities is troublesome. Once the OHS receives the 2020 VMT information from NH DOT, our office will re-evaluate the performance target. If the goal is not met, our office will work with the Region 1 office to craft appropriate adjustments for our FY22 HSP.

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

Reduce unrestrained fatalities by 10 percent from 56.0 (2015-2019 average) to 50.4 (2016-2020 average).

- **The projected 5-year average (2016-2020) is 44.6 for Unrestrained Occupant Fatalities**

In 2020, New Hampshire expects to meet the Unrestrained Passenger Vehicle Occupant Fatalities target of 50.4. We predict 44.6 unrestrained passenger vehicle Occupant Fatalities in FFY 2020. This number was derived by calculating the 2020 current unrestrained fatalities as of November 30th (40) and adding to that number the average number of unrestrained fatalities historically (2015-2019) that occurred in December (4.6).

In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). The Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.) and the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high risk populations with special emphasis in both these areas.

2019 Unrestrained Fatalities: 37
2019 Performance Target Value: 47.5 (projected 2015-2019 baseline average)
2020 Unrestrained Fatalities: 40 (As of 11/30/20)
2020 Performance Target Value: 50.4 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 44.6

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

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

Reduce alcohol impaired fatalities by 5 percent from 29.4 (2015-2019 average) to 27.93 (2016-2020 average).

- **The projected 5-year average (2016-2020) is 28.92 Alcohol Impaired Driving Fatalities (see below for how 2020 data was calculated)**

Available data for 2020 confirms 26 Impaired Victims of Fatal Crash as of 8/31/2020. To predict the number of alcohol impaired driving fatalities for 2020 we calculated the 5-year average (2015-2019) of impaired driving fatalities for the months of September through December which averaged 10.6 Alcohol Impaired Driving Fatalities. By adding the 2020 current 26 impaired driving fatalities to the average 10.6 historical Alcohol Impaired Driving Fatalities, we predict that we will realize 36.6 alcohol impaired driving fatalities in 2020. **However, until we see the actual impaired driving fatality data for 2020, it is prudent to speculate that NH will not meet the projection of 27.93.**

New Hampshire does not anticipate meeting the Alcohol Impaired Driving Fatality target of 27.93 in FFY 2020. However, the Office of Highway Safety will adjust and implement countermeasures in FFY 2021 to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE Patrols, sobriety checkpoints, and mobilizations). Other factors influencing the performance target selection for FFY 2021 to decrease impaired driving fatalities will be to focus on high population areas, high priority corridors, and fatal and serious injury crashes to help identify communities who will be given the highest priority of funding to conduct enforcement efforts. A Traffic Safety Resource Prosecutor (TSRP) and prosecutors to help educate law enforcement and prosecute DUI cases to remove the impaired driver from NH roads will also be countermeasures to address impaired driving in FFY 2021. Other FFY2021 countermeasure programs such as the interlock program as well as educational programs presented for high schools will enhance this effort. Media efforts will continue to be a countermeasure (via radio, social media, etc.) and will run in conjunction of enforcement efforts for the greatest impact of reducing impaired driving. The OHS PIO is will also be reaching out to local law enforcement agencies around the state that are in high population areas to work with their public information officers to get important impaired driving and other highway safety messaging out to the public. The State of New Hampshire has also been awarded a GHSA grant to utilize funding to train ARIDE personnel and increase DRE certifications that will enhance our efforts to identify and remove impaired drivers from NH roads as well as help towards achieving the alcohol impaired fatality target in 2021. In preparing for the FFY 2022 HSP, the NHOHS will be creating an impaired driving taskforce and will be meeting regularly. This taskforce will be charged with developing an impaired driving strategic plan.

2019 Alcohol Impaired Driving Fatalities: 20
2019 Performance Target Value: 30 (projected 2015-2019 baseline average)
2020 Alcohol Impaired Driving Fatalities: 26 (as of 8/31/20)
2020 Performance Target Value: 27.93 (projected 2016-2020 baseline average)
2020 Current and Historical State Data (Projected 2016-2020 Average): 28.92

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-6 SPEEDING RELATED FATALITIES (FARS)

Reduce-speed related fatalities by 6 percent from 57 (2015-2019 average) to 53.6 (2016-2020 average).

Available data for 2020* confirms 40 speed related fatalities as of 8/31/2020 (there is still a number of 2020 fatality cases that are under investigation to determine causation). To predict the number of speed related fatalities for 2020 we calculated the 5-year average (2015-2019) of speed related fatalities for the months September through December which averaged 12.0 Speed Related Fatalities. Based upon this historical data, we predict that we will realize 52 Speed related fatalities in 2020 meeting our target.

- **The projected 5-year average (2016-2020) will be 52 Speed Related Fatalities.**

In 2020, New Hampshire anticipates meeting the Speeding Related Fatalities target of 53.6. In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will implement 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 OHS PIO will also ensure the motoring public is messaged on the hazards of speeding.

2019 Speed Related Fatalities: 34
2019 Performance Target Value: 53.4 (projected 2015-2019 baseline average)
2020 Speed Related Fatalities: 40 (as of 8/31/20)
2020 Performance Target Value: 53.6 (projected 2016-2020 baseline average)
2020 Current and Historical State Data (Projected 2016-2020 Average): 52

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-7 MOTORCYCLIST FATALITIES (FARS)

Reduce motorcycle fatalities by 10 percent from 21 (2015-2019 average) to 19 (2016-2020 average).

- **With current & estimated data, the 5-year average (2016-2020*) is 23 Motorcycle Fatalities.**

In 2020, New Hampshire exceeded the Motorcyclist Fatalities target of 19 (current motorcycle fatalities as of 12/07/20 is 25). In 2020, of the motorcycle fatalities that occurred, very few motorcyclists had taken the Motorcycle Rider Training program. In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will enhance media messaging efforts to emphasize to the public the importance of safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. The OHS PIO will also ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and or fatalities. Also, the NHOHS will be working with the DMV to move as much of the in-person classroom training on line.

2019 Motorcycle Fatalities: 30
2019 Performance Target Value: 19.0 (projected 2015-2019 baseline average)
2020 Motorcycle Fatalities: 25
2020 Performance Target Value: 19 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 23

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

Reduce un-helmeted motorcycle fatalities by 10 percent from 12.4 (2015-2019 average) to 11.16 (2016-2020 average).

- **With current and estimated data, the 5-year average (2016-2020*) is 17.4 Un-helmeted Fatalities.**

In 2020* to date, New Hampshire has exceeded the Unhelmeted Motorcyclist Fatalities target of 11.16 (as of 11/25/20 there have been 17 Unhelmeted Motorcyclist Fatalities). In FFY 2020, it is predicted using historical data that there may be 17.4.

In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will enhance media messaging on the importance of wearing a helmet to the public to decrease un-helmeted motorcycle fatalities. Additionally, the importance of wearing a helmet is mentioned to all riders during the Motorcycle Rider Training (MRT) course. The OHS PIO will also ensure the motoring public is messaged on aspects of motorcycle safety help prevent motorcycle crashes and the resulting injuries and or un-helmeted fatalities. Also, the NHOHS will be working with the DMV to move as much of the in-person classroom training on line.

2019 Un-helmeted Motorcycle Fatalities: 15
2019 Performance Target Value: 10.3 (projected 2015-2019 baseline average)
2020 Un-helmeted Motorcycle Fatalities: 18 (as of 11/25/20)
2020 Performance Target Value: 11.16 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 17.4

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Reduce young driver involved fatalities by 10 percent from 12 (2015-2019 average) to 11 (2016-2020 average).

- **With current and estimated data, the 5-year average (2016-2020*) is 10.8 for drivers age 20 & under.**

In 2020*, New Hampshire is on track to realize the target of 11 fatalities of drivers age 20 or younger (as of 11/25/20 there have been 4 fatalities of drivers age 20 or younger involved in fatal crashes). In FFY 2021 and during the development of the FFY 2022 HSP, the Office of

Highway Safety will adjust and 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 OHS PIO will also ensure the motoring public is messaged on this topic.

2019 Drivers Age 20 or Younger Fatalities: 8
2019 Performance Target Value: 11.0 (projected 2015-2019 baseline average)
2020 Drivers Age 20 or Younger Fatalities: 4 (as of 11/25/20)
2020 Performance Target Value: 11 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 10.8

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-10 PEDESTRIAN FATALITIES (FARS)

Reduce pedestrian fatalities by 10 percent from 13 (2015-2019 average) to 12 (2016-2020 average).

- **5-year projected average (2016-2020*) is 13.4 for pedestrian fatalities.**

In 2020, New Hampshire will not meet the Pedestrian Fatalities target of 12 (as of 12/07/20 there have been 15 Pedestrian Fatalities). In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety has implemented countermeasures to decrease Pedestrian Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. Additionally, for FFY 2022, adjustments will be made by the OHS to proactively identify problem areas and actively recruiting partners to assist in reducing pedestrian fatalities. The NHOHS has worked with New Hampshire Police Standards and Training who is administering a mandatory online course for law enforcement to re-familiarize them with the states laws and rules related to pedestrians and motor vehicles. The OHS PIO will also ensure the motoring public is messaged on this topic.

2019 Pedestrian Fatalities: 10
2019 Performance Target Value: 12.0 (projected 2015-2019 baseline average)
2020 Pedestrian Fatalities: 15
2020 Performance Target Value: 12 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 13.4

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

C-11 BICYCLIST FATALITIES (FARS)

Maintain bicyclist fatalities at 2 (2015-2019) average for a 5-year (2016-2020) average of 2.

- **5-year projected average (2016-2020) is 1.6 bicyclist fatalities.**

In 2020*, New Hampshire is trending to meet the Bicyclists Fatalities target of 2 (as of 12/14/2020 there have been 2 bicycle fatalities). In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will adjust and implement countermeasures to decrease Bicyclist Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. The 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 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 OHS PIO will also ensure the motoring public is messaged on this topic.

In summary, all these performance targets are addressed in the FFY2021 OHS Highway Safety Plan and will be adjusted in the FFY 2021 and FFY 2022 plan as needed. The NH Office of Highway Safety will continue to closely monitor crash, serious injury, and fatality data on a daily and weekly basis. We will determine based on readily available data if these countermeasures are producing results or if they may need to be adjusted. The OHS continues to improve in the areas of traffic records accuracy and timeliness and anticipate that the OHS will be able to react more effectively to changes in crashes that are occurring on our highways.

2019 Bicyclist Fatalities: 0

2019 Performance Target Value: 2.8 (projected 2015-2019 baseline average)

2020 FARS Documented Fatalities: 2 (one adult and one child)

2020 Performance Target Value: 3.10 (projected 2016-2020 baseline average)

2020 State Data (Projected 2016-2020 Average): 1.6

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

*= Estimated fatality rates for November and December 2019

OTHER CORE BEHAVIOR MEASURES

B-1 SEAT BELT USE

Increase statewide seat belt compliance 2 percent from 71% (2019) to 73 percent in 2020. This target was not met in 2020 as the usage rate was 72.4 percent.

In 2020 the seat belt usage rate was 72.4%.

In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will adjust countermeasures to increase seat belt use among NH drivers by funding additional law enforcement agencies to conduct seat belt enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). Also, the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.), and the OHS PIO who will ensure the motoring public is messaged on the importance of wearing a seat belt.

Percent of Operator and Front Seat Outboard Passengers Buckled											
2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

Distracted Driving Fatalities

2016	2017	2018	2019	2020
2	7	5	6	6*

Maintain distracted driving fatalities from 5.2 (2015-2019) average for a 5-year (2016-2020) average of 6.

- **5-year projected average (2016-2020) is 5.2 distracted driving fatalities.**

In 2020, New Hampshire will meet the Distracted Driving Fatalities target of 6 (as of 11/25/20). In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety has implemented countermeasures to decrease distracted driving fatalities through distracted driving enforcement efforts and UText, UDrive, UPay mobilizations, media efforts, and educational outreach. Also, an adjustment is occurring in FFY 2021 to reduce distracted fatalities with the installation of Distracted Driving Signs purchased by the NH Department of Transportation. These signs will inform the motoring public of the importance to not drive while distracted.

2019 Distracted Driving Fatalities: 6
2019 Performance Target Value: 6 (projected 2015-2019 baseline average)
2020 FARS Documented Fatalities: 6* (as of 11/25/20)
2020 Performance Target Value: 6 (projected 2016-2020 baseline average)
2020 State Data (Projected 2016-2020 Average): 5.2

*Note Typo in the FFY 2020 HSP. Should have 2015-2019 baseline and 2016-2020 Target

FFY 2020 Traffic Records Performance Measures

Trauma Registry Timeliness

To 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 has met measurable 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, 2018 to March 31, 2019 (35.46) days to a current period of April 1, 2019 to March 31, 2020 target of 30 days

The target of 30 days was **achieved** for the current period April 1, 2019 to March 31, 2020 as it took 18.79 days to enter reports into the trauma registry which improved the timeliness by 16.67 days from the April 1, 2018 to March 31, 2019 period of 35.46 days.

2019 Trauma Registry timeliness: Decreased to 35.46 days
2019 Trauma Registry Value: Enter Reports within 58 days
2020 Trauma Registry timeliness: Decrease to 18.79 days
2020 Trauma Registry Value: Entered reports within 30 days

CRASH TIMELINESS – NH STATE POLICE

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.

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

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 crash database using a baseline period of April 1, 2018 to March 31, 2019 (average of 11.767 days to enter 5,501 reports) to a current period of April 1, 2019 to March 31, 2020 target of 11 days.

The target of 11 days was **not achieved** for the current period April 1, 2019 to March 31, 2020 as it took an average of 12.36 days for the State Police to enter 5,076 crash reports into the database from the date of the crash. This resulted in a decrease in timeliness of 0.59 days from the April, 2018 to March 31, 2019 period of 11.767 days.

Timeliness for NH State Police crash data has plateaued and future improvements in timeliness using current business practices are not anticipated. Future improvements may be obtained through decreasing the crash supervisor approval process. In the FFY 2022 planning, the Office of Highway Safety will work with State Police in identifying areas to improve the speed of crash supervisor approvals through a series of meetings.

2019 Trauma Registry timeliness: Decreased to 11.767days
2019 Trauma Registry Value: Enter reports within 12 days
2020 Trauma Registry timeliness: Increased of 12.36 days
2020 Trauma Registry Value: Entered reports within 11 days

CRASH TIMELINESS – STATEWIDE CRASH DATA

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 (average of 259 days to enter reports into the VISION crash database) to a current period of April 1, 2019 to March 31, 2020 target of 230 days

The target of 230 days was **achieved** for the current period April 1, 2019 to March 31, 2020 as it took an average of 31 days to enter 31,926 crash reports into the Vision database from the date of the crash. This resulted in an increase in timeliness of 228 days from the April, 2018 to March 31, 2019 period of 259 days.

2019 Crash timeliness: 259 days

2019 Crash Timeliness Value: No target available this year

2020 Crash timeliness: Decrease to 31 days

2020 Crash Timeliness Value: Entered reports within 230 days

2020 Core Outcome Measures						
	2015	2016	2017	2018	2019	2020
Fatal Motor Vehicle Crashes	103	130	98	134	90	100*
Operator Fatalities	80	76	74	83	47	48*
Traffic Fatalities Total (C-1)	114	136	102	147	101	102
Fatalities Per 100 Million VMT Total (C-3)	0.87	1.01	0.75	1.07	0.73	0
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)	47	69	51	68	38	0
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)	32	40	26	46	40	0
Alcohol-Related Fatalities	45	42	27	49	37	36.6*
% of Alcohol-Related Fatalities	39	31	26.5	33.3	38.6	33.68*
OHRV Operator Fatalities	1	1	1	0	0	0
Total Crashes Reported	32,275	29,862	37,885	34,174	33,592	23,516*
NH Licensed Drivers	1,093,267	1,089,898	1,169,195	1,068,229	1,174,551	1,172,132
NH Registered Motorcycles	79,119	83,641	55,373	78,770	81,087	79,037
Population	1,316,470	1,334,641	1,342,795	1,341,390	1,363,852	1,359,711
Speeding-Related Fatalities (C-6)	56	77	58	71	35	0
Motorcyclist Fatalities Total (C-7)	26	19	15	28	30	0
Un-helmeted (C-8)	16	8	8	21	14	0
Drivers Involved in Fatal Crashes aged Under 21 (C-9)	9	20	15	13	8	0
Pedestrian Fatalities (C-10)	8	17	11	9	10	0
Bicyclist and Other Cyclist Fatalities**** (C-11)	3	2	2	2	0	0
Observed Seat Belt Use*** (B-1)	70	70	68	76	71	0
Grant Funded Seat Belt Citations	177	139	154	104	98	52
Grant Funded Impaired Driving Arrests	404	469	467	333	470	239
Grant Funded Speed Citations	5,413	8,046	8,349	5,245	8,757	7,599

Statewide Law Enforcement Activity 2020 (as of 11/25/2020)	
Seat Belt Summons	186
Impaired Driving Arrests	4,017
Speed Summons	41,237

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.

In helping to achieve the NHOHS goal to reduce distracted driving fatalities in FFY 2020, the NH DOT began installing distracted driving signs on some of the major corridors in New Hampshire to inform the motoring public not to drive distracted. The NH DOT will continue to install these important reminders to the public through FFY 2021. Also, the NHOHS continued in FFY 2020 to diligently provide messaging to the public during Covid-19 on distracted driving and during those times when distracted driving enforcement efforts were being conducted (i.e. distracted driving patrols and mobilizations, etc.). The majority of the distracted driving media efforts have been important projects that have not been affected (with the exception of the Fisher Cats who could not execute projects during Covid-19 as the season was cancelled) when other projects have been affected during Covid-19. However, even amid Covid-19, distracted driving enforcement patrols resulted in thousands of vehicles stopped and thousands of warnings and citations issued. With that said, all the above mentioned distracted driving initiatives that were conducted may have potentially helped in keeping distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

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. However, over 4,000 distracted driving citations were issued in the state in 2020 (2,373 distracted driving citations were issued during the NHOHS grant funded distracted driving/mobilization enforcement patrols).

Although, it appears that New Hampshire has met the target of 6 distracted driving fatalities in FFY 2020, there still looms approximately over 20 fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all of its goals surrounding the reduction of distracted driving on our roadways, we believe the continued use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2021 and 2022 HSP's.

**Distracted Driving Fatalities
2020 Goal: 6**

2016	2017	2018	2019	2020
2	7	3	5	6*

NH has met its goal of reducing distraction driving related fatalities to 6 in FFY 2020

The Office of Highway Safety selected the following projects below to fund in FFY 2020 to reduce fatalities and serious injuries due to distracted driving in NH.

**DISTRACTED DRIVING SIGNAGE, NEW HAMPSHIRE DOT
20-04-05**

Planned Activity Description

New Hampshire’s hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI . We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year’s holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2020 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 able to develop and deploy signage shortly after the close of this federal fiscal year (November 2020). The NH DOT will continue to deploy the distracted driving signage throughout FFY 2021 as highway projects are completed. As of 9 December 2020, eight of the distracted driving signs have been installed at major highway corridors throughout the state. Six signs are currently in the process of being installed before year end.

Funding Source: 405d Flex Funds Obligated: \$50,000.00 Funds Expended: \$47,800.00

DISTRACTED DRIVING PAID MEDIA

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2020, to help achieve our goal of reducing distracted driving fatalities, the NHOHS continued to proactively message and use media sources to message the public on the dangers of utilizing a hand held device and driving distracted while operating a motor vehicle. During Covid-19, this messaging proved to be extremely important and useful (when other distracted driving projects were impacted) as it may have potentially helped keep distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these messaging efforts.

