

2017
NEW
HAMPSHIRE
OFFICE OF HIGHWAY
SAFETY
ANNUAL REPORT





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December 30, 2017

The New Hampshire Office of Highway Safety respectfully submits the 2017 Highway Safety Annual Report for the State of New Hampshire. This report describes the performance targets, accomplishments, and activities along with the program area summaries and the financial accounting of expenditures.

This report is compiled with the assistance of many dedicated highway safety professionals, project directors, and the staff of the New Hampshire Office of Highway Safety.

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

Sincerely,

A handwritten signature in cursive script that reads "J. Barthelmes".

John J. Barthelmes
Commissioner
NH Department of Safety
NHOHS Coordinator

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Vision

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

Mission

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

Program Management

Target:

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

The Office will continue to provide public information to develop support for the goal of the highway safety program: the reduction of traffic crashes and the resulting loss of life, personal injuries, and property damage.

The Office staff will continue to work with local, county, 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 New Hampshire Office of Highway Safety (NHOHS) is proud to have implemented our first electronic n-Forms system pilot test training for potential grantees as this begins the the process of submitting highway safety applications and other important documentation electronically for review by NHOHS staff. This new implementation of submitting information electronically has helped make the NHOHS more efficient by allowing staff to focus on other critical needs as opposed to manually communicating the upcoming grant and application process which can now be easily accessed on the State of NH n-Forms system.

The New Hampshire Office of Highway Safety (NHOHS) approved a contract for the Department of Safety Division of Homeland Security and Emergency Management to hire a Public Information Officer that assisted the NHOHS in planning, preparing, and implementing highway safety news events, NHTSA campaigns, and other media activities that informed the public of highway safety related topics and special enforcement mobilizations. This important highway safety messaging advertised on media fronts throughout the year in conjunction with enforcement efforts, NHTSA mobilizations, and campaigns supports positive driving behaviors among motorists.

The NHOHS continued the partnership with New Hampshire's Minor League Baseball Team, the Fisher Cats, who conducted a seat belt and impaired driving campaign. The University of New Hampshire Wildcat's also conducted an impaired driving campaign for all 2016-2017 events. These two large venues provide an excellent way to get important highway safety messaging to the public through advertising (radio, electronic display boards, banners, billboards, social media, game pamphlets, etc.).

Melissa Fifield, a NASCAR Whelen Modified Series race car driver, is currently, 1 of only 3 female NASCAR drivers. In 2016, the 24 year old Wakefield, NH resident received the circuit's most Popular Driver Award for the third year in a row as the only full-time female driver on the Whelen Modified Tour. It is not only Melissa's popularity among peers and fans that interested the NHOHS to partner with her, but more importantly, her New Hampshire homegrown roots as well as her family history that has shown active involvement in Highway Safety (her father Chief Fifield of Wakefield Police Department). Melissa has helped the NHOHS by serving as a spokesperson to message the public on important highway safety issues at various venues to educate on the importance of being responsible and making good choices. With her race car, Melissa attended the Safe Kids 500 Event, Traffic Safety Conference, the NH Seat Belt Challenge, press conference for the CIOT/B2B kickoff event, and other events. She also was a guest speaker at the Belmont High School highway safety

event and continued to present at other schools during events in the spring. Melissa will also be creating a stay safe PSA and putting together a HERO kit for schools.

The NHOHS provided funding for a Traffic Safety Resource Prosecutor (TSRP) position in May. New Hampshire has been without a TSRP since November of 2015 and was fortunate to fill this very important, much needed position. This Department of Justice TSRP position began serving as a resource for law enforcement and prosecutors and provided training and technical assistance on:

- DUI Cases (felony blood draw cases, effective legal research, writing motions and objections for police prosecutors, pretrial preparation, training etc.)

New Hampshire applied for and was awarded the Ford Driving Skills for Life (Ford DSLF) grant to support teen safe driving efforts in New Hampshire. This grant funding was presented by the Ford Motor Company Fund and administered through the Governors Highway Safety Association (GHSA). Funding through Ford DSLF provided the tools necessary for the teen driver program in New Hampshire to help save many more lives through changing behaviors through education.

The Ford Driving Skills for Life Event was held at the New Hampshire Motor Speedway on July 22 and 23 and proved to be a successful event that included participation and training of 216 teens. This special event provided training for teenagers on; the hazards that teens may experience when driving, how to drive safely, and hands on driving and the hazards that teens experience while actually driving a Ford Mustang and how to avoid these hazards in a safe, controlled environment, and manner. On site media coverage included WMUR News and the Loudon Ledger. There were over 1,710,744 media impressions associated with this event.

The New Hampshire Office of Highway Safety staff continues to participate in the National Highway Traffic Safety Administration (NHTSA) sponsored Transportation Safety Institute (TSI) training to educate and inform on trending ideas, NHTSA guidance, programmatic information, that will help staff address highway safety issues and save lives on New Hampshire roads.

In August the New Hampshire Office of Highway Safety (NHOHS) welcomed New Hampshire State Police Captain John Marasco as the new commander of the NHOHS. The former commander of the NHOHS Matthew Shapiro was promoted to Major of the New Hampshire State Police and was thanked by the NHOHS for all his efforts that helped improve the NHOHS and save lives on NH roads.



New Hampshire Office of Highway Safety Logo

Under the leadership of our Commander, Captain John Marasco and his insightful ideas, the NHOHS now has a new logo, benefited from an internship program, developed an online training module for law enforcement on NHOHS grant process, and has continued the mission to save lives and to reduce injuries on New Hampshire roads.

The New Hampshire Office of Highway Safety continues to involve our highway safety partners when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures but also involves analyzing data and information to identifying highway safety problems to help better align and implement state and local projects that will address these issues.

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

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

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

https://twitter.com/nh_ohs



On the above links PSA's are available as well as links to access partners, Office of highway Forms, applications and the annual Grant Notification letter to our partners.

Core Outcome Measures

CORE OUTCOME MEASURES		2012	2013	2014	2015	2016	
C-1	Traffic Fatalities (FARS)	Annual	108	135	95	114	136
		5-Year Moving Average	115	114	111	108	118
	Reduce total fatalities by 5 percent from 111 (2010-2014 average) to 105 by 2017						
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	623	489	451	459	477
		5-Year Moving Average	xxx	xxx	xxx	497	500
	Reduce serious traffic injuries by 14 percent from 497 (2011-2015 average) to 427 by 2017						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.84	1.05	0.73	0.87	1.0
		5-Year Moving Average	0.89	0.88	0.86	0.84	0.9
	Reduce fatalities/VMT by 2 percent from 0.86 (2010-2014 average) to 0.84 by 2017						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	50	56	41	47	70
		5-Year Moving Average	57	54	53	49	53
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 15 percent						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	32	45	29	33	40
		5-Year Moving Average	36	36	36	33	36
	Reduce alcohol impaired driving fatalities 5 percent from 36 (2010-2014 average) to 34 by						
C-6	Speeding-Related Fatalities (FARS)	Annual	42	59	43	49	72
		5-Year Moving Average	44	49	51	46	53
	Reduce speeding-related fatalities by 14 percent from 51 (2010-2014 average) to 44 by						
C-7	Motorcyclist Fatalities (FARS)	Annual	29	24	17	26	11
		5-Year Moving Average	24	23	22	22	21
	Reduce motorcyclist fatalities by 5 percent from 22 (2010-2014 average) to 21 by 2017						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	19	17	14	16	8
		5-Year Moving Average	17	16	16	16	15
	Reduce unhelmeted motorcyclist fatalities 6 percent from 16 (2010-2014 average) to 15 by						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	14	17	9	9	20
		5-Year Moving Average	16	15	13	12	14
	Reduce drivers age 20 and younger involved in fatal crashes by 23 percent from 13 (2009-						
C-10	Pedestrian Fatalities (FARS)	Annual	8	12	12	8	17
		5-Year Moving Average	7	8	9	9	11
	Reduce pedestrian fatalities by 12 percent from 9 (2010-2014 average) to 8 by 2017						
C-11	Bicyclist Fatalities (FARS)	Annual	0	4	3	3	2
		5-Year Moving Average	1	2	2	3	2
	Maintain bicyclist fatalities at 2 (2010-2014 average) 2017						
CORE BEHAVIOR MEASURE		2013	2014	2015	2016	2017	
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	71.5%	70.4%	69.5%	70.20%	67.6
		5-Year Moving Average	70.9%	71.5%	71.0%	70.0%	70.0%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.5 percentage points from 70.2 percent in 2016 to 72 percent in 2017						

Other Core Outcome Measures

	2012	2013	2014	2015	2016
Fatal Motor Vehicle Crashes	101	124	89	103	130
Total Fatalities	108	135	95	114	136
Operator Fatalities	59	75	51	80	76
Total Passenger Fatalities	11	17	12	21	20
Rural Fatalities	60	80	48	NA	NA
Urban Fatalities	48	55	47	NA	NA
Alcohol-Related Fatalities**	26	49	35	45	42
% of Alcohol-Related Fatalities**	24	36	37	39	31
OHRV Operator Fatalities	0	2	1	1	1
Total Crashes Reported	26,691	29,984	28,395	32,275	29,862
United States Fatal Rate	1.14	1.1	1.08	NA	NA
NH Licensed Drivers	1,061,544	1,078,482	1,070,050	1,093,267	1,089,898
NH Registered Vehicles	1,418,361	1,057,081	1,435,640	1,728,409	1,752,482
NH Registered Motorcycles	79,877	73,612	76,093	79,119	83,641
Population	1,320,718	1,323,262	1,326,813	1,316,470	1,334,641
Seat Belt Citations During Grant-Funded Activities	280	339	n/a	177	139
Impaired Driving Arrests During Grant-Funded Activities	683	754	n/a	404	469
Speeding Citations During Grant-Funded Activities	7,308	6,805	n/a	5,413	8046

	Totals
Seat Belt Summons	154
Impaired Driving Arrests	467
Speed Summons	8,349

Project Highlights



Click It or Ticket (CIOT) Border to Border NHTSA Campaign

A joint press conference involving New Hampshire and Maine State Police was held at the Kittery, Maine Visitors Center to kick off the Seat Belt Campaign event. On May 22, State of New Hampshire law enforcement agencies joined other states from across the eastern half of the United States to participate in the *Click It or Ticket* (CIOT) “Border to Border” Operation. For this campaign law enforcement agencies joined forces to provide increased seat belt enforcement at State borders, sending a zero tolerance message to the public: Driving or riding unbuckled will result in a ticket, no matter what state the event takes place in.

The NHOHS participated in the NHTSA Click It or Ticket – Border to Border Campaign under New Hampshire’s own “Join the NH Clique”, Seat Belt Campaign (NH’s seat belt law is up to the age of 18) seat belt enforcement campaign. In total, 72 New Hampshire law enforcement agencies were involved in this campaign and conducted approximately 298 hours of these patrols that resulted in 3 arrests including one drug and one felony), 205 speed enforcement citations, 2 suspended license citations, 36 safety belt summons, and 503 summons for other violations.

In conjunction with this Seat Belt Campaign New Hampshire police departments used print news and New Hampshire Department of Transportation displayed “Live to Do Great Things Buckle up Every Time” and “Be Good To Yourself Buckle Up Every Time” on Electronic Message Boards (EMB’s) throughout New Hampshire to inform the public of the seat belt enforcement effort.



Maine and New Hampshire State Police Click It or Ticket (CIOT) Border to Border Press Conference in Kittery, Maine.

Evidence-Based Enforcement Program Activities

As required by the recent Fast Act guidance, the Annual Report must include a description of the State's evidence-based enforcement program activities in support of the enforcement plan provided in the FFY 2017 Highway Safety Plan. In FFY 2017, New Hampshire sought to increase seatbelt usage while decreasing the number of impaired driving, speed and pedestrian fatalities through several key enforcement programs:

Sustained Traffic Enforcement Patrols (STEP) Funding was provided to 93 local law enforcement agencies which resulted in 14,219 patrol hours across New Hampshire. All law enforcement agencies funded under the STEP grant were also required to participate in the *Operation Safe Commute (OSC)*, the *Border to Border Campaign* and the *Join the NH Clique campaign*. Enforcement activity for the STEP program can be found under the Police Traffic Services.

- “Operation Safe Commute” (OSC) a coordinated statewide enforcement effort one day a month. OSC consisted of one 3 or 4-hour patrol shift during a morning or afternoon commute once a month for a maximum total of 48 patrol hours. Specific dates and times were provided to all participants.
- “Join the NH Clique” (May 21 through June 3, 2018) was a statewide campaign that coincided with the national “Click It or Ticket Mobilization”. The purpose of the campaign was to promote and enforce the occupant restraint law in New Hampshire. Departments could choose to conduct between eight (8) and twenty-four (24) hours of overtime patrols during this time frame.
- “Border to Border” (May 22, 2017) was a focused, one-day effort with neighboring states to send a unified message about the importance of buckling up, even when crossing state lines.

Enforcement Patrols NH State Police conducted 2,699 patrol hours.

Impaired Driving Patrols Seventy-Five (75) agencies including New Hampshire State Police, local law enforcement agencies and one county agency conducted 13,734.75 patrol hours. These patrols also included enforcement for two Drive Sober or Get Pulled Over Mobilizations that occurred during the fiscal year.

Sobriety Checkpoint Patrols NH State Police and five (5) local law enforcement agencies conducted twenty-five (25) sobriety checkpoints for a total of 1,202.25 sobriety checkpoint patrol hours.

Distracted Driving Patrols NH State Police and thirty (30) local law enforcement agencies and one county agency conducted 3,326.50 patrol hours*. The patrols are designed to decrease distracted driving violations by enforcing “NH’s Hands Free Electronic Device Law.”

Pedestrian/Bicycle Patrols Funding to 14 local police departments to conduct overtime enforcement activities aimed at reducing pedestrian and bicycle injuries and fatalities. This program resulted in 959.50 patrol hours.

Occupant Protection

Target

1. *Traffic Fatalities (FARS)*. Reduce fatalities by 5 percent from 111 (2010 - 2014 average) to 105 by December 31, 2017. 2016 data for traffic fatalities totaled 136.
2. *Serious Traffic Injuries (State Crash Data)*. Reduce serious injuries by 14 percent from 497 (2011 - 2015 average) to 427 by December 31, 2017. 2016 data from NH DOS reported 477 serious injuries.
3. *Mileage Death Rate (FARS)*. Reduce VMT by 2 percent from 0.86 (2010 - 2014 average) to 0.84 by December 31, 2017. 2016 data shows a rate of 1.0.
4. *Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*. Reduce unrestrained fatalities (all seat positions) by 15 percent from 53 (2010 - 2014 average) to 45 by December 31, 2017. 2016 unrestrained fatalities totaled 70.
5. To increase statewide seat belt compliance by 2.5 percentage points from 70.2 percent in 2016 to 72 percent in 2017. In 2017 the seat belt usage rate was 67.6%.

Accomplishments:

The University of New Hampshire Survey Center conducted the annual seat belt use observational survey in June 2017. The reported New Hampshire statewide seat belt usage rate for 2017 is 67.6 % a decrease of 2.0 % from the 2016 seat belt usage rate of 70.2%. This decrease continues to suggest that an adult seat belt law would be important to New Hampshire, to not only increase seat belt usage rates, but to save lives. Ongoing enforcement efforts, education, and media messaging addressing the importance of seat belt use will continue in 2018 to help stabilize or increase this number. There has been discussion amongst our partners about working to introduce legislation in 2018 for a seat belt law.

The Vehicle Occupant Fatalities table below supports the seat belt use survey results over the last few years. The table below of unrestrained fatalities remains relatively unchanged. It will be important to take a closer look at our Occupant Protection programs to see if there are some innovative model programs that can help to increase our seat belt use rate which should reduce the number of unrestrained fatalities we have each year. The Office of Highway Safety has submitted an occupant protection assessment request letter for approval from NHTSA to conduct an occupant protection assessment. This assessment would provide New Hampshire of ways the state may improve seat belt use.

Vehicle Occupant Fatalities			
Year	Total	Unrestrained	Percent
2009	79	50	63.29
2010	91	61	67.00
2011	67	49	73.00
2012	70	46	65.70
2013	92	56	60.87
2014	61	41	67.21
2015	74	47	64.00
2016	96	70	73.00

Source: FARS

Throughout the course of the fiscal grant year there has been a sustained enforcement effort by law enforcement agencies specific to Occupant Protection. With each of the different grants such as STEP, Speed Enforcement, DWI/DUI, Failure to Stop Violations, Operation Safe Commute, etc., the law enforcement agencies are required to enforce all motor vehicle laws including Occupant Protection, which covers the requirement to wear seat belts up to 18 years of age. In 2018 we will reinforce this with our grantees. Additionally, police departments conduct enforcement of CPS laws as well as enforcement of the seat belt law for all individuals up to 18 years of age during their regular traffic enforcement that occurs throughout the year.

Buckle Up NH Activities & Seat Belt Challenge

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.

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

This coalition met monthly between September and June and there was on-going interaction between the members, to effectively implement the programs, throughout the year.

Room to Live Program

This was the ninth year for the utilization of the Room to Live Program. This program effectively points out the safety design features of newer motor vehicles and the reality that vehicle occupants who are restrained and, therefore, remain properly seated within their vehicles have a much greater chance of surviving and/or experiencing reduced injuries even in significant crashes.

The Room to Live PowerPoint was updated to include notes on each slide that enabled others to present the program. Copies were distributed at a state driver educators conference to the teachers who were present and copies were sent to the school resource officers and high school staff who brought teams to the Seat Belt Challenge. The distribution of the Room to Live Program to others who can

present it will continue throughout FY2018 with a minimum goal to get it into every high school within the state.

Presentations were made throughout the state to high school students, at corporate safety training events and at the Seat Belt Challenge. Many more individuals heard the Room to Live seat belt message through one on one conversations held at community safety fairs throughout the state including the National Night Out in Belmont, Gilford and at the Derry Fest.

The Room to Live message was also presented weekly at driving attitude courses offered by the NH Traffic Safety Institute, a National Safety Council training center.

Seat Belt Challenge



Seat Belt Challenge 2017 at Police Standards and Training

On May 16, 2017, the Injury Prevention Center at Dartmouth, in cooperation with the NHOHS, hosted the twenty fourth annual Seat Belt Challenge. High schools from around the state sent teams to compete and for the learning benefits that the challenge offers. The educational component included a presentation of the Room to Live program, a presentation by the NH Driver Education Association and a challenge by the NHOHS to always buckle up.

Plaques were awarded to the schools of the three winning teams, trophies were awarded to the members of the winning teams and the Driver Education Association presented awards to the members of the first-place team.

Based on a survey completed by the attending students, this twenty fourth annual Seat Belt Challenge proved to be meaningful and educational for the students attending.

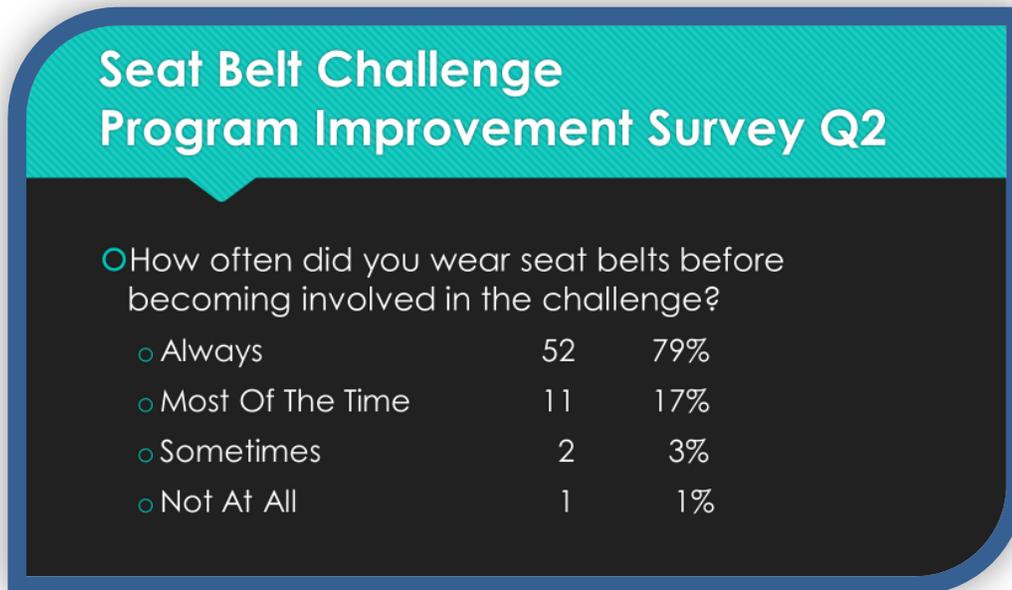
Questions asked in this survey included:

- Overall, to what extent did this year’s Seat Belt Challenge meet your expectations?
- What changes can we make to the Seat Belt Challenge to improve it?
- How often did you wear seat belts before becoming involved in the Seat Belt Challenge?
- If you didn’t always wear seatbelts prior to the Seat Belt Challenge, has the challenge shown you the importance of always wearing them?
- What educational programs can we provide within your school to educate your peers about the importance of seat belt use?
- Is there a month other than May that you think would be a better month for your school to attend the Seat Belt Challenge? If yes, what month or months would work better?
- New Hampshire is the only state without a seat belt law for people 18 and over. Should we have one?

The results of this survey will be used to guide the Buckle Up NH Coalition in planning the FY2018 event which will be the 25th annual Seat Belt Challenge.

This survey also confirmed the value of the Seat Belt Challenge. Of the 66 students who completed the survey, 14 (21%) of them stated that they did not always use seat belts prior to being involved in the challenge. Twelve of those teens (86%) stated that the challenge showed them the value of being restrained.

The following charts provide the survey information about stated usage and understanding of the importance of using seat belts.



Seat Belt Challenge Belt Usage Survey Response

Seat Belt Challenge Program Improvement Survey Q3

- If you didn't always wear seat belts before, has the challenge shown you the importance of always wearing them?
- | | | |
|-------|----|-----|
| ○ Yes | 12 | 86% |
| ○ No | 2 | 14% |

Seat Belt Use Importance Survey Response

Considering the overall high level of belt usage by the teens and the fact that those who were not faithful users identified that they now understand the importance of belt usage, 26% of the challenge participants (17 teens) stated that we should not pass an adult seat belt law. The reasons stated for why we should or shouldn't have an adult law were consistent with what we hear from the adult population and consistent with the way that teens responded in last year's survey.

These reasons include:

- Live free or die x 5;
- I think that people just need to be educated about why they should. I don't think that a law will motivate them;
- We are live free or die. If you get pulled over with it off, you would just put it on any way. Useless;
- Save lives x 6;
- Everyone should be wearing seat belts no matter what age;
- Because you could have a better chance of living if you crash.

Seat Belt Challenge Program Improvement Survey Q7

○ New Hampshire is the only state without an adult seat belt law for people over 18. Should we have one?

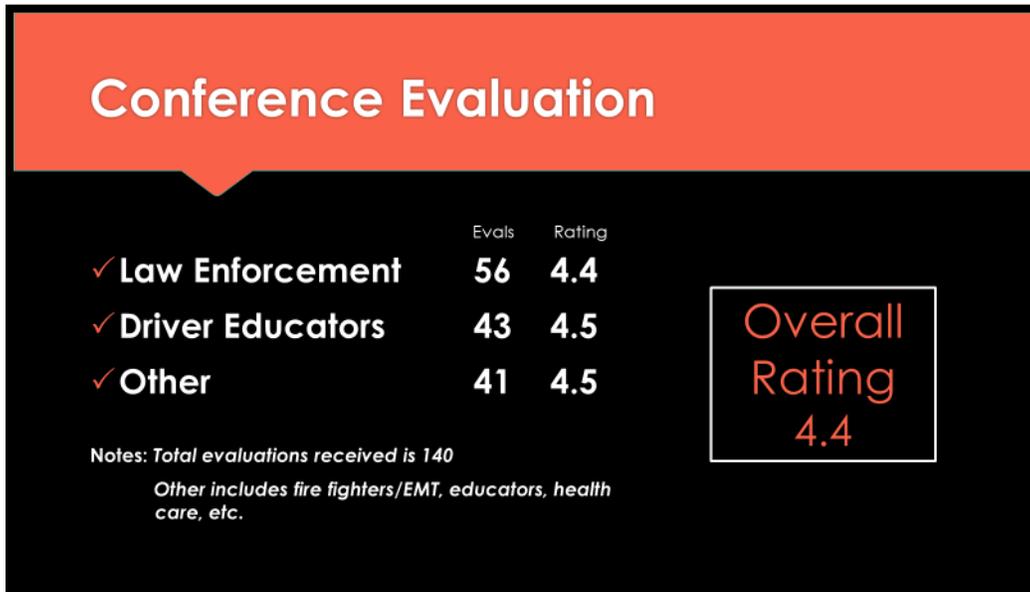
○ Consistent Users	Yes	46	78%
	No	13	22%
○ Non-consistent Users	Yes	9	69%
	No	4	31%

Should NH Have an Adult Seat Belt Law – Teen Responses

Traffic Safety Conference

The 2017, the Traffic Safety Conference was held on May 9, 2017 at the Grappone Center in Concord and was attended by more than 300 highway safety professionals including law enforcement personnel, driver educators, health care providers, legislators and other highway safety advocates.

Based on the evaluation ratings and feedback, this was another very successful conference. The following shows the evaluation rating for the conference on a scale of 1 to 5.



NH Traffic Safety Conference Survey Results Based on a 5 Point Scale

Our opening key note speaker was Owen Smith, a regional vice president for AT&T who discussed the nature and positive impact of their *It Can Wait* campaign. In addition to this presentation, AT&T had their virtual reality distracted driving simulator available in the lobby for attendees to try out. AT&T also presented the Injury Prevention Center with a \$10,000 donation to help us promote our don't drive distracted efforts throughout the state. This increased their total donation during recent years to \$30,000.

During the luncheon, Ryan Smith, a research associate from the Virginia Tech Transportation Institute spoke about their drug based driving research with a specific emphasis on opioids and marijuana. Charlie Klauer, also from the Virginia Tech Transportation Institute presented their finding on the true risks for teen drivers.

Governor Chris Sununu shared his Buckle Up NH proclamation and encouraged the attendees to continue their highway safety related efforts throughout the state. Other key speakers included Department of Safety Assistant Commissioner Robert Quinn and NHTSA Region 1 Administrator Art Kinsman.

In addition to 9 workshop presenters, a law enforcement partnership forum was conducted as part of this conference. The workshops were:

- High Intensity Drug Trafficking *David Kelley – Deputy Director*
New England High Intensity Drug Trafficking Area
- New Hampshire Teen Driver Program – What's New
Chelsie Hubicsak-Muldowney - Youth Operator Specialist
Injury Prevention Center – Children's Hospital at Dartmouth
Melissa Fifield – NASCAR Race Driver – Whelan Modified Tour
- The Numbers Don't Lie: What Works, What Doesn't
Roberta Witham – Business Systems Analyst
State Police Operations – NH Department of Safety
- Making A Difference in Child Passenger Safety
Julie Dietrich – Child Passenger Safety Specialist

Injury Prevention Center – Children’s Hospital at Dartmouth
 Medically at-Risk Drivers – Older Drivers
Staci Frazier, OTR/L, CDI, CDRS – Certified Driver Rehabilitation Specialist
 Drive Ability Program, Exeter Hospital

Room to Live – Why Seat Belts Really Make a Difference
Chelsie Hubicsak-Muldowney - Youth Operator Specialist
 Injury Prevention Center – Children’s Hospital at Dartmouth

Impairment and the 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving
Charlie Klauer – Group Leader Teen Risk and Injury Prevention
Ryan Smith – Sr. Research Associate
 Center for Vulnerable Road Users - Virginia Tech Transportation Institute

New Hampshire DOT Traffic Management System/Driving Toward Zero Program
Susan Klasen, Bureau Administrator, Transportation System, Management and Operations, New Hampshire Department of Transportation
Michelle Marshall – Highway Safety Engineer, Highway Design and New Hampshire Department of Transportation

Medically at-Risk Drivers – Autism Spectrum Disorder & Driving
Amanda Plourde, COTA/L, CDI, CDRS – Driving Clinic Coordinator
 Northeast Rehabilitation Hospital

Partners of and exhibitors at the conference included the AT&T virtual reality distracted driving simulator, the seat belt convincer, the NHOHS, the NH Bureau of Liquor Enforcement, the NH Department of Health and Human Services, the NH Department of Transportation, the NH Teen Driver Program, the NH Child Passenger Safety Program, the Community Alliance for Teen Safety, the Safety and Health Council of Northern New England and the NH Traffic Safety Institute.



Traffic Safety Conference Attendees

Coalition Related Activities

Through the collaborative effort of the members of the Buckle Up NH Coalition many other highway safety educational activities occurred throughout the state during this program year.

FY 2017 is the first year that the NHOHS funded New Hampshire's Youth Operator Program through the Injury Prevention Center. As the highway safety specialist, it was my privilege to mentor our new Youth Operator Program Specialist, Chelsie Hubicsak-Muldowney. As reflected in the Youth Operator Program Report many meaningful highway safety activities for teens occurred during 2017 including the Ford Driving Skills for Life Program and being 1 of 5 states to receive a \$15,000 teen highway safety grant from the Governor's Highway Safety Association.

Public Service Announcements and Videos

Four Public Service Announcements (PSA's) and two Educational Videos were created during FY 2017 including two PSA's created by Pinkerton Academy, New Hampshire's largest high school, designed to encourage adults to buckle up. An emotionally powerful video and PSA was created around the death of Chelsea Fuller who was ejected during a rollover crash. She died seven years ago just before her 18th birthday. These videos look back on a life that should have been stressing the reality that the loss is forever.

In conjunction with our youth operator program, a distracted driving video was created that tells of the death of a retired school teacher whose motorcycle was struck when a young single mother was distracted for 11 seconds while posting to her Facebook page. This video, Losing Michael Phelps, has been viewed on-line at least 55,000 times since its' release at our Traffic Safety Conference in May. This video is compelling because Michael's family describes their loss while, Jordan Heath, the woman who caused the crash discusses what it is like to negligently take someone's life.

Comcast Seat Belt PSA Airing

For the first time, Buckle Up NH educational efforts included the airing of seat belt use public service announcements. The two public service announcements used were NHTSA's Never Give UP Until They Buckle UP PSA and a local Buckle Up NH PSA created for us by the Pinkerton Academy media department. They aired throughout August and the first 10 days of September 2017.

