

DEPARTMENT OF SAFETY

NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

2018 ANNUAL REPORT





STATE OF NEW HAMPSHIRE

DEPARTMENT OF SAFETY
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December 30, 2018

The NHOHS respectfully submits the 2018 Highway Safety Annual Report for the State of New Hampshire. This report outlines the performance targets set for FFY2018, as well as reports on the progress obtained in meeting those targets. Additionally it includes descriptions of activities conducted by our highway safety partners, program area summaries and the financial accounting of expenditures. There were a number of projects scheduled in the FFY 2018 HSP that were not conducted. During the year, the staff in highway safety continuously reviewed the crash statistics and adjusted the projects as necessary to better address the identified challenges. When preparing the FFY 2019 HSP, programs not implemented in FFY 2018 were reviewed and not implemented if the need did not exist.

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

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,

Captain William R. Haynes Jr.
Commander
New Hampshire Office of Highway Safety

TABLE OF CONTENTS

Vision.....	4
Mission.....	4
Program Management.....	5
Performance Target Update	7
Other Core Outcome Measures.....	9
Occupant Protection.....	10
Community Projects.....	12
Buckle Up NH	
Child Passenger Protection	
Attitude Survey	
Seat Belt Survey	
Community Alliance for Teen Safety	
Youth Operator Program	
Media Projects	42
New Hampshire Fisher Cats	
Manchester Monarchs	
UNH Wildcats	
State Partner Projects	56
Department of Justice	
J.B. McDuffee Prosecutorial Seminar	
Department of Safety	
Interlock Ignition Program	
Fish and Game	
OHRV DUI Patrols	
Liquor Enforcement	
DRE Program	
DRE Recognition	
Last Drink Analysis	
Trace Investigation	
Mobile Outreach Unit	
Motor Vehicles	
FARS	
Motorcycle Safety Program Enhancements	
NH State Police	
Liquid Chromotograph/Mass Spectrum	
Preliminary Breath Testing	
Join the NH Clique	
Operation Safe Commute	

Office of Highway Safety

- Alcohol and Drugs in Relation to Highway Safety
- Field Representative/Law Enforcement Liason
- National Drunk and Drugged Driving Awareness Month
- NH Traffic Safety Commission
- Prosecutor and Paralegal
- Traffic Safety Resource Prosecutor
- Collision Analysis and Reconstruction Equipment and Training
- Traffic Records
- Traffic Records Consultant
- DMV Vehicle Crash Reports
- J1 VPN Installation Assistance Funds
- Mobile Data terminals
- E-Ticket Equipment for Locals
- Data Analysis
- EMS Assessment

Enforcement 85

- Evidence Based Enforcement
- Enforcement Patrols
- Enforcement Violations
- Police Traffic Services
- DWI Patrols
- Sobriety Checkpoints
- STEP
- Distracted Driving
- Bicycle/Pedestrian
- Planning and Administration
- Equipment
- Supplies Table
- E-Ticket
- Mobile Data Terminals
- Program Management and Administration
- Planning and Administration

2018 HSP Amendments 103

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. This office endeavors to accomplish this by fostering Highway Safety partnerships with law enforcement entities, industry, educational institutions and various community programs thereby providing the necessary resources to effectively implement robust countermeasures built within the highway safety plan which include programs related to media messaging, educational initiatives, and enforcement.

MISSION

The Mission of the State of NHOHS, under the direction of the Governor and Commissioner of Safety is to save lives and reduce injuries on New Hampshire roads through effective leadership, innovation, program 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 and foster support to allow affective implementation of the various programs outlined in the Highway Safety plan. The countermeasures outlined in the Highway Safety Plan will seek to reduce the number of traffic crashes and the resulting loss of life, personal injuries, and property damage.

The staff of NHOHS 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 NHOHS continues to explore the utilization of electronic media that allows the automation of grant submission and activity tracking. 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 NHOHS was successful in developing and hiring an Informational Officer II who serves as a Public Information Officer. This position was filled in September 2018 and the office has seen an immediate benefit as it relates to media and messaging. This important highway safety messaging in conjunction with the requisite amount of enforcement efforts during NHTSA mobilizations and campaigns supports our efforts to create positive driving behaviors among motorists. Additionally, NHOHS developed and is currently recruiting for a part time field representative to allow more frequent monitoring and training visits to our law enforcement partners.

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 Wildcats also conducted an impaired driving campaign for all 2017-2018 events. These two large venues provide an excellent way to get important highway safety messaging to the public through advertising (radio, electronic display boards, banners, billboards, social media, game pamphlets, etc.).

The NHOHS welcomed a new Traffic Safety Resource Prosecutor (TSRP) in October 2018 (Benjamin Maki). This position had been vacant since November 2017. This Department of Justice TSRP position began serving as a resource for law enforcement and prosecutors and has been chartered to provide training and technical assistance to prosecutors and judicial members within our judicial system throughout the state.

The NHOHS 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. Serving members of our staff attended both the Managing NHTSA Grant Funds and Managing Highway Safety Programs conducted in August, ME in the months of April and May.

In March, the NHOHS welcomed New Hampshire State Police Captain William Haynes as the new commander of the NHOHS. The former commander of the NHOHS John Marasco was promoted to Major of the New Hampshire State Police and subsequently assigned as the Administrative Major. The NHOHS sincerely thanks Major Marasco for all his guidance, mentorship and dedicated efforts that helped improve the NHOHS and save lives on NH roads.

The NHOHS continues to involve our highway safety partners when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures but also involves analyzing data and information to identify highway safety problems to help better align and implement state and local projects that will address these issues. A series of onsite meetings were conducted with our LE partners to formulate the FFY 2019 Highway Safety plan.

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



UPDATE ON PERFORMANCE TARGETS FOR FY 2018

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

Note: Targets for 2018 are based on an average of 5 years (2014-2018). Because 2018 data is not available preliminary data is given using the average of 2013-2017 data.

- C-1 Traffic Fatalities (FARS). Increase fatalities from 2011-2015 average baselines of 108.4 to the 2014-2018 projection targets 113.2. To assess progress towards our 2014-2018 goal, we anticipate a 2.2 percent annual increase, December 31, 2017 (111) and December 31, 2018 (113).
- **Data for (2013-2017 average) is 116 total fatalities.** (As of 20 December 2018, New Hampshire had 142 fatalities.)
- C-2 *Serious Traffic Injuries (State Crash Data). To Maintain or slightly increase serious injuries from the 5-year moving average 2011-2015 baseline of 496.8 to the 2014-2018 projection targets 499.8. To assess progress towards our 2014-2018 goal, we anticipate a 1.5 percent annual increase, December 31, 2017 (498) and December 31, 2018 (499.8).
- **Data from the NH DOS reported 457 (2013-2017 average) for serious injuries. It appears that NHOHS is on track to have less than the projected target of 499.8.**
- C-3 Mileage Death Rate (FARS). Maintain or increase slightly the fatality rate from the 2011-2015 average baseline of 0.839 to the 2014-2018 projection targets 0.866. To assess progress towards our 2014-2018 goal, we anticipate a .014 percent annual increase, December 31, 2017 (.853) and December 31, 2018 (.866).
- **Data for (2013-2017 average) is 0.88 VMT.**
- C-4 Unrestrained Passenger Vehicle Occupant Fatalities (FARS). Reduce unrestrained fatalities by 10 percent from 53 (2012-2016 average) to 48 (2014-2018 average).
- **Data for (2013-2017 average) is 53 for Unrestrained Occupant Fatalities.**
- C-5 Alcohol Impaired Driving Fatalities (FARS @ .08 and above). Reduce alcohol impaired fatalities by 5 percent from 34 (2012-2016 average) to 32 (2014-2018 average).
- **Data for (2013-2017 average) is 35 alcohol-impaired fatalities.**
- C-6 Speeding Related Fatalities (FARS). Reduce-speed related fatalities by 5 percent from 53 (2012-2016 average) to 50 (2014-2018 average).
- **Data for (2013–2017 average) is 56 speed-related fatalities.**
- C-7 Motorcyclist Fatalities (FARS). Reduce motorcycle fatalities by 5 percent from 23 (2012-2016 average) to 22 (2014-2018 average).
- **Data for (2013–2017 average) is 20 motorcyclist fatalities.**
- C-8 Unhelmeted Motorcyclist Fatalities (FARS). Reduce unhelmeted motorcycle fatalities by 10 percent from 14 (2012-2016 average) to 13 (2014-2018 average).
- **Data for (2013-2017) is 13 for unhelmeted motorcyclist fatalities.**

C-9 Driver Age 20 or Younger Involved in Fatal Crashes (FARS). Reduce young driver involved fatalities by 10 percent from 12 (2012-2016 average) to 11 (2014-2018 average).

- **Data for (2013-2017) is 14 for drivers 20 & under.**

C-10 Pedestrian Fatalities (FARS). Reduce pedestrian fatalities by 10 percent from 13 (2012-2016 average) to 12 (2014-2018 average)

- **Data for (2013-2017) is 12 pedestrian fatalities.**

C-11 Bicyclist Fatalities. Maintain bicyclist fatalities at 2 (2012-2016 average) for 2014-2018 average of 2.]

- **Data for (2013-2017) is 2.8 bicyclist fatalities.** (As of 20 December 2018, New Hampshire had 1 bicycle fatality)

Core Behavior Measures

B-1 Seat Belt Use. Maintain seat belt use at 70% (2012-2016 average) for 2014-2018 average of 70%.

In 2018 the seat belt usage rate was 76.4%. The 2014-2018 average is 70.82 therefore we have met this goal.

Other Core Measures

	2012	2013	2014	2015	2016	2017
Fatal Motor Vehicle Crashes	101	124	89	103	130	98
Total Fatalities	108	135	95	114	136	102
Operator Fatalities	59	75	51	80	76	74
Total Passenger Fatalities	11	17	12	21	20	13
Alcohol-Related Fatalities**	26	49	35	45	42	27
% of Alcohol-Related Fatalities**	24	36	37	39	31	26.5
OHRV Operator Fatalities	0	2	1	1	1	1
Total Crashes Reported	26,691	29,984	28,395	32,275	29,862	37,885
NH Licensed Drivers	1,061,544	1,078,482	1,070,050	1,093,267	1,089,898	1,169,195
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	55,373
Population	1,320,718	1,323,262	1,326,813	1,316,470	1,334,641	1,342,795
Seat Belt Citations During Grant-Funded Activities	280	339	n/a*	177	139	154
Impaired Driving Arrests During Grant-Funded Activities	683	754	n/a*	404	469	467
Speeding Citations During Grant-Funded Activities	7,308	6,805	n/a*	5,413	8046	8,349

2018	
Seat Belt Summons	104
Impaired Driving Arrests	333
Speed Summons	5,245

OCCUPANT PROTECTION

TARGET

1. *Traffic Fatalities (FARS)*. Increase fatalities from 2011-2015 average baseline of 108.4 to the 2014-2018 projection targets 113.2. To assess progress towards our 2014-2018 goal, we anticipate a 2.2 annual increase, December 31, 2017 (111) and December 31, 2018 (113).

Data for (2013-2017 average) is 116 total fatalities. To date, there have been 142 fatalities.

2. *Serious Traffic Injuries (State Crash Data)*. To maintain or slightly increase serious injuries from 5-year moving average 2011-2015 baseline of 496.8 to the 2014-2018 projection target 499.8. To assess progress towards our 2014-2018 goal, we anticipate a 1.5 percent annual increase, December 31, 2017 (498) and December 31, 2018 (499.8).

Data from the NH DOS reported 457 (2013-2017 average) for serious injuries. It appears that NH OHS is on track to have less than the projected target of 499.8.

3. *Mileage Death Rate (FARS)*. Maintain or increase slightly the fatality rate from the 2011-2015 average baseline of 0.839 to the 2014-2018 projection targets 0.866. To assess progress towards our 2014-2018 goal, we anticipate a .014 percent annual increase, December 31, 2017 (.853) and December 31, 2018 (.866).

Data for (2013-2017 average) is 0.88 VMT.

4. *Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*. Reduce unrestrained fatalities by 10 percent from 53 (2012 - 2016 average) to 48 (2014-2018 average).

Data for (2013-2017 average) is 53 for Unrestrained Occupant Fatalities.

5. To maintain seat belt use at 70% (2012-2016 average) for 2014-2018 average of 70%.
In 2018 the seat belt usage rate was 76.4%. The 2014-2018 average is 70.82 therefore we have met this goal.

OCCUPANT PROTECTION

ACCOMPLISHMENTS

The University of New Hampshire Survey Center conducted the annual seat belt use observational survey in June 2018. The reported New Hampshire statewide seat belt usage rate for 2018 is 76.4% an increase of 8.8 % from the 2017 seat belt usage rate of 67.6%. This increase in seat belt usage may be contributed to the enforcement, educational, and media efforts conducted in New Hampshire in 2018. Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 12 percentage points and could save an estimated 5 lives each year.

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 NHOHS has an occupant protection assessment planned for April 2019 which would provide New Hampshire with insightful ways the state may better improve seat belt use and save more lives. Based on the recommendations from this assessment, the NHOHS will make adjustments to the FFY 2019 HSP as needed to reduce fatalities and serious bodily injuries throughout our state.

2018 COMMUNITY PROJECTS

INJURY PREVENTION CENTER

BUCKLE UP NEW HAMPSHIRE



During fiscal year 2018, the NHOHS provided Buckle Up NH (BUNH) with a grant to the Injury Prevention Center at Dartmouth to fund various highway Safety related programs and to fund a highway safety specialist position (.8 FTE). This report provides an overview of the programs provided through that grant.

The programs funded by this grant include the on-going planning and program implementation efforts of the BUNH Coalition including the Room to Live Program, the planning and presentation of the annual traffic safety conference, the annual statewide Seat Belt Challenge and other related highway safety efforts. Because occupant protection was a primary focus of this grant, the highway safety specialist worked closely with the youth operator program and child passenger safety coordinators.

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

The 2018 conference was held on May 7 at the Grappone Center, in Concord, NH and was attended by almost 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 overall rating was 4.6 on a scale of 1 to 5, with 5 being the highest. Fifty seven percent of the attendees rated it as a 5, forty one percent rated it a 4 and two percent rated it as a 3.

The opening key note speaker was Erin Holmes, the Director of Traffic Safety, for the Foundation for Advancing Alcohol Responsibility. Her presentation entitled “The Intersection of Marijuana and Highway Safety” was very well received as was her follow up workshop.

During the luncheon, Tara Gill, Director of State Programs for the Advocates for Highway and Auto Safety presented a session entitled “*Advancing Advocacy, Research and Technology Toward Achieving Zero Traffic Fatalities*” and Art Kinsman, Regional Administrator for NHTSA Region 1 and Captain William Haynes, Commander of the NH Office of Highway Safety conducted a highway safety outstanding service awards ceremony.

The conference ended with a presentation designed to emotionally remind attendees about the importance of the work that we do designed to minimize the crashes on our roadways. The presentation “*Crash Story – Get to Where You Are Going*” focused on the untimely deaths of Chelsea Fuller and Jasmine Rose Marston. Both young women died in crashes that were preventable. This presentation was also used as the formal release of the “*Get to Where you Are Going*” video and PSA that focuses on the importance of seat belt use. Partners of and exhibitors at the conference included the AT&T Virtual Reality Distracted Driving Simulator, the NH Highway Safety Agency, 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, Victims, Inc., the Community Alliance for Teen Safety, and the Safety and Health Council of Northern New England.

Room to Live Program

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

The Room to Live power point has been updated throughout the ten years. Copies of the power point were distributed whenever possible and the distribution will continue throughout FY 2019. It will be presented to all high schools who participate in the revised seat belt challenge for FY 2019 and to any school that chooses to use the “teen driver toolbox” to create educational programing.

A highlight of the program was that it was presented to each driver education class taught at Goffstown High School. Pre and post observational surveys were conducted at the beginning and the end of the school year. Goffstown High continues to have one of the higher belt usage rates in the state.

Many more individuals heard the Room to Live seat belt message through one-on-one conversations held at community safety fairs including the National Night Out in Gilford, the Derry Fest and the NHXperience Boy Scout Jamboree held at the NH Motor Speedway. The Derry Fest is an annual event in Derry, NH and is attended by some 2,000 people. The NHXperience allowed almost 5,000 scouts the opportunity to learn more about the importance of seat belt use and not driving distracted.

Seat Belt Challenge

The Injury Prevention Center at Dartmouth Hitchcock, in partnership with the New Hampshire Office of Highway Safety, decided not to conduct a seat belt challenge during FY2018. This decision was based on safety concerns and the desire to research options that would make the challenge more educational for the 2018/2019 school year.

As in past years, the primary goal of the challenge is to further educate teens about the importance of using their seat belts every time that they are in a motor vehicle.

Information, including registration materials, about the challenge will be sent out to all New Hampshire High Schools during mid-October.

Each participating school will be required to conduct an initial seat belt use observational assessment of their students as they leave the school's parking lot in the fall of 2018. The percentage of student's using their seat belts will serve as the school's baseline. A second belt use assessment is to be conducted, by each participating school, during the early spring of 2019. This will provide the school's final belt use percentage.

The three schools with the largest improvement in teen seat belt use will be the winning schools and will be recognized at a statewide event to be held in Concord during May of 2019.

The time between the two seat belt assessments is to be used to provide educational programs at the participating schools. We have several educational resources that will be made available to the schools so that they can achieve the desired increase in seat belt usage.

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. Specific references to these events are identified throughout this report (Room to Live, etc.)

Howard Hedegard, the highway safety specialist, continued to provide support to the Youth Operator Program Specialist, Chelsie Hubicsak-Muldowney. As reflected in the Youth Operator

Program Report, many meaningful highway safety activities for teens occurred during 2018 including the “Be the Change” event focused on helping teens make good choices as drivers and passengers and the distracted driving event with keynote speakers Jacy Good and her husband Steve Johnson.

AT&T continued to provide support to our efforts by bringing their nationally touring “It Can Wait” distracted driving campaign back to New Hampshire. This is the third year in a row that they have made New Hampshire a priority. In addition to participating in our traffic safety conference, AT&T joined the BUNH program at the boyscout jamboree held at the NH Motor Speedway the day before the conference. They also shared their important educational message at Windham High, the day after the conference.

Seat Belt Legislation

Representative Mary Jane Mulligan from Grafton District 12, a first-time legislator, introduced House Bill 1259, with the hopes that New Hampshire would finally have an adult seat belt law. Although she lacked the political history around this sensitive issue, she had (has) a strong passion for saving lives and reducing injuries on our roadways. Unfortunately, this proposed legislation met with a quick defeat by the house transportation committee when they voted that it was inexpedient to legislate (ITL).

This proposed legislation had strong support on both a state and federal level. The key players involved in trying to get this passed included Representative Mulligan, Howard Hedegard, Highway Safety Specialist for the Injury Prevention Center at Dartmouth-Hitchcock’s Children’s Hospital (CHaD), Dan Goodman, Public Affairs Manager for AAA for New Hampshire and Vermont, David Henderson, Executive Director of the National Safety Council for Northern New England, and Tara Gill, Director of State Programs for the Advocates for Highway and Auto Safety.

This legislative proposal also had solid support from many others including New Hampshire’s trauma physicians and nurses, various state departments, and the National Transportation board. This effort required a lot of time and energy. We are confident that it resulted in increased education to many about the importance of having adult seat belt legislation passed in New Hampshire and laid the foundation for the next legislative proposal. Current plans are to try again during 2020.

Public Service Announcements and Videos

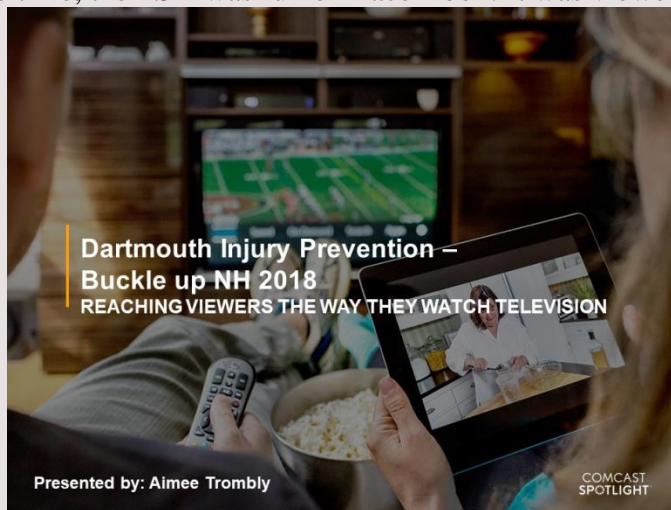
Melissa Fifield, from New Hampshire, is one of two women drivers on the NASCAR circuit. She has worked with us during the last few years, especially with our youth operator program, to promote the importance of making safe choices as a driver or passenger. Her most recent effort was the creation of a PSA promoting seat belt use. This PSA can be viewed on the seat belt video page of the teen driver web toolbox at www.nhteendrivers.com. We will use the PSA as part of a media campaign during the 2019 program year to encourage everyone, young or old, to buckle up every time they are in a vehicle.



Comcast Seat Belt PSA Airing

The Buckle Up NH media educational efforts included the airing of the “*Get to Where You Are Going*” seat belt use public service announcement. This PSA is based on the crash that took the life of Chelsea Fuller from Brentwood, NH. She was unbelted. The PSA aired from July 23 through August 26, 2018. Please see the following specifics about this media campaign.

Also, during this same time, the PSA was run on Face Book. It was viewed over 14,000 times.



The “*Get to Where You Are Going*” seat belt PSA was aired by Comcast from July 23 to August 26.