In FFY 2020, the NHOHS supported funding contracts with GSTV, IHEART, Derry CATS, and the Injury Prevention Center Youth Operator Program that provided public information and educational outreach on the dangers of distracted driving (to include handheld use, conversation, consumption of food and beverage, and grooming, etc). Also, the NHOHS and other media sources used funding to provide messaging during those times when distracted driving may be problematic (i.e. during NHTSA's U TEXT, U DRIVE, U PAY mobilizations, holidays, etc.)

The outcome of these comprehensive paid media efforts were best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

I-Heart Media + Entertainment

20-04-03

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2020, I-Heart Media + Entertainment ran a traffic and weather sponsorship through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get distracted driving messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting the dangers of driving distracted and/or promoting the U Drive. U Text. U Pay. National Enforcement Mobilization. This contract also included the following elements related to distracted driving:

- Added Value PSA schedule with social-norming messages regarding distracted driving in all forms to include text messaging
- Static and animated banner ads on I-Heart Media station pages and social media platforms

Funding Source: 402

Funds Obligated: \$26,273.00

Funds Expended: \$25,144.11

Gas Station Television

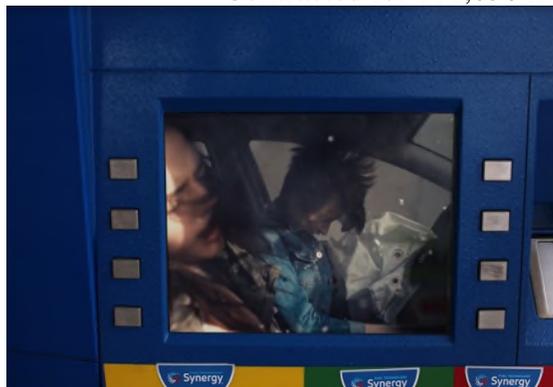
20-04-03

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI . We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2020, Gas Station Television (GSTV) ran two :15-second television spots that were put into a 50/50 rotation to promote distracted driving. These spots ran in the month of April. GSTV over delivered on contracted spots without additional charge.

04/23/20 – 04/30/20: Delivered 127,632 impressions
Contracted for 111,050 impressions



Funding Source: 402

Funds Obligated: \$3,100.00

Funds Expended: \$1,974.71

New Hampshire Fisher Cats

20-04-03

Planned Activity Description

New Hampshire's hands free law RSA 265:79-c currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a hand held device while operating a motor vehicle. The use of effective messaging surrounding hand held devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, IHEART, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. IHEART, UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. The NHOHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2020, the NOHS contracted with the New Hampshire Fisher Cats to execute a distracted driving campaign. In the past, the New Hampshire Fisher Cats would run an impaired driving campaign, however, we switched things up this year to see if we could engage the younger fan base through more interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages on the big screen television. The contract included radio spots that would promote the dangers of distracted driving with both social norming and enforcement messaging that would air on the Fisher Cats Radio Network throughout the season. Additionally, the Fisher Cats would run social media campaigns to help spread awareness to their fans. *However, due to COVID-19, and baseball season cancelled, we did not execute this contract.*

Funding Source: 402

Funds Obligated: \$15,000.00

Funds Expended: \$0

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2020 that focused heavily on fatal and serious injury crashes to identify communities with the highest priority, helped the NHOHS to determine award amounts and strategically target areas for maximum impact on the overall impairment fatality and injury data. In this focused approach we hoped to continue this recent downward trend in our drive toward zero. Unfortunately, in March of FFY 2020, the Covid-19 pandemic began to impact many of our impaired driving projects. Impaired driving and other enforcement efforts were impacted by Covid-19 as some law enforcement agencies, to protect law enforcement officers and the public from potential exposure to Covid-19, did not conduct patrols. A decrease in impaired driving patrols resulted in a decrease in activity which may have increased the potential for impairment related crashes and the resulting injuries and or fatalities (as of 2/05/2020 approximately over 20 fatality cases are still pending investigation to determine causation). Also, the DRE Administration grant was not fully executed as all trainings were cancelled due to Covid-19 and only three (3) SFST trainings were conducted. It is important to know that these training are essential in increasing the certification of law enforcement to be able to decrease and combat the problem of impaired driving on our roads. With this said, it appears that New Hampshire will not meet our 2020 alcohol impaired driving fatality average (2016-2020) target of 27.93 knowing, as of 8/31/2020, there were 26 alcohol impaired fatalities and that September, October, November and December (2015-2019) averaged 13 alcohol impaired driving fatalities. The increase in the number of impaired driving fatalities may also be impacted by the fact that during the Covid-19 pandemic alcohol sales in New Hampshire have increased by approximately 50% and the drug epidemic is now considered a pandemic nationally along with the Covid-19 pandemic.

However, even During these challenging times the NHOHS is proud of the efforts that our highway safety partners put forth while at times even risking their own lives to help save lives on our New Hampshire roads. They are truly heroes to us all.

Even amid the Covid-19 pandemic, DWI patrols and mobilizations conducted by NH state police and local police resulted in 214 impaired driving arrest, not to mention thousands of vehicle stops and hundreds of warnings and summonses issued for other motor vehicle violations (see pages 64, 66 and 67 for activity). This visibility and activity provided by our law enforcement partners was paramount in keeping the impaired driving fatality numbers from being completely out of the norm during this pandemic.

Providing the public with important impaired driving media messaging was very useful during Covid-19. When other projects were affected, the majority of media projects were not (with the exception of the NH Fisher Cats who could not conduct their project because of Covid-19). Impaired driving messaging continued to run through all avenues (i.e. print, audio, video, social media, etc.) to address impaired driving throughout the year to include during those times when impaired driving has been historically problematic (Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations, etc.). The outcome of these comprehensive paid media efforts in conjunction with enforcement efforts were so very important during Covid-19 in keeping motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving from being even higher than they could have been without these efforts. Although, NH did not meet all of its goals surrounding the reduction of impaired drivers on our roadways, we believe

the continued use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2021 and 2022 HSP's.

During these challenging times, some of our highway safety partners have made adjustments during Covid-19 by using virtual technology to conduct projects (i.e. trainings, outreach, hearings etc.). The NHOHS will continue to work with all of our highway safety partners to help make adjustments to projects and think of innovative ways to implement projects to help address impaired driving issues during Covid-19.

The Office of Highway Safety selected the following FFY 2020 projects below to fund to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

NATIONAL DRUNK & DRUGGED DRIVING AWARENESS MONTH

20-01-06

Planned Activity Description

This planned activity will provide funding for the Governor's Highway Safety Conference conducted by the NHOHS. This conference will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the luncheon) to educate attendees during this luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.)

In FFY 2020, on November 18, 2019, the NHOHS hosted the Governor's Highway Safety Conference to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. 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 Law Enforcement 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: \$11,450.00
Funding Source: 405d flex Funds Obligated: \$10,000.00 Funds Expended: \$6,376.47

Drug Recognition Expert (DRE) Program, Liquor Enforcement

20-07-07

Planned Activity Description

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country. Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Both alcohol and drug impairment have a debilitating affect on a persons ability to operate a motor vehicle safely. Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in the identification of alcohol impairment, the identification of drug impairment is an entirely more complex challenge. Since controlled and uncontrolled (illegal) drugs come in varying classifications and can have profoundly different effects, it is imperative that New Hampshire officers be trained in the detection and classification of that impairment in order to best identify driver offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education is important for law enforcement officers to have to be able to better understand impairment issues and how to address these issues.

As of 2018, New Hampshire has 86 certified DRE experts including 23 certified instructors, representing law enforcement agencies throughout the state. This planned activity will allow New Hampshire Liquor Commission's Division of Enforcement to coordinate/administer the state's Drug Recognition Expert (DRE) program and provide law enforcement with the following training: Drug Recognition Expert (DRE), Advanced Roadside Impaired Driver Enforcement (ARIDE), Standard Field Sobriety Testing (SFST), Drug Evaluation and Classification (DEC), and Drug Impairment Training for Educational Professionals (DITEP).

This contract will support the following number of classes:

DRE (out of state) 2 Classes of 9 Students

DRE (In State) 1 Class 10 Students

ARIDE 5 Classes of 30 students

DITEP 1 Class of 50 Students

This planned activity will also allow for overtime funds to be used by DRE's called out to support local law enforcement agencies who do not have a DRE to use during an impairment related stop. Funding for this planned activity will cover necessary funding to support activities associated with the administration of the DRE Program, current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts Posters-Reprint, ARIDE course manuals, and DITEP course manuals), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to Phoenix, Arizona, Los Angeles California, Miami Florida, or other available out of state venue for DRE field evaluations/certification training, and travel to the annual conference on drugs and impaired driving), and indirect cost. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. This task is

supported by CTW Chapter 1, Section 7.3. The proposed budget breakdown is listed below. It is anticipated that this funding will provide five ARIDE classes and two DRE classes to approximately 50 students.

In FFY 2020, the DRE Administration countermeasure was greatly impacted by the Covid-19 pandemic. All trainings were cancelled to protect from Covid-19 exposure with the exception of three (3) SFST trainings that trained 184 students. This activity is an important countermeasure to help address impaired driving issues that New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorist driving on New Hampshire roads. The devastating effects of the drug epidemic in New Hampshire as well as the recent legalization of cannabis in all of our surrounding states, has increased the frequency of drug impaired driving on our roadways. New Hampshire is among the top five states with the highest rate of opioid-involved deaths. In 2017, there were 424 drug overdose deaths involving opioids in New Hampshire which was more than twice the national average. An example of how concerning this is, in 2015, the City of Manchester, NH alone had 540 overdose calls, 400 of which required administration of Narcan. Of those overdose calls, 65 deaths had been recorded. This countermeasure is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from NH roads by training law enforcement to become experts in the field of drug recognition. Unfortunately, these training did not all occur, therefore, some goals were not achieved due to Covid-19. These goals are as follows:

Goals:

- 1) To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2020 from prior year FFY 2019.**

Performance Measure Result required under this project not achieved. (2019 = 86; 2020* = 84).

- 2) To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2020 from prior FFY 2019.**

Performance Measure Result required under this project not achieved. (2019 = 171; 2020* = 171).

- 3) To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2020 from prior FFY 2019.**

Performance Measure Result required under this project was not achieved. (2019 = 300, 2020 = 78)

- 4) To increase the timeliness and accuracy of DRE evaluation data that is entered into the DRE National Database by 20% in FFY 2020 from prior FFY 2019.**

Performance Measure Result required under this project achieved.

**New Hampshire
DRE Year End Summary Report 2020
Current DREs:**

Number of certified DREs in your state: 84

Number of DRE instructors in your state:	18
Number of State Police/HP DREs:	29
Number of City Police Department DREs:	54
Number of Sheriff's Department DREs:	1
Number of Other Agency DREs:	0
Number of LE agencies with certified DREs:	42

Evaluations:

Number of enforcement evaluations :	65
Number of training evaluations:	13
Total number of evaluations:	78

1. Drug Category (*DRE's Opinion*)

<input type="checkbox"/> Depressants:	10
<input type="checkbox"/> Stimulants:	5
<input type="checkbox"/> Hallucinogens:	0
<input type="checkbox"/> Dissociative Anesthetics:	0
<input type="checkbox"/> Narcotic Analgesics:	10
<input type="checkbox"/> Inhalants:	1
<input type="checkbox"/> Cannabis:	8

2. Poly Drug Use

<input type="checkbox"/> Total Number:	23
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3. Other

<input type="checkbox"/> Alcohol Rule Outs:	4
<input type="checkbox"/> Medical Impairment:	0
<input type="checkbox"/> No Opinion of Impairment:	2
<input type="checkbox"/> Tox Results: Pending:	0
<input type="checkbox"/> Tox Found: No Drugs:	4
<input type="checkbox"/> Toxicology Refused:	8

DRE Training

<input type="checkbox"/> Number of DRE Schools:	0
<input type="checkbox"/> Number of students:	0
<input type="checkbox"/> Number of DREs certified:	0
<input type="checkbox"/> Number of DRE Instructor Schools:	0
<input type="checkbox"/> Number of students:	0
<input type="checkbox"/> Number of DRE Instructors certified:	0
<input type="checkbox"/> Number of 8-Hour Recertification Classes:	0
<input type="checkbox"/> Number of students:	0

ARIDE Training

- Number of ARIDE Schools: 0
- Number of students: 0

DITEP Training

- 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: 3
- Number of students trained: 184
- Number of SFST Instructor classes: 0
- Number of students: 0

Other Training:

NH had anticipated launching a much anticipated regional DITEP (Drug Impairment Training for Educational Professionals) training given the demand and frequent requests for this valuable training. Despite our best intentions, this did not come to fruition due to the emergence of the COVID-19 pandemic in March 2020.

Interesting Cases in 2020 Involving DRE Investigations:

One case relative to ALS Refusals was reported during this period.

A prosecutor recently told one of our Sergeants that if someone refuses the DRE physical tests that it is not an ALS refusal. The person consented to blood but refused any additional physical tests. The prosecutor stated there is no case law to support it being a refusal as he thinks they are too intrusive to be considered physical tests for the purpose of the state ALS law. On this specific case, the Prosecutor and ALS Hearings Examiner did not consider the person an ALS refusal because he gave blood.”

In consult with our state TSRP, the following was shared with this DRE and it was suggested that a Commissioners review of the case be conducted. The statute is pretty clear that a refusal of any test or tests requested by the officer is a refusal for ALS. The statute is also silent as to what tests constitute “physical tests” for implied consent.

The extent of the guidance we have is RSA 265-A:6, which only requires that the officer be trained by a qualified authority for the test to be admissible. So in this situation, although the defendant agreed to the blood test, his refusal of the physical tests would be a valid refusal provided he was properly under arrest for the charge and given the proper warnings. There currently is no case law saying that is it not. In the absence of judicial qualification of what constitutes “physical tests” under the implied consent law, the language of the statute will govern.

It is noted that there could be an argument that some portions of the evaluation may not qualify as “physical tests” as they were contemplated in the legislature at the time the implied consent statute was drafted. However, most of the steps to the evaluation constitute some test of the body, ergo they are “physical.” We can imagine that if a subject is willing to participate in the physical evaluation portion but did not participate in any interviews, that may not constitute a refusal under implied consent. However, it is not believed under current law that checking the subject’s pulse, blood pressure, temperature, pupil size, or muscle rigidity are so intrusive as to fall outside what the subject implicitly consented to by driving on the ways of this State. As for the Romberg, finger-to-nose and the SFSTs, all of those are the paradigm of “physical tests.” It was determined that based on the situation described by the DRE that this matter fell within what constitutes a refusal for ALS purposes. It was suggested that the agency/DRE file for a DOS Commissioner Review if in fact a Hearings Examiner was in agreement with the prosecutor on this matter. This case warranted further follow up with Chris Casco-Chief Hearings Examiner for NH DMV. A determination on the review is not available at this time. OHS will continue to follow up on this case and consult with our TSRP as needed.

Narrative Related to Unmet Goals:

The DRE program in the State of New Hampshire was not exempt from the impact of the COVID-19 pandemic. During this grant period, numerous virtual meetings were facilitated by IACP DRE Section Regional Managers with DRE State Coordinators throughout the country to discuss the national state of the DEC program and best practices for implementation and future administration of DRE/ARIDE/SFST trainings amidst the COVID-19 pandemic. Unfortunately, the COVID-19 pandemic emerged or was acknowledged to be present in the United States in/around March 1, 2020. The national presence of COVID-19 forced all states to suspend/cancel DRE/ARIDE and SFST trainings. As a result of the COVID-19 pandemic, and the unknown nature of the virus coupled with national and state travel restrictions, building uses and such, New Hampshire was forced to cancel its scheduled April 2020 DRE School. The curriculum portion of the DRE school was not able to be held in a safe manner and would have been irresponsible to attempt. In addition, the Phase III field certification facility utilized in Phoenix, Arizona was closed to all DRE states. Tentative dates for New Hampshire to complete field certification training in Phoenix, Arizona between September and October 2020 in hopes of conducting a fall DRE school in New Hampshire could not be met to coincide with Phase III field certifications. Sadly, we were informed that the Phoenix, Arizona facility would remain closed due in part to the COVID-19 virus indefinitely. Additional facility uses were explored in Florida and Pennsylvania. Both were not available and were also to be cost prohibitive to New Hampshire’s DRE program. Information has been shared with DRE State Coordinators via DRE Regional Managers that the Arizona facility would remain closed until at least June-July 2021.

For some of the same reasons identified above along with facility use restrictions and safety measures implemented to prevent the spread of the COVID-19 virus, ARIDE classes were not conducted. Agencies that had expressed interest in hosting classes also had implemented facility use restrictions or closed their facilities to outside use altogether.

The three Standardized Field Sobriety Testing trainings highlighted in this report were conducted at the NH Police Academy with three Basic Recruit Classes (Class # 181-62 Officers/Class # 182-67 Officers/Class # 183-55 Officers). All instruction was offered by NH certified DRE Instructors.

During FFY2020 year, the DRE community saw the launch of a new and revised DRE Data Tracking site. As users navigated through the new DOT-DRE data site, deficiencies within the system were brought to the site administrators who worked with the developers to quickly resolve any/all issues that had no financial impact.

Based on information obtained from the national DRE data tracking portal, total NH DRE Evaluations from October 1, 2019 through September 30, 2020 yielded 78 total drug evaluations.

Evaluation Type Count Percentage:

Training	11	14.10%
Enforcement	65	83.33%
Other	2	2.56%

Specimen Type Count Percentage:

Refused to give Biological Specimen	8	10.26%
Blood	51	65.38%
Urine	2	2.56%
Oral Fluids (saliva)	0	0%

DRUG OPINION OF COMPLETED EVALUATIONS:

Drug Name # of Opinions Opinion %

Depressants	10	28%
Stimulants	5	14%
Hallucinogens	0	0%
Dissociative Anesthetics	0	0%
Narcotic Analgesics	10	28%
Inhalants	1	3%
Cannabis	8	22%
Alcohol	4	11%
Total	38	

DATE RANGE DRUG COMPARISON:

Drug	<u>2019</u>	<u>2020</u>
Depressants	50%	67%
Stimulants	63%	33%
Hallucinogens	0%	0%
Dissociative Anesthetics	0%	0%
Narcotic Analgesics	25%	67%
Inhalants	0%	0%
Cannabis	50%	67%

The DRE Data Tracking system properly captured and identified a total of 78 drug evaluations being completed during this year however the DRE Opinion portion of the report only documented 38 evaluations with opinions. This would suggest that users entering the information have incomplete data entries on evaluations entered during this period. In addition, several areas that were previously accessible for reporting purposes are no longer available within the data tracking site however the system upgrades are ongoing and the developer and administrators have been receptive to feedback and suggestions from IACP Regional Managers and DECP State Coordinators.

Our states DEC Program also plans to collaborate with the New Hampshire State Police-Motor Carrier Unit (Troop G) to facilitate ARIDE training amongst those assigned within this unit. Of note is that the Maine DEC Program has the same goal for 2021.