Performance Campaign Summary August-Sept 10 2017 **COMCAST SPOTLIGHT**

Dartmouth Injury Prevention Buckle Up NH



FOR MORE INFORMATION, VISIT
WWW.BUCKLEUPNH.ORG



Funding and support provided by the New Hampshire Department of Transportation

Presented by: Aimee Trombly

Public Service Announcements Aired by Comcast August thru September 10, 2017

Premium Live TV Programs and Targeted Networks **COMCAST SPOTLIGHT**

4782
TV commercials
August - Sept 10th 2017

One of the Top Rated Food Network Shows
Taking you around the country to find the best hidden gems to eat

Even more hot shows...

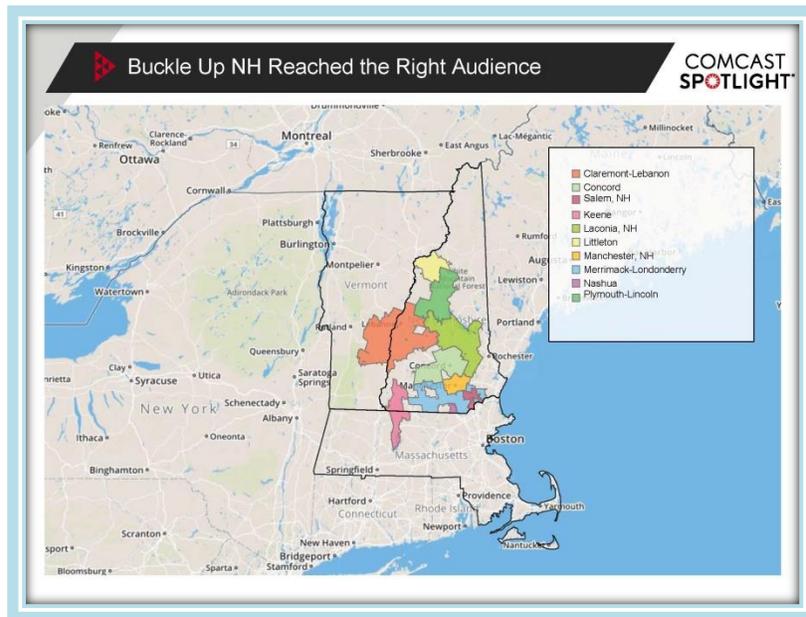
#1 rated sports talk show
SportsCenter is a daily sports news television program that serves as the flagship program of American cable and satellite television network ESPN



These public service announcements ran as commercials 4,782 times on premium live television shows including the food network, sports central, etc.



These public service announcements ran as digital commercials on computers, tablets, and mobile devices 147,713 times during this 6 -week campaign.



This graphic shows the statewide distribution of the aired commercials.

Banners

We have designed 3 full height Banners and have had 4 sets of each printed. One set will be loaned to the Merrimack Police Department to display when the seat belt convincer is being demonstrated. The other sets will be used at educational events by the BUNH Coalition or the teen driver program. They will also be made available for use by community groups, law enforcement agencies, etc.

TEENS

USE SEAT BELTS

LESS

THAN

ANY OTHER AGE GROUP!

YOU CAN CONTROL SEAT BELT SAFETY



BUCKLE UP



NO EXCUSES

nhteendrivers.com

**If you listen
carefully...**



...he's saying,

***"buckle,
buckle,
buckle"***

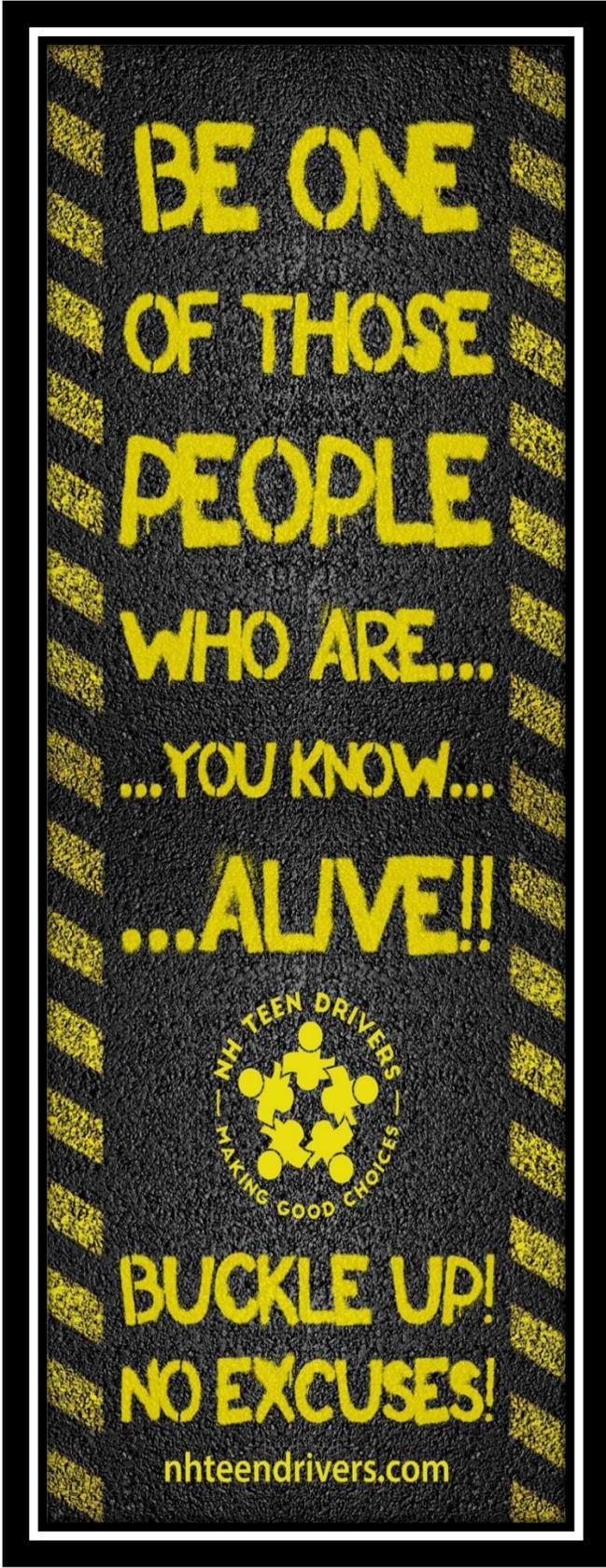


BUCKLE UP



NO EXCUSES

nhteendrivers.com



Funding	402	Funds Obligated	\$ 157473.00	Funds Expended	\$143284.81
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Statewide CPS

New Hampshire stands as one of the safest states for child passengers in the country. Continued emphasis on person to person contacts is necessary to continue this record.

We held a number of trainings this past fiscal year, including two technician classes, two update classes and one recertification training.

This fiscal year, 15 community check-up events were held as well as many community education displays at sites throughout New Hampshire. Several smaller scale events were also held although the NH CPS program staff may not have been physically present due to several events being held on a single day in many areas of the state. Resources were delivered ahead of time to support these events. Information on car seat recycling was distributed and two car seat recycling events were held in New Hampshire. The first was in March of 2017 Sponsored by the Manchester Police Department at Kia of Manchester. We deemed 42 seats unfit for use and they were taken out of service. The second event was held in Lebanon in partnership with the Dartmouth-Hitchcock Women's Health Resource Center on May 20, 2017. A total of 101 car seats that were no longer deemed safe were taken out of service and recycled.

A partnership grant that was obtained through Cincinnati Children's Hospitals "Buckle Up for Life" program replaced all of these seats that were no longer safe for use with brand new car seats for families in need. The partnership grant allowed us to help more families than past years and the CPS program actively continues to search for secondary opportunities to provide outreach and aid to NH communities. Car seats that were not available through the partnership grant were purchased and distributed as needed throughout New Hampshire. The NHTSA funds provided special needs seats to families without coverage options and several infant seats, and forward facing only seats to families with limited income. We are grateful for the continued support of the Dartmouth Hitchcock Supply System which provides us storage and access of these items which we otherwise would not have.

A survey of car seat use and misuse was conducted over the summer of 2016. The results have been finalized and have allowed us to focus on new education initiatives in the current year. These topics will focus on right seat for age and size of child and booster seat use. The results are attached to this report for review.

Education dollars were spent updating current materials to reflect new American Academy of Pediatrics (A.A.P). Guidelines. This involved a professional photo shoot and print shop costs. These materials were distributed to 60 fitting stations and to several medical facilities throughout the state. New (Lower Anchors and Tethers for Children) L.A.T.C.H. manuals were also provided to each fitting station to ensure proper car seat installation in every vehicle. The image below reflects the updated guidelines and is one side of a double sided rack card.



REAR-FACING CAR SEAT

(BIRTH TO AGE 2)

Use either a rear-facing only seat or a convertible seat until the child reaches the weight or height limit of the seat.

Recommendation is children remain rear-facing until at least age 2. Rear-facing seat with harness provides the most protection.



FORWARD-FACING CAR SEAT

(AGE 2 TO AGE 6)

Use child safety seat with harness until child reaches weight or height limit of harness. The harness can range from 40 – 90 lbs. Seat with a harness provides more protection.



BOOSTER SEAT

(AGE 7 TO 4 FT. 9 IN.)

Use a booster when the child outgrows the harnessed seat. Purpose of booster is to raise the child up so the lap-shoulder safety belt fits properly. Booster's weight limit can range up to 110 lbs.



SEAT BELT

(AT LEAST 4 FT. 9 IN. TO AGE 18)

Use a lap-shoulder belt when the child can sit safely without a booster seat. This is usually at 4 feet 9 inches when the child is between 8 – 12 years old.

All children under age 7 or 57 inches (whichever is reached first) must use a properly fastened and secured child safety seat.

Children under age 18 must be properly restrained in a motor vehicle including a car, pickup truck or SUV.

- NEVER place a rear-facing child safety seat in front of an active airbag.
- All children should remain seated in the back seat until age 13.
- Follow manufacturer's instructions about replacing a seat after a crash.

For more information, visit www.safekidsnh.org or call the NH Child Passenger Safety Program toll-free 1-877-783-0432

Police officers from the Manchester Police Department. hosted our course “CPS for Law Enforcement” Due to changing personnel and many logistical issues we were unable to hold this training at Police Standards and Training. The course has been edited to be able to be taught by any car seat technician that is also in law enforcement providing a train the trainer opportunity. Exeter Police is already utilizing this tool. This course reviewed NH CPS laws and explained to the officers what to look for at a traffic stop. The Child Passenger Safety program will work to turn the CPS for Law enforcement training into an approved online module in FFY 2018 so that all NH law enforcement may benefit.

EMS CPS technicians, EMS/fire professionals and other CPS technicians had the opportunity to attend the CPS for EMS training. Two sessions were held one in May 2017 the other July of 2017. This resulted in several community members becoming aware of how to safely transport a pediatric patient via ambulance. We will work to pare down and standardize this training further so it can be offered as an online curriculum in the next year.

Instructors were offered the opportunity to attend the Lifesavers Conference in Charlotte, NC in March. Five instructors took advantage of this opportunity and two obtained their special needs certification taught by Dr. Marilyn Bull from Riley Children’s Hospital. They were also able to observe crash testing at the Britax facility and learn about the upcoming technologies for car seats, hot car death prevention and large scale child safety initiatives that are happening throughout the country.

The New Hampshire Child Passenger Safety Program saw a slight decrease to our technician recertification rates. In October of 2016 we were first in the nation for recertification rates. Since Jan 1, 2017 our state saw a large influx of both police and fire professionals entering retirement. To compensate for the loss of technicians additional instructors have been brought in from Maine and Massachusetts this next fiscal year to support adding extra students to each class. It is anticipated that this number will stabilize in late 2018/early 2019. New Hampshire continues to remain in the top 5 for recertification rates and currently sits # 3 for national recertification rates.

Background

For over 30 years, the New Hampshire Office of Highway Safety and the Injury Prevention Center have partnered together to create a safer motor vehicle journey for children and their caregivers throughout our state. The New Hampshire Child Passenger Safety Office continues that mission today, with the goal of reducing, and someday eliminating, childhood injury and death due to car crashes.

The New Hampshire Child Passenger Safety Office provides support for greater than 230 Certified New Hampshire Child Passenger Safety Technicians (CPST) and greater than 60 car seat fitting/inspection stations. The office plans and provides training for current certified CPST’s to recertify as well as hosting classes for new technicians. Additionally, the office promotes the message of proper use and state laws in an effort to reduce injuries and deaths caused by motor vehicle crashes. The CPS office provides support to other agencies and hospitals wishing to maintain or create CPS programs within their own agencies. During FFFY2017 we welcomed two more hospitals into our program. This includes Wentworth Douglas Hospital and Frisbee Memorial Hospital.

Motor vehicle crashes are the number one cause of unintentional deaths of children under 16 years of age in the United States. The proper use of child restraints (i.e., car seats, booster seats, seat belts) is the most effective method available to prevent fatalities in a motor vehicle crash. Our statewide survey

confirmed that 8 out of every 10 car seats are installed incorrectly. Only consistent and correct use of child safety seats will offer the protection our New Hampshire children need.

There are many different types of child safety seats (CSS) on the market today. Car seat manufacturers are required to provide safety restraints that meet Federal Motor Vehicle Safety Standards (FMVSS), to ensure good protection for children when used correctly. Parents looking for the “right” safety restraint must get the “right” CSS, a seat that fits their child and their car, and must be sure to read the instructions carefully, and use the seat correctly on every trip.

There are several types of child safety seats, and car seat installation methods for securing these seats to a vehicle. One method is with the use of seat belt systems, lap belts or lap and shoulder belts. Another method is LATCH, which is an acronym for Lower Anchors and Tethers for Children. Nearly every car seat, and most vehicles manufactured since September 1, 2002 are required to have the LATCH system.

According to a study done by AAA, “Parents and caregivers who transport children are faced with critical decisions that affect the safety of their small passengers, such as the proper selection, installation, and use of height-, weight- and age-appropriate restraints; the “graduation” of children from car seats to safety belts; and the placement of children in the vehicle. Child passenger safety educational materials for parents, caregivers, and teachers must be kept up-to-date and must educate this audience about the technical aspects of protecting children in a way that meets the educational, cultural, and linguistic needs of the audience. Materials must not only be technically accurate; in order to be useful, they must also be accessible to lay audiences.”

Methods

Hands on, direct intervention has been, and will continue to be, a primary process for preventing childhood injuries and death from car crashes. In New Hampshire this job falls primarily to our Child Passenger Safety Program and our CPS Technicians. Limited by their schedules and resources, each one does an exemplary job of supporting our mission to keep kids safe. The CPS Program provides oversight and management as well as technical and material support to all of our volunteers. The diversity of our state requires constant work by the CPS Program Coordinator to ensure each area is getting what it needs. Continued analysis of NH regions show program gaps and weakness in northern counties. A plan has been developed to address the lack of resources in rural communities. For example, Sullivan County up until recently only had two CPS Technicians. Last year this number was increased to 10. There is still a strong need to secure educational avenues in the northern NH areas. Recognizing this, the CPS Program Coordinator has worked to secure a location in Claremont to offer a 4 day class in 2018 and plans to spread the CPS program to Coos County where there are currently zero technicians in 2019.

We continue to be limited by distance and by weather. Once November comes around we cannot offer or support many outside events and are dependent on inside facilities to hold events. Travel time can be an issue, however that is being mitigated more and more by the appropriate use of technology like conference calling and WebEx. The addition of a satellite office in Bedford has also alleviated some road blocks to travel and has provided the southern area fitting stations (Keene- Seacoast and up through Concord) accessibility that has helped to grow their community programs exponentially. With the growth of the southern fitting stations during FFFY2017 permissions were obtained to house the CPS van at the Dartmouth-Hitchcock Manchester office to allow easier accessibility.

This past year we were able to hire a new CPS program Coordinator who standardized a variety of systems and simplified processes throughout the state. Standardizing how our fitting stations and volunteers operate will provide more accurate data regarding the number of community members

served and the number of car seats inspected. Good data must be the cornerstone of all that we do and developing partnerships with sources and creating our own collection methods must continue to be a goal. CPS fitting stations and volunteers can now tailor their individual program needs to their work flow and still provide the CPS program with the data it seeks.

Successes

Training:

- Initial CPS Technician Certification courses. The office sponsored two 4 day certification classes which certified 21 new CPS technicians. Classes were held in Nelson, and Rochester. While the Nelson course was small in student number it provided several volunteer police and fire departments the ability to add technicians and a service to their communities.
- Update refresher classes: Technological improvements change how technicians address different issues. To help keep technicians informed the CPS office offers update refresher classes. Two classes were held one at Milford Ambulance and one at the Derry Police Department. A total of 20 students obtained all their needed requirements to recertify as technicians.
- Recertification class: In an effort to reengage past technicians a renewal testing course was held in Lebanon in September. This welcomed Manchester Fire Department, several baby boutique owners, and first responders back into the CPS community.
- Officer training: CPS for law enforcement was held at Manchester Police Department informing 8 patrol officers of gross misuse scenarios and also piloting this as a train the trainer course. Law enforcement receives information from technicians that are police officers more clearly as those individuals have a stronger concept of citation versus education principals. Jim Esdon, an employee of the Injury Prevention Center is also a part time police officer in Charlestown NH. His vast knowledge is a prime example of how we work in collaboration with many partners to obtain successful outcomes.

Community

During *FFY 2017*, more than a dozen checkup events had been scheduled by different agencies which allowed for over 250 seats to be inspected at these special events. The special events are important to help highlight the need for caretakers to better understand their child's safety seats. In New Hampshire education is done by appointment at our 65 seat inspection locations. Standardizing reporting has indicated that we have checked over 2500 car seats as a collaborative effort. This number is likely higher as this only reflects the new reporting system that the program coordinator put into effect 4/1/17. Car seats that were inspected between October 2016 and April of 2017 are only partially reported within the above number.

Recertification

Child Passenger Safety Technicians are certified every two years through Safe Kids International. Current technicians have two years to fulfill their recertification requirements which include earning at least 6 continuing education units (CEU's), participate in a public event and demonstrate proficiency with a certified instructor or certified proxy. According to Safe Kids annual report for fiscal year 2014 New Hampshire had a 47% recertification rate, well below the national average of 56%. When Coordinator Tom Leach joined the office April 2014 it was his goal to greatly increase these recertification numbers. A pilot program was created that would pay the \$50.00 renewal fee for technicians recertifying. Due to Tom's efforts, the state's renewal rate at the end of May 2016 was 75.9%, a 61% increase from 2014. At the end of fiscal year 2016 New Hampshire had the highest recertification rate in the Country! Tom demonstrated a positive outcome and our new coordinator has continued this initiative with great energy maintaining the states' momentum. This year we have seen New Hampshire fall to the third spot in the country due to unpreventable barriers. Since Jan 1, 2017 our state has seen a large influx of both Police and Fire professionals entering retirement. Unfortunately many of them were also technicians. New Hampshire continues to remain above the national average when the numbers are corrected to reflect those members lost to retirement.

Child Safety Seat Recycling

A strong recycling program will help reduce misuse by removing potentially dangerous, recalled seats which may also have missing parts or other damage associated with age. There are great benefits to children who utilize the latest and most up to date technology found in newer seats. This year we worked with both Manchester Police and the Women's Health Resource Center to destroy car seats no longer deemed safe for use. These two days resulted in almost 150 seats being taken out of circulation and destroyed.

Inspections and Inspection Stations

It is the goal of the CPS office to support and add to the existing fitting stations throughout the state. By the end of 2017 standardizing the technician reporting and providing direct support resulted in several more fitting stations being added within our state. A pamphlet has been created and distributed at libraries, child care centers, police departments, fire departments and pediatricians throughout the state. In March we placed our first set of informational materials at two babies R us stand-alone stores in New Hampshire. They have continued to request educational information to distribute with each child seat they sell. The large increase in the number of seats checked FFFY2017 suggests that both outreach as well as our standardization measures were successful.

Child Safety Seats and Equipment

The CPS office purchases child safety seats to be provided to caregivers when no other sources are available. The seats are distributed through the 65 safety seat fitting stations throughout the state as well as to patients in need at multiple medical centers. The FY 2017 funds provided special needs seats to families without coverage options and several infant seats, and forward facing only seats to families with limited income. The seats are not provided to the public as a seat give-a-way program. Seats are only provided to certified technicians who then instruct and assist the caregiver with correct use and installation. There were two special needs seats designed for Spica cast use purchased for statewide use out of different hospitals as well as four specialty travel vests. These items are housed at Concord Hospital and Dartmouth-Hitchcock to support their current statewide loaner programs.

Partnerships

Child Passenger Safety is impacted by many different safety initiatives state wide. The program manager is a member of several groups that focus on reducing injuries and deaths caused by motor vehicle crashes. These groups include the NH *Driving Toward Zero* campaign by NHDOT, the Buckle Up New Hampshire Committee, the Buckle Up NH Derry group, the Injury Prevention Advisory Council and its Injury Prevention Policy Committee by participating in meetings and planning of the Occupant Protection component to the NH Strategic Highway Safety Plan, The Community alliance for Teen Safety, as well as the Safe Kids NH coalition for safety. Our Program coordinator also provided consultation to Dartmouth Hitchcock Medical Center to update policies and procedures regarding car seat distribution and child passenger safety.

Discussion and Conclusions

Trained technicians and local/community fitting stations are providing direct contact with parents and caregivers regarding car seats. This effort has received an overwhelming response. There are more requests for classes than the CPS program can meet. Retaining and engaging certified technicians has become critical to the development of the program. Having the ability to provide safety seats to fitting stations as needed also provides supportive solutions in the event damaged, recalled or expired car seats are inspected at a fitting station. The CPS program as administered through the Injury Prevention Center at Children’s Hospital at Dartmouth-Hitchcock along with our instructor team and large volunteer technician base continues to provide also long term program support. Continued partnerships with existing hospitals and the new partnerships developed over FFFY2017 allow us to continue our mission of car seat education and proper use initiatives.

Recommendations

Below are some recommendations for consideration.

- Develop a one hour course/lesson plan on CPS enforcement to be used in instructing police officers at the full and part time departments and at the police academy. This will help maintain our existing Police Standards & Training relationship for many years to come.
- Develop a 45 minute CPS for EMS module to be used as part of their required education training.
- Expand access to technicians by offering classes in more remote areas of the state.
- Increase number of instructors to support the large classroom size of 4 day course participants.
- Develop concrete expectations in regards to outreach within communities that house an inspection station
- Increase partnerships with all birthing hospitals in the state by providing small scale trainings to familiarize staff with gross misuse.
- Increase the team approach throughout the state to aid smaller inspection stations in building their outreach nplatforms

Funding	402	Funds Obligated	\$ 159564.01	Funds Expended	\$142274.82
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Youth Operator & Simulator

Fiscal year 2017 was the first year that the New Hampshire Office of Highway Safety funded a youth operator program. The funding provided for a full-time youth operator program specialist that oversees the programs operation throughout the year. The program was operated through the Injury Prevention Center at the Children's Hospital at Dartmouth-Hitchcock. This report provides an overview of the youth operator program's development over the course of its first fiscal year of funding through the New Hampshire Office of Highway Safety.

At the start of the fiscal year there were three New Hampshire high schools that were working actively with the teen driver program. The program increased during FY17 to fifteen primary high schools with active peer leadership teen driver groups. The high schools include; Bedford, Belmont, Epping, Goffstown, Great Bay E-Learning Charter School, John-Stark, Kearsarge, Kingswood, Pinkerton, Plymouth, Prospect Mountain, Salem, Spaulding, Timberlane, and Windham.

Each of the schools utilized the teen driver program and its resources, which resulted in the development of peer to peer programs that promoted the importance of making good choices. School programs ranged from utilizing health focused days to discuss important topics about teen driving to a school canceling regular curriculum for a half day to present an educational program about making good choices.

Guest Speakers in FFFY2017

Marilyn Bachman

The wife of John Bachman, who was killed when a distracted teen driver struck and killed him while he was standing at their mailbox in rural Amherst, NH. Marilyn spoke at four different high schools throughout the 2016-2017 school year to tell the story about her husband's death and to challenge the teens to make good choices and to not succumb to becoming the person that causes the grief that she, personally, still copes with every day.

Melissa Fifield

Melissa is one of three female NASCAR drivers. She brought a positive message to New Hampshire's teens this year. It is hard to get teens to grasp the depth of bad choices. However, a primary goal of the program was to encourage teens to make good choices and Melissa was perfect for the job. She discussed the concept of how she feels safer on the race track going over 100mph than she does on any normal roadway because her fellow race car drivers are focused and their vehicles are thoroughly maintained. She compared this to the fact that unsafe choices by drivers cause 94% of the crashes on New Hampshire roadways. Melissa is only a few years older than most of the teens she speaks to and she makes certain to point that out. She takes it to the next level by putting it in the teen's hands to make good choices stressing that doing so can lead to all of them making their dreams a reality.

Virginia Fuller

Virginia is the mother of Chelsea Fuller, a 17-year-old girl who lost control of her vehicle and because she was unbelted and was ejected from the vehicle and killed. Virginia came into a few schools this year to talk to the teens about the importance of buckling up. She shared her story, although it happened in 2010, to show how much sadness and grief she still carries around even after 7 years have gone by.

Observational Assessments

In an effort to assess increased seat belt use and decreased operator electronic device use throughout the school year because of the educational programming presented through different scenarios, the program asked schools to complete an observational assessment before any education was done at the school and at the end of the year to show any change. The observational assessments take place in school student parking lots and measures driver and passenger belt usage as well as operator electronic device usage.

Observational Assessment Instructions

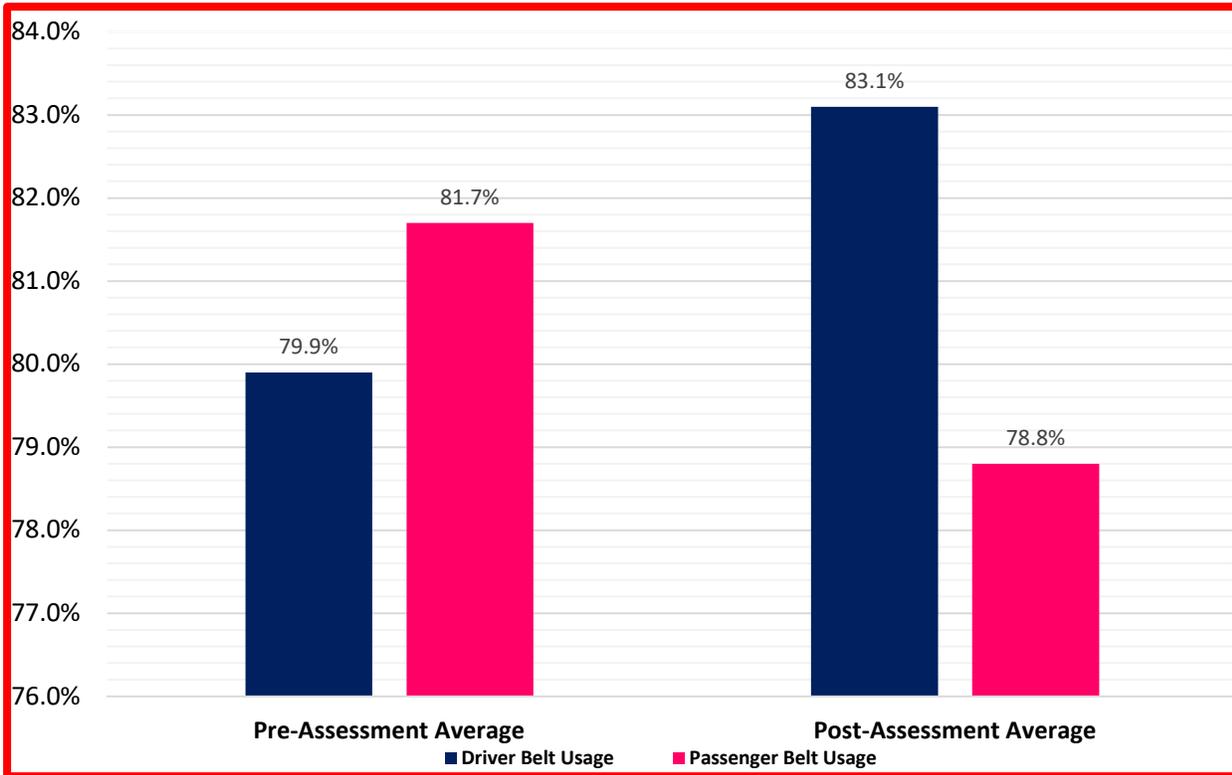
The Observational Seat Belt Use Assessment Form is used to track detailed data about seat-belt use by drivers and front seat passengers at a particular time and location. To use this form for school observational assessment, please follow these instructions:

1. Position yourself at the school exit stop sign so that vehicles have to come to a complete stop.
2. Work in groups of 2. One person should observe drivers and passengers when the car stops at the exit and calls out the info in the same order as it is listed on the form. The second person will typically not have enough time to take their eyes off the form and be doing the circling of the information and or the writing.
3. Make sure you document the school name, date, location and time on your pre-assessments so that your post-surveys can be done in the same location and time, if possible.
4. If a car has tinted windows or you are not able to determine if the driver or passenger(s) are wearing seat belts, skip this car.

Instructions were given to school leaders that had students willing to complete the observation without direct help from the program coordinator. After the instructions were sent along with the observational assessment form (see page 19) the schools were encouraged to read and then reach out with questions before starting the observation.

The observations for the 2016-2017 school year were completed at different times because it all was depending on when a school became actively involved with the program. For example Goffstown High School was actively involved completing their pre-assessment in December of 2016, while Bedford High School became actively involved and completed their pre-assessment in March of 2017. The post-assessments are completed by the schools after some educational time has been given to the students including presentations, activities, or state events like the Seat Belt Challenge. Many of the post-assessments were completed in May and June for all the schools that were a part of the program in 2017.