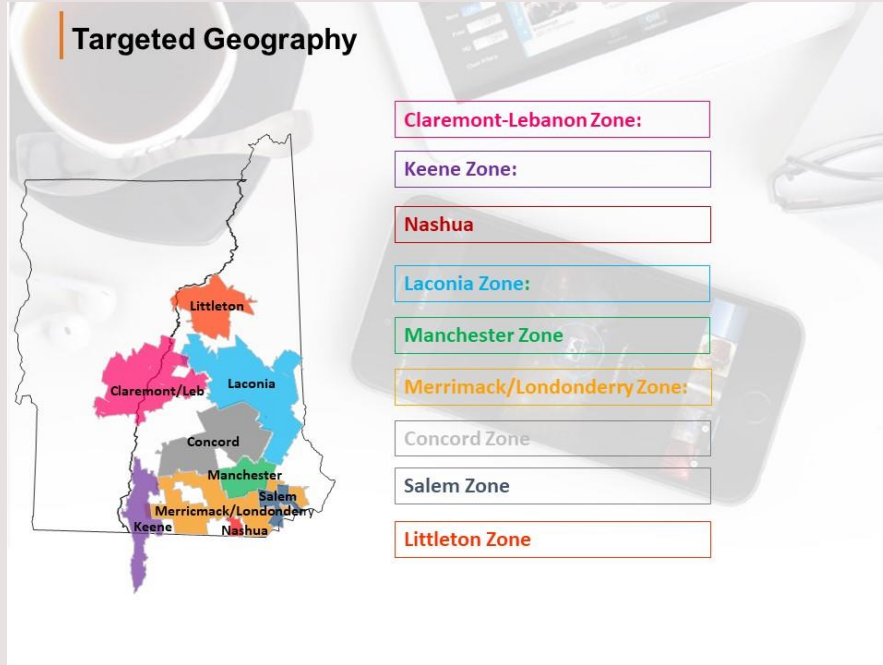
DARTMOUTH INJURY PREVENTION- BUCKLE UP NH & COMCAST SPOTLIGHT

YOUR ADVERTISING GOAL

You told us you would like to...

1. Demographic Targeting: Target Adults 18+
2. Geographically Target by utilizing the most Populated Zones: Manchester, Concord, Nashua, Merrimack/Londonderry, Claremont/Lebanon, Laconia, Salem, Littleton and Keene
3. Use TV everywhere to reach your target on any screen they are watching content on, including: TV, laptops, tablets, smart phones, and over the top devices (like Roku, xbox, apple tv)

This graphic shows the demographic goal, the statewide distribution plan and the listing of devices that the PSA was aired on.



This graphic shows the statewide distribution of the aired commercials.

DARTMOUTH INJURY PREVENTION CAMPAIGN SUMMARY 2018

Zones: Concord, Manchester, Merrimack/Londonderry, Nashua, Laconia, Keene, Salem, Littleton and Claremont/Lebanon
 Flight dates: July 23rd- August 26th 2018 (6 weeks)
 Total Commercials: 5022x
 Total streaming imp: 149,554x

Campaign Element	Networks/Programs	Monthly Details
Core Schedule <i>ROS commercials</i>		558 commercials per zone
Fixed M-Su 8p-12m	[adult swim]	3x per week/ per zone
Streaming		16,617 Premium Digital TV and Video streaming Impressions/ per zone
Totals		
Total Investment		\$25,000

Comcast Confidential & Proprietary SPOTLIGHT

The public service announcement ran as a commercial 5,022 times and as a streaming impression 149,554 times on the listed major networks.

As we begin FY 2019, the Injury prevention Center and Buckle Up New Hampshire Coalition remains committed to promoting the importance of seat belt use.

Funding 402	Funds Obligated \$ 158,889.51	Funds Expended \$ 147,519.25
Funding 405d	Funds Obligated \$ 17,050.00	Funds Expended \$ 5805.24

NH Child Passenger Safety Report

During fiscal year 2018, we provided funding to the Injury Prevention Center (IPC) at the Children’s Hospital at Dartmouth-Hitchcock (CHaD) to coordinate and implement the NH Child Passenger Safety Program. The funding provided staff support to the program which includes 1 FTE for the Child Passenger Safety Program Coordinator, .08 FTE for Injury Prevention Center Manager oversight and .2 FTE for program assistant support.

The work facilitated by this program focused primarily on keeping and securing a robust and competent child passenger safety (CPS) workforce. This had many components, which ranged from providing two four day national child passenger safety certification courses to hosting update and renewal classes and partnering with police and emergency medical technicians to increase their knowledge and expertise in the field and providing partners with up to date public information materials. Many of the CPS technicians in the state function in a volunteer capacity which poses many challenges. This volunteer workforce needs to keep up to date, renew their national certification every two years, and needs resources and support to remain engaged to do their work.



<https://www.safewise.com/blog/app/uploads/SW->

the IPC Program Coordinator from CHaD assists with car seat fittings, trainings, and monitors and responds to informational inquiries on behalf of the program although the grant does not fund this position. The IPC Program Manager, Program Assistant, Youth Operator Specialist and IPC Program Coordinator are all CPS Technicians which adds additional depth to the program.

Fortunately, New Hampshire possibly remains one of the safest states for child passengers in the country. This fact is due to the unwavering commitment from the NHOHS to child passenger safety, which primarily funds the coordination of child passenger safety efforts in New Hampshire. The Children's Hospital at Dartmouth Hitchcock is privileged to be a strong partner and foundation from which this work continues.

Glen Wilder from the Department of Safety/Fatal Crash Unit, provided the most recent data on child fatalities ages 0-14 in New Hampshire for 2017. There were 10 fatal crashes where a person between the age of 0 and 14 was involved. (9 Passengers / 1 Pedestrian) This does not mean the children were fatalities but involved in serious crashes where someone was killed. The actual number of fatalities for children in this age range involved two children. Victim number one was a 10-year old who was a child pedestrian struck by motor vehicle while sledding and one was an 11-year old child who fell from a moving vehicle.

Although there was one child in a motor vehicle who should have been restrained, we still have incidents of serious injury where children are riding with adults who are getting killed. Transporting children safely is still a priority for NH and the nation and zero is the only acceptable number regarding fatal motor vehicle crashes.

Training

Four Day Technician Certification: There were 2 four-day CPS Technician Trainings hosted this past fiscal year. The first was in Windham with 21 students attending. The second class was held in Claremont in May with 11 students attending.

CPS for EMS: There were two CPS for Emergency Medical Providers trainings. The first held in June with 9 students and the second in September with 9 students. Additionally, a script for online training was created and a meeting was held with the Bureau of EMS to discuss timeline for filming. Once this online training is created, it will be hosted on the Bureau of EMS's Moodle platform to provide required training for EMS providers. There have been concerns expressed by instructors about new content that is still being figured out at the national level. Due to this concern, filming will be delayed until next winter. The Bureau of EMS has a very tight production schedule and as the best practice questions for this module were not clarified, we needed to get out of their filming queue and it is anticipated that this initiative will be completed during FFY 2019.

Update Classes: There were two classes held, one in June in Salem and one in July in Exeter resulting in 19 technicians receiving update continuing education.

Renewal class: There was one class held in Bedford resulting in 12 technicians being renewed.

Sixty five *Latch Manuals* were purchased for classes and to support fitting stations.

In addition to formal CPS trainings there were several additional community trainings provided upon request.

Recertification

Recertification of technicians is an ongoing challenge, especially with a predominately volunteer workforce. Because this is challenging, yet important, funding was supplied to help support costs involved in recertification for technicians. Due to this strong support NH boasts a certification rate of 70.7% for 2018. The national rate of recertification is 54.6%. The previous year (2017) showed a 63.5 % recertification rate so we had an improvement of 11% over last year's rate. Our strong recertification rate is due no doubt to our Coordinator tracking who was ready to recertify and contacting them to discuss plans and offering the funding support from NHOHS.

Conferences

The NH CPS Coordinator and two New Hampshire instructors attended the annual Lifesavers Conference in Texas in the month of April. This provided a networking opportunity to engage with an instructor who would eventually move to NH this spring from Kansas. This will offer us an opportunity to add an additional seasoned instructor to the NH CPS Instructor Team.

The NH CPS Coordinator attended the Kids In Motion Conference in August. This is a nationally renowned child passenger safety conference. This is where information came to us about a new electronic car seat check form being made available which New Hampshire will be exploring over this next fiscal year.

CPS for Law Enforcement

Two sessions were held this past year to increase awareness with law enforcement partners. Goffstown Police CPS Technicians taught the session to approximately 20 officers in on February 15th. Derry Police attended this session to learn the content and then taught over 50 officers from their department in August. This has evolved from the train the trainer session that was done the previous year at Manchester Police. Training consisted of car seat basics, current New Hampshire RSA's, best practice, how to identify probable cause for the stop and other related information. Officers were told that this did not provide them with CPS Technician status but would give them enough information to help protect children in the vehicle.

Fitting Stations, Community Events and Partnerships

Many communities host fitting stations and participate in events by educating those that live, work or play in their area. The NH Child Passenger Safety Program supports over 56 fitting stations in NH. The list of fitting stations is available in a brochure format that is updated at least annually. This list is fluid in the sense that due to staffing and organizational support new fitting stations may come on board before next brochure is updated or a site may need to come off the

list due to organizational issues. Over this past year more than 780 car seats were checked at NH fitting stations.

As an example of what benefits fitting stations bring to our NH efforts, this report highlights two partners in the Concord and Manchester area. Both sites have Child Passenger Safety Instructors and dedicated technicians who interface with many families.

Concord hosts one of the original fitting stations in the state. Over the past year they have installed 97 car seats, gave out 21 car seats and had 10 special needs loans. They have focused on “at risk populations” this year and have been very busy. Examples of their community outreach involve attending Concord’s National Night Out event and educating 50 families, attending Market Days in Concord and educating 25 families, working with Ascentria to educate 15 case managers responsible for transporting with 80 families while donating two convertibles and two boosters. Hosted two fitting stations at River Guild, educating Friends of Forgotten Children staff, worked with Concord Head Start to educate 15 family support providers, educated parents of neonatal abstinence syndrome babies, educated Community Bridges parenting program attendees and worked with Head Start. This is not an all-inclusive list but highlights what an established fitting station can do with ongoing support and resources.

Manchester Police and their fitting station has been a strong partner over many years also and a major highlight for them this past year is their effort to seek out additional funding to purchase and stock a Child Passenger Safety Southern Regional Trailer. This helps augment the support around the state for events as the CPS van and Coordinator cannot attend all events. They brought this new trailer to the Seat Check Saturday event in Derry in September to assist with the checkup event and have plans to do more this fall. They are still in need of some supplies such as signage which we will be discussing in the coming fiscal year. NHOHS has embraced and embedded child passenger safety into our department’s work and will continue our strong commitment to transporting children safely.

Recycling Car Seats

The NH CPS Program encourages fitting stations and events to recycle car seats. Seats can be disassembled and fabric coverings can be donated to animal shelters, which make many people happy to know that some parts of seats can be re-purposed. Although most sites don't track the number of seats recycled we do know for a fact that one site put on an event on May 19th hosted by the Dartmouth-Hitchcock Women's Health Resource Center, the NH Child Passenger Safety Program and the Injury Prevention Center at CHaD. This event resulted in 105 recycled seats



New Hampshire Child Passenger Restraint Law

New Hampshire law requires every child up to age 7* or 57 inches (whichever occurs first) to be properly secured in a child passenger safety restraint such as a car seat, booster seat, safety harness, or car bed (RSA 265:107-a). Every person under the age of 18 in the vehicle must be properly restrained using a seatbelt or approved child restraint.

*A child over the age of 7 may still need a booster seat to be safely restrained in the vehicle. See reverse for more information.



passenger safety were written for public distribution via the Dartmouth Hitchcock electronic newsletter and NH Parenting magazine by the CPS Coordinator.

On Seat Check Saturday, September 29th's event in Derry, an entire pickup truck bed was filled recycled car seats.

Public Information Materials Over the past year public information materials were created and updated to share with fitting stations, technicians, healthcare providers, Safe Kids NH members, traffic safety advocates, etc. This graphic is the new booster seat/law rack card. Items updated, reproduced or utilized were the NH Fitting Station brochures, heat stroke materials, paint sheets, booster seat /NH law rack card, child passenger safety rack card, Blind Zone awareness kit, recycle brochure and four booster seat bars were created and distributed to four instructors in the state. Flash drives were purchased to hold presentations, share documents and distribute public information materials.

In addition to printed materials, several articles on child

Car Seat Recycling



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Dartmouth-Hitchcock September 2018

HEALTH + WELLNESS

Good Health. Good News.



Booster Seat Basics

The Injury Prevention Program at the Children's Hospital at Dartmouth-Hitchcock provides these guidelines to help you determine if your child is ready to use a booster seat.

[Read More →](#)

The electronic newsletter goes to 11,000 external subscribers.



Front of card

The print version of the newsletter will go out to 195,500 – most will be mailed to households, but a few thousand will be distributed on the Dartmouth Hitchcock main campus and clinic sites for patients and visitors to pick up.

Special Needs Seats

Part of the responsibility of the Injury Prevention Center (IPC) state wide is helping coordinate seats to families of children with special healthcare needs. The CPS Coordinator communicates with various hospitals and the Londonderry fitting station to help expedite getting resources to families in many challenging situations.

Conclusion

The Injury Prevention Center at CHaD has worked diligently over the past fiscal year to implement the deliverables in the Child Passenger Safety Grant. There have had many instances where it has been asked into organizational and community settings to help raise awareness for

child passenger safety and provide education and resources on behalf of the NH Office of Highway Safety.

The field of child passenger safety is still evolving and there remains some uncharted territory to explore such as transporting children in ambulances. More research needs to be done and practice, technology and products continue to change and improve.

One exciting development this past year has been the increased engagement from our hospital partners to support child passenger safety. For example, a committee has formed at Dartmouth Hitchcock Medical Center to explore creating a position to manage child passenger safety for the hospital. It is being recognized as a strategy to help coordinate care and is most welcomed from our perspective.

Another positive opportunity is the recent request to work more closely with WIC (Women, Infants and Children Nutrition Program) regional contacts in NH. They will be an excellent venue to get information to high-risk families.

Finally, IPC has also received a request to create a child passenger safety training webinar for home visitors in NH. This will be coordinated through and supported by our partners at Department of Health and Human Services and the IPC at CHaD. The technical expertise of the CPS Coordinator will be involved to help provide the best practice information.

Several of these developments will require the input and the expertise of the CPS Coordinator and IPC staff CPS technicians. This is one great example of our partnership with IPC as the NHOHS office will not be required to fund the actual deliverable.

We here at the NHOHS have thoroughly enjoyed our partnership with IPC and have benefited from their ability to leverage and network to bring more resources and exposure to the topic of child passenger safety.

Funding	402	Funds Obligated	\$ 165,547.11	Funds Expended	\$ 157,228.92
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YOUTH OPERATOR PROGRAM

The second fiscal year, 2018, of the youth operator program being funded brought some changes to the program as well as substantial improvements through various program initiatives. This fiscal year's grant continued to fund the full time program coordinator position and supported an administrative assistant position to help with the miscellaneous items that allow the program to work at peak performance throughout the course of the year. The program was operated out of the Injury Prevention Center at the Children's Hospital at Dartmouth-Hitchcock. This report provides an overview of the Youth Operator Program's successes and challenges that occurred throughout the second fiscal year of funding by the New Hampshire Office of Highway Safety.

During fiscal year 2018 the program was able to build new relationships with high schools across the state and the program coordinator was able to allow the program to gain recognition both locally and nationally. The year brought with it some new schools to the program with some other schools choosing to become less involved. The high schools involved with the program during fiscal year 2018 included; Bedford, Belmont, Epping, Goffstown, Great Bay E-Learning, John Stark, Kearsarge, Pinkerton, Plymouth, Prospect Mountain, Sanborn, Stevens, Timberlane, Windham, and Woodsville.

Each of the schools varied in participation during the fiscal year. Examples of this ranged from a school shutting down for a half day focused around making good choices behind the wheel to some schools having a guest speaker join their students to discuss an important topic. It was vital for the program to incorporate new ideas to gain the interest of schools and teens throughout the state. The program was successful in developing a teen focused event at the beginning of the school year.

Observational Assessments

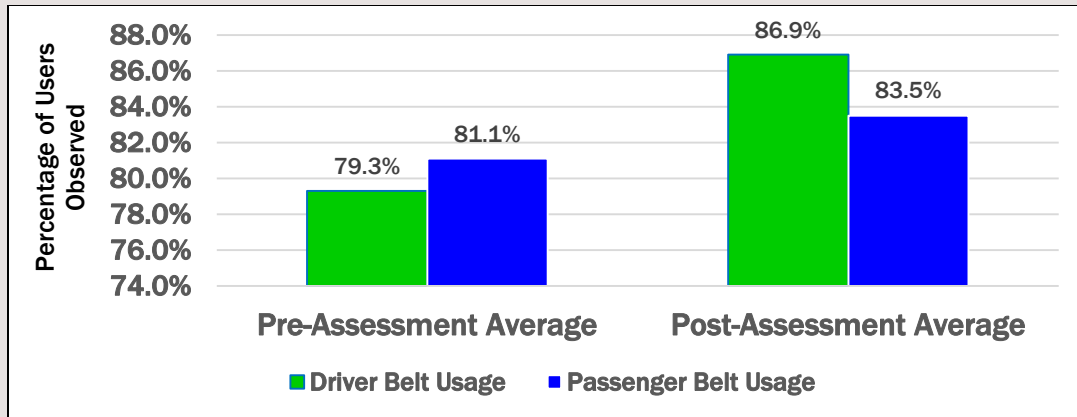
Observational Assessments became the new name for observational surveys to be completed outside in school student parking lots during fiscal year 2018. The change came after legislation was passed in the state that no longer allowed non-academic type surveys with students. As you will notice below there was a decrease in the number of drivers observed and this was due to schools failing to complete the final observation before school was dismissed for summer break. The number of passengers however did increase and the program was happy that even with an increase in passengers, the belt usage for both drivers and passengers did increase.

<p>Total Number of Drivers Observed: Pre- 1,132 Post- 783</p>
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<p>Total Number of Passengers Observed: Pre- 353 Post- 409</p>

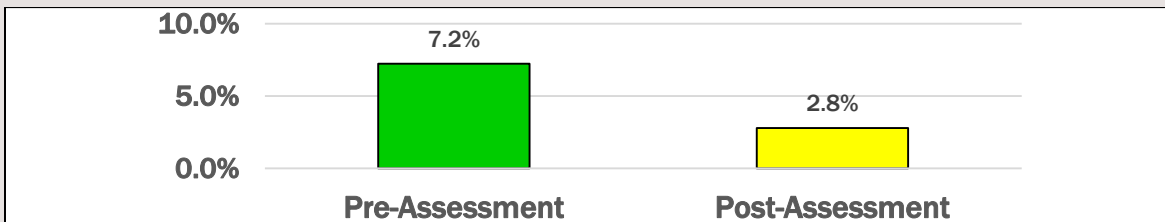
Many schools were able to complete the observation during the fall of 2017 and the data was eye opening. The numbers typically decrease after summer because of the lack of constant messaging from the teen driver program and this year was no different. Data collected at the beginning of fiscal year 2018 with a belt usage rate of 79.3% showed a **significant decrease** in belt usage for teens across the state when compared with end of fiscal year 2017 percentages of belt usage being 83.1%, which meant there was plenty of room for improvement. The information collected during observational assessments at the start of fiscal year 2018 allowed the program to increase programing with schools across the state.

New Hampshire High School's Belt Usage Fiscal Year 2018



The above graph represents the observations of seat belt usage for both drivers and passengers for both beginning and end of the year. Although there were fewer observations collected it still showed a positive trend for teens buckling up in New Hampshire. The previous fiscal year had a minor decline in post-observation passengers buckling up but this fiscal year did not have the same pattern.

**New Hampshire High School's Fiscal Year 2018
Driver's Observed Using Electronic Device Usage**



This graph represents the percentage of drivers observed using an electronic device while leaving the school parking lot. At the start of the year, the number of drivers seen taking part in this behavior was the highest in two years. It was extremely important to have the focus of the program events based around this topic and after completing observations in the spring the numbers had decreased tremendously for electronic device usage.

The program plans to continue improvements in seat belt use and continue the trend of putting away electronic devices when driving during fiscal year 2019. The program also hopes to improve the number of overall students and school parking lots observed to give a wider range of data. However, the data that was collected was positive and the numbers are trending in the right direction.

New Teen Leadership Events

The program was given additional funding to support a statewide teen driver event to start the school year in October of 2017 and then again to start the school year in September of 2018. The events focused around two different topics that play a huge part in teen driving, impairment and

distraction. This new conference type event created specifically for teens was another way for teens in the state to hear about important topics as it relates to driving safety.