Funding Source: 405d Funds Obligated: \$100,000.00 Funds Expended: \$10,009.53

IMPAIRED DRIVING PAID MEDIA

I-Heart Media + Entertainment

20-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving. This task is supported by CTW Chapter 2, Section 3.1 and 3.2

In FFY 2020, funds were provided to I-Heart Media + Entertainment to conduct impaired driving highway safety media campaigns through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get impaired driving messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting the dangers of impaired driving and/or promoting the Drive Sober or Get Pulled over National Enforcement Mobilization. The following demonstrates how important impaired driving messages were released using various media platforms by I-Heart during FFY 2020:

- Added Value PSA schedule with social-norming messages to include both "If You Feel Different, You Drive Different" and "Buzzed Driving is Drunk Driving."
- Block Party Weekend Sponsorship during Fourth of July Weekend
- Static and animated banner ads on I-Heart Media station pages and social media platforms
- Added Value interview segments with Jack Heath of New Hampshire Today with Jack during the New Hampshire State Police Segment on Thursday mornings

Funding Source: 405d

Funds Obligated: \$26,273.00

Funds Expended: \$25,302.88

Gas Station Television

20-07-03

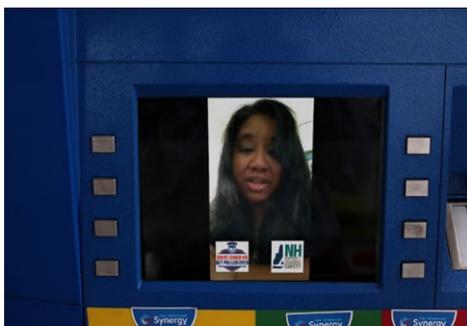
Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired

driving. This task is supported by CTW Chapter 2, Section 3.1 and 3.2

In FFY 2020, funds were provided to Gas Station Television (GSTV) to conduct impaired driving media campaigns. GSTV ran two :15-second television spots to promote the impaired driving campaign during the Drive Sober or Get Pulled Over (DSOGPO) National Enforcement Mobilization that ran in the late summer of FFY2020. GSTV also ran a :15-second spot about impaired driving both during the Fourth of July holiday period from Thursday to Monday and during the Labor Day Holiday. Additionally, OHS requested to run impaired driving spots to highlight both drunk and drugged driving during the month of July leading into the DSOGPO campaign.

Fourth of July Campaign: 44,990 total impressions delivered
07/06/20 - 07/10/20: 74,984 total impressions delivered
07/13/20 - 07/24/20: 179,960 total impressions delivered
DSOGPO Campaign: 302,201 total impressions delivered



Funding Source: 405d Funds Obligated: \$30,677.00 Funds Expended: \$30,676.64

UNH WILDCATS

20-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving. This task is supported by CTW Chapter 2, Section 3.1 and 3.2

In FFY 2020, OHS continued its partnership with the UNH Wildcats who executed an Impaired Driving campaign during the Men's football and Men's/Women's Hockey season. The impaired driving campaign consisted of the following elements:

- Coach/Student Athlete/Police Officer video PSA

- We recorded several different PSAs with a local police officer from Newmarket and a State Trooper who was an alumnus of UNH
- Shown on videoboard for all football and men’s hockey games (20) games total
- Organic posts of video on social media prior to four events: Homecoming, Spring Break, Cinco/Graduation

*The videos were not shown during Spring Break or Cinco/Graduation due to COVID

- LED Board messaging alternating between social-norming messaging and NH-related traffic safety statistics during Men’s hockey games (HOME)
- Social Media posts
- Cost-Share radio spots promoting the dangers of impaired driving during Men’s Hockey games both home and away on Learfield Sports Radio Network

From April to September the elements listed above were not executed due to COVID-19 restrictions and/or school closing.

Funding Source: 405d Funds Obligated: \$10,000.00 Funds Expended: \$10,000.00

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE

20-07-05

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State’s prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits), current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, and DIOT transfers, etc.), travel expenses (to include in-State/out-of-State travel, etc.) and indirect costs. This planned activity will provide training and resources to support New Hampshire’s State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2020 to remove impaired drivers from New Hampshire roads.

In FFY 2020, Funds were provided to the NH Department of Justice (DOJ) to support a Traffic Safety Resource Prosecutor that provided training, resources and guidance to law enforcement agencies. Training for law enforcement include the following:

- Felony blood draw training, throughout the State of New Hampshire
- Sobriety Checkpoint Training, throughout the State of New Hampshire
- Medical Records/Blood evidence for prosecution, throughout the State of New

Hampshire

- Effective legal research and motion/objection writing for police prosecutors.
- DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.
- Serve as a resource for police officers and prosecutors on the numerous issues that DUI cases involve. This role includes assisting with trial preparation and serving as co-counsel on DUI cases in the district court level.
- Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.
- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted state-wide.

New Hampshire's TSRP has made great progress and many Highway Safety Partners have utilized this valuable asset (i.e. the NHOHS, Law Enforcement Agencies, Hearings, Ignition Interlock, NH State Police Lab, NH Traffic Safety Commission, etc.). 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. Due to COVID-19, all training conducted occurred at the New Hampshire Police Standard's and training facility.

- 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. Multiple trainings were held on the topic of updates in traffic law and law enforcement. Due to COVID-19 concerns, these trainings were web-based and covered topics in the area of legislative changes and additional services offered by the State Toxicology lab

pertaining to toxicology reports as they pertain to DUI and other traffic related offenses. The web-based format had the additional benefit of making the trainings available to each region of the State simultaneously. Live trainings were held in Rockingham and Hillsborough counties pertaining to the admissibility of blood evidence in felony DUI cases

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 week multiple inquiries are fielded by the TSRP pertaining primarily to matters involving the NH Motor Vehicle Code, implied consent laws, and associated rules, hearings, and decisions. Traffic related Supreme Court decisions and trial court orders are stored in an easily accessible computer file. Upon inquiry, these documents are available to requesting prosecutors or law enforcement. Further assistance has been provided in litigation matters in the form of appearing with co-counsel in crash death cases, assisting in DUI related appeals to the Supreme Court, preparing and sitting with prosecutors at suppression hearings, pleadings review, and assisting new prosecutors with preparing their first DUI trials.

Funding Source: 405d Funds Obligated: \$141,176.26 Funds Expended: \$129,113.41

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

20-07-08

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Safety Bureau of Hearings/Prosecution to continue to provide necessary assistance to the troops to adequately and successfully prosecute DUI/DWI offenders. The prosecutors and paralegals will provide the following support to State Police:

123. 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.

124. 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.

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 planned activity will also allow for prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety.

Funds under this planned activity will support activities directly associated with DUI/DWI prosecution, current expenses, and in state/out of state travel.

Additionally, this planned activity will provide prosecution, training, and resources to support New Hampshire's State Police who will be conducting enforcement efforts in FFY 2020 to remove impaired drivers from New Hampshire roads.

In FFY 2020, funds enabled the NH Department of Safety Bureau of Hearings/Prosecution to continue to provide necessary assistance to the troops to adequately and successfully prosecute DUI/DWI offenders. This planned activity also provided assistance in the prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources enabled State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it allowed as illustrated below, the state to achieve a higher success rate with case prosecution, thereby fewer drug and alcohol impaired drivers were able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases has increased efficiency and provided more patrol hours for State Police, which also provided the necessary enforcement needs during the pandemic.

During the time period 10/1/19 to 9/30/20, the provided funds to the DOS Bureau of Hearings have been utilized to support hours provided by prosecutors and a paralegal to augment the regular State Police sworn 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 17 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. The additional prosecution support provided by the grant enabled the Prosecution Unit to prosecute Department of Safety DWI cases in courts that were previously without 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 support provided by the grant enabled the Prosecution Unit attorneys to devote more time to working with individual troopers with regard to ALS hearing and trial preparation. Larger group training sessions were in the planning stages, but later canceled due to COVID-19 concerns. With continued grant support, trainings related to DWI report writing, Administrative License suspension hearing preparation and testimony and trial preparation should be provided on a regular basis to both new and experienced troopers.

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 additional support provided by the grant in this grant period enabled the Prosecution Unit to prosecute a significant number of cases from State Police Troop A, Troop B and Troop F that otherwise would have been handled by the arresting trooper. The troopers would have been responsible for case preparation and prosecution without the support of the Prosecution Unit and they would have been unavailable to staff their regular patrols. Prosecutors and paralegals conducted comprehensive reviews of all police reports, driving records, and prepared fair and appropriate offers for negotiated pleas and resolved cases by securing DWI/DWI related convictions which enhanced public safety. In addition, Prosecutors were available to meet with Troopers one on one to review pending cases and prepare for upcoming hearings.

The prosecutors have handled hundreds of court cases during this time, appearing in court each week for hearings and trials. Appearances are predominantly telephone conference case status hearings. The paralegals and attorneys are managing to keep up with the Court's frenetic scheduling, with sometimes as many as 6 hearings scheduled within an hour. 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, DWI convictions were secured without requiring troopers to appear on their days off, or while on a regular duty shift. The additional administrative paralegal support provided by the grant has enabled the Prosecution Unit to operate in a more efficient manner. The paralegals are able to provide support for their own troopers and review and set up case files for the DWI/DWI related cases from courts that do not have a full time prosecutor. The assistance provided by the paralegals allows the troopers to concentrate on their patrol duties instead of worrying about missed discovery deadlines, issuing subpoenas to witnesses or responding to suppression motions.

Case 1: DWI: Prosecutor was called over the weekend and alerted to a DWI arrest where the defendant was out on bail for three prior DWIs. Prosecutor obtained records verifying information, appeared at the bail hearing Monday morning, and successfully argued that the defendant should be detained because she was a danger to society and had violated the conditions of her release on the prior DWI charges. The defendant plead to Breach of Bail and an Aggravated DWI. The other DWIs were handled by different agencies/prosecutors.

Case 2: DWI: Defense challenged admissibility of HGN and argued that the trooper had insufficient reason to believe the defendant was impaired. Prosecutor laid the correct foundation and successfully argued that the trooper administered test consistent with his training. Prosecutor elicited testimony from witnesses and arresting trooper that described defendant's actions and erratic driving. Defendant was convicted and appealed case to the NH Supreme Court. Trial court decision was affirmed. State of NH v Philip Brown No. 2018-0458 slip op. (NH Sup. Ct May 16, 2019)

Case 3: DWI: Evening before trial Prosecutor received a Motion in Limine to Exclude the Intoxylizer 9000 Evidence. Prosecutor reviewed the pleading, researched the issue and contacted the lab to review the information. Based upon his research and information received from the lab the prosecutor was able to demonstrate to defense counsel that the defense motion had no merit. Case went to trial and defendant was convicted. State v. Mitchell Severt Concord Circuit Court 2019-CR-4632 Case 4: DWI: Defense filed a Motion to Suppress the Evidence obtained through a Search Warrant because it was obtained without sufficient probable cause. Defense attacked the warrant filed by the State requesting "hospital blood" taken in the course of treating the defendant following the accident which resulted in his arrest for DWI. A hearing was held and the Court (Luneau, J.) held that the State had met its burden of establishing probable cause and the warrant was valid. The matter went to trial and the defendant was convicted of DWI.

Funding Source: 405d Funds Obligated: \$355,539.74 Funds Expended: \$163,865.54

INTERLOCK IGNITION PROGRAM

20-07-10

Planned Activity Description

This task will provide funds that shall allow the NH DOS to continue the services using two part-time personnel to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. These employees will deploy a training program on ignition interlock for law enforcement; contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks; establish contact with substance abuse evaluation and treatment providers; obtain information and investigate reports of attempts to circumvent interlocks; etc. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2020 shall continue the services of the part-time coordinator and an additional part time position to assist in managing and coordinating the Interlock Ignition Program. Funds under this planned activity will support personnel services (to include benefits), travel (to include in/out of State travel, conferences, lodging, meals, mileage, etc.), current expenses (to include office supplies, toner, paper, etc.), and indirect costs. The Interlock Ignition program positions are funded by the NHOHS and are not considered a supplanting issue.

In FFY 2020, funds were provided to support this Ignition Interlock countermeasure to support law enforcements efforts to remove impaired drivers and reduce impairment related crashes and the resulting injuries and or deaths on New Hampshire roads. With the implementation of this ignition interlock countermeasure, the potential for repeat DWI offenders was minimized through monitoring, investigation, evaluation, and training of law enforcement. Also, information of attempts of a DWI offender to circumvent an ignition interlock was automatically reported to New Hampshire State Police to investigate any suspected tampering. Criminal penalties have been established for DWI offenders who fail to install an interlock when required or circumvent an interlock. An interlock device can only be removed if the Interlock Coordinator issues a certificate of removal.

Goals:

- 1) 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 9/30/20, there are 887 interlock devices installed and in use in NH. Additionally, there were 1,048 hearings request with 958 of those approved and scheduled for violations on the interlock administrative rules. An additional 743 hearings were scheduled to mandate use of the IID resulting in the installation of 366 devices. 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.

- 2) **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.**

Mr. Letourneau retired in December 2019 from his position as the Ignition Interlock Coordinator taking with him extensive knowledge of the program. A new Coordinator was hired in March 2020 at the commencement of the COVID-19 and has been working to gain knowledge of the program.

As a result of COVID-19 and social distancing measures, the goal of collaboration and training with various agencies such as was partially not met. The Ignition Interlock Coordinator did participate in an informational session in July 2020 with Troop G’s DMV Task Force providing a high level review of IIDs. This pandemic has highlighted the need to develop a training that can be accomplished via social media/conferencing platforms.

Funding Source: 405d Funds Obligated: \$71,591.00 Funds Expended: \$29,180.36

NEW HAMPSHIRE MOTORCYCLE RIDER TRAINING (MRT) MEDIA
20-05-03

Planned Activity Description

We plan to contract for design, production, promotion, and distribution of a professionally produced series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the state. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing and post-production, and materials.

Proposed topics include:(Utilizing NHTSA Share the Road messaging)

- Why it is hard to judge a motorcycles approaching speed
- Give motorcycles more room than a car
- Why motorcycles adjust lane position
- Motorcycle brake lights and the use of engine braking
- Motorcycle’s positive impact on motorists experience

A media campaign will be created to design, produce, promote and distribute a professionally produced series of radio announcements throughout the state. This campaign will bring motorcycle rider awareness for all drivers. In addition, the media campaign will also bring awareness to the program with the intent to bring in new students and instructors as well as to promote the intermediate and experienced rider course to attract returning students. This activity will directly impact the media campaign countermeasure strategy which will result in an increased awareness of motorcycles for the general public and motorcycle riders, thus reducing

the number of fatal and serious injury motorcyclists.

In FFY 2020, The NH Office of Highway Safety did not fund a media grant to the New Hampshire Motorcycle Rider Training (MRT), under the NH Department of Safety, Division of Motor Vehicles. This funding instead allowed the OHS to produce additional radio spots through their already existing contract with I-Heart Media + Entertainment. These spots specifically addressed the dangers of riding and promoted motorcycle awareness that was featured prominently in the rotation.

MOTORCYCLE PAID MEDIA

20-05-03

Planned Activity Description

We plan to contract for design, production, promotion, and distribution of a professionally produced series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the state. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing and post-production, and materials.

Proposed topics include:(Utilizing NHTSA Share the Road messaging)

- 155. Why it is hard to judge a motorcycles approaching speed
- 156. Give motorcycles more room than a car
- 157. Why motorcycles adjust lane position
- 158. Motorcycle brake lights and the use of engine braking
- 159. Motorcycle's positive impact on motorists experience

In FFY 2020, the I-Heart contract was amended by \$10,000 to accommodate the spots listed above and to introduce the Live Free, Ride S.M.A.R.T and Ride S.M.A.R.T 2 Laconia campaigns respectively. These spots highlighted motorcycle safety as well as Share the Road messaging aimed towards motorists and played throughout the riding season. Laconia Motorcycle Week was rescheduled from June to August and OHS scheduled a week of Ride S.M.A.R.T 2 Laconia spots before the event, and reverted back to Live Free, Ride S.M.A.R.T. after the event. Additionally, Laura and Greg from the Morning Buzz on Rock 101 and WHEB did a promotional video with the Ride S.M.A.R.T tag to promote safe bicycle and motorcycle riding during Laconia Motorcycle Week.

Funding Source: 405flexed Funds Obligated: \$18000.00 Funds Expended: 12,828.643

JUDICIAL OUTREACH

20-07-12

Planned Activity Description

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2020. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funds shall support travel for NH judges to attend this education and training.

In FFY 2020, The NH Office of Highway Safety did not fund this project due to the Covid-19 pandemic (i.e. conferences and training cancelled due to potential exposure, etc.) and the increase in cases that have placed a strain on NH Courts. If this project was funded it would have provided important insight to NH judges on how to minimize recidivism of impaired driving on NH roads to help reduce impaired driving crashes and the resulting injuries and or deaths.

OCCUPANT PROTECTION

It is estimated that unrestrained fatalities continue to account for upwards of 30% of all fatal crashes (many of these crashes have resulted in ejection) on New Hampshire roads. As of November 30th 2020, there were 40 unrestrained fatalities on New Hampshire roads.

Enforcement, media messaging, and outreach efforts continue to try to address the problem of driving while unrestrained. However, it is difficult to have an impact on all motorists due to the current New Hampshire's seat belt law that requires seatbelts to be worn only up to the age of 18.

In FFY 2020, the Covid-19 pandemic affected many highway safety projects. However, even during these difficult challenging times New Hampshire State Police and local law enforcement continued to participate in the "Join the NH Clique" enforcement campaign that resulted in hundreds of motor vehicle stops and hundreds of summonses and warnings issued.

Innovative ideas were also used during Covid-19 to help make adjustments to occupant protection projects (i.e. CPS, BUNH, etc.) that helped achieve goals for FFY 2020. Virtual messaging, training, and outreach contributed to some of the new ideas that were used by NHOHS and the Injury Prevention Center BUNH and CPS programs during Covid-19 to continue to reach the public on the importance of seat belt use. The Child Passenger Safety Program conducted virtual CPS trainings for over 100 DCYF employees. Also, the CPS program conducted 7 CEU update classes virtually being the most ever conducted. This is a good example how a proactive, positive approach, was taken during Covid-19 that allowed for goals to be achieved.

Media efforts have also been important projects that have not been affected (with the exception of the Fisher Cats who could not execute projects during Covid-19 as the season was cancelled) when other projects have been affected during Covid-19.

With that said, the above mentioned occupant protection initiatives that were conducted may have potentially helped in keeping unrestrained crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

Although, it appears that New Hampshire has met the target of 50.4 (2016-2020 average) unrestrained fatalities in FFY 2020, there still looms approximately over 20 fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all of its goals surrounding the reduction of unrestrained crashes and the resulting fatalities on our roadways. In FFY 2021 and during the development of the FFY 2022 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border) and the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.). Also, the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high risk populations with special emphasis in both these areas. Use and enhancement of our media

efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2021 and 2022 HSP's.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2020. The reported New Hampshire statewide seat belt usage rate for 2020 is 72.4%, an increase of 1.7 % from the 2019 seat belt usage rate of 70.7%. This increase 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 25 lives each year.

It is important to continue to monitor the efficacy of 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 provided New Hampshire with insightful ways the state may better improve seat belt use and save more lives. Continuing to use these recommendations from this assessment will allow our office to make meaningful adjustments to the FFY 2021 HSP as needed to reduce fatalities and serious bodily injuries throughout our state as well as assist in the formulation of our FFY 2022 HSP.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

20-01-05

Planned Activity Description

This Planned Activity will provide funds to the Injury Prevention & Resource Center at Dartmouth Hospital for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2020 to improve the use of child restraints in New Hampshire. Programs will include the development and distribution of public information and educational materials along with providing media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of: CPS technicians, EMS and CPS personnel, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and shall include funding for renewal fees and instructor fees. Funding through this Planned Activity shall also provide for in-state and out of state travel and provide funding for instructors, proxies, and technicians to attend the regional/national conference. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. and may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public. FFY 2020 will see an added emphasis on high risk populations within our state to ensure that the message, training and effective enforcement is

realized in these pocketed areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital to support the training of CPS technicians, EMS personnel and CPS personnel, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and included funding for renewal fees and instructor fees. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of Child Passenger safety seats and devices. Through the monitoring, training and periodic auditing of this countermeasure, it was hoped that the state would realize a reduction in unrestrained crash related deaths and injuries across the state of New Hampshire at least 10 percent from 56.0 (2014-2018 average) to 50.4 (2016-2020 average). Additional emphasis was placed on areas with high risk populations included but not limited to Teen Drivers, 25 - 35-year-old MV occupants and low income/homeless populations to ensure that the appropriate message, training and effective enforcement was achieved in FFY 2020.