New Hampshire High School's 2016-2017 Belt Usage

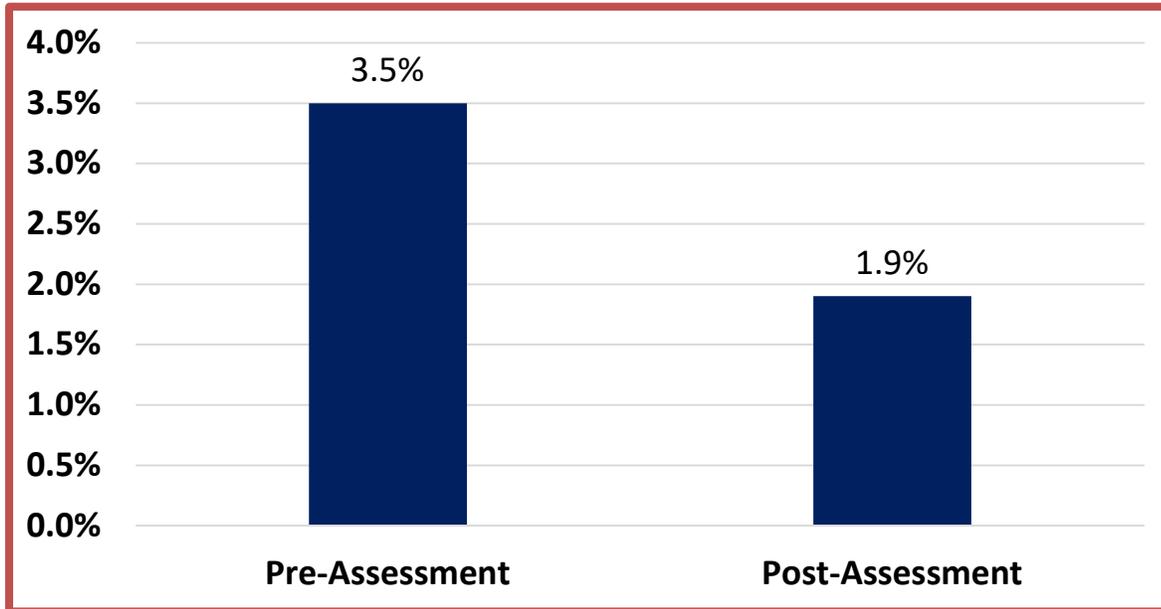


Source: IPC

Total Number of Drivers observed: Pre- 1,868 Post- 1,261	Total Number of Passengers observed: Pre- 578 Post- 424
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This graph shows the average of the data that was collected in the high schools. It is great to see that the driver belt usage rate did increase between the start of and end of the school year. However, the passenger belt usage did decrease slightly and this shows us a place for improvement and focus for the coming school year. The decrease is not in all the schools but needs to be identified with all students to get drivers to identify passengers not buckling up.

New Hampshire High School's 2016-2017 Driver Electronic Device Usage



Source:IPC

The driver electronic device usage graph shows that drivers using electronic devices while leaving school parking lots decreased over the course of the school year. Although if you look in-depth at the numbers it shows that a smaller number of teens were actually using electronic devices while leaving school parking lots than originally believed.

Students collecting data in high school parking lots take collecting the data very seriously and often take it upon themselves to collect data more than once for a pre- or post-assessment. The observers even took the initiative to observe before school, after school, and on different days for both pre and post assessments. The reasoning behind this was to collect a variety of data to show what is actually happening.

Public Service Announcements

The youth operator program utilized a crash story from New Hampshire, in which a driver of a vehicle was using her cell phone to post to Facebook and during this distraction ran a red light.

The program created an extremely impactful video on this crash as well as a one minute and one thirty second public service announcements. The videographer chosen to create the video was Tiffany Eddy who previously worked for WMUR in New Hampshire and who did a phenomenal job. The video, Losing Michael Phelps, since its release at New Hampshire's traffic safety conference in May has been viewed on Facebook and You Tube over 55,000 times. It has also been shared in some of our high schools and in driver improvement classes around the state. We will continue to use it during the coming year.

Program Events

Starting in September of 2016, before the fiscal year officially began, high schools started reaching out to get the youth operator program involved with their students. Through the course of the year the program was able to produce or help to produce several different events that could challenge thousands of teens in New Hampshire.

<u>Date:</u>	<u>Location:</u>	<u>School:</u>	<u>Presentation Type:</u>	<u>Attendance:</u>
9-Sep-16	Rochester, NH	Spaulding High School	High School Distracted Driving Assembly	700
14-Oct-16	Epping, NH	Epping High School	High School Leadership Class	35
17-Oct-16	Goffstown, NH	Goffstown High School	High School Driver Education Class	27
19-Oct-16	Belmont, NH	Belmont High School	High School Leadership Class	17
7-Dec-16	Goffstown, NH	Goffstown High School	High School Driver Education Class	29
4-Feb-17	Windham, NH	Windham High School	High School Leadership Class	20
16-Feb-17	Goffstown, NH	Goffstown High School	High School Driver Education Class	27
22-Feb-17	Derry, NH	Pinkerton Academy	Occupational Safety and Health Day	550
8-Mar-17	Windham, NH	Windham High School	High School Leadership Class	20
20-Mar-17	Bedford, NH	Bedford High School	High School Assembly (Jrs. & Srs.)	750
22-Mar-17	Bedford, NH	Bedford High School	High School Assembly (Frshs. & Sophs.)	750
31-Mar-17	Weare, NH	John Stark Regional High School	High School Leadership Class	40
5-Apr-17	Windham, NH	Windham High School	High School Seat Belt Challenge & Assembly	450
7-Apr-17	Belmont, NH	Belmont Middle School	Middle School Assembly	250
10-Apr-17	Goffstown, NH	Goffstown High School	High School Driver Education Class	28
13-Apr-17	Bedford, NH	Bedford High School	Healthapalooza	850
19-Apr-17	North Sutton, NH	Kearsarge Regional High School	High School Assembly	450
10-May-17	Weare, NH	John Stark Regional High School	Freshman Event	120
10-May-17	Derry, NH	Pinkerton Academy	High School Seat Belt Challenge	100
11-May-17	Weare, NH	John Stark Regional High School	Sophomore Event	115
11-May-17	Derry, NH	Pinkerton Academy	High School Distracted Driving Assembly	731
12-May-17	Weare, NH	John Stark Regional High School	High School Assembly (Jrs. & Srs.)	217
19-May-17	Belmont, NH	Belmont High School	Belmont Healthy Choices Day	400
5-Jun-17	Goffstown, NH	Goffstown High School	High School Driver Education Class	29
20-Jul-17	Goffstown, NH	Goffstown High School	High School Driver Education Class	27
22-Jul-17	Loudon, NH	NH Motor Speedway	Ford Driving Skills For Life Program	200
23-Jul-17	Loudon, NH	NH Motor Speedway	Ford Driving Skills For Life Program	200
			Total:	7,132

Spaulding High School

Spaulding High School in Rochester, NH was one of the first schools to produce an activity involving a large audience of their students. The school brought in students in two separate assemblies to listen to Marilyn Bachman speak. After hearing her story, the students then participated in the AT&T It Can Wait program. AT&T has produced a virtual reality app that allows users to experience the reality of distracted driving. Over 700 Spaulding students were able to sit through the presentations and experience the virtual reality simulation.

Bedford High School

Bedford High School in Bedford, NH was another school that produced a large educational event. This school had two separate assemblies with about 750 students each. The youth operator program

coordinator spoke to the students first about the observational survey data that their own students had collected.

Marilyn Bachman then spoke to their students about the dangers of distracted driving and the idea of being a good passenger and not being afraid to speak up when the driver or other occupants were making unsafe choices. After this major event, the youth operator program was invited back to continue the discussion around making good choices through a health day extravaganza. Bedford High School had the largest decrease in distracted driving in New Hampshire with a 79.1% overall decrease during fiscal year 2017.



Featuring: Bedford High School Junior and Senior Classes

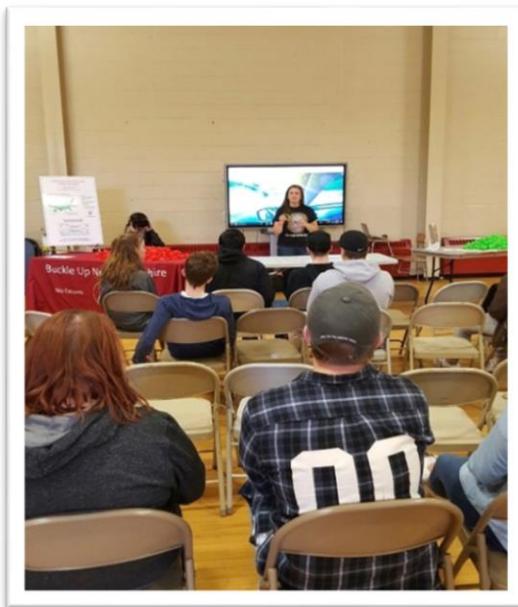
Goffstown High School

Another high school that continuously looks to identify at risk drivers is Goffstown High School in Goffstown, NH. Their driver's education course is one of a few statewide that is conducted within the high school. We presented our Room to Live program to each class this year to show students how a vehicle is built to keep us safe, but only if we are restrained. This is the only school, so far, that has allowed us to present to each driver's education class that is about to graduate the course and go on to get their license. Due to the school's positive attitude about the program being a part of their driver education course, it has allowed the school to have the highest increase in driver seat belt usage overall in NH. The driver belt usage for the school increased by over 16% during fiscal year 2017.

Pinkerton Academy

Pinkerton Academy is the largest high school in New Hampshire with just under 3,500 students. It was essential for the youth operator program to get into this high school and incorporate itself into numerous events that the school conducted throughout the year. It started with an occupational health and safety day where the youth operator program set up two booths, one focused on distracted driving and one on seat belt use. The students sat through a small presentation and then had the opportunity to experience either a desktop simulator or the AT&T virtual reality simulator. Around 550 students participated. The school saw the value of the education presented during this event and asked for our assistance in conducting a school wide Seat Belt Challenge with the reward for the winning team being an invitation to participate in the statewide annual challenge. This was Pinkerton's first involvement in the state level event that began 24 years ago.

The school wide Seat Belt Challenge at Pinkerton Academy was a huge success that involved many of their students. This was impactful because it showed the students how quickly they can buckle up while also having a fun competition. Additionally, at prom time the junior class was given a presentation on distracted driving based on the Losing Michael Phelps video.



Featuring: Youth Operator Program Coordinator Chelsie Hubicsak-Muldowney at Pinkerton Academy

Belmont High School

Belmont High School has conducted meaningful events in the past around teen driving, including a mock crash. This year leaders in the school and the school's Students Against Destructive Decisions group were determined to dedicate a day designed to make good choices happen. They obtained the necessary permissions and canceled regular classes after 10am for their students to go through several activities that focused on positive alternatives to unsafe choices. This event included the DUI Mobile Command Unit along with the Fatal Vision Program from New Hampshire's Bureau of Liquor Enforcement. The day also included Melissa Fifield and her racecar, Virginia Fuller, distracted driving simulators, a panel of special guests to discuss our opioid crises, first responders, and programs on binge drinking and depression.

The excitement around this event was not only because of the great educational potential of the day, it was the fact that a high school saw the importance and believed in the value of the program. Belmont High replaced regular curriculum for half a day with educational programming on making good choices designed to encourage their students to choose positive alternatives. It was an exceptional first in New Hampshire, making it one of the most impactful events that happened in fiscal year 2017.



Featuring: Liquor Enforcement Fatal Vision Program

John Stark Regional High School

John Stark Regional High School, located in Weare, New Hampshire, is another leading high school. This school had their own way of providing their students with education around youth operator choices. John Stark has a peer leadership group that included thirty-five students who wanted to make a difference in their peer's lives. This group took on the youth operator program and personalized it. Not only did they take one day to talk with each grade level, the peer leadership group took three separate days.

The first part was geared toward the freshmen class and focused on being a good passenger. The idea behind this focus area was because many of the freshmen are riding to school with older peers and understand the dangers of them being a distraction. This emphasis was something the peer group believed to be very important. The peer leaders researched distracted driving, including what the freshmen or any student can do as a passenger to arrive safer and taught it to 10 different groups that included every freshmen student.

The second part was geared toward the sophomore class and focused on buckling up. Many members of the sophomore class were licensed or getting their license and the leadership group felt it was extremely important to discuss seatbelt usage and the importance of it. The leaders took the data collected from their own parking lot and embedded it into the youth operator program's Room to Live presentation. They then taught the presentation to groups of sophomores and at the end of each one a peer leader stood up and talked about a crash that she was involved in that could have killed her if she had not been buckled up.

The third and final part to the spring events at John Stark was for the junior and senior classes and focused on making good choices, especially behind the wheel. The peer leadership class believed that having Marilyn Bachman come in to speak to their upper classmen would be the most impactful and, when the event came, even stood up to introduce her and then followed up afterward to stress the importance of what she was trying to explain to the students.



Featuring: John Stark’s Peer Leadership group with Marilyn Bachman

Windham High School

Windham High School located in Windham, NH allowed the youth operator program to work alongside their Student Athlete Leadership Team (also known as S.A.L.T.) of students. Together it was decided to have their senior class do a Seat Belt Challenge in their parking lot, and then come into an assembly where Marilyn Bachman spoke to the freshmen, sophomore, and senior classes about making good choices and not being distracted while driving. In addition to the assembly with Marilyn Bachman, the youth operator program coordinator also presented on statewide data and gave a brief version of the Room to Live program that provided the students with an overview of how a car is built to keep you safe, but only if you are belted. The event at Windham really combined all aspects of the youth operator program and helped increase the knowledge of teens in the school around making good choices.



Featuring: Windham High School Seniors that participated in the school's Seat Belt Challenge

Simulator Program

Computer simulators were used by the youth operator program several times throughout the 2016-2017 school year. The schools were able to use them during special events focused on distraction or impairment. One of the high schools that is part of the program, Bedford, signed out two simulators for an entire week and set them both up daily during the school's lunch periods. The other schools that were able to use simulators were Belmont, Kearsarge, Pinkerton, Salem, Plymouth, Timberlane, & Sanborn.

The Youth Operator program's collaboration with the AT&T *It Can Wait* program expanded simulator options through virtual reality goggles and headphones. The virtual reality takes the aspect of video game out of the users mind because the application is extremely realistic. The virtual reality app demonstrates that there are many near misses that eventually lead to the more severe crash.

The computer simulators were also used in many businesses throughout New Hampshire to teach their drivers about the dangers of distracted and/or impaired driving.

Future use of computer simulators is expected to remain high. However, the program plans on moving towards newer advancements in technology such as virtual reality.

Comcast

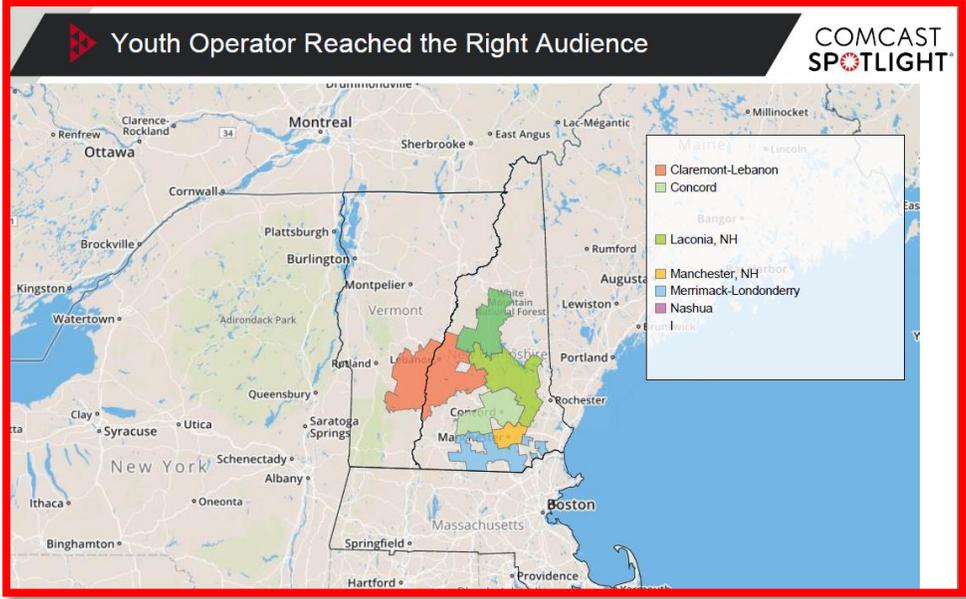
The youth operator program continuously looks for ways to improve seat belt use and decrease electronic device usage in teens throughout New Hampshire. Through the programs observational assessments it was found that many students buckle up more and put down their electronic devices at the end of the school year and fewer are buckling up at the beginning of the school year and the use of electronic devices follows that concept as well. In an effort to avoid this trend for the upcoming 2017-2018 school year, the program decided to have some videos developed by National Highway Traffic Safety Administration played through Comcast on television and through online streaming right before teens in New Hampshire went back to school.

August-Sept 2017 Campaign Performance **COMCAST SPOTLIGHT**

Dartmouth Injury Prevention Youth Operator




One of the videos was about not buckling up and the other was around texting while driving. Both of which are dangerous habits that teens increasingly seem to pick up during the summer months because there is no the multi-messaging that teens are constantly receiving throughout the school year by working with the Youth Operator Program.



The above map is showing where the videos were played throughout New Hampshire targeting teen audiences. There was a total of 2083 commercials that ran on television from the middle of August to September 10th, 2017. The commercials were shown on networks that teens would be watching and are shown below.



The commercials were also used on different forms of video streaming including on smart televisions and online streaming devices. The overall number of commercials that were shown through these devices were over 52,000 on PCs, tablets, and mobile devices. Through this effort the Youth Operator program saw 390 hours of exposure to teens streaming online videos and shows.



Source IPC

Ford Driving Skills for Life Program

New Hampshire was able to have a major national program come during the summer to the New Hampshire Motor Speedway. The youth operator program worked closely with Ford to create the most successful Driving Skills for Life Program in New England. The youth operator program worked hard resulting in over 200 teens and their parents attending the four sessions, two day event. This was double the numbers for Maine and Vermont.



Featuring: Jim Graham (Ford Community Relations Manager)
Chelsie Hubicsak-Muldowney (Youth Operator Program Coordinator)
Howard Hedegard (NH Highway Safety Specialist)

Conferences

Lifesavers Conference

This conference was held in Charlotte, North Carolina and was attended by thousands of highway safety professionals from across the nation and the world. The conference, being the first out of state learning experience for the program coordinator, was unbelievably impactful. It allowed the program coordinator to make new contacts outside of the state of New Hampshire that will help to improve our program.

Governors Highway Safety Association Annual Meeting

This meeting was held in Louisville, Kentucky and the New Hampshire youth operator program coordinator attended because the community relations manager for Ford Motor Company requested that she attend because of her multiple successes with the youth operator program. Throughout the meeting, Ford promoted New Hampshire's youth operator program and the coordinator's efforts.

Distracted Driving Summit

This summit was held in Norfolk, Virginia and was smaller in comparison to the Lifesavers Conference, but its entirety was focused on one of the youth operator programs important areas. The summit allowed discussion between highway safety advocates about what is being done to combat distracted driving.

Insurance Institute for Highway Safety

During the visit to Virginia for the Distracted Driving Summit the youth operator program coordinator took an extra day to visit the Insurance Institute for Highway Safety crash test facility. The tour was informational and allowed learning moments for the youth operator program. Including seeing the cars

up close that were used in a video that the program uses frequently in classrooms throughout New Hampshire.

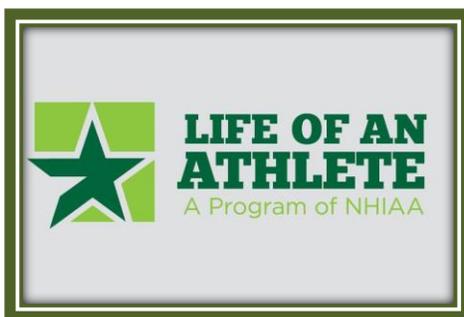


Source IPC

Partnerships

It is important to the youth operator program to become actively involved in as many teen related programs as possible because it allows for additional points of reference that expands opportunities for working with new schools.

As an example, The Life of an Athlete committee provides oversight for New Hampshire's Interscholastic Athletic Association's Life of an Athlete program. This committee reviews and guides what the program is trying to accomplish within the schools as they work, throughout the year, with the leaders in each school community. The New Hampshire Youth Operator Program coordinator, Chelsie Hubicsak-Muldowney, was elected to serve as chair of this committee. This provides a new opportunity for the youth operator program to join forces with the sports emphasis that exists in almost all schools. Some of their focus areas are consistent with the goals of the youth operator program.



Featuring: NHIAA Life of an Athlete logo

The New Hampshire Youth Operator Program has established a strong partnership with the Community Alliance for Teen Safety to promote safety for teens on several different projects throughout Derry and surrounding communities.



Featuring: Community Alliance for Teen Safety Logo

New Hampshire Youth Operator Program is officially on the NASCAR racing circuit. Melissa Fifield, one of three women NASCAR drivers, displays our youth operator program logo on the back of her racecar and trailer. The logo can be seen as she drives on the various tracks throughout the eastern part of the United States. She also displays the Drive Sober or Get Pulled Over message for our NHOHS.



Featuring: The back of Melissa Fifield's #01 Race car

Conclusion

The first year of The Youth Operator program with a new program coordinator included some challenges but overall there were many successes. A challenge that the program will face is the idea of other topics becoming increasingly more important than safe driving in high schools. The program in its first year faced the idea of the opioid epidemic taking over schools additional time but instead of letting that happen the program decided to add in this concept by including discussions around impairment. The schools jumped at the idea and it really got the program into more schools.

The overall program increased primary schools from five at the beginning of fiscal year 2017 to ending its first fiscal year with fifteen actively involved high schools all throughout New Hampshire. The schools that were a part of the fifteen primary schools during fiscal year 2017 are starting school year 2017-2018 reaching out to start their school programs earlier than ever.

The program is increasingly getting newer and larger recognition from all around because of the ongoing effort to make teens here in New Hampshire as safe on the roadways as possible.

High School Observational Assessment Form
 Seat Belt and Electronic Device Use
 School

Name: _____

Date: _____ Town/City: _____

Observer's Name: _____

Observation Forms Number: - _____ of _____ Start Time: _____ End Time: _____

#	Electronic Device Used by Driver	Driver			Front Seat Outboard Passenger		
		Sex	Belt?	Age	Sex	Belt?	Age
1	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
2	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
3	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
4	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
5	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
6	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
7	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
8	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
9	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
10	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
11	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
12	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
13	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
14	Yes No	M F	Yes No	Teen Adult	M F	Yes No	Teen Adult
15				Teen			Teen

Funding 402	Funds Obligated \$ 115,059.36	Funds Expended \$104,419.91	
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Merrimack Seat Belt Convincer

Collisions involving unbelted occupants result in needless injuries and death across New Hampshire. The use of seatbelts by all occupants will decrease the number of deaths, injuries, and the costs associated with these tragedies. During 2017, a total of 13 officers presented the 'Convincer' at

twenty (22) events throughout the state. Approximately 4,500 people were in attendance at these events. Three hundred forty (340) people rode the ‘Convincer’ and detailed conversations were held with 875 individuals. It is expected that of the 340 people that rode the convincer in 2017 a percentage of those will choose to buckle up in the future as a result of this experience.

Funding 402	Funds Obligated \$ 19,158.00	Funds Expended \$17,737.05
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Seat Belt Survey

Federal Fiscal year 2017, \$49,882.28 was obligated and \$47,882.00 was expended for this project. For the eleventh year, the NHOHS contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey. The survey results are used to help determine the impact of the various educational programs that are funded by the NHOHS and whether they are increasing the use of seatbelts in New Hampshire. Below are the survey results for the last 11 years. The review of this data from 2007 (63.8%) to 2017 (67.6%) shows seat belt use has averaged 69.7%. The chart below demonstrates fluctuations (an increase or decrease) of seat belt use over this time period with little change suggesting the need to continue to review the occupant protection programs that are funded by the NHOHS to determine if they are still relevant to assure that all the programs funded are providing measurable results in order to compare against the performance targets set. A more significant factor is that New Hampshire continues to be the only state that does not have an adult seat belt law which is a significant contributing factor to low seat belt use rates each year. The table below shows the seat belt use rate since 2007:

Percent of Operator and Front Seat Outboard Passengers Buckled										
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
63.8%	69.2%	68.9%	72.2%	75%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%

Funding 402	Funds Obligated \$ 49,882.28	Funds Expended \$49,882.00
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State Attitudes Survey Results

The University of New Hampshire Survey Center included twelve questions on its Summer 2017 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. Five hundred and two (502) randomly selected New Hampshire adults were interviewed by landline and cellular telephone between July 29 and August 8, 2017. The margin of sampling error for the survey is +/- 4.4 percent (see technical report for a more detailed description of survey methods). The following figures display survey results:

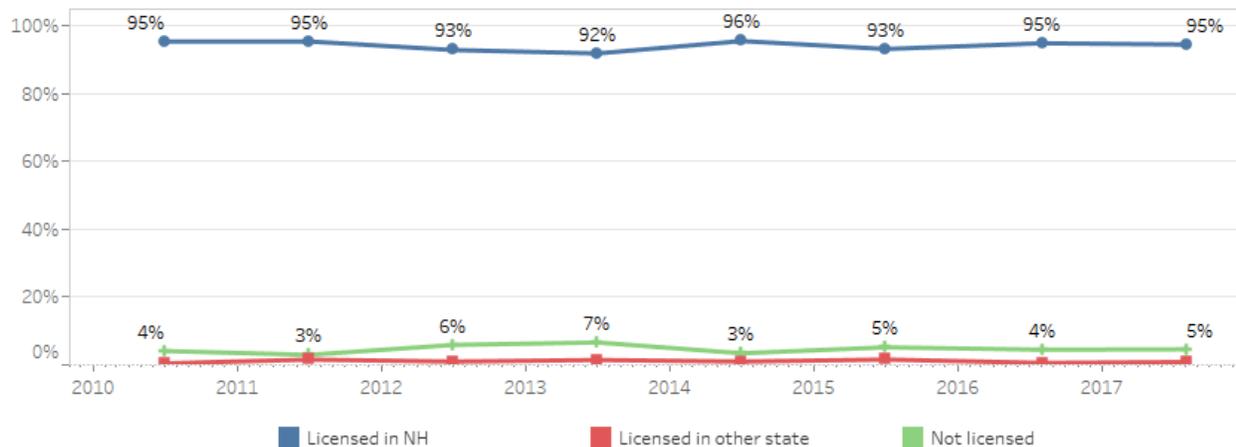
Key Findings

- 87% New Hampshire residents report they have not driven within two hours of drinking alcoholic beverages in the past 30 days.
- 64% have seen, read, or heard about alcohol enforcement.
- 62% think there is at least a 50% chance of getting arrested when someone drives after drinking.
- 71% of Granite Stators say they wear a seatbelt all of the time.
- 11% have heard, seen, or read anything about seatbelt enforcement in the past 60 days and most residents.
- 84% think there is less than a 50% chance of getting a ticket for not wearing a seatbelt.
- 53% of New Hampshire adults say they speed on local roads with a 30 mph speed limit at least half of the time.
- 45% speed at least half of the time on highways with a 65 mph speed limit.
- 49% have read, seen, or heard something about speed enforcement in the last 30 days.
- 61% believe there is at least a 50% chance of getting a ticket when speeding.
- New Hampshire residents are divided on a law requiring adults to wear seatbelts in the state - a plurality (49%) favor the idea, while 42% oppose it.

Licensed Drivers

Almost all (95%) of New Hampshire adults report being licensed to drive in New Hampshire,

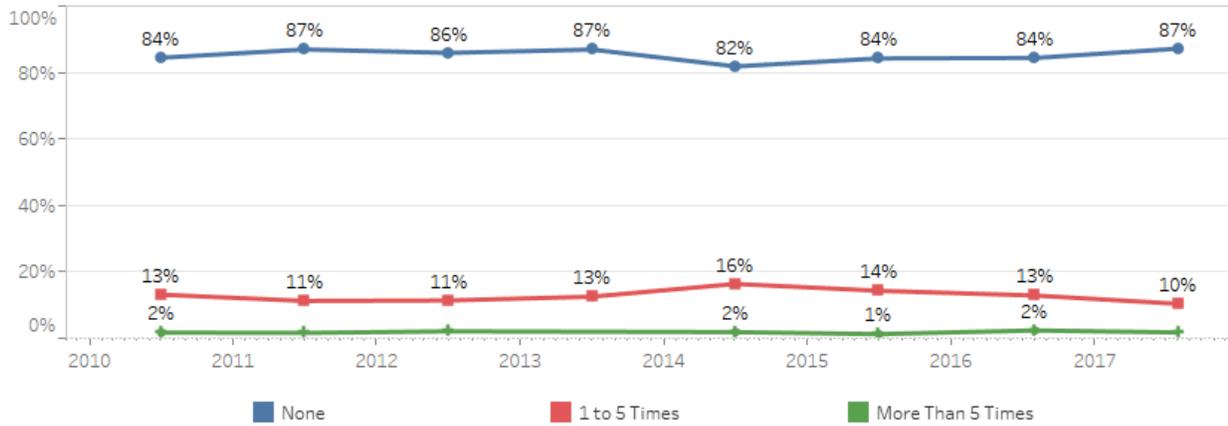
Figure 1: Are you a licensed driver?



Alcohol

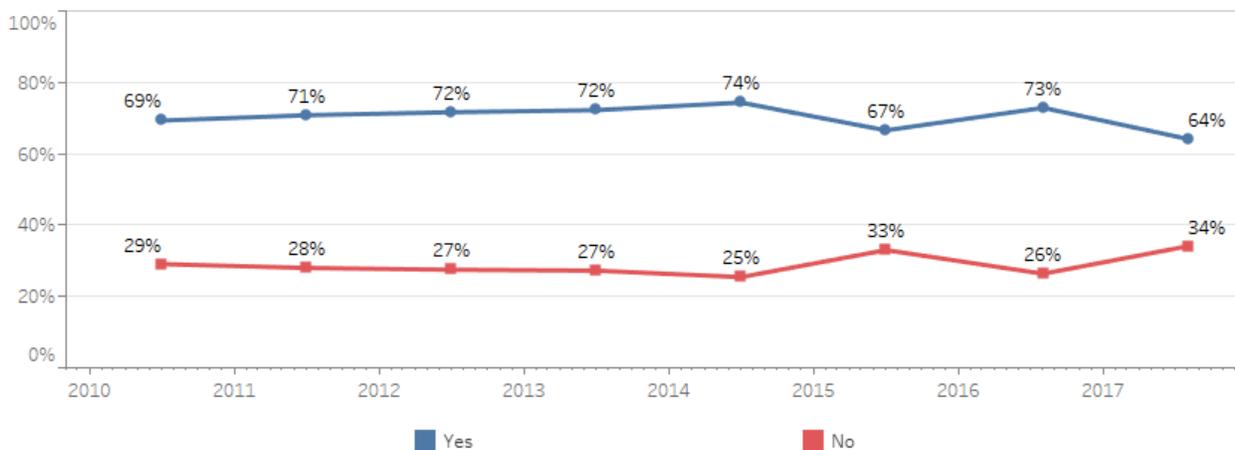
A large majority of New Hampshire drivers (87%) reported they have not driven a motor vehicle within two hours of drinking alcoholic beverages in the past 30 days; 10% have done so 1 to 5 times, and 2% have done so more than 5 times. This measure is also unchanged since 2010 (Figure 2a).