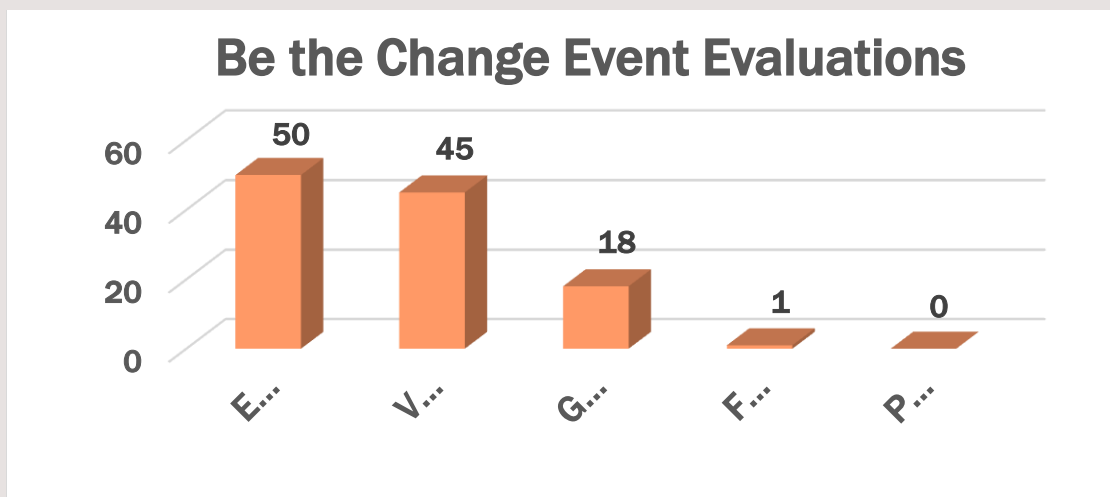
GHSA/Ford DSFL Grant Event

The first set of funding came from the grant written to the Governors Highway Safety Association which involved collaboration with the Ford Driving Skills for Life Program. This grant allowed them to have their first ever teen driver focused event. Students were invited from all over the state to attend and learn about the importance of not driving impaired and the overall program motto of making good choices which involves both behind the wheel and everyday life. The focus of impairment was achieved through guest speakers. The grant was for \$15,000 and was used to purchase giveaway items for the attendees, conference center costs, and transportation for some students to attend that were having transportation issues.

After the speakers had finished, the program coordinator closed out the event by relating it back to teens making good choices. The teens were given the challenge to “Be the Change” in their high school to prevent devastation from preventable crashes, especially after hearing all the different stories that were told during the event. As the teens were leaving the event, they were each given some items that promoted the Teen Driver program as well as the motto of Making Good Choices. These items included a string bag, a water bottle with a straw, and rechargeable power bank. The strategy behind giving away these items to the teens was to create an increased awareness about the New Hampshire Teen Driver program by promoting it on teen’s coveted items they will continually use around peers in their respective schools.

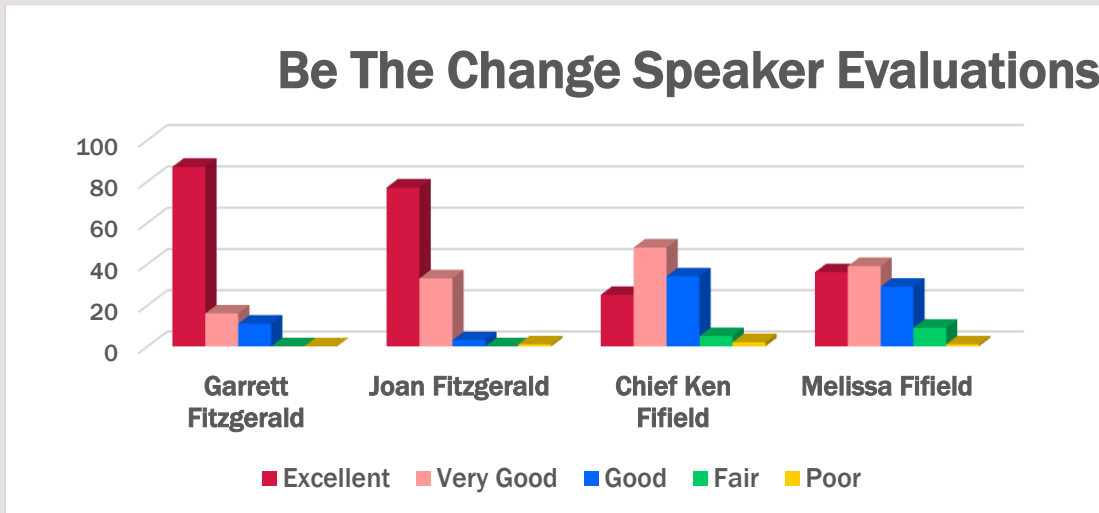
Results

The overall event was very successful as evidenced by the evaluations and was eye opening for every person that was in attendance, adults included. The message was simple, yet had a large impact. The total amount of teens present at the event was 114. Teens rated the event a 4.3 out of a possible 5. Although this is not a perfect score, it did provide feedback to improve upon for future events.



This graph is showing a visual interpretation of how the attendees evaluated the entire event. Many believed it to be a very good event or better while some felt it was good and only one

recorded it as being a fair event. These are exceptional results for the first ever fall teen driver focused event.



The event provided a new wave of success for the New Hampshire Teen Driver Program. Schools across the state that either attended or heard about it from colleagues have already reached out about the possibility of bringing this exact event or one just like it to their schools at some point during this current school year.

The positive feedback that was provided on the evaluation sheets will pave the way for bigger and better program events throughout the year and for years to come. The leaders that were in the room will be able to help teens all over New Hampshire and continue to encourage safe choices behind the wheel.

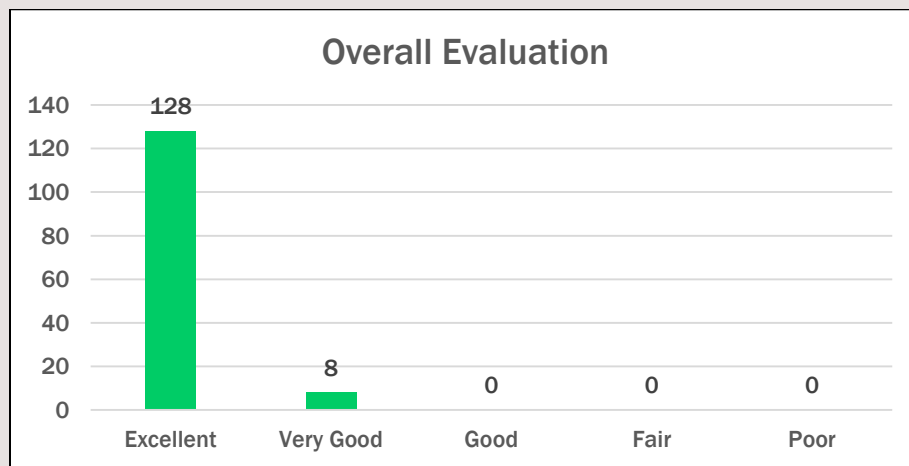
AT&T Sponsored Event

Through feedback that was given at the GHSA and Ford Driving Skills for Life teen driver event it was deemed necessary for the program to continue to do a teen focused conference type event annually in the fall. The concept came from schools expressing their interest in having the program in their respective schools throughout the year not only during prom season after the event in Fall of 2017.



Featuring: School Resource Officers Mirabella, Bergeron and Kelly at the AT&T Event attending from Alvirne, Hollis-Brookline and Pelham High Schools

The second annual event was focused on distracted driving and this was because of the programs extensive collaboration with both *AT&T's It Can Wait Program* and the rise of distracted driving crashes throughout New Hampshire in 2018. AT&T has donated to the youth operator program and the highway safety programs previously and the funds that had not been spent were utilized to fund the second year. On September 26th, 2018 the event happened at the Grappone Conference Center in Concord, NH and was attended by 128 teen students and 50 miscellaneous adults that ranged from school resource officers, driver education instructors, various state departments, community organizations, the state athletic association, traffic safety advocates and many more.



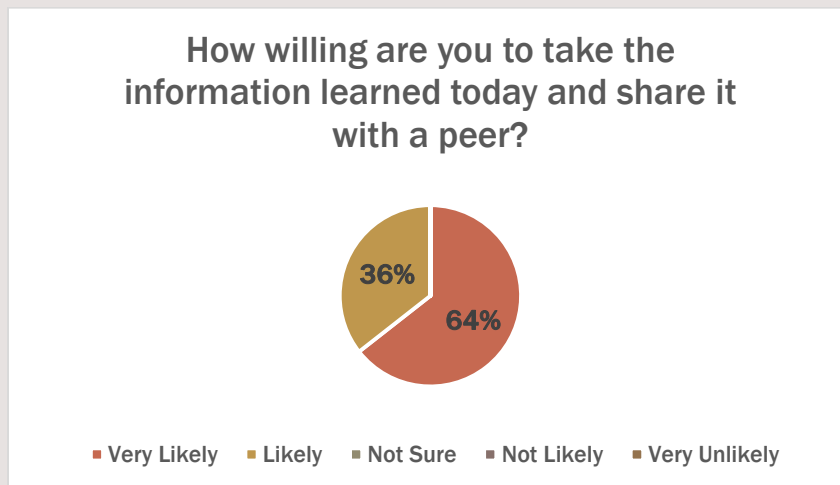
The above graph represents the audience members' evaluation of the entire event. It is great to see the high number of excellent reviews and is an improvement from the previous year's fall event. The score shows that 94.8% of those in attendance felt the event was worth attending and many found it meaningful enough that they asked to have them come speak directly with their remaining student body.

As students arrived each one received the teen driver program t-shirts and were asked to wear it during the course of the event to help make them stand out to other audience members. It was helpful to audience members and the guest speakers to pick out the teen drivers and the leaders for schools across the room.



Featuring: Teens from Alvirne High School with the Youth Operator Program T-Shirts

The information given at the event is how schools learned about how impactful the program can be for their students. It was imperative to bring a powerful guest speaker because the event is utilized as the kick start of the program with high schools. This year, the focus was distracted driving and the event featured guest speakers Jacy Good and her husband Steve Johnson, creators of the *Hang Up and Drive Campaign*.



The above chart shows the responses from the students whom attended the event, felt the presentation was impactful and would be willing to share it with at least one peer when he/she returns to school. After all the planning that went into the event it was affirming to see that most teens were willing to take the action step to share this information with peers.

New Hampshire's Youth Operator program was able to successfully develop a "beginning of the school year" event. Within the scope of one year it was exciting to have two separate events starting two different schools years with positive overall improvements made between the two.

The strategy behind having a "beginning of the year event" is that it allows teens through the state from various schools to start the conversation around safe driving topics over a longer period of time. Traditionally many of these traffic safety efforts were targeted only at prom time which is near the end of the school year. The program hopes to continue the fall leadership events utilizing educational program funding through the ensuing fiscal year.

New Video

It is imperative for the program to utilize new and educational crash stories directly from New Hampshire. During fiscal year 2018 a crash trial that had recently been finalized came to light. It was about a young woman, who at the time of the crash happened to be 17 years of age. She was out past the allotted curfew time. She found herself on the side of the road performing CPR to a pedestrian she had struck when the vehicle she was driving in crossed over the double yellow line and into the opposite side of the road.

The court case was finalized in January and the young woman, Grace Wight now 19, had taken a plea that required her to complete 50 hours of community service related to speaking to youth around the state, an additional 250 hours of community service and the loss of her license for 7 years. The end result may have been more than what she was anticipating, but the youth operator program jumped at the chance to work with her and create a video and public service announcement with this relevant story.

Tiffany Eddy who created a video for the program utilizing another New Hampshire related crash during fiscal year 2017 was called upon again to create this video on Grace's story. The program was able to utilize Grace speaking to a group of students in the video from a primary high school to show the impact her story can have on teens throughout the state.



Featuring: Grace Wight speaking to students and video producer Jay Childs

The video will be utilized during the course of the next fiscal year. It will be used as an introduction to Grace's story and will allow for the messaging that "it can happen to anyone at any time" to be shared with all teens in New Hampshire.

Program Events

This year many schools were trying to focus their efforts on the increasing opioid epidemic that was happening in New Hampshire which caused a slight decline in the number of events. At the beginning of the year the program saw the decline and looked for new and innovative ways to combine the schools focus as well as the overall program's focus areas. The chart below depicts the events and attendance at these programs.

Date:	Location:	School:	Presentation Type:	Attendance:
10-Oct-17	Plaistow, NH	Timberlane Regional High School	High School Assembly	30
12-Oct-17	Goffstown, NH	Goffstown High School	High School Drivers Education Class	27
23-Oct-17	Concord, NH	9 attended	Be the Change Teen Driver Focused Event	150
1-Nov-17	Derry, NH	Pinkerton Academy	Freshmen and Sophomore Volunteer Fair	745
6-Nov-17	Weare, NH	John Stark Regional High School	Peer Leadership Group Presentation	40
18-Dec-17	Exeter, NH	Great Bay E-Learning Charter School	Mentorship presentation	5
20-Dec-17	Belmont, NH	Belmont High School	High School Assembly	30
31-Jan-18	Belmont, NH	Belmont High School	High School Assembly	27
27-Mar-18	Concord, NH	New Hampshire Technical Institute	Presentation at wellness fair	400
29-Mar-18	Hollis, NH	Hollis Brookline High School	High School Presentation	10
30-Mar-18	Goffstown, NH	Goffstown High School	High School health class presentation	33
6-Apr-18	Belmont, NH	Belmont Middle School	Middle School Assembly	175
11-Apr-18	Goffstown, NH	Goffstown High School	High School Drivers Education Class	25
12-Apr-18	Bedford, NH	Bedford High School	High School Healthpalooza	700
8-May-18	Windham, NH	Windham High School	High School Assembly	250
9-May-18	Weare, NH	John Stark Regional High School	Peer Leadership Group Presentation	31
10-May-18	Belmont, NH	Belmont High School	Healthy Choices Day	435
22-May-18	Weare, NH	John Stark Regional High School	Freshmen Event	119
23-May-18	Weare, NH	John Stark Regional High School	Sophomore Event	109
23-May-18	Haverhill, NH	Woodsville High School	High School Assembly	200
24-May-18	Weare, NH	John Stark Regional High School	High School Assembly (Jrs. And Srs.)	245
30-May-18	Exeter, NH	Great Bay E-Learning Charter School	High School Assembly	55
2-Aug-18	Goffstown, NH	Goffstown High School	High School Drivers Education Class	27
7-Aug-18	Goffstown, NH	Goffstown High School	National Night Out	175
15-Sep-18	Derry, NH	Pinkerton Academy	Derryfest Event booth set up	750
19-Sep-18	Hollis, NH	Hollis Brookline High School	Virtual Reality High School Assembly	235
26-Sep-18	Concord, NH	13 attended	Distracted Driving Teen Focused Event	250
			Total:	5,278

Comcast was a great asset to the youth operator program during fiscal year 2018 because teens can be a difficult group to interact with during the summer. The program is hopeful that the overall excitement for the youth operator program will not only be increased as the start of the school year gets underway, but also the awareness of teens and their choices too.

Simulator Program

The program utilized the computer simulators as an additional resource for teens when discussing distracted and impaired driving. Unfortunately over the course of fiscal year 2018, students did not seem to value that type of simulation as much as the newer type simulation using virtual reality.

Many schools and various programs across the state still borrowed the programs simulators but many reached out expressing frustration about the systems being outdated. A few of the computer simulators also had some programming issue where the simulation would freeze and need a full reboot during a presentation with students.

Throughout the entire fiscal year the main goal of the simulator program was to move away from the standard desktop version and instead replace them with the newer virtual reality type. The new type of simulator is realistic and when a teen used it throughout the year many admitted that it felt as though they were actually inside the car.

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 opportunity allows 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.

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. This community program has allowed for the program to gain improved access to the town's high school, Pinkerton Academy, that is also the largest in the state.



Featuring: Community Alliance for Teen Safety Logo

New Hampshire has a large driver's education community that works on many of the topic areas that are covered in the youth operator program. It is important to collaborate with others that focus on these important themes. The driver's education community is in many ways another

immensely impactful group and the relationship is another avenue to reach New Hampshire teen drivers.

The New Hampshire Youth Operator Program prides itself on having as many influential individual's at the table as possible. Every other month through fiscal year 2018 the Teen Driver Committee met to discuss what was happening in the state and collaborated on a vast amount of programming. The committee was and is what guides the program to be one of the best in the country. These meetings included individuals from Department of Safety and the Office of Highway Safety, Department of Health and Human Services, Department of Education, Department of Motor Vehicles, Department of Transportation, as well as AAA, AT&T, Liquor Enforcement, New Hampshire Technical Institution, community police departments throughout the state, Safe Kids New Hampshire, the NH Child Passenger Safety Program, and the Federal Highway Safety Association.

It is vital to the success of the program to continue its collaboration with these various programs and departments. Without their guidance and support, many of the improvements that have been made with teen drivers in New Hampshire would not have been possible.

Conclusion

Fiscal year 2018 came to a fantastic close with the distracted driving focused event, but the year did offer more challenges than the previous year. Many of which the Youth Operator Program was able to overcome.

A challenge that the program faced during fiscal year 2018 was the need to collect data through observation assessments of primary school parking lots. Many schools were out before the final piece was collected. The schools that did finish collecting the data all showed improvements to their belt usage and decreased electronic device usage. The program plans to work to improve the data collection for fiscal year 2019 and will look to create a tool for schools to use in an effort to move away from the paper form. The paper form can be tedious for the observation, so the program hopes to be able to create another way for students to complete and calculate the necessary information in a timelier manner.

The program was identified by many top school officials as needing to be put above various focus areas. As the start of fiscal year 2019 begins many continue to invite the program into their schools.

After bringing the New Hampshire Youth Operator Program to the national stage in fiscal year 2018, the program looks to continue its success and collaboration by improving upon the challenges that occurred as well as make successful pieces even better. The program will continue to work with fifteen primary schools, improve the seat belt usage by teens, decrease the amount of distracted driving by teens and *continue* to open the door for conversation around making good choices behind the wheel during fiscal year 2019.

Funding	402	Funds Obligated \$	131,987.31	Funds Expended \$	104,251.32
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2018 COMMUNITY PROJECTS

UNH SURVEY CENTER

NH Seat Belt Observation Study

For the twelfth year, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey in June, 2018. The goal of this study was to measure seat belt usage by passenger vehicles on New Hampshire roads. The study was conducted for the NHOHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Agency (NHTSA).

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

The chart below shows survey results from the last 11 years. The data presented from 2007 (63.8%) to 2018 (76.4%) shows seat belt use averaged 76.65%. The chart below demonstrates slight improvement in seatbelt usage between 2017 and 2018. New Hampshire continues to be the only state that does not have an adult seat belt law which is a contributing factor to low seat belt use rates each year.

Percent of Operator and Front Seat Outboard Passengers Buckled											
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
63.8	69.2	68.9	72.2	75.0	68.5	71.5	70.4	69.5	70.2	67.6	76.4
%	%	%	%	%	%	%	%	%	%	%	%

Funding	402	Funds Obligated	\$ 49,882.00	Funds Expended	\$ 46,998.24
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Attitude Survey

The University of New Hampshire Survey Center included thirteen questions on its Summer 2018 Granite State Poll for the NHOHS. These questions have been asked every year since 2010. Five hundred and six (506) randomly selected New Hampshire adults were interviewed by landline and cellular telephone between July 9 and August 1, 2018. The margin of sampling error for the survey is +/- 4.4 percent.

Key Findings

Licensed Drivers

Nearly all New Hampshire residents report being licensed to drive in New Hampshire. Among those who report that they are not licensed to drive, just over one-third say they have driven a motor vehicle in the past 60 days. This is **the highest proportion of unlicensed** people who say they have driven recently since the question was first asked.

Alcohol

Most New Hampshire residents report that they haven't driven a motor vehicle within two hours of drinking alcoholic beverages in the past thirty days; seven in eight residents say they have done so zero times, one in ten have done so 1 to 5 times, and very few report doing so more than 5 times in that timeframe. This measure is unchanged since 2017. Just over half of residents report having read, seen, or heard something about alcohol impaired driving enforcement in the past 30 days, representing an all-time low since the question was first asked. A quarter of residents think a person who drives after drinking will be arrested always or most of the time, largely unchanged since August 2017.

Seatbelts

Just over two-thirds of New Hampshire residents report that they always use a seatbelt when riding in a motor vehicle. Reported seatbelt use has remained largely steady since 2010. Few residents have seen anything about seatbelt enforcement recently and nearly nine in ten think a person who doesn't wear their seatbelt will only rarely or never get a ticket. Residents remain divided on a law requiring everyone in a moving vehicle to wear a seatbelt; just under half are in support and four in ten are opposed. Support for such a law is unchanged since 2017 but remains slightly lower than between 2006 and 2012.

Speeding

Just over a quarter of New Hampshire residents report that they drive 35 miles per hour on a local road with a 30 miles per hour speed limit always or most of the time while about the same proportion of residents report that they drive 70 miles per hour on a road with a 65 miles per hour speed limit always or most of the time. Both measures are largely unchanged since 2017. Half of residents report that in the past 30 days they read, saw, or heard something about speed enforcement. Just under a quarter believe a person who drives over the speed limit will get a ticket always or most of the time.

Funding	402	Funds Obligated	\$ 6,500.00	Funds Expended	\$ 6,500.00
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2018 COMMUNITY PROJECTS

YOUTH/TEEN SAFETY

COMMUNITY ALLIANCE FOR TEEN SAFETY

New Hampshire teens, like those of all other states, still do not fully appreciate the risks involved with driving; likewise, they are not as informed as they might be about laws, as well as safe driving methods and practices. NHOHS wants to encourage safe driving among all our youth, so the target demographic was teens (and their friends and families) with an awareness & motivational campaign. The activities in this initiative are part of a small-footprint plan that we envision continuing through 2019 and beyond.

Activities were broken down into 5 primary categories:

- Youth Media Mentoring Pilot Project
- Safe Driving PSA Video
- Community Awareness Campaign
- Coordination of DerryFest Inter-Agency Engagement
- Media Survey

GOALS

As part of its core mission, the Community Alliance for Teen Safety seeks to increase awareness among teens and their parents of high risk behaviors that result in crashes and their resultant injuries and death.