Grant Overview:

In FFY 2020, the OHS provided funding to the Child Passenger Safety Program to fund reimbursement for a Child Passenger Safety Specialist position (.8 FTE).

The Child Passenger Safety program was conducted to ultimately ensure the safety of our most precious cargo (children) when being transported in motor vehicles by drivers on roads traversing throughout New Hampshire. This programs was funded to include the on-going planning and program implementation efforts to; provide the public information through radio, TV, internet, brochures, on the importance of securing child seats and children in a motor vehicle, training and educating parents and caretakers at hospitals and CPS fitting stations, conduct CPS certifications courses to train and certify CPS instructors, EMS personnel, etc.

During fiscal year 2020, 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 CPS program's website, educational materials, and presentations. Looking ahead to fiscal year 2021, the program will continue to use the training and promote it as a valuable resource to the program.

- Add more specialized CPS trainings and track website users.

This goal has been met.

There more specialized training this year due to the convenience of the "virtual world." Our police training was adopted by the Office of Highway Safety and done through their grant acceptance program. Training was also added to every new DCYF employee through our "intro to CPS classes" which was presented via Webex. There were 8 trainings completed for over 100 employees. 7 CEU Update classes were conducted being the most ever. Through the course of the grant year our website www.beseatsmartNH.org received 1670 hits.

- Setting a baseline of seat misuse utilizing the digital child seat form.

This goal has been met.

After having the Digital CPS form in use in NH for nearly a year prior to the grant start we are able track every seat check which is entered. Unfortunately all seat inspections halted due to COVID-19 and has just started to pick up again as this grant year ends. Misuse is still around 75%.

- Increase the number of NH CPS techs from 182 to 210 by grant end.

This goal has been met.

By maintaining a vigorous recertification program and conducting 3 NHTSA Certification classes, New Hampshire now has 230 certified technicians/instructors at grant end.

- Increase the number of NH fitting stations by 15%.

This goal has been met.

By encouraging senior technicians as well as technicians from new courses, 8 new fitting stations for a total of 58 locations where NH citizens can get help to install correctly their child's safety seat. An increase of 17%.

- Supplying replacement child safety seats to fitting stations.

This goal has been met.

Despite the outbreak of COVID-19, 65 child seats (60 Evenflo Titan) were distributed to fitting stations. The majority of this distribution was done prior to February. Seats are used as replacements when caregivers come in with defective/expired seats. Seats are also used on an individual basis when there is an immediate need and caregivers cannot afford a seat (such as after a car crash).

- Increase recertification rates to be within one of the top three states in the country.

This goal has been met.

Recertification can be a complicated task for technicians normally and the COVID-19 pandemic added some challenges to achieving this goal. However, because techs were prepared (given what they needed for renewal) for this recertification during the beginning stages of the pandemic, New Hampshire was not only able to achieve the CPS recertification goal, but also, be the state with the highest CPS recertification rate.

Additional Comments:

COVID-19 impacted everyone. This required thinking outside the box to develop new ideas on how to achieve our goals. The need to go virtual was a big part of the grant's success this year. Because it is believed that the best way to educate parents and caregivers is in person with the child, this aspect of education was challenging. However, because many of the grants goals were to keep our technicians updated and provide the tools they need to educate as well as renew their certification, Virtual presentations quickly became a go to asset to achieve this goal. Being a rural state and as a result of the Stay at Home Order, virtual presentation tools and recertification aids were provided to the technicians which allowed New Hampshire's recertification rate to climb. The use of virtual tools eliminated travel times and expenses and provided much easier access for the technicians.

The initiatives and goals met above were the result of a collaboration of resources such as the Injury Prevention Advisory Council, the Buckle Up NH team, Safe Kids NH and of course The Children's Hospital at Dartmouth-Hitchcock. This past year CHaD donated a van to allow the movement and transportation of supplies and equipment around the state. The van was labelled with various logos including NHOHS. In addition to the van a new cargo trailer was also purchased by CHaD for the CPS program to be used for class equipment.

Funding Source: 402 Funds Obligated: \$159,847.14 Funds Expended: \$134,343.35

**BUCKLE UP NEW HAMPSHIRE PROGRAM (BUNH) – INJURY PREVENTION CENTER,
CHAD**

20-01-05

Planned Activity Description

This Planned activity will provide funds to the Injury Prevention & Resource Center at Dartmouth Hospital and other selected vendors to support activities of the Buckle Up NH Coalition throughout FY 2020. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In 2020, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. In 2020, there will be a "Buckle Up New Hampshire Week" held during the month of May. Additionally, the "Room to Live" program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees on important highway safety issues. NHOHS recognizes that it is important for law enforcement, driver educators, businesses and other highway safety partners to attend this conference to

understand and stay abreast of the highway safety issues that are of trending importance. Through the partnerships formed during this conference, countermeasures to address the concerns related to occupant protection and distracted driving can be formulated. As part of this project, a variant of Annual Statewide Seat Belt Challenge (TBD) or similar event shall be conducted to hopefully instill a pro seat belt mind set among our youth and increase the use of seatbelts among motor vehicle operators and passengers. This planned activity will incorporate an evaluation component to measure what is learned. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and will be conducted to coincide with any State or National seat belt campaigns and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time/Somebody Loves You etc. FFY2020 will begin a special emphasis on high risk populations throughout our state that have not benefited previously.

Funds were provided to the Injury Prevention & Resource Center at Dartmouth Hospital as well as other vendors such as Matrix entertainment to support the activities of the Buckle Up NH Coalition throughout FFY 2020. The Coalition continued efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In FFY 2020, the Buckle Up program continued with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website was also used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. These collaborative efforts within the Planned Activities Buckle Up NH Activities, Child Passenger Safety, UNH Seat Belt and Attitude Surveys and the Traffic Safety Conference are hoped to reduce unrestrained crash related deaths and injuries across the state of New Hampshire and help meet the stated performance measure within the OP Program Area of reducing unrestrained fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2016-2020 average).

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 2020, 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 2021, the program will continue to use the training and promote it as a valuable resource to the program.

Goals:

- Support and provide informational material as needed towards establishing a state wide primary seatbelt law.

This goal has been met. The Buckle Up Coordinator provided support for a state wide Seat Belts for All coalition that continued to work to enhance occupant protection for all New Hampshire residents during the 2020 legislative session. As a member on the coalition, the BUNH Coordinator provided assistance to the committee chair with recording meeting minutes, offering best practice information, and creating public information materials based on committee work. This role of the coordinator on the committee came after a NHTSA Occupant Protection Assessment completed in April 2019, which acknowledged the need for policy enhancement in this area. There is ongoing discussion and support within the state wide Seat Belts for All coalition to revisit efforts in the 2021 legislative session.

- Maintain and enhance collaborative membership and programming of the BUNH Committee.

This goal has been met. The BUNH committee continues to meet on a bi-monthly 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.

The BUNH coordinator, as chair of the committee, also continues to work towards increasing membership. During 2020 the meeting day and time was changed in an effort to accommodate more partner's attendance at the meeting. Additionally, this committee was instrumental as a functioning focus group to help create the State of NH Violence and Injury Prevention 5-year Plan that can be found on the DHHS website:

https://iod.unh.edu/sites/default/files/media/NHOHSP/Pubs/nh_violence_injury_prevention_plan_2020-2025-op.pdf

- Using best practice information through collaborative effort, create at least three new seat belt related educational resources such as public service announcements, brochures, infographics etc. to utilize on various media platforms.

This goal has been met. The BUNH program utilized a variety of educational resources to push messaging to drivers and passengers of all motor vehicles around the importance of buckling up, every trip, every time. These included a video shared on gas pumps across the state, 3 different billboards (Nashua, Manchester, and Rochester) using a newly created infographic, a published article in different print materials also available online, utilized two different videos on web and television platforms, a live video presentation, and shared an educational piece for the Dartmouth-Hitchcock on-hold messaging system. The program continues to seek new opportunities to create new and exciting resources to help combat unbelted fatalities on NH roads.

- Maintain and update the traffic safety resource, www.trafficsafety4nh.org in order to remain current and meaningful for businesses, teens, parents, and communities. Monitor Website analytics monthly to identify resources being utilized and where.

This goal has been met. The traffic safety website was a great resource throughout the year. It was updated with different events and continued to be monitored for activity. Analytics showed

an increase in website traffic during times when the site was shared within educational activities, especially during the 4-week billboard campaign. The website had 1,261 views during this campaign and 876 visitors to the page.

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

This goal has been met. The fall 2019 Traffic Safety Conference planned in partnership with the NH Office of Highway Safety, AAA Northern New England, as well as the BUNH Coordinator and BUNH Coalition, received an average of 4 out of 5 evaluation rating.

- Plan and coordinate the seat belt challenge that achieved an average of 4 out of 5 evaluation rating.

This goal has not been met. Due to the ongoing pandemic, we were not able to schedule the challenge this year.

- Increase number of schools attending the seat belt challenge by 3% as compared to the number of attendees in fiscal year 2019.

This goal was not met.

- Plan and coordinate the seat belt challenge that achieved an average of 4 out of 5 evaluation rating.
- Increase number of schools attending the seat belt challenge by 3% as compared to the number of attendees in fiscal year 2019.

Both of these goals were not met due to the national pandemic of the COVID-19 virus. This occurred in February and March and forced schools to close in person learning and move to a fully remote format. The program did reach out to the Department of Education and collaborated with NH Teen Driver Program to offer virtual content via the NH Bureau of Student Wellness. The majority of NH schools continued to follow a remote format through the start of the new school year, which did not allow the rescheduled event to occur. We are looking into a virtual format for this event in the future. However, because of the competition style a virtual design may not work.

Additional Comments:

The programs funded by this grant included the on-going planning and program implementation efforts of the BUNH Coalition including 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 continued to work closely with the youth operator program and child passenger safety coordinators. Additionally, the BUNH program played a key role in updating the NH Department of Health and Human Services Violence and Injury Prevention Plan traffic safety portion for 2020-2025. The major goal of this plan was to increase collaboration, share data, and

develop future goals that would enhance the efforts of partners to prevent injuries and deaths on our roadways.

Unfortunately, during the 2020 fiscal year, a major pandemic shut down the state and even the country for an extended period of time. This created a unique opportunity with a need to create new ways to educate at risk populations in New Hampshire. The program was able to utilize different platforms to successfully push messages during this unprecedented year.

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

The program related activities are carried out by the highway safety specialist, but they are guided by the members of the BUNH Committee. This committee is filled with a group of dedicated highway safety professionals including representatives from AAA of Northern New England, the National Safety Council of Northern New England, The Community Alliance for Teen Safety, the NH Driver Education Association, the Children's Hospital at Dartmouth-Hitchcock the state departments of transportation, health and human services and safety.

Through a collaborative effort between members of the Buckle Up NH Committee and many other highway safety partners a few great educational activities occurred throughout the state during this program year. The group also provided insight and guidance into state educational opportunities including videos for promotion and where education should be targeted to ensure it reaches its target audience. After a discussion early in the year, a new day and time for the committee meeting, which helped to increase attendance for members. The committee continued to meet bi-monthly throughout the year and there was on-going interaction between the members, as required to effectively implement the program, throughout the year.

Additionally, the virtual format provided by Dartmouth-Hitchcock will ensure that no future meetings will need to be cancelled due to NH's inclement weather.

The 2019 Traffic Safety Conference took place in the fall instead of the spring during the 2020 fiscal year. It was planned in collaboration with AAA Northern New England and the NH Office of Highway Safety. The conference was attended by over 200 traffic safety partners and law enforcement officers. Conference agenda was full of a variety of traffic safety topic areas including impairment around Marijuana, speeding, buckling up, distracted driving, teen driving and more. Speakers varied from nationally recognized to traffic safety advocates from NH and everything in between. The conference received an average of 4 out of 5 evaluation, which is positive feedback from attendees. In addition to evaluation, many attendees provide feedback on sessions and what they are hoping to see a part of the conference in the future.

The 2020 Seat Belt Challenge was scheduled to take place at the school of the reigning 2019 challenge champions, Hollis-Brookline. Due to COVID-19 shut downs, restrictions, and schools moving to a remote format for the remainder of the 2019-2020 school year and even into the start of the 2020-2021 school year, the 2020 Seat Belt Challenge was cancelled. After the 2020 challenge was cancelled, the program started to look into alternatives for future challenges if

they cannot be held in person. The Thinkfast® Interactive program will be a part of the discussion for event options moving forward.

The Buckle Up NH program utilized 5 different media platforms to engage with at risk population drivers and passengers in NH during 2020. It was important to reach these audiences, while also understanding that the pandemic was keeping many residents at home or at an acceptable social distance. One new platform that was used to share messaging around the importance of buckling up was gas station TV. A video created by the program's coordinator was shared on gas pumps across the state. Many partners reached out about seeing it from all parts of NH. This was an excellent way to reach the target age group during this isolating time because most residents still needed to gas up at the pumps. This gas station television opportunity was done in collaboration with the NH Office of Highway Safety.

A successful, digital media campaign using WMUR, Comcast, and YouTube used two new videos to the program. The videos were on the NHTSA traffic safety marketing website and were created by the state of Maine. Both videos had messages that targeted a different group. The 15 second video focused more towards the young to middle aged man and the other 10 second video focused on adult drivers having control of their own choices that could affect positively or negatively on the road (speeding, buckling up, etc.). The digital media campaign utilized \$15,000 from the budget for a digital media campaign from 8/24-9/30. The total impressions for this campaign was 478,750. The videos utilized on the YouTube platform saw an 89% completion rate from viewers.

The program also utilized a new media outlet with OUTFRONT media that used a brand new infographic created by the coordinator on three different billboards in high traffic areas of the state. The billboards were stationed in Manchester, Nashua, and Rochester. The infographic discussed the past percentage of buckling up and fatal crashes in NH, ending with, "arrive alive." This campaign used a total of \$9,900 in funds from the budget. The total weekly impressions combined for the billboards was 350,000+ and the campaign was live for over 4 weeks from August to September. Overall the billboards were viewed more than 1 million times during the campaign.

Additionally, BUNH coordinator was able to leverage an existing platform made available to the BUNH program through Dartmouth-Hitchcock. This program is capable of pushing messages through the on-hold system telecommunications system. This system is for when individuals call into primary care practices and are put on hold. During February and March, the program pushed messaging on this system that coincided with messaging being put out by state and nationally. February's message was, "fans don't let fans drive drunk. A night of celebration should never turn into a life changing event. If you are drinking, make a plan ahead of time with a sober ride. Make good choices and get home safely." March's message was, "Buzzed driving is drunk driving. A night of celebration should never turn into a life changing event. If you are drinking, make a plan ahead of time with a sober ride. Make good choices and get home safely."

Through a partnership with the NH Department of Education's Bureau of Student Wellness, a new platform was introduced. This included a live YouTube presentation on occupant protection. This hour long presentation, together with the Youth Operator Program Coordinator, was shared on social media and can be utilized in different capacities for program education in the future. The final piece of educational materials the program was able to develop was written articles

using platforms available to Dartmouth-Hitchcock programs. The BUNH program wrote an article that was related to and shared during the 100 Deadliest Days. The article was put into Parenting NH print magazine and made available on all Dartmouth-Hitchcock online media forums.

All of the different educational media pieces were successful during 2020. The new platforms provided great engagement with at risk populations across the state. Although it may all be used in different capacities during the next fiscal year, with the pandemic during this year it allowed for messaging to reach audiences differently than originally planned.

The Buckle Up Coordinator provided support for a state wide Seat Belts for All coalition that was working to enhance occupant protection for all New Hampshire residents during the 2020 legislative session. As a member on the coalition, the BUNH Coordinator provided assistance to the committee chair with recording meeting minutes, offering best practice information, and creating public information materials based on committee work. The role of the coordinator on the committee came after a NHTSA Occupant Protection Assessment completed in April 2019, which acknowledged the need for policy enhancement in this area. There is discussion within the state wide Seat Belts for All coalition to revisit efforts in the 2021 legislative session.

The coalition meetings were chaired by David Henderson, Executive Director with the National Safety Council of Northern New England, and attended by NH Department of Safety, NH Department of Transportation, NH Department of Health and Human Services, 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.

Moving forward it is important for the program to take the COVID-19 pandemic into consideration when planning future events and campaigns to ensure all can work in person or virtually, in the event the state is put into a lockdown again.

In addition, the Buckle Up program has been chartered to work to collaborate with state and local partners to provide the best possible educational messages to motorists in NH and continue to seek new opportunities to better the program.

Funding Source: 402 Funds Obligated: \$120,587.52 Funds Expended: \$82,817.72

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

20-01-06

Planned Activity Description

UNH Seat Belt Use Survey

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

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 July 2020. The goal of this study was to measure seat belt usage by passenger vehicles on New Hampshire roads. The study was conducted for the 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 2009 (68.9%) to 20 (72.4%) shows seat belt use averaged 71.10%. The chart below demonstrates slight improvement in seatbelt usage between 2019 and 2020. 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											
2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
68.9%	72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%

Funding Source: 405d Flex Funds Obligated: \$45,220.47 Funds Expended: \$45,220.42

ATTITUDE SURVEY
20-01-06

Planned Activity Description

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

In FFY 2020, funds were provided to the University of New Hampshire Survey Center who included thirteen questions on its Summer 2020 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 18 and August 16, 2020. 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. 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 five say they have driven a motor vehicle in the past sixty days.

Alcohol

An all-time high of nearly nine in ten New Hampshire residents report that they have not driven a motor vehicle within two hours of drinking alcohol in the past thirty days; only one in ten have done this 1 to 5 times in the past thirty days and very few have done so more than 5 times. Respondents under the age of fifty, those with a college degree or more education, and Manchester Area and Seacoast residents are particularly more likely than in 2019 to say they have not driven within two hours of drinking in the past thirty days. However, awareness of alcohol impaired driving enforcement has plummeted; only one-third of residents have read, seen, or heard something about this in the past thirty days, far lower than results in any previous year. Despite this, respondents' assessments of how likely it is that a person will be arrested if they drive after drinking is largely unchanged since 2019.

Seatbelts

Just over three-quarters of New Hampshire residents say they always use a seat belt while in one twenty say they never do so. Republicans and conservatives are less likely than others to always wear a seat belt. Only one in ten report seeing something about seat belt enforcement recently, down compared to 2019 and at an **all-time low**.

Despite the fact that New Hampshire does not have a law requiring adults to wear seat belts, more than half of residents believe a person who does not wear a seat belt will get a ticket at least rarely. Nearly six in ten respondents support a mandatory seat belt law and opposition has fallen to its lowest point since 2009. Democrats, liberals, older respondents, and those with higher levels of education tend to support such a law while Republicans, conservatives, and those aged 35 to 49 tend to oppose it.

Speeding

More than a quarter of New Hampshire residents say they always or most of the time drive faster than 35 miles per hour on a local road with a speed limit of 30 miles per hour while the same

proportion of respondents say they always or most of the time drive faster than 70 miles per hour on a road with a 65 mile per hour speed limit. Results for both questions are largely unchanged since 2019.

Only just over a third of residents say they have heard something about speed enforcement by police in the past thirty days, the lowest level of reported hearing about this since the question was first asked in 2010. Respondents aged 35 to 49, those who have completed postgraduate work, and North Country residents are particularly less likely than in 2019 to report seeing, reading, or hearing anything about this.

One in five respondents believe they will get a ticket always or most of the time if they drive over the speed limit while three in eight believe they will get a ticket about half of the time and four in ten believe they will only rarely or never get a ticket while speeding.