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



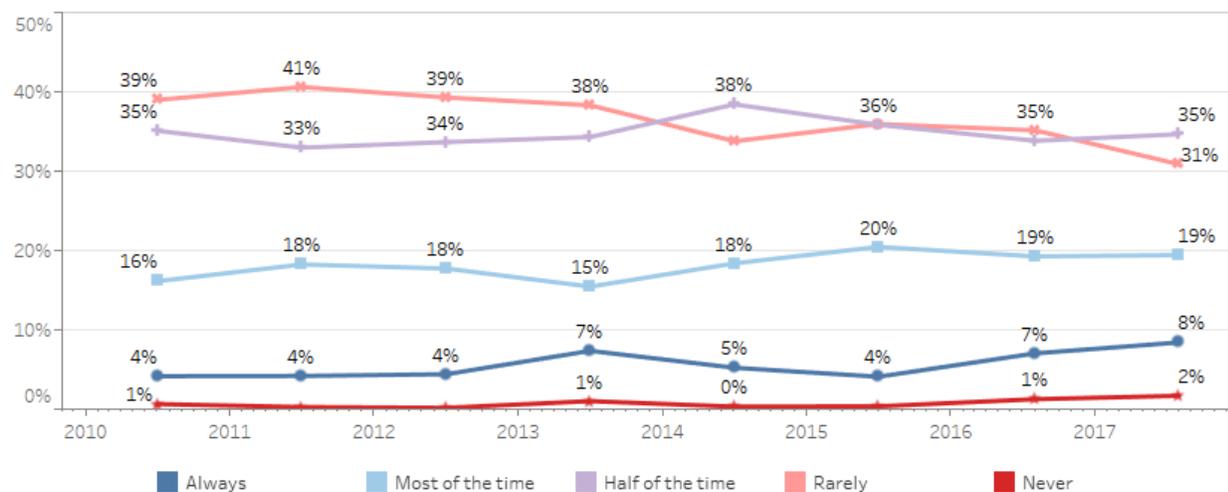
3a). Sixty-four percent (64%) of New Hampshire adults have seen, read, or heard something about alcohol enforcement by police in the past 30 days while 34% have not. This represents the lowest percentage of respondents who report seeing, reading, or hearing something about alcohol enforcement since this question was first asked (Figure

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



A majority of New Hampshire adults (62%) think that if someone drives after drinking, they will be arrested half of the time or more often (8% "always," 19% "most of the time," 35% "half of the time"). One-third (33%) believe a person in this situation will only be rarely (31%) or never (2%) arrested. This measure has remained steady since 2010 (Figure 4a).

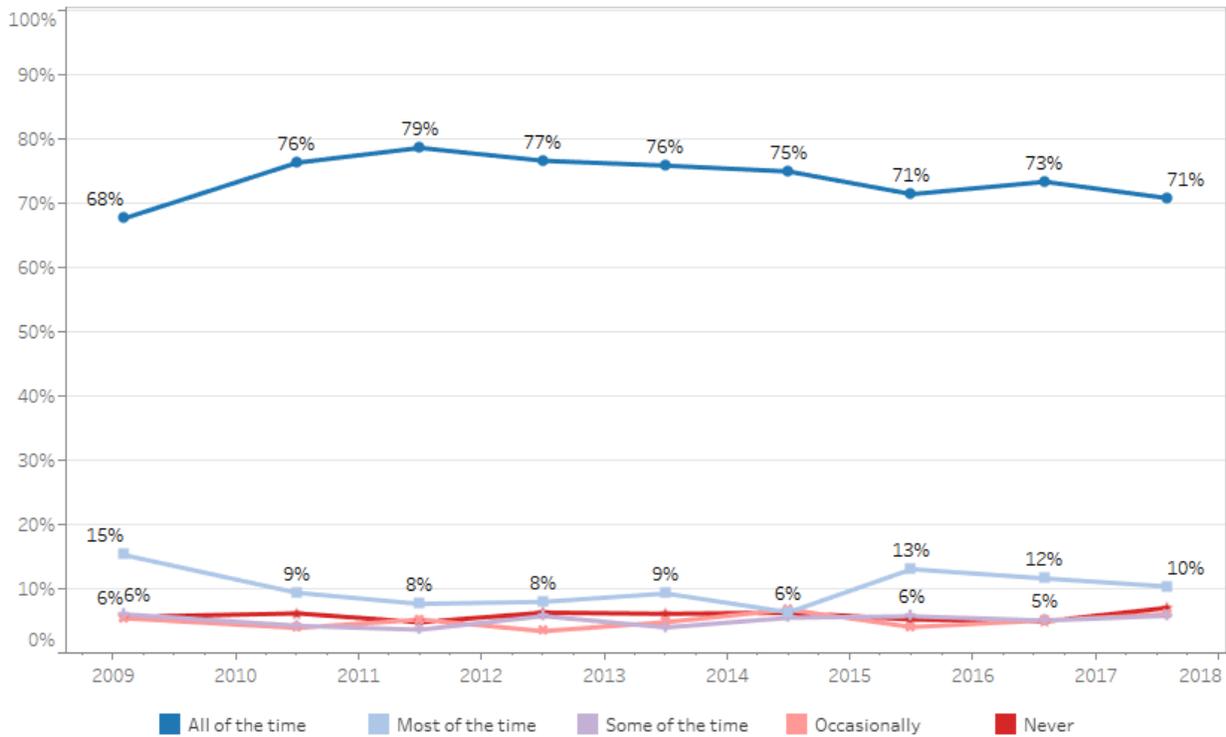
Figure 4a: What do you think the chances are of someone getting arrested if they drive after drinking?



Seatbelts

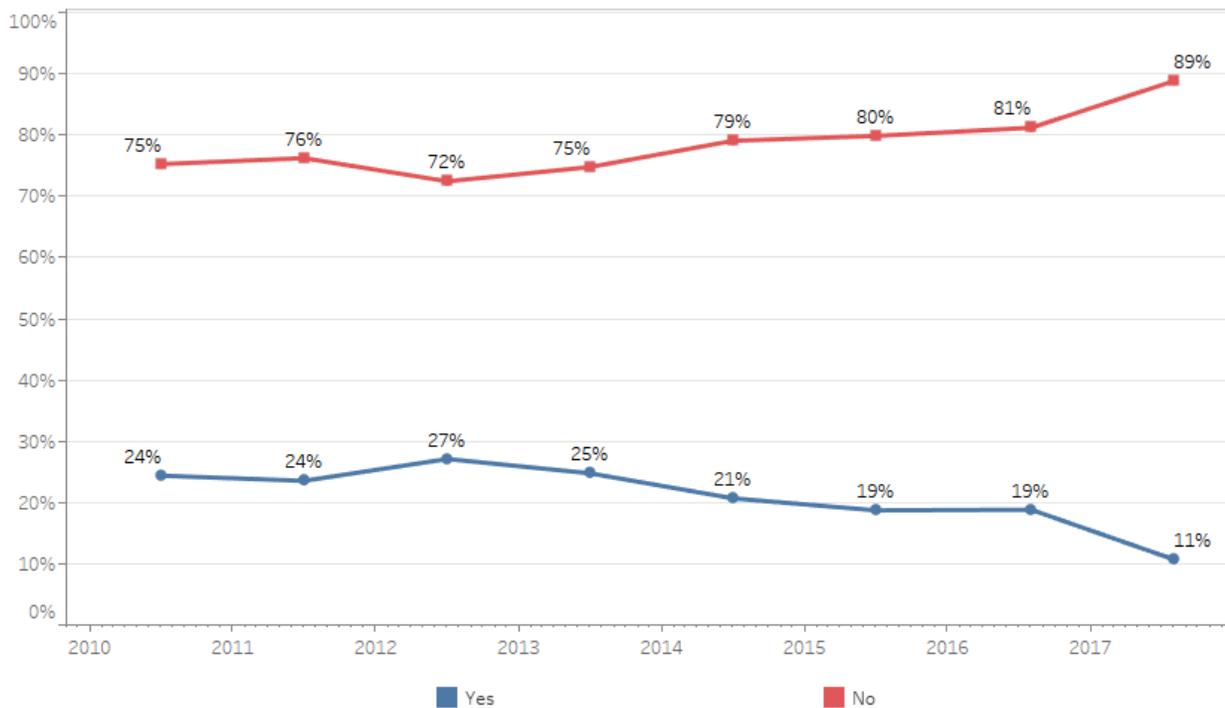
More than two-thirds (71%) of New Hampshire adults report they always use a seatbelt when riding in a motor vehicle, 10% use one most of the time, 6% do so some of the time, 6% occasionally, and 7% never do. This measure is unchanged since 2010 (Figure 5a).

Figure 5a: How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pick up?



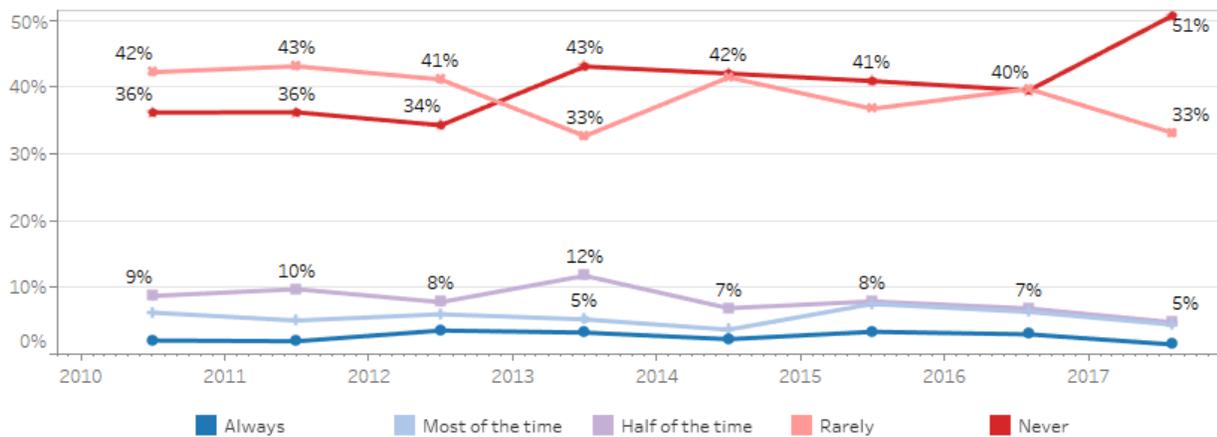
Just 11% of Granite Stators say they have read, seen, or heard something about seatbelt law enforcement by police in the past 60 days while 89% have not. This is lowest percentage of respondents that have read, seen, or heard about seatbelt enforcement since the question was first asked (Figure 6).

Figure 6: In the past 60 days, have you read, seen, or heard anything about seat belt enforcement by police?



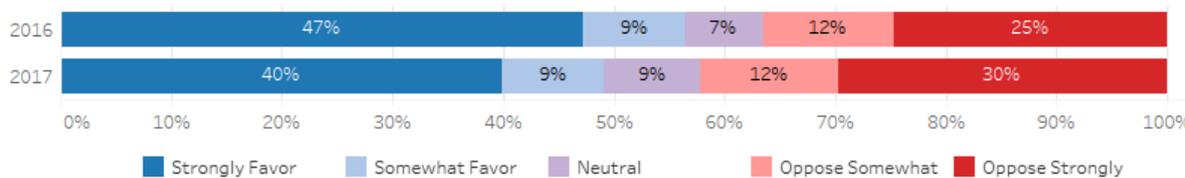
Only one in ten (10%) New Hampshire adults believe a person not wearing a seatbelt will get a ticket half of the time or more often (1% "always," 4% "most of the time," 5% "half of the time"). More than four in five (84%) believe a person not wearing a seatbelt will get a ticket only rarely (33%) or never (51%). New Hampshire does not have a law requiring adults to wear seatbelts so these low figures are to be expected (Figure 7).

Figure 7: What do you think the chances are of getting a ticket if you don't wear your safety belt?



Nearly half of Granite Stators (49%) strongly (40%) or somewhat (9%) favor a law requiring adults to wear seatbelts in New Hampshire. Forty-two percent strongly (30%) or somewhat (12%) oppose a seatbelt law and 9% are neutral or unsure. Support has decreased somewhat since last year when a seatbelt law was favored 56%-37% (Figure 8a).

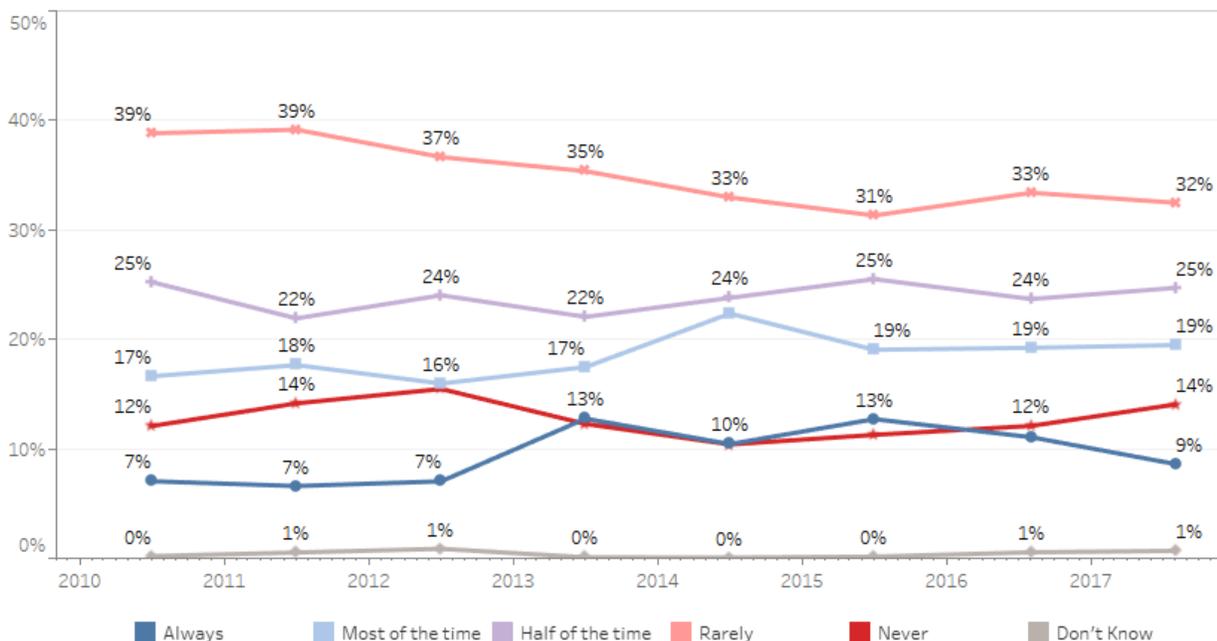
Figure 8a: Currently, New Hampshire does not require adults to wear seatbelts. Would you say you favor or oppose a law requiring everyone in a moving vehicle to wear a seatbelt?



Speeding

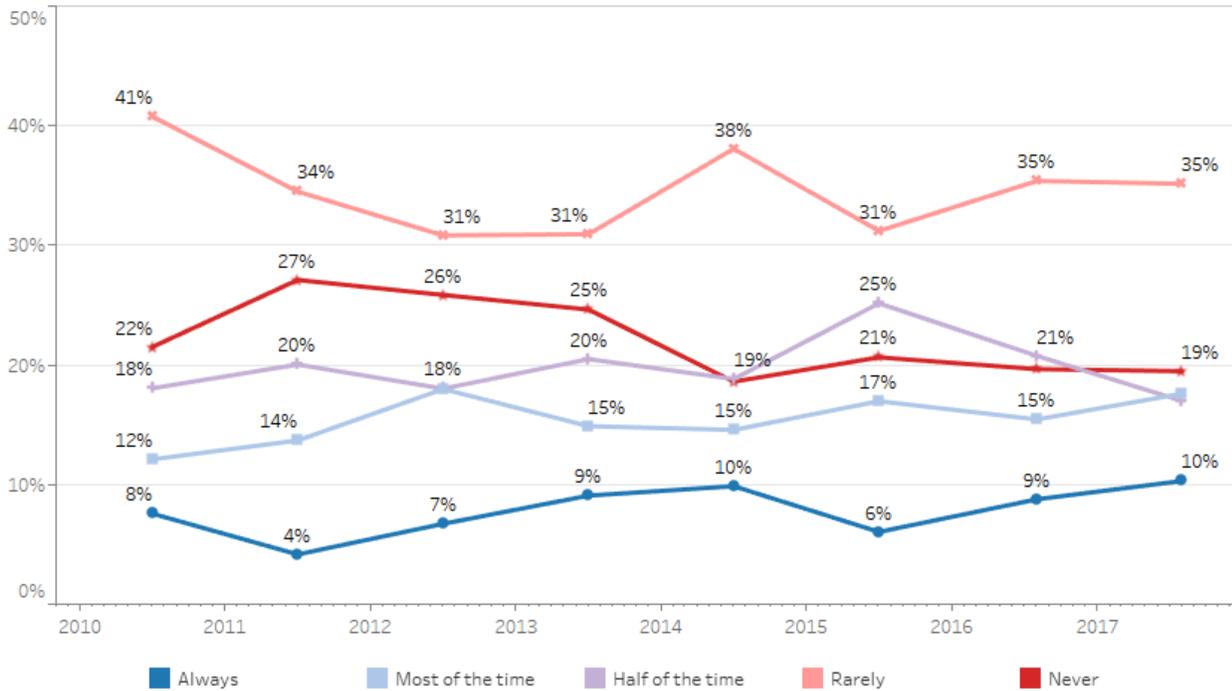
Just over half of Granite Stators (53%) say they drive over 35 miles per hour on a local road with a 30 mile per hour speed limit at least half of the time (9% "always", 19% "most of the time", 25% "half of the time"). Thirty-two percent say they do this rarely and 14% say they never speed on local roads (Figure 9a).

Figure 9a: On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour?



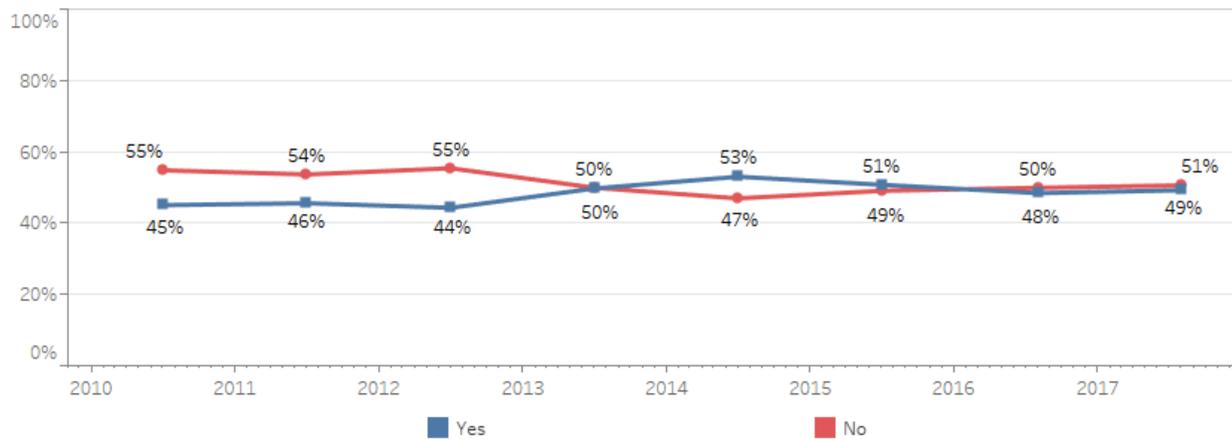
A smaller percentage (45%) of New Hampshire adults say they drive over 70 miles per hour on a highway with a 65 mile per hour speed limit at least half of the time (10% "always", 18% "most of the time", 17% "half of the time"). Thirty-five percent say they do this rarely and 19% say they never speed on highways (Figure 10a).

Figure 10a: On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?



Forty-nine percent of respondents report that in the past 30 days, they read, saw or heard something about speed enforcement by police, while 51% report not having seen anything of this kind. This measure has remained steady since 2013 (Figure 11a).

Figure 11a: In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?



Three in five (61%) New Hampshire adults believe a person will get a ticket half of the time or more often (7% "always," 23% "most of the time," 31% "half of the time") when they are speeding. Thirty-five percent think a person will get a ticket only rarely (33%) or never (2%) in this situation (Figure 12).

New Hampshire Office of Highway Safety received one (1) 8' x 24' static, right field banner. This highly visible piece of signage sat adjacent to the Fisher Cats state-of-the-art videoboard and spans across the outfield fence to the right field foul pole. Each sign is eye-catching and unique, and fully customizable to ensure that your desired message of choice was delivered to fans at every Fisher Cats home game and extra events held at the stadium. In addition to the in-stadium presence these signs provide, they were also often caught in photographs used by local television, print and other various media outlets covering the game.



Full Season Nightly In-Game, On-Field Promotions

The Fisher Cats entertainment experience keeps the fans laughing and smiling all game long. Each game, there is sure to be something different and unique. New Hampshire Office of Highway Safety was incorporated into each fan's experience by presenting an inning for the full season that featured a rotation of fun and distinctive promotions like Musical Chairs, Vanity Insanity, and NH Highway Safety Trivia. The action was shown live on the videoboard along with New Hampshire Office of Highway Safety's logo on our 140' LED coinciding with a public address announcement.





In-Game: 15-Second Videoboard Commercial

New Hampshire Office of Highway Safety was featured during each Fisher Cats home game throughout the season with a 15 second videoboard commercial highlighting the “Buckle up NH” campaign, including upcoming events, product information, and specials.





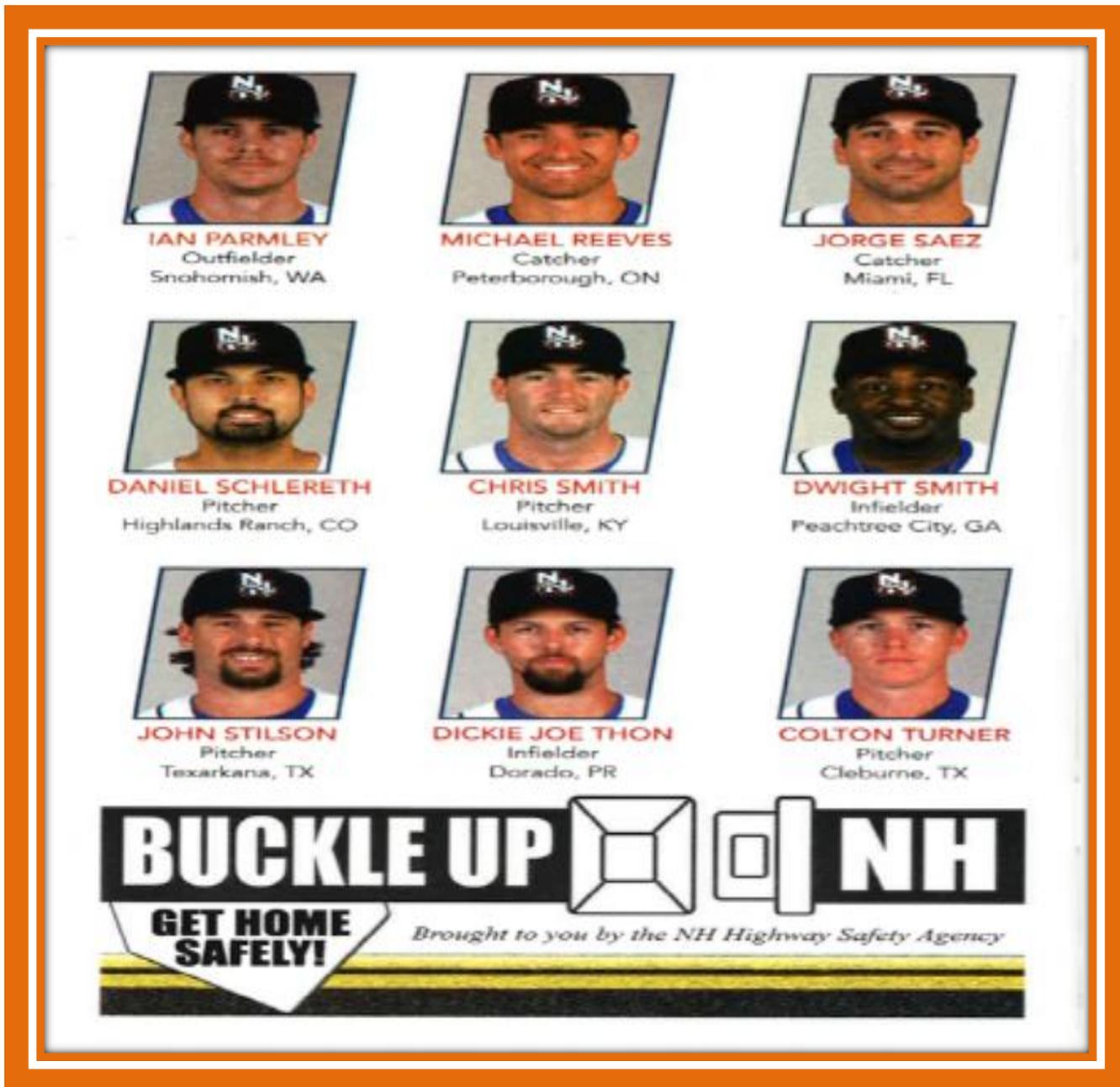
30-Second Radio Commercial

New Hampshire Office of Highway Safety “Buckle up NH” campaign was featured with a 30-second radio commercial every game home and away during Fisher Cats game broadcasts on the Fisher Cats Radio Network delivering New Hampshire Office of Highway Safety's message of "Buckle up NH" to those fans listening to the game on the air. All of the games were broadcasted on WGIR 610 AM in Southern New Hampshire (Manchester, NH), on WGIN 930 AM in New Hampshire's Seacoast Region (Rochester, NH), and in Northern New Hampshire on WTSL 1400 AM/94.3 FM (Hanover, NH). The games received statewide coverage in New Hampshire and had acquired a strong signal into Northern Massachusetts. In addition to the radio network, the games were streamed live on the Fisher Cats website (nhfishercats.com).



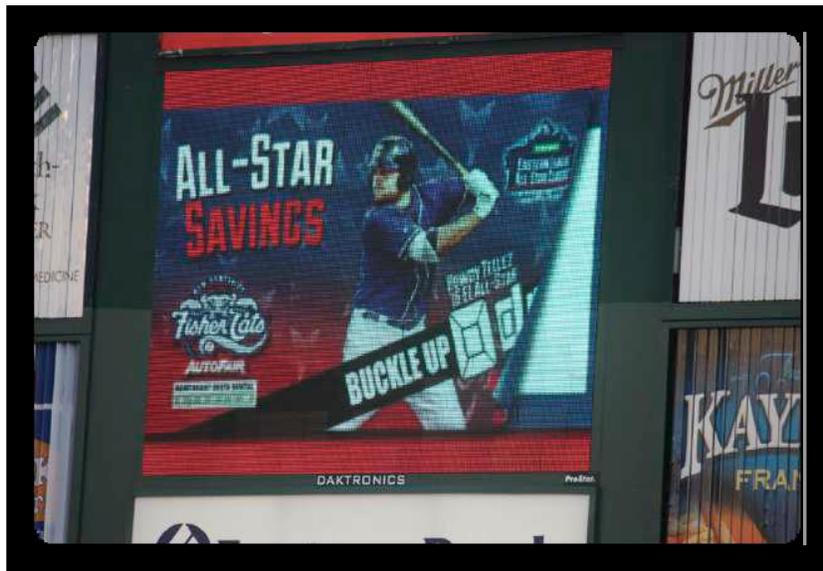
Game Day Program Quarter Page Ad (Content Page)

At each Fisher Cats home game, New Hampshire Office of Highway Safety was featured in a quarter-page advertisement within the Fisher Cats Official Game Day Program, *The inside Pitch*. New Hampshire Office of Highway Safety had the opportunity to change their advertisement up to three (3) times to keep the Fisher Cats fans up to date with product information and promotions throughout the entire season. The premier publication of Fisher Cats Baseball is free, ensuring your message was delivered to fans at each Fisher Cats home game. The Fisher Cats Game Day Program featured three (3) different issues throughout the season, rotating promotional, and player content to keep the most updated information on the franchise and team.



Coupon Book Full Color, Single-Sided Ad

New Hampshire Office of Highway Safety was featured with one (1) single-sided advertisement on the front of the coupon book. The Fisher Cats coupon book is free and was distributed by Fisher Cats staff members at every game presenting New Hampshire Office of Highway Safety a great opportunity to reach approximately 70,000 fans throughout the season.



Funding 402	Funds Obligated \$ 42,000.00	Funds Expended \$42,000.00
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Alcohol and Drugs in Relation to Highway Safety

Target

Reduce alcohol related fatalities by 5 percent from 36 (2010 - 2014 average) to 34 by December 31, 2017. In 2016, alcohol impaired fatalities totaled 44

Accomplishments

An important accomplishment this year was the purchase of Intoxilyzers that will allow the state to have accurate evidence of impairment that will lead to more impairment related arrests, ultimately, removing motorist who make the wrong choice to drink and drive from NH roads.

Alcohol related fatalities for the period (2012 – 2016 average) was 34, therefore the target of 34 by December 31, 2017 has been met for the five-year average.

New Hampshire Traffic Safety Commission

In FFY 2017, no money was obligated and no money was expended for this project. In existence since 1967, the commission in 2016 was repealed and reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. In 2017, three (3) traffic safety commission meetings were conducted in January, June, and September, with the last meeting involving a vote by commission members that nominated Captain John Marasco as the new vice chairman of the Traffic Safety Commission. 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 NHOHS. 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	402	Funds Obligated	0.00	\$ Funds Expended	\$ 0.00
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National Drunk and Drugged Driving Awareness Month

In FFY 2017, On November 18, 2016, the NHOHS hosted the Governor's Safe Family Holiday Lunch to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. A presentation was given by Jon Delena (DEA Special Agent) that addressed the current drug epidemic that New Hampshire is going through and ways to reduce the epidemic through prevention, enforcement, and treatment. Presentations on impairment related issues were made by W Clay Abbott, Chief Glen Drolet, and USSS Special Agent Garrett Fitzgerald who was involved in an impairment related crash. Approximately, 300 law enforcement officers, as well as legislators, members of the judiciary, state officials and highway safety partners were in attendance. Governor Margaret Wood Hassan issued a proclamation praising the law enforcement community for their efforts and encouraged them to intensify patrols over the holiday season and throughout the upcoming year. Office of Highway Safety awards were given to Glen Wilder, Roberta Witham, and NHSP Trooper Andrew Frigon.