The goals of the current grant:

- Increase awareness of the primary issues related to teen driving safety (4 of the 8 Danger Zones);
- Develop youth-led and youth-created media for regional distribution;
- Engage youth in the planning & execution of these initiatives;

ACTIVITIES

- Youth Media Mentoring Pilot Project

CATS engaged two teen film-makers in creating and producing a safe-driving video PSA; the pair were then mentored one-on-one by CATS' long-time media consultant Bob Comenole. The teens, Oskar Hirte and Clay Laplante of Pinkerton Academy, had been recipients of last year's SAFETEEN AWARDS (which honored student-submitted short films and public service announcements that raised awareness about youth safety issues such as bullying, driving safety and substance misuse). Their extended PSA, "*Drive Safe,*" was given the top honor in the Best Driving Safety category. Mr. Comenole, a retired communications professor, TV producer, and the creator of CATS Youth Media Camp, shepherded the teens through an informal process that went beyond typical production tips: he taught them audience analysis, effective messaging

techniques, aesthetic economy, self-discipline, and other seldom-taught methods for producing visual material that had a high likelihood of impacting attitudes and changing behaviors. Mr. Comenole also met with one of the parents as a way to collect feedback to improve his own skills in reaching teens and families.

Safe Driving PSA Video

The teens in the Mentoring Project, Oskar Hirte and Clay Laplante, met regularly, from the beginning to end of the process, with mentor Bob Comenole, whose philosophy was to give youth detailed guidance and maximum independence. The pair brainstormed several potential PSA topics and scripts, tested them, abandoned some and revised others until they came up with a tight and effective ad series focusing on the risks and consequences of texting and driving.

The PSA, which is actual a series of three vignettes, intended to be played separately but serially, was designed to capture maximum interest in a young audience. The pair recruited and assembled a team of support technicians and actors (which included a Broadway performer), and then worked through the laborious process of filming and editing. The PSAs will be played locally through the cable network, posted online, and distributed free of charge to other interested partners throughout the state.

- Community Awareness Campaign

CATS chose to highlight 4 particular topics within the 8 Danger Zones associated with lethal crashes, and make the community acutely aware of these issues by saturating the city with our messaging. They chose the following four in Column One:

Driving with Teen Passengers

Distracted Driving – a) Texting

Distracted Driving – b) Social Media

Drowsy Driving

Driver Inexperience

Reckless Driving

Impaired Driving

Not Using Seat Belts Nighttime Driving

CATS created four different full-sized trifold brochures; each of the brochures highlight one of the four chosen aspects. Our goal is to place a set of brochures in every relevant business and office in the region (with a total print run of 10,000 units, 2,500 for each topic).

Because communities are saturated—some would even say deluged and inured—by traditional safety messages that take a direct approach, our brochures depart slightly from orthodoxy. With their own material, they chose to first create a pleasant *context*, then an eye-opening *experience*, rather than print material that simply delivered an imperative. Their intent is to ensure that the actual messaging is embedded *inside* the brochure rather than on its surface. The “message” for behavioral change becomes a secondary feature. Practically speaking, the brochures are designed to put viewers in mind of their loved ones—friends and family—without any corresponding safety messaging. And then, *in the act of unfolding the brochure*, those feelings and memories are amplified. Only when the brochure is fully opened will the viewer receive any safety message, which is theorized, to be more readily accepted, since it will enter consciousness through an emotional pathway rather than an intellectual one. Naturally, we intend to measure the success of this approach in the future with surveys and interviews.

- Coordination of DerryFest Inter-Agency Engagement

For many years, CATS has been a stalwart presence at Derryfest, which draws as many as 5,000 people in an all-day event at MacGregor Park, where families, businesses, organizations and governmental agencies gather together for a day of community spirit. CATS continued the tradition of exporting their teen safety mission during this year's 29th annual celebration. To increase the visibility and effectiveness of not only their messaging, but those of their long-standing safety partners (the Derry Police Department, The NH Teen Driver program, and the Dartmouth-Hitchcock Injury Prevention Center), CATS organized an inter-agency cooperative *block presence* at Derryfest. In essence CATS arranged to have booths and exhibits side by side, thereby coordinating their activities and messaging. This block of 'Agents of Safety' presented an especially heavy focus on:

- Child passenger safety
- Teen drivers: with emphasis on distracted driving
- Seatbelt Use
- Social media distractions while driving

At DerryFest CATS also created and distributed a Safe Driving Fact Sheet, which highlights parent-teen communications and approaches to rules about safety regarding teen crashes and risky driving behaviors, such as cell phone use, failure to wear seat belts, mobile device use, and drinking and driving. This fact sheet also offered suggestions to parents as to what they can do to help young drivers in their families, as well as recommendations to better understanding how parental attitudes, beliefs and behaviors affect children.

- Media Survey

To further guide their future media projects, CATS also created and conducted at DerryFest a survey of existing Safety Messages currently present in our culture. The survey was designed to collect honest feedback from citizens about which messages worked and which did not. The intent is to begin to identify *why* people respond one way or another to various elements of a piece of safety media. CATS assembled 25 radically different safety messages (print ads) dealing with distracted driving and asked respondents to evaluate as many as they wished in four primary areas: that is, how effective or ineffective they believed the safety messages were to them personally. They responded by placing each ad in one *or more* of these four categories:

- *creative* (you appreciate the artistry that went into the ad)
- *thought-provoking* (the ad causes you to think deeply, but not necessarily to act)
- *motivating* (the ad motivates you to *actually stop* texting and driving)
- *dis-pleasing* (any experience of some *displeasing* feeling: perhaps resistance to or rejection of the ad because of its graphic nature, manipulation, simplicity, etc.?)

Even a cursory analysis of the results offered some surprises; for instance, many messages that intuition suggested may be highly effective were not, and vice versa. But other results of the experiment were eye-opening. Many respondents identified a specific ad that was highly creative but also displeasing. Likewise, many identified individual ads that were both thought-provoking

but also unlikely to change behavior. CATS intends to use a more in depth analysis of these results to guide net year’s media activities.

Challenges & Problems Identified

Working with youth who are by and large high achievers, and correspondingly very busy, continues to be a challenge. Some youth-led projects inevitably suffer from rescheduling issues to competing interests. Last year CATS had planned a TV production in the format of a “Siskel & Ebert” review show, composed of Pinkerton high school students who review and debate their use of safe driving apps, and make recommendations to other youth on the effectiveness of such telemetric apps to improve their awareness and driving safety. While they did assemble a large team of youth, and several of them began using the safety apps, and while they did televise a show on general safety and hold multiple planning sessions for the “Siskel & Ebert” show, CATS not quite able to conclude this small project. Most of the involved youth have graduated and now unavailable, and thus has required the staff of CATS to begin recruiting new students to bring this project back to life. The CATS staff also had planned on conducting a ‘Safest Driver Competition’ for the region. This has proved to be, at least in the near term, beyond their staffing and budgeting capacity. CATS have built the superstructure plan, but realized the resources for carrying it out are not available. They have indicated to us that they will continue to attempt to resurrect this initiative, which was such a resounding success in Boston, our model.

FUTURE CAMPAIGN

Using data and experience collected in their current Media Mentoring Program as well as their Media Survey, CATS intends to create a *Media Boot Camp*, whereby they convene youth media producers, as well as *Focus Groups*, in order to share with other youth groups involved with creating media around the state, a *Youth Media Toolkit*, which will be primarily composed of *Lessons Learned*, and *Do’s & Don’ts*’s from their just completed PSA project. This Media Boot Camp will then also be exported as a method for delivering best practices among all other youth who seek to build skills and change attitudes and behavior across their respective districts.

CONCLUSION

CATS started the year with many planned activities. Although as indicated , they were not able to complete all successfully, we feel they largely achieved their goals of increasing the awareness of teen driving safety, developing youth-led and youth-created media for regional distribution, and building a foundation for communities. CATS has indicated that they will bring attention to the upcoming National Teen Driver Safety Week October 21-27 with the assistance of our youth members at the annual Pinkerton Volunteer Fair on Oct 25th which attracts hundreds of students. The annual National Distracted Driving Awareness month in April is another opportunity to share the resources provided by NHTSA and the NSC and reinforce that critical message. CATS also acquired a generous amount of in-kind support from many of our partners and even our contractor. This is a fine example where our partnerships leverage both capabilities and financial resources to address issues related to Teen Driving Safety.

Funding	402	Funds Obligated	\$ 5,999.95	Funds Expended	\$ 5,999.95
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2018 MEDIA PROJECTS

BUCKLE UP NH

NEW HAMPSHIRE FISHER CATS BUCKLE UP NH CAMPAIGN

The NHOHS teamed up with the New Hampshire Fisher Cats for the “Buckle Up NH” campaign for the 2018 baseball season. Through a mixed media campaign that included radio, video board, premier signage around the stadium and print, the NHOHS was able to deliver the importance of buckling up to Fisher Cats fans and their families, a key demographic.

Radio

This project featured a 30-second radio commercial every game, home and away, during the Fisher Cats broadcast on the Fisher Cats Radio Network. All of these games were broadcasted on WGIR AM 610 in Southern New Hampshire (Manchester), on WGIN 930 AM in New Hampshire’s Seacoast Region (Rochester), and in Northern New Hampshire on WTSL 1400 AM/94.3 FM (Hanover, NH). Additionally, the games received statewide coverage in New Hampshire and parts of Northern Massachusetts. These games were also streamed live on the Fisher Cats website: nhfishercats.com.



The Fisher Cats displayed the “Buckle Up NH” message on the Tri-Vision sign during the 2018 season. The sign is highly visible at 8’ x 30’ and is located atop the Samuel Adams Brewhouse at the main entrance of the stadium. The highly dominant sign rotates every 90 seconds, 24 hours a day, 365 days a year and stay illuminated until 2:00 a.m. Our message was constantly visible all year and was not only seen by fans visiting the ballpark but by travelers on the highway, where an average of over 60,000 vehicles pass by daily.



Signage

We received one (1) 8’ x 24’ Static, Right Field Banner during the 2018 season. This signage sat adjacent to the Fisher Cats Video Board and spans across the outfield fence to the right field foul pole. Each sign is eye-catching, unique, and fully customizable to ensure that your desired message of choice was delivered to fan 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.



In-Stadium Promotion

The Fisher Cats entertainment experience keeps the fans laughing and smiling all game long. Each game, there is always something different and unique. Our Office 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, Hot or Cold, and NH Highway Safety Trivia. The action was shown live on the Video Board along with our logo on the 140’ LED coinciding with a public address announcement.



We were featured before and after each Fisher Cats home game throughout the season with a 15-second Video Board commercial highlighting the “Buckle Up NH” campaign.



Print

NHOHS 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 us a great opportunity to reach approximately 70,000 fans throughout the season.



At each Fisher Cats home game, the NHOHS was featured in a quarter-page advertisement within the Fisher Cats Official Game Day Program, *The Inside Pitch*. The NHOHS 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.



Funding 402

Funds Obligated \$ 42,000.00

Funds Expended \$ 42,000.00

The New Hampshire Fisher Cats had a successful 2018 season that ended with the Eastern League Championship win! During the 2018 season, we partnered with the Fisher Cats for our Impaired Driving campaign. Through mixed media usage, the “Drive Sober or Get Pulled Over” project was seen and heard by thousands of fans!

Radio

Our “Drive Sober or Get Pulled Over” campaign was featured with a 30-second radio commercial every home and away game during Fisher Cats game broadcasts on the Fisher Cats Radio Network. All of the games were broadcasted on WGIR AM 610 in Southern New Hampshire (Manchester, NH), on WGIN AM 930 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 into Northern Massachusetts. Additionally, the games were streamed live on the Fisher Cats website: nhfishercats.com.

Signage

We received one (1) 4’ x 16’ Right Field Banner during the 2018 season.



In-Stadium Promotion

We received one (1) 30-second video board commercial which played before every Fisher Cats home game during the 2018 season.

Video B



Board Promotion

Print

We received one (1) Half-Page Game Day Program advertisement during the 2018 season.



Game Day Sponsorship

We received two (2) Game Day Sponsorships during the 2018 season. Each Game Day Sponsorship was branded with our “Drive Sober or Get Pulled Over” logo and was scheduled during the national campaign.



40' LED Promotion



FINAL FIREWORKS SHOW! -PLUS-

FINAL GAME VS. THE FUTURE RED SOX

AUG. 23 - 7:05PM **AUG. 24 - 7:05PM** **AUG. 25 - 7:05PM**

RED SOX **FOOTBALL GIVEAWAY!** **FORD NIGHT!**

53 DOMESTICS & 54 IMPORTS **EASTERN** **BASEBALL LOVE IN ACTION**

Atlas FIREWORKS **Fireworks Thursday Night - GET TICKETS!**

Join us as we continue the FEROCIOUS FUN with the FINAL GAME against the Portland Sea Dogs and Atlas fireworks after the game on Thursday! Then, we'll have a football giveaway on Friday, and special Baby Joel fireworks on Saturday!

Thursday **Aug 23** 7:05 PM

Portland Sea Dogs [Buy Tickets](#)

Promotions (3): Post-Game Atlas Fireworks - Drive Gober or get Pulled Over

Join us after the game for a spectacular Atlas Fireworks show! Presented By New Hampshire Office of Highway Safety

Promotion: Thirsty Thursdays

53 Domestic and 54 Import drafts - 12oz - from the 1st & 3rd Base Concession Stands.

Promotion: Game Presented by New Hampshire Office of Highway Safety

Friday **Aug 24** 7:05 PM

Binghamton Rumble Ponies [Buy Tickets](#)

Media Wall, nhfishercats.com

JULY

July 7 5:00pm **Hampton's Night - Personalized Fireworks** - Live Music

July 8 5:30pm **What Color Was Your Day? - Radio Jam** - Live Music

July 10 5:00pm **Baseball Giveaway** - Live Music

July 11 5:00pm **Baseball Giveaway** - Live Music

July 12 5:00pm **Baseball Giveaway** - Live Music

July 13 5:00pm **Baseball Giveaway** - Live Music

July 14 5:00pm **Baseball Giveaway** - Live Music

July 15 5:00pm **Baseball Giveaway** - Live Music

July 16 5:00pm **Baseball Giveaway** - Live Music

July 17 5:00pm **Baseball Giveaway** - Live Music

July 18 5:00pm **Baseball Giveaway** - Live Music

July 19 5:00pm **Baseball Giveaway** - Live Music

July 20 5:00pm **Baseball Giveaway** - Live Music

July 21 5:00pm **Baseball Giveaway** - Live Music

July 22 5:00pm **Baseball Giveaway** - Live Music

July 23 5:00pm **Baseball Giveaway** - Live Music

July 24 5:00pm **Baseball Giveaway** - Live Music

July 25 5:00pm **Baseball Giveaway** - Live Music

July 26 5:00pm **Baseball Giveaway** - Live Music

July 27 5:00pm **Baseball Giveaway** - Live Music

July 28 5:00pm **Baseball Giveaway** - Live Music

July 29 5:00pm **Baseball Giveaway** - Live Music

July 30 5:00pm **Baseball Giveaway** - Live Music

AUGUST

Aug. 1 5:00pm **Baseball Giveaway** - Live Music

Aug. 2 5:00pm **Baseball Giveaway** - Live Music

Aug. 3 5:00pm **Baseball Giveaway** - Live Music

Aug. 4 5:00pm **Baseball Giveaway** - Live Music

Aug. 5 5:00pm **Baseball Giveaway** - Live Music

Aug. 6 5:00pm **Baseball Giveaway** - Live Music

Aug. 7 5:00pm **Baseball Giveaway** - Live Music

Aug. 8 5:00pm **Baseball Giveaway** - Live Music

Aug. 9 5:00pm **Baseball Giveaway** - Live Music

Aug. 10 5:00pm **Baseball Giveaway** - Live Music

Aug. 11 5:00pm **Baseball Giveaway** - Live Music

Aug. 12 5:00pm **Baseball Giveaway** - Live Music

Aug. 13 5:00pm **Baseball Giveaway** - Live Music

Aug. 14 5:00pm **Baseball Giveaway** - Live Music

Aug. 15 5:00pm **Baseball Giveaway** - Live Music

Aug. 16 5:00pm **Baseball Giveaway** - Live Music

Aug. 17 5:00pm **Baseball Giveaway** - Live Music

Aug. 18 5:00pm **Baseball Giveaway** - Live Music

Aug. 19 5:00pm **Baseball Giveaway** - Live Music

Aug. 20 5:00pm **Baseball Giveaway** - Live Music

Aug. 21 5:00pm **Baseball Giveaway** - Live Music

Aug. 22 5:00pm **Baseball Giveaway** - Live Music

Aug. 23 5:00pm **Baseball Giveaway** - Live Music

Aug. 24 5:00pm **Baseball Giveaway** - Live Music

Aug. 25 5:00pm **Baseball Giveaway** - Live Music

Aug. 26 5:00pm **Baseball Giveaway** - Live Music

Aug. 27 5:00pm **Baseball Giveaway** - Live Music

Aug. 28 5:00pm **Baseball Giveaway** - Live Music

Aug. 29 5:00pm **Baseball Giveaway** - Live Music

Aug. 30 5:00pm **Baseball Giveaway** - Live Music

SEPTEMBER

Sept. 1 5:00pm **Baseball Giveaway** - Live Music

Sept. 2 5:00pm **Baseball Giveaway** - Live Music

Sept. 3 5:00pm **Baseball Giveaway** - Live Music

Sept. 4 5:00pm **Baseball Giveaway** - Live Music

Interested in more information? Fill out the form below!

On 9/2 fans were allowed on the field during pre-game to play catch





Funding 410

Funds Obligated \$ 27,500.00

Funds Expended \$ 27,500.00

2018 MEDIA PROJECTS

IMPAIRED DRIVING

MANCHESTER MONARCHS

During the 2017-2018 season, we continued our partnership with the Manchester Monarchs. During the season, the Monarchs helped promote the messaging campaign regarding Impaired Driving. Through mixed media and a successful 1st Annual Office of Highway Safety Night through our partnership sponsorship, we were able to execute messaging to a wide and diverse audience.



PREMIUM SIGNAGE: TWO (2) DASHBOARD

We received (2) 3'x10' Dashboard advertisements at Southern NH University Arena (SNHU Arena) for each Monarchs home game during the regular season and playoffs.

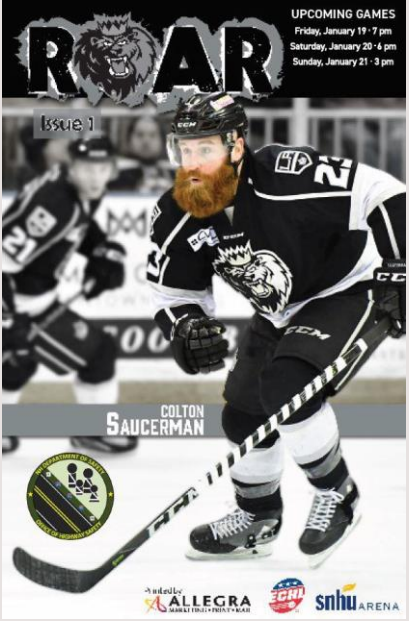


HIGHWAY SAFETY NIGHT

JANUARY 14, 2018

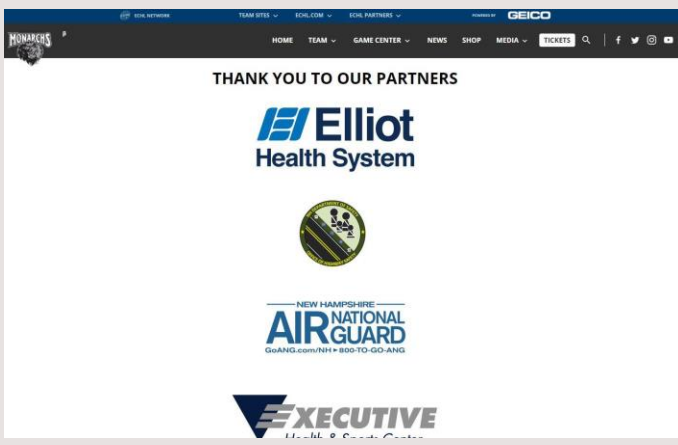


ROAR GAME NIGHT PROGRAM

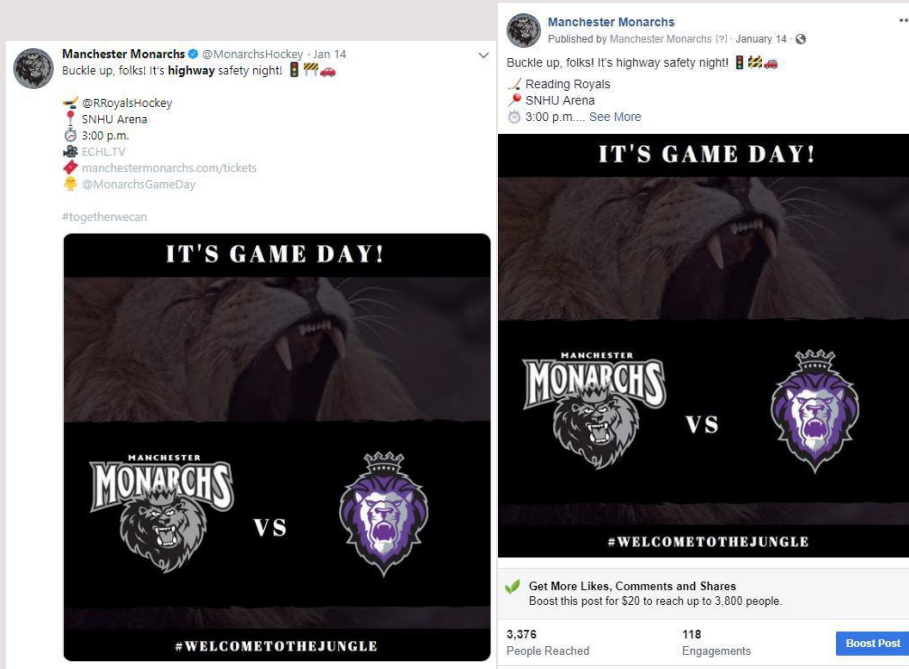


WEBSITE LOGO PLACEMENT

LOGO PLACEMENT ON THE OFFICIAL MONARCHS WEBSITE



SOCIAL MEDIA ANNOUNCEMENTS



Funding 410

Funds Obligated \$ 32,500.00

Funds Expended \$ 32,500.00

2018 MEDIA PROJECTS

IMPAIRED DRIVING

UNH “Buzzed Driving is Impaired Driving”

In FFY 2018, 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:

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

Funding	405d	Funds Obligated \$ 63,000.00	Funds Expended \$ 63,000.00
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2018 STATE PARTNER ACTIVITIES

DEPARTMENT OF JUSTICE

J.B. McDuffee Prosecutorial Seminar

In FFY 2018, \$11,625.00 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). There was no TSRP available to conduct this seminar.