Funding Source: 402 Funds Obligated: \$6,500.00 Funds Expended: \$6,500.00

OCCUPANT PROTECTION PAID MEDIA

I-Heart Media + Entertainment

20-01-03

Planned Activity Description

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 (as well as informing the public of the state's primary law requiring all persons up to age 18 to buckle up). Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, Matrix Entertainment, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teendrivers crash-related deaths and injuries across the state.

In FFY 2020, funds were provided to I-Heart Media + Entertainment who ran a traffic and weather sponsorship through their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting benefits of wearing your seat belt, the dangers of not wearing a seatbelt as well as social norming and enforcement messages. This contract also included the following elements related to seat belt safety:

- Added Value PSA schedule with social-norming messages regarding seat belts
- Static and animated banner ads on I-Heart Media station pages and social media platforms

Funding Source: 402

Funds Obligated: \$26,274.00

Funds Expended: \$20,680.00

Gas Station Television

20-01-03

Planned Activity Description

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 (as well as informing the public of the state's primary law requiring all persons up to age 18 to buckle up). Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, Matrix Entertainment, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teendrivers crash-related deaths and injuries across the state.

In FFY 2020, funds were provided to Gas Station Television (GSTV) who ran several :15-second television spots to encourage motorists to buckle up. These spots featured the OHS and the Buckle Up NH Coordinator from the Injury Prevention Center.

05/13/20 – 06/02/20: Delivered 321,249 impressions/ Contracted for 305,386 impressions

Funding Source: 402

Funds Obligated: \$15,729.77

Funds Expended: \$15,700.60

New Hampshire Fisher Cats

20-01-03

Planned Activity Description

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 (as well as informing the public of the state's primary law requiring all persons up to age 18 to buckle up). Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, Matrix Entertainment, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2020, funds were allocated to support the New Hampshire Fisher Cats to execute a seat belt campaign. This projects purpose was to engage the younger fan base through more

interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages on the big screen television. This contract included radio spots that would encourage motorists to buckle up and remind our young drivers of the laws in place requiring them to buckle up. The social norming and enforcement messaging that would air on the Fisher Cats Radio Network throughout the season. Additionally, the Fisher Cats would run social media campaigns to help spread awareness to their fans. *However, due to COVID-19, and baseball season cancelled, we did not execute this contract.*

Funding Source: 402 Funds Obligated: \$46,000.00 Funds Expended: \$0

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

In FFY 2020, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
20-04-04	Distracted Driving Enforcement Patrols
20-04-11	Distracted Driving Mobilizations
20-02-04	Enforcement Patrols/STEP/Equipment
20-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
20-07-11	Impaired driving National Campaigns
20-01-04	Join The NH Clique (Click It or Ticket)
20-02-11	Operation Safe Commute
20-06-04	Pedestrian and bicycle enforcement patrols

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

CRASH ANALYSIS

Rockingham, Hillsborough and Merrimack counties were identified as experiencing the highest risk of fatal crashes. Using data from 2019 and available 2020 data on serious bodily injury crashes and all crashes, New Hampshire focused its media and enforcement (TSEP) through a data driven approach that included fatalities, serious bodily injuries, EMS data and the availability of effective resources of our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2018 reflected 449 serious bodily injuries as a result of motor vehicle crashes. The reported crash data also reflected distracted driving as being

one of the contributing factors for 25% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above reflect the highest risk as it relates to fatalities and SBI, the NHOHS continued to partner with as many willing participants who could avail themselves to continue to reduce fatalities and SBI throughout our entire state.

DEPLOYMENT OF RESOURCES:

Highway safety program area problem identification, countermeasure strategies, planned activities:

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments electronically transmit crash data via E-Crash technology to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or complete a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) and submit the hard copy to the NH DMV which is then entered into the VISION database. Currently, the State Police use the Crash Records Management System (CRMS) to electronically submit a MMUCC 4 crash report to DMV which is then entered into the electronic crash database system (VISION). In addition, NHOHS is on track to mandate all local law enforcement agencies are to be MMUCC compliant as a condition of receiving NHOHS funding. This central electronic crash VISION database is then accessed by the Department of Safety (DOS) Data Analysts who then mines and categorizes the crash data accordingly by several data points such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants were required to submit town/city crash and traffic enforcement data for three (3) previous years on their grant application as well as present a strategic data driven plan to address the traffic safety issues plaguing their community;

EFFECTIVENESS MONITORING:

Another data source that continued to be developed is E-CRASH/E-CITATION data where state and local police departments submit all crashes and traffic citations electronically into the VISION database where the data is then harvested and analyzed for location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. This crash and traffic violation and demographic data profile also allows our office to hyper-focus media campaigns thereby tailoring the media messaging to the specific audience. Specific traffic violation data provides a feedback mechanism that provides the ability to analyze the effects of directed enforcement and media efforts over time allowing for the NHOHS to make needed and necessary resource adjustments. To further refine the allocation of resources, the collection of grant funded traffic enforcement activity sheet (HS-200) on each individual officer is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics to ensure compliance with federal and state objectives as well as allow for adjustment or redirection of grantee funding. Additionally, total crash statistics by community are drawn on a quarterly basis and analyzed for trend to ensure grantees are on track with their crash reduction targets. Additional NHOHS resources were directed toward targeted Pedestrian and Bicycle enforcement projects.

An additional tool that assists in monitoring and analyzing progress through the use of these planned activities, enhances problem identification, and provides a feedback mechanism is the “Driver Attitude Survey” and “Seat Belt Survey” which were both conducted in spite of the COVID19 pandemic. The context and results of these surveys provided observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, and Distracted Driving. These surveys provided an additional gauge on effectiveness of enforcement and media efforts. This data and the insight it provided was utilized in the development of the FFY 2021 HSP.

New Hampshire will continually monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis as crash data is received from the DMV. NHOHS staff will take a proactive approach to monitoring our partner’s activity and will have frequent interaction with those partners who experience an increase in fatalities and serious bodily injuries throughout the year. Areas identified as having an increase in crashes will be analyzed for potential causation and the appropriate resources to mitigate the problem will be directed as needed. Additionally, current crash data will continue to be reported at all of the Traffic Safety Commission Meetings to leverage our partnerships with legislative representatives, local businesses and other state agencies.

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2020 New Hampshire had 104 fatalities up from 101 fatalities in 2019. New Hampshire met its target of 118.8 (2016-2020 average) fatalities this year even during the Covid-19 pandemic when enforcement efforts were affected. Still, in FFY 2020, these enforcement efforts resulted in thousands of motor vehicle stops as well as thousands of warnings and citations issued. Although, fewer enforcement efforts were conducted during this challenging time, they were still being conducted by our brave highway safety partners (NH State Police and local police departments) who risked their lives to save lives on our NH roads. Suffice it to say, if these enforcement efforts were not conducted, more crashes may have occurred, that may have resulted in more injuries and fatalities. New Hampshire State Police remained very consistent with conducting enforcement efforts throughout the pandemic and focused on major corridors traversing throughout the state as well as areas that were of highway safety concern (areas increasing in crashes, speeding, distraction, etc.) that were trending within the state. The Office of Highway Safety Commander was also instrumental in notifying troop commanders of these trending highway safety problems to ensure that enforcement efforts were conducted to minimize these concerns.

Highway safety messaging during enforcement efforts or campaigns continued to be released throughout FFY 2020 to have the greatest impact of reducing crashes overall. Highway safety messaging for the most part was not affected by Covid-19 and played an important role in helping to keep fatalities low in comparison to past years.

Also of importance to note in FFY 2020, is the release of the NHOHS new fillable Traffic Enforcement Grant Application and Performance Tracking Tool that has allowed agencies a more efficient way to fill out an Office of Highway Safety application. In this new application, data has been prepopulated and no longer has to be filled out by the agency. Also, this new grant application has the ability to track an agency's grant funded performance throughout the fiscal year and allow for the agency to receive both annual and quarterly feedback on the success of achieving the goals and objectives of the enforcement effort that was set by the agency prior to the grant funded enforcement effort being conducted. So far, this application and performance tracking tool has received positive reviews from our grantees.

In FFY 2021 and during the development of the FFY 2022 HSP, the OHS has implemented countermeasures to decrease traffic fatalities by continuing to fund enforcement and media efforts within those areas of New Hampshire where crashes and fatalities are occurring. The 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.

POLICE TRAFFIC SERVICES

20-02-04

Using a new funding methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to combat this recent upward trend in our drive toward zero. FY 2018 and 2019 crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data, the team at NHOHS will have discussions related to the implementation and conduct of selected countermeasures and planned activity to address the problem areas. Additionally, crash data will be obtained quarterly as available to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts. Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. Strategies to achieve these goals include:

- HVE (High Visibility Enforcement Patrols)
- Overtime Enforcement Patrols
- Funding equipment
- Media campaign
- Education and Awareness campaigns

The NHOHS is pleased to report that in spite of the ongoing COVID19 pandemic and a significant increase in high risk drivers during its initial phase, fatalities throughout New Hampshire are on track to match those of 2019. Although the goal was and is to get to zero, increased efforts by the New Hampshire State Police and waivers allowed for by NHTSA (Share to Local), State Police Enforcement Patrols were increased to mitigate what was being seen on our roadways.

Performance Target:

- **Reduce speed related fatalities by 6 percent from 57 (2015-2019 average) to 53.60 (2016-2020 average). *Note in the FFY 2020 HSP there is a typo in relation to the yearly averages.**

In 2020, local and county law enforcement agencies under the STEP grant, and the NHSP under their Enforcement grant, saw a reduction in the number of speed warnings issued from 2019 to 2020 and slight increase in the number of speed summonses from 2019 to 2020. In 2020, there was a decrease of 28% (6,681 to 4,806) in speed warnings and an increase of 3% (4,084 to 4,218) in speed summonses. Taking a closer look at the speed data, it reflects a reduction in warnings for NHSP of 9.5% and Local law enforcement by 35%. Speed summonses are up by 9.5% for NHSP and down 21% 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 2020* preliminary data shows that we are on track to meet our target of 53.6 speed related fatalities for FFY 2020. As of 31 August 2020, there were 40 speed related fatalities for FFY 2020. Using prior year information, this agency estimates that the 2016-2020 average will be 56.2. As of 28 December 2020 there have been 102 fatalities on NH roads. NH OHS estimates that we will meet our projection of 118.8 fatalities for the year. Based on known fatalities and estimating the last 31 days of the year, early on we projected to see 118.6 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 an 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.

2020 Traffic Enforcement Patrols

20-02-04

Planned Activity Description

This planned activity will provide funds to support overtime pay for New Hampshire's State, County and Local law enforcement agencies to conduct statewide enforcement patrols. These patrols will be scheduled in 4 hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (speed, Distracted driving, Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors and flexed as needed to identified problem areas through proactive monitoring initiatives. Safe Commute will be scheduled monthly and seasonal considerations will be taken into consideration when safe commute details are awarded.

In FFY 2020, the NHOHS provided overtime traffic enforcement and equipment grants through the Planned Activity Enforcement Patrols/STEP/Equipment to the NH State Police, County and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols and provide the traffic safety equipment necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 1,953 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 6,427 vehicles stopped with 2,836 warnings and 4,059 summonses issued. The total number of hours dedicated to this enforcement effort was 2,045.

Local Police activity resulted in 7,065 vehicles stopped with 6,149 warnings and 1,376 summonses issued. The total number of hours dedicated to this enforcement effort was 5,770.

Grantee	Obligated	Spent
Alton	\$3,202.00	\$516.34
Barrington	\$3,120.00	\$3,120.00
Bedford	\$8,000.00	\$4,089.98
Belmont	\$3,441.00	\$2,423.10
Boscawen	\$2,806.00	\$0.00
Candia	\$2,476.00	\$1,144.26
Claremont	\$4,050.00	\$1,420.88
Concord	\$15,000.00	\$11,673.69
Derry	\$13,466.00	\$7,938.70
Dover	\$11,580.00	\$6,626.05
Enfield	\$2,279.00	\$1,873.14
Epping	\$3,287.00	\$774.09
Epsom	\$2,279.00	\$2,014.44
Gilford	\$4,124.00	\$3,982.91
Hampton	\$6,524.00	\$3,540.85
Haverhill	\$2,342.00	\$393.02
Hillsboro	\$2,743.00	\$2,743.00
Hollis	\$3,621.00	\$2,496.54
Hudson	\$10,068.00	\$8,972.83
Keene	\$9,529.00	\$4,443.75
Laconia	\$7,937.00	\$7,888.45
Lee	\$1,602.00	\$1,551.98
Littleton	\$2,290.00	\$2,290.00
Manchester	\$35,000.00	\$30,434.93
Merrimack	\$10,296.00	\$10,296.00
Milford	\$6,003.00	\$4,255.05
Milton	\$2,580.00	\$2,324.30
Nashua	\$15,000.00	\$14,491.03
Northwood	\$2,377.00	\$2,276.78

Ossipee	\$3,048.00	\$1,257.29
Plaistow	\$2,130.00	\$448.45
Portsmouth	\$8,681.00	\$6,238.07
Rindge	\$2,651.00	\$769.85
Rockingham Cty		
SO	\$6,318.00	\$6,318.00
Salem	\$12,035.00	\$10,269.92
Somerworth	\$3,325.00	\$0.00
Tilton	\$2,123.00	\$0.00
Winchester	\$2,437.00	\$2,364.51
	\$239,770.00	\$173,662.18

Funding Source: 402 Funds Obligated: \$239,770.00 Funds Expended: \$173,662.18

Funding Source:405d Flex(SP) Funds Obligated: \$185,000.00 Funds Expended: \$176,486.62

2020 OPERATION SAFE COMMUTE (OSC)

20-02-11

Planned Activity Description

This planned activity will provide funds to support overtime pay for New Hampshire's State, County and Local law enforcement agencies to conduct statewide enforcement patrols. These patrols will be scheduled in 4 hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (speed, Distracted driving, Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors and flexed as needed to identified problem areas through proactive monitoring initiatives. Safe Commute will be scheduled monthly and seasonal considerations will be taken into consideration when safe commute details are awarded.

In FFY 2020, funding in this planned activity was utilized to maximize high visibility motor vehicle enforcement in all regions of the state. High visibility enforcement focused on our high crash corridors but also provide the necessary sustainment of enforcement efforts in other known crash prone areas of the state. Important, four (4) hour enforcement details were conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 713 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 1,779 vehicles stopped with 1017 warnings and 829 summonses issued. The total number of hours dedicated to this enforcement effort was 591.

Local Police activity resulted in 4,615 vehicles stopped with 4,147 warnings and 719 summonses issued. The total number of hours dedicated to this enforcement effort was 2,262.

Grantee	Obligated	Spent
Alstead	\$1,800.00	\$1,370.10
Alton	\$3,120.00	\$1,846.41
Auburn	\$3,002.40	\$1,556.65
Barnstead	\$2,718.00	\$900.66
Barrington	\$1,872.00	\$1,872.00
Bartlett	\$1,746.00	\$868.26
Bedford	\$3,120.00	\$2,516.47
Belmont	\$2,880.00	\$1,983.59
Berlin	\$2,662.00	\$1,850.40
Campton	\$2,476.00	\$1,130.47
Chester	\$3,105.00	\$1,366.04
Concord	\$3,120.00	\$1,088.00
Deering	\$3,120.00	\$1,304.34
Dover	\$3,089.00	\$2,964.65
Dublin	\$2,412.00	\$2,196.17
Dunbarton	\$2,289.00	\$1,249.26
Enfield	\$2,940.00	\$1,665.05
Epping	\$3,120.00	\$2,720.49
Epsom	\$3,120.00	\$1,961.73
Franklin	\$3,120.00	\$0.00
Gilford	\$3,120.00	\$2,334.89
Gorham	\$1,728.00	\$1,222.44
Greenfield	\$3,120.00	\$2,140.47
Greenland	\$3,120.00	\$3,007.82
Hampton	\$3,120.00	\$218.51
Henniker	\$2,900.00	\$2,033.54
Hillsboro	\$3,120.00	\$2,125.00
Hollis	\$3,120.00	\$2,624.58
Hopkinton	\$2,024.00	\$2,006.28
Keene	\$3,120.00	\$2,130.88
Lee	\$1,922.00	\$1,546.85
Littleton	\$2,340.00	\$1,308.10
Londonderry	\$2,282.00	\$1,137.96
Manchester	\$3,120.00	\$2,572.90
Marlborough	\$2,385.00	\$2,313.98
Meredith	\$3,120.00	\$3,120.00
Merrimack	\$3,120.00	\$2,797.10
Milford	\$3,120.00	\$2,535.98
New Hampton	\$1,668.00	\$879.23

Newington	\$2,832.00	\$1,900.60
Newmarket	\$2,448.00	\$1,483.59
Newport	\$3,120.00	\$2,490.27
Northwood	\$2,765.00	\$1,319.09
Ossipee	\$3,120.00	\$1,222.23
Pelham	\$2,548.00	\$1,962.06
Pittsfield	\$2,426.00	\$1,239.20
Plaistow	\$1,966.00	\$691.32
Portsmouth	\$3,120.00	\$2,037.24
Raymond	\$1,620.00	\$910.22
Salem	\$3,120.00	\$2,230.67
Strafford Cty		
SO	\$1,690.00	\$1,431.50
Stratham	\$2,483.00	\$1,327.95
Thornton	\$1,980.00	\$978.20
Tilton	\$2,309.00	\$943.58
Wakefield	\$2,388.00	\$2,172.47
Walpole	\$3,053.00	\$1,558.72
Winchester	\$2,855.00	\$1,548.12
Windham	\$166.18	\$166.18
Wolfeboro	\$2,640.00	\$1,947.54
	\$155,049.58	\$100,028.00

Funding Source: 402 Funds Obligated: \$155,049.58 Funds Expended: \$100,028.00

Funding Source: 405d Flex(SP) Funds Obligated: \$55,000.00 Funds Expended: \$48,599.23

2020 JOIN THE NEW HAMPSHIRE CLIQUE

20-01-04

Planned Activity Description

The NHOHS provides overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. These patrols will occur in four hour increments and all participating agencies will be required to have their officers complete the online Occupant protection course at PSTC to be eligible for reimbursement. Within this Planned Activity, patrols will participate in the "Join The NH clique" which is the New Hampshire version of "Click it or Ticket". Subgrantee participation will coincide with the "Click It or Ticket" National Mobilization.

In FFY 2020, the NHOHS provided overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. All participating agencies were required to have their officers complete the online Occupant protection course at PSTC to be eligible for

reimbursement. New Hampshire enforcement agencies participated in the "Join The NH clique" which coincided with the "Click it or Ticket" National Mobilization as New Hampshire does not have an adult seat belt law but does have a seat belt law up to the age of 18.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 34 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 314 vehicles stopped with 220 warnings and 106 summonses issued. The total number of hours dedicated to this enforcement effort was 104.

Local Police activity resulted in 73 vehicles stopped with 69 warnings and 15 summonses issued. The total number of hours dedicated to this enforcement effort was 33.