Funding	405d	Funds Obligated \$	15,000.00	Funds Expended	\$7,110.54
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Field Representative/Law Enforcement Liaison (LEL)

In FFY 2017 the NHOHS Field Rep/LEL positions processed applications, contracts, reimbursements and risk assessments for 603 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/LEL’s provided information on Highway Safety Programs, National Mobilizations with associated Media Marketing to 234 New Hampshire law enforcement agencies. The NHOHS began an N-forms pilot program which allowed select grant applicants to submit electronically and is planning to expand the e-application process in the coming year. 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. In furtherance of our educational efforts a new on-line NH Grant Learning Academy was created to educate partners and potential partners on the specific requirements of NHOHS/NHTSA grant programs at times and locations convenient to them. A new dedicated virtual “face to face” conference room was created to expand the communication capacity of the NHOHS by facilitating access to NHOHS grant program technical assistance regardless of travel limitations. Participation of Field Rep/LEL’s in NHTSA/TSI sponsored training, seminars and Regional LEL teleconferences have been increased in an effort to maintain the most current institutional information and guidance.

Funding	402	Funds Obligated \$	90,000.00	Funds Expended	\$ 69,980.16
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Funding	405d	Funds Obligated \$	90,000.00	Funds Expended	\$ 69,980.20
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J.B. McDuffee Prosecutorial Seminar

In FFY 2017, no money was obligated and no money was expended for this project. This project is typically conducted by the NH Department of Justice Traffic Safety Resource Prosecutor who conducts this traditionally annual prosecutorial seminar (two days) at the Police Standards & Training Council in Concord. This seminar typically provides approximately 200 prosecutors with state-of-the-art legal training in the field of DUI (alcohol and drugs). Unfortunately, the newly hired TSRP was not able to conduct this seminar and has accepted another position.

Funding	405d	Funds Obligated \$	0.00	Funds Expended	\$0.00
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Preliminary Breath Testing (PBT) Devices

In FFY 2017, funds were provided to the NH Department of Safety Forensic Laboratory Division to purchase 349 PBT units and associated disposable breath tubes totaling \$364 each. These devices are to be distributed to law enforcement officers throughout the state that do not have devices. The New Hampshire State Police Forensic Laboratory was responsible for acquiring the devices and performing initial calibrations and validity testing on each device before distribution throughout the state of New Hampshire. These devices are available to any state of New Hampshire law enforcement agency via an application process which ensures proper distribution based upon need and a commitment to utilize the device for enforcement purposes. To date, 149 PBTs have been awarded to numerous local police agencies and to the State Police. Training of these devices is conducted by the Police Standards &

Training and is available via on-line training modules. Distribution of PBTs will be added to the current inventory list in order to maintain a complete inventory of PBTs assigned to each law enforcement agency. Distribution and use of these devices will assist in the apprehension and prosecution of suspected impaired drivers, thus improving highway safety for the motoring public. The use of PBTs is addressed by current NH law under RSA 265-A:15 in which it specifically allows the results of any test administered using a PBT may be introduced into evidence in a court for any relevant purpose.

Funding	405d	Funds Obligated	\$ 127,500.00	Funds Expended	\$127,493.11
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Media Position Part-Time

In FFY 2017, funding was provided to the Department of Safety, Homeland Security & Emergency Management, to support a Public Information Officer (PIO) position to use funding within this project under contractual services to support highway safety messaging (Drive Sober or Get Pulled Over, etc.)

Funding	402	Funds Obligated	\$	Funds Expended	\$
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Funding	405d	Funds Obligated	\$	Funds Expended	\$
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Video Equipment/Body Cameras- Video Equipment

Ten (10) local police departments participated in this grant program to purchase seven in-cruiser video systems and body cameras. This equipment shall assist these local police departments to document DWI/DUI stops for prosecution purposes.

Funding	405d	Funds Obligated	\$ 39509.00	Funds Expended	\$31758.40
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DWI/DUI/DRE Patrols/Sobriety Checkpoints

New Hampshire State Police, local law enforcement agencies, and one county agency conducted 14,258.00 hours of overtime DWI/DUI/DRE patrols and Sobriety Checkpoints. Additionally the New Hampshire State Police conducted 679 hours of Sobriety Checkpoints.

Results of the patrols conducted by enforcement agencies are as follows:

DWI/DUI/DRE Patrols																	
DWI/DUI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light /Stop Sign		Child Restraints		PBTs Used	Vehicles Stopped	Child Restraints – Visual Checks
					W	S	W	S	W	S	W	S	W	S			
422	295	139	118	296	6900	1441	13082	1067	254	14	864	130	84	20	303	28556	16971

Source: NHOHS Grants and Inventory System v.5.0 Note:

Contracts with all enforcement agencies supported patrols conducted during NHTSA’s “Drive Sober or Get Pulled Over” mobilization period.

Some agencies that planned to conduct DWI/DUI/DRE patrols in 2017 were unable to conduct patrols because they did not have the personnel to do so or could not fill the scheduled patrols. In the future, emphasis will be placed on all agencies, when planning for the upcoming year HSP, to accurately plan so that projects can be conducted to completion.

NH State Police to combat the impaired driving problem by conducting sobriety checkpoints in accordance with stringent state guidelines. The following table shows the number of law enforcement agencies conducting checkpoints and the number of checkpoints conducted.

Year	2010	2011	2012	2013	2014	2015	2016	2017
# Law Enforcement Agencies Conducting Checkpoints	27	24	21	21	9	7	3	6
# Checkpoints Conducted	44	46	44	39	30	19	18	25

Source: NHOHS Grants and Inventory System v.5.0

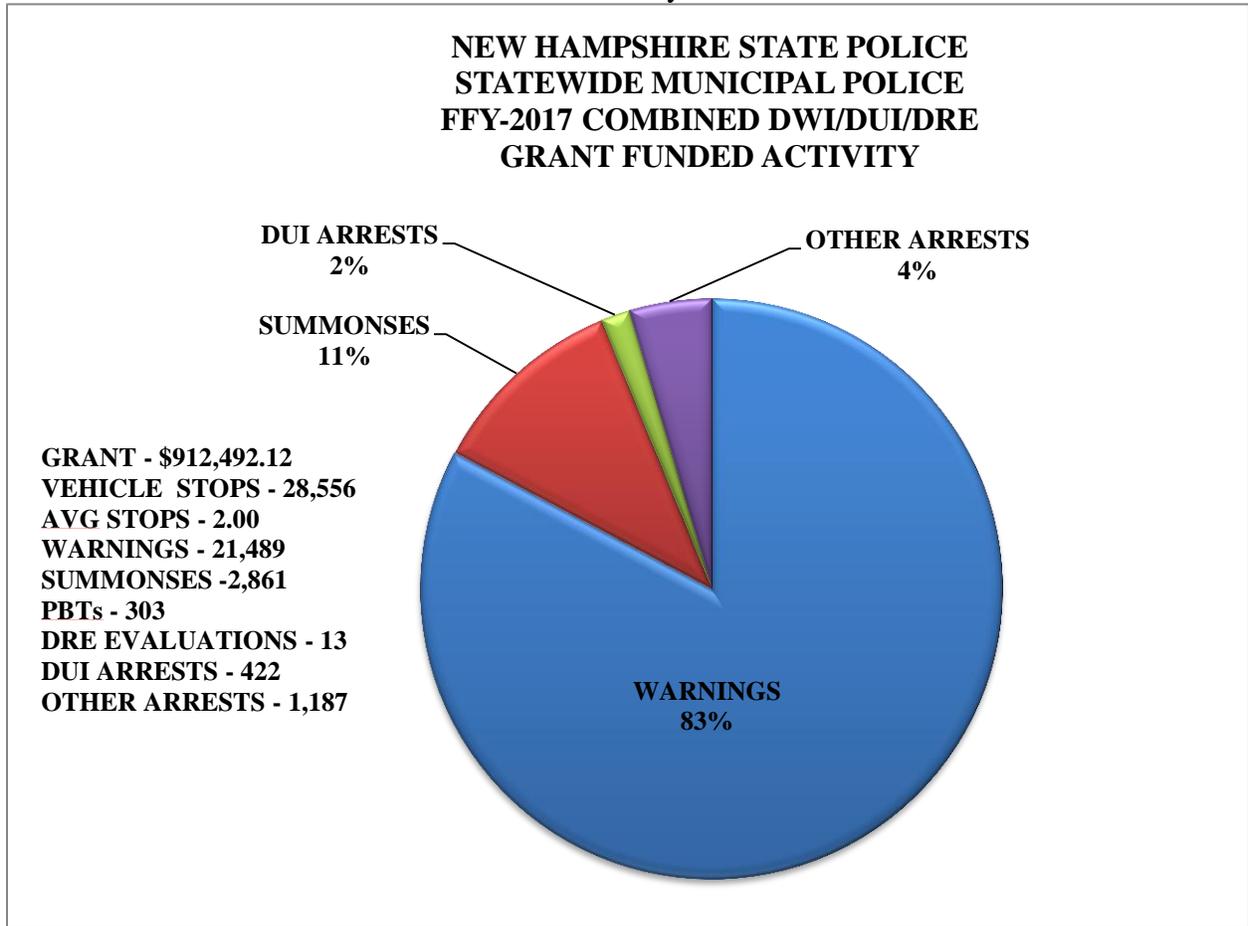
The chart above indicates that although sobriety checkpoints do contribute to efforts to combat the impaired driving problem, the number of participating police departments and the number of checkpoints conducted has decreased over the years.

Sobriety Checkpoints											
Alcohol-Related Arrests					Other Motor Vehicle Violations		Child Restraints		PBT Used	Vehicles Stopped	CPS Visual Checks
DUI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S	W	S			
20	14	7	8	14	786	27	0	0	25	5,710	2,939

Source: NHOHS Grants and Inventory System v.5.0

Some agencies that planned to conduct sobriety checkpoints in 2017 were unable to do so due to insufficient staffing. In the future, greater emphasis will be placed on more accurate planning within the HSP for all participating agencies, so that projects can be conducted to completion. Additionally, with prior approval from the NHOHS, participating agencies may elect to conduct organized Saturation Patrols in lieu of traditional Sobriety Checkpoints, as part of a cost effectiveness analysis.

Combined NH State Police & Municipal Police DWI/DUI/DRE and Sobriety Checkpoint Grant Activity



Sour

Funding	405d	Funds Obligated \$	1,179,621.60	Funds Expended \$	862,006.91
Funding	410	Funds Obligated \$	54,375.91	Funds Expended \$	51,951.81

Drive Sober or Get Pulled Over

In FFY-2017 the NHOHS funded DWI-related overtime patrols with state, and local law enforcement agencies throughout the state and contracts with some of these departments supported conducting DWI/DUI/DRE Patrols /Sobriety Checkpoints during NHTSA’s “Drive Sober or Get Pulled Over” mobilization period.

Drive Sober or Get Pulled Over Mobilization Summary

December 15, 2016 - January 1, 2017 and August 18 – September 3, 2017

Alcohol/Drug and Other Related Arrests/Summons										
Approximate Amount Spent	Number of Agencies	Activity Type	Patrol Hours	DWI - Alcohol	DUI - Drugs	Suspended License	Speeding	Earned Media Cost		Paid Media
\$92,769.20	72	DW/DUI Patrols & Sobriety Checkpoints	2,489.83	47	2	61	223	Radio	Print	

Source: NHOHS Grants and Inventory System v.5.

Highway Safety Media Campaign

In FFY 2017, the NH Fisher Cats and the UNH Wildcat’s who conducted impaired Driving campaigns. These dedicated campaigns were coordinate and conducted by the NH Fisher Cats and UNH Wildcats to reduce impaired driving and the resulting crashes, deaths, and injuries in New Hampshire. These campaigns were held at these two venues during sporting events (Football, Soccer, Hockey, Basketball, Gymnastics, Volleyball, and Baseball) to inform the public of important highway safety messages “Drive Sober or Get Pulled Over” and “Buzzed Driving Is Impaired Driving”.

Funding	402	Funds Obligated	\$ 42,000.00	Funds Expended	\$42,000.00
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Funding	405d	Funds Obligated	\$ 90,500.00	Funds Expended	\$ 90,500.00
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NH Fisher Cats Impaired Driving Campaign

The NH Fisher Cats conducted an impaired driving campaign utilizing the “Drive Sober or Get Pulled Over” national campaign logo and message. The following was provided by the NH Fisher Cats:

New Hampshire Office of Highway Safety received

- Signage
- In-Stadium Promotion
- Print
- Radio
- Two (2) Post-Game Atlas Fireworks Sponsorships

NH Fisher Cats “Drive Sober or Get Pulled Over campaign” impaired driving campaign signage



In Stadium Promotions



Atlas FIREWORKS LIVE MUSIC!

DRIVE SOBER OR GET PULLED OVER

JUNE 30 7:05 PM VS. TRENTON

CLICK TO BUY!

HYLITON FIREWORKS SAT.

Atlas FIREWORKS SUN.

EASTERN LEAGUE ALL-STAR CLASSIC JULY 22, 2011

Atlas FIREWORKS LIVE MUSIC!

DRIVE SOBER OR GET PULLED OVER

AUG. 25 7:05 PM VS. HARTFORD

CLICK TO BUY!

Atlas FIREWORKS SAT.

ON-FIELD BALLOON SWORD FIGHT! SUN.

Atlas FIREWORKS 2 SHOWS LEFT

VIDEO HIGHLIGHTS

Fisher

- Not W
- Deak
- Bost
- Rees
- McG
- Gmie
- Deak
- Fish
- Mak
- McG



**DRIVE SOBER OR
GET PULLED OVER**

Drive Sober or Get Pulled Over
National Enforcement
August 16 - September 4, 2017

NHTSA

Print
Half page Game Day Program Ad

FINAL 4 GAMES OF FEROCIOUS FUN



Atlas FIREWORKS

UniFirst **U1st**
Uniforms • Services • Solutions



AUG. 24 - 7:05PM

AUG. 25 - 7:05PM

FIREWORKS FINAL SHOW!

SPECTRUM
MARKETING COMPANY
AUG. 26 - 7:05PM

FINAL GAME OF 2017



Kids Run The Bases

ON-FIELD BALLOON SWORD FIGHT!



DansballoonS.com
Ballons • Inflation • Entertainment



AUG. 27 - 1:35PM

GET YOUR TICKETS! NORTHEAST DELTA DENTAL STADIUM

NHFISHERCATS.COM 603.641.2005

Ssecond Pre-Game Video Commercial



Pre Game Video Commercial



Radio Commercial

New Hampshire Office of Highway Safety “Drive Sober or Get Pulled Over” campaign was featured with a 30-second radio commercial every game played at home and away during Fisher Cats game broadcasts on the Fisher Cats Radio Network delivering New Hampshire Office of Highway Safety’s message of “Drive Sober or Get Pulled Over” to those fans listening to the game on the air. All of the games were broadcasted on WGIR 610 AM in Southern New Hampshire (Manchester, NH), on WGIN 930 AM in New Hampshire’s Seacoast Region (Rochester, NH), and in Northern New Hampshire on WTSL 1400 AM/94.3 FM (Hanover, NH). The games received statewide coverage in New Hampshire and had acquired a strong signal into Northern Massachusetts. In addition to the radio network, the games were streamed live on the Fisher Cats website (nhfishercats.com)

UNH Wildcats Impaired Driving Campaign

In FFY 2017, the UNH Wildcats conducted an Impaired Driving campaign utilizing the “Buzzed Driving is Impaired Driving” national logo and message. The following was provided by UNH:

Fund 405d	Obligated \$ 63,000.00	Expended 63,000.00
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Premium Signage

- UNH Football – One (1) End Zone Sign
- UNH Hockey - One (1) TV-Visible Dasher board Sign
- UNH Basketball/Gymnastics/Volleyball – One (1) Balcony Sign

Wildcat Sports radio Network

- Two (2) :30 second network commercials, one (1) featured segment, one (1) :05 second opening billboard and one (1) :05 second closing billboard in all regular season broadcasts (100+ per year)

Video Scoreboard

- One featured message per game w/PA read
- Minimum of two (2) minutes of LED exposure per game

UNH Hockey Digital Media

- Rotating banner advertisements on UNHWildcats.com (500,000 impressions)
- Countdown to Kickoff/Puck Drop Facebook/Twitter posts

Print

- One (1) half page black and with advertisement in all UNH Football & Men’s Hockey yearbooks
- One (1) logo inclusion in the Fall and Spring UNH Athletics schedule cards

*To be updated after report is submitted

DOS Media Position (HSEM) (contractual services)

* to be updated after information becomes available

In FFY 2017, funding was provided to the Department of Safety, Homeland Security & Emergency Management, to support a Public Information Officer (PIO) position to use funding within this project

under contractual services to support highway safety messaging (Drive sober get pulled over, etc.) To be updated after report is submitted.



Funding	402	Funds Obligated \$	120,000.00	Funds Expended	\$ Pending
Funding	405d	Funds Obligated \$	120,000.00	Funds Expended	\$ Pending

OHRV DWI/DUI Patrols

These OHRV patrols resulted in seventeen (17) total arrests; three (3) DUI arrest, two (2) Illegal Possession arrests, one (1) Operation After Revocation arrest, eight (8) Other Motor Vehicle Violation arrests. Activity that was also generated from the 86 patrols conducted included the following:

- One (1) blood draw, two (2) ALS Refusals and one (1) impairment check
- Twenty seven (27) warnings, six (6) summons for Speeding
- Ninety three (93) warnings, Twenty Six (26) summonses for Other Motor Vehicle violations
- One (1) warning for Mobile Electronic Device
- Five hundred fifty two (552) vehicles stopped/checked for Decals, Registration, etc.
- Five hundred thirty five (535) visual checks for Child Restraint law violations
- Three Hundred seventy seven (377) Pedestrian/Bicycle contacts
- Thirty six (36) OHRV Crashes (2 fatal)

The statistical data generated from these Fish & Game OHRV DWI/DUI Patrols shows that this project is an important component in minimizing impairment related crashes and the resulting deaths and injuries. Although, the goal of the NH Fish & Game was to reduce fatal OHRV crashes to 0 by September 2017, unfortunately, this goal was not met due to 2 fatal OHRV crashes that occurred during the reporting period. New Hampshire registered 34,202 OHRV in FFY 2017 which represents an increase of 3,584 registered machines as compared to FFY 2016. It is possible that the significant increase in riders may have contributed to the corresponding increase in impaired driving crashes.

Funding	405d	Funds Obligated \$	24,953.54	Funds Expended	\$20,783.49
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DUI Van Administration/"Last Drink" Survey

In FFY 2017, funds were provided to the NH Liquor Commission's Bureau of Enforcement to use the Mobile Command Unit (MCU) at sobriety checkpoints and at educational and media events, as well as, conduct The "Last Drink" survey at sobriety checkpoints to identify the location of the establishment where motor vehicle operators apprehended for driving under the influence had consumed their last drink.

The Mobile Command Unit attended 9 of the 15 sobriety checkpoints that were conducted in New Hampshire. During this 2017 grant period, there were 29 educational/law enforcement initiative requests received. Of those, 21 initiatives were completed with approximately 2,500 participants passing through the DUI-Mobile Command Unit.

The listing of Sobriety Checkpoints locations and educational events where the MCU was used are as follows:

DUI Checkpoints:

June:

- 17th: NH State Police Troop F (New Hampton)
- 24th: NH State Police Troop D (Chichester)
- 30th: NH State Police Troop B (Nashua)

July:

- 21st: NH State Police Troop A (Seabrook) *Cancelled by NHSP, reschedule to July 21
- 28th: NH State Police Troop A (Seabrook) *Rescheduled from July 21, 2017
- 28th: NH State Police Troop B (Bedford) *Not attended due to Troop A Checkpoint
- 29th: Wakefield Police Department * Cancelled per PD, rescheduled to August 5, 2017

August:

- 5th: Wakefield Police Department
- 11th: NH State Police Troop A (Portsmouth)
- 25th: NH State Police Troop B (Seabrook)
- 26th: NH State Police Troop D (Chichester) *Cancelled by NHSP

September:

- 1st: NH State Police Troop E (Gilford) *Cancelled by NHSP-Utilizing Marine Patrol HQ
- 2nd: NH State Police Troop F (Bristol)
- 16th: NH State Police Troop D (Bow)
- 22nd: NH State Police Troop B (Salem) *Unable to attend, no personnel

Educational/Enforcement/ Other Initiatives:

October 2016:

- 1st: University of New Hampshire Homecoming
- 1st: NH Special Olympics-Proctor Academy-Cancelled by NOSH
- 6th: Army Flight Center
- 15th: Army Flight Center
- 19th: Project Crash @ NHTI-Concord

November 2016:

2nd: Army Substance Abuse-RANG, Center Strafford, NH

6th: Army Substance Abuse-RANG, Center Strafford NH

5th: Manchester Monarchs American Pride Night

24th: Proctor Academy Criminal Justice Club

December 2016:

3rd: Army Recruit Training-RANG, Center Strafford, NH

February 2017:

25th: Manchester Monarchs, Law Enforcement Appreciation Night

April 2017:

15th: Barnstead, NH Police Department Educational

19th: NHTI, Concord NH Arrive Alive Campaign Kickoff

May 2017:

19th: Belmont, NH Healthy Choices Fair

June 2017:

3rd: NH Special Olympics Summer Games, Durham NH

17th: Stratham, NH Police Department Open House *Cancelled by PD

30th: NH Cadet Academy-NHTI, Concord NH

July 2017:

14th: Hampton Beach Saturation Patrols, Hampton NH

22nd: British Car Club of NH, Hudson NH

August 2017:

1st: National Night Out, Concord NH

17th: JC Penney Community Safety Day, Manchester NH

September 2017:

8th: Keene Saturation Patrols, Keene NH

9th: Barnstead, NH Police Department Educational

10th: Belknap County Sheriff-Open House, Gilford NH

16th: Hollis Old Home Day, Hollis

17th: 68 Hours of Hunger Touch a Truck, Epping NH

23rd: UNH Homecoming, Durham NH

24th: NASCAR, Loudon, NH

30th: Plymouth Touch a Truck, Plymouth NH

Discussion

Over the last year the NH Division of Liquor Enforcement has partnered with the NH Office of Highway Safety, local, county and state law enforcement agencies to conduct a last drink surveys at 9 sobriety checkpoints throughout the State of New Hampshire. The goal of the last drink survey is to identify where a person suspected of driving under the influence of alcohol consumed his or her last drink. The National Highway Traffic Safety

Administration (2005) reports;

The cost of alcohol-related harm to society is enormous, both in human and economic terms:

- At least 85,000 Americans die each year from alcohol-related causes, making alcohol-related problems the third-leading cause of death in the United States (Mokdad, et al., 2004).
- Drinking and driving is a significant cause of injuries and fatalities in the United States. Alcohol was involved in 40 percent of traffic crash fatalities and in 7 percent of all crashes in 2003, resulting in 17,013 fatalities and injuring an estimated 275,000 people (NHTSA, 2004).
- Almost one in four victims of violent crime report that the perpetrator had been drinking prior to committing the violence. Alcohol was involved in 32 to 50 percent of homicides (Spunt, et al., 1995; Goldstein, et al., 1992; Greenfeld, 1998).
- Thirty-nine percent of accidental deaths (including drowning, poisonings, falls, and fires) and 29 percent of suicides in the United States are linked to the consumption of alcohol (Smith, et al., 1999).
- The total monetary cost of alcohol-attributable consequences (including health care costs, productivity losses, and alcohol-related crime costs) in 1998 was estimated to be \$185 billion (USDHHS, 2000).

This study also revealed that approximately 50 percent of the people arrested for driving under the influence consumed their last drink at an on-sale licensed establishment (NHTSA, 2005).

Results

During the last Drink Survey/MCU Operations Grant (Project # 308-17S-007 period of October 1, 2016 to September 30, 2017, the New Hampshire Division of Liquor Enforcement conducted a total of 45 Last Drink Surveys at 9 sobriety checkpoints throughout the state. Investigators were assigned to checkpoints in Grafton, Carroll, Hillsborough, Merrimack, Belknap and Rockingham counties. In 2016, 12 checkpoints, 44 Last Drink Surveys completed, in 2015, 11 Checkpoints, and 34 Last Drink Surveys were completed. In 2014, 12 checkpoints, and 7 Last Drink Surveys were completed, In 2013, 14 checkpoints and 107 Last Drink Surveys completed, In 2012, 17 checkpoints and 50 Last Drink Surveys were completed

Of the 45 people surveyed; 16 were arrested for DUI. In total of the 45 surveys completed; 0 refused to provide the location where they had consumed their last drink; 20 reported they had been drinking at locations such as a private residence or other unlicensed public places; 24 reported that they had consumed their last drink at an on-sale liquor licensed establishment; 0 reported that they could not recall the location where they had consumed their last drink and 1 had not consumed alcohol

This Data collected provided valuable information about the nexus between DWI arrests and licensee serving practices. The information gathered from the survey's will allow the Division of Liquor enforcement and local, county and state law enforcement agencies to focus educational and enforcement efforts in a unified manner.

Funding 405d	Funds Obligated \$ 44,855.25	Funds Expended \$9,231.94
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Conferences

In FFY 2017, funds were used by the Office of Highway Safety to send staff and the Department of Justice (DOJ) Traffic Safety Resource Prosecutor (TSRP) to the Impaired Driving Summit held in Suffern, New York, and the Lifesavers conference in Charlotte, North Carolina. It continues to be important for all highway safety partners to stay current on highway safety issues that are of trending importance and how to address these concerns through education to improve highway safety program development and efforts to help New Hampshire achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, etc. related fatalities).

Funding 402	Funds Obligated \$ 10,000.00	Funds Expended \$ 3,248.27
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Funding 405d	Funds Obligated \$ 10,000.00	Funds Expended \$ 4,377.73
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Traffic Safety Resource Prosecutor

In FFY 2017, funds were provided to the Department of Justice for the Traffic Safety Resource Prosecutor (TSRP) position. This TSRP provided formal training to law enforcement agencies to enhance their ability to conduct impaired driving and traffic investigation skills; provided case specific technical assistance to prosecutors and law enforcement agencies, and facilitated training to prosecutors on negligent homicide cases. The TSRP also conducted a statewide Negligent Homicide Prosecution Seminar on October 6, 2017, at the Department of Motor Vehicles. Conducted Felony Blood Draw Trainings throughout the fiscal year at the police academy and regionally and conducted Sobriety Checkpoint Trainings for the New Hampshire State Police and Manchester Police Department. The TSRP also Published one issue of the “One for the Road” newsletter and reviewed prosecutorial decisions and investigations regarding negligent homicide cases, as well as, participated in the Cross Examination Project sponsored by the National District Attorney’s Association in Arlington, VA. Lastly, this TSRP reviewed and analyzed DUI reduction letters submitted by prosecutors across the state pursuant to RSA 265-A:21 (Annulment; Plea Bargaining) and continued to work on vehicular crime cases and appeals.

Funding 405d	Funds Obligated \$ 50,304.96	Funds Expended \$ 41,375.18
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DOS Interlock Ignition Program

In FFY 2017 funds were provided to The NH Department of Safety to continue the position of an Interlock Ignition Coordinator. The New Hampshire Ignition Interlock Program has improved its monitoring capabilities through amendments to the law that took effect on July 18, 2017. Amendments allowed for the review and adjudication of violations that were not clear in the current law (HB448). We also amended the manslaughter statute (HB420) by including the installation of an interlock device as a condition of driver’s license reinstatement for a person convicted of manslaughter involving alcohol. We will be seeking additional amendments in the upcoming legislative session to include enhanced devices in all orders from the court and department.

For the record there were 1118 devices in use as of 10/31/16. For 2017, we have seen a modest increase of devices as of 11/30/17 there were 1163 device in use. The leveling of these numbers may show that the program is working to prevent the use of alcohol while driving.

1222 cases were sent by the interlock ignition coordinator to Hearings for review and action. Hearings completed 686 hearings as of 11/30/2017 with 287 extensions ordered. Additionally there were 35

licenses suspended. There were 1005 request for removal from 01/01/2017 to 11/30/17. The total number of devices authorized to be removed 795 with 251 denied and 54 unauthorized removals. The Interlock Coordinator continues to track violations, determine where improvements may be needed, continues to give presentations to train police officers, court officials, and Division of Motor Vehicle personnel on the purpose and use of the Interlock devices.

This program continues to be an important component in making New Hampshire roads safe for travelers by changing the behavior of those convicted of “Driving while impaired.”

Funding	405d	Funds Obligated	\$ 77,901.00	Funds Expended	\$ 49,259.42
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Drug Recognition Expert (DRE) Program Administration

In FFY 2017, funds were provided to the NH Liquor Commission’s Bureau of Enforcement to coordinate/administer the New Hampshire DRE program. Not all funds were expended for this DRE project due to reassignment, promotions, retirements, and or law enforcement employment separation. Funds supported overtime, printing of DRE/ARIDE/DITEP manuals, screening kits, telephone, travel to/from Arizona, miscellaneous manuals, etc.

The NH DRE Program continues to actively participate in the NHTSA National Impaired Driving Crackdowns. One of the greatest areas of growth has been our community outreach initiatives. Our Instructors are actively involved in educating our community partners.

In 2017, New Hampshire conducted one ARIDE School with 23 Participants; one DRE Candidate School (April 10-20, 2017) with 9 Candidates. All 9 Candidates completed Phase III Certification in Phoenix, Arizona. Additionally, New Hampshire conducted a total of eight SFST/HGN classes with a total of 268 students being trained.

NH DRE Evaluations in 2017 yielded the following Rates of Accuracy (Completed Toxicology): 100 % Stimulants, 100 % Depressants, 100% Narcotic Analgesics and 100% Cannabis.

Despite mandatory reporting requirements in the State of New Hampshire (dredata.nhtsa.gov), only 19 of the 37 agencies (44 of 84 Certified DRE’s) involved in the states DEC Program have reported data. The data entry requirements have been addressed; failure to adhere to mandatory reporting requirements in 2017 will result in progressive discipline within the DEC Program to include decertification. Due to reassignments/promotions/retirements and/or law enforcement employment separation, NH has experienced a reduction in certified DRE’s and DRE Instructors in 2017.

Several years ago, New Hampshire made ARIDE (2 Day-16 Hour) mandatory training/prerequisite for anyone wishing to be considered eligible for a DRE Candidate School. With the launch of the online ARIDE module, several DRE/SFST Instructors in our state have traveled to municipal and county law enforcement agencies to provide an SFST Refresher Training block as well as facilitating the SFST Proficiency lab in order to be eligible to participate in the online ARIDE module. With the name change for what was previously the online ARIDE course, SFST proficiency will no longer be a requirement for participants to achieve prior to enrollment.

New Hampshire works closely with members of the NH Department of Safety, Forensic Laboratory-Toxicology Group, Department of Safety Prosecutors and the Department of Safety Division of Motor Vehicles Examiners in an effort to enhance their knowledge of the DRE program by allowing them to audit the DRE Candidate Schools. In addition, we are working closely with several doctors, pharmacists, prosecutors, clinicians, prevention groups and the Attorney General’s Office TSRP in our

state to further understand one another's role and to hopefully collaborate on ways at improving highway safety and issues associated with impaired driving.

Our Annual In-Service held in October 2017 featured keynote presentations from the NH Attorney General's Office TSRP, Portsmouth Hospitals Director of Emergency Services and the NH Department of Safety Forensic Laboratory-Toxicology Group. Other training blocks were facilitated by senior Drug Recognition Expert instructors.

Currently, New Hampshire has 84 certified DRE's and 23 certified Instructors. Going forward in 2017 the NH DRE program continues to provide the ever increasing need for expertise in dealing with impaired driving.

DRE Summary for 2017	
DREs certified	84
DRE Instructors	23
State Police DREs	32
City Police DREs	51
Sheriff's Department DREs	1
Other agency DREs	0
Law Enforcement agencies Certified DREs	37
Drug Category DRE's Opinion	
Depressants	39
Stimulants	53
Hallucinogens	3
Dissociative Anesthetics	3
Narcotic analgesics	43
Inhalants	2
Cannabis	46
Poly Drug Use	
Poly Drugs	43
Other	
Alcohol Rule Outs	2
Medical Rule Outs	2
No Opinion of impairment	
Tox Results Pending	3
Tox Found: No drugs	2
Refused	15
DRE Training	
DRE Schools	1
DRE Students	9
Certified DRE's	9
DRE Instructor Schools	0
Instructor Students	0

DRE Certified Instructors	0
8 Hr. Recertification Classes	1
Recertification Students	65
ARIDE Training	
ARIDE Schools	1
Students	23
DITEP Training	
Classes	0
School Nurses	0
SRO's	0
Other Students	0
Total Students	0
Phlebotomy Training	
Classes	0
Students	0
SFST Training	
Classes	8
Students	268
Instructor Classes	0
Students	0

School/Training	Enrolled/ Completed	Certified
DRE	9 (One Training)	9
ARIDE	23 (One Training)	---
SFST	268 (Eight Trainings)	---

Source: NH Liquor Enforcement

Other Training

DRE/SFST related presentations and training opportunities were made at several venues this year to include: NH Police Standards and Training Council (Academy), municipal police agencies Citizen Police Academies, armed forces substance abuse training venues, Agency/DRE In-Service training.

Until July 2013, New Hampshire's Administration of Alcohol Concentration Tests (RSA 265-A:13) only allowed a duly licensed physician, registered nurse, certified physician's assistant, qualified medical technician or a medical technician acting at a law enforcements request to

conduct blood draws. As of July 2013, the statute has been amended to allow phlebotomists to conduct blood draws. With the change in our states law, New Hampshire hopes to conduct phlebotomist training in the coming years in hopes of getting our states DRE's certified as phlebotomist.

Interesting Cases in 2017 Involving DRE Investigations

State of New Hampshire vs. Jonathan So; 9th Circuit District Division-Milford NH:

Defendant arrested and charged with one count of Driving While Intoxicated while Under the Influence of Controlled Drug(s). Defense Counsel has submitted a Motion with the court of jurisdiction requiring the state to establish scientific reliability of drug recognition evaluator protocol and training per NH Rule of Evidence 702. (Daubert Hearing)

State has submitted an objection to the defense motion citing the defendant's motion making egregious factual misrepresentations.

Court of jurisdiction has taken the matter under advisement and has yet to rule on the matter.

Funding	405d	Funds Obligated	\$ 130,734.66	Funds Expended	\$ 20,057.86
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Impaired Driving Prosecutors

In FFY 2017, funds provided the DOS Bureau of Hearings to support additional prosecutors and a paralegal.

The addition of the New Hampshire State Police Impaired Driving Program grant prosecutors has benefited the State in several areas since its inception and the commencement of work in May, 2016. As a result, the State Police has realized significant benefits. The program has increased the effectiveness of the Department of Safety Prosecution Unit in a number of areas which has continued in 2017.

First, prosecutors continue to prepare, review and prosecute cases previously handled by troopers in courts that the DOS Prosecutors have largely been unable to cover due to remote geographic location and high caseloads in other courts. For example, the full time Troop C, Cheshire County grant prosecutor has handled cases in Keene, Jaffrey, Claremont, Newport, Lebanon and Plymouth. For 2017, the Troop C grant prosecutor has handled approximately 190 cases. At the end of 2017, he has 90 pending cases.

In these cases, there have been some noteworthy sentences and legal action. For example, in the case of State v. Kunz, Docket No. 17-CR-28, 5th Circuit Court, Newport District Division, the prosecutor successfully litigated a motion to exclude the breath test based on a recent change in the law which eliminated the requirement of providing an accused who takes a breath test with their second sample. This cutting edge legal issue required significant legal work, most appropriately performed by an attorney prosecutor rather than a trooper without the proper training to defend such a motion. As a result of this work, the court denied the motion to exclude the breath test result, a critical action in this case that makes a conviction more likely.

In numerous cases, the grant prosecutor has obtained fines in excess of \$1,000.00. He also obtained jail sentences above the mandatory minimums. In others, he has argued for significant sentences due

to aggravating factors but has not been successful. In one case, State v. Bishop involving a defendant who is a convicted felon with a prior case of driving with a BAC above the legal limit, the court imposed the mandatory minimum penalty and nearly back dated license suspension time. This demonstrates the sentencing challenges in impaired driving cases even when the State obtains a conviction.

Similarly, he has continued to train Troopers about charging the appropriate additional offenses that go with DWI, as well as case presentation. For instance, open container, possession of drugs, and other charges related to impaired driving. Too often, all of the appropriate charges are not filed at arraignment when a trooper is prosecuting cases. Troop C, however, continues to see improvement in this area by having an attorney reviewing and handling cases, which has improved sentencing, charging and case dispositions. The prosecutor continues to emphasize the practice of proper charging and case sentencing.

Moreover, the case of State v. Halloran further illustrates the importance of this program. It involved drunk driving. The court sentenced the defendant to a two year license loss and a \$1000 fine due to the defendant's substantial driving record.

In addition to the work done in the Troop C region, the program has allowed supplemental work and cases to be done on DWI in the regularly covered courts and in other courts where there is no regular prosecutor coverage in the Troop E and F regions. The other grant prosecutor left in March, 2017 and the vacancy was filled in October 2017. Since starting in October, the new prosecutor has implemented a new, full time prosecution program for DWI cases in the Troop F region, covering all of the north- country courts including Berlin, Colebrook, Plymouth, Littleton, Lancaster, and Lebanon.

Moreover, discovery requests, court pleadings, and other documental work are handled in a timely manner and during the more typical day schedule, Monday through Friday, as opposed to during odd hour shifts, when the work cannot be done. Midnight shift troopers prosecuting their cases makes it difficult for defense attorneys, witnesses, and courts to contact these troopers to resolve administrative matters which may impede effective case flow. Also, it is difficult for troopers to handle administrative paperwork, especially in northern NH where they have fewer troopers and a larger area to cover, and they are less able to do the work required during day hours.

Also, the cases are resolved more efficiently. In those cases where plea agreements are reached, the State saves additional money on witness fees for both the Administrative License Suspension (ALS) hearing and the trial. For example, having a prosecutor handle these matters frees the troopers to return to their patrols, keeps them on the road instead of in court and at the barracks doing paperwork, or testifying in a hearing or at court. This enhances public safety. This year, in several cases, the prosecutor has negotiated agreements involving withdrawal of the administrative license suspension in exchange for a guilty plea to DWI which saved the cost to the State of two witness fees.

In addition, the grant prosecutors speak to troopers about their reports and offer suggestions that result in the troopers' reports becoming a more professional work product because they offer a critical legal perspective to the work. In turn, this increases the likelihood of successful prosecutions, and will result in future arrests resulting in stronger cases. This will provide the citizens of New Hampshire enhanced deterrent effect as fewer people will drive while impaired. Moreover, grant prosecutors have conducted training with troopers on a regular basis, more than other unit prosecutors are able to due to heavy caseloads in the southern part of the state.

Finally, approval was obtained to hire paralegal support for the prosecutors. A paralegal position has been posted with the expectation that it will be filled by early 2018 so that a paralegal can support the

work of the prosecutors in Troop C and Troop F. The paralegal will allow the grant prosecutors to perform legal work in a more efficient manner because the paralegal will perform many of the administrative support tasks for case prosecution.

Having these prosecutors handle cases has allowed troopers to spend more time patrolling the road, ultimately, enhancing public safety.

Funding	405d	Funds Obligated \$ 437,399.18	Funds Expended \$ 177,754.56
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Out of State Lab Testing

In FFY 2017, no funding was obligated or expended for this project due to the fact that the NH TSRP accepted another job position (in November 2017) and is no longer NH's TSRP. If conducted this project would have allowed funds to be used by the Attorneys General office to pay for an out of state lab to conduct the necessary tests and for the involved analyst to testify during prosecution.

Funding	405d	Funds Obligated \$ 0.00	Funds Expended \$ 0.00
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Program Management (moved to LEL/FR)

In FFY 2017, no funds were obligated and no funds were expended for this project. Funds would have been used to hire new staff members to exclusively work on impaired driving projects. Funds would have also covered travel, professional development expenses, and other related program expenses.

Funding	405d	Funds Obligated \$ 0.00	Funds Expended \$ 0.00
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Traffic Safety Conference

In FFY 2017, Funds were provided and used to support facility rental, and food for the annual, one day, statewide Traffic Safety Conference that is coordinated by the Injury Prevention Center personnel as part of the Buckle Up NH Activities program (referenced in task 1 of the Occupant Protection section). Funds also support cost (travel, lodging, etc.) associated with keynote speakers presenting on alcohol and or drug related issues at this Traffic Safety Conference. This was an important conference for New Hampshire that allowed for keynote speaker to educate attendees during a luncheon on important highway safety issues.

The 2017, the Traffic Safety Conference was held on May 9 at the Grappone Center in Concord and was attended by more than 300 highway safety professionals including law enforcement personnel, driver educators, health care providers, legislators and other highway safety advocates.

Keynote speakers, Ryan Smith, a research associate from the Virginia Tech Transportation Institute spoke about drug based driving research with a specific emphasis on opioids and marijuana. Charlie Klauer, also from the Virginia Tech Transportation Institute presented their finding on the true risks for teen drivers and the 4 D's: Drunk, Drugged, Distracted, and Drowsy Driving

David Kelley – Deputy Director for High Intensity Drug Trafficking spoke about The New England High Intensity Drug Trafficking.

Funding	405d	Funds Obligated \$ 26,250.00	Funds Expended \$ 18,357.67
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Fish & Game Mobile Data Terminals

Fish and Game Mobile Data Terminals

In FFY 2017, this project was unfunded. It was determined that this project not be funded at this time because storage for data (i.e. servers) were not updated to support data. If conducted, funds would have allowed NH Fish & Game officers to have remote access to critical records and databases to be utilized to promote public safety through identifying and confirming registrations, driver's license status, outstanding warrants, repeat offenders, etc. In addition, this equipment would have allowed NH F&G's Law Enforcement Division to compile data, case referrals, and data relative to DUI arrests, DUI crashes and DUI fatalities in hopes of identifying areas of recurrence that would require targeted patrols. This mobile data terminal equipment would have been installed in Fish and Game cruisers that participate in the NHOHS funded Fish and Game OHRV DWI/DUI patrols.

Funding 405d	Funds Obligated \$ 33,000.00	Funds Expended \$ 0.00
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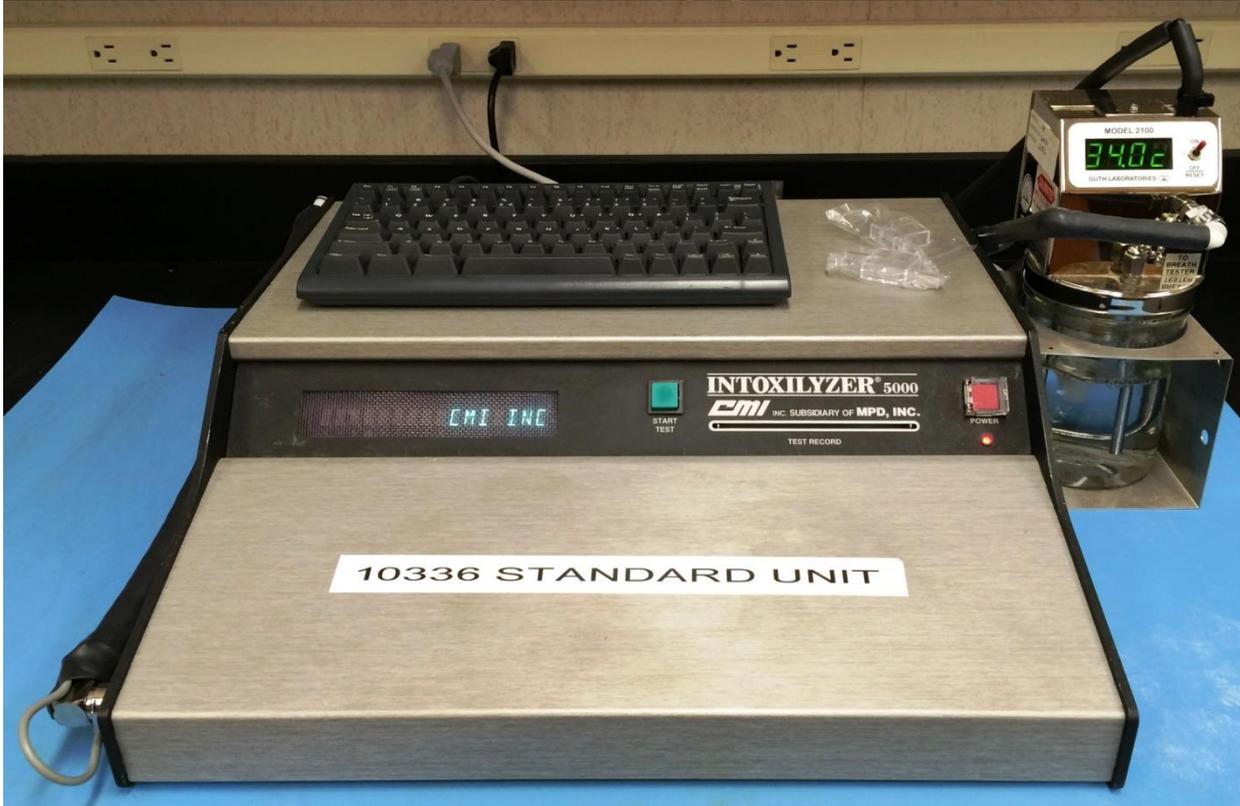
Intoxilyzers

In FFY 2017, funds were provided to the Department of Safety Forensic Laboratory Division to purchase 139 intoxilyzers. These intoxilyzers shall replace aging equipment that is frequently breaking down and that currently can only be fixed with refurbished parts. It is imperative that the existing instruments in the field (Intoxilyzer 5000EN) be replaced at the same time so one training program for the more than 1,500 trained breath test operators in the state can be created and maintained. The Breath Alcohol Section of the New Hampshire State Police Forensic is nationally accredited to the ISO 17025 standards and is comprised of three forensic scientists who are tasked with calibration and repair of 130 Intoxilyzer 5000 instruments (deployed throughout the state), 1,300 preliminary breath testing devices (PBTs), and training over 1,500 police officers as breath test operators. Each Intoxilyzer requires a calibration check every 6 months. Intoxilyzer placement requires approval by the Breath Machine Advisory Committee (RSA 106-G:1). This committee also approves requests by the NHSPFL for maintenance of the program via the Bench Warrant Fund (RSA 263:56-d).

Need of Equipment Overview

Prior to January 1, 2017, NH was the only state to require a captured sample of a subject's breath be made available for independent analysis. This forced the state to use the Intoxilyzer 5000 (designed in the 1980s) as it was the only instrument that provided a captured sample via an exhaust port. Replacement parts were no longer available and the company ceased to manufacture this instrument years ago. There was only 1 manufacturer of the capture sample tubes and 1 independent laboratory for independent testing (Pembroke, NH)

Old Intoxilyzer 5000 being replaced



New Intoxilyzer Saf-C 9000



Future Planning For Implementation of Intoxilyzers . Finalizing training curriculum for Police Standards & Training.

- Continue to meet with DoIT on connecting the Intoxilyzer 9000s via the existing DOS network.
- Validate and initial calibrations of all 139 Intoxilyzer 9000 instruments.
- Review applications and MOUs with police agencies requesting new instruments to be deployed at their sites.
- Prepare for national accreditation/assessment of new program.

Funding	405d	Funds Obligated	\$ 569,768.80	Funds Expended	\$ 562,422.27
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Funding	410	Funds Obligated	\$ 573,439.00	Funds Expended	\$ 573,439.00
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Car Equipment and Training

In FFY 2017, the New Hampshire State Police (NHSP) was provided funds to send six (6) troopers to Advanced Traffic Crash Investigation and Traffic Crash Reconstruction Training to increase their knowledge in this specialized field. No money was expended on equipment.

Advanced Traffic Crash Investigations offered the following training:

Building upon the theories and techniques learned in IPTM’s *At-Scene Traffic Crash/Traffic Homicide Investigation* course, this class will delve into the advanced concepts of traffic crash investigations.

More complex vehicle dynamics like acceleration/deceleration, factor, rate and airborne situations will be explored. You will learn to estimate speeds from falls, vaults, and flips and the calculation of kinetic energy and linear momentum. You’ll also learn to evaluate vehicle lamps, tires, and damage to help determine vehicle behaviors during the collision.

Much of the coursework will be spent using acceleration/deceleration factors and perception/reaction times to determine time/distance relationships for colliding vehicles.

Topics include:

- Speed estimates from kinetic energy, skid marks, scuffmarks and airborne situations
- Vehicle dynamics and motion
- Time, distance, and motion equations
- Conservation of momentum equations
- Center of mass calculation
- Vehicle lamp examination
- Tire damage evaluation
- Vector sum analysis

Traffic Crash Reconstruction offered the following training:

Traffic Crash Reconstruction builds upon IPTM’s *Advanced Traffic Crash Investigation* course by assisting you further in understanding vehicle dynamics. You will take part in a more intense study of time/distance calculations, two-dimensional momentum and impact speed calculations using momentum equations.

Topics include:

- Derivation and origin of the commonly used speed formulas
- Speed of vehicles at impact using conservation of linear momentum
- Behavior of vehicles in a collision using Newton's three laws of motion
- Discussions of commercial vehicle and motorcycle dynamics in collisions
- The determination of direction of travel, initial contact and position of vehicles on the roadway

This course includes extensive project work and controlled vehicle experiments to give you first hand experience in crash reconstruction. Each student will be required to diagram and analyze three different crash scenarios as well as complete vector sum analysis of each.

Funding	402	Funds Obligated	\$ 54,55.34	Funds Expended	\$ 4,401.52
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Funding	405d	Funds Obligated	\$ 16,366.02	Funds Expended	\$ 13,204.61
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Training Manuals and Supplies

In FFY 2017, the New Hampshire Police Standards & Training Council used funds to print 241 HGN/SFST manuals that were provided to each full-time police recruit and every HGN/SFST in-service officer to have access to the manual in front of them during the time of the course (instead of on the iPad) and use to make notes in the manual. These notes will assist officers in the field and help in preparing reports and preparing for trial. Additionally, the printed manuals provided officers the ability to review while on patrol or at the station. Lastly, it removed any confusion regarding what manual they were trained on when a discovery request is sent or foundation is needed for the state's case in this area.

Funding	405d	Funds Obligated	\$ 4,288.14	Funds Expended	\$ 4,287.83
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Driving Simulators

In FFY 2017, the New Hampshire Police Standards & Training Council purchased a driving simulator to increase the amount of practical training time provided to new and in-service officer driver training in New Hampshire. This simulator was used to supplement current available training to enhance an officer's ability to drive in stressful real world situations in an effort to decrease or eliminate collisions involving police cars in New Hampshire. This equipment provided simulated driver training that also incorporated detection and apprehension of impaired drivers. In simulation, officers encountered a motor vehicle violation that required them to make a traffic stop within the system. Once a safe stop was completed, officers were instructed that the operator has the odor of an alcohol beverage and other indicators of impairment. Using a live actor, the officers then had to interact with the actor and have them complete a standard field sobriety test (SFST) which instructors evaluated to determine that proper procedures were followed. The driving simulator replicates a real life experience of not only driving under the influence but also driving while distracted, speeding scenarios.

Funding	402	Funds Obligated	\$ 55,250.00	Funds Expended	\$ 54,000.00
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Funding	405d	Funds Obligated	\$ 55,250.00	Funds Expended	\$ 54,000.00
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Traffic Records

Target

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

To work with the NH Department of Safety to partially fund the FARS Reporting System and overtime to update traffic crash records and to improve the Office of Highway Safety's capabilities to track motor vehicle fatalities, injuries, and crashes using data systems.

Meetings continue to be held with partners to assist us with the development and review of statewide data systems. This review also involved target setting of FFY 2017 Core Performance Targets to assure alignment and coordination with the State's Strategic Highway Safety Plan (SHSP).

Accomplishments

The State of New Hampshire has on-going Traffic Records projects that improve the various core traffic records data systems, specifically; the crash, citation, and EMS run reporting systems.

The E-Ticket equipment and MDT equipment projects that were conducted in 2017 are two very important projects that will ultimately allow the majority of law enforcement agencies in the state the capability to send this information electronically to the DMV Central Repository "Vision". Once this begins to happen on a large scale with law enforcement our targets to increase the timeliness and completeness of crash reports should be easily met. This is also exciting because crash and enforcement data, will be easier to obtain and more accurate.

The VPN installation project has enabled the State of New Hampshire to electronically communicate criminal justice data between the various governmental entities that have the need for the data. As of June 2017, 180 VPN installations have been made with 21 VPN installations in-process. This project in 2017 hired a consultant to provide assistance to county and local law enforcement agencies for the purpose of designing, configuring, and deploying secure Virtual Private Networks (VPN) to carry criminal justice and highway safety data between criminal justice agencies and the State of New Hampshire, and Federal agencies as appropriate. This project is an important component similar to the e-ticket and MDT project in that it will allow information to flow electronically into the DMV "Vision" repository helping to achieve future highway safety targets.

The Trauma Registry program, between April 1,2016 to March 31, 2017, had 1,423 compliance reports entered totaling 1,765 entered over a two-year period.

The state continues to show measureable progress when measuring Manner of Crash completeness of electronic reports. The Manner of Crash is a collected data element and is only currently being collected in the new electronic CRMS client being used by the NH State Police. All numbers in this performance measure are limited to NH State Police crash reports. Currently, for the performance period (April 1, 2016 – March 31, 2017), 44.61% of MMUCC- compliant electronic reports have a Manner of Crash completed. This is an increase of 1.03% from the performance period (April 1, 2015 – March 31, 2016). The following measurements show continued progress of electronic reports showing completeness (April 1, 2013 through March 31, 2017):

Measurements

Start Date	End Date	Manner of Crash Completed	Total Reports	Completeness (%)
April 1, 2013	March 31, 2014	1832	5442	33.66%
April 1, 2014	March 31, 2015	2437	5733	42.5%
April 1, 2015	March 31, 2016	2057	4720	43.58%
April 1, 2016	March 31, 2017	2279	6118	44.61%

Activities

Traffic Records Consultant

In FFY 2017, Lexis Nexis provided Traffic Records consulting and was responsible for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2017, 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 2017, as well as, prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding 408	Funds Obligated \$ 45,000.00	Funds Expended \$ 45,000.00
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Crash Interface-Vendor 1

In FFY 2017, no money was obligated and no money expended for this project. This CRMS Vendor 1 Integration project was planned for in for in the 2017 HSP to develop an interface with local law enforcement Records Management System's crash reporting module to the State's Crash Reporting Management System, however, this project was not conducted in 2017 due to re-prioritization of funds and resources. In 2016, coding, unit, system integration, testing was completed as well as a web services interface to DOS. In September 2016, the Tri-Tech 6.6.7 release went into production and is now available to 140 agencies. This project that was conducted in 2016 allowed police departments the ability to access reports electronically, be tied in with the State of NH records management data base, capture, document, motor vehicle activity, and share data electronically in a timelier manner and increase significantly the number of agencies that will be able to submit ticket/crash data to participate in the State of NH e-crash reporting program.

Crash Upgrade

In FFY 2017, no money was obligated and no money was expended for this project. This project was not conducted in 2017 due to re-prioritization of funds and resources. This task would have allowed for the continued in-house development of the CRMS application that was previously developed to incorporate various enhancements that are required in the 4th edition of the MMUCC with additional enhancements that were proposed by Troopers in the field that have used the product over the last several months to improve the usability and improve the capture of data in the field.

Codes

In FFY 2017, no money was obligated and no money was expended on this project. This project was not conducted in 2017 due to re-prioritization of funds. This project would have allowed for the development of a Crash Outcome Data Evaluation System (CODES) that would have electronically tracked victims of a motor vehicle crash from the scene through the health care system to determine crash outcomes in terms of mortality, injury, severity, and health care costs.

EMS Records User Management

In FFY 2017, no money was obligated and no money was spent on this project. This project was not conducted for 2017 due to the vendor not providing the statement of work components that meet the available budget for the project. This project if conducted would allow EMS Records Management System Users the ability to access the TEMSIS and EMS records system under one online umbrella account or “license card”. This capability would improve 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. This real time update capability would allow NH to submit demographic information of updates to NEMSIS as changes occur. This project is planned for in the 2018 HSP.

J-One VPN Installation Assistance

In FFY 2017, this project has enabled the State of New Hampshire to electronically communicate criminal justice data between the various governmental entities that have the need for the data. The ability to communicate this data electronically in a standardized format has resulted 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 has enabled 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. Currently, there is ongoing installation and support of VPN sites to allow transmission of traffic related data to the state (and ultimately, the federal government).

Funding	408	Funds Obligated	\$ 164,081.40	Funds Expended	\$ 145,997.00
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The number of VPN sites to allow transmission of traffic related data to the State is as follows:

February 25, 2016 to June 13, 2017 Totals		
Type	Complete Process	In-Process
Workstation Smart Tunnel	70	1
Lan-to-Lan Tunnels	81	19
AFIS Stations (fingerprint)	29	1
Total	180	21

Crash Geolocation

In FFY 2017, no money was obligated and no money was expended to conduct this project. This project was not conducted in 2017 due to re-prioritization of funds and resources. If conducted, this project would have improved crash data management software tools for use in extracting, geolocation, and managing crash data, resulting in a better understanding of crash location data quality. The overall

benefit of this project would have allowed for a more accurate and complete crash data set for use in managing the safety of the road network in New Hampshire.

EMS Reassessment

In FFY 2017, no money was obligated and no money was expended for this project. If conducted, this Re-Assessment would allow the State to assess and evaluate current EMS system effectiveness in relation to the original NH EMS assessment (conducted in 2013), subsequent EMS program modifications, and integration of new technology or nationally accepted standards. This assessment is planned for 2018 depending upon NHTSA's availability. The last NH Traffic Records assessment was done in 2013.

Crash Interface-Vendor 2

In FFY 2017, no money was obligated and no money was expended on this project. This project was not conducted in 2017 due to the retirements of key DOS personnel typically responsible for conducting traffic records projects. If conducted, this project would have allowed for approximately 35 agencies who are clients of Crimestar (Vendor 2) the capability to capture and document crash reports, motor vehicle activity, etc. and share data electronically. This project would have supported the need for police departments to be able to access reports electronically and to be tied in with the State of NH records management data base. This project would have also increased the number of agencies that would be able to submit crash data electronically in a timelier manner and be able to participate in the State of NH e-Crash reporting program.

DMV Traffic Crash Records

In FFY 2017, Funds were provided to the Department of Safety Division of Motor Vehicles to hire staff (overtime basis) that manually entered crash reports (not including commercial vehicles and fatalities). This data entry by DMV staff has increased the timeliness of processing reports and has allowed 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. In 2017, crashes that were scanned included 19,977 pages, 4,971 documents.

Funding 405c	Funds Obligated \$ 55,372.00	Funds Expended \$ 45,593.85
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Fatal Accident Reporting System

In FFY 2017, 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 the NHOHS with accurate data used to develop the annual report and the highway safety plan that is submitted to the National Highway Traffic Safety Administration.

New Hampshire's FARS supervisor continues to be responsible each year for the State of New Hampshire successfully demonstrating 100 percent completeness and timeliness of reporting fatalities. This speaks volumes to the excellent work that the State of New Hampshire FARS coordinator continues to do to report on fatalities.

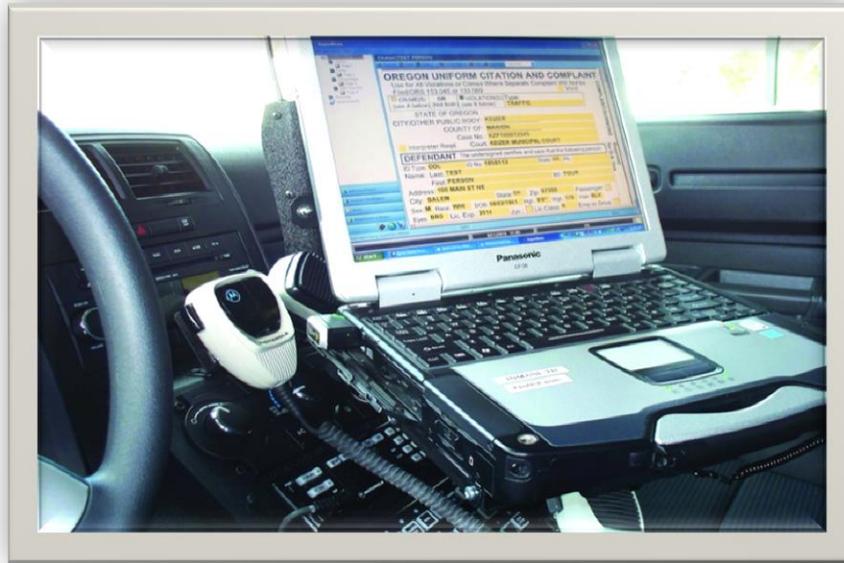
E-Ticket/E-Crash Program



In FFY 2017, the NHOHS provided funding for the purchase of 362 “E-Ticket units” which equipped a total of 81 law enforcement agencies to advance the implementation of the E-Ticket/E-Crash Program which assists participating New Hampshire law enforcement agencies in purchasing the equipment required to facilitate the transfer of electronic data obtained from traffic law enforcement efforts and vehicle crashes. The E-Ticket/E-Crash Program supports the Justice – One Network Environment” (J-ONE) Project which integrates the computer systems and data of the judiciary, motor vehicle departments, prosecutors, corrections, and law enforcement entities from local to state levels by scanning the licenses and registrations of the drivers involved. The computer screen in the police vehicle is automatically populated with the drivers’ information, reducing the time needed to input data, and limiting opportunities for error. The e-Crash component also includes GPS coordinates of the location of the crash and the time it occurred to be added to the citation which will also aid in the accuracy of data utilized for data driven approaches to crime and traffic safety (DDACTS) efforts.

Funding 405c	Funds Obligated \$ 317,530.00	Funds Expended \$ 240,366.11
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Mobile Data Terminal (MDT) Program



In FFY 2017, the NHOHS provided funding for the purchase of 60 Mobile Data Terminals which equipped a total of 18 law enforcement agencies and works in conjunction with the E-Ticket/E-Crash system to assist participating New Hampshire law enforcement agencies to transfer electronic data obtained from traffic law enforcement efforts and vehicle crashes. The Mobile Data Terminal Program supports the Justice – One Network Environment” (J-ONE) Project which integrates the computer systems and data of the judiciary, motor vehicle departments, prosecutors, corrections, and law enforcement entities from local to state levels by scanning the licenses and registrations of the drivers involved. The Mobile Data Terminal screen in the police vehicle is automatically populated with the drivers’ information, reducing the time needed to input data, and limiting opportunities for error. The e-Crash component also includes GPS coordinates of the location of the crash and the time it occurred to be added to the citation which will also aid in the accuracy of data utilized for data driven approaches to crime and traffic safety (DDACTS) efforts.

Funding 405c	Funds Obligated \$ 116,777.00	Funds Expended \$ 104,029.75
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Police Traffic Services

Performance Target

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

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

In 2017 local and county law enforcement agencies under the STEP grant and the NHSP under their Enforcement grant had significant increases in the number of speed summons and warnings issued from 2016 to 2017. In 2017 there was an increase of 53.8% (12,862 to 19,785) in speed warnings and

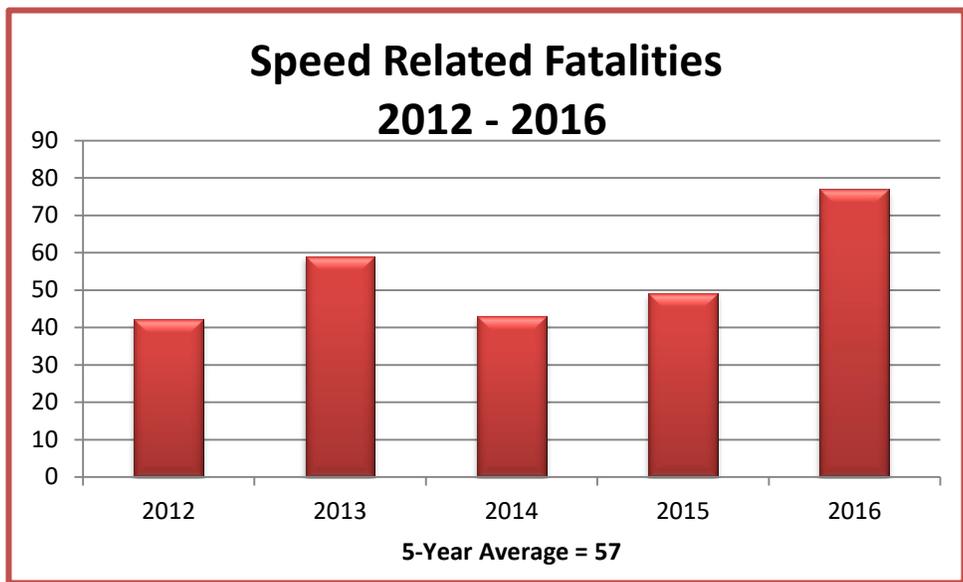
an increase of 16.5% (4,613 to 5,376) in speed summons. It is hoped that the increase in speed enforcement will have a positive impact on the number of speed-related fatalities in 2017. Even though we will not meet the performance target set, it is hoped that with a continued increase in speed violations that we will see the speed-related fatalities start to trend downward over time. The NHOHS will continue to message out the importance of enforcement around 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.

Accomplishments

Prior to the start of FFY 17 the field representatives reviewed crash data for each town and city in NH and reached out to communities that had high crash data but were not part of our enforcement program. This effort resulted in a 35% increase in participation with our STEP program (69 local and county law enforcement agencies in 2016 to 93 in 2017).

At the beginning of FFY 17 a letter was sent from Captain Matthew Shapiro of NHOHS to all local and county law enforcement partners. The letter asked all law enforcement agencies across our state to redouble their efforts, using tools of education and enforcement in order to maintain or reduce traffic crashes. In addition, all partners were given a statistical analysis and pie chart for their departments FFY 2016 enforcement participation in the STEP and/or DWI programs. It is hoped that departments will use this data to help formulate new goals and objectives and to adjust approaches and priorities within their departments.



The following table shows the number of licensed drivers since 2011. You will see a slight overall increase from 2011 to 2016.

	2011	2012	2013	2014	2015	2016
NH Licensed Drivers	1,028,211	1,061,544	1,078,482	1,070,050	1,093,267	1,089,898
Travel *MM	18,811	12,894	12,903	12,970	13,094	N/A

*Million Vehicle Miles

Activities

1. Supplies and Equipment- Funds for the Enforcement patrols, supplies and equipment are provided to local, county, and state law enforcement agencies that show an identifiable need. Below is a complete listing of the activities/Enforcement Projects.

2017 DWI Patrols

Sub Grantee	Project Number	Amount Expended
Allenstown	308-17B-079	\$471.22
Alton	308-17B-049	\$6,162.80
Atkinson	308-17A-003	\$8,939.53
Auburn	308-17A-023	\$3,352.44
Barrington	308-17A-034	\$552.44
Bedford	308-17A-035	\$8,165.91
Belmont	308-17B-078	\$3,585.68
Berlin	308-17B-027	\$6,761.72
Bristol	308-17B-063	\$3,428.69
Brookline	308-17A-050	\$2,504.03
Campton	308-17B-013	\$4,533.71
Canaan	308-17B-065	\$5,716.26
Canterbury	308-17B-019	\$603.99
Chester	308-17A-067	\$6,825.26
Chichester	308-17B-021	\$4,575.52

Claremont	308-17A-041	\$0
Concord	308-17B-017	\$7,333.61
Deering	308-17A-001	\$7,099.34
Derry	308-17A-011	\$2,204.93
Dover	308-17A-043	\$19,159.55
Enfield	308-17B-026	\$6,743.17
Epsom	308-17B-029	\$6,821.71
Exeter	308-17A-044	\$2,346.96
Farmington	308-17A-032	\$4,130.94
Gilford	308-17B-036	\$6,867.54
Goffstown	308-17A-024	\$4,933.16
Goshen	308-17A-009	\$4,740.00
Greenfield	308-17A-076	\$7,107.09
Greenland	308-17A-068	\$5,691.42
Hampstead	308-17A-085	\$7,849.22
Hampton	308-17A-018	\$6,601.57
Hancock	308-17A-104	\$2,943.86
Hillsboro	308-17A-033	\$8,099.31
Hollis	308-17A-045	\$6,255.94
Hudson	308-17A-014	\$8,061.73
Jaffrey	308-17A-087	\$3,187.15
Keene	308-17A-037	\$11,822.40
Kensington	308-17A-039	\$0
Laconia	308-17B-088	\$16,915.81
Lebanon	308-17B-051	\$3,918.43
Lisbon	308-17B-052	\$4,976.19
Littleton	308-17B-053	\$5,570.17
Loudon	308-17B-111	\$0
Manchester	308-17A-015	\$50,978.85
Marlborough	308-17A-046	\$5,920.20

Mason	308-17A-030	\$0
Meredith	308-17B-012	\$5,149.83
Merrimack	308-17A-040	\$7,152.02
Merrimack County Sheriff	308-17B-103	\$4646.76
Milford	308-17A-002	\$4,449.17
Milton	308-17A-031	\$8,388.00
Mont Vernon	308-17A-047	\$5,625.70
Nashua	308-17A-055	\$16,177.46
New Boston	308-17A-069	\$1,753.65
NH Fish & Game	308-17S-056	\$20,783.49
NH State Police	308-17S-106	\$370,356.98
New Hampton	308-17B-070	\$977.82
New London	308-17B-010	\$7713.03
Newport	308-17A-084	\$6,736.17
Northfield	308-17B-038	\$4,524.64
Northwood	308-17A-057	\$3,029.58
Ossipee	308-17B-058	\$6,045.76
Pelham	308-17A-008	\$6,269.20
Pembroke	308-17B-062	\$2,523.47
Pittsfield	308-17B-102	\$2,950.82
Portsmouth	308-17A-082	\$5,774.29
Raymond	308-17A-077	\$4,396.14
Rochester	308-17A-080	\$5,553.50
Salem	308-17A-073	\$14,251.83
Sanbornton	308-17B-059	\$0
Somersworth	308-17A-114	\$189.41
Swanzey	308-17A-020	\$5,671.66
Stratham	308-17A-109	\$2,806.42
Tilton	308-17B-105	\$427.06
UNH	308-17A-061	\$3,401.38

Wakefield	308-17B-074	\$4,221.91
Walpole	308-17A-075	\$3,844.32
Winchester	308-17A-004	\$8,265.60
Windham	308-17A-022	\$6,378.95
Wolfeboro	308-17B-028	\$6,382.09

2017 Sobriety Checkpoints

Sub Grantee Name	Project Number	Amount Expended
Berlin	308-17B-042	\$7,813.35
Hillsboro	308-17A-025	\$0
Manchester	308-17A-016	\$13,911.48
Portsmouth	308-17A-083	\$3,842.21
Raymond	308-17A-086	\$3,805.37
Wakefield	308-17B-108	\$2,140.43
NH State Police	308-17S-107	\$54,375.91

2017 STEP

Sub Grantee Name	Project Number	Amount Expended
Allenstown	315-17B-084	\$1,301.87
Alton	315-17B-066	\$5,095.13
Amherst	315-17A-035	\$3,103.79
Antrim	315-17A-007	\$7,310.84
Atkinson	315-17A-004	\$6,635.43
Auburn	315-17A-067	\$3,360.70
Barrington	315-17A-058	\$1,832.71
Bedford	315-17A-046	\$13,277.32
Belmont	315-17B-097	\$5,812.23
Berlin	315-17B-038	\$18,396.47
Boscawen	315-17B-105	\$0
Bristol	315-17B-086	\$3,919.92

Brookline	315-17A-068	\$5,534.40
Campton	315-17B-018	\$3,977.57
Canaan	315-17B-088	\$10,881.37
Candia	315-17A-057	\$5,897.37
Canterbury	315-17B-030	\$1,453.27
Center Harbor	315-17B-069	\$4,689.14
Cheshire County Sheriff	315-17A-070	\$1,898.45
Chester	315-17A-089	\$6,595.83
Chichester	315-17B-031	\$2176.63
Claremont	315-17A-056	\$0
Concord	315-17B-021	\$13,620.51
Deering	315-17A-002	\$7,400.69
Derry	315-17A-033	\$15,759.30
Dover	315-17A-059	\$19,291.51
Dublin	315-17A-049	\$7,677.49
Dunbarton	315-17B-122	\$3,486.8
Enfield	315-17B-039	\$7,881.9
Epping	315-17A-010	\$15,404.45
Epsom	315-17B-042	\$8,636.26
Exeter	315-17A-060	\$5,030.35
Farmington	315-17A-034	\$3,609.63
Franklin	315-17B-071	\$5,799.58
Fremont	315-17A-072	\$1,573.35
Gilford	315-17B-044	\$10,758.10
Gilmanton	315-17B-073	\$4,127.01
Goffstown	315-17A-090	\$7,048.89
Goshen	315-17A-014	\$6062.00
Greenfield	315-17A-092	\$7,024.30
Greenland	315-17A-061	\$18,083.56
Hampstead	315-17A-108	\$12,847.51

Hampton	315-17A-027	\$6,141.51
Hampton Falls	315-17A-074	\$5,860.59
Hancock	315-17A-116	\$7,254.92
Haverhill	315-17B-075	\$4,985.71
Henniker	315-17B-126	\$1,442.00
Hillsboro	315-17A-045	\$8,920.74
Hollis	315-17A-062	\$8,955.62
Hopkinton	315-17B-005	\$8,413.63
Hudson	315-17A-019	\$16,376.54
Jaffrey	315-17A-111	\$7,334.19
Keene	315-17A-048	\$12,478.31
Kensington	315-17A-051	\$503.13
Laconia	315-17B-112	\$13,372.84
Lebanon	315-17B-076	\$8,797.95
Lee	315-17A-008	\$4,198.64
Lincoln	315-17B-053	\$1,548.61
Lisbon	315-17B-077	\$8,092.98
Littleton	315-17B-078	\$2,650.31
Loudon	315-17B-124	\$0
Manchester	315-17A-020	\$54,323.05
Marlborough	315-17A-063	\$7,873.31
Meredith	315-17B-017	\$11,726.19
Merrimack	315-17A-052	\$18,194.40
Merrimack County Sheriff	315-17B-115	\$13,476.34
Milford	315-17A-003	\$10,262.46
Milton	315-17A-043	\$7,567.33
Moultonborough	315-17B-009	\$10,484.22
Nashua	315-17A-064	\$30,055.70
New Boston	315-17A-093	\$5,978.92

New Hampton	315-17B-094	\$805.41
New London	315-17B-015	\$10,954.43
Newport	315-17A-107	\$7,121.92
Northfield	315-17B-050	\$6,102.07
Northwood	315-17A-079	\$3,537.85
Ossipee	315-17B-080	\$6,974.99
Pelham	315-17A-011	\$8,550.17
Pembroke	315-17B-083	\$3,406.06
Pittsfield	315-17B-114	\$6,424.32
Plaistow	315-17A-023	\$7,643.88
Portsmouth	315-17A-104	\$9,335.40
Raymond	315-17A-109	\$8,367.37
Rochester	315-17A-102	\$7,468.22
Salem	315-17A-098	\$14,393.43
Sanbornton	315-17B-082	\$357.92
Sandwich	315-17B-099	\$2,555.42
Somersworth	315-17A-024	\$2,880.36
Tilton	315-17B-117	\$4,778.79
Troy	315-17A-110	\$1,762.95
Washington	315-17A-123	\$572.61
Wakefield	315-17B-100	\$5,865.95
Walpole	315-17A-101	\$7,193.97
Winchester	315-17A-013	\$8,287.61
Windham	315-17A-032	\$9,033.67
Wolfeboro	315-17B-041	\$10,000.68

2017 Distracted Driving

Sub Grantee Name	Project Number	Amount Expended
Auburn	318-17A-017	\$2,221.06
Belmont	318-17B-008	\$2,187.98
Berlin	318-17B-018	\$1,524.89
Canaan	318-17-B-020	\$348.21
Canterbury	318-17B-021	\$785.54
Concord	318-17B-005	\$7,359.90
Dover	318-17A-022	\$10,000.00
Dublin	318-17A-011	\$1,492.73
Epping	318-17A-006	\$4,958.44
Epsom	318-17B-010	\$5,000.00
Exeter	318-17A-023	\$2,584.21
Gilmanton	318-17B-014	\$1,495.66
Goffstown	318-17A-024	\$4,238.73
Goshen	318-17A-025	\$1,500
Greenfield	318-17A-012	\$1,496.53
Hampton	318-17A-026	\$9,888.79
Hillsboro	318-17A-009	\$4,497.72
Hollis	318-17A-027	\$3,000.00
Laconia	318-17B-007	\$9,989.06
Lebanon	318-17B-028	\$4,252.40
Manchester	318-17A-013	\$17,685.06
Meredith	318-17B-015	\$5,978.12
Merrimack	318-17A-029	\$12,879.05
Moultonborough	318-17B-002	\$4,981.81
New London	318-17B-030	\$2,848.10
Portsmouth	318-17A-031	\$9,999.02
Sullivan County Sheriff	318-17A-032	\$4,896.62
Walpole	318-17A-016	\$1,492.51
Windham	318-17A-019	\$3,183.03

Wolfeboro	318-17B-033	\$5,914.71
NH State Police	318-17S-003	\$62,954.46*
* Does not include State Police 4 th quarter	Total	\$211,634.34*

2017 Bicycle Pedestrian

Sub Grantee Name	Project Number	Amount Expended
Berlin	314-17B-004	\$4,707.55
Bristol	314-17B-011	\$0
Concord	314-17B-002	\$4,815.79\$
Derry	314-17A-006	\$5,035.08
Dover	314-17A-008	\$4,184.57
Exeter	314-17A-009	\$554.82
Hampton	314-17A-003	\$1,927.98
Keene	314-17A-007	\$9,408.27
Littleton	314-17B-010	\$2,412.22
Manchester	314-17A-001	\$3,806.31
Nashua	314-17A-012	\$5,481.92
Portsmouth	314-17A-014	\$5,921.87
Rochester	314-17A-013	\$4,506.37
Tilton	314-17B-015	\$2,316.84
Wolfeboro	314-17B-005	\$5,751.11

2017 Equipment

Grantee	Project Number	Equipment	Amount Obligated	Amount Expended	Fund
Auburn	315-17A-012	Radar Display Trailer	\$7,750.00	\$0	402
Bristol	308-17B-064	In-Cruiser Video	\$2,500.00	\$2,410.00	405D
Concord	315-17B-022	Radar Display Trailer	\$2,897.50	\$2,897.50	402
Henniker	315-17B-125	Radars	\$5,000.00	\$1,975.00	402
Henniker	308-17B-112	Laptops	\$5,000.00	\$5,000.00	405D

Hillsboro	315-17A-037	Mobile Data Terminal	\$5000.00	\$0	402
Lee	308-17A-005	In-Cruiser Video	\$10,000.00	\$10,000.00	405D
Littleton	308-17B-054	In-Cruiser Video	\$3,210.00	\$2,610.00	405D
Moultonborough	308-17B-007	In-Cruiser Video	\$2,660.00	\$2,660.00	405D
New London	308-17B-115	In Cruiser Video	\$1770.00	\$1,770.00	405D
Windham	315-17A-106	Radar Display Trailer	\$8,000.00	\$7,958.00	402
Wolfeboro	315-17B-040	Radar	\$2,500.00	\$1,568.25	40

2017 Supplies

Sub Grantee Name	Project Number	Supply Description	OHS Obligated	OHS Expended	Source of Funding
Barrington	315-17A-085	Radar	\$1,015.00	\$755.60	402
Canterbury	315-17B-029	Radar	\$1,208.00	\$847.50	402
Dunbarton	308-17B-081	Tablets	\$3,793.00	\$2,525.40	405D
Exeter	315-17A-054	Radar Display Sign	\$1,499.50	\$1,499.50	402
Goffstown	315-17A-036	Radars (2)	\$2,119.00	\$2,119.00	402
Greenland	315-17A-091	Radar	\$1,279.50	\$1,279.50	402
Hampton	315-17A-026	Radar	\$1,142.50	\$1,142.50	402
Hillsboro	315-17A-037	Tire deflation, TAR	\$1,852.47	\$1,468.25	402
Laconia	315-17B-113	Radar Display Sign	\$2,225.00	\$2,225.00	402
Lincoln	308-17B-089	Tablets (5)	\$5,793.00	\$0	405D
Manchester	315-17A-025	Radars (14)	\$15,225.00	\$15,225.00	402
Meredith	315-17B-104	Radar Display	\$2,325.00	\$2,300.00	402
NH State Police	315-17S-120	Laser and Doppler Radars	\$75,000	\$58,965.00	402
New London	315-17B-016	Radar (car & Handheld), radar sign, stop sticks	\$4,875.00	\$2,963.00	402

Salem	315-17A-096	Radar & TAR	\$9,000.62	\$9,000.62	402
Sanbornton	315-17B-081	Radar Display	\$2,237.50	\$2,237.50	402
Sanbornton	308-17B-060	In-Cruiser Video (2)	\$4,783.00	\$4,783.00	405D
Stratham	315-17A-028	Radar Recorder	\$2,030.00	\$1,517.50	402
Tilton	315-17B-121	Radar and Tire Deflation	\$2,234.50	\$1,881.75	402
Winchester	315-17A-001	Tire Deflation Device (2)	\$540.00	\$540.00	402

2017 E-Ticket

Sub Grantee Name	Project Number	Amount Expended
Amherst	310-17A-024	\$3,857.50
Amherst	310-17A-086	\$771.50
Barrington	310-17A-036	\$2,480.00
Bedford	310-17A-013	\$6,333.00
Belmont	310-17B-020	\$0
Berlin	310-17B-021	\$2,613.76
Bethlehem	310-17B-072	\$2,444.40
Bow	310-17B-019	\$3,760.00
Brentwood	310-17A-025	\$1,517.00
Bristol	310-17B-043	\$4,500.00
Brookline	310-17A-048	\$3,101.72
Canaan	310-17B-073	\$4,500.00
Charlestown	310-17A-105	\$1,185.00
Cheshire County	310-17A-049	\$756.00
Chester	310-17A-026	\$0
Chichester	310-17B-074	\$2,843.65
Concord	310-17B-017	\$10,800
Conway	310-17B-081	\$2,482.18

Cornish	310-17A-050	\$1,452.00
Danville	310-17A-037	\$2,460.00
Derry	310-17A-027	\$8,712.00
Durham	310-17A-104	\$1,000.00
Enfield	310-17B-075	\$2,285.00
Epping	310-17A-052	\$04,871.00
Fremont	310-17A-023	\$0
Goffstown	310-17A-046	\$9,000.00
Grantham	310-17A-040	\$1,494.24
Greenland	310-17A-054	\$1,912.05
Hampton Falls	310-17A-033	\$2,060.00
Hancock	310-17A-055	\$0
Hanover	310-17B-018	\$1,723.00
Henniker	310-17B-076	\$00
Hillsboro	310-17A-014	\$2,936.00
Hollis	310-17A-056	\$4,135.00
Hooksett	310-17B-045	\$2,808.00
Hudson	310-17A-057	\$3,857.50
Jaffrey	310-17A-058	\$2,405.00
Keene	310-17A-034	\$6,943.50
Kingston	310-17A-059	\$4,125.00
Laconia	310-17B-041	\$8,100.00
Laconia	310-17B-083	\$2,700.00
Lee	310-17A-028	\$2,724.52
Lincoln	310-17B-099	\$3,272.00
Litchfield	310-17A-047	\$1,876.00
Littleton	310-17B-077	\$3,588.95

Londonderry	310-17A-031	\$12,240.00
Lyme	310-17B-078	\$1,222.20
Lyndeborough	310-17A-060	\$1,535.36
Middleton	310-17A-038	\$0
Milford	310-17A-061	\$4,249.00
Milton	310-17A-035	\$4,500.00
Moultonborough	310-17B-012	\$4,921.71
New Boston	310-17A-062	\$3,481.80
New Hampton	310-17B-082	\$2,440.00
Newport	310-17A-022	\$1,595.00
Northfield	310-17B-106	\$4,432.50
Northwood	310-17A-084	\$3,257.50
Pelham	310-17A-063	\$3,122.00
Pelham	310-17A-085	\$2,355.00
Plainfield	310-17A-064	\$2,700.00
Plymouth	310-17B-111	\$2,040.00
Raymond	310-17A-065	\$4,500.00
Rochester	310-17A-029	\$7,500.10
Rockingham Cty Sheriff	310-17A-015	\$6,058.48
Rollinsford	310-17A-030	\$3,086.00
Rye	310-17A-066	\$2,127.69
Salem	310-17A-067	\$4,775.65
Sanbornton	310-17B-079	\$0
Sandown	310-17A-016	\$2,700.00
Seabrook	310-17A-032	\$3,455.00

Somersworth	310-17A-068	\$4,500.00
Strafford	310-17A-039	\$0
Sugar Hill	310-17B-088	\$712.20
Swanzey	310-17A-069	\$0
Tilton	310-17B-042	\$4,157.95
Waterville Valley	310-17B-109	\$0
Wilton	310-17A-070	\$2,314.50
Windham	310-17A-071	\$0

2017 Mobile Data Terminals

Sub Grantee Name	Project Number	Amount Expended
Barrington	310-17A-103	\$8,000.00
Bedford	310-17A-096	\$2,000.00
Claremont	310-17A-095	\$12,939.50
Concord	310-17B-101	\$32,000.00
Conway	310-17B-090	\$1,556.32
Cornish	310-17A-091	\$3,697.00
Laconia	310-17B-097	\$17,868.50
Lee	310-17A-089	\$880.13
Lincoln	310-17B-098	\$7,605.00
New Boston	310-17A-112	\$1,178.70
New Hampton	310-17B-108	\$1500.00
Northfield	310-17B-107	\$1,730.60
Peterborough	310-17A-110	\$7,074.00
Rollinsford	310-17A-102	\$0

Tilton	310-17B-100	\$6,000.00
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Enforcement Patrols

In FFY-2017, the NH Local and NH State Police conducted Enforcement hours, Operation Safe Commute hours and join the NH Clique hours. The tables below show the number and types of violations for each of the 3 enforcement programs.

Enforcement Violations

	Local Police Departments			State Police-Enforcement		
	Warnings	Summons	Arrests	Warnings	Summons	Arrests
Speeding	17,236	2,042	6	2,549	3,334	0
Reckless Driving	14	22	13	0	21	11
Other Arrests	0	6	136	0	0	35
Warrant Arrest	0	7	86	0	0	9
Other Motor Vehicle Violations	10,067	1,989	46	1,865	611	5
Pedestrian/Bicycle	225	7	1	31	0	1
School Bus	16	4	0	2	1	0
Red Light Running	1,938	324	1	23	10	0
Occupant Restraint	149	73	0	6	13	0
Mobile Electronic Devices	2149	694	6	82	107	3
DUI Arrests	0	0	23	0	0	11
DRE Evaluations	1	0	0	0	0	0
Illegal Possession	19	11	54	0	0	12
Illegal Transportation	6	7	7	0	0	4
Open Container	2	14	12	0	5	3
Operation after Revocation	13	72	151	0	38	17

Totals	31,835	5,272	542	4,558	4,140	111
Total Traffic Stops	36,387			8,297		

Source: NHOHS Grants and Inventory System v.5.0

In FFY-2017, the NH State Police conducted 2,699 Enforcement hours, 1,233.5 Operation Safe Commute hours and 501 join the NH Clique hours. The tables below show the number and types of violations for each of the 3 enforcement programs.

State Police Operation Safe Commute

Violations	Warnings	Summons	Arrests
Speeding	1,337	951	0
Reckless Driving	0	0	0
Other Arrests	0	0	13
Warrant Arrest	0	0	2
Other Motor Vehicle Violations	1,104	333	0
Pedestrian/Bicycle	8	0	0
School Bus	3	0	0
Red Light Running	36	6	0
Occupant Restraint	9	7	0
Mobile Electronic Devices	68	92	0
DUI Arrests	0	0	3
DRE Evaluations	0	0	1
Illegal Possession	0	0	7
Illegal Transportation	0	0	0
Open Container	0	3	0
Operation after Revocation	0	12	13
Totals	2,565	1,404	39
Total Traffic Stops	3,751		

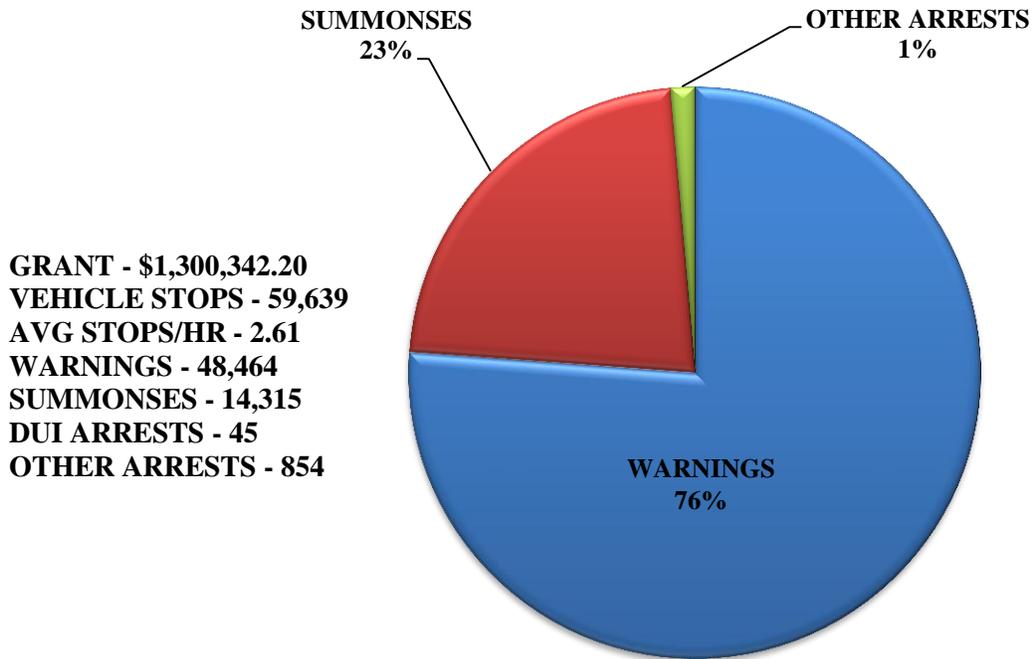
Source: NHOHS Grants and Inventory System v.5.0

State Police Join the NH Clique

Violations	Warnings	Summons	Arrests
Speeding	227	78	0
Reckless Driving	0	0	1
Other Arrests	0	0	2
Warrant Arrest	0	0	4
Other Motor Vehicle Violations	659	196	0
Pedestrian/Bicycle	4	0	0
School Bus	0	0	0
Red Light Running	32	6	0
Occupant Restraint	23	37	1
Mobile Electronic Devices	41	51	0
DUI Arrests	0	0	0
DRE Evaluations	0	0	1
Illegal Possession	0	0	1
Illegal Transportation	0	0	1
Open Container	0	0	0
Operation after Revocation	0	9	8
Totals	986	377	19
Total Traffic Stops	1,269		

Source: NHOHS Grants and Inventory System v.5.0

**NEW HAMPSHIRE STATE POLICE & MUNICIPAL POLICE
FFY-2017 COMBINED
ENFORCEMENT, STEP & DISTRACTED DRIVING
GRANT FUNDED ACTIVITY**



Source: NHOHS Grants and Inventory System v.5.0 Note

Pedestrian/Bicycle Safety

Target

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

Accomplishments:

2016 data indicates that Pedestrian fatalities increased from 13 in 2015 to 18 in 2016; none of the fatalities were children. This is above the projected target. Data for 2016 indicates that Bicycle fatalities decreased to 2, all adults in 2015.

1. Pedestrian/Bicycle Enforcement Patrols. The NHOHS provided grant funding to fourteen local law enforcement communities for Pedestrian/Bicycle patrols. Each of the local departments participated in the Pedestrian/Bicycle patrol activity. The local Law Enforcement communities that conducted patrols are Berlin, Concord, Derry, Dover, Exeter, Hampton, Keene, Littleton, Manchester, Nashua, Portsmouth, Rochester, Tilton and Wolfeboro. There were 1197 vehicles stopped with 5797 pedestrian/bicycle contacts. The total number of hours dedicated to Pedestrian/Bicycle completed is 959.50. Grants are based upon a demonstrated need, i.e.

community size, road configuration/congestion, violations/warnings issued, complaints received, and contacts made. Patrols are conducted during the summer months primarily in downtown locations during the evening commuting hours.

Motorcycle Safety

New Hampshire Motorcycle Training, under the NH Department of Safety, Division of Motor Vehicles, applied for and received a media grant through the New Hampshire Office of Highway Safety in 2017. This funding allowed NH MRT to continue and improve upon its mission to help make the states roadways as safe as possible for the motorcycling community.

A grant was used to create and deliver a radio campaign aimed at the motoring public to create and reinforce awareness of motorcycle safety. New spots were recorded to address current needs and existing spots which were proven successful were reused. This campaign was launched at the beginning of the riding season in New Hampshire and continued through the season. 2,400 sixty second spots were aired on eight different radio stations. The geographic diversity of this radio group allowed the spots to potentially reach over 400,000 listeners. Comments from students and the public indicate the messages were getting to the intended audience and were received well.

Motorcycle Training Activity

Complete list of Counties in the state	Motorcycle Registration Data by County		Training Site information by County		Training was Offered in the County Selected below												
	Yes, there is a training site in the County	No, there is not a training site in the County	Yes, there is a training site in the County	No, there is not a training site in the County	July 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017	
	Coos County	2,055		1		X	X										
Carroll County		3,836		1	X	X	X	X	X					X	X	X	
Grafton County	5,211		1		X	X	X	X						X	X	X	
Belknap County		5,571		1	X	X	X	X	X					X	X	X	
Merrimack County	8,837		4		X	X	X	X	X					X	X	X	
Sullivan County		2,739		1	X	X	X	X	X					X	X	X	
Cheshire County	4,182		1		X	X	X	X	X					X	X	X	

Hillsborough County	20,120		1		X	X	X	X	X					X	X	X
Rockingham County	18,860		1		X	X	X	X	X					X	X	X
Strafford County	6,425		1		X	X	X							X	X	X
Totals	65,690	12,146	10	3												



Funding	2010	Funds Obligated	\$ 55,610.00	Funds Expended	\$ 54,984.46
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Distracted Driving

Target

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

Accomplishments

NH's Hands Free Electronic Device Law, that has been effective since July 1, 2015, allows for hands free cellphone use but prohibits many dangerous activities such as texting, emailing, accessing the internet, using social media, watch videos, and programming a GPS device while driving. Prior to this, New Hampshire's texting laws were largely unenforceable. This law has greatly enhanced our police partners' ability to enforce distracted driving laws and increased safety on our roadways. Additionally, with this new law and the failure to receive dedicated federal distracted driving enforcement funds, this necessitated the NHOHS to creatively flex funds into section 402 in order to provide support to this extremely important program area.

Our target goal of decreasing distracted driving fatalities by the end of 2016 by 25% was not only achieved but surpassed by decreasing it a full 48%.

Activities

Enforcement of Distracted Driving Laws

In FFY 2017, due to flexing funds from 405d to local police departments for Distracted Driving Enforcement Projects many violations were found for those projects. These programs sustained public safety enforcement efforts to focus on New Hampshire's Hands Free Law and participate in National Distracted Driving Awareness Month. This funding also supported DDACTS driven distracted driving enforcement efforts initiated by local and state police program participants throughout the course of FFY 2017.

	Local Police Departments			* State Police		
	Warnings	Summons	Arrests	Warnings	Summons	Arrests
Speeding	1,081	194	2	625	309	0
Reckless Driving	0	3	3	0	1	2
Other Arrests	0	1	32	0	0	18
Warrant Arrest	0	0	15	0	0	13
Other Motor Vehicle Violations	3,025	355	16	1,195	459	3
Pedestrian/Bicycle	61	4	1	11	1	0
School Bus	1	1	0	0	1	0
Red Light Running	272	47	0	40	22	0
Occupant Restraint	11	2	0	3	2	0
Mobile Electronic Devices	1,777	847	1	416	831	0
DUI Arrests	0	0	5	0	0	3
DRE Evaluations	0	0	0	0	0	0
Illegal Possession	0	0	12	0	0	5
Illegal Transportation	0	0	5	0	0	3
Open Container	0	6	3	1	0	0
Operation after Revocation	0	29	26	0	12	20
Totals	6,228	1,489	121	2,292	1,638	67
Total Traffic Stops	6,187			3,748		

Source:NHGIS, * State Police Statistics does not include 4th quarter)

Distracted Driving Signs & Electronic Message Boards (EMB)

Under this project, funds were flexed from 405d to section 402 to provide funds to the Department of Transportation to produce distracted driving signs to be used on roads traversing through New Hampshire. In order to provide a fixed reminder of the statutory requirements for all motorists to engage in hands free driving. The program allowed for 32 fixed post signs to be installed mainly on limited access highways at entryways to the state and other high traffic volume areas. The roadways were to include: I-93, I-95, the Everett Turnpike, Route 101, I-89, and I-293. No funding was expended for this project due to the Department of Transportation's inability to support the effort due to their obligations to high priority DOT projects.

In FFY 2017 there was extensive use of Distracted Driving/Hands Free Law messaging to the motoring public utilizing the NHDOT Electronic Message Board network which messages to thousands of motorists per day.

Funding	405d (F)	Funds Obligated	\$ 75,000.00	Funds Expended	\$ 0.00
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Teen Distracted Driver Program

In FFY 2017, the Community Alliance for Teen Safety, Derry New Hampshire’s Teen Distracted Driver Program this program increased awareness of the primary issues related to teen driving safety and developed youth-led and youth-created media for local distribution and strengthened collaboration among media, schools, businesses, and other advocates for road safety. It worked to build community involvement and engaged youth in the planning and execution of initiatives such as to creating PSAs, short videos, round table discussions, and other media focusing on health and safety issues of youth and families utilizing Derry Community Television (DCTV) which reaches approximately 30,000 citizens. It facilitated production of a 1-hour show titled “Today’s Families: When Wisdom Rules,” with the theme of “Family Communications & Safe Teen Driving,” aimed at parents of teens who are driving or are about to drive. Several more 1-hour shows are planned that will focus on Teen Driving safety. Another program launched was the “Teen-Parent Driving Agreement,” which is a contract between young drivers and their parents, in which they both pledge to honor the best practices of safe driving as well as the “Ticket Your Parents Campaign” where children observe their parents’ driving and call attention to unsafe behaviors by issuing them mock tickets. Another program launched was the “Saturate the Community Education Drive” which saturated the community with messaging like Driver Inexperience, Driving with Teen Passengers, Nighttime Driving, Not Using Seat Belts, Distracted Driving, Drowsy Driving, Reckless Driving, Impaired Driving.

Funding	405d (F)	Funds Obligated	\$ 5,967.50	Funds Expended	\$ 5,670.84
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Other Highway Safety Distracted Driving Initiatives

The Injury Prevention Center/Geisel School of Medicine created a video as part of its youth operator program which utilized a crash story from New Hampshire, in which a driver of a vehicle was using her cell phone to post to Facebook and during this distraction ran a red light. The program created an extremely impactful video on this crash as well as a one minute and one thirty second public service announcement. The videographer chosen to create the video was Tiffany Eddy, previous reporter for WMUR television station in New Hampshire The video titled, *Losing Michael Phelps*, was premiered at New Hampshire’s traffic safety conference in May and has been viewed on Facebook and You Tube over 55,000 times. It has also been shared in some of our high schools and in driver improvement classes around the state of New Hampshire.

Earned Media

In FFY 2017 the NHOHS undertook an expansion of their electronic media presence through Facebook and Twitter which allowed for robust messaging of distracted driving PSA’s.

As part of our media expansion for FFY 2017 State Police Captain John Marasco, Commander of the New Hampshire Office of Highway Safety co-hosts a weekly ½ hour radio show on WGIR that takes place during morning commute time and focuses on a range of highway safety issues relevant to New Hampshire such as the states “Hands Free Law”. WGIR is a major radio outlet that has a signal that can be heard as far south as Route 128 in Massachusetts, as far east as southern Maine and as far west as Vermont and is also simulcast and on the worldwide internet.

2017 HSP Amendments

2017 Amendments to Highway Safety Plan

Change #	Date	Fiscal Year	Task	Funding Source	Amount	Description	Approved
1	09/16/2016	2017	17-02,5	405d	\$17,500.00	Increase funds for PBT's to \$127,000.00, decrease Video funds to \$1,032,500.00	Y
2	10/04/2016	2017	17-02,21	405d, M60T	\$22,000.00	Increase funds for Intoxilyzers to 1,144,000.00 , decrease funds for Video to 1,01,0500.00	Y
3	10/05/2016	2017	17-02, 15	M60T	\$19,635.31	Increase DRE Program Administration to \$130735.31, Reduce Video equipment balance to \$990,864.69	Y
4	10/05/2016	2017	17-02,M60T	405d	\$166,421.02	Increase Impaired Driving Prosecutor funds to \$437,577.02, decrease Video funds to \$824,433.67	Y
5	12/03/2016	2017	17-02, M60T	405c	\$375,080.81	Increase 405c funds by \$155,181.61, also add task 17-04,13 \$54,899.20 from 408 funds for additional E ticket equipment	Y
6	30/10/2017	2017	17-04, 13 MCDA 17-0413 K9	405c	\$0.00	e-ticket and e-crash equipment, attachment submitted on 3/29/17 for participating agencies	Y
7	03/30/2017	2017	17-07,01 DD	402 (flexed from 405d)	\$0.00	Funding for Distracted Driving enforcement	Y

8	04/03/2017	2017	17-04,14 M3DA	405c	\$300,000.00	Use funds from 405c for law enforcement agencies to purchase Mobile Data Terminals to connect with e ticket	Y
9	12/22/2017	2017	17-05,01 M9MT	405f	\$55,610.00	Increase MC 405f funds for Motorcycle Training Public Education from \$50,000.00 to \$55,610.00	Y
10	014/30/2017	2017	17-02,AL22 /17-02, M6OT	402/405d	0.00	Funding to provide NHSP CAR unit advanced training to utilize the CAR equipment to its fullest potential	Y
11	04/04/2017	2017	17-04,10 (M3DA)	405c/, 10 DMV Crash Update	\$30,000.00	Use \$30,000 from EMS records user management fund to increase DMV crash data update from \$25,372.00 to \$55,372.00 for DMV staff overtime	Y
12	04/04/2017	2017	17-04,13 (M3DA)	405c	\$71,422.38	Funds from EMS Records User to help support the E Ticket, See #5 Increase 405c funds by \$71,422.38.	Y
13	04/04/2017	2017	17-04,15 (K9)	408	\$44,648.00	Funds to conduct the Crash Records Management System (CRMS	Y
14	04/21/2017	2017	17-02,21 K8	410	\$573,439.40	\$ 573,439.40 in 410 finds to support the Intoxilyzer and \$ 570,560.65 for a total of \$ 1,144,000.00	Y
15	05/03/2017	2017	17-02,08 M6OT	405d	\$449,118.00	To support the Sobriety Checkpoint projects for a total of \$1,249,118.00 .	Y
16	08/30/2017	2017	17-02,21	405d	0.00	Increase the number of Intoxilyzers from 132 to 139, no cost increase due to the lower price per unit.	Y



STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR
NH OFFICE OF HIGHWAY SAFETY

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Margaret Wood Hassan
GOVERNOR

John J. Barthelemy
COORDINATOR

**FY 2017 HSP AMENDMENT
NUMBER 1**

DATE: 9/16/16

FISCAL YEAR: FY 2017

TASK: 17-02, 05

FUNDING SOURCE SECTION: Section 405D

AMOUNT: \$17,500.00

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to change the agency that will be purchasing the PBT's from Liquor Enforcement to the Department of Safety Forensic Lab and increase funds to 17-02, 05 "PBT's" in the amount of \$17,500.00 from 17-02, 07 "Video Equipment." This would increase the total funds in 17-02, 05 "PBT's" to \$127,500.00 and decrease the total funds in 17-02, 07 "Video Equipment" to \$1,032,500.00.

PROGRAM MANAGER:

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

NEW HAMPSHIRE STATE POLICE CAPTAIN

[Signature]
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:

[Signature]
NH Office of Highway Safety/John J. Barthelemy

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:

[Signature]
9/20/16



Margaret Wood Hassan
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR

NH OFFICE OF HIGHWAY SAFETY

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John J. Barthelmes
COORDINATOR

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OCT 27 2016

OFFICE OF
HIGHWAY SAFETY

**FFY 2016 HSP AMENDMENT
NUMBER 2**

DATE: 10/04/16

FISCAL YEAR: FY 2017

TASK: 17-02, 21

FUNDING SOURCE SECTION: Section 405D M60T (+ funds will come from "Video Equipment" 17-02 M60T 07 in the amount of \$22,000.00 and moved into "Intoxilyzers" 17-02 M60T 21)

AMOUNT: \$22,000.00

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to increase funds from \$1,122,000.00 to \$1,144,000.00 under task 17-02,21 "Intoxilyzers". To increase funding in this area (\$22,000.00) funds will be taken from "Video Equipment" (17-02 M60T 07) leaving a balance of \$1,010,500.00. This will allow the Department of Safety Forensic Lab staff (Lab Criminalists) to be involved in factory training on Intoxilyzer Breath Analyzer equipment and provide funding for overtime to support training for staff when deploying Intoxilyzer Breath Analyzer equipment to agencies receiving this equipment.

PROGRAM MANAGER:

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

NEW HAMPSHIRE STATE POLICE CAPTAIN

[Signature]
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:

[Signature]
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: *[Signature]*

DATE APPROVED: 10/17/16



Margaret Wood Hassan
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR
HIGHWAY SAFETY AGENCY

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OCT 27 2016

OFFICE OF
HIGHWAY SAFETY

John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 3**

DATE: 10/05/17

FISCAL YEAR: FY 2017

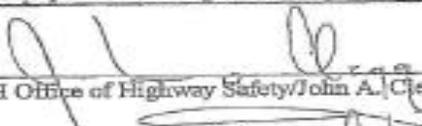
TASK: 17-02, 15 M60T

FUNDING SOURCE SECTION: 17-02, 15 M60T "DRE Program Administration" (*Funds shall be taken from 17-02, 07 "Video Equipment" leaving a balance of \$990,864.69).

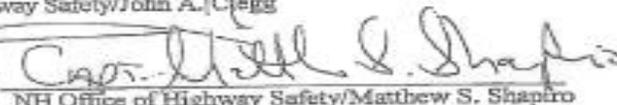
AMOUNT: \$19,635.31

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to increase 17-02, 15 M60T "DRE Program Administration" funds from \$111,100.00 to \$130,735.31 to allow for an increase in personnel services and current expenses to administer the DRE program. Funds shall be taken from task 17-02, 07 "Video Equipment" leaving a balance of \$990,864.69.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: 

DATE APPROVED: 10/17/16



Margaret Wood Hassan
GOVERNOR

STATE OF NEW HAMPSHIRE
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10/27/17

OFFICE OF
HIGHWAY SAFETY

John J. Barthelmes
COORDINATOR

**FY 2017 HSP AMENDMENT
NUMBER 4**

DATE: 10/05/17

FISCAL YEAR: FY 2017

TASK: 17-02, 16 M6OT

FUNDING SOURCE SECTION: 17-02, 16 "Impaired Driving Prosecutor" (+Funds shall be taken from 17-02, 07 "Video Equipment" leaving a balance of \$824,443.67).

AMOUNT: \$166,421.02

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to increase 17-02, 16 M6OT "Impaired Driving Prosecutors" funds from \$271,156.00 to \$437,577.02 to allow for funds for two (2) paralegals to support the impaired driving prosecutors. Funds shall be taken from task 17-02, 07 "Video Equipment" leaving a balance of \$824,443.67.

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

NEW HAMPSHIRE STATE POLICE CAPTAIN: [Signature]
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR: [Signature]
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: [Signature]

DATE APPROVED: 10/17/17



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OFFICE OF THE GOVERNOR

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Margaret Wood Hassan
GOVERNOR

John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 5**

DATE: 12/13/17

FISCAL YEAR: FY 2017

TASK: 17-04, Task 13 (M3DA) 17-04, Task 13 (K9)

FUNDING SOURCE SECTION: 405 C & 408 / E-ticket for Locals

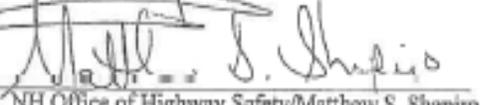
AMOUNT: \$375,080.81

DESCRIPTION OF CHANGE: Due to unanticipated carry forward 405C/408 funds and 2017 Traffic Records projects that will not be conducted in 2017, the NHOHS would like to request approval from NHTSA to increase 17-04, 13 (M3DA) 405C funds by \$155,181.61 from \$165,000.00 to \$320,181.61 and also add task 17-04, 13 (K9) \$54,899.20 from 408 funds to allow for additional law enforcement agencies currently equipped with Mobile Data Terminals to purchase e-ticket equipment (printers, scanners, and receivers) to connect with the states e-ticket and e-crash program.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED: 12/19/17



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP NO COST AMENDMENT
NUMBER 6**

DATE: 3/30/17

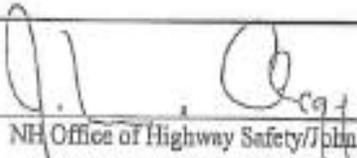
FISCAL YEAR: FY 2017

TASK: 17-04, Task 13 (M3DA) 17-04, Task 13 (K9)

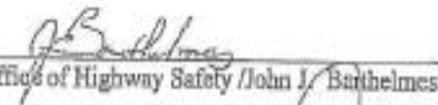
FUNDING SOURCE SECTION: 405 C & 408 / E-ticket for Locals

AMOUNT: No Cost.

DESCRIPTION OF CHANGE: This is a "no cost" amendment that provides funding for law enforcement agencies participating in the e-ticket/e-crash program (an attachment has been submitted to NHTSA on 3/29/17 listing all participating agencies). Funding will be used to allow local law enforcement agencies to purchase printers, scanners, and receivers to connect to the states e-ticket and e-crash system.

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

NEW HAMPSHIRE STATE POLICE CAPTAIN 
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR: 
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: 4/13/17



Christopher T. Sununu
GOVERNOR

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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP NO COST AMENDMENT
NUMBER 7**

DATE: 3/30/17

FISCAL YEAR: FY 2017

TASK: 17-07, 01 DD (Distracted Driving)

FUNDING SOURCE SECTION: 402 Distracted Driving Enforcement (flexed from 405D funds)

AMOUNT: No Cost.

DESCRIPTION OF CHANGE: This is a "no cost" amendment that provides funding for law enforcement agencies participating in Distracted Driving Enforcement in FFY 2017. An attachment listing all participating agencies was submitted to NHTSA on 3/29/17.

PROGRAM MANAGER: *J. A. Cleary*
NH Office of Highway Safety/John A. Cleary

NEW HAMPSHIRE STATE POLICE CAPTAIN *Cap. Matthew S. Shapiro*
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR: *J. J. Barthelmes*
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: *[Signature]*

DATE APPROVED: 4/13/17



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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 8**

DATE: 4/03/17

FISCAL YEAR: FY 2017

TASK: 17-04, Task 14 (M3DA)

FUNDING SOURCE SECTION: Section 405C /17-04, 14 Mobile Data Terminals for Local Police
Departments

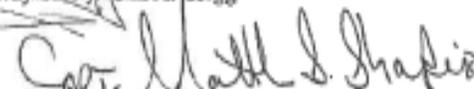
AMOUNT: \$300,000.00

DESCRIPTION OF CHANGE: Due to unanticipated carry forward 405C funds and 2017 Traffic
Records projects that will not be conducted in 2017, the NHOHS would like to request approval from
NHTSA to use \$300,000.00 from 405C funds and add 17-04, 14 (M3DA) to allow law enforcement
agencies to purchase Mobile Data Terminals to be able to participate and connect with the states e-ticket
and e-crash program.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

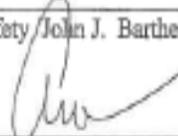
NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:



DATE APPROVED: 4/18/17



Margaret Wood Hassan
GOVERNOR

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OFFICE OF THE GOVERNOR

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John J. Barthelme
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 9**

DATE: 12/22/17

FISCAL YEAR: FY 2017

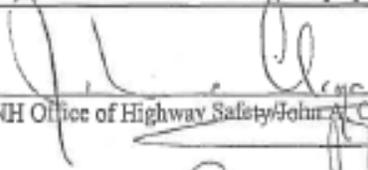
TASK: 17-05, Task 01 (M9MT)

FUNDING SOURCE SECTION: Section 405F/ MC Safety Program Enhancements

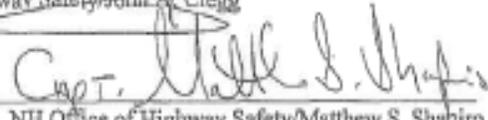
AMOUNT: \$55,610.00

DESCRIPTION OF CHANGE: The NHOHS would like to increase 405F funds for the DMV Motorcycle Rider Training Public Educational Campaign project from \$50,000.00 to \$55,610.00 to cover unanticipated indirect cost that should be covered under this project.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelme

REGIONAL ADMINISTRATOR APPROVAL:



DATE APPROVED:

12/28/16



Margaret Wood Hassan
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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 10**

DATE: 1/30/17

FISCAL YEAR: FY 2017

TASK: 17-02 AL 22 / 17-02 M60T 22

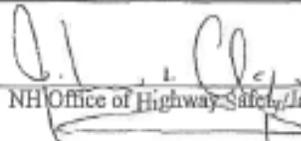
FUNDING SOURCE SECTION: Sections 402/ 405D (C.A.R Equipment)

AMOUNT:

DESCRIPTION OF CHANGE: The NHOHS would like NHTSA's approval to add to the C.A.R Equipment project narrative section of the 2017 Highway Safety Plan the Following:

Funds will be used to support the New Hampshire State Police C.A.R Unit to provide training to troopers in the areas of Advanced Traffic Crash Investigation, Traffic Crash Reconstruction, and other training, so that C.A.R. equipment can be used to fullest potential when investigating and reconstructing a crash and to enhance courtroom presentations that will in turn increase prosecution rates.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED: 2/14/17



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Christopher T Stinson
 GOVERNOR

John J. Barthelmes
 COORDINATOR

**FFY 2017 HSP AMENDMENT
 NUMBER 11**

DATE: 4/04/17

FISCAL YEAR: FY 2017

TASK: 17-04, Task 10 (M3DA)

FUNDING SOURCE SECTION: Section 405C /17-04, 10 DMV Vehicle Crash Data Update

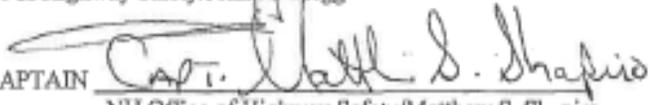
AMOUNT: \$30,000.00

DESCRIPTION OF CHANGE: Due to unanticipated carry forward 405C funds and 2017 Traffic Records projects that will not be conducted in 2017, the NHOHS would like to request approval from NHTSA to use \$30,000.00 from the EMS Records User Management (17-04, 04) project that will not be conducted in 2017, to increase funds for the DMV Crash Data Update project (17-04, 10) from \$25,372.00 to \$55,372.00. This will allow DMV staff overtime to enter/scan information of 22,000 backlogged 2016/2017 crash reports into IDMS that will later be transferred to the Vision System.

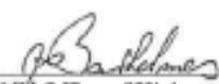
PROGRAM MANAGER:


 NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN

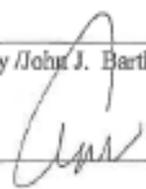

 NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


 NH Office of Highway Safety /John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:


 4/20/18



Christopher T. Sununu
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John J. Barthelme
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 12**

DATE: 4/04/17

FISCAL YEAR: FY 2017

TASK: 17-04, Task 13 (M3DA)

FUNDING SOURCE SECTION: 405c E-ticket Equipment for Locals

AMOUNT: \$71,422.38

DESCRIPTION OF CHANGE: Due to unanticipated carry forward funds and 2017 Traffic Records projects that will not be conducted using 405c funds in 2017, the NHOHS would like to request approval from NHTSA to increase 17-04, 13 (M3DA) 405C funds by \$71,422.38 from \$320,181.61 to \$391,603.99. These 405c funds would come from the EMS Records User Management project 17-04, 04 (M3DA) that will not be conducted in 2017. The original approved amendment (#5 amendment) to support E-Ticket for Locals funding from 17-04, 13 (K9) 408 funds for \$54,899.20 will not be used, instead, 405c funds will be used to support the e-ticket program to help satisfy the 2014 405c funds required by NHTSA to be spent. These 405c funds will allow for additional law enforcement agencies currently equipped with Mobile Data Terminals to purchase e-ticket equipment (printers, scanners, and receivers) to connect with the states e-ticket and e-crash program.

PROGRAM MANAGER:

NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN

NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:

NH Office of Highway Safety/John J. Barthelme

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:

4/18/17



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 13**

DATE: 4/04/17

FISCAL YEAR: FY 2017

TASK: 17-04, Task 15 (K9)

FUNDING SOURCE SECTION: Section 408/ CRMS Vendor 1

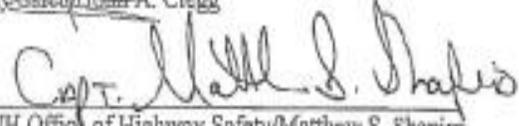
AMOUNT: \$44,648.00

DESCRIPTION OF CHANGE: Due to unanticipated carry forward of 408 funds and 2017 Traffic Records projects that will not be conducted in 2017, the NHOHS would like to request approval from NHTSA to add 17-04, 15 (K9) \$44,648.00 to allow NHSP to conduct the Crash Records Management System (CRMS) Vendor 1 project. Funds for this project will allow the state to contract with a vendor to build an interface so that crash data can be electronically submitted directly into the DMV Vision System to further reduce manual entry of crash data. Currently, crash data is submitted to DMV and manually keyed into IDMS creating a backlog of reports.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN

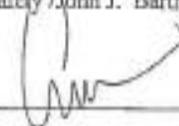

NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:


4/13/17



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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 14**

DATE: 4/21/17

FISCAL YEAR: FY 2017

TASK: 17-02, 21 K8

FUNDING SOURCE SECTION: 17-02, 21 K8 (Section 410 funds) NHSP Lab Intoxilyzers

AMOUNT: \$573,439.40 Unanticipated Carry forward funds. Overall project amount will not increase.

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to allocate section 410 funds in the amount of \$573,439.40 to be used to support the Intoxilyzer project. The remaining \$570,560.65 will be used out of section 405D funds to support the Intoxilyzer project. Both section 410 funds and 405d funds will total \$1,144,000.00 used to support the Intoxilyzer project.

PROGRAM MANAGER:

John A. Clegg
NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN

CAPT. Matthew S. Shapiro
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR:

John J. Barthelmes
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED: 4/20/17



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 15**

DATE: 5/03/17

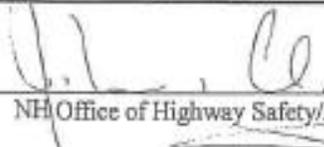
FISCAL YEAR: FY 2017

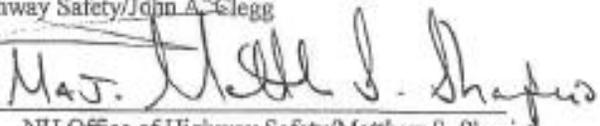
TASK: 17-02, 08 M60T (section 405D funds)

FUNDING SOURCE SECTION: 17-02, 08 M60T (Section 405D) DWI/DUI Patrols/Sobriety Checkpoints

AMOUNT: \$449,118

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to allocate section 405D funds in the amount of \$449,118 to PSP & Task 17-02,08 M60T (Section 405D funds) to support the DWI/DUI Sobriety Checkpoint projects. This additional allocation of 405D funds will bring the total to \$1,249,118 in (PSP& Task 17-02, 08 M60T) the 2017 HSP.

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

NEW HAMPSHIRE STATE POLICE MAJOR 
NH Office of Highway Safety/Matthew S. Shapiro

COORDINATOR: 
NH Office of Highway Safety /John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2017 HSP AMENDMENT
NUMBER 16**

DATE: 8/30/17

FISCAL YEAR: FY 2017

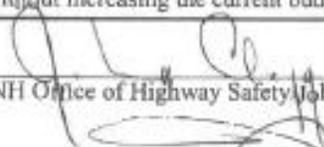
TASK: 17-02, 21 Intoxilyzers

FUNDING SOURCE SECTION: 17-02, 21 M6OT (405D) / 17-02, 21 K8 (Section 410 funds)

AMOUNT: This is a "No Cost" amendment for New Hampshire State Police Forensic Lab to increase the number of Intoxilyzers that can be purchased from 132 to 139 as a result of each unit costing less than originally anticipated. Although, this "No Cost" amendment will increase the number of intoxicilyzers, it will not increase the current budget for this equipment. Departments that will be receiving Intoxilyzers were selected through data analysis and the need to incorporate this new technology with the recent passage of SB 379 which eliminated the requirement of capturing a sample of breath from a suspected impaired driver for independent testing.

DESCRIPTION OF CHANGE: To increase the number of Intoxilyzers to be purchased by the NHSP Forensic Lab from 132 to 139 without increasing the current budget for the project.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN

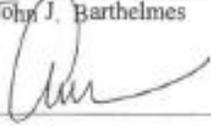

NH Office of Highway Safety/John Marasco

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:


9/11/17