Funding	405d	Funds Obligated \$ 11,834.00	Funds Expended \$0.00
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2018 STATE PARTNER ACTIVITIES

DEPARTMENT OF SAFETY

DOS INTERLOCK IGNITION PROGRAM

In FFY 2018 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 continued to improve its monitoring capabilities through amendments to the law that will take effect on January 1, 2019. This Amendment will require all IID's to be an enhanced device going forward with a grandfathering of current devices. This amendment will clear up any doubt of who is taking the breath test and will bring into the state the latest technology devices as a benefit for the user and the state.

There were 1189 interlock devices in use as of 12/31/17. For 2018, we have seen a modest increase of devices and as of 10/31/18 there are 1253 devices in use. The modest increase in the installation of these devices may show that the program is working to prevent the use of alcohol while driving. Because the number of DUI checkpoints are down from FFY 2017 as well as saturation patrols, this program will be closely monitored to ensure potential DUI arrests as a result of increased enforcement do not skew these results.

In 2017, there were 1291 cases sent by the interlock ignition coordinator to the Bureau of Hearings for review and action, of that they have held 638 hearings, many held over to 2018. To date for 2018 (11/14/18) there have been 1138 Hearings held.

For violators that have successfully completed the program, interlock removals for 2017 were 1049, for 2018 from 01/01/2018 to 08/31/18 we have released 787 Interlocks.

The Interlock Coordinator continues to track violations, determine where improvements may be needed, continues to give presentations to train police officers, court officials, Division of Motor Vehicle personnel, and driver education instructors 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 \$ 66,732.96	Funds Expended \$ 62,184.48
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2018 STATE PARTNER ACTIVITIES

FISH AND GAME

FISH AND GAME DWI REPORT

Stated Goal #1: “Our department would like to reduce fatal alcohol-related OHRV accidents to 0 by September 2018.”

Status: Did not meet this goal, however, there was a reduction. There was only one fatal alcohol-related accident this grant period.

Stated Goal #2: “To Increase the number of DWI/DUI arrests 30% from 12 to 15 by September 2018.”

Status: Overall during the period this goal was not met because the number of arrests went down to eight from 12 last year. The number of DWI arrests during actual Highway Safety Details, however, increased to 3 from 2.

Stated Goal #3: “Increase officer patrol detail presence on high traffic OHRV road systems at least 10% from 87 to 96 details.”

Status: All grant monies awarded were expended resulting in eighty-four details.

Stated Goal #4: Reduce illegal OHRV operation on unapproved roads and reduce accidents.

Status: Goal accomplished. OHRV accidents are down over 30% from 2017. Summonses and warnings for illegal road use decreased slightly with fairly equal enforcement levels.

Stated Goal #5: Improve compliance with speed limits and operation requirements.

Status: Goal accomplished. Overall the number of speed and related offenses remained very similar. It should be noted, however, that officers decided to write less warnings and more summonses for speed in FY 18 compared to FY17. In fact they more than doubled the amount of speeding summonses. This shows a serious and proactive approach towards gaining speeding compliance.

Stated Goal #6: Pro-actively address youth operator requirements, helmets, eye protection, etc.

Status: Goal Accomplished. Numerous youth operators and new riders were contacted through NH’s OHRV Safety Courses, both in class and online, as well as a PR presence at major events throughout the state.

Stated Goal #7: Significantly increase our visible presence in high traffic areas.

Status: Goal Accomplished. Officers conducted details in areas of high traffic and high complaints. This year officers were specifically asked to concentrate a higher portion of their patrol times to high complaint areas (i.e. closed roadways and high traffic roads in residential areas).

Stated Goal # 8: Educate the public on these relatively new laws and improve public outreach.

Status: Goal accomplished. Division continued to issue press releases for events, enforcement initiatives, and accidents. Division stepped up its social media presence regarding safety and education. Division publishes and distributes 90,000 free OHRV Digests of Regulations statewide.

Stated Goal #1: “Our department would like to reduce fatal alcohol-related OHRV accidents to 0 by September 2018.”

Solution: Our numbers are headed in the right direction. Increase officer presence through both regular patrols and details. Continue to educate about dangers of impaired driving through Safety Classes.

Stated Goal #2: “Increase the number of DWI/DUI arrests 30% from 12 to 15 by September 2018.”

Solution: This goal was partially accomplished: during actual Highway Safety details, DWI arrests increased. Increasing officer presence on high activity roadways and complaint areas will increase compliance and will help determine the long-term trend. OHRV accidents in NH are down by over 30% this period; accident investigations tend to produce a fair amount of DWI cases.

Funding	405d	Funds Obligated	\$ 24,953.54	Funds Expended	\$ 24,420.75
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2018 STATE PARTNER ACTIVITIES

LIQUOR ENFORCEMENT

Drug Recognition Expert Program

DRE Year End Summary Report 2018

Current DREs

Number of certified DREs in your state:	<u>86</u>
Number of DRE instructors in your state:	<u>23</u>
Number of State Police/HP DREs:	<u>27</u>
Number of City Police Department DREs:	<u>59</u>
Number of Sheriff's Department DREs:	<u>1</u>
Number of Other Agency DREs:	<u>0</u>
Number of LE agencies with certified DREs:	<u>35</u>

Evaluations

Number of enforcement evaluations :	<u>110</u>
Number of training evaluations:	<u>169</u>
Total number of evaluations:	<u>279</u>

1. Drug Category (DRE's Opinion)

• Depressants:	<u>30</u>
• Stimulants:	<u>61</u>
• Hallucinogens:	<u>0</u>
• Dissociative Anesthetics:	<u>1</u>
• Narcotic Analgesics:	<u>72</u>
• Inhalants:	<u>2</u>
• Cannabis:	<u>38</u>

2. Poly Drug Use

• Total Number:	<u>52</u>
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3. Other

• Alcohol Rule Outs:	<u>3</u>
• Medical Impairment:	<u>3</u>
• No Opinion of Impairment:	<u>12</u>
• Tox Results: Pending:	<u>3</u>
• Tox Found: No Drugs:	<u>5</u>
• Toxicology Refused:	<u>11</u>

DRE Training

• Number of DRE Schools:	<u>2</u>
• Number of students:	<u>17</u>
• Number of DREs certified:	<u>17</u>
• Number of DRE Instructor Schools:	<u>1</u>
• Number of students:	<u>4</u>
• Number of DRE Instructors certified:	<u>4</u>
• Number of 8-Hour Recertification Classes:	<u>1</u>
• Number of students:	<u>62</u>

ARIDE Training

• Number of ARIDE Schools:	<u>3</u>
• Number of students:	<u>106</u>

DITEP Training

• Number of classes:	<u>0</u>
• Number of school nurses:	<u>0</u>
• Number of SROs:	<u>0</u>
• Other students:	<u>0</u>
• Total Number of students:	<u>0</u>

Phlebotomy Training

• Number of classes:	<u>0</u>
• Number of students:	<u>0</u>

SFST Training

• Number of SFST classes:	<u>6</u>
• Number of students trained:	<u>238</u>
• Number of SFST Instructor classes:	<u>0</u>
• Number of students:	<u>0</u>

Accomplishments

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

In 2018, New Hampshire conducted three (3) ARIDE Schools with a combined attendee count of 106 Participants; Two (2) DRE Candidate Schools (April 16-26, 2018) with 8 Candidates and (August 20-30, 2018) with 9 Candidates. All 17 Candidates completed Phase III Certification in Phoenix, Arizona. One DRE Instructor School (February 12-16, 2018) with 4 Instructor Candidates. Additionally, New Hampshire conducted a total of six SFST/HGN classes with a total of 238 students being trained.

NH DRE Evaluations in 2018 yielded the following Rates of Accuracy (Completed Toxicology): 100 % Stimulants (47 of 47 Evaluations agreed to specimen/toxicology testing), 50 % Depressants (4 of 8 Evaluations agreed to specimen/toxicology testing), 90.24% Narcotic Analgesics (37 of 41 Evaluations agreed to specimen/toxicology testing and 100% Cannabis (10 of 18 Evaluations agreed to specimen/toxicology testing).

Despite mandatory reporting requirements in the State of New Hampshire (dredata.nhtsa.gov), only 19 of the 37 agencies (42 of 86 Certified DRE's) involved in the states DEC Program have reported data. The data entry requirements have once again been addressed; Failure to adhere to mandatory reporting requirements in 2019 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 2018 despite offering one DRE Instructor course.

Several years ago, New Hampshire made ARIDE (2 Day-16 Hour) mandatory training/pre-requisite 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 labs 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.

Funding	405d	Funds Obligated \$ 94,055.36	Funds Expended \$ 61,071.96
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2018 STATE PARTNER ACTIVITIES

LIQUOR ENFORCEMENT

Last Drink Survey (Mobile Outreach)

I. Discussion

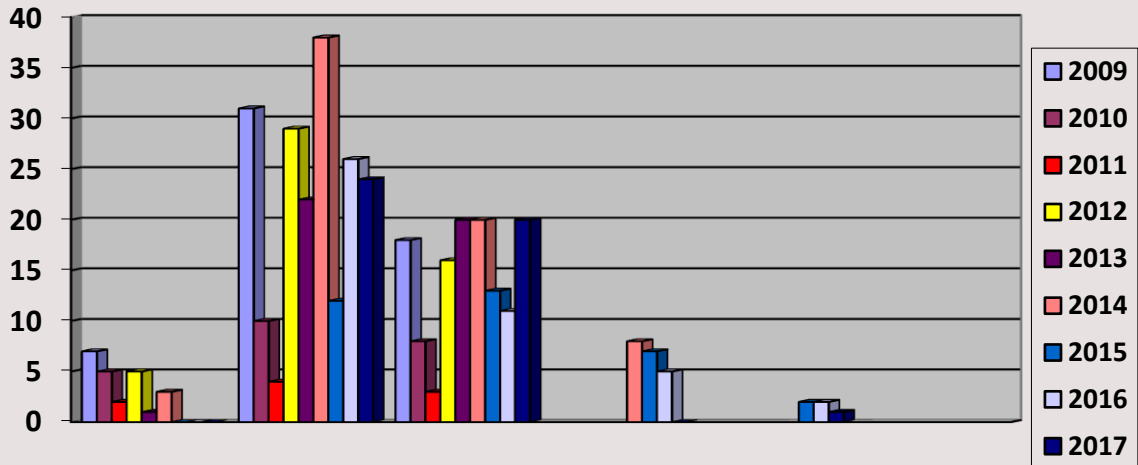
Over the last year our office partnered with the NH Division of Liquor Enforcement, local and state law enforcement agencies to conduct a last drink surveys at 5 sobriety checkpoints/saturation patrol locations throughout the State of New Hampshire.

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.

Results

During the LDS-Mobile Command Unit Operations Grant (Project # 308-18S-007) period of October 1, 2017 to September 30, 2018 the NH Division of Liquor Enforcement Mobile Outreach Unit was scheduled for a total of 6 sobriety checkpoints/saturation patrols throughout the state. The Mobile Outreach Unit attended 5 of the 6 sobriety checkpoints/saturation patrols.

Of the 31 people surveyed; 5 were arrested for DUI. In Total of the 31 surveys completed; 0 refused to provide the location where they had consumed their last drink; Ten (10) reported they had been drinking at locations such as a private residence or other non- licensed public places; Eleven (11) reported that they had consumed their last drink at an on-sale liquor licensed establishment; None (0) reported that they could not recall the location where they had consumed their last drink and none (0) had not consumed alcohol.



2018

- Column One: Refused to Answer
- Column Two: Licensed Establishments
- Column Three: Private Residence
- Column Four: Unknown Location
- Column Five: No Drinks

Funding	410	Funds Obligated \$	27,874.71	Funds Expended \$	5,389.62
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Trace Investigation

In FFY 2018, no funds were obligated and no funds were expended for this project due to personnel unavailable to conduct this project. This project, if conducted, would have allowed for the NH Liquor Commission Enforcement Bureau to establish a Target Responsibility for Alcohol Connected Emergency (TRACE) program. Personnel would complete investigations of alcohol-related crashes to establish accountability for liquor licensed establishments and individuals found to be in violation of New Hampshire’s alcoholic beverage laws.

Establishments would be held accountable for over serving and/or selling alcohol to intoxicated patrons. TRACE investigators would have responded within 72 hours of an incident. New Hampshire law enforcement agencies would have been trained on TRACE protocol and a media component to this project would have been established. There are no funds allocated in FFY 2019.

Funding	405d	Funds Obligated \$	0	Funds Expended \$	0
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2018 STATE PARTNER ACTIVITIES

MOTOR VEHICLES

FATAL ACCIDENT REPORTING SYSTEM

In FFY 2018, 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.

Funding	408	Funds Obligated \$ 56,442.36	Funds Expended \$ 34,886.92
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2018 STATE PARTNER ACTIVITIES

MOTOR VEHICLES

NEW HAMPSHIRE MOTORCYCLE RIDER TRAINING (MRT)

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

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

Funding	405f	Funds Obligated	\$ 7,116.12	Funds Expended	\$ 7,116.12
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Motorcycle Rider 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 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	
	Coos County	2029		1		X	X										
Carroll County		3910		X	X	X	X	X						X	X	X	
Grafton County	5125		1		X	X	X	X						X	X	X	
Belknap County		5528		X	X	X	X	X						X	X	X	
Memmick County	8825		3		X	X	X	X						X	X	X	
Sullivan County		2752		X	X	X	X	X						X	X	X	
Cheshire County	4229		1		X	X	X	X						X	X	X	
Hillsborough County	19889		1		X	X	X	X						X	X	X	
Rockingham County	8834		1		X	X	X	X						X	X	X	
Strafford County	6442		1		X	X									X	X	
Totals	55373	1290	9	3													

2018 STATE PARTNER ACTIVITIES

NH STATE POLICE

Liquid Chromatograph/Mass Spectrometer Instrument Project

The Toxicology section of the New Hampshire State Police Forensic Laboratory sought to acquire new instrumentation to assist with continuing to improve efficiency and increasing the current drug testing panel for drugs of abuse that may be impairing to those operating a motor vehicle. The current laws in place allow a person to be deemed impaired if found to be under the ‘influence of intoxicating liquor or controlled drugs, prescription drugs, over-the-counter drugs, or any other chemical substance, natural or synthetic, which impair a person’s ability to drive’.

A Shimadzu liquid chromatograph with a triple quadruple mass spectrometer (LC/QQQ) was purchased and will greatly assist the laboratory’s capabilities to expand the list of drugs that can be identified and quantitated in the laboratory. This instrument is similar in nature to the GC/MS instrumentation in that it chromatographically separates analytes and uses mass spectrometry to identify and determine levels of drugs in biological samples. The vast majority of samples that come into the Forensic Laboratory’s Toxicology Group are related to motor vehicle impairment and accidents. This instrument is currently in the process of being installed, optimized and validated using control samples before it will be ready for use in actual cases in early 2019.

Funding	410	Funds Obligated \$	180,565.00	Funds Expended \$	180,213.00
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Preliminary Breath Testing

NH RSA 265:92-a provides law enforcement officers the opportunity to use PBTs to determine if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This grant project provided funds during FFY2018 for the purchase of 200 PBTs at \$365 each for a total of \$73,000. The New Hampshire State Police Forensic Laboratory was responsible for acquiring the devices and performing initial calibrations (using dry gas standards and regulators which were purchased as part of this project) 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. As the laboratory is in the final stages of certifying these devices, no PBTs have been awarded to local police agencies and to the State Police at this time. Training of these devices is conducted by the Police Standards & Training and is available via on-line training modules.

Funding	405d	Funds Obligated \$	109,570.60	Funds Expended \$	103,888.00
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Join the NH Clique

Violations	Warnings	Summons	Arrests
Speeding	219	75	0
Reckless Driving	0	1	
Other Arrests	0	0	4
Warrant Arrest	0	0	3
Other Motor Vehicle Violations	575	257	0
Pedestrian/Bicycle	8	0	0
School Bus	0	0	0
Red Light Running	17	2	0
Occupant Restraint	50	35	0
Mobile Electronic Devices	33	48	0
DUI Arrests	0	0	2
DRE Evaluations	0	0	0
Illegal Possession	0	0	4
Illegal Transportation	0	0	0
Open Container	0	0	0
Operation after Revocation	0	12	1
Totals	902	430	14
Total Traffic Stops	1,247		

*Source: NHOHS Grants and Inventory System v.5.0

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

Funding	402	Funds Obligated	\$ 38,666.46	Funds Expended	\$ 37,685.09
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Operation Safe Commute

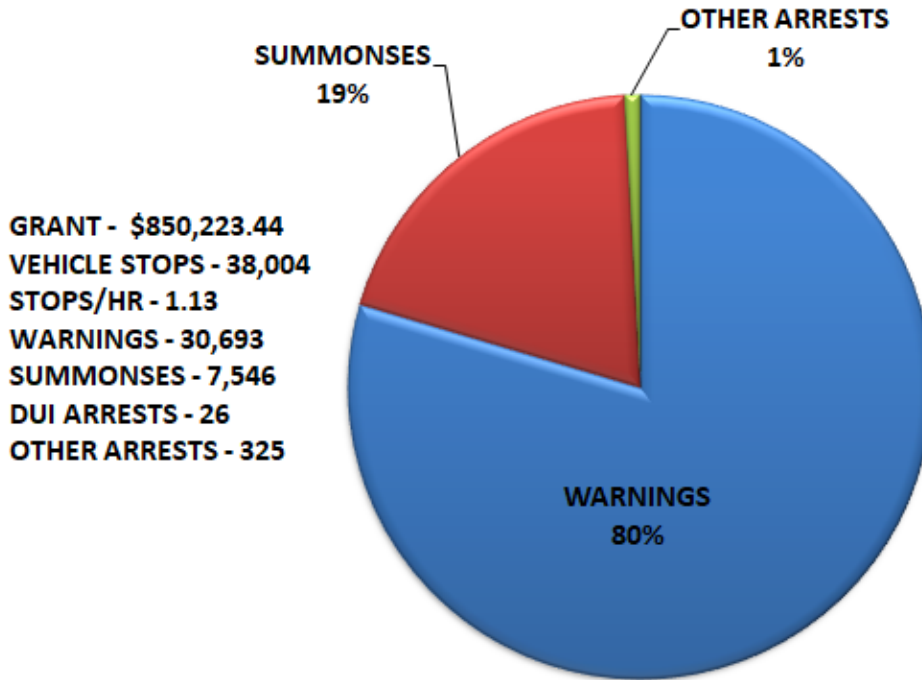
In FFY-2018, the NH State Police conducted 10,267.5 Enforcement hours, 1,160.5 Operation Safe Commute hours and 501 join the NH Clique hours. The tables below show the number and types of violations for each of the 3 enforcement programs.

Violations	Warnings	Summons	Arrests
Speeding	744	419	21
Reckless Driving	0	0	0
Other Arrests	0	0	13
Warrant Arrest	0	7	2
Other Motor Vehicle Violations	821	169	6
Pedestrian/Bicycle	9	0	0
School Bus	0	0	0
Red Light Running	8	4	0
Occupant Restraint	1	1	0
Mobile Electronic Devices	39	49	0
DUI Arrests	0	0	2
DRE Evaluations	1	0	1
Illegal Possession	0	1	0
Illegal Transportation	0	0	0
Open Container	0	0	0
Operation after Revocation	5	9	4
Totals	1,628	659	49
Total Traffic Stops	2,187		

*Source: NHOHS Grants and Inventory System v.5.0 (Does not include NHSP 4th quarter)

Funding 402 Funds Obligated \$ 103,297.34 Funds Expended \$ 94,803.50

**NEW HAMPSHIRE STATE POLICE & MUNICIPAL POLICE
FFY-2018 COMBINED
ENFORCEMENT, STEP, OPERATION SAFE COMMUTE
& JOIN THE NH CLIQUE
GRANT FUNDED ACTIVITY**



Source: NHOHS Grants and Inventory System v.5.0 Note (* Does not include NHSP 4th quarter)

2018 STATE PARTNER ACTIVITIES

OFFICE OF HIGHWAY SAFETY

Alcohol and Drugs in Relation to Highway Safety

Target

Our collective goal includes reducing alcohol impaired fatalities by 5 percent from 34 (2012-2016 average) to 32 (2014-2018 average).

Accomplishments

An important accomplishment this year was the purchase of a Liquid Chromatograph/Mass Spectrometer Instrument by the New Hampshire State Police Forensic Laboratory, which will greatly assist the laboratory's capabilities to identify and determine levels of drugs in biological samples, the vast majority of which are related to motor vehicle impairment and crashes. This instrument will be ready for use in actual cases in early 2019 and greatly enhance the ability to prosecute the impaired driver.

Alcohol impaired fatalities for the period (2014 – 2018 average) was 28, therefore the target of 32 by December 31, 2018 has been met. (* data as of 11/15/18) This information does not include 18 known "Drugs Only" causation for victims of 2018 fatal crashes, data as of 11/15/18.