Grantee	Obligated	Spent
Alstead	\$200.00	\$168.63
Alton	\$260.00	\$0.00
Auburn	\$250.19	\$0.00
Barnstead	\$227.00	\$0.00
Barrington	\$208.00	\$0.00
Bartlett	\$195.00	\$0.00
Bedford	\$260.00	\$0.00
Belmont	\$240.00	\$0.00
Berlin	\$222.00	\$0.00
Campton	\$207.00	\$0.00
Chester	\$259.00	\$0.00
Concord	\$260.00	\$0.00
Deering	\$260.00	\$0.00
Dover	\$258.00	\$0.00
Dublin	\$260.00	\$207.41
Dunbarton	\$191.00	\$0.00
Enfield	\$245.00	\$0.00
Epping	\$260.00	\$0.00
Epsom	\$260.00	\$0.00
Franklin	\$260.00	\$0.00
Gilford	\$260.00	\$0.00
Gorham	\$144.00	\$0.00
Greenfield	\$260.00	\$0.00
Greenland	\$260.00	\$0.00
Hampton	\$260.00	\$0.00
Henniker	\$242.00	\$0.00
Hillsboro	\$260.00	\$0.00
Hollis	\$260.00	\$0.00
Hopkinton	\$225.00	\$0.00

Keene	\$260.00	\$224.01
Lee	\$214.00	\$0.00
Littleton	\$260.00	\$0.00
Londonderry	\$204.00	\$0.00
Manchester	\$260.00	\$0.00
Marlborough	\$199.00	\$0.00
Meredith	\$260.00	\$0.00
Merrimack	\$260.00	\$0.00
Milford	\$260.00	\$0.00
New Hampton	\$186.00	\$0.00
Newington	\$236.00	\$200.90
Newmarket	\$204.00	\$0.00
Newport	\$260.00	\$0.00
NHSP	\$14,450.00	\$7,857.19
Northwood	\$231.00	\$0.00
Pelham	\$213.00	\$0.00
Pittsfield	\$203.00	\$0.00
Plaistow	\$164.00	\$0.00
Portsmouth	\$260.00	\$0.00
Raymond	\$180.00	\$0.00
Salem	\$260.00	\$0.00
Stratham	\$207.00	\$0.00
Thornton	\$214.00	\$157.73
Tilton	\$257.00	\$0.00
Wakefield	\$199.00	\$199.00
Walpole	\$255.00	\$0.00
Winchester	\$238.00	\$156.40
Windham	\$0.00	\$0.00
Wolfeboro	\$220.00	\$0.00
	\$27,567.19	\$9,171.27

Funding Source: 402 Funds Obligated: \$13,117.19 Funds Expended: \$1,314.08

Funding Source: 405d Flex (SP) Funds Obligated: \$14,450.00 Funds Expended: \$7,857.19

2020 Drive Sober or Get Pulled Over Mobilization

20-07-11

Planned Activity Description

Overtime Enforcement funds will be used to support the two Impaired Driving National Campaigns. Partner agencies will be required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols will be done in 3 to 4 hour patrols shifts with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with the media outreach during the National Mobilizations identified

by NHTSA.

In FFY 2020, the NHOHS provided overtime enforcement funds to support law enforcement participation in the two (2) Impaired Driving “Drive Sober or Get Pulled Over” National Mobilization campaigns. Partner law enforcement agencies were required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols were conducted in 3 to 4 hour patrol shifts with the primary effort focused on impaired driving on our roadways. These patrols were conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 143 Six-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 851 vehicles stopped with 788 warnings and 243 summonses issued and 17 DUI arrests. The total number of hours dedicated to this enforcement effort was 524.5

Local Police activity resulted in 698 vehicles stopped with 661 warnings and 44 summonses issued and 11 DUI arrests. The total number of hours dedicated to this enforcement effort was 333.75

Grantee	Obligated	Spent
Alton	\$520.00	\$235.45
Auburn	\$500.38	\$432.88
Barnstead	\$453.00	\$168.33
Barrington	\$416.00	\$416.00
Bartlett	\$329.00	\$172.32
Bedford	\$520.00	\$493.14
Belmont	\$480.00	\$389.69
Berlin	\$444.00	\$444.00
Campton	\$513.00	\$375.05
Chester	\$518.00	\$348.19
Concord	\$520.00	\$304.16
Deering	\$260.00	\$89.28
Dover	\$515.00	\$478.12
Dublin	\$520.00	\$190.92
Dunbarton	\$382.00	\$365.98
Enfield	\$490.00	\$212.90

Epsom	\$520.00	\$494.33
Epping	\$520.00	\$345.42
Franklin	\$520.00	\$129.87
Gilford	\$520.00	\$489.40
Gorham	\$288.00	\$0.00
Greenfield	\$520.00	\$484.40
Greenland	\$520.00	\$325.85
Hampton	\$520.00	\$0.00
Henniker	\$484.00	\$459.83
Hillsboro	\$520.00	\$520.00
Hollis	\$520.00	\$468.39
Hopkinton	\$450.00	\$292.07
Keene	\$520.00	\$243.71
Lee	\$428.00	\$374.53
Littleton	\$520.00	\$518.80
Londonderry	\$408.00	\$0.00
Manchester	\$520.00	\$520.00
Marlborough	\$398.00	\$325.58
Meredith	\$520.00	\$411.77
Merrimack	\$520.00	\$478.02
Milford	\$520.00	\$290.41
Newington	\$472.00	\$467.93
Newmarket	\$408.00	\$408.00
Newport	\$520.00	\$180.07
Northwood	\$461.00	\$396.27
Ossipee	\$520.00	\$202.71
Pelham	\$425.00	\$264.33
Pittsfield	\$405.00	\$194.83
Plaistow	\$328.00	\$0.00
Portsmouth	\$520.00	\$492.20
Raymond	\$360.00	\$195.54
Salem	\$520.00	\$520.00
Stratham	\$414.00	\$414.00
Thornton	\$520.00	\$224.22
Tilton	\$514.00	\$175.34
Wakefield	\$398.00	\$321.95
Walpole	\$509.00	\$353.12
Winchester	\$476.00	\$470.82
Windham	\$0.00	\$0.00
Wolfeboro	\$440.00	\$212.07

\$25,438.38 \$17,782.19

Withdraw

Funding Source: 402 Funds Obligated: \$25,438.38 Funds Expended: \$17,782.19

Funding Source: 405d Flex(SP) Funds Obligated: \$30,000.00 Funds Expended: \$0.00

2020 DWI Enforcement Patrols

20-07-04

Planned Activity Description

This planned activity will support New Hampshire's State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2020 federal fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the States Fatality Analysis Reporting System. These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). There is currently no planned equipment purchases during FFY 2020. Should the need arise due to equipment failures, NHOHS has included equipment in the description of the planned activity in the event a HSP amendment is needed to assist with replacement equipment.

In FFY 2020, funds were provided to support the New Hampshire's State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2020 federal fiscal year. Enforcement times and locations were based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the States Fatality Analysis Reporting System. Also, important, additional impaired driving enforcement efforts were focused on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire).

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conduct 962 Six-hour enforcement patrols. These enforcement efforts resulted in the following:

State Police activity resulted in 6,775 vehicles stopped with 5,148 warnings and 1,783 summonses issued and 106 DUI arrests. The total number of hours dedicated to this enforcement effort was 3,622.

Local Police activity resulted in 4,684 vehicles stopped with 4,193 warnings and 334 summonses issued and 80 DUI arrests. The total number of hours dedicated to this enforcement effort was 2,148.

Grantee	Obligated	Spent
Alton	\$3,805.00	\$1,053.38
Barrington	\$4,621.00	\$1,271.70
Bedford	\$8,000.00	\$3,202.15
Berlin	\$5,543.00	\$5,364.28
Claremont	\$7,637.00	\$2,384.70
Concord	\$15,000.00	\$4,605.54
Conway	\$4,391.00	\$2,621.55
Derry	\$6,733.00	\$2,097.78
Dover	\$8,000.00	\$7,875.98
Enfield	\$2,868.00	\$1,665.18
Epping	\$4,572.00	\$174.33
Epsom	\$3,246.00	\$2,259.90
Gilford	\$5,024.00	\$3,535.71
Hampton	\$9,110.00	\$1,638.89
Haverhill	\$393.00	\$0.00
Hillsboro	\$3,786.00	\$3,786.00
Hudson	\$11,914.00	\$1,687.41
Keene	\$9,000.00	\$3,581.24
Laconia	\$8,000.00	\$7,371.85
Lee	\$3,203.00	\$2,931.55
Lincoln	\$2,720.00	\$2,720.00
Littleton	\$4,751.00	\$3,930.94
Manchester	\$45,000.00	\$40,198.68
Merrimack	\$12,194.00	\$6,805.80
Milford	\$6,216.00	\$2,312.20
Milton	\$2,879.00	\$2,637.50
Nashua	\$6,754.00	\$5,806.21
Northwood	\$2,969.00	\$2,969.00
Ossipee	\$4,171.00	\$1,537.49
Portsmouth	\$7,584.00	\$2,331.01
Salem	\$15,000.00	\$11,228.85
Winchester	\$2,887.00	\$1,904.39
	\$237,971.00	\$143,491.19

Funding Source: 402 Funds Obligated: \$237,971.00 Funds Expended: \$143,491.19

Funding Source: 405d Flex(SP) Funds Obligated: \$450,000.00 Funds Expended: \$329,834.83

2020 DISTRACTED DRIVING

20-04-04

Planned Activity Description

Provide overtime funds to NHSP and local law enforcement agencies to enforce distracted driving laws throughout NH. Distracted driving enforcement will be conducted year round. Specific times and locations will be based on local crash and violation data. Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring.

In FFY 2020, the NHOHS provided funding to support NHSP and local law enforcement agencies enforcement of distracted driving laws throughout NH. Distracted driving enforcement efforts were conducted year round. Specific times and locations were based on local crash and violation data. Crash data was reviewed throughout the year to effectively allocate resources where the crashes are occurring.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 631 four-hour enforcement patrols. These patrols resulted in the following:

State Police activity resulted in 3,091 vehicles stopped with 1,661 warnings and 1,638 summonses issued. The total number of hours dedicated to this enforcement effort was 1,170.

Local Police activity resulted in 3,432 vehicles stopped with 2,873 warnings and 732 summonses issued. The total number of hours dedicated to this enforcement effort was 1,354.75

Grantee	Obligated	Spent
Bedford	\$4,409.00	\$4,278.37
Candia	\$1,913.00	\$745.70
Claremont	\$2,954.00	\$564.81
Concord	\$8,000.00	\$5,786.48
Conway	\$2,334.00	\$2,124.60
Derry	\$6,733.00	\$4,572.26
Dover	\$5,790.00	\$3,137.52
Enfield	\$1,676.00	\$1,180.91
Epping	\$2,057.00	\$306.21
Epsom	\$1,888.00	\$1,752.37
Gilford	\$2,562.00	\$2,337.28
Hampton	\$3,758.00	\$0.00
Hillsboro	\$1,722.00	\$1,595.00
Hollis	\$2,204.00	\$2,059.15
Hudson	\$5,572.00	\$5,572.00
Laconia	\$4,937.00	\$4,817.72

Lee	\$1,602.00	\$1,235.04
Lincoln	\$836.00	\$718.49
Littleton	\$1,966.00	\$1,966.00
Manchester	\$20,000.00	\$16,899.88
Merrimack	\$5,662.00	\$5,662.00
Nashua	\$12,664.00	\$12,092.31
Ossipee	\$2,160.00	\$685.15
Rindge	\$1,673.00	\$0.00
Rockingham Cty		
SO	\$3,159.00	\$3,159.00
Salem	\$7,185.00	\$6,427.33
Tilton	\$1,590.00	\$0.00
	\$117,006.00	\$89,675.58

Funding Source: 402* Funds Obligated: \$117,006.00 Funds Expended: \$89,675.58

Funding Source: 402*(SP) Funds Obligated: \$95,200.00 Funds Expended: \$91,223.07

2020 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION
20-04-11

Planned Activity Description

Overtime enforcement patrols will be utilized to support the media efforts during the Distracted driving National Campaign. These overtime enforcement patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk.

In FFY 2020, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaign “U DRIVE. U TEXT. U PAY”. These overtime enforcement patrols were conducted during this mobilization and during the commuting hours and in locations, that have been identified as having a high crash risk.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conduct 3.5 four-hour enforcement patrols. These enforcement patrols resulted in the following:

Local Police activity resulted in 16 vehicles stopped with 14 warnings and 3 summonses issued. The total number of hours dedicated to this enforcement effort was 14.

Grantee	Obligated	Spent
Alstead	\$200.00	\$0.00
Auburn	\$250.19	\$0.00
Barnstead	\$227.00	\$0.00
Barrington	\$208.00	\$0.00
Bartlett	\$195.00	\$0.00
Bedford	\$260.00	\$0.00
Belmont	\$240.00	\$0.00
Berlin	\$222.00	\$0.00
Campton	\$207.00	\$0.00
Chester	\$259.00	\$0.00
Concord	\$260.00	\$0.00
Deering	\$260.00	\$129.29
Dover	\$258.00	\$0.00
Dublin	\$260.00	\$0.00
Enfield	\$245.00	\$0.00
Epping	\$260.00	\$0.00
Epsom	\$260.00	\$0.00
Franklin	\$260.00	\$0.00
Gilford	\$260.00	\$0.00
Gorham	\$144.00	\$0.00
Greenfield	\$260.00	\$0.00
Greenland	\$260.00	\$0.00
Hampton	\$260.00	\$0.00
Henniker	\$242.00	\$0.00
Hillsboro	\$260.00	\$0.00
Hollis	\$260.00	\$0.00
Hopkinton	\$225.00	\$0.00
Keene	\$260.00	\$0.00
Lee	\$214.00	\$0.00
Littleton	\$260.00	\$0.00
Londonderry	\$204.00	\$0.00
Manchester	\$260.00	\$260.00
Marlborough	\$199.00	\$0.00
Meredith	\$260.00	\$0.00
Merrimack	\$260.00	\$0.00
Newington	\$236.00	\$0.00
Newmarket	\$204.00	\$0.00
Newport	\$260.00	\$0.00
Northwood	\$231.00	\$0.00
Ossipee	\$260.00	\$0.00
Pelham	\$213.00	\$0.00
Pittsfield	\$203.00	\$0.00
Plaistow	\$164.00	\$0.00

Portsmouth	\$260.00	\$0.00
Raymond	\$180.00	\$0.00
Salem	\$260.00	\$0.00
Stratham	\$207.00	\$0.00
Thornton	\$214.00	\$157.73
Tilton	\$257.00	\$0.00
Wakefield	\$199.00	\$0.00
Walpole	\$255.00	\$0.00
Winchester	\$238.00	\$0.00
Windham	\$0.00	\$0.00
Wolfeboro	\$220.00	\$0.00
	\$12,276.19	\$547.02

Withdraw

Funding Source: 402 Funds Obligated: \$12,276.19 Funds Expended: \$547.02*

Funding Source: 402 (SP) Funds Obligated: \$9,100.00 Funds Expended: \$0.00

2020 Bicycle/Pedestrian 20-06-04

Planned Activity Description

State and Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws. Pedestrian and bicycle patrols will be conducted year round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations will be based on local data. Additionally, approximately 10% of the funding will be utilized to train and familiarize law Enforcement officers with the state laws relating to bicyclists and pedestrians. All agencies participating in the overtime enforcement effort will be required to ensure that any officer eligible for reimbursement has viewed and passed the Bike/Ped course online from the Police Academy.

In FFY 2020, funds were provided to State and Local law enforcement agencies to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws. Pedestrian and bicycle patrols were conducted year round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations were based on local data. Additionally, approximately 10% of the funding was utilized to train and familiarize law Enforcement officers with the state laws relating to bicyclists and pedestrians. All agencies participating in the

overtime enforcement effort were required to ensure that any officer eligible for reimbursement has viewed and passed the Bike/Ped course online from the Police Academy.

Target:

- **Reduce pedestrian fatalities by 10 percent from 13 (2015-2019 average) to 12 (2016-2020 average).**
- **Maintain bicyclist fatalities at 2 (2015-2019 average) for 5 year (2016-2020) average of 3.10.**

Pedestrian fatalities projected average for 2016-2020 is 13.4 fatalities. As of December 7, 2020, preliminary data shows we have had 15 pedestrian fatalities. In FFY 2020, we will not meet our target of 12 pedestrian fatalities.

Bicycle fatalities projected average for 2016-2020 is 1.6 fatalities. As of December 14, 2020 preliminary data shows we have had 2 bicycle fatality in 2020. Provided that bicycle fatalities don't increase, we will meet our target of 3.10 in FFY 2020.

The NHOHS provided grant funding to the State Police and eighteen local law enforcement communities who conducted 136 four-hour enforcement patrols. These enforcement patrols resulted in the following:

State Police activity resulted in 170 vehicles stopped with 263 warnings and 59 summonses issued. The total number of hours dedicated to this enforcement effort was 120.

Local Police activity resulted in 693 vehicles stopped with 910 warnings and 220 summonses issued. The total number of hours dedicated to this enforcement effort was 424.75.

Grantee	Obligated	Spent
Berlin	\$1,700.00	\$1,700.00
Center Harbor	\$1,200.00	\$408.96
Concord	\$10,181.00	\$305.66
Derry	\$6,733.00	\$5,706.81
Dover	\$5,150.00	\$597.09
Hampton	\$3,014.00	\$0.00
Hanover	\$2,008.00	\$0.00
Keene	\$4,602.00	\$3,521.66
Laconia	\$3,500.00	\$3,003.82
Lebanon	\$2,751.00	\$1,742.66
Littleton	\$1,682.00	\$1,545.62
Manchester	\$4,747.00	\$3,456.28
NHSP	\$10,000.00	\$7,260.47
Portsmouth	\$7,888.00	\$4,832.88

Somersworth	\$1,774.00	\$0.00
Tilton	\$1,248.00	\$0.00
Wolfeboro	\$6,366.00	\$5,126.98
	\$74,544.00	\$39,208.89

Funding Source: 405h Funds Obligated: \$64,544.00 Funds Expended: \$31,948.42

Funding Source: 405h (SP) Funds Obligated: \$10,000.00 Funds Expended: \$7,260.47

(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)

2020 E-CRASH – PRINTER/SCANNER/GPS

20-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

In FFY 2020, funds were provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This increased significantly the number of agencies ability to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

In FFY 2020 funds were provided and expended by ten (13) 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.

Grantee	Obligated	Spent
Boscawen	\$4,020.00	\$3,580.00
Carroll Cty-	\$3,148.00	\$0.00
Enfield	\$1,850.00	\$870.00
Franklin	\$5,000.00	\$3,825.00
Kensington	\$2,950.00	\$1,851.17
Middleton	\$4,000.00	\$3,072.00
New Durham	\$1,800.00	\$1,800.00
Newfields	\$1,400.00	\$1,400.00
Newmarket	\$2,400.00	\$2,400.00
Newton	\$4,000.00	\$4,000.00
Strafford	\$2,700.00	\$2,700.00
Stratham	\$1,975.00	\$1,320.00
Wakefield	\$2,684.00	\$0.00
	\$70,982.00	\$43,949.67

Funding Source: 405c

Funds Obligated: \$37,927.00

Funds Expended: \$26,818.17

2020 E-CRASH – MOBILE DATA TERMINALS

20-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

In FFY 2020 funds were provided and expended by eleven (19) 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.

Grantee	Obligated	Spent
Alton	\$10,000.00	\$10,000.00
Bartlett	\$3,097.00	\$0.00
Berlin	\$1,500.00	\$1,500.00
Boscawen	\$10,000.00	\$9,749.50
Campton	\$5,968.00	\$2,549.97
Carroll Cty-	\$20,000.00	\$0.00
Center Harbor	\$2,000.00	\$2,000.00
Enfield	\$4,000.00	\$1,480.00
Franklin	\$10,000.00	\$10,000.00
Hanover	\$8,997.00	\$8,747.50
Laconia	\$4,500.00	\$4,500.00
Londonderry	\$5,998.00	\$5,998.00
Middleton	\$8,000.00	\$8,000.00
New Boston	\$1,457.00	\$1,331.59
Thornton	\$2,000.00	\$1,790.00
Wakefield	\$9,156.00	\$0.00
Wilton	\$2,000.00	\$0.00
Windham	\$8,244.00	\$6,034.36

\$141,500.00 \$90,315.58

- Merrimack county Sheriff Obligated \$17,740.00 Expended: 8,288.50
- Rockingham county Sheriff Obligated \$8,843.00 Expended: \$8,346.16

Funding Source: 405c

Funds Obligated: \$141,500.00

Funds Expended: \$90,315.58

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION

20-02-05

Planned Activity Description

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

In FFY 2020, funding was allocated to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving Conference and Traffic Safety Conference. A keynote speaker shall be presenting at this conference in order to have funds cover the luncheon, plaques, etc. There will be a minimum of three meeting scheduled within the calendar year.

In FFY 2020, \$1,000 was obligated and no money was expended for this project. 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

TEEN DRIVER PROGRAMS

COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)

20-08-05

Planned Activity Description

Funds will be provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents and to advocate for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall also allow for the project director to attend the Lifesavers Conference in April 2020 to learn more on the latest distracted driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA's developed by students), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that will be used in High schools and/or driver education classes in FFY 2020. There will be an evaluation component to measure what is learned. Any flyers and/or brochures produced will be distributed through sources such as police contact, town meetings, and high school presentations.

In FFY 2020, funds were provided to support the Community Alliance for Teen Safety (CATS) to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project educated and strengthened families through encouraging more positive communication between youth and parents and advocated for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project allowed for the project director to attend the Lifesavers Conference in April 2020 to learn more on the latest distracted driving initiatives. Funds for this project provided distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA's developed by students), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds helped develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that were used in High schools and/or driver education classes in FFY 2020. There will be an evaluation component to measure what is learned. Any flyers and/or brochures produced will be distributed through sources such as police contact, town meetings, and high school presentations.

Goals:

OVERALL GOAL: To engage and educate youth to become advocates about highway safety related issues, especially distracted driving;

Like every other sector of our nation, COVID-19 has severely dented our ability to penetrate into schools and to engage youth and families in person. However, we compensated for this void by creating virtual programs that allowed not only our messaging to continue, but advanced our ability to connect youth with elders, as a strategy to strengthen selected Developmental Assets (i.e. adults as role models and sources of wisdom, and communities that value youth).

The CATS program achieved this by combining Objectives 1 and 2 and creating an intergenerational bonding program via an oral history project in collaboration with several Classic Car Clubs in New Hampshire, who agreed to advance their mission of safe teen driving.

- OBJECTIVE: to create media materials in partnership with local law enforcement and safety personnel, schools and cable access channels;
- OBJECTIVE: to create opportunities for peer to peer and *across ages reinforcement* of safe driving habits utilizing youth produced media messaging.

CATS continued to mentor a small group of youth involved with their media productions. Sadly, they lost several skilled and qualified participants due to graduation. At least two graduates have continued to engage with multiple CATS initiatives. A fuller explanation of the Intergenerational Bonding Project is contained in the Achievements Section below.

ACHIEVEMENTS:

While CATS has traditionally been involved with peer to peer efforts at Pinkerton Academy, the NEXT Charter School, and local middle & elementary schools, they decided to expand their reach by tapping into the ‘wisdom of the elders.’ That is, making use of the natural passion of life-long automobile drivers to share their experiences with driving age youth. As was noted in their application, adults and youth are saturated with ‘safety’ messages and have become somewhat inured to them. In order to reach youth in a different manner, they needed to think outside the box and deliver a ‘safety’ ethos in a unique way. To influence young people to contemplate and change their driving behaviors in a subtle yet effective way. So they created the ‘Car Lovers Project’ which superficially seems like a routine Oral History project—interesting and entertaining on its own—but is also an opportunity for youth to engage with older generations as the recipients of their wisdom.

In this project, they created a kit that guided young people through a process whereby they interviewed a member of a Classic/Antique Auto Club. Embedded within the historical questions are topics that lead to safety issues. They also guided the persons being interviewed with gentle reminders that they not only wanted to collect their experiences, but also wanted the participants to nudge the youth they engaged to consider the consequences of driving decisions. We explicitly made them aware of the 8 Danger Zones: (Driver Inexperience, Driving with Teen Passengers, Nighttime Driving, Not Using Seat Belts, Distracted Driving, Distracted Driving, Drowsy Driving, Reckless Driving, Impaired Driving), and suggested that wherever possible, they might include ‘stories’ that would both entertain and enlighten.

In their promotional material they emphasized their goal of: “We want to demonstrate to our audience just how much we value our vehicles, as well as how much we value the next generation of drivers. Our cars are precious; our children and grandchildren even more.

Our purpose: We want to accomplish two things:

- Share the love of cars with both the current generation and the younger ones, perhaps inspiring them to join our club;
- Reinforce the importance of auto & road safety to the youngest generation, so that they'll take care of their own lives as well as their beloved cars. So that they will live a life long enough to enjoy their own "antique" vehicles. At the conclusion of the project, they invited those interviewed to appear, if they choose, on an identical TV version of the project. All other interviews will be featured on their social media site.

To support the project, they enlisted seven New Hampshire Car Clubs (cumulatively with several thousand members) who agreed to distribute their invitation, instruction kit, and other materials to their membership through their email lists, newsletters and social media pages. They made an agreement with their local TV station to be the repository of the interviews—which were both on video and audio. They engaged our Youth Highway Safety Media members to edit and polish the interviews for broadcast through their own venues. Sample videos of Interviews are available on request.

Because of the various stages of lockdown, youth were not able to make in person presentations highlighting their messages. CATS has shifted to now rely more on virtual meetings and social media venues for FFY2021. Additionally, they did not have the staffing and resources to adequately conduct formal assessments of beliefs and behaviors. Therefore, they collected primarily observation assessments in the community. As a result of their efforts and data surrounding the schools they are involved in, it was determined that the goal to increase non-use of devices previously set in prior fiscal years should be adjusted to reflect the current successes of the program. The goals in FFY 2021 will be more modest due to the success of this program.

Funding Source: 402 Funds Obligated: \$5,995.00 Funds Expended: \$5,995.00

YOUTH OPERATOR PROGRAM

20-08-04

Planned Activity Description

The Injury Prevention Center at Dartmouth Hospital and Matrix Entertainment is provided funding to support educational programs to inform teens of the true risks associated with driving. Teens shall be made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. This programs youth operator specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association.

Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately over 20 schools shall be served through this youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety crash data involving teen drivers within a given area, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities.

In FFY 2020, funds were provided to the Injury Prevention Center at Dartmouth Hospital Youth Operator program and Matrix Entertainment to support educational programs informing teens of the true risks associated with driving. Teens were made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information was provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. This programs youth operator specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program provided an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that benefited athletes when on the field and when in their vehicles. Fifteen (15) schools were served through this youth operator program that created peer-to-peer groups in all of these schools that ultimately established and developed a teen highway safety program that shall continuously promote highway safety. Driving simulators were used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and were enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools included an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety crash data involving teen drivers within a given area, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities.

Goals:

- The youth operator program will continue efforts to develop and maintain peer to peer highway safety programs in 15 primary high schools in New Hampshire.

This goal was partially met. More than 15 schools are listed below, as new contacts expressed interest in the program throughout the year. Schools on this list regularly received updated program opportunities throughout the year. The high schools interested in participating in the program were as follows:

Alvirne High School, Bedford High School, Belmont High School, Berlin High School, Bow High School, Concord High School, Gilford High School, Goffstown High School, Hollis Brookline High School, John Stark High School, Keene High School, Littleton High School, Mascoma Valley High School, Oyster River High School, Pelham High School, Pinkerton Academy, Somersworth High School, Windham High School, Woodsville High School.

Due to the national COVID-19 outbreak, students learned remotely for a large portion of the school year. This resulted in limited peer to peer educational opportunities and therefore a disruption in the forming of clubs focused on traffic safety education among peer groups.

- Increase participation in rural areas of the state by 2% out of the 15 primary high schools working with the program.

This goal was met. The Teen Driver Program Coordinator was able to make contact with administrators at Keene High School, Berlin High School, and Littleton High School through the OHS Sponsored Save a Life Tour Events. These contacts were provided information regarding program activities and opportunities throughout the year for their use in programming. Keene High School and Berlin High School were areas targeted during the OUTFRONT Media Mobile campaign discussed in the Grant Summary section of this document.

- Increase seat belt use across the 15 peer-to-peer schools by an average of 5% from the beginning overall usage rate.

This goal was not met. The COVID-19 pandemic prompted a remote learning environment therefore students were not traveling to and parking in school parking lots. Due to this, spring time observational assessments establishing seat belt use rates were not possible to conduct.

- Decrease distracted driving across the 15 peer-to-peer schools by an average of 2% from the beginning overall initial rate.

This goal was not met. The COVID-19 pandemic prompted a remote learning environment therefore students were not traveling to and parking in school parking lots. Due to this, spring time observational assessments establishing distracted driving rates were not possible to conduct.
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- Develop two new public service announcement or educational resources using best practice information and utilize it in conjunction with the NHOHS PIO on various media platforms throughout the state.

This goal was met. The Teen Driver Program sponsored a Safe Driving PSA Creation Contest. The contest resulted in two 30 second public service announcements created by different New Hampshire high school students. With guidance from the OHS PIO, the PSAs were used in two different media campaigns throughout New Hampshire.

- Maintain and update the teen driver web resource, www.nhteendrivers.com, in order to remain current and meaningful for teens, parents, and school peer groups.

This goal was met. The Teen Driver Program website was regularly updated through the grant cycle. Some updated information included information regarding the 2020 Seat Belt Challenge, the Safe Driving Media Contest, and Distracted Driving Task Force initiative information.

- Monitor website analytics monthly to identify resources being utilized.

This goal was met. The Teen Driver Program website, hosted on Wordpress.com, was monitored throughout the year to assess what resources were being used. During this grant cycle, the website received 4,912 views, with 3,282 visitors. The most accessed time periods were during direct outreach regarding program activities and during the OUTFRONT Media Campaign. Highlighted program activities include the 2020 Seat Belt Challenge and the Safe Driving Media Contest. During these outreach periods, the pages discussing each activity showed the most traffic, while other pages showed less traffic. The OUTFRONT Media Mobile Campaign directed “click-through” users to the website. During this campaign, the main page accessed was the Safe Driving Videos page. Other pages showed increased traffic during the campaign as well.

- Plan and coordinate a youth operator event that achieves at least an average of 4 out of 5 evaluation rating.

This goal was not met. Due to COVID-19 restrictions on gatherings sizes and the school remote learning environment, an event was not able to be held. During the period leading up to the country-wide shut down of activities, the Program coordinator endeavored to plan an event. Planning included talks with school contacts to discuss what type of event students would like to attend. This included planning a follow-up meeting with the students who presented at the 2019 Traffic Safety Conference’s Teen Panel Session. Unfortunately, this session ultimately had to be canceled due to COVID-19-19 restrictions and difficulties with student and school schedules.

The OHS acknowledges that two of the goals in this area were not met. We were in constant conversation with IPC and their staff looking for alternate methods to achieve the goals. Unfortunately, the COVID-19 pandemic had a direct impact on this and other areas within the FY2020 HSP.

Due to the national COVID-19 pandemic, schools were forced to a remote learning environment during which time students were not traveling to school in personal vehicles and parking in school lots. This means that spring time observational assessments were not possible to conduct. Observational assessments will continue to be strongly encouraged as part of the program.

In future, additional data sources will be used to assist in establishing state wide student rates of seat belt use and distracted driving including results from the Youth Risk Behavior Surveys (YRBS).

Due to COVID-19 restrictions on gatherings sizes and the school remote learning environment, a youth operator event was not able to be held. During the period leading up to the country-wide shut down of activities, the Program coordinator endeavored to plan an event. Planning included talks with school contacts to discuss what type of event students would like to attend. This included planning a follow-up meeting with the students who presented at the 2019 Traffic Safety Conference's Teen Panel Session. Unfortunately, this session ultimately had to be canceled due to COVID-19-19 restrictions and difficulties with student and school schedules.

Keeping in mind the continuing COVID-19 pandemic, future in-person events will need to follow pertinent CDC guidelines as well as follow state prescribed health and safety procedures. Options are being weighed for statewide virtual events as a possible solution.

Funding Source: 402 Funds Obligated: \$122,328.61 Funds Expended: \$98,615.74

MATRIX ENTERTAINMENT

20-08-03

Planned Activity Description

This planned activity will meet the requirements within the Grant Funding Policy Part II E by insuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety Office of Highway Safety, University of New Hampshire Wildcats Sports Program, Fisher Cats, AAA, Keene State College, Bike Walk Alliance, New Hampshire Auto Dealers Association, NH Broadcasters Association, NH School Transportation Association and/or other media sources to conduct public information and education campaigns. These campaigns may consist of electronic media, public service announcements, print audio activities etc. to address distracted driving, speed, seatbelt use and impaired driving. The NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "You Text – You Drive – You Pay", etc.). Funding for this planned activity will be specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving.

In FFY 2020 funds were provided to Matrix Entertainment to support a coordinated teen driver safety program called the "Save a Life Tour" and brought this interactive experience into four

high schools of our office's choosing. The four high schools included Keene, Littleton, Berlin and Kennett. These schools were chosen because of their location, in both the Western and Northern portion of our State, which historically, had not been selected. Matrix scheduled these visits for one week in March of 2020 right before COVID restrictions. The contract included the following elements:

- Assembly type presentations aimed at teen drivers
- Use of advanced interactive driving simulators, banners and video presentations
- Pre and post event surveys
- Participant takeaways and pledge campaign items
- Promotional efforts that include organizing media outreach and interviews (this was not executed)
- Social media promotions tied in with media outreach

This program was successful and widely received by the participating high schools. We have encouraged our Teen Driver Coordinator with the Injury Prevention Center to contract with them for FFY21 in order to reach more high schools and to enhance their current program.

Funding Source: 402 Funds Obligated: \$9,581.00 Funds Expended: \$9,580.57

TRAFFIC RECORDS

In FFY 2020, the traffic records program planned activities have made some very positive improvements that have been instrumental in providing the state with more timely and complete highway safety data that can be used in many important ways.

In particular, the J-One project has allowed for an additional 24 agencies access to the state's VPN bringing the overall total number of agencies to 140 that have VPN access. Currently, there is now 96 New Hampshire law enforcement agencies submitting electronically (i.e. citations and/ or crash reports) to the DMV VISION System leaving 93 New Hampshire law enforcement agencies that are not. This has been a big improvement over the years, and has allowed more law enforcement agencies, than ever before, the ability to submit citations and crash reports electronically that will go directly into the VISION system that no longer have to be manually entered into the system which has caused a backlog of reports in past years and data that is not timely or complete. This improvement in the reporting process has been extremely helpful to the DMV Crash Data Update project by decreasing the number of backlogged reports needing to be entered manually into the VISION system by DMV staff. The OHS has also helped in making the reporting process more efficient, more timely, and more complete by providing funding to law enforcement to purchase E-Crash equipment (i.e. mobile data terminals, printers, scanners, and receivers) that will allow for citations and crash reports to be submitted electronically into the VISION system by law enforcement. In FFY 2020, the OHS provided funding to six (6) law enforcement agencies to purchase printers, scanners, and receivers, and nine (9) law enforcement agencies to purchase MDT's. In FFY 2021 and FFY 2022 the OHS will fund programs that will continue to help provide the timeliness and completeness of data that can be used ultimately to deploy countermeasures to reduce crashes and the resulting deaths and injuries on NH roads.

20-03-04

3.1.1 TRAUMA REGISTRY TIMELINESS/COMPLETENESS

The State of NH uses a statewide EMS Patient Care Records system called "TEMSIS" (Trauma and EMS Information System). This system is a centralized database for collecting EMS records. To be able to enter an EMS record, each NH EMS service and provider (collectively referred to as "users" for this proposal) must first have an account in the TEMSIS system. Furthermore, the data elements for these user accounts is primarily defined by the NEMSIS Datasets in the "Demographic" data elements for NEMSIS V3.4, and the information collected by NH for the service and provider demographics must be submitted to NEMSIS as required. The new NEMSIS system business rules prevent submission of records for an EMS agency if the demographic files have not been submitted to NEMSIS first and updated periodically. Therefore, there must be a system to manage user's accounts to insure TEMSIS is accessible to all users to enter the Patient Care Records and that accurate information is available to submit to NEMSIS, all in a timely manner. On average, there are 290 EMS services, 5000+ EMS providers, 450

ambulances and 26 hospitals contributing to the collection of, and accessing approximately 230,000 EMS patient care records each year in NH.

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: December 16, 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 measurable 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, 2018 to March 31, 2019 and a current period of April 1, 2019 to March 31, 2020.

Timeliness has improved by 16.67 days.

Measurements:

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2016	March 31, 2017	1,993	79.47
April 1, 2017	March 31, 2018	2,073	64.73
April 1, 2018	March 31, 2019	2,307	35.46
April 1, 2019	March 31, 2020	2,837	18.79

FFY Plan Year	Target(days)	Actual (days)
FFY2020	30	18.79
FFY2021	17.54	

3.1.2 CRASH TIMELINESS – NH STATE POLICE

Status of Improvement: No Improvement

Active Status: Active

Revision Date: December 16, 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 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 crash database using a baseline period of April 1, 2018 to March 31, 2019 and a current period of April 1, 2019 to March 31, 2020.

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

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	March 31, 2020	5,076	12.36

Timeliness has degraded by 0.59 days.

Timeliness for NH State Police crash data has plateaued and future improvements in timeliness using current business practices are not anticipated. Future improvements may be obtained through decreasing the crash supervisor approval process.

FFY Plan Year	Target(days)	Actual (days)
FFY2020	11	12.36
FFY2021	No Target Set	

3.1.3 CRASH TIMELINESS – STATEWIDE CRASH DATA

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: December 16, 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 March 31, 2020.

The result is an increase in timeliness of 228 days.

Measurements

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

FFY Plan Year	Target(days)	Actual (days)
FFY2020	230	31
FFY2021	30	

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

20-03-03

Planned Activity Description

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to (3) TRCC meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NHOHS to update the Traffic Records Strategic Plan, the annual progress report, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c funding.

Support the administration and activities of the Traffic Records Coordinating Committee (TRCC) and its subcommittees. This involves providing expert opinion on traffic records related subjects and insuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state’s plan for Traffic Records Improvement.

In FFY 2020, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services also provided 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 2020, 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 2020, assisted with the strategic plan addressing 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: \$62,000.00

Funds Expended: \$62,000.00

EMS Records User Management Funds

20-03-04

Planned Activity Description

The proposed program intends to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend.

The State of NH uses a statewide EMS Patient Care Records system called “TEMSIS” (Trauma and EMS Information System). This system is a centralized database for collecting EMS records. To be able to enter an EMS record, each NH EMS service and provider (collectively referred to as “users” for this proposal) must first have an account in the TEMSIS system. Furthermore, the data elements for these user accounts is primarily defined by the NEMSIS Datasets in the “Demographic” data elements for NEMSIS V3.4, and the information collected by NH for the service and provider demographics must be submitted to NEMSIS as required. The new NEMSIS system business rules prevent submission of records for an EMS agency if the demographic files have not been submitted to NEMSIS first and updated periodically. Therefore, there must be a system to manage user’s accounts to insure TEMSIS is accessible to all users to enter the Patient Care Records and that accurate information is available to submit to NEMSIS, all in a timely manner. On average, there are 290 EMS services, 5000+ EMS providers, 450 ambulances and 26 hospitals contributing to the collection of, and accessing approximately 230,000 EMS patient care records each year in NH.

Currently, the Bureau of EMS manages the user’s records in two overburdened and outdated Microsoft databases. One database manages user education and certification records required to keep an EMS provider license active in NH. The second database manages the actual licenses for services, providers and ambulances, and who works for what services. The data bases are not linked.