Field Representative/Law Enforcement Liason (LEL)

In FFY 2018 the NHOHS Field Rep/LEL positions processed applications, contracts, reimbursements and risk assessments for 316 local, county, state, organizational and institutional grants in support of programs funded by the National Highway Traffic Safety Administration (NHTSA), which promote and enhance highway safety efforts within the State of New Hampshire. There was also an expanded effort to collect and analyze traffic enforcement data with a focus on Data Driven Approaches to Crime and Traffic Safety (DDACTS) and to provide analytical feedback to partner law enforcement agencies. 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 development of a program which will allow police departments to electronically submit traffic enforcement activity that occurs during grant funded patrols which will facilitate data collection and enhance accuracy. The NHOHS continued to refine their data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots. The field monitoring/LEL program was expanded along with an educational effort to heighten our partners understanding of grant requirements and inform them of any highway safety grants they may be eligible for as well as

provide information about national issues effecting traffic enforcement. The participation of Field Rep/LEL's in NHTSA/TSI sponsored training, seminars, conferences and Regional LEL teleconferences have been increased in an effort to maintain the most current institutional information and guidance.

Funding 402	Funds Obligated \$ 171,807.00	Funds Expended \$ 147,622.78
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Funding 405d	Funds Obligated \$ 171,807.00	Funds Expended \$ 147,622.62
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National Drunk and Drugged Driving Awareness Month

In FFY 2018, on November 20, 2017, we hosted the Governor's (Triple DDD) Impaired Driving Conference and Luncheon, to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. A proclamation was read by Governor Sununu, praising the law enforcement community for their efforts and encouraged them to intensify patrols over the holiday season and throughout the upcoming year. Several of the presenters offered personal insight into how their lives had been impacted by the actions of illegal driving acts committed by others, to include New Hampshire State Trooper Ryan Hickey, Manchester Police Lieutenant Brian O'Keefe, and the Rollins Family of Manchester, several of whom were survivors of a serious crash that changed their lives on Christmas morning 2016, including 8 year old Ethan Rollins, who was seriously injured. Ethan was given a Special Christmas experience that he would never forget, with visits from Red Sox mascot "Wally", along with a New Hampshire college basketball coach and of course Santa and Mrs. Claus delivered a cart full of toys. The smile and joy on Ethan's face belied the pain and suffering during the past year due to that horrific crash, if only for a while. Additionally, Washington State Traffic Safety Prosecutor Moses Garcia spoke at the conference regarding decriminalization and legalization of marijuana in the State of Washington and the numerous legal and societal considerations that have been encountered. Awards were presented by NHSP Captain & Highway Safety Commander John Marasco, to 4 LEOs and two Department Units, NHSP Trooper Haden Wilber, NHSP Trooper Michael Berntsen, NHSP Crash Analysis & Reconstruction Unit, Chief Edward Andersen, New London PD, Chief Stephen Pecora, Hopkinton PD and the Manchester PD Traffic Unit.

Funding 405d	Funds Obligated \$ 15,000.00	Funds Expended \$ 10,053.82
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New Hampshire Traffic Safety Commission

In FFY 2018, \$1,000 was obligated and no money was expended for this project. In existence since 1967, the commission in 2016 was repealed and reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. In 2018, three 3 traffic safety commission meetings were conducted, one each in February, June, and September. The Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the 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 \$ 1,000.00

Funds Expended \$ 0.00

Prosecutors and Paralegal

During the time period 10/1/17 to 9/30/18, we provided funds to the DOS Bureau of Hearings have been utilized to support additional prosecutors and hire a paralegal in Troop C. The grant funded 3 positions: two prosecutors and a paralegal. Due to vacancies, the prosecution positions have not been filled for a portion of the year, but will be filled in January and February, 2019.

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 continued in 2017-2018.

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. A grant prosecutor at Troop C, Cheshire County, handled cases in Keene, Jaffrey, Claremont, Newport, and Lebanon courts primarily. Between

10/1/17 and 5/10/18, the prosecutor's last day of work with the Department of Safety, he prosecuted approximately 106 DWI cases. This saved State Police a significant number of hours because but for the prosecutor, troopers would have had to perform all of the administrative work and prosecution of the cases.

Another prosecutor in Troop F prosecuted cases in Littleton, Lancaster, Haverhill and Plymouth courts primarily. Between 10/13/17 and 5/24/18 when he was transferred to another prosecution position, the grant prosecutor in Troop F prosecuted 78 DWI cases. Again, this saved State Police a substantial number of hours of administrative work, and allowed troopers to spend that time patrolling NH roads.

The Troop F prosecutor handled cases that otherwise would have been prosecuted by troopers at a greater expense. He was able to save the department witness fees by resolving cases and conducting the plea hearings in court. Without this action, troopers would have had to appear in court for all plea hearings, oftentimes incurring witness fees to do so.

Moreover, he prosecuted a noteworthy case where the accused was a lawyer who had been previously charged with operating under the influence in MA but not convicted. During his investigation of the case, the grant prosecutor obtained police reports from a prior OUI case and utilized the information during cross examination of the defendant. He obtained a conviction in the case. The specialization that the grant allowed provided the necessary case preparation time for a successful outcome in that case. Typically, a Department of Safety prosecutor or state trooper would not have had the time to conduct the detailed background investigation necessary to obtain police reports from another jurisdiction, a time consuming effort.

Moreover, the grant paralegal in Troop C performed all of the preparation work for 83 cases between 2/1/18 when she began work for the Department of Safety and the end of the fiscal year on 9/30/18. She completed a myriad of important jobs on these cases. She processed discovery requests, court pleadings, and other documental work 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. Had she not been there, all of that work would have been required of troopers. Midnight shift troopers prosecuting their cases in Troop C made 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 in Troop C to handle administrative paperwork, where they have fewer troopers and a large geographic area to cover, and they are less able to do the work required during day hours when it can be most efficiently done. Before the grant paralegal's employment, this is administrative work that troopers would have been required to do, and since the grant allowed the paralegal to perform it, this provided additional patrol hours to State Police. Utilizing a conservative 1.5 hours of preparation time per case, 124 hours of additional patrol hours were given back to the State Police because the paralegal prepared 83 cases.

Also, the cases were resolved more effectively. In those cases where plea agreements were reached, the State saved additional money on witness fees for both the Administrative License Suspension (ALS) hearing and the trial. For example, having a prosecutor handle these matters freed the troopers to return to their patrols, kept them on the road instead of in court and at the barracks doing paperwork, or testifying in a hearing or at court trials. This enhanced public safety. This fiscal year, in several cases, the prosecutors in Troop F and Troop C 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 spoke to troopers about their reports and offered suggestions that resulted in the troopers' reports becoming a more professional work product because they offered a critical legal perspective to the work. In turn, this increased the likelihood of successful prosecutions, and resulted in future arrests, thus creating stronger cases. This provided 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.

Overall, having the prosecutors handle cases, and the paralegal's performance of all of the preparation work in Troop C has allowed troopers to spend more time patrolling the road, and ultimately, enhancing public safety.

Funding	405d	Funds Obligated \$ 367,387.02	Funds Expended \$ 182,696.26
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Traffic Safety Resource Prosecutor

In FFY 2018, funds were expended for this project only from October thru November due to this position becoming vacant within the NH Department of Justice. Up until this point, the TSRP worked extensively on DWI cases, the TSRP Newsletter, as well as provided guidance and training to law enforcement to enhance their ability to conduct impaired driving and traffic investigation skills, provided case specific technical assistance to prosecutors, and presented training to prosecutors on evolving traffic safety laws, prosecutorial techniques, etc.

Funding	405d	Funds Obligated \$ 131,498.11	Funds Expended \$ 18,801.37
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Collision Analysis and Reconstruction

In FFY 2018, no funds were expended for this project. Had the project been conducted, it would have allowed for the New Hampshire State Police CAR unit to purchase two (2) Robotic Total Stations and/or attend CAR equipment training to help identify causal factors of a motor vehicle crash and resume normal traffic flow as soon as possible, without compromising the presence of physical evidence. One of law enforcement's top priorities is to conduct thorough crash investigations while maintaining safe traffic flow. Many of these crashes are alcohol related that require detailed investigation and documentation. The public's lack of patience for obstructed highways, coupled with antiquated forensic mapping equipment, can cause longer delays and incomplete investigations. Equipment procurement is an on-going process and it must keep pace with current technologies to effectively investigate collisions and manage traffic patterns. The upgrading of current forensic equipment will clear scenes faster and more efficiently, while saving motorists time and reducing secondary collisions. Robotic total station equipment reduces the manpower hours required to measure scenes and allows the secondarily assigned CAR member to concentrate on other required scene tasks. The CAR unit's ability to perform on-scene operations faster will ultimately keep emergency responders safer and return normal traffic patterns without unnecessary delay. This equipment and training continues to be important for the New Hampshire State Police to have to adequately investigate the cause of crashes to help identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts.

Funding	Flex 405d FDL*AL	Funds Obligated	\$ 0	Funds Expended	\$ 0
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Traffic Records

Targets

Problem Solution Tasks:

- Increase the number of National Trauma Data Bank-compliant reports entered into the database from baseline of 1,423 during the period of April 1, 2016 through March 31, 2017 to 2,400 during the period of April 1, 2017 through March 31, 2018.

Target not achieved: There were 2,052 reports entered into the trauma registry from April 1, 2017 through March 31, 2018.

- Increase crash reports that have Manner of Crash completeness from 44.61% in the period April 1, 2016 through March 31, 2017 to 55% during the same period ending in 2018.

Target Not Achieved: The metric needed to track this target was not implemented by the keeper of the records.

- Increase the timeliness of crash reports (NH State Police) from the average timeliness of 12.907 days during the period of April 1, 2016 through March 31, 2017 to 10 days during the same period ending in 2018.

Target not achieved: The average timeliness from April 1, 2017 to March 31, 2018 was 12.617 (target was for 10 days during this period)

Strategies identified for accomplishing this goal included:

- Increase the membership of the traffic records coordinating committee.
- Implement the recommendation of the 2018 EMS reassessment (conducted in September of 2018).
- Insure the implementation of the FY 2018 strategic plan for traffic records improvements.
-

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 DOS VPN installation program has assisted New Hampshire enforcement agencies to electronically submit crash reports to the Division of Motor Vehicles. Currently 6 law enforcement agencies are submitting crash reports electronically to the DMV Vision data base. In FFY 2018 there were Fifteen (15) law enforcement agencies that purchased equipment through grant funding from the NHOHS to allow them the ability to submit crash reports to the DMV.

The Division of Motor Vehicles has updated the MMUCC 4 attribute to Suspected Serious Injury (A). This fulfills this NHTSA requirement to be done prior to April of 2019.

Traffic Records Consultant

In FFY 2018, 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 2018, 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 2018, 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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DMV Vehicle Crash Reports

In FFY 2018, funds were provided to the Department of Safety Division of Motor Vehicles (DMV) to fund bureau personnel in the manual entry and scanning of motor vehicles crash reports (not including commercial vehicles and fatalities) during overtime initiatives. This data entry by DMV staff increased the timeliness of processing reports and allowed for accurate, updated data collection and reporting activities. Maintaining a minimal backlog plays a critical role in the State's ability to identify highway safety problems and causes to develop corrective countermeasures. For the period of October 1, 2017 to September 30, 2018, 7,753 crash reports were manually entered into the DMV database during overtime .

Funding	405c	Funds Obligated \$	66,547.90	Funds Expended \$	54,286.65
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J-One VPN Installation Assistance Funds

In FFY 2018, this project was not conducted using federal funds. However, this program was supported under the Department of Safety's state budget to assist and enable electronic communication of criminal justice data between the various governmental entities that have a need for the data. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire.

Funding	405c	Funds Obligated	\$ 164,921.22	Funds Expended	\$ 0
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Mobile Data terminals

In FFY 2018, funds were provided and expended by nine (9) law enforcement agencies for Mobile Data Terminal (MDT's) equipment. New Hampshire State Police was not a participant in this project because Mobile Data Terminals were supplied and budgeted for (state budget) within the new fleet of NHSP police vehicles received in 2018.

Funding for agencies who participated in the Mobile Data Terminal Equipment project was contingent upon the law enforcement agencies agreement and ability to connect to the State of New Hampshire e-crash /and e-ticket Records Management System. Agencies who participated had to have and use the latest version of their vendors certified software to exchange information on the uniform crash form and motor vehicle citations form. Presently, the majority of New Hampshire law enforcement agencies submit manual citations and crash reports to the State. With the use of this equipment, enforcement agencies were able to complement the electronic applications already built and use this software and equipment on the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. This equipment also enable the state to have more accurate and timely data submitted, as well as, have access to this data to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury. This equipment included laptop, docking station, mounting hardware, and stand. All purchases made were buy American Act compliant. Equipment that is \$5,000 or more was approved by NHTSA. This project also supported the states commitment to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment will also help provide the

necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Funding	405c	Funds Obligated \$	54,860.50	Funds Expended \$	42,133.23
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E-Ticket Equipment for Locals

In FFY 2018, funds were provided and expended by Eight (8) law enforcement agencies participating in this E-Ticket Equipment project. Funds were provided to participating local law enforcement agencies to outfit cruisers (approximately \$1,000 per cruiser) with printers, scanners, and GPS receivers. This equipment allowed local agencies to use in conjunction with software already developed, to create electronic citation and crash reports in the cruiser and provide copies of citations or driver information on scene. This equipment also allowed for the electronically submitted information to DMV and/or the Courts as applicable. With the use of this equipment participating law enforcement agencies have the tools necessary to adequately document motor vehicle activity that can be used to help identify possible problem areas or highway safety related issues (speeding, impaired driving, etc.) that can be minimized through enforcement efforts. The number of agencies that are now participating in the e-Citation program has increased resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. All purchases were Buy America Act compliant. Equipment that is \$5,000 or more will seek permission from NHTSA for approval. This project supported the State's commitment to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Funding	405c	Funds Obligated \$	50,000.00	Funds Expended \$	13,867.73
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Data Analysis

In FFY 2018, funds were provided to the Department of Safety for a Data Analyst who retrieved, entered, and analyzed data to produce spreadsheets and graphics for management/program decision making. Specifically data collected from crash or enforcement efforts included speed and impairment infractions, and other motor vehicle violations. Data was entered into a database for analysis of locations in the State that may have highway safety related issues or concerns that would identify a need for enforcement or media messaging to address these issues. This data analyst also provided data that measured performance of highway safety projects to determine future support of highway safety projects to meet highway safety goals.

Funding	408	Funds Obligated \$ 16,583.25	Funds Expended \$ 11,460.49
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EMS Records User Management Funds

In FFY 2018, this project was not conducted and no funds expended. If conducted, this project would have allowed the Department of Safety Division of Fire Standards and Training and Emergency Medical Services funds to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend. This module would allow for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records, and state EMS licensing records. All users would have one account allowing access to the Users Management Module and the TEMSIS EMS records system under one online umbrella account. The project would improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system would allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.

Funding	405c	Funds Obligated \$ 405,434.62	Funds Expended \$ 0
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EMS Assessment

During FFY 2018, funds were provided and expended by the Department of Safety Division of Fire Standards and Training and Emergency Medical Services to have an EMS assessment conducted by the National Highway Traffic Safety Administration (NHTSA). This assessment was conducted from September 11th through the 13th as part of The State of New Hampshire's Emergency Medical System re-assessment required by the National Highway Traffic Safety Administration's (NHTSA) Technical Assistance Program. The Program offered States, and community stakeholders, a means to analyze the overall effectiveness of current practices within the EMS System. In addition, the reassessment process allowed for a comparison of previous interactions of the State's EMS program based on the changes that were recommended previously. NHTSA assembled a team of experts consisting of six members who were subject matter experts in EMS development and implementation. The state of New Hampshire also included EMS subject matter panel experts involved in legislative issues, data gathering systems, rural EMS delivery, integrated health systems, trauma systems, pediatrics, and disaster response systems. Recommendations were provided by NHTSA consultants to the state of New Hampshire to consider implementing to improve EMS systems, programs, and practices.

Funding	402	Funds Obligated \$ 40,000.00	Funds Expended \$ 14,607.21
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2018 ENFORCEMENT

EVIDENCE BASED ENFORCEMENT

As required by the recent Fast Act guidance, the Annual Report must include a description of the State's evidence-based enforcement program activities in support of the enforcement plan provided in the FFY 2018 Highway Safety Plan.

In FFY 2018, monitoring of enforcement grants continued to be an important element of New Hampshire's evidence-based traffic safety enforcement program. Agencies deployment strategies were continuously evaluated and adjusted to accommodate shifts and changes as it pertains to their local highway safety problems as well as the states highway safety problems. The agencies receiving grant funding are required to provide quarterly reimbursements including copies of the Patrol Activity Reports for all patrols conducted within the quarter. Examples of information provided include; times worked, number of summonses/warnings issued, number of DWI/DUI/DRE arrests, as well as number of stops per patrol shift. In addition to analyzing crash data, funding decisions for subsequent years will also be determined by evaluating past performance and ability to participate. On-site monitoring visits were useful in determining if adjustments were needed to be made to our evidence based enforcement programs during the year.

In FFY 2018, New Hampshire sought to increase seatbelt usage while decreasing the number of distracted driving, impaired driving, speed and pedestrian fatalities through several key enforcement programs:

Sustained Traffic Enforcement Patrols (STEP) Funding was provided to 91 local law enforcement agencies which resulted in 21,633 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 21, 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 10,267.5 patrol hours.

Impaired Driving Patrols Seventy-Five (73) agencies including New Hampshire State Police, local law enforcement agencies and one county agency conducted 10,893.28 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 total of 1,238.25 sobriety checkpoint patrol hours.

Distracted Driving Patrols NH State Police and thirty (30) local law enforcement agencies and one county agency conducted 3,475 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 13 local police departments to conduct overtime enforcement activities aimed at reducing pedestrian and bicycle injuries and fatalities. This program resulted in 749.75 patrol hours.

Enforcement Patrols

In FFY-2018, the NH Local and NH State Police conducted 33,342 Enforcement hours. Unfortunately due to data collection methods used in 2018 and technical difficulties within the NHOHS Grants and Inventory System, we are unable to isolate the Operation Safe Commute and Join the NH Clique date ranges necessary for the Local Police Departments and are therefore unable to collect their hours and data. Their OSC and JTNHC statistics are included in the overall statistics chart immediately below.

The tables below show the number and types of violations for each of the 3 enforcement programs.

ENFORCEMENT VIOLATIONS

	State Police Enforcement			Local Police Departments		
	Warnings	Summons	Arrests	Warnings	Summons	Arrests
Speeding	2936	3444	14	13,547	1,801	4
Reckless Driving	2	10	12	3	13	7
Other Arrests	0	0	13	1	0	90
Warrant Arrest	29	11	11	12	3	74
Other Motor Vehicle Violations	1,833	632	5	8,116	1,505	30
Pedestrian/Bicycle	14	3	0	180	54	3
School Bus	1	0	0	53	5	0
Red Light Running	27	3	0	1,796	262	0
Occupant Restraint	5	31	0	122	25	2
Mobile Electronic Devices	81	147	0	1,730	528	6
DUI Arrests	0	0	8	7	10	1
DRE Evaluations	0	0	1	0	0	0
Illegal Possession	9	0	3	16	5	23
Illegal Transportation	1	0	1	3	3	1
Open Container	0	3	2	18	16	9
Operation after Revocation	0	28	23	0	84	122
Totals	4,938	4,312	93	25,604	4,314	372

Total Traffic Stops	12,581	28,427
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Source: NHOHS Grants and Inventory System v.5.0

POLICE TRAFFIC SERVICES

Performance Target

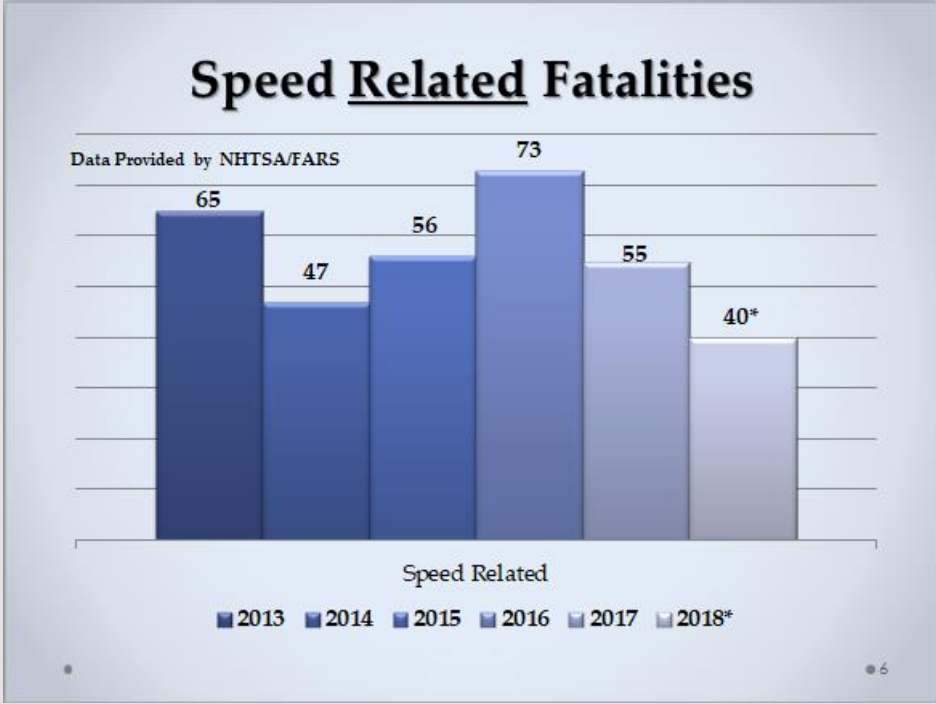
Reduce-speed related fatalities by 5 percent from 53 (2012-2016 average) to 50 (2014-2018 average).

In 2018 local and county law enforcement agencies under the STEP grant and the NHSP under their Enforcement grant reflected a decrease in the number of speed summons and warnings issued from 2017 to 2018. In 2018 there was a decrease of 17% (19,785 to 16,483) in speed warnings and a decrease of 10% (5,376 to 5,245) in speed summons.

Currently, 2018 preliminary data shows that we did not achieve our target and that there were 40 speed related fatalities from January thru October 2018 resulting in a 2014-2018 average of 52.4. Most unfortunately we did not achieve our overall fatalities target (NH had 142 fatalities by December 27, 2018) by exceeding the target of 113 fatalities for FFY 2018. It is hoped that with a renewed strategically placed and effective enforcement program as well as continued participation in our enforcement grants, we will see increase an in speed violations and a subsequent reduction in speed related fatalities. The NHOHS will place greater emphasis on messaging and education on the importance of operating a motor vehicle at a speed conducive to the conditions and/or posted speed limits. Additionally we will continue to message and educate our LE partners on the importance of citing motorists for speed-related violations.

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

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



The following table shows the number of licensed drivers since 2013. You will see a overall increase from 2013 to 2018.

	2013	2014	2015	2016	2017	2018
NH Licensed Drivers	1,078,482	1,070,050	1,093,267	1,089,898	1,107,566	1,169,195
Travel *MM	12,903	12,970	13,094	16,156	16,157	N/A

*Million Vehicle Miles

2018 DWI Patrols

Sub Grantee	Project Number	Amount Expended
Allenstown	308-18B-096	\$500.01
Alstead	308-18A-080	\$3,150.00
Alton	308-18B-041	\$4,698.04
Atkinson	308-18A-001	\$3,463.16
Auburn	308-18A-056	\$3,483.17
Barrington	308-18A-063	\$699.29
Bedford	308-18A-039	\$5,368.34
Belmont	308-18B-005	\$3,027.21
Berlin	308-18B-047	\$8,400.00
Bow	308-18B-032	\$4,575.55
Bristol	308-18B-009	\$909.27
Campton	308-18B-013	\$838.92
Canaan	308-18B-085	\$2,527.76
Canterbury	308-18B-067	\$1,360.47
Chester	308-18A-076	\$3,675.00
Chichester	308-18B-090	\$4,049.31
Claremont	308-18A-040	\$6,571.00
Concord	308-18B-016	\$9,218.84
Deering	308-18A-001	\$2,956.01
Derry	308-18A-079	\$3,516.47
Dover	308-18A-078	\$11,845.12
Enfield	308-18B-033	\$4,200.00
Epsom	308-18B-029	\$4,347.92

Exeter	308-18A-025	\$2,971.83
Farmington	308-18A-026	\$3,222.60
Gilford	308-18B-084	\$5,698.04
Gilmanton	308-18B-086	\$1,828.64
Goffstown	308-18A-057	\$5,492.97
Goshen	308-18A-027	\$440.00
Greenfield	308-18A-011	\$1,795.85
Greenland	308-18A-062	\$1,871.48
Hampstead	308-18A-042	\$4,291.16
Hampton	308-18A-058	\$5,680.98
Hillsboro	308-18A-036	\$4,950.00
Hollis	308-18A-068	\$4,652.76
Hudson	308-18A-069	\$6,895.46
Keene	308-18A-022	\$7,673.61
Laconia	308-18B-088	\$12,233.14
Lebanon	308-18B-074	\$5,375.89
Lee	308-18B-031	\$1,195.91
Lisbon	308-18B-083	\$3,150.00
Littleton	308-18B-073	\$6,282.33
Manchester	308-18A-021	\$66,578.03
Marlborough	308-18A-028	\$3,131.52
Meredith	308-18B-012	\$4,207.14
Merrimack	308-18A-050	\$12,150.00
Merrimack County Sheriff	308-18B-052	\$4,592.46
Milford	308-18A-004	\$8,179.63
Milton	308-18A-018	\$3,522.24
Mont Vernon	308-18A-038	\$2,085.25

Nashua	308-18A-044	\$22,774.38
New Boston	308-18A-060	\$1,678.92
NH Fish & Game	308-18S-071	\$6,748.97
NH State Police	308-18S-100	\$325,614.86
New London	308-18B-015	\$3,707.51
Newmarket	308-18A-049	\$4,112.40
Newport	308-18A-014	\$5,299.30
North Hampton	308-18A-064	\$1,882.30
Northfield	308-18B-029	\$1,766.57
Northwood	308-18A-037	\$3,605.56
Ossipee	308-18B-105	\$4,276.52
Pelham	308-18A-051	\$1,795.81
Pittsfield	308-18B-102	\$0.00
Portsmouth	308-18A-087	\$5,729.61
Raymond	308-18A-066	\$5,056.08
Rochester	308-18A-075	\$4,579.86
Salem	308-18A-070	\$13,648.77
Seabrook	308-18A-034	\$2,183.07
Somersworth	308-18A-019	\$1,639.25
Swanzey	308-18A-055	\$1,738.31
Wakefield	308-18B-108	\$4,202.39
Walpole	308-18A-082	\$3,850.00
Winchester	308-18A-0024	\$3,675.00
Wolfeboro	308-18B-008	\$5,140.82

2018 Sobriety Checkpoints

PROJECT TITLE	PROJECT NUMBER	AMOUNT OBLIGATED	AMOUNT EXPENDED
Berlin Sobriety Checkpoints	308-18B-048	\$7,845.89	\$7,845.89
Laconia Sobriety Checkpoints	308-18B-089	\$7,381.63	\$0.00
Manchester Sobriety Checkpoints	308-18A-023	\$21,692.16	\$19,893.24
Portsmouth Sobriety Checkpoints	308-18A-088	\$7,426.56	\$2,769.88
Raymond Sobriety Checkpoints	308-18A-065	\$5,818.92	\$2,895.37
Wakefield Sobriety Checkpoints	308-18B-109	\$2,261.66	\$1,335.99
NHSP Sobriety Checkpoints	308-18S-101	\$55,329.41	\$53,529.75
TOTALS		\$107,756.23	\$88,270.12

Funding 405d	Funds Obligated \$1,026,027.52	Funds Expended \$806,506.16
Funding 410	Funds Obligated \$130,329.41	Funds Expended \$126,922.48

2018 STEP

PROJECT TITLE	PROJECT NUMBER	AMOUNT OBLIGATED	AMOUNT EXPENDED
Allenstown STEP	315-18B-109	\$5,518.32	\$2,052.59
Alstead STEP	315-18A-097	\$4,885.87	\$4,870.05
Alton STEP	315-18B-054	\$6,534.24	\$5,707.58
Atkinson STEP	315-18A-001	\$7,204.66	\$7,070.24
Auburn STEP	315-18A-071	\$6,211.96	\$3,651.84
Barnstead STEP	315-18B-120	\$4,923.10	\$3,657.07
Barrington STEP	315-18A-064	\$4,992.00	\$2,093.01
Bedford STEP	315-18A-052	\$8,707.61	\$8,237.21
Belmont STEP	315-18B-009	\$9,047.08	\$4,093.49
Berlin STEP	315-18B-057	\$8,986.36	\$8,227.34
Bow STEP	315-18B-045	\$5,199.60	\$4,917.23
Bristol STEP	315-18B-012	\$5,376.58	\$3,118.20

Campton STEP	315-18B-018	\$6,391.40	\$3,286.59
Canaan STEP	315-18B-103	\$5,411.88	\$4,070.87
Candia STEP	315-18A-065	\$6,899.12	\$4,624.88
Canterbury STEP	315-18B-080	\$5,627.30	\$2,653.21
Center Harbor STEP	315-18B-106	\$5,708.63	\$4,849.27
Cheshire County STEP	315-18A-072	\$5,655.00	\$2,997.55
Chester STEP	315-18A-092	\$6,477.52	\$6,090.20
Chesterfield STEP	315-18A-044	\$6,624.80	\$2,074.78
Chichester STEP	315-18B-105	\$6,072.92	\$2,535.06
Concord STEP	315-18B-014	\$27,270.92	\$25,242.52
Deering STEP	315-18A-015	\$5,313.64	\$5,298.51
Derry STEP	315-18A-062	\$18,882.28	\$15,990.16
Dover STEP	315-18A-096	\$17,149.76	\$16,663.66
Dublin STEP	315-18A-002	\$5,821.76	\$5,715.78
Dunbarton STEP	315-18B-003	\$6,160.52	\$5,358.89
Enfield STEP	315-18B-043	\$7,664.64	\$6,368.76
Epping STEP	315-18A-038	\$10,670.00	\$8,969.93
Epsom STEP	315-18B-004	\$7,518.06	\$7,410.72
Exeter STEP	315-18A-033	\$8,865.84	\$5,973.91
Farmington STEP	315-18A-034	\$6,409.40	\$2,031.49
Franklin STEP	315-18B-089	\$8,296.08	\$6,114.61
Gilford STEP	315-18B-101	\$9,961.98	\$9,809.41
Gilmanton STEP	315-18B-102	\$5,746.05	\$5,460.23
Goffstown STEP	315-18A-074	\$13,507.36	\$9,812.89
Goshen STEP	315-18A-035	\$4,760.00	\$1,114.00
Greenfield STEP	315-18A-016	\$6,303.25	\$4,031.92
Greenland STEP	315-18A-078	\$7,312.88	\$5,462.80
Hampstead STEP	315-18A-055	\$8,600.80	\$4,218.07
Hampton Falls STEP	315-18A-099	\$6,596.00	\$4,308.56
Hampton STEP	315-18A-076	\$13,468.00	\$10,296.68
Hancock STEP	315-18A-094	\$5,976.60	\$5,190.99
Harrisville STEP	315-18A-059	\$4,973.93	\$4,885.80
Haverhill STEP	315-18B-122	\$6,141.32	\$4,806.55
Henniker STEP	315-18B-086	\$6,805.76	\$5,418.08
Hillsboro STEP	315-18A-049	\$8,140.00	\$6,456.90
Hollis STEP	315-18A-082	\$8,017.80	\$7,947.98
Hooksett STEP	315-18B-118	\$5,500.41	\$4,147.34
Hopkinton STEP	315-18B-036	\$6,265.16	\$6,260.24
Hudson STEP	315-18A-083	\$16,069.30	\$13,833.16
Keene STEP	315-18A-029	\$15,893.08	\$13,645.87
Laconia STEP	315-18B-022	\$12,671.77	\$11,403.10

Lebanon STEP	315-18B-090	\$11,547.44	\$11,547.44
Lee STEP	315-18A-039	\$5,694.44	\$2,642.56
Lisbon STEP	315-18B-100	\$5,750.00	\$5,750.00
Littleton STEP	315-18B-088	\$3,860.96	\$3,664.72
Madison STEP	315-18B-121	\$5,536.16	\$5,485.85
Manchester STEP	315-18A-028	\$53,929.12	\$53,428.64
Marlborough Step	315-18A-037	\$6,418.18	\$6,169.53
Meredith STEP	315-18B-017	\$9,958.04	\$9,510.03
Merrimack County Sheriff's STEP	315-18B-068	\$8,455.30	\$7,935.43
Merrimack STEP	315-18A-061	\$16,334.32	\$15,821.43
Milford STEP	315-18A-006	\$11,966.32	\$8,671.86
Milton STEP	315-18A-024	\$6,489.18	\$6,065.42
Moultonborough STEP	315-18B-008	\$6,937.00	\$4,532.09
Nashua STEP	315-18A-030	\$26,032.02	\$24,756.75
New Boston STEP	315-18A-067	\$7,307.60	\$6,214.70
New London STEP	315-18B-013	\$7,397.67	\$3,194.21
Newmarket STEP	315-18A-060	\$7,570.48	\$7,434.48
Newport STEP	315-18A-020	\$8,610.00	\$7,990.03
Northfield STEP	315-18B-032	\$5,815.35	\$3,603.31
Northwood STEP	315-18A-050	\$6,491.69	\$4,601.17
Ossipee STEP	315-18B-113	\$7,630.31	\$7,630.31
Pelham STEP	315-18A-063	\$10,972.29	\$8,465.51
Pittsfield STEP	315-18B-107	\$6,092.83	\$558.45
Plaistow STEP	315-18A-026	\$6,974.62	\$6,606.18
Portsmouth STEP	315-18A-104	\$15,940.28	\$12,411.73
Raymond STEP	315-18A-079	\$7,065.79	\$5,966.87
Rindge STEP	315-18A-040	\$7,211.52	\$0.00
Rochester STEP	315-18A-091	\$7,457.70	\$6,969.10
Rockingham County STEP	315-18A-048	\$6,844.48	\$6,192.62
Salem STEP	315-18A-085	\$14,040.00	\$13,441.90
Sanbornton STEP	315-18B-046	\$4,894.53	\$1,807.32
Somersworth STEP	315-18A-025	\$3,073.59	\$1,681.71
Sugar Hill STEP	315-18B-127	\$2,420.00	\$2,075.86
Thornton STEP	315-18B-124	\$5,406.60	\$3,367.74
Tilton STEP	315-18B-114	\$6,156.60	\$3,953.63
Wakefield STEP	315-18B-117	\$5,277.08	\$5,204.03
Walpole STEP	315-18A-098	\$6,148.62	\$5,434.98
Winchester STEP	315-18A-027	\$5,780.08	\$5,612.55
Wolfeboro STEP	315-18B-010	\$8,500.71	\$7,940.31
NH State Police Enforcement Patrols	315-18S-112	\$216,752.50	\$216,752.50
TOTALS		\$1,011,931.70	\$861,620.72

Funding	402	Funds Obligated \$ 1,028,630.62	Funds Expended \$ 861,620.72
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2018 DISTRACTED DRIVING

PROJECT TITLE	PROJECT NUMBER	AMOUNT OBLIGATED	AMOUNT EXPENDED
Alstead Distracted Driving	318-18A-038	\$684.79	\$684.79
Atkinson Distracted Driving	318-18A-001	\$2,000.00	\$1,889.01
Berlin Distracted Driving	318-18B-026	\$1,634.56	\$1,558.30
Bristol Distracted Driving	318-18B-015	\$1,315.53	\$513.04
Canaan Distracted Driving	318-18B-045	\$10,051.58	\$8,301.07
Canterbury Distracted Driving	318-18B-036	\$1,670.76	\$865.77
Concord Distracted Driving	318-18B-011	\$11,133.46	\$11,133.46
Deering Distracted Driving Patrols	318-18A-007	\$1,500.00	\$1,500.00
Derry Distracted Driving	318-18A-031	\$6,987.55	\$6,598.77
Dover Distracted Driving Patrols	318-18A-043	\$6,874.30	\$6,874.30
Dublin Distracted Driving	318-18A-002	\$1,500.00	\$1,439.68
Enfield Distracted Driving	318-18B-022	\$3,272.00	\$2,750.93
Epping Distracted Driving	318-18A-019	\$2,962.10	\$2,391.85
Epsom Distracted Driving	318-18B-003	\$3,518.06	\$3,476.13
Exeter Distracted Driving	318-18A-017	\$2,346.96	\$2,232.93
Gilmanston Distracted Driving	318-18B-046	\$3,141.12	\$3,002.87
Goffstown Distracted Driving Patrols	318-18A-032	\$5,093.45	\$4,687.77
Greenfield Distracted Driving	318-18A-008	\$1,750.00	\$1,750.00
Greenland Distracted Driving	318-18A-034	\$1,794.50	\$1,078.76
Hampstead Distracted Driving	318-18A-024	\$2,590.15	\$2,295.27
Hampton Distracted Driving	318-18A-033	\$4,913.75	\$4,221.67
Hancock Distracted Driving	318-18A-042	\$1,500.00	\$946.00
Hillsboro Distracted Driving	318-18A-023	\$2,250.00	\$1,886.21
Hollis Distracted Driving	318-18A-037	\$2,250.00	\$2,250.00
Laconia Distracted Driving	318-18B-012	\$9,227.04	\$8,311.87
Lebanon Distracted Driving	318-18B-040	\$5,496.96	\$4,897.09
Lee Distracted Driving	318-18A-020	\$2,280.13	\$1,003.93
Litchfield Distracted Driving	318-18A-028	\$1,230.80	\$823.71
Manchester Distracted Driving	318-18A-025	\$25,006.24	\$24,491.75
Marlborough Distracted Driving	318-18A-018	\$1,500.00	\$1,456.71
Meredith Distracted Driving	318-18B-009	\$7,146.05	\$5,755.07
Merrimack Distracted Driving	318-18A-021	\$6,292.03	\$6,292.03

Moultonborough Distracted Driving	318-18B-005	\$5,339.90	\$3,418.16
Nashua Distracted Driving	318-18A-016	\$8,076.43	\$7,254.19
Newmarket Distracted Driving	318-18A-027	\$2,250.00	\$2,250.00
NH State Police Distracted Driving	318-18S-048	\$90,503.64	\$72,245.66
Plaistow Distracted Driving	318-18A-014	\$2,320.15	\$1,891.68
Portsmouth Distracted Driving	318-18A-047	\$7,157.20	\$7,157.17
Rollinsford Distracted Driving	318-18A-029	\$1,750.00	\$1,025.95
Salem Distracted Driving	318-18A-039	\$10,415.55	\$8,577.24
Seabrook Distracted Driving	318-18A-010	\$3,521.21	\$2,998.93
Somersworth Distracted Driving	318-18A-013	\$3,073.59	\$2,606.75
Swansey Distracted Driving	318-18A-030	\$2,000.00	\$1,094.28
Tilton Distracted Driving	318-18B-049	\$3,769.34	\$1,252.62
Wakefield Distracted Driving	318-18B-050	\$1,413.50	\$1,182.74
Walpole Distracted Driving	318-18A-044	\$1,740.00	\$1,734.43
Wolfboro Distracted Driving	318-18B-006	\$12,272.46	\$12,177.24
TOTALS		\$296,516.84	\$254,227.78

Funding	402	Funds Obligated \$ 305,793.00	Funds Expended \$ 254,227.78
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2018 Bicycle/Pedestrian

Target

1. Reduce pedestrian fatalities by 10 percent from 13 (2012-2016 average) to 12(2014-2018 average)
2. Maintain bicyclist fatalities at 2 (2012-2016 average) for 2014-2018 average of 2.

Pedestrian Data for (2013-2017) is 12 fatalities. As of December 11, 2018 preliminary data shows we have had 9 pedestrian fatalities. Provided that pedestrian fatalities are less than 14 we will meet our 2014-2018 target of 12.

Bicycle Data for (2013-2017) is 2.8 fatalities. As of December 11, 2018 preliminary data show we have had one bicycle fatality thus far in 2018. Provided that bicycle fatalities don't increase we will meet our target of 2.

The NHOHS provided grant funding to sixteen local law enforcement communities for Pedestrian/Bicycle enforcement patrols... There were 958 vehicles stopped with 4,020 pedestrian/bicycle contacts. The total number of hours dedicated to Pedestrian/Bicycle is 733.75 hours.

Pedestrian/Bicycle Patrols			
Sub Grantee	Project Number	Obligated	Expended
Alstead	314-18A-014	\$1,125.00	\$1,125.00
Berlin	314-18B-006	\$2,539.83	\$2,379.42
Bristol	314-18B-004	\$1,375.00	\$0
Concord	314-18B-002	\$9,786.24	\$9,580.25
Derry	314-18A-009	\$6,511.13	\$4,734.75
Dover	314-18A-013	\$4,925.00	\$4,925.00
Hampton	314-18A-010	\$4,163.75	\$1,352.52
Keene	314-18A-003	\$5,016.25	\$5,016.25
Littleton	314-18B-011	\$2,269.38	\$2,225.02
Manchester	314-18A-007	\$3,916.64	\$3,885.44
Newmarket	314-18A-008	\$1,750.00	\$1,588.30
Portsmouth	314-18A-015	\$6,157.20	\$4,055.26
Rochester	314-18A-012	\$4,557.48	\$4,245.84
Tilton	314-18A-016	\$1,256.45	\$0
UNH	314-18A-005	\$2,000.00	\$724.50
Wolfeboro	314-18B-001	\$1,750.00	\$1,750.00
Total of 405h funding		\$59,099.35	\$47,587.55

2018 Equipment

Sub Grantee	Project Number	Equipment	Amount Obligated	Amount Expended	Fund
Wakefield	315-18B-116	Radar Display Trailer	\$9,277.00	\$8,385.00	402
Hooksett	Unfunded	Total Robotic Station	\$14,804.05	\$0	405D

Littleton	308-18B-072	In-Cruiser Video	\$3,210.00	\$0	405D
Moultonborough	Unfunded	In-Cruiser Video	\$2,660.00	\$0	---
Northfield	308-18B-030	In-Cruiser Video	\$2,550.00	\$2,510.00	405D
Winchester	308-18A-043	In-Cruiser Video	\$2,510.00	\$2,510.00	405D
State Police	308-18S-103	Gas Chromatograph	\$180,565.00	\$180,213.00	410
Total			\$215,576.05	\$193,618.00	

2018 Supplies Table

Sub Grantee	Project Number	Equipment	Amount Obligated	Amount Expended	Fund
Bristol	308-18B-045	In-Cruiser Video	\$2,500.00		405D
Sanbornton	308-18B-035	In-Cruiser Video	\$2,462.00	\$2,462.00	405D
Atkinson (5)	308-18A-002	Tablets	\$10,000.00	\$7,845.59	405D
Bedford	315-18A-053	Radar	\$1,242.50	\$1,242.50	402
Berlin	315-18B-058	Radar	\$1,975.00	922.50	402
Bristol	315-18B-056	Radar	\$1,125.00	\$1,115.00	402
Bristol	315-18B-123	Radar Display Sign	\$2,137.502	\$2,122.50	402
Chesterfield	315-18A-070	Radar	\$2,965.19	\$2,365.00	402
Deering (2)	315-18A-020	Tablets	\$2,790.00	\$1,254.35	402
Dover (2)	315-18A-095	Radar	\$2,119.00	\$2,050.00	402
Exeter	315-18A-005	Radar	\$1,150.00	\$1,150.00	402
Goffstown (2)	315-18A-073	Radars	\$2,200.00	\$2,123.00	402

Greenland	315-18A-077	Radar	\$1,299.97	\$0	402
Hampton	315-18A-075	Radar	\$1,262.50	\$1,262.50	402
Harrisville	315-18A-051	Radar Display	\$2,050.00	\$2,050.00	402
Henniker (2)	315-18B-087	Radars	\$2,500.00	\$1,875.00	402
Hollis (2)	315-18A-081	Radars	\$2,561.00	\$2,561.00	402
Laconia	315-18B-041	Radar	\$1,031.50	\$1,031.50	402
Rollinsford	315-18A-069	Radar	\$1,650.00	\$1,611.74	402
Salem	315-18A-084	Radars	\$8,358.02	\$8,358.02	402
Sanbornton	315-18B-047	Radar	\$772.50	\$772.50	402
Seabrook	315-18A-023	Radar	\$2,295.00	\$1,545.00	402
Sugar Hill	315-18B-126	Radar	\$1,497.00	\$1,497.00	402
Thornton	315-18B-125	Radar Display Trailer	\$7,652.50	\$7,457.50	402
Tilton	315-18B-115	Radar	\$3,200.00	\$2,212.50	402
Wakefield	315-18B-116	Radar Display	\$9,277.00	\$8,385.00	402
Winchester	315-18A-031	Radar	\$1,279.50	\$1,279.50	402
Wolfeboro	315-18B-011	Radar & Tire Deflation	\$4,308.00	\$2,903.75	402
Totals			\$83,660.682	\$69,454.95	

2018 E-TICKET

PROJECT TITLE	PROJECT NUMBER	AMOUNT OBLIGATED	AMOUNT EXPENDED
Fremont E-Ticket	310-18A-016	\$2,700.00	\$2,433.00
Lee E-Ticket	310-18A-003	\$900.00	\$699.53
Madison E-Ticket	310-18B-007	\$2,700.00	\$1,602.00

Nashua E-Ticket	310-18A-024	\$4,020.00	\$1,919.95
Peterborough E-Ticket	310-18A-004	\$3,600.00	\$0.00
Sugar Hill E-Ticket Equipment	310-18B-026	\$900.00	\$616.00
Thornton E-Ticket	310-18B-020	\$3,030.00	\$3,030.00
Wolfeboro E-Ticket	310-18B-009	\$3,580.00	\$3,567.25
TOTAL		\$21,430.00	\$13,867.73

2018 Mobile Data Terminals

PROJECT TITLE	PROJECT NUMBER	AMOUNT OBLIGATED	AMOUNT EXPENDED
Allenstown MDT Equipment	310-18B-018	\$5,000.00	\$3,455.27
Deerfield MDT Equipment	310-18A-012	\$6,000.00	\$5,545.50
Dunbarton MDT Equipment	310-18B-013	\$2,000.00	\$934.97
Lydeborough MDT Equipment	310-18A-005	\$4,000.00	\$3,697.00
Madison MDT Equipment	310-18B-008	\$6,000.00	\$3,697.00
Rollinsford MDT Equipment	310-18A-006	\$4,000.00	\$3,853.13
Rollinsford MDT Equipment	310-17A-102*	\$4,000.00	\$3,671.18
Thornton MDT	310-18B-021	\$2,631.00	\$1,749.50
Wolfeboro MDT Equipment	310-18B-010	\$16,000.00	\$14,788.00
NHSP – MDT	N/A	\$50,000.00	\$0.00
TOTALS		\$99,631.00	\$41,391.55

Program Management and Administration

Performance Targets

- Submitting the HSP including the Section 402 and Section 405 applications to NHTSA by July 1

Target Achieved

- Submitting the Annual Report to NHTSA by December 31

Target Achieved

- Developing, managing, monitoring and evaluating grants described in the HSP

Target Achieved/In progress

Planning and Administration

In FFY 2018, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the 2019 HSP and production of the 2018 Annual Report. Funds will be used for salaries, travel, office space and other overhead costs, equipment, and materials. Funds shall also be provided under this task to support a State Police Captain position to manage the Safety Planning and Administration Section of the Office of Highway Safety, including supervising staff, directing work activities, setting priorities, reviewing staff assignments, conducting periodic staff evaluations, etc. This individual shall be responsible for oversight of the Federal planning function within the division including development of the State's annual Highway Safety Plan (HSP) and coordination with the State Strategic Highway Safety Plan both required by Federal mandate. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) duties for the Governor's Traffic Safety Advisory Commission rests with this position. This individual shall also provide oversight of Traffic Records, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs.

Funding	402	Funds Obligated	\$ 410,000.00	Funds Expended	\$305,714.19
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Christopher T. Sununu
GOVERNOR

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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 1**

DATE: 9/29/2017

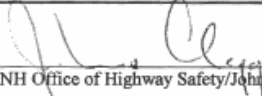
FISCAL YEAR: FY 2018

TASK: 18-02 M6OT 13 TSRP

FUNDING SOURCE SECTION: 405D unanticipated carry forward funds


AMOUNT: \$22,243.30

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to allocate section 405D funds in the amount of \$22,243.30 to increase the dollar amount for the Department of Justice TSRP project (18-02 M6OT 13) from \$109,254.81 to \$131,498.11.

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: 10/5/17



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 2**

DATE: 11/1/17

FISCAL YEAR: FY 2018

TASK: 18-01 OP 08, 18-03 PT 08 **Omit 18-02 AL 12

FUNDING SOURCE SECTION: 402 unanticipated carry forward funds

AMOUNT: \$5,000.00

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to omit 18-02 AL 12 (Conferences and Training) from the 2018 HSP and add 18-01 OP 08 (Conferences and Training) increasing the amount to \$8,500.00 as well as adding 18-03 PT 08 (Conferences and Training) increasing the amount to \$6,500.00 using unanticipated section 402 carry forward funds in the amount of \$5,000.00 (18-01 OP 08 adding \$2,500.00 totaling \$8,500.00 and 18-03 PT 08 adding \$2,500.00 totaling \$6,500.00) to support the NHOHS 2018 DDD conference. These 402 funds will be used to support presentations given during the DDD that are not alcohol related (i.e. occupant protection, speeding, distraction, etc.).

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

NEW HAMPSHIRE STATE POLICE CAPTAIN *[Signature]* 11/3/17
NH Office of Highway Safety/John Marasco

COORDINATOR: *[Signature]* 11/3/17
NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



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Christopher T. Sununu
GOVERNOR

John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 3**

DATE: 1/24/18

FISCAL YEAR: FY 2018

TASK: 18-02 M6OT 03, 18-03 PT 04 **Omit 18-02 M6OT 6, 18-02 M6OT 18, and 18-03 PT 05,
18-03 PT 02


FUNDING SOURCE SECTION: To support "Staffing" under sections 402 (PT) and 405D (M6OT),
funds shall be used from omitted projects "Program Management" and "Media Position" under sections
402 and 405D as well as supported through unanticipated carryforward funds.

AMOUNT: \$343,614.00 (to include indirect costs)

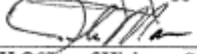
DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend
the 2018 HSP to omit 18-02 M6OT 06 (Media Position Part-Time), and 18-02 M6OT 18 (Program
Management) and rename 18-02 M6OT 03 "Law Enforcement Liaison" to "Staffing" and add to this
task \$171,807.00 (to include indirect cost) transferred from the omitted "Media Position" and "Program
Management" tasks as well as supported by 405D unanticipated carry forward funds..

The NHOHS would also like to request approval from NHTSA to amend the 2018 HSP to omit 18-03
PT 02 (Media Position Part-Time), and 18-03 PT 05 (Program Management) and rename 18-03 PT 04
"Law Enforcement Liaison" to "Staffing" and add to this task \$171,807.00 (to include indirect cost)
transferred from the omitted "Media Position" and "Program Management" tasks as well as supported
by unanticipated 402 carry forward funds.


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:


2/6/18



Christopher T. Sununu
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John J. Barthelmas
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 4**

DATE: 3/12/18

FISCAL YEAR: FY 2018

TASK: 18-07 DD 01

FUNDING SOURCE SECTION: 402 Distracted Driving

AMOUNT: \$305,793.00 (to include indirect costs)

DESCRIPTION OF CHANGE: This is an amendment to change the Distracted Driving funding source from 405D flexed funds to 402 funds to allow 2018 distracted driving projects to be funded using 402 unanticipated carry forward funds and to increase this funding from \$278,319.49 to \$305,793.00.

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

NEW HAMPSHIRE STATE POLICE MAJOR [Signature]
NH Office of Highway Safety/John Marasco

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

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 5**

DATE: 3/16/18

FISCAL YEAR: FY 2018

TASK: 18-02, 08 (section 405D/410 funds) "DWI/DUI/DRE Patrols/Sobriety Checkpoints" Change title to DWI/DUI/DRE Patrols/Saturation Patrols/Sobriety Checkpoints.

FUNDING SOURCE SECTION: FAST ACT 405D IMPAIRED DRIVING LOW 18-02, M60T 08
NHTSA SECTION 410 ALCOHOL SAFETEA-LU 18-02, K8 08

AMOUNT: No Cost Amendment (change project title in 2018 HSP)

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to change the DWI/DUI/DRE Patrols/Sobriety Checkpoints title under 18-02, 08 (405D/410 funds) within the 2018 HSP to DWI/DUI/DRE Patrols/Saturation Patrols/Sobriety Checkpoints.

Due to pending legislation in the State of New Hampshire (NH House Bill 1283), that is intended to prohibit NH law enforcement agencies from conducting Sobriety Checkpoints, it would be preemptively prudent to modify our current 2018 Sobriety Checkpoint Grant agreements, to allow for NH law enforcement agencies to conduct either Sobriety Checkpoints and or DWI Saturation Patrols.

For years, Sobriety Checkpoints have been prohibited under state law in New Hampshire, unless a law enforcement agency obtains a Superior Court order in advance. HB-1283 has already been overwhelmingly passed in the NH House of Representatives and is set to move on to the NH Senate in the next few months. If passed and signed into law by the Governor, it would nullify the exception for judicial orders, effectively, banning sobriety checkpoints altogether.

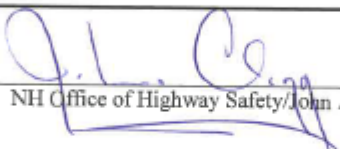
If this bill is passed into law, it may or may not become effective before September 30, 2018 (the termination date of 2018 Sobriety Checkpoint grant agreements). A modification to 2018 Sobriety Checkpoint grant agreements will allow law enforcement agencies the option to adjust a planned Sobriety Checkpoint to Saturation patrols if this bill becomes law and is effective before September 30, 2018. This amendment approval will also allow the flexibility to Police departments who feel the need

to conduct DUI Saturation patrols instead of Sobriety Checkpoints because evidence based data supports they more effective at removing impaired drivers from NH roads.


There is clear evidence based data that shows DWI Saturation Patrols would be more cost effective than traditional static Sobriety Checkpoints. In FFY-2017, 25 sobriety checkpoints were conducted and 20 arrests were made for Driving Under the Influence, which resulted in a cost per arrest of \$4,173.23. Comparatively, during the same time period there were 402 DWI arrests made within the combined State and Local Police "DWI Patrol Grants", which resulted in a substantially lower cost per arrest of \$2,062.25. Additionally, allowing for the option to conduct DWI Saturation Patrols in lieu of static Sobriety Checkpoints would circumvent the need to obtain Superior Court approval, saving time and reducing costs further.

While the proposed legislation is being considered, regardless of the eventual outcome, through approval from NHTSA of this amendment and modification to the current Sobriety Checkpoint contract language, the NH Office Of Highway Safety can allow our law enforcement partners the flexibility to conduct Saturation Patrols in conjunction with established PSA efforts, in specific locations that evidence based data supports these enforcement efforts.


PROGRAM MANAGER: _____


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN _____


NH Office of Highway Safety/William R. Haynes Jr.

COORDINATOR: _____


NH Office of Highway Safety /John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



Christopher T. Sununu
GOVERNOR

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FAX 603-271-3790

John J. Barbelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 6**

DATE: 3/31/18

FISCAL YEAR: FY 2018

TASK: 18-02, 11 (section 410 funds) **DUI Van Administration Last Drink Survey**

FUNDING SOURCE SECTION: NHTSA SECTION 410 ALCOHOL SAFETEA-LU 18-02, K8 11

AMOUNT: No Cost Amendment (change DUI Van Administration "Last Drink Survey" narrative in 2018 HSP)

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to change the 2018 Highway Safety Plan related to the DUI Van Administration "Last Drink Survey" narrative to say "This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints, central locations in support of DUI Saturation patrols, educational events, media events and NHTSA or NHOHS traffic safety campaigns."

Last Drink Surveys conducted by the Enforcement Bureau of the NH Liquor Commission utilizing the DUI Mobile Command Unit at Sobriety Checkpoints or at central locations in support of DUI Saturation Patrols, is crucial in minimizing impairment on New Hampshire roads. Information received from impaired drivers on the place of last drink will allow liquor enforcement officers the ability to investigate those liquor establishments that may be overserving patrons.

The change in the narrative from this project is occurring due to pending legislation in the State of New Hampshire (NH House Bill 1283), that is intended to prohibit NH law enforcement agencies from conducting Sobriety Checkpoints. It would be preemptively prudent to modify our current 2018 Sobriety Checkpoint Grant agreements to allow for NH law enforcement agencies to conduct either Sobriety Checkpoints and/or DWI Saturation Patrols.

For years, Sobriety Checkpoints have been prohibited under state law in New Hampshire, unless a law enforcement agency obtains a Superior Court order in advance. HB-1283 has already been


overwhelmingly passed in the NH House of Representatives and is set to move on to the NH Senate in the next few months. If passed and signed into law by the Governor, it would nullify the exception for judicial orders, effectively, banning sobriety checkpoints altogether.

If this bill is passed into law, it may or may not become effective before September 30, 2018 (the termination date of 2018 Sobriety Checkpoint grant agreements). A modification to 2018 Sobriety Checkpoint grant agreements will allow law enforcement agencies the option to adjust a planned Sobriety Checkpoint to Saturation patrols if this bill becomes law and is effective before September 30, 2018. This amendment approval will also allow the flexibility to Police departments who feel the need to conduct DUI Saturation patrols instead of Sobriety Checkpoints because evidence based data supports they more effective at removing impaired drivers from NH roads.

There is clear evidence based data that shows DWI Saturation Patrols would be more cost effective than traditional static Sobriety Checkpoints. In FFY-2017, 25 sobriety checkpoints were conducted and 20 arrests were made for Driving Under the Influence, which resulted in a cost per arrest of \$4,173.23. Comparatively, during the same time period there were 402 DWI arrests made within the combined State and Local Police "DWI Patrol Grants", which resulted in a substantially lower cost per arrest of \$2,062.25. Additionally, allowing for the option to conduct DWI Saturation Patrols in lieu of static Sobriety Checkpoints would circumvent the need to obtain Superior Court approval, saving time and reducing costs further.

While the proposed legislation is being considered, regardless of the eventual outcome, through approval from NHTSA of this amendment and modification to the current Sobriety Checkpoint contract language, the NH Office Of Highway Safety can allow our law enforcement partners the flexibility to conduct Saturation Patrols in conjunction with established PSA efforts, in specific locations that evidence based data supports these enforcement efforts.


PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/William R. Haynes Jr.

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:


4/9/18



Christopher T. Sununu
GOVERNOR

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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 7**

DATE: 5/15/18

FISCAL YEAR: FY 2018

TASK: 18-04, Task 01, 05

FUNDING SOURCE SECTION: 408 Data Program

AMOUNT: \$16,902.61

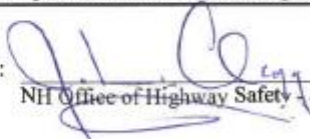
DESCRIPTION OF CHANGE:

The NH OHS request to move 18-04 task 01 Traffic Records Consultant from 405c map 21 funding to 408 Data Program in the amount \$45,000.00 . This is a zero dollar increase for this project

Also, OHS would like to request to move 18-04 task 5 Fatality Analysis Reporting System (FARS) from 405c Map 21 to 408 Data Program in the amount of \$56,443.00. This is also a zero dollar increase for this project

Please omit 408 funding from 18-04 task 07 Mobile Data Terminals.

By moving the above projects to 408 funding it will increase 2018 Highway Safety Plan by **\$16,902.61**. This will allow the NHOHS spend balance of 408 funding in Federal Fiscal Year 2018

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

NEW HAMPSHIRE STATE POLICE CAPTAIN 
NH Office of Highway Safety - **William R. Haynes Jr.**

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

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 8**

DATE: 5/15/18

FISCAL YEAR: FY 2018


TASK: 18-05, Task 01

FUNDING SOURCE SECTION: 2010 Motorcycle Safety

AMOUNT: (\$17,006.13)

DESCRIPTION OF CHANGE:

The NH OHS requests to reduce 18-05 task 01 Motorcycle Safety Program Enhancement 2010 funding to \$48,883.88 and increase 405f to \$70,839.99. This will reduce the 2018 HSP by (\$17,006.13)

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

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

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

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 9**

DATE: 7/24/18

FISCAL YEAR: FY 2018

TASK: 18-03, PT 01 (section 402 funds)

FUNDING SOURCE SECTION: NHTSA SECTION 402 Police Traffic Services (Equipment & Supplies)

AMOUNT: \$7,652.50

DESCRIPTION OF CHANGE:

The New Hampshire Office of Highway Safety requests the approval of NHTSA to amend the 2018 Highway Safety Plan under **Supplies and Equipment** to add the Thornton Police Department and to allow Thornton P.D. to purchase a Radar Trailer. The total purchase price of the Radar Trailer is \$15,305.00. Federal funds will be used to reimburse 50% or \$7,652.50 of the cost of the Radar Trailer.

PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/William R. Haynes Jr.

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____

/jac



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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 9**

DATE: 7/24/18

FISCAL YEAR: FY 2018

TASK: 18-03, PT 01 (section 402 funds)

FUNDING SOURCE SECTION: NHTSA SECTION 402 Police Traffic Services (Equipment & Supplies)

AMOUNT: \$7,652.50

DESCRIPTION OF CHANGE:

The New Hampshire Office of Highway Safety requests the approval of NHTSA to amend the 2018 Highway Safety Plan under **Supplies and Equipment** to add the Thornton Police Department and to allow Thornton P.D. to purchase a Radar Trailer. The total purchase price of the Radar Trailer is \$15,305.00. Federal funds will be used to reimburse 50% or \$7,652.50 of the cost of the Radar Trailer.

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

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

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

REGIONAL ADMINISTRATOR APPROVAL: 

DATE APPROVED: 7/30/18

/s/



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 10**

DATE: 9/28/18

FISCAL YEAR: FY 2018

TASK: 18-02, 08 (section 405D funds)

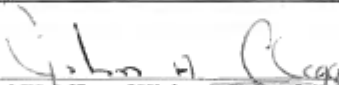
FUNDING SOURCE SECTION: 405D Fast Act

AMOUNT: \$75,000.00

DESCRIPTION OF CHANGE:

This amendment is to move \$75,000.00 from NHSP DWI patrols under section 405D to section 410 in order to allow the NHOHS to spend 410 funds in FY 2018


PROGRAM MANAGER:


NH Office of Highway Safety/John A. Clegg

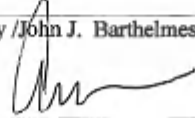
NEW HAMPSHIRE STATE POLICE CAPTAIN


NH Office of Highway Safety/William R. Haynes Jr.

COORDINATOR:


NH Office of Highway Safety/John J. Barthelmes

REGIONAL ADMINISTRATOR APPROVAL:



DATE APPROVED:

10/16/18



Christopher T. Sununu
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John J. Barthelmes
COORDINATOR

**FFY 2018 HSP AMENDMENT
NUMBER 11**

DATE: 12/05/18

FISCAL YEAR: FY 2018

TASK: 18-04 M3DA/K9 (01, 02, 03, 04, 05, 06, 07, 08)

FUNDING SOURCE SECTION: 408 unanticipated carry forward funds

AMOUNT: Unanticipated 408 carry forward funds

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to fund all traffic records projects (currently funded with 405C funds) with 408 unanticipated carryforward funds to fully expend 408 funds by the 2018 closeout.

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

NEW HAMPSHIRE STATE POLICE MAJOR 
NH Office of Highway Safety/John Marasco

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 2018 HSP AMENDMENT
NUMBER 12**

DATE: 12/14/18


FISCAL YEAR: FY 2018

TASK: 18-05, 01 (section 405F funds)

FUNDING SOURCE SECTION: 405F Fast Act

AMOUNT: \$590.54

DESCRIPTION OF CHANGE:
This amendment is to increase the FFY 2018 DMV Motorcycle Safety Program Enhancements (advertising and public educational media campaign) project from \$55,409.46 to \$56,000.00 to allow for an increase in indirect cost.

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

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

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

REGIONAL ADMINISTRATOR APPROVAL: 

DATE APPROVED: 12/20/18

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