The licensing database was created in 2001 and has had very few upgrades, improvements, automation or rules to prevent data entry errors added since it was created. It relies on manual data entry and side-by-side comparison with the education and certification database to remain accurate and current. Furthermore once all license records are updated in the licensing database, the user records must also be manually entered again in TEMSIS before providers can enter records for EMS events. Consequently, there have been a rapidly growing number of data quality issues that have significantly affected timely accessibility and accuracy in the TEMSIS

system and accuracy and timeliness of NH demographic data for submission to NEMSIS so records can continue to be submitted to the NEMSIS database.

These systems have far exceeded the capacity and capabilities of the original software and infrastructure that they are built upon, are labor intensive to enter data (many manual steps and opportunities for errors), require a great deal of ongoing maintenance and management, do not provide reliable reports from existing data, do not have the capacity to easily add data elements required in the NEMSIS Version 3 demographic dataset and have limited integration and system stability. All of this has had an impact on accessibility by the users and functionality of the existing the EMS patient care records system.

This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the EMS Records System Users Management Module and the TEMSIS EMS records system under one online umbrella account. The Module will be hosted on the software vendors servers along with the current TEMSIS EMS Records System and can have regular and timely system and security upgrades and management by the software vendor. It can also link to the National Registry of EMT records (required for licensing in NH), online EMS education system records and has a public interface that allows users to review and update their account information in real-time. Users, state EMS staff, EMS service leaders and other types of administrators can add, update or verify user account information electronically and the information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time.

This module also allows for an electronic "license card" that can be accessed via the internet or smart phone at any time to insure that the user license is current at the moment accessed. This electronic license can include a photo ID and barcode that can also store training and certification information that could be used to manage and understand the capabilities of EMS providers available in a disaster situation (i.e. what level EMS provider are they, do they have any special training etc.). Additionally, tablet devices will be purchased allowing several key integration modules to be used in an offline mode. This includes fields license inspections of ambulances and agencies for timely licensing of both to keep them operational and skills exams required for licensing. The purchase of the tablets will include the tablets themselves, a warranty contract to replace damaged devices and a protective case.

The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information and allows users more timely access to the TEMSIS system to enter EMS records. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system. Because of the real-time update capability, this will allow NH to submit demographic information of updates to NEMSIS as changes occur; in accordance with the Version 3 guidance (the current system only requires an update annually). This will be a continuation of the fielding of the system in FFY 2020 encompassing the areas in the scope of work that could not be completed by 30 September 2019.

Goals:

- Obtain a single software system that can be accessed by all internal Division staff for management of users and records.
- Be able to manage internal access based upon permissions established by the Division system administrator.
- Obtain a system that is hosted and supported external to the limited state OIT resources in order to allow for more timely software, security and infrastructure upgrades.
- Obtain a system that is directly integrated with TEMSIS (with minimal management and set up required by state resources) and can share demographic changes between the two systems.
- Allow external system users to be able to create their own account electronically, manage their demographic profile and look up their own training, certification and license information.
- Allow external service leaders to electronically manage their service and emergency vehicle information, staff affiliations with their service and view all historical training records and current training, certification and license information for all of their staff members.
- Increase work efficiency by significantly reducing the amount of manual processing and steps currently required processing all applications and records for training, certification and licenses.
- Significantly reduce the amount of paperwork needed to track records, including removing the need to manually enter information from paperwork into electronic form and subsequent storage of the paper files.
- Significantly reduce costs for mailing, including postage, paper and envelopes by being able to leverage email and text message functions of the system, to include the ability to create listservs, newsletters and emergency notifications directly from the active system users' profiles.
- Be able to maintain an electronic history trail of all users' records for purposes of internal staff training, investigations, reciprocity, troubleshooting and merging of parallel profiles for the same user.
- Speed up turnaround and processing time of all applications to the Division to insure users have timely and accurate access to TEMSIS.

In FFY 2020 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. NH EMS continued to work with the vendor to get the work completed but were unable to complete it by the end of the period due to the COVID-19 Pandemic. Funding in the FFY 2021 HSP has been awarded to complete the custom development. It is anticipated that COVID-19 will be less of a distractor during FFY 2021 and EMS is confident this program will be completed in FFY 2021

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: \$95,416.50 Funds Expended: \$49,854.00

CRASH DATA

VEHICLE CRASH DATA UPDATE

20-03-05

Planned Activity Description

This planned activity will enable the NH Division of Motor Vehicles to fund the crash related activities associated with crash data input for 3-part time members for the manual data entry of crash reports (not including commercial vehicles and fatalities). Additionally, it will provide up to \$8000.00 in overtime to allow the management of the current backlog to continue while undergoing the hiring and training cycle. This will also increase the timeliness of processing reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition, a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered into a database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects in order to meet highway safety goals.

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. The entry of PD crash reports are currently being performed solely by the two part time grant funded positions. The third grant funded position became vacant at the commencement of the COVID-19 Pandemic. With hiring restrictions in place, this position remains vacant. The full impact of COVID-19 related to crash reports and their associated volume is unknown

As of 29 September 2020 there are 580 crash reports backlogged. All reports were received within the last 30 days meeting the goal to process all received reports within 30 days. By having dedicated part time positions during business hours, this has aided in decreasing the number of reports to be entered (backlogged):

September 2019 = 1,877 vs. September 2020 = 580

Historically, the entry of reports was not completed until the first or second week of April of the following calendar year. The entry of 2019 reports was completed on March 6, 2020.

Funding Source: 405c Funds Obligated: \$80,827.75 Funds Expended: \$57,855.56

NEW HAMPSHIRE STATE POLICE

J-ONE VPN INSTALLATION ASSISTANCE FUNDS

20-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors. Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

For FFY2020, the J-ONE program sought funding for the reimbursement of time utilized in support of this program. It was determined that additional work hours were required to streamline and increase the capabilities of our partners to begin reporting crash and related data electronically. 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 2020 the state was able to bring an additional 24 agencies online enabling them to electronically transmit crash and citation data.

Funding Source: 405c Funds Obligated: \$380,427.00 Funds Expended: \$142,073.75

COLLISION ANALYSIS & RECONSTRUCTION (CAR) TRAINING

20-03-06

Planned Activity Description

The purpose of this project is to enhance the State designed and built eTicket application and to enable state, county and local law enforcement agencies to implement and deploy eTicketing functionality utilizing their 3rd party vendors.

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data as well as supports the purchase of equipment for the Crash Analysis Reporting team in State Police whom provides crash analysis for both state and local LE agencies.

In FFY 2020 funding was provided to potentially train an additional twelve crash re-constructionists. The sub recipient was unable to successfully enroll troopers into training thereby not achieving their goal to add 12 additional personnel.

The goal of the CAR team for 2020 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 2020.

NHSP was unable to obtain their goal of training 12 additional Troopers due to the pandemic. It caused the cancelation of the Level I At- Scene Crash Investigation School, which would have allowed them to pull Troopers from that class to continue on into the Level II and Level III schools. They were able to counter this by using some of the grant funding to send two Troopers to the Level I School in an online format. Once the troopers passed that course, they were able to add those two Troopers to the list of 7 Troopers who already completed the Level I school over a year ago. This allowed them to send 9 Troopers to the Level II and Level III schools. With the remainder of the left over grant funding, they were able to send the entire CAR Unit to a week long, FARO Zone 3D Advanced school, which gave members of our unit much needed experience in using the diagramming software that we purchased the year prior.

For the 2021 FFY, the New Hampshire State Police C.A.R. Unit is looking again to add twelve (12) Troopers to the C.A.R. Unit and proposes to send these twelve (12) Troopers to the Advanced Traffic Crash Investigation and Traffic Crash Reconstruction courses to increase their knowledge in the specialized field.

Additionally, The New Hampshire State Police C.A.R. Unit intends to obtain twenty (20) digital cameras to assist with scene documentation and evidence preservation from serious injury or fatal motor vehicle crash scenes. This will provide the required assets for the additional troopers to function to expected standards in the field.

Funding Source: 405c

Funds Obligated: \$25,000.00

Funds Expended: \$24,940.00

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

20-03-07

Planned Activity Description

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

In FFY 2020 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. The FARS coordinator to date has processed 102 fatal crashes and provided a year end fatality report for calendar year 2019 to be utilized by state agencies in preparation of the HSP and HSIP. Additionally, the FARS coordinator participated in all of the

scheduled TRCC meetings as well as the Traffic Safety Commission meeting providing valuable fatality related data to key decision makers. OHS continues recognize 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. OHS in coordination with NH DMV will work to recruit and train a part time employee in FFY 2021.

Funding Source: 405c Funds Obligated: \$70,843.00 Funds Expended: \$40,877.33

Data Analysis

20-03-08

Planned Activity Description

Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve, collect and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging efforts to address the particular issues. This will help support the Office of Highway Safety by also providing performance indicators to better determine support of highway safety projects and to more effectively and efficiently share and disseminate this important traffic records data with other highway safety partners (i.e. NHTSA, etc.) to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FY 2020, the data analyst will continue to produce an annual report on serious bodily injury crashes/injuries similar to that which is already prepared for fatalities. This tool will become a principal tool to reduce fatalities.

In FFY 2020, 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. Additionally, for FFY2020, the data analyst was tasked with preparing a calendar year summary of all SBI crashes similar to the annual FARS report. This data was utilized to identify high crash corridors and assisted in the recruitment of highway safety partners that could successfully implement identified countermeasures and planned activities within the FFY 2021 HSP. 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: \$17,100.00 Funds Expended: \$16,900.24

DRIVER EDUCATION ASSESSMENT

20-08-08

In FFY 2020, 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 as planned due to the onset of the COVID-19 pandemic. The state has planned for a Driver Education Assessment in FFY 2021.

Funding Source: 405d Flex Funds Obligated: \$25,000.00 Funds Expended: \$0.00

PLANNING AND ADMINISTRATION

In FFY 2020, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the FFY 2020 HSP and production of the 2020 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: \$400,000.00 Funds Expended: \$258,285.00

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

In FFY 2020, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for 125 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. 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 30 monitoring visits, 19 site visits for training, and 1 media mentoring visit, 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: \$435,699.30 Funds Expended: \$368,464.24

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, 2020.**

Target Achieved.

- 2. Submitting the Annual Report to NHTSA by December 31, 2020.**

Target Achieved.

- 3. Developing, managing, monitoring, and evaluating grants described in the FFY 2020 Highway Safety Plan.**

Target Achieved/In Progress

AMENDMENTS



Christopher T. Sununu
GOVERNOR

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Robert L. Quinn
COORDINATOR

FFY 2020 HSP AMENDMENT NUMBER 1

DATE: 11/20/19

Projects:

- | | |
|----|--|
| 1. | Occupant Protection/Media (20-01 OP 03) |
| 2. | Join The NH Clique – NH State Police (20-01-OP 04) |
| 3. | Seat Belt Observational Survey (20-01 OP 06), |
| 4. | Traffic Records Consultant (20-03 TR 03), |
| 5. | J-One, C.A.R, E-Crash (20-03-TR 06), |
| 6. | Driver Education Assessment (20-08 TSP 08) |
| 7. | Judicial Outreach (20-07- M6OT 12) |
| 8. | Statewide CPS (20-01-OP 08) |

FUNDING SOURCE SECTION: 402/405b/405c/405d

AMOUNT: see description below

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2020 Highway Safety Plan to allow for either an increase in funding, a change in the type of funding source, or to add a new project to the HSP for the following FFY 2020 Projects:

- 1. Occupant Protection/Media (GSTV Vendor)** – To add this new project under the Occupant Protection Media Section in the FFY 2020 HSP for \$13,000.00 to allow for a media vendor (GSTV) to provide highway safety media messaging (PSA's) to inform and educate the motoring public by using TV at gas pumps located at gas stations throughout NH. Funds would be used from 405b to support this project.
- 2. Join The NH Clique (NH State Police)** – To change funding source in the HSP to support this project originally from 405d flexed to 402 to 405b funds for \$14,450.00.
- 3. Seat Belt Observational Survey** - To change funding source in the HSP to support this project from 402 to 405b funds in the amount of \$50,000.00
- 4. Traffic Records Consultant** - Increase funding by \$15,000.00 for the Traffic Records Consultant to conduct workshops in FFY2020 to address the recommendations from the final report the Traffic Records Assessment conducted in FFY 2019. Funds used are 402 to support this project.
- 5. E-Crash/MDT's (J-One, C.A.R, E-Crash)** –Increase funding for MDT equipment by \$50,000.00 to allow more police departments to purchase the MDT equipment to be able to submit e-crash reports electronically to the DMV Vision system. Funds used are 405c to support this project.



Christopher T. Sununu
GOVERNOR

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**FFY 2020 HSP AMENDMENT
NUMBER 1**

- 6. **Driver Education Assessment-** Add this new project to the FFY 2020 HSP for \$25,000.00 to allow DMV to conduct this Assessment in FFY 2020. Funds used will be flexing from 405d to 402.
- 7. **Judicial Outreach** –Add this new project to the FFY 2020 HSP for \$15,000.00 to allow the NH Administrative Courts to provide Judicial Outreach to judges and prosecutors to educate on Highway Safety related issues to prevent recidivism. Funds to be used flexing 405d to 402 to support this project.
- 8. **Statewide CPS** – To change funding source in the HSP to support this project from 402 to 405b for \$159,847.14.

ACCOUNTANT: Linda Epstein
NH Office of Highway Safety/Linda Epstein

PROGRAM MANAGER: John A. Clegg
NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN William Haynes Jr.
NH Office of Highway Safety/William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:



Christopher T. Sununu
GOVERNOR

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Robert L. Quinn
COORDINATOR

**FFY 2020 HSP AMENDMENT
NUMBER 2**

DATE: 01/24/2020

Projects:

OHS Staffing (20-01 OP 02) (20-02 PT 02) (20-04 DD 02) (20-06 PS 02) (20-08 TSP 02)

Teen Safety Program (20-08-03) Media (20-08-04) Youth Operator

Alcohol (20-07-04) Local Enforcement Mobilizations

Pedestrian Bicycle Safety (20-06 PS 04) SP and Local Enforcement

Distracted Driving (20-04 DD 04) Locals Distracted Driving

Traffic Records (20-03 TR 03) (20-03 TR 06)

Police Traffic Services (20-02 PT 04 & 11) (20-02 PT 03)

Occupant Protection (20-01 OP 04) (20-01 OP 05)

FUNDING SOURCE SECTION: 402//405c/405d/405h

AMOUNT: see description below

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2020 Highway Safety Plan to allow for either an increase or decrease in funding, a change in the type of funding source, or to add a new project to the HSP for the following FFY 2020 Projects:

1. **OHS Staffing (20-01 OP 02) (20-02 PT 02) (20-04 DD 02) (20-06 PS 02) (20-08 TSP) 402 Funds**– To Reduce or increase as follows: (20-01 OP 02) from \$213,750 to \$142,500 (20-02 PT 02) from \$213,750 to \$142,500 (20-04 DD 02) from \$23,750 to \$128,250 (20-06 PS 02) from \$23,750 to \$14,250 (20-08 TSP 02) \$23,750 to \$9,500. After the above change, OHS Staffing will be \$475,000 from \$675,000.
2. **Teen Safety Program (20-08-03) Media (20-08-04) Youth Operator (402 Funds)**– request to increase Media (20-08 TSP 03) to \$9,600 and reduce Youth Operator (20-08-04) to \$122,330
3. **Alcohol (20-07-04 & 11) Local Enforcement - 402 funds**– OHS request to increase (20-07-11) to \$26,000 and reduce (20-07-04) to 238,000. Also, increase SP DWI Enforcement (20-04-04) 405d funds from \$450,000 to \$464,965
4. **Pedestrian/Bicycle Safety (20-06 PS 04) 405h Funds** - OHS request to increase funding from \$52,000 to \$81,000 to allow the OHS to offer more enforcements grant in areas that have high bike and pedestrian traffic



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**FFY 2020 HSP AMENDMENT
NUMBER 2**

5. **Distracted Driving (20-04 DD 04 & 11) 402 Funds** - OHS requests to increase 20-04-04 DD enforcement (Locals) to \$118,000 and reduce (20-04-11) to \$14,005. Also increase SP Distracted Driving (20-04-04) (Flex 405d to 402) from \$95,200.00 to \$105,176.00
6. **Traffic Records (20-03-03) – 402 Funds** OHS requests to increase to \$70,000 to cover costs associated with the contract. Also, request to increase (20-03 TR 06) 405c Funds E-Crash by \$50,000 to offer funding to Towns who can submit reports electronically. This will increase this project line to \$451,000.
7. **Police Traffic Services (20-02 PT 04 & 11) 402 funds** - OHS requests to increase the following project lines (20-02 PT 04) to \$240,000 and (20-02 PT 11) to \$156,000 and (20-02 PT 03) Media to increase to \$97,000
8. **Occupant Protection (20-01 OP 04) 402 funds** - OHS requests to increase to \$ 14,000 (20-01 OP 03) request to decrease to \$75,000.

ACCOUNTANT: Linda Epstein 1/20/2020
NH Office of Highway Safety/Linda Epstein

PROGRAM MANAGER: [Signature]
NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN [Signature]
NH Office of Highway Safety/William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:



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Robert L. Quinn
COORDINATOR

**FFY 2020 HSP AMENDMENT
NUMBER 3**

DATE: 03/23/2020

Projects:

Distracted Driving (20-04 DD 05) Distracted Driving Signage

FUNDING SOURCE SECTION: 405d Flexed to 402
AMOUNT: \$50,000

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2020 Highway Safety Plan to add the below project:

1. **Distracted Driving Signage: 20-04-05** this will allow NH DOT to purchase signs, poles, and the hardware to fasten signs. This signage shall allow the Department of Transportation to inform all motorists of New Hampshire's Hand-Held Electronic Device Law.
-

ACCOUNTANT: Linda Epstein
NH Office of Highway Safety/Linda Epstein

PROGRAM MANAGER: John A. Clegg
NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN William Haynes Jr.
NH Office of Highway Safety/William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

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Christopher T. Sununu
GOVERNOR

Robert L. Quinn
COORDINATOR

**FFY 2020 HSP AMENDMENT
NUMBER 4**

DATE: 04/03/2020

Projects: See Below

FUNDING SOURCE SECTION: 402, 405b, 405c, 405d, 405f and 405h

AMOUNT: \$1,488,566.00

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2020 Highway Safety Plan to increase the below projects due to unanticipated carryforward monies. As well as flex \$18,000 of FFY20 405f to be used as 402:

402 Funds					
20-02-02	OHS Staffing	\$ 170,888.13			
20-02-03	Paid Media	\$ 100,000.00		405d	
20-02-04	Step/Equipment	\$ 240,000.00	20-07-04	DWI Enforcement-SP	\$ 287,649.78
20-04-04	Distracted Driving	\$ 120,000.00		405f	
20-07-04	DWI Enforcement	\$ 240,000.00	20-05-03	Paid Media	\$ 26,171.55
		\$ 870,888.13		405f Flex	
	405b		20-05-03	Paid Media	\$ 18,000.00
20-01-03	Paid Media	\$ 50,819.13		405h	
	405c		20-06-04	Enforcement	\$ 27,359.95
20-03-06	J One Ecrash	\$ 207,677.46		total	\$ 1,488,566.00

ACCOUNTANT: Linda Epstein 4/3/2020
NH Office of Highway Safety/Linda Epstein

PROGRAM MANAGER: _____
NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN _____
Digitally signed by William R. Haynes Jr
DN: cn=William R. Haynes Jr, o=New Hampshire State Police, ou=New Hampshire State
Coordinator 1033 program, email=william.haynes@dos.nh.gov, c=US
NH Office of Highway Safety/William Haynes Jr.

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED: