



ANNUAL REPORT 2023



I am pleased to present the *Annual Report of the NH Office of Highway Safety for Federal Fiscal Year 2023.*

At the end of 2023, the State of New Hampshire had a 11% reduction in overall fatalities and 10.5% reduction in overall crashes from 2022. This is an important indication that highway safety messaging, outreach, and enforcement initiatives are working. In 2023, there was a 30 percent increase from 2022 of law enforcement agencies participating in the Office of Highway Safety grant program than in past years, which has helped increase the visibility of law enforcement on NH roads helping to change negative driving behavior. In 2024, the NH OHS is seeing a 60% increase from 2022 of law enforcement agencies participating in the Office of Highway Safety grant program. DUI saturation efforts, high crash corridor enforcement efforts and NHTSA national mobilizations all had increased participation and commitment from law enforcement in 2023. An example of New Hampshire law enforcements participation and commitment is the Drive Sober or Get Pulled Over NHTSA national enforcement initiative conducted by NH law enforcement from December 13th thru January 1st, 2024. This initiative resulted in 1,690 vehicle stops, 56 arrests, 1,518 warnings and 94 summonses issued. Momentum is increasing with NH law enforcements commitment to reduce crashes and save lives going in to FFY 2024. In 2024, with the increase in participation from law enforcement and more enforcement initiatives (10 county DUI saturation patrols and 10 high crash corridor saturation patrols) scheduled than in 2023, it will be interesting to see the impact that law enforcement visibility will have on the motoring public to change negative driving behavior to decrease overall motor vehicle crashes to save more lives.

The State of New Hampshire and its highway safety partners are aware that most of these crashes are preventable. Impairment, speeding and distracted driving (although difficult to report on as causation in crashes, it is being widely seen on NH roads) continue to be at the top of the list when working to prevent these crashes from occurring on New Hampshire roads. It is with this knowledge in mind that the Office of Highway Safety works tirelessly with all our partners to encourage, educate, and enforce motor vehicle laws in our unending mission to save lives. All our programs at the New Hampshire Office of Highway Safety are designed with this goal in mind.

This report outlines the performance targets set for FFY 2023, as well as reports on the progress obtained in meeting those targets. The office has worked incredibly hard to introduce new programs, such as our Community Outreach and Betterment grant, high crash corridor enforcement efforts, DUI saturation efforts, and messaging to the public with the hopes of changing driving behaviors. Moving forward, we are pleased our state legislature in 2024 will

examine the possibility of revising the refusal of consent and ALS law that will help New Hampshire reduce impairment related fatalities. We thank our Department of Safety leadership for their examination of these impaired driving statutes and their willingness to support important changes.

It would be very remiss of me, if I did not express my absolute gratitude and respect for the tireless efforts put forth every day by staff to improve and enhance; law enforcement participation, the collection of highway safety data, messaging, outreach, education, project monitoring, highway safety related laws, and the overall efficiency of the NH OHS. The members of the NH OHS are true professionals and are a pleasure to work with and are extremely passionate and committed to our mission to save lives on New Hampshire roads. I commend them all for their efforts and consider myself very fortunate to work with such an amazing team!!

In conclusion, the New Hampshire Office of Highway Safety would like to thank NHTSA and all of our traffic safety partners for their support and efforts as we all work toward a shared goal of reducing crashes and eliminating the tragic and often unnecessary loss of life on New Hampshire roadways.

Respectfully submitted,

John A. Clegg

Program Manager, NH Office of Highway Safety

Traffic Safety Partners

- ❖ The National Highway Traffic Safety Administration (NHTSA)
- ❖ NH Department of Transportation
- ❖ NH Department of Safety (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- ❖ NH Department of Justice
- ❖ Administrative Office of the Courts
- ❖ NH Liquor Commission
- ❖ NH Traffic Safety Commission
- ❖ NH Police Standards & Training Council
- ❖ NH Traffic Records Coordinating Committee
- ❖ NH Department of Health and Human Services
- ❖ NH Department of Education
- ❖ NH Insurance Department
- ❖ NH Association of Chiefs of Police
- ❖ NH Sheriffs' Association
- ❖ NH Police Officers' Association
- ❖ NH Association of Counties
- ❖ NH Municipal Association
- ❖ NH Driver Education Teachers Association
- ❖ Granite State Wheelman
- ❖ Associated General Contractors of NH Inc.
- ❖ Federal Highway Administration
- ❖ New Hampshire's U.S. Congressional Representatives and Senators
- ❖ Governors' Highway Safety Association
- ❖ National Safety Council of Northern New England
- ❖ The University of New Hampshire
- ❖ Community Alliance for Teen Safety (CATS)
- ❖ NH Mothers Against Drunk Driving
- ❖ The Injury Prevention Center at Children's Hospital at Dartmouth
- ❖ AAA Northern New England
- ❖ Local Police & Sheriff Departments
- ❖ Brain Injury Association of New Hampshire
- ❖ NH Auto Dealers Association
- ❖ Dartmouth College
- ❖ Plymouth State College
- ❖ Keene State College
- ❖ SNHU
- ❖ Victim's Inc.

- ❖ AT&T
- ❖ New Hampshire Fisher Cats Baseball
- ❖ iHeart Media
- ❖ Destination Media DBA Gas Station Television (GSTV)
- ❖ WMUR TV
- ❖ Bike Walk Alliance of NH
- ❖ Federal Motor Carrier Safety Administration
- ❖ Ross Express
- ❖ NH School Transportation Association
- ❖ NH WIC Centers
- ❖ Granite YMCA
- ❖ Boys & Girls Club of NH
- ❖ NH Head Start
- ❖ NH Youth Council
- ❖ Business Alliance for People of Color (Dwight Davis/Formal NBA Player)
- ❖ Senior Helpers (Dwight & Gale Davis)
- ❖ Big Brothers Big Sisters of New Hampshire
- ❖ Legacy Recovery Retreat
- ❖ Black Heritage Trail (Dwight Davis/ Former NBA Player)
- ❖ The Way Home
- ❖ Volunteer NH
- ❖ New Generations
- ❖ NH Humanities
- ❖ The Junior/Senior Friends Program
- ❖ NH PS&T Police Cadet Training Academy (for ages 14 to 20 years old)
- ❖ New Heights (Dwight Davis/program helping teens transition to adulthood)

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VISION

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

MISSION

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

PROGRAM MANAGEMENT

TARGET

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

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

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

ACCOMPLISHMENTS

In 2023, the NH OHS worked diligently to ensure more law enforcement partners participated in our grant process (2023 participation increased 30 percent from 2022). At the end of 2023, it was noted that enforcement efforts conducted by law enforcement, hours and activity, more than doubled. In 2023, increased law enforcements visibility on NH roads most definitely can be considered a contributing factor in the reduction of overall crashes by 10.5 percent (2022 – 33,123 crashes/2023 – 29,650 crashes) and fatalities by 11 percent (2022-146 fatalities/2023-130 fatalities) in 2023.

Also, in 2023, more law enforcement agencies are submitting the MMUCC 5 crash report to the NH Division of Motor Vehicles (NH DMV) VISION system electronically helping to improve the timely and accurate collection of data and helped remove any backlog of crash reports needing to be entered into VISION. Currently, there are 137 law enforcement agencies submitting MMUCC 5 crash reports to the DMV VISION system compared to the 118 reported last year (a 16% increase). The NH OHS continues to provide funding to local law enforcement agencies to purchase eCrash equipment (i.e. mobile data terminals, printers, scanners, and receivers). Also, the NH OHS continues to work towards our goal to purchase a crash data dashboard and is currently in the RFP stage. To ensure the success of this data system, discussions have occurred to begin preparing an administrative rule to require the submission of MMUCC 6 only crash reports to the NH DMV VISION system and remove the old two-page (lacks over a hundred data elements and attributes that the MMUCC 5/6 crash report contains) crash report from being used. Before releasing MMUCC 6, it is of utmost importance to add a test refusal selection option that would allow a law enforcement officer to select either yes or no for an individual who was stopped for a motor vehicle violation to indicate whether a breath/chemical test was administered (to indicate refusals).

In 2023, the DRE program continues to improve with over 60 DRE's trained to detect drug and alcohol impairment. Trainings involving all DRE's continue to enhance knowledge and the ability to detect drugs and alcohol. In 2023, DRE's were available to be called out to assist any law enforcement agency who needed the expertise of a DRE to help in an impairment related arrest. Also, the NH OHS DRE program was awarded a special NHTSA grant that allowed for the purchase of tablets to help ensure the timely and accurate entry of DRE evaluations. This combined with software to enter DRE data and information, will allow the NH OHS to understand trending highway safety concerns to deploy resources to save lives.

Currently, New Hampshire continues to remain the only state in the country that does not have an adult seat belt law. However, with the use of 405B and 402 funds that New Hampshire receives from NHTSA, the NH OHS, and our highway safety partners continue to focus on improving seat belt use to include the following:

- Improved media, especially social media
- Enhanced child passenger safety programming
- Increased seat belt enforcement

Since these OP initiatives have been implemented, NH has seen our seat belt usage rate increase from 75.5% in 2021, 75.7% in 2022, and 77.9% in 2023. This is a 3.2 % seat belt usage increase from 2021.

The first meeting of the New Hampshire Impaired Driving Taskforce took place on October 25, 2023, with 15 members attending. During this meeting important discussion involved how the refusal and administrative license suspension laws can be strengthened to ultimately reduce recidivism and save lives. This important taskforce was established as a subcommittee of the Traffic Safety Commission and voted in by the Traffic Safety Commission membership November 30, 2022. This taskforce is made up of important members experienced in impairment related issues who are able to provide expertise to help prevent impairment related crashes from occurring on New Hampshire roads. This taskforce was established to not only save lives, but address the New Hampshire mid-range status (alcohol related fatalities averages over 30% but under 60% of fatalities).

The planning behind the development of the Community Outreach and Betterment project expanded the overall highway safety educational outreach to underserved and underrepresented communities and was implemented on October 1, 2023. This was an innovative approach by the NH OHS centered around community involvement and participation in discussing important highway safety issues to reduce overall crashes. This project was a major accomplishment that promotes diversity that has been shared with many regions of the country to promote the same reduction in crashes and save lives.

Monitoring grant funded projects continues to be one of the cornerstones of ensuring that our grantees are providing the NH OHS with accurate documentation and are complying with state and federal requirements. In 2023, 48 law enforcement agencies were monitored with very few (minimal) issues. Monitoring has improved the overall efficiency of our grantees, and the NH OHS.

Our mission continues to involve and strengthen our highway safety partnership when developing the Annual Grant Application (AGA). 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 in FFY 2024.

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



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



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



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Update on Performance Targets for FFY 2023

The 2023 FARS data reports **122 Fatal Crashes** resulting in **130 Fatalities**. All performance targets are updated with the most current FARS data available.

Note: Targets for 2023 are based on an average of 5-years data (2019-2023). Because not all 2023 data is available, preliminary data is given using the average of 2019-2023 data that is available. Specific data used is described in each segment listed below.

Note: 2023 fatal crashes that are open/active investigations pending toxicology and crash causation are the result of the NH medical investigation/NH State Police Lab backlog of cases due to increased workload, personnel issues and equipment being down for repairs. It is imperative that the lab increase their toxicology capabilities to increase efficiency and timeliness of this data being submitted to FARS.

C-1 TRAFFIC FATALITIES (FARS)

Decrease fatalities from **117.8** (2018-2022 average) to **111.6** for the (2019-2023 average). The **2023 target of 111.6 fatalities** was recommended by the DOT and NHOHS.

In 2023, 130 fatalities were reported on NH roads.

- **5-year Projected Average for (2019-2023) is 119.8 fatalities.**

New Hampshire **did not meet** the predicted traffic fatality target of 111.6 (2019-2023 average). Instead, the 2019-2023 average fatalities were 119.8 (an increase of 7.3% from the predicted

target). However, even though the (2019-2023 average) target of 111.6 was not achieved, the NH OHS is pleased to report fatalities did decreased in 2023 to 130 from 146 in 2022.

The predicted projection of fatalities (2019-2023 average) was calculated by adding 2023 (118 estimated fatalities), 2022 (118 estimated fatalities), 2019 (101 fatalities), 2020 (104 fatalities), 2021 (118 fatalities), totaling 559 fatalities. Then dividing 559 fatalities by five (5 years of fatality data), for an average predicted projection of fatalities (2019-2023) of 111.8.

The Office of Highway Safety made countermeasure adjustments in 2023 and 2024 to reduce fatalities. These countermeasure adjustments increased enforcement efforts and initiatives that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, etc.). Also, in 2024, increased DUI saturations will be conducted in 10 counties and enforcement saturations efforts will be conducted on over 10 high crash corridors increasing law enforcements visibility among the motoring public. Important initiatives will continue to include press releases/press conferences (pre and post initiative) that are picked-up by local news stations to convey the message to the motoring public to drive safely. Highway safety messaging (PSA's, etc.) will also be run through media venues and posted on social media.

In FFY 2024 and during the development of the FFY 2025 AGA, the OHS, has, and will implement, countermeasures to decrease traffic fatalities by funding enforcement and media efforts within those areas of New Hampshire where speeding, distraction, impairment and overall crashes, fatalities, and serious injury are occurring. The Department of Safety, Public Information Officer, will continue to assist the NH OHS to ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We are also planning to continue to implement and expand in our FFY 2025 AGA the community outreach and betterment (COB) grants to increase educational outreach to Non-Profit Organizations (NPO's) and underrepresented communities, as well as highway safety presentations for driver education schools to be conducted by NH State Police. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023/40 fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.). These discussions and projects may also prove to be effective in reducing overall traffic fatalities.

2022 FARS Documented Fatalities: 146

2022 Fatality Performance Target Value: 117.8 (projected 2018-2022 average)

2023 FARS Documented Fatalities: 130

2023 Fatality Performance Target Value: 111.6 (projected 2019-2023 average)

2023 State Data (Projected 2019-2023 Average): 119.8

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

Maintain Serious Injuries existing performance at 466.4 (2018-2022 average) to 466.4 for the (2019-2023 average).

To assess our 2019-2023 target, we anticipated a decrease in this target as fatalities and overall crashes have decreased in 2023 from 2022. However, current 2022 and 2023, serious injury data is showing an increase in serious injuries. * Data not final.

The 2023 serious injury data from the NH DMV reported 610 serious injury crashes.

- **5-year Projected Average for (2019-2023) is 542 *SBI crashes.**

In 2023, New Hampshire **did not meet** the target of 466.4 average serious injuries (2019-2023) target. It is predicted that the projected average (2019-2023) target may be 542 serious injuries. This projected target was calculated by adding serious injury numbers for 2019 (485), 2020 (504), 2021 (485), 2022 (626), and 2023 (610) totaling 2,710 divided by five (5) years (2019-2023 average) resulting in 542 SBI crashes.

The Office of Highway Safety has made countermeasure adjustments in 2023 and 2024 to reduce serious injuries. In FFY 2023 NHSP Captain Christopher Vetter lead coordinated enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, etc.). These important initiatives also involve impactful messaging (i.e., press conferences, PSA's, social media posts, etc.) to the public to convey the message to drive safely.

In FFY 2024 and during the development of the FFY 2025 AGA, the OHS, has and will implement, countermeasures to decrease serious injuries by funding enforcement efforts to increase initiatives and the visibility of law enforcement on NH roads (county DUI saturations, high crash corridor saturations, etc.) and media efforts within those areas of New Hampshire where speeding, distraction, impairment and overall crashes, fatalities, and serious injury are occurring. The Department of Safety Public Information Officer will also ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We are also planning to implement and expand in our FFY 2025 AGA the community outreach and betterment (COB) grants to increase educational outreach to Non-Profit Organizations (NPO's) and underrepresented communities, as well as highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing overall serious injuries and fatalities.

2022 Serious Injuries: 463 * Data does not match what VISION is showing
2022 Performance Target Value: 465.4 (projected 2018-2022 baseline average)
2023 Serious Injuries: 610 * 2023 data not final
2023 Performance Target Value: 466.4 (projected 2019-2023 baseline average)
2023 State Data (2019-2023 baseline Average): 542 *2023 data not final

C-3 FATALITIES/VMT MILEAGE DEATH RATE (FARS)

Reduce fatalities/VMT from 0.874 (2018-2022 average) to 0.857 for the (2019-2023 average). To assess progress towards our 2019-2023 target, we anticipated a decrease in fatalities, and overall crashes possibly resulting in a decrease in fatalities/VMT in 2023.

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

2022 Fatality Rate: 1.110
2022 Performance Target Value: .874 (projected 2018-2022 baseline average)
2023 Fatality Rate: Not available yet
2023 Fatality Rate Target Value: .857 (projected 2019-2023 baseline average)
2023 State Data (Projected 2019-2023 Average): * 2023 data not available

Travel may have increased in 2023, however, fatalities decreased 11 percent. Once the OHS receives the 2023 VMT information from NH DOT, our office will re-evaluate the performance target. If the goal is not met, our office will work with the Region 1 office to craft appropriate adjustments for our FY25 AGA.

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

Maintain unrestrained fatalities of 47.7 (2018-2022 average) to 47.7 (2019-2023 average).

The 2023 final data from FARS for Unrestrained Occupant Fatalities is not confirmed currently. However, as of the end of 2023, there has been 43 occupant fatalities.

- **The predicted projected 5-year average (2019-2023) is 47.7 for Unrestrained Occupant Fatalities**

In 2023, New Hampshire **met** the unrestrained passenger vehicle occupant fatality (2019-2023 average) target of 47.7. In 2023, there were 43 unrestrained fatalities bringing the unrestrained passenger occupant fatality (2019-2023 average) number to **45.2**.

It is important that the enforcement and messaging countermeasure continue in FFY 2024 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The OHS is working with the Department of Safety PIO to provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border/High Crash Corridor and County Saturations). The Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.) and the Department of Safety PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supporting high-risk populations with special emphasis in both these areas. We have expanded and implement in our FFY 2024 AGA and will continue in our FFY 2025 AGA, the community outreach and betterment (COB) grants, to increase educational outreach to Non-Profit Organizations (NPO's) and under-represented communities to help reduce unrestrained occupant fatalities. Also, the NH OHS will continue to work towards involving the business community to help increase seat belt use. Currently, NH does not have an adult seat belt law. However, if one is passed by the NH legislature additional lives will be saved on NH roads.

2022 Unrestrained Fatalities: 61

2022 Performance Target Value: 47.7 (projected 2018-2022 baseline average)

2023 Unrestrained Fatalities: *43 data not confirmed final

2023 Performance Target Value: 47.7 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 45.2 *2023 data not confirmed

final

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

Increase alcohol (BAC of .08 and above) impaired fatalities from 27.00 (2018-2022 average) to 38.00 (2019-2023 average).

*2022 and 2023 alcohol impaired driving fatalities incomplete due to cases pending toxicology and or investigation.

- **The predicted projected 5-year average (2019-2023) is 38.00 for alcohol impaired driving fatalities.**

As of January 2024, New Hampshire is **not on track to meet** the target of 38.00 alcohol impaired driving fatalities even though fatalities and crashes in 2023 decreased from 2022. In 2023, there are only 11 alcohol impaired driving fatalities reported (not confirmed) and more needing to be reported and confirmed. In order to meet the 2023 (2019-2023 average) target of 38.00, New Hampshire must have no more than 22 confirmed alcohol (BAC of .08 and above) impaired fatalities in 2023. This is unlikely, given the fact that the lowest number of impaired driving fatalities was only 26 in 2017 (102 total fatalities in this year). The projected target calculated impaired fatalities for 2019 (38), 2020 (38), 2021 (45), and estimating for 2022 (35), and 2023 (35), totaling 191 alcohol impaired driving fatalities, divided by five (5) years (2019-2023) resulting in 38.2 alcohol impaired driving fatalities.

The Office of Highway Safety has made countermeasure adjustments in 2023 and 2024 to reduce impaired driving fatalities. In 2023, NHSP Captain Christopher Vetter lead coordinated enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e., I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, etc.). These important initiatives also involve impactful messaging (i.e., press conferences, PSA's, social media posts, etc.) to the public to convey the message to drive safely. In 2024, the NH OHS team was able to increase law enforcement participating in our grant program by 30% from 2023. This combined with county-wide DUI saturation efforts (conducted in Rockingham County, Cheshire County, with eight more counties scheduled through September), NHTSA's National Drive Sober or Get Pulled Over campaign (conducted December 13 thru January 1, 2024) that resulted in over 1,600 stops, over 1,500 warnings, and 57 arrests, and 10 high crash corridor enforcement efforts planned thru September, law enforcements visibility is and will be noticed on NH roads.

The Office of Highway Safety will continue to adjust and implement countermeasures in FFY 2024 and 2025 to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE patrols, sobriety checkpoints, mobilizations, county DUI and high crash corridor saturations). Other factors influencing the performance target selection for FFY 2024 and in FFY 2025 to decrease impaired driving fatalities will be to focus on high population areas, high crash corridors, and fatal and serious injury crashes to help identify communities that will be given the highest priority of funding to conduct enforcement efforts. A Traffic Safety Resource Prosecutor (TSRP) and prosecutors to help educate law enforcement and prosecute DUI cases to remove the impaired driver from NH roads will also be countermeasures to address impaired driving in FFY 2024 and FFY 2025. Other FFY 2024 and 2025 countermeasure programs such as the DRE program, as well, as educational programs presented for high schools will enhance this effort. Media efforts will continue to be a countermeasure (via radio, social media, etc.) and will run in conjunction with enforcement efforts to provide the greatest impact on reducing impaired driving. The Department of Safety PIO will also be reaching out to local law enforcement agencies around the state to work with their officers or contacts to get important impaired driving or other highway safety messaging out to the public. In FFY 2024, the NH OHS had the first impaired driving taskforce meeting to discuss improving the alcohol consent and ALS laws. More meetings are planned (tentatively next meeting is scheduled April 10, 2024). This taskforce is developing an impaired driving strategic plan to submit to NHTSA by August 2024 will continue to meet to

discuss any concerning trends, legislation, or programmatic changes that may affect impairment related crashes. Also being implemented in FFY 2024 and planned for in the FFY 2025 AGA, is the community outreach and betterment (COB) grants to increase educational outreach to Non-Profit Organizations (NPO's) and under-represented communities, as well as highway safety presentations for driver education schools to be conducted by NH State Police. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023/40 fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.) These discussions and projects may also prove to be effective in reducing alcohol impaired driving crashes and the resulting fatalities.

2022 Alcohol Impaired Driving Fatalities: 47 (data not complete)
2022 Performance Target Value: 27.00 (projected 2018-2022 baseline average)
2023 Alcohol Impaired Driving Fatalities: 11*2023 data not final
2023 Performance Target Value: 38.00 (projected 2019-2023 baseline average)
2023 State Data (Projected 2019-2023 Average): * 38.2 *2023 data not final

C-6 SPEEDING RELATED FATALITIES (FARS)

Maintain speed related fatalities at 54 (2018-2022 average) to 54 (2019-2023 average).

The 2023 data from FARS reported 31 speeding related fatalities (*2023 data as of 1/8/2024 – not final).

- **The current speed related fatality number (2019-2023 average) is 39.9 (using the 2023/31 unconfirmed speed fatality number calculated into the 2019-2023 average). (a decrease of 26.3% from the 54 target).**
- **The projected speed related fatality number (2019-2023 average) is 43.6 (assuming the 2023 confirmed speed fatality number will be 50)**

In 2023, New Hampshire met our target of 54 speed related fatalities. It is predicted at the end of 2023, a 43.6 speed related fatalities (2019-2023 average) number meeting our 54.00 target. This was calculated by adding speeding related fatality numbers for 2019 (35), 2020 (37), 2021 (40), 2022 (56), and an estimated 2023 speed related fatality number of 50, totaling 218 speeding related fatalities, divided by five (5) years (2019-2023) resulting in 43.6 speeding related fatalities. We are confident that we will meet the target of 54 speed related fatalities knowing in 2023 that fatalities and crashes have decreased from 2022 and that NH would need over 100 speed related fatalities in 2023 (included in the 2019-2023 average) to not be able to achieve the 54.00 target.

Going back 12 years, the highest speed related fatalities recorded in New Hampshire was 77 in 2016.

In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety has and will implement countermeasures to decrease speed related fatalities by funding enforcement efforts (speed enforcement patrols, Border to Border, operation safe commute, mobilizations, county and high crash corridor saturation efforts, etc.) and educational efforts (i.e., Youth Operator program). The Department of Safety PIO will also ensure the motoring public is messaged on the hazards of speeding. Also, being implemented in FFY 2024 and planned in FFY 2025 is the community outreach and betterment (COB) grants to increase educational outreach to Non-Profit Organizations (NPO's) and under-represented communities, as well as highway safety presentations for driver education schools to be conducted by NH State Police. This will be included in the FFY 2025 AGA. Also, the NH OHS will discuss plans with the motorcycle rights organization to meet with motorcycle groups in NH to discuss the concerning increase in motorcycle fatalities (2023/40 fatalities) in hopes of changing negative driving behaviors (speeding, impaired driving, reckless driving, etc.) These discussions and projects may also prove to be effective in reducing speed related driving crashes and the resulting fatalities.

2022 Speed Related Fatalities: 56

2022 Performance Target Value: 54 (projected 2018-2022 baseline average)

2023 Speed Related Fatalities: 31 (*2023 data as of 1/8/24 - not final)

2023 Performance Target Value: 54 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 43.6 (2023 Target Met, *2023 data not final)

C-7 MOTORCYCLIST FATALITIES (FARS)

Increase motorcycle fatalities from 23 (2018-2022 average) to 27 (2019-2023 average).

The 2023 data from FARS reported 40 motorcycle fatalities.

- **Motorcycle fatalities (2019-2023 baseline average) is 30.6 (an increase of 13.3% from the 27 target).**

In 2023, New Hampshire **did not meet** the Motorcycle Fatalities target of 27. In 2023, there were 40 motorcycle fatalities resulting in (2019-2023 average) 30.6 motorcycle fatalities. Currently

there is a shortage of instructors within the Motorcycle Rider Training program (MRT), fewer motorcyclists are taking the Motorcycle Rider Training program and helmet use continues to be neglected by motorcyclists, as NH does not have a helmet law.

The Office of Highway Safety had a Motorcycle Assessment in March of 2023 and is currently working on recommendations to improve motorcycle safety in NH. Currently, the NH Motorcycle Taskforce has developed messaging that is or will be delivered to the motoring public (RIDE SMART 2 LACONIA or other bike week events held elsewhere in the country, and for motorists to be aware in and around motorcyclists messaging, etc.). Also, the Motorcycle Rider Training program is working on hiring additional instructors to increase awareness and training to motorcyclists within NH to include a re-training course for returning riders and an advanced rider training program planned for FFY 2025. Currently, there are some motorcycle groups in the state who have gained attention for their reckless unsafe riding behaviors. It is imperative that the NH OHS, and partners of the motorcycle taskforce meet with these groups to try to change these negative driving behaviors to decrease motorcycle fatalities. Recommendations made in the motorcycle assessment will be incorporated in our FFY 2025 AGA. Consistent with that, we will adjust our FFY 2024 motorcycle countermeasures to increase motorcycle safety messaging and work with the DMV to increase motorcycle training and create an online motorcycle training component. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities (i.e., events, messaging, outreach, and involvement of our motorcycle community, etc.)

During the development of the FFY 2025 AGA, the Office of Highway Safety will continue to enhance media messaging efforts to emphasize to the public the importance of safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. Also, the Department of Safety PIO will ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and/or fatalities. In FFY 2025, the NH OHS will continue working with the DMV to move as much of the in-person classroom training online. Also, in FFY 2024 and FFY 2025, the NH OHS, and other partners will work with the Motorcycle Rights Organization (MRO) to ensure that discussions take place with the motorcycle riding community to help prevent crashes. Currently, this community is overrepresented in NH fatalities (in 2023, there were 40 motorcycle fatalities). This must occur to save lives on NH roads!

2022 Motorcycle Fatalities: 32

2022 Performance Target Value: 23 (projected 2018-2022 baseline average)

2023 Motorcycle Fatalities: 40

2023 Performance Target Value: 27 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 30.6 (2023 target not met)

C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

Increase un-helmeted motorcycle fatalities from 14 (2018-2022 average) to 17 (2019-2023 average).

The 2023 data from FARS reported 31 un-helmeted motorcycle Fatalities.

- **Un-helmeted motorcycle fatalities (2019-2023 baseline average) is 20.4 (an increase of 20% from the 17 target).**

In 2023, New Hampshire **did not meet** the Un-helmeted Motorcyclist Fatalities target of 17. In FFY 2023, we predicted 17 Un-helmeted motorcycle fatalities using historical data.

The Office of Highway Safety had a Motorcycle Assessment in March of 2023 and is currently working on recommendations to improve motorcycle safety in NH. Currently, the NH Motorcycle Taskforce has developed messaging that is or will be delivered to the motoring public (RIDE SMART 2 LACONIA or other bike week events held elsewhere in the country, and motorists be aware in and around motorcyclists messaging, to include recommending wearing a helmet, etc.). Also, the Motorcycle Rider Training program is working on hiring additional instructors to increase awareness (to include highly recommending PPE/helmet use). Currently, there are some motorcycle groups in the state who have gained attention for their reckless unsafe riding behaviors. It is imperative that the NH OHS, and partners of the motorcycle taskforce meet with these groups to try to change these negative driving behaviors (to include recommending wearing a helmet) to decrease motorcycle fatalities. Recommendations made in the motorcycle assessment will be incorporated in our FFY 2025 AGA. Consistent with that, we will adjust our FFY 2024 motorcycle countermeasures to increase motorcycle safety messaging (to include recommending wearing a helmet) and work with the DMV to increase motorcycle training and create an online motorcycle training component. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities (i.e., events, messaging, outreach, and involvement of our motorcycle community, etc.)

Also, in FFY 2024 and FFY 2025, the NH OHS, and other partners will work with the Motorcycle Rights Organization (MRO) to ensure that discussions take place with the motorcycle riding community to help prevent crashes. Currently this community is overrepresented in NH fatalities (in 2023, there were 40 motorcycle fatalities/ 31-unhelmeted). This must occur to save lives on NH roads! Currently, NH does not have a motorcycle helmet law. However, if one is passed by the NH legislature additional lives will be saved on NH roads.

2022 Un-helmeted Motorcycle Fatalities: 22

2022 Performance Target Value: 14 (projected 2018-2022 baseline average)

2023 Un-helmeted Motorcycle Fatalities: 31

2023 Performance Target Value: 17 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 20.4 (2023 Target Not Met)

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

Maintain young driver involved fatalities at 8.80 (2018-2022 average) to 8.8 (2019-2023 average).

The 2023 data from FARS reported *6 age 20 or younger driver involved fatalities.

*Data from 2023 is incomplete currently and subject to change.

- **Drivers aged 20 or younger involved in fatal crashes (2019-2023 baseline average) is 7.8.**

In 2023, New Hampshire **met** the target of 8.8 fatalities of drivers aged 20 or younger. In FFY 2024, and during the development of the FFY 2025 AGA, the Office of Highway Safety will adjust and implement countermeasures to decrease Drivers Aged 20 or younger involved in fatal crashes by funding educational efforts. The Dartmouth Hitchcock Memorial Hospital - Injury Prevention Center (Youth Operator program) and the Derry Community Alliance for Teen Safety (CATS program) work with young drivers to positively change driving behavior and potentially reduce

crashes and the resulting injuries and or deaths. The Department of Safety PIO will also ensure the motoring public is messaged on this topic. Also, being implemented in our FFY 2024 AGA and planned in our FFY 2025 AGA, is the community outreach and betterment (COB) grants to increase educational outreach to under-represented communities, as well as highway safety presentations for driver education schools, to be conducted by NH State Police. This will be including in the development of the FFY 2025 AGA as well. These projects may prove to be effective in reducing young driver involved fatalities.

2022 Drivers Aged 20 or Younger Fatalities: 6

2022 Performance Target Value: 8.8 (projected 2018-2022 baseline average)

2023 Drivers Aged 20 or Younger Fatalities: *6 (*2023 data not final)

2023 Performance Target Value: 8.8 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 7.8 (2023 Target Met, *2023 data not final)

C-10 PEDESTRIAN FATALITIES (FARS)

Reduce pedestrian involved fatalities by 10% from 12.6 (2018-2022 average) to 11.30 (2019-2023 average).

The 2023 data from FARS for pedestrian fatalities is 15.

- **Pedestrian Fatalities (2019-2023 baseline average) is 13.2.**

In 2023, New Hampshire **did not meet** the pedestrian fatalities target of 11.30 (2019-2023 average). There were 15 pedestrian fatalities (15 adult) in 2023 resulting in a pedestrian fatality (2019-2023 average) number of 13.2 (a 16.8 percent increase from the 2023 pedestrian fatality target).

In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety has and will implement countermeasures to decrease pedestrian fatalities through pedestrian/bicycle enforcement efforts and messaging. Additionally, for FFY 2024, adjustments

have been made by the OHS to proactively identify problem areas and actively work with partners to assist in reducing pedestrian fatalities, as well as work closely with MPO's throughout the state. Also, being implemented in FFY 2024 and planned in FFY 2025 is the community outreach and betterment (COB) grants to increase educational outreach to under-represented communities and provide highway safety presentations for driver education schools to be conducted by NH State Police, all of which will help to increase awareness around pedestrian safety. This will be included in the FFY 2025 AGA as well. The NH OHS has worked with New Hampshire Police Standards and Training who is administering an online course for law enforcement to re-familiarize them with the states laws and rules related to pedestrians and motor vehicles. The NH OHS has just completed a pedestrian/bicycle assessment conducted by NHTSA (March 18-22, 2024). Recommendations from this assessment will be incorporated in the FFY 2025 AGA. The NH OHS will also consider implementing health education-based programs for school aged-students (Walk Safe/iwalksafe.org) and partner with NH Bike-Walk Alliance to help provide education to reach community members in high pedestrian fatality and serious injury locations. The Department of Safety PIO will also continue to ensure that important pedestrian safety messaging is being released to the public.

2022 Pedestrian Fatalities: 17 (16 adult, 1 child)

2022 Performance Target Value: 12.60 (projected 2018-2022 baseline average)

2023 Pedestrian Fatalities: 15 (15 adult)

2023 Performance Target Value: 11.30 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 13.2 (2022 target not met)

C-11 BICYCLIST FATALITIES (FARS)

Maintain bicyclist fatalities at 2.0 (2018-2022) average for a 5-year (2019-2023) average of 2.

The 2023 data from FARS for bicyclist fatalities is 1.

- **Bicyclist Fatalities (2019-2023 baseline average) is 1.6.**

In 2023, New Hampshire **met** the bicyclist fatalities target of 2. In 2023, there was a total of 1 bicycle fatality resulting in a 2019-2023 average of 1.6 bicycle fatalities (a decrease of 20% from the 2023 bicycle fatality target).

In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety will adjust and implement countermeasures to decrease bicyclist fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. The OHS has taken an aggressive approach to invite law enforcement partners to conduct enforcement patrols and has been working with New Hampshire Police Standards and Training and the New Hampshire Bike/Walk alliance to provide training to our state, local and county law enforcement personnel. Additionally, the OHS worked collaboratively with the New Hampshire Police Standards and Training Council to develop and implement an online refresher course for LE related to the operation of bicycles on our roadways. This course is highly recommended to be taken by participating officers and troopers to be as effective as possible in their enforcement efforts. The Department of Safety PIO will also ensure the motoring public is messaged on this topic as well.

2022 FARS Documented Fatalities: 3 (adult)

2022 Performance Target Value: 2.0 (projected 2018-2022 baseline average)

2023 FARS Documented Fatalities: 1 (adult)

2023 Performance Target Value: 2.0 (projected 2019-2023 baseline average)

2023 State Data (Projected 2019-2023 Average): 1.6 (2023 target met)

OTHER CORE BEHAVIOR MEASURES

B-1/C-13 Observed Seat Belt Use for Passenger Vehicles, Front seat outboard occupants (survey)

Seat Belt Use: To Maintain (annually) the seat belt usage rate from 75.5% (2021 usage rate) to 75.5% (2023 usage rate). This **target was met**. In 2022 the seat belt use rate increased to 75.7% and increased again in 2023 to 77.9%. This is an increase of 3.2% from the 2021 seat belt usage rate of 75.5%.

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2024 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts and to use seat belt messaging during these initiatives. With an increase in our law enforcement participating (more than 60 percent since 2022) in the NH OHS grant process, the NH OHS is working on conducting more regular meetings with our partners to help communicate important highway safety issues to receive feedback from our partners of ideas that can make a difference. Also, the Department of Safety PIO will continue to provide messaging to all partners and the public to promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2024 and during the development of the FFY 2025 AGA, the NH OHS will adjust countermeasures to increase seat belt use among NH drivers by funding additional law enforcement agencies to conduct seat belt enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border and regular enforcement grants). Also, the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.), and the Department of Safety PIO will ensure the motoring public is messaged on the importance of wearing a seat belt.

Percent of Operator and Front Seat Outboard Passengers Buckled													
2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7%	77.9%

A-4 DISTRACTION/INATTENTION FATALITIES

To Maintain distracted driving fatalities at 5.40 (2018-2022 average) to 5.40 (2019-2023 average).

The 2023 data from FARS for Distracted Driving Fatalities is 1 (*2023 data not final)

- **Distracted driving fatalities projected (2019-2023 baseline average) is 5.0.**

In 2023, New Hampshire has **met** the Distracted Driving Fatalities target of 5.4. In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety will implement countermeasures to decrease distracted driving fatalities through distracted driving enforcement efforts and UText, UDrive, UPay mobilizations, media efforts, and educational outreach. Additionally, in FFY 2021 and FFY 2022 an effort was made to reduce distracted fatalities through the installation of Distracted Driving Signs purchased by the NH Department of Transportation. These signs now in place, inform the motoring public that handheld electronic devices are prohibited by law while driving in New Hampshire and are a reminder of the importance to not drive while distracted.

Distracted Driving Fatalities							
2016	2017	2018	2019	2020	2021	2022	2023
2	7	5	6	7	4	7	1

2022 FARS Documented Fatalities: 7

2022 Performance Target Value: 5.4 (projected 2018-2022 baseline average)

2023 FARS Documented Fatalities: 1 (*data not final)

2023 Performance Target Value: 5.4 (projected 2019-2023 baseline average)

2023 State Data (Projected 2018-2022 Average): 5.0 (2023 target met, *2023 data not final)

In summary, all these performance targets are addressed in the FFY2024 OHS Highway Safety Annual Grant Application (AGA) and will be adjusted for FFY 2024 and FFY 2025 as needed.

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

A-5 Traffic Records E-Ticket Advancement

To **increase (annually) local LE agencies submitting MMUCC 5 crash reports to the DMV VISION system** from 102 (2022) to **134** (2023).

Primary performance attribute: **Integration**

Core traffic records data system to be impacted: **Crash**

Currently, the State of New Hampshire State Police utilizes an E-Ticket/E-Crash electronic reporting system. This system is MMUCC IV compliant and captures all of the needed crash related fields to assist in countermeasure development. If they are not on the E-Crash system, local law enforcement continues to submit manual crash reports to the NH Division of Motor Vehicles. These manual crash reports are not MMUCC compliant and therefore skew available crash and enforcement data being reported to the VISION database at the NH DMV.

From April 1, 2018 to March 31, 2019, the Department of Safety working with Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to have 24 local law enforcement agencies begin to report MMUCC IV compliant crash data to the DMV; From April 1, 2019 to March 31, 2020 [46] local law enforcement agencies were reporting; From April 1, 2020 to March 31, 2021 [96] local law enforcement agencies were reporting. Now that other third-party vendors supporting local law enforcement agencies are able to report electronically to the NH DMV VISION database, we projected that 134 local law enforcement agencies (over 60% of law enforcement) will begin reporting crash and enforcement data electronically in FFY2023.

In 2023, 137 local law enforcement agencies are now submitting electronic crash reports to VISION (over 60% of agencies are submitting crash reports electronically).

Target met: Yes (Annual target was 134 law enforcement agencies submitting crash reports electronically to VISION which was met in 2023 with 137 agencies submitting electronically).

*Target period is **annual** and not a five-year 2019-2023 average.

Core Outcome Measures					*Data incomplete at this time
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	2019	2020	2021	2022	2023
Fatal Motor Vehicle Crashes	90	98	106	137	122
Operator Fatalities	47	58	63	75	57
Traffic Fatalities (C-1)	101	104	118	146	130
Fatalities Per 100 Million VMT (C-3)	0.723	0.869	0.90	*Data not final	*Data not final
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)	37	36	53	61	40
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)	20	37	45	47	*11
Alcohol-Related Fatalities	37	36.6	42	52	*18
% of Alcohol-Related Fatalities	38.6	33.68	35.6	35.6	*14.2
OHRV Operator Fatalities	0	0	2	0	1
Total Crashes Reported	33,592	23,516	28,092	33,123	29,650
NH Licensed Drivers	1,174,551	1,172,132	1,177,615	1,179,058	1,123,009
NH Registered Motorcycles	81,087	79,037	87,048	86,077	87,245
Population	1,363,852	1,359,711	1,388,992	1,395,231	1,402,054
Speeding-Related Fatalities (C-6)	35	37	51	56	*31
Motorcyclist Fatalities (C-7)	30	25	26	32	40
Unhelmeted Motorcycle Fatalities (C-8)	14	16	19	22	31
Drivers Involved in Fatal Crashes aged Under 20 (C-9)	8	10	8	6	*6
Pedestrian Fatalities (C-10)	10	16	9	17	15
Bicyclist and Other Cyclist Fatalities**** (C-11)	0	2	2	3	1
Observed Seat Belt Use*** (B-1)	71	72.4	75.5	75.7	77.9
Grant Funded Seat Belt Citations	98	52	52	50	54
Grant Funded Impaired Driving Arrests	470	239	180	158	216
Grant Funded Speed Citations	8,757	7,599	8,185	5,791	5,679

Statewide Law Enforcement Activity 2023	
Seat Belt Summons	249
DWI Administrative License Suspension	3,922
Speed Summons	35,857

DISTRACTED DRIVING:

In 2021, distracted driving was the leading cause in 4,106 non-fatal crashes or 15% of all crashes throughout New Hampshire. Included in the definition of distracted driving is the use of portable electronic mobile devices, which accounts for an average of 11% of the estimated 15% of distraction related crashes. Trying to account for all crashes with a primary causation of distraction can be elusive. Many times, distraction is not recognized as a contributing factor and/or is listed secondary to crashes with a primary causation of speed or impairment. In 2023, there has been only 1 confirmed fatality caused by distracted/inattention.

In helping to achieve the NHOHS goal to reduce distracted driving fatalities, the NH DOT has installed the remaining distracted driving signs on the major corridors in New Hampshire (OHS monitoring has confirmed locations) to inform the motoring public not to drive distracted.



The NHOHS continued in FFY 2023, to diligently provide messaging to the public on distracted driving and provided funding for distracted driving enforcement efforts conducted (i.e., OHS distracted driving patrols and mobilizations, etc.) by state, local, and county enforcement agencies. In 2023, the OHS recognized that the motoring public continues to travel more than in 2021 and 2022. Personnel shortages continue to have an effect on law enforcement’s ability to conduct patrols. However, many of our law enforcement partners continued to stop vehicles and issue thousands of warnings and citations, many, for distracted driving. With that said, all the above-mentioned distracted driving initiatives that were conducted may have potentially helped in

keeping distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

It is important to note that NH did not qualify for 405e in 2023 but did in 2024. Additionally, state local and county law enforcement do not utilize RSA 265:79b as effectively as they could to address distraction because in many cases it is difficult to prove probable causation with mobile device usage because motorists will not admit to being negligent. However, over 1,134 grant funded distracted driving citations were issued in the state in 2023. An increase from 1,105 citations issued in 2022.

Although, it appears that New Hampshire is on track to meet the target of 5.40 (2019-2023 average) by maintaining distracted driving fatalities in FFY 2023, there still looms fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all its goals surrounding the reduction of distracted driving on our roadways. We believe the continued use of enforcement efforts and enhanced media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2024 and the 2025 AGA.

**Distracted Driving Fatalities
2023 Goal: 5.40**

2018	2019	2020	2021	2022	2023
3	5	7	4	7	1

NH in on track to meet the target of 5.40 distraction driving related fatalities in FFY 2023

The Office of Highway Safety selected the following projects below to fund in FFY 2023 to reduce fatalities and serious injuries due to distracted driving in NH.

DISTRACTED DRIVING PAID MEDIA

23-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2023, the NH OHS continued to proactively message and use media sources to message the public on the dangers of utilizing a handheld device and driving distracted while operating a motor vehicle. This messaging proved to be extremely important and useful as travel is expected to increase on New Hampshire roads.

In FFY 2023, the NH OHS supported funding contracts with IHEART, the NH Fisher Cats, and AAA Northern New England. Also, the NH OHS, and other media sources used funding to provide messaging during those times when distracted driving may be problematic (i.e. during NHTSA's U TEXT, U DRIVE, U PAY mobilizations, holidays, etc.)

The outcome of these comprehensive paid media efforts was best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving. In FFY 2025, the NH OHS will work towards partnering with employer based educational programs (Human Resource Departments, Safety Departments, etc.) to provide highway safety presentations on the dangers of distracted driving/hand help phone use.

I-Heart Media + Entertainment

23-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2023, funds were provided to I-Heart Media + Entertainment to conduct distracted driving highway safety media campaigns through broadcast radio (spots :15, :30, and :05 ran heavily on weekends WGIR, WHEB, WERZ, IHM and Total Traffic Weather Network/TTWN), streaming targeted audio, digital display over internet, social media (Snapchat). The important NHTSA distracted driving message below, was released during the distracted driving National Enforcement Mobilization using various media platforms by I-Heart during FFY 2023:

- 1) "U TEXT. U DRIVE. U PAY"

Funding Source: 402

Funds Obligated: \$47,928.59

Funds Expended: \$39,505.48

New Hampshire Fisher Cats

23-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2023, the NH OHS contracted with the New Hampshire Fisher Cats who created awareness around distracted driving by; Presenting sponsorship of the Fisher Cats Pre-Game broadcast to include a 30-second commercial for all Fisher Cats home and away games, Live reads and

mentions throughout the pre-game taken from the traffic safety marketing website, one (1) live read on the radio during each game (Home and Away), logo on the video board to coincide with a public address announcement at each home game, logo included in Fisher Cats Pocket Schedules distributed throughout the state of New Hampshire (added value). The NHOHS will continue to partner with the NH Fisher Cats and adjust if necessary to strengthen Distracted Driving messaging in FFY 2024.

Funding Source: 402

Funds Obligated: \$12,000.00

Funds Expended: \$12,000.00

AAA Northern New England

23-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public

information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2023, funds were allocated to support AAA Northern New England who executed running high quality distracted driving PSAs on television (WMUR), social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. These PSAs received very positive feedback from the NH OHS and the general public.

Funding Source: 402 Funds Obligated: \$15,000.00 Funds Expended: \$13,884.98

Pine Knoll Racing

23-04-03

Planned Activity Description

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *U Drive, U Text, U Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues,

universities, sports teams (i.e. such as AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving.

In FFY 2023, funds were allocated to support highway safety messaging through Pine Knoll Racing. Racecar driver Melissa Fifield’s ongoing success and recognition within NASCAR makes her uniquely qualified to promote important highway safety messages (i.e., distracted driving, speeding, occupant protection, etc.) to the NASCAR fans and the motoring public to help reduce crashes and save lives. Melissa is the only female race car driver in New Hampshire chosen to participate in the inaugural “Busch Light Accelerate Her” program to promote inclusivity in NASCAR by making resources available to woman drivers and increased fan visibility of drivers in the sport. Melissa has also received the “Most Popular Driver” award for the last three years by the NASCAR Whelen Modified Tour that she races in.

Unique driver safety messaging opportunities (to include highway safety presentations at schools, events, press conferences, etc.) was used to inform the motoring public to improve driving behavior to reduce crashes and save lives on New Hampshire roads.

Funding Source: 402 Funds Obligated: \$7,500.00 Funds Expended: \$375.00

2023 DISTRACTED DRIVING ENFORCEMENT

23-04-04

Planned Activity Description

Funds are requested to provide overtime funds to NHSP (funds flexed from 405d) and local law enforcement agencies (funds from 402) to enforce distracted driving laws throughout NH. Distracted driving enforcement will be conducted year-round. Specific times and locations will be based on local crash and violation data. Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring.

In FFY 2023, the NHOHS provided funding to support NHSP and local law enforcement agencies enforcement of distracted driving laws throughout NH. Distracted driving enforcement efforts were conducted year-round. Specific times and locations were based on local crash and violation data. Crash data was reviewed throughout the year to effectively allocate resources where the crashes are occurring.

In FFY 2023, the NHOHS provided grant funding to the State Police and eighty-one local law enforcement agencies who conducted 2,866 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 881.5 hours to this enforcement effort, which resulted in 2,145 vehicles stopped with 1,582 warnings (555 for distracted driving/ mobile electronic device) and 972 summonses issued (433 for distracted driving/ mobile electronic device), and 3 DUI arrests.
- Local Police dedicated 1,984.5 hours to this enforcement effort, which resulted in 4,500 vehicles stopped with 3,906 warnings (898 for distracted driving/ mobile electronic device) and 650 summonses issued (282 for distracted driving/ mobile electronic device), and 1 DUI arrest.

2023 Distracted Driving Enforcement Patrols		
Grantee	Obligated	Spent
ALTON	\$ 1,600.00	\$ -
AUBURN	\$ 1,600.00	\$ 1,478.09
BARRINGTON	\$ 1,600.00	\$ 644.55
BEDFORD	\$ 1,600.00	\$ -
BELMONT	\$ 1,540.56	\$ 1,338.10
BERLIN	\$ 1,600.00	\$ 1,570.15
BOW	\$ 1,600.00	\$ 224.27
BRENTWOOD	\$ 1,600.00	\$ 1,600.00
CAMPTON	\$ 1,600.00	\$ 605.69
CANAAN	\$ 3,000.00	\$ 2,731.42
CHARLESTOWN	\$ 1,600.00	\$ 663.18
CHESHIRE CTY SO	\$ 1,600.00	\$ -
CHESTER	\$ 1,600.00	\$ -

CHICHESTER	\$ 1,600.00	\$ 1,600.00
CLAREMONT	\$ 1,800.00	\$ -
CONCORD	\$ 4,337.00	\$ 3,614.44
CORNISH	\$ 1,600.00	\$ 1,600.00
DERRY	\$ 4,000.00	\$ 2,512.72
DOVER	\$ 1,600.00	\$ -
DUNBARTON	\$ 1,600.00	\$ 1,499.74
EPPING	\$ 4,600.00	\$ 4,534.48
EPSOM	\$ 1,600.00	\$ 1,466.46
EXETER	\$ 1,600.00	\$ 315.74
FRANKLIN	\$ 1,600.00	\$ -
GILFORD	\$ 1,115.93	\$ 837.11
GREENLAND	\$ 2,167.00	\$ -
HAMPTEAD	\$ 1,600.00	\$ 1,297.53
HAMPTON	\$ 2,215.00	\$ -
HAMPTON FALLS	\$ 2,500.00	\$ 2,265.73
HANCOCK	\$ 1,000.00	\$ -
HAVERHILL	\$ 1,600.00	\$ 1,578.81
HILLSBOROUGH	\$ 2,000.00	\$ 1,821.78
HOLDERNESS	\$ 1,600.00	\$ 530.01
HOPKINTON	\$ 2,612.48	\$ 1,227.11
HUDSON	\$ 1,600.00	\$ -
KEENE	\$ 3,305.57	\$ 3,199.68
KENSINGTON	\$ 1,499.00	\$ -
KINGSTON	\$ 1,600.00	\$ 335.02
LACONIA	\$ 2,808.16	\$ 2,513.26
LEBANON	\$ 1,600.00	\$ 1,516.48
LEE	\$ 1,600.00	\$ 1,029.51
LINCOLN	\$ 1,600.00	\$ 950.10
LITTLETON	\$ 1,600.00	\$ 1,428.15
LONDONDERRY	\$ 3,000.00	\$ -
LOUDON	\$ 1,600.00	\$ 363.36
MANCHESTER	\$ 8,900.00	\$ 8,864.05
MEREDITH	\$ 1,029.72	\$ 432.43
MERRIMACK	\$ 2,611.58	\$ 2,611.58
MERRIMACK CTY SO	\$ 1,600.00	\$ 1,065.80
MILFORD	\$ 3,869.35	\$ 3,391.25
MILTON	\$ 1,600.00	\$ 1,528.86
NASHUA	\$ 11,960.00	\$ 11,960.00

NEW DURHAM	\$ 1,600.00	\$ 432.79
NEW HAMPTON	\$ 1,600.00	\$ 1,339.34
NEWBURY	\$ 1,600.00	\$ -
NEWMARKET	\$ 1,600.00	\$ 1,549.09
NEWPORT	\$ 1,778.44	\$ -
NORTH HAMPTON	\$ 1,600.00	\$ 1,600.00
NORTHUMBERLAND	\$ 2,500.00	\$ 1,969.30
OSSIPEE	\$ 1,600.00	\$ 1,306.46
PELHAM	\$ 2,999.00	\$ 2,999.00
PEMBROKE	\$ 1,600.00	\$ 751.23
PETERBOROUGH	\$ 1,600.00	\$ -
PLAISTOW	\$ 1,600.00	\$ 981.88
PLYMOUTH	\$ 1,600.00	\$ 586.08
PORTSMOUTH	\$ 4,022.82	\$ 3,705.79
RAYMOND	\$ 2,472.44	\$ 1,946.41
ROCHESTER	\$ 1,600.00	\$ 1,600.00
ROCKINGHAM CTY SO	\$ 2,000.00	\$ 2,000.00
SALEM	\$ 1,777.54	\$ 1,008.07
SANDOWN	\$ 1,600.00	\$ -
SEABROOK	\$ 1,600.00	\$ -
SOMERSWORTH	\$ 1,600.00	\$ -
STRAFFORD CTY SO	\$ 1,600.00	\$ 900.71
STRATHAM	\$ 1,600.00	\$ -
SULLIVAN CTY SO	\$ 1,600.00	\$ 1,094.44
WAKEFIELD	\$ 1,600.00	\$ 1,567.55
WALPOLE	\$ 1,600.00	\$ 1,206.18
WEARE	\$ 1,722.81	\$ 1,251.83
WOLFEBORO	\$ 1,600.00	\$ 718.60
WOODSTOCK	\$ 3,400.00	\$ -
NHSP	\$ 123,000.00	\$ 84,031.31
Total	\$ 297,544.40	\$ 193,292.70

Funding Source: 402 Funds Obligated: \$297,544.40 Funds Expended: \$193,292.70

**2023 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION
(DISTRACTED DRIVING MOBILIZATIONS)**

23-04-11

Planned Activity Description

Overtime enforcement patrols conducted by State (funds flexed from 405d) & Local Police (funds from 402) will be utilized to support the media efforts during the Distracted Driving National Campaign. These overtime enforcement patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk. These patrols will be conducted in four-hour increments in identified high risk crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas.

In FFY 2023, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaigns “U DRIVE. U TEXT. U PAY”. These overtime enforcement patrols were conducted during commuting hours and in locations that have been identified as having a high crash risk.

In FFY 2023, the NHOHS provided grant funding to the State Police and ninety-two local law enforcement agencies who conducted 714 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 76.5 hours to this enforcement effort, which resulted in 159 vehicles stopped with 128 warnings (33 for Distracted Driving/ Mobile Electronic Device) and 79 summonses issued (40 for Distracted Driving/ Mobile Electronic Device).
- Local Police dedicated 637.5 hours to this enforcement effort, which resulted in 1,823 vehicles stopped with 1,542 warnings (382 for Distracted Driving/ Mobile Electronic Device) and 371 summonses issued (196 for Distracted Driving/ Mobile Electronic Device), and 4 DUI arrests.

**2023 U Drive. U Text. U Pay. Enforcement Mobilization
Patrols**

Grantee	Obligated	Spent
ALSTEAD	\$ 850.00	\$ 217.56
ALTON	\$ 850.00	\$ 658.03
AUBURN	\$ 850.00	\$ 561.25
BARRINGTON	\$ 850.00	\$ 821.62
BEDFORD	\$ 850.00	\$ 214.25
BELMONT	\$ 850.00	\$ -
BERLIN	\$ 850.00	\$ 841.83
BOSCAWEN	\$ 850.00	\$ -
BOW	\$ 850.00	\$ 789.25
BRENTWOOD	\$ 850.00	\$ -
CAMPTON	\$ 850.00	\$ 850.00
CANDIA	\$ 850.00	\$ 631.33
CHARLESTOWN	\$ 850.00	\$ 247.06
CHESHIRE CTY SO	\$ 850.00	\$ -
CHESTER	\$ 850.00	\$ 226.21
CHICHESTER	\$ 850.00	\$ 830.17
CLAREMONT	\$ 850.00	\$ -
CONCORD	\$ 850.00	\$ -
DERRY	\$ 850.00	\$ -
DOVER	\$ 850.00	\$ 727.35
DUBLIN	\$ 850.00	\$ 850.00
DUNBARTON	\$ 850.00	\$ 729.89
EPPING	\$ 850.00	\$ 842.03
EPSOM	\$ 850.00	\$ 813.09
EXETER	\$ 850.00	\$ -
FRANCONIA	\$ 850.00	\$ 115.37
FRANKLIN	\$ 850.00	
GILFORD	\$ 850.00	\$ 660.95
GILMANTON	\$ 850.00	\$ 657.24
GORHAM	\$ 850.00	\$ -
GREENLAND	\$ 850.00	\$ -
HAMPSTEAD	\$ 850.00	\$ 549.61
HAMPTON	\$ 850.00	\$ -

HANCOCK	\$ 850.00	\$ -
HAVERHILL	\$ 850.00	\$ 850.00
HILLSBORO	\$ 850.00	\$ 763.54
HINSDALE	\$ 850.00	\$ 431.20
HOLDERNESS	\$ 850.00	\$ -
HOLLIS	\$ 850.00	\$ 850.00
HOPKINTON	\$ 850.00	\$ 850.00
HUDSON	\$ 850.00	\$ 850.00
KEENE	\$ 850.00	\$ 774.45
KENSINGTON	\$ 850.00	\$ 850.00
KINGSTON	\$ 850.00	\$ -
LACONIA	\$ 850.00	\$ -
LANCASTER	\$ 850.00	\$ -
LEBANON	\$ 850.00	\$ 590.55
LEE	\$ 850.00	\$ -
LINCOLN	\$ 850.00	\$ -
LISBON	\$ 850.00	\$ 164.63
LITTLETON	\$ 850.00	\$ -
LONDONDERRY	\$ 850.00	\$ 531.91
LOUDON	\$ 850.00	\$ -
MADISON	\$ 850.00	\$ -
MANCHESTER	\$ 850.00	\$ 850.00
MARLBOROUGH	\$ 850.00	\$ 825.14
MEREDITH	\$ 850.00	\$ 619.81
MERRIMACK	\$ 850.00	\$ 850.00
MERRIMACK CTY SO	\$ 850.00	\$ -
MILFORD	\$ 850.00	\$ 850.00
MILTON	\$ 850.00	\$ 722.12
MONT VERNON	\$ 850.00	\$ 606.01
NASHUA	\$ 850.00	\$ 850.00
NEW DURHAM	\$ 850.00	\$ 850.00
NEWBURY	\$ 850.00	\$ 850.00
NEWFIELDS	\$ 850.00	\$ 764.95
NEWMARKET	\$ 850.00	\$ -
NEWPORT	\$ 850.00	\$ 583.29
NORTH HAMPTON	\$ 850.00	\$ 850.00
NORTHUMBERLAND	\$ 850.00	\$ -
OSSIPEE	\$ 850.00	\$ -
PETERBOROUGH	\$ 850.00	\$ 850.00

PLYMOUTH	\$ 850.00	\$ 740.90
PORTSMOUTH	\$ 850.00	\$ 581.60
RAYMOND	\$ 850.00	\$ 850.00
ROCKINGHAM CTY SO	\$ 850.00	\$ 748.85
RUMNEY	\$ 850.00	\$ 273.26
RYE	\$ 850.00	\$ 268.77
SALEM	\$ 850.00	\$ 776.96
SANDOWN	\$ 850.00	\$ 768.87
SEABROOK	\$ 850.00	\$ -
SOMERSWORTH	\$ 850.00	\$ -
STRAFFORD CTY SO	\$ 850.00	\$ 850.00
STRATHEM	\$ 850.00	\$ 774.99
SULLIVAN CTY SO	\$ 850.00	\$ 827.30
THORNTON	\$ 850.00	\$ 850.00
WAKEFIELD	\$ 850.00	\$ 850.00
WALPOLE	\$ 850.00	\$ 152.01
WEARE	\$ 850.00	\$ 371.35
WEBSTER	\$ 850.00	\$ 850.00
WOLFEBORO	\$ 850.00	\$ 844.77
WOODSTOCK	\$ 850.00	\$ -
NHSP	\$ 9,400.00	\$ 3,190.98
Total	\$ 87,600.00	\$ 45,832.30

Funding Source: 402 Funds Obligated: \$78,200.00 Funds Expended: \$42,641.32

Funding Source: 405d Flex (SP) Funds Obligated: \$9,400.00 Funds Expended: \$3,190.98

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2023 that continued to focus heavily on fatal and serious injury crashes to identify communities with the highest priority helped the NHOHS to determine award amounts and strategically target areas for maximum impact on the overall impairment fatality and injury data. In this focused approach, we hoped to maintain fatalities and our mission

to minimize crashes. In FFY 2023, impaired driving continues to be a major concern. Funding provided to law enforcement to conduct impaired driving enforcement patrols was used more by law enforcement agencies than in 2022. In 2023, participation in grant funded patrols increased more than 30 percent from 2022. Also, law enforcements visibility and activity increased in 2023 which may have had an impact in reducing overall crashes and fatalities in 2023. NH alcohol sales are still high but decreased slightly by 5% in 2023 from 2022. Also, the drug epidemic continues to rage on with the drug, fentanyl, contributing to many cases (80%) in 2021, 2022, and 2023. However, in the two largest cities in NH (Manchester and Nashua), Nashua opioid overdoses (12%) and deaths (9%) are trending lower. Manchester overdoses are trending 3% higher but deaths are 20% lower than last year. This is still extremely alarming, when you consider that there are probably many individuals driving and risking their life and the lives of others while under the influence of drugs.

The NH Drug Evaluation Classification Program (DECP) Coordinator continued to conduct many Drug Recognition Expert (DRE) trainings and substantially increased the Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings to increase NH law enforcement certification and the ability to combat the problem of impaired driving on our roads.

New Hampshire is currently not on track to meet our 2023 alcohol impaired driving fatality average (2019-2023) target of 38.00. Although, 2021 and 2022 alcohol .08 and above fatality data is available at this time, it is difficult to assume how many alcohol .08 and above fatalities there will be in 2023 (currently only 11 alcohol .08 and above fatalities reported). Overall alcohol .08 fatalities have increased 24% from 2020 to 2022. If in 2023, no more than 22 alcohol .08 fatalities are calculated (2019-2023 average), the target of 38.00 would be achieved. Currently, alcohol/drug impaired driving fatality cases are still pending toxicology and investigation results from 2023.

In 2023, enforcement efforts conducted by NH state and local police resulted in 216 impaired driving arrests and thousands of motor vehicle stops, warnings and summonses issued.

Providing the public with important impaired driving media messaging through all avenues (i.e., print, audio, video, social media, etc.) to address impaired driving throughout the year continues to be a very important countermeasure. The NH OHS conducted media messaging efforts in conjunction with enforcement effort. Studies have shown that this is an effective approach to reduce overall motor vehicle crashes and the resulting deaths and injuries. Although, it is undetermined if NH will meet its (2019-2023 average) target surrounding the reduction of impaired drivers on our roadways, we believe the continued use and enhancement of our media efforts and coordinated impaired driving enforcement efforts (saturations and mobilizations) will remain very important and a part of our countermeasures and planned activities in both the FFY 2024 and 2025 grant years.

Highway safety partners continue to adjust their projects to help save lives, meet New Hampshire's targets, and achieve their own project specific goals. These partners have adjusted their projects and schedules at the request of NH OHS with little advance notice to participate with the New Hampshire State Police to provide enforcement in areas of the state experiencing trending highway

safety concerns (i.e., impaired driving, speeding, etc.). The NHOHS will continue to work with all our highway safety partners to help make adjustments to projects and think of innovative ways to implement projects to help address impaired driving issues.

The Office of Highway Safety selected the following FFY 2023 projects below to fund to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE

23-07-05

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits) at \$142,017.00, current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, Rent and DIOT transfers, etc.) at \$7,500.00, travel expenses (to include in-State/out-of-State travel, etc.) at \$4,000.00 and indirect cost at \$7,675.85 This planned activity will provide training and resources to support New Hampshire's State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2023 to remove impaired drivers from New Hampshire roads.

In FFY 2023, Funds were provided to the NH Department of Justice to support a Traffic Safety Resource Prosecutor that provided training, resources, and guidance to law enforcement agencies. Training for law enforcement include the following:

- Felony blood draw training, throughout the State of New Hampshire
- Sobriety Checkpoint Training, throughout the State of New Hampshire
- Medical Records/Blood evidence for prosecution, throughout the State of New Hampshire
- Effective legal research and motion/objection writing for police prosecutors.
- DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.
- Serve as a resource for police officers and prosecutors on the numerous issues that DUI cases involve. This role includes assisting with trial preparation and serving as co-counsel on DUI cases in the district court level.
- Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.

- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted statewide.

New Hampshire's TSRP has made great progress and many Highway Safety Partners have utilized this valuable asset (i.e. the NH OHS, Law Enforcement Agencies, Hearings, Ignition Interlock, NH State Police Lab, NH Traffic Safety Commission, etc.). Listed below are the goals for this position and an update on the progress for each of the goals.

Goals:

- 1) Law Enforcement Training: The TSRP will conduct regional trainings throughout the state on such topics as updates in traffic safety laws; gathering evidence in DWI, and other traffic safety cases; and case reviews. Training is provided at times and locations that would maximize the ability of officers from small police departments to participate in trainings.**

This goal was met. Multiple trainings were conducted at NH Police Standard & Training Center in Concord for cadets on the topic of felony crash investigation. Trainings were also conducted around the State in the area of DUI detection and investigation.

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

Multiple trainings were held on the topic of updates in traffic law and law enforcement. Due to COVID-19 concerns, these trainings were web-based and covered topics in the area of legislative changes and additional services offered by the State Toxicology lab pertaining to toxicology reports as they pertain to DUI and other traffic related offenses. The web-based format had the additional benefit of making the trainings available to each region of the State simultaneously. Live trainings were held in Merrimack and Hillsborough counties pertaining to the admissibility of blood evidence in felony DUI cases.

This goal was met. Multiple trainings were held on the topic of updates in traffic law and law enforcement. Live trainings were held in Merrimack and Hillsborough and counties pertaining to the admissibility of blood evidence in felony DUI cases.

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

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

Additional Comments:

The 2023, the New Hampshire Misdemeanor DUI Prosecution Manual was finalized and released in electronic format on August 3, 2023.

The admissibility of SFSTs and opinion testimony for drug impaired drivers has been a recurring issue. This has been resolved through a unified effort by distributing a form response used by prosecutors throughout the state.

To assist in drug impaired driving cases, efforts are underway to educate prosecutors and judges about the use of lab analysts in court. Including a form motion for the admissibility of single witness certifying scientist testimony for all analyses done on a sample from the lab.

Currently in 2024, the TSRP position is vacant. However, once filled, there is room for improvement to increase the number of trainings. This may be accomplished in 2024 by holding each training in a region multiple times a year.

New Hampshire's implied consent refusal rate continues to be high. Short of legislative changes, this issue continues to plague the State.

Funding Source: 405d Funds Obligated: \$161,192.82 Funds Expended: \$136,027.85

Impaired Driving DECP Training

23-07-07

Planned Activity Description

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Both alcohol and drug impairment have a debilitating effect on a person's ability to operate a motor vehicle safely.

Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in the identification of alcohol impairment, the identification of drug impairment is a more complex challenge. Since controlled and uncontrolled (illegal) drugs come in varying classifications and can have profoundly different effects, it is imperative that New Hampshire officers be trained in the detection and classification of that impairment, to best identify driver offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education are important for law enforcement officers to have to be able to better understand impairment issues and how to address these issues.

This planned activity will allow the DECP State Coordinator of the Office of Highway Safety to coordinate and administer the state's Drug Evaluation Classification Program (DECP) and provide law enforcement with training to become a Drug Recognition Expert (DRE), as well as training for law enforcement in Advanced Roadside Impaired Driver Enforcement (ARIDE), Standard Field Sobriety Testing (SFST), and Drug Impairment Training for Educational Professionals (DITEP).

As of 2023, New Hampshire has 64 certified DRE experts, of which, 21 are in NH State Police and 43 make up local and county law enforcement; this also includes 16 certified instructors representing law enforcement agencies throughout the state.

This contract will support the following number of classes:

- DRE (out of state) - 1 Class of 12 Students 6 instructors per class
- DRE (In State) - 1 Class 12 Students/4 instructors per class
- DRE Instructor (In State) - 1 Class 12 Students/4 instructors per class
- ARIDE - 4 Classes of approximately 40 students per class
- SFST - 4 Classes of approximately 60 Students per class
- SFST - 2 Refresher classes of approximately 30 Students per class
- DITEP - 1 Class of 50 Students (upon demand for training)

This planned activity will also allow for overtime funds to be used by DRE's called out to support local law enforcement agencies who do not have a DRE to use during an impairment related stop.

Funding for this planned activity will cover costs associated with the administration of the DECP Program now conducted by the Office of Highway Safety DECP Coordinator. Funding will be used for DRE instructors to instruct at schools and classes, current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts Posters-Reprint, ARIDE course manuals, DITEP course manuals, and educational flash drives, etc.), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to other available out of state venues used for DRE field evaluations/certification training and travel to the annual conference on drugs and impaired driving), and indirect cost. Travel for training and conferences for top performing law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development, to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3.

In 2023, New Hampshire continues to experience impairment (alcohol/drug) on our roads. The devastating effects of the drug epidemic in New Hampshire as well as the legalization of cannabis in all our surrounding states, has increased the frequency of drug impaired driving on our roadways. In 2021, there were 436 drug overdose deaths and 463, as of March 10, 2023, in New Hampshire.

In 2023, the DECP program within the Office of highway safety has adjusted this countermeasure by conducting trainings to increase the certification of DRE's in New Hampshire. This is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from NH roads by using trained law enforcement who are experts in the field of drug recognition.

In 2023, the DECP program within the Office of highway safety has adjusted this countermeasure by conducting trainings to increase the certification of DRE's in New Hampshire. This is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from NH roads by using trained law enforcement who are experts in the field of drug recognition.

The following are the 2023 DRE project goals and results:

Goal

- 1) To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2023 from prior year FFY 2022.

Performance Measure Result required under this project was **met**. (2019 = 86, 2020 = 84, 2021 = 60, 2022 = 60, 2023 = 64).

- 2) To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2023 from prior FFY 2022.

Performance Measure Result required under this project was **not met**. (2019 = 171, 2020 = 0, 2021 = 57, 2022 = 154, 2023 = 144).

- 3) To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2023 from prior FFY 2022.

Performance Measure Result required under this project was **met** (2019 = 300, 2020 = 78, 2021 = 84, 2022 = 204, 2023 = 267).

New Hampshire DECP Year End Summary Report 2023

Current DREs

Currently certified:	64
State Police DREs:	21
Local DREs:	42
County DRE:	1
DRE Instructors:	16
Number of Agencies	29

Evaluations

Enforcement Evaluations:	97*
Training Evaluations:	170
Total Evaluations:	267

*Does not include open evaluations

Drug and Toxicology Breakdown

	2021	2022	2023
No drug found	0	0%	1%
Alcohol Only	3	4%	0%
Medical Impairment	2	2%	9%
No Impairment	17	20%	6%
Poly Drug	22	26%	23%

**State Accuracy – 82%

Evaluations (Opinions) By Drug Category

Year to Year Comparison in percentages

<u>Drug</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Depressants	25.0%	26.92%	16.49%
Stimulants	25.0%	15.38%	21.65%
Hallucinogens	0.0%	0.0%	0%
Dissociative Anesthetics	0.0%	0.0%	1%
Narcotic Analgesics	50.0%	61.54%	38.14%

<u>Drug</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Inhalants	0.0%	0.0%	1%
Cannabis	0.0%	19.23%	30.93%

DRE Training

- Number of DRE Schools: 1
- Number of students: 13
- Number of DREs certified: 13
- Number of DRE Instructor Schools: 1
- Number of students: 4
- Number of DRE Instructors certified: 4
- Number of 8-Hour Recertification Classes: 0
- Number of students: 0

ARIDE Training

- | | <u>'21</u> | <u>'22</u> | <u>'23</u> |
|-------------------------------|------------|------------|------------|
| • Number of ARIDE Schools: | 3 | 4 | 4 |
| • Number of Students Trained: | 57 | 154 | 144 |

DITEP Training

- | | | |
|-----------------------------|---|---|
| • Number of classes: | 0 | 0 |
| • Number of school nurses: | 0 | 0 |
| • Number of SROs: | 0 | 0 |
| • Other students: | 0 | 0 |
| • Total Number of students: | 0 | 0 |

Phlebotomy Training

• Number of classes:	0	0
• Number of students:	0	0

SFST Training

	<u>21</u>	<u>22</u>	<u>23</u>
• SFST classes:	4	6	4
• Students trained:	197	304	203
• SFST Instructor classes:	0	0	0
• Students trained:	0	0	0
• SFST Refresher Classes:	0	5	1
• Students Trained:	0	60	42

The SFST classes were primarily conducted in Police Standards and Training Council Academy based training.

There were 4 Academies conducted with a total of 203 students.

Narrative

The State Coordinator assigned to the New Hampshire Department of Safety, Office of Highway Safety. Scheduled a full slate of classes to include:

1 - Standardized Field Sobriety Testing Class held outside of the basic recruit academy.

4 - Standardized Field Sobriety Testing Refresher Classes.

4 – Advanced Roadside Impaired Driving Enforcement Classes.

1 – Drug Recognition Expert Candidate Class.

1 – Drug Recognition Expert Instructor Class.

All courses were held at the New Hampshire Police Standards and Training Council with the exception of two SFST Refreshers classes that were held at the Manchester and Bedford Police Departments by their own instructors.

The four A.R.I.D.E. classes were very popular and dramatically increased the number of student taught from the previous COVID impacted year. One out of State student attended one of our

classes to be able to attend an upcoming DRE Class. An IACP change to A.R.I.D.E. this year to require all instruction in this class be done by DRE instructors will make this course more difficult to manage. There are a limited number of Instructors in our State and there is a concern that Instructors may be overused putting a strain on agencies to provide them. It is important to pay instructors so as not to draw on the agencies manpower.

The DRE Instructor Course had an excellent student to instructor ratio. There was an In-State evaluation night at the conclusion of the Candidate class which afford the students and instructors the ability to obtain observations, which is part of their certification process.

The DRE Candidate Class was also conducted. Two live alcohol drinking labs were part of the course. The appearance by Don Decker brought a true professional into the Instructor cadre. Field evaluations were conducted in Winston-Salem NC, a relatively new facility, HOPE Counseling and Consulting was excellent, and the Hotel and surrounding area provided all the necessities the students needed within walking distance during the training.

A couple issues needing to be addressed in New Hampshire.

- 1. There was a significant lack of use of the DREDATA tracking website.*
- 2. The state lost several officers who were unable/unwilling to maintain the requirements of the DRE program. Meaning, they failed to obtain their required amount of evaluations. To address this, local evaluation nights will be held to provide officers with the ability to get their required field evaluations.*

To address these two issues all DREs were required to be up-to-date on DREDATA before recertification. Secondly, three in-state evaluation nights were conducted in Manchester NH. The results ranged from excellent to poor. One night had 20 evaluations completed and another night, no DREs showed up. It is a work in progress, but it helped.

Another issue was access to training. The following was done to address this issue.

1. Providing access to the Florida TSRP Webinars. As a result, many DREs have already taken classes there. Obtaining training hours has not been a problem in 2023.
2. Provided Maine Impaired Driving Seminar information to the DREs which several attended.
3. Provided Vermont Impaired Driving Seminar information to the DREs which several attended.
4. Provided a training opportunity to DREs from the National Conference was “Tall Cop Says Stop”.
5. The National Conference, IACP offered a discount to DREs to join, that includes access to the DRE Section page. This is a treasure trove of DRE material and training. Half of NH DREs took advantage of the FREE offering.
6. In 2023, eight (10) DREs attended the National DRE Conference (IDTS) with the NH DECP Coordinator.

In last year's report:

Looking forward to 2023:

- Attended the Eastern States Coordinators meeting in conjunction with the IPTM Traffic Symposium in Orlando FL. This is intended to use this as a motivator this upcoming year for DREs and top DWI enforcers who excel.
- Attended the National DRE Conference in San Antonio TX. This is an excellent training opportunity that DREs from NH have not had the opportunity to attend and it is planned to change that.
- Working to further expand our in-state evaluation nights in NH. Café 1269 in Manchester NH has potential.

It should be noted that all of the above were accomplished. Most importantly, our retention rate seems to have leveled off and we appear to be moving beyond the COVID collapse we felt.

Looking forward to 2024:

- Applied for and received a DRE Strategies Grant, a NHTSA Grant managed by Toxcel that awarded 85 tablets, cases, screen savers and keyboards to issue to NH DREs. The purpose of this is to enter into a contract with ITSMR and use their software which will provide the DRE the ability to "submit" their evaluations with no duplication of effort immediately into ITSMR data collection site, which will be sent to NHTSA quarterly. This project is currently being worked on in 2024. This will be a great advancement for NH and its data collection.
- Coordinated with AAA Northern New England to fund 4 evaluation nights in Manchester 2024. These evaluation nights provide DREs the ability to obtain evals to meet their requirements. A great benefit to the NH DRE Program.

Funding Source: 405d

Funds Obligated: \$140,000.00

Funds Expended: \$122,186.47

JUDICIAL OUTREACH

23-07-12

Planned Activity Description

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2023. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish,

including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funded shall support travel for NH judges to attend this education and training.

In FFY 2023, The NH Office of Highway Safety did not fund this project due to the continued increase of cases that have placed a strain on NH Courts. If this project was funded, it would have provided important insight to NH judges on how to minimize recidivism of impaired driving on NH roads to help reduce impaired driving crashes and the resulting injuries and/or deaths.

In FFY 2023, a Regional Judicial Outreach Liaison (JOL) was appointed to Region 1. However, the regional JOL has resigned. New Hampshire is looking forward to working with a newly appointed Regional JOL to provide the necessary trainings for our NH Judges to help reduce impaired driving recidivism and impaired driving crashes and the resulting fatalities and injuries.

Funding Source: 405d Funds Obligated: \$0 Funds Expended: \$0

IMPAIRED DRIVING CONFERENCE

23-07-06

Planned Activity Description

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

In FFY 2023, on November 14, 15, and 16, 2022, the NH OHS hosted the New Hampshire Impaired Driving Virtual "Lunch" conference conducted through a collaboration with AAA Northern New England who provided the Zoom platform and helped with coordinating the event to over one hundred attendees. The impairment related presentations covered some of the following topics:

Webinar Day 1

- New Hampshire 2021 impairment related fatality data
- NHTSA Impaired Driving Program: Activities Addressing Drugged Driving” Tara Kelly Baker - NHTSA, Impaired Driving Division, Chief
- NHTSA’s Evaluation of Utah’s .05 BAC Per Se Law” Amy Bering – Research Psychologist, NHTSA
- Oral Fluid Testing Christine Moore – President - 9 Delta Analytical

Webinar Day 2

- Drug Recognition Expert – Dave Martinelli – NH Office of Highway Safety
- Nystagmus Testing in Intoxicated Individuals – DR Karl Citek – Professor of Optometry

Webinar Day 3

- Dr. Ruben Baler - Health Scientist Administrator, National Institute on Drug Abuse (NIDA) "Effects of THC and addiction on the brains perception & reaction time "
- Darby Van Amberg & Melisa Staples, New Hampshire State Police Forensic Laboratory, "The state of the State, Toxicology Testing"

After the virtual conference a link was sent to all attendees to be able listen to presentations again and share with other highway safety partners. This is a great way to save time, money, and provide many partners with important highway safety information to share.

Funding Source: 405d Funds Obligated: \$0 Funds Expended: \$0

IMPAIRED DRIVING PAID MEDIA

I-Heart Media + Entertainment

23-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Based on available data, the appropriate type and source of media will be determined from the list of sub recipients below. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2023, funds were provided to I-Heart Media + Entertainment to conduct impaired driving highway safety media campaigns through broadcast radio (spots :15, :30, and :05 ran heavily on weekends WGIR, WHEB, WERZ, and Total Traffic Weather Network/TTWN), streaming targeted audio, digital display over internet, OTT/preroll, geolocation (Friday through Sunday/ "Are you o.k. to drive"), social media (Snapchat). The following are some important impaired driving messages that were released using various media platforms by I-Heart during FFY 2023:

- 2) "If You Feel Different, You Drive Different" and "Buzzed Driving is Drunk Driving."
- 3) "Drive Sober or Get Pulled Over"

Funding Source: 405d Funds Obligated: \$121,571.43 Funds Expended: \$90,988.57

AAA Northern New England

23-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Based on available data, the appropriate type and source of media will be determined from the list of sub recipients below. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of

delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2023, funds were allocated to support AAA Northern New England who executed running high quality impaired driving PSAs on television (WMUR), social media and sporting events. These PSA's featured New Hampshire individuals who have been impacted by this issue. These PSAs received very positive feedback from the NH OHS and the general public.

Funding Source: 405d Funds Obligated: \$25,000.00 Funds Expended: \$23,000.00

2023 DWI Enforcement Patrols & Equipment

23-07-04

Planned Activity Description

This planned activity will support funding for New Hampshire's State Police (405d funds), Local, and County law enforcement agencies (402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2023 Federal Fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (VISION CRMS data base) and the State's Fatality Analysis Reporting System (FARS). These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). The NH OHS has included equipment (in case of equipment failures) in the description of the planned activity in the event a HSP amendment was needed to assist with replacement equipment. The NHOHS will ensure that all equipment requests that are over \$5,000.00 will be Buy American Compliant and have NHTSA approval before purchase.

In FFY 2023, funds were provided to support the New Hampshire's State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2023 federal fiscal year. Enforcement times and locations were based on local and state data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the states Fatality Analysis Reporting System. Also, important, additional impaired driving enforcement efforts were focused on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). In FFY 2023, NH State Police purchased oral fluid testing equipment, and tablets for the lab.

In FFY 2023, the NH OHS provided grant funding to the State Police and eighty local law enforcement agencies who conducted 5,790 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 1,978 hours to this enforcement effort, which resulted in 3,294 vehicles stopped with 3,123 warnings and 708 summonses issued and 95 DUI arrests.
- Local Police dedicated 3,812 hours to this enforcement effort, which resulted in 4,823 vehicles stopped with 3,633 warnings, 247 summonses issued and 45 DUI arrests.

2023 DUI Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
ALTON	\$ 2,000.00	\$ 1,486.69
AUBURN	\$ 1,600.00	\$ 573.45
BARRINGTON	\$ 1,600.00	\$ 1,600.00
BEDFORD	\$ 1,600.00	\$ -
BELMONT	\$ 2,869.72	\$ 1,627.86
BERLIN	\$ 1,600.00	\$ 1,552.61
BOW	\$ 1,600.00	\$ 915.72
BRENTWOOD	\$ 1,600.00	\$ 533.17
CANAAN	\$ 2,525.00	\$ 1,941.79
CHARLESTOWN	\$ 1,600.00	\$ 1,343.70
CHESHIRE CTY SO	\$ 1,600.00	\$ -
CHESTER	\$ 1,683.00	\$ 626.78
CHICHESTER	\$ 2,572.60	\$ 1,440.85
CLAREMONT	\$ 1,600.00	\$ 225.24
COLEBROOK	\$ 2,500.00	\$ 2,500.00
CONCORD	\$ 3,352.00	\$ 1,390.15
DERRY	\$ 1,600.00	\$ 797.19
DOVER	\$ 1,600.00	\$ 706.04
EAST KINGSTON	\$ 4,000.00	\$ 1,437.88
EPPING	\$ 5,100.00	\$ 1,770.11
EXETER	\$ 2,702.12	\$ 2,366.36

FRANCONIA	\$ 2,564.00	\$ 509.01
FRANKLIN	\$ 1,600.00	\$ -
GILFORD	\$ 2,205.41	\$ 652.93
GORHAM	\$ 3,250.00	\$ 889.92
GREENLAND	\$ 1,600.00	\$ 269.92
HAMPTEAD	\$ 1,600.00	\$ 1,330.36
HAMPTON	\$ 1,600.00	\$ 320.67
HANCOCK	\$ 2,000.00	\$ -
HAVERHILL	\$ 2,067.00	\$ 530.15
HILLSBOROUGH	\$ 3,600.00	\$ 3,587.22
HINSDALE	\$ 1,600.00	\$ 1,565.68
HOLDERNESS	\$ 1,600.00	\$ 971.23
HOLLIS	\$ 1,500.57	\$ 1,483.38
HUDSON	\$ 1,600.00	\$ 274.80
KEENE	\$ 1,812.74	\$ 496.13
KENSINGTON	\$ 1,600.00	\$ -
KINGSTON	\$ 1,600.00	\$ 254.80
LACONIA	\$ 4,960.00	\$ 4,740.42
LANCASTER	\$ 1,600.00	\$ 538.26
LEBANON	\$ 3,504.45	\$ 3,341.36
LEE	\$ 2,000.00	\$ -
LINCOLN	\$ 1,600.00	\$ 765.69
LISBON	\$ 1,600.00	\$ -
LITTLETON	\$ 1,600.00	\$ 687.97
LONDONDERRY	\$ 3,000.00	\$ -
LOUDON	\$ 1,600.00	\$ 584.98
MADISON	\$ 1,600.00	\$ 1,439.65
MANCHESTER	\$ 20,000.00	\$ 19,365.24
MEREDITH	\$ 2,000.00	\$ 887.88
MERRIMACK	\$ 2,600.00	\$ -
MERRIMACK CTY SO	\$ 1,600.00	\$ 528.86
MILFORD	\$ 3,215.82	\$ 1,048.63
MILTON	\$ 1,600.00	\$ 1,600.00
NASHUA	\$ 10,565.00	\$ 5,797.90
NEWBURY	\$ 1,600.00	\$ -
NEWFIELDS	\$ 1,600.00	\$ 1,510.43
NEWMARKET	\$ 1,600.00	\$ 1,385.30
NEWPORT	\$ 1,600.00	\$ 873.31
NORTH HAMPTON	\$ 1,600.00	\$ 1,600.00

NORTHUMBERLAND	\$ 2,500.00	\$ 2,500.00
OSSIPEE	\$ 1,600.00	\$ 1,425.40
PELHAM	\$ 2,000.00	\$ 1,563.46
PLAINFIELD	\$ 1,600.00	\$ 1,552.73
PLAISTOW	\$ 1,600.00	\$ 461.59
PORTSMOUTH	\$ 5,531.56	\$ 4,742.41
RAYMOND	\$ 1,948.56	\$ 1,857.98
ROCHESTER	\$ 1,600.00	\$ 1,600.00
SALEM	\$ 8,167.00	\$ 7,884.58
SANDOWN	\$ 1,931.00	\$ 812.08
SEABROOK	\$ 1,299.04	\$ 250.75
SOMERSWORTH	\$ 1,600.00	\$ 266.17
STRAFFORD CTY SO	\$ 1,600.00	\$ 992.56
STRATHAM	\$ 1,600.00	\$ -
SULLIVAN CTY SO	\$ 1,600.00	\$ 810.58
WAKEFIELD	\$ 2,702.12	\$ 1,696.83
WALPOLE	\$ 1,600.00	\$ 1,350.88
WEARE	\$ 2,196.91	\$ 933.15
WOLFEBORO	\$ 2,069.59	\$ 207.62
WOODSTOCK	\$ 5,000.00	\$ -
NHSP	\$ 519,454.00	\$ 205,759.85
Total	\$ 722,149.21	\$ 321,336.29

Funding Source: 402 Funds Obligated: \$202,695.21 Funds Expended: \$115,576.44

Funding Source: 405d Flex (SP) Funds Obligated: \$519,454.00 Funds Expended: \$205,759.85

**2023 Drive Sober or Get Pulled Over Mobilization
(Impaired Driving National Campaigns)**

23-07-11

Planned Activity Description

This planned activity will support funding for New Hampshire’s State Police (405d funds), Local, and County law enforcement agencies (402 funds). Partner agencies will be required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols will be done in 3 to 4 hour patrols shifts with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2023, the NHOHS provided overtime enforcement funds to support law enforcements participation in the two (2) Impaired Driving “Drive Sober or Get Pulled Over” National Mobilization campaigns. Partner law enforcement agencies were required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols were conducted in 3 to 4 hour patrols shifts with the primary effort focused on impaired driving on our roadways. These patrols were conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2023, the NH OHS provided grant funding to the State Police and ninety-seven local law enforcement agencies who conducted 1,553.5 impaired driving enforcement patrol hours, which resulted in the following:

- State Police dedicated 235.5 hours to this enforcement effort, which resulted in 352 vehicles stopped with 341 warnings, 62 summonses issued and 11 DUI arrests.
- Local Police dedicated 1,318 hours to this enforcement effort, which resulted in 2,911 vehicles stopped with 2,859 warnings, 151 summonses issued and 42 DUI arrests.

2023 Drive Sober Or Get Pulled Over Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
ALSTEAD	\$ 1,700.00	\$ 748.63
ALTON	\$ 1,700.00	\$ 1,566.18
AUBURN	\$ 1,700.00	\$ 1,225.28
BARRINGTON	\$ 1,700.00	\$ 1,243.18
BEDFORD	\$ 1,700.00	\$ 194.33
BELMONT	\$ 1,700.00	\$ 177.34
BERLIN	\$ 1,700.00	\$ 957.35
BOSCAWEN	\$ 1,700.00	\$ 310.18
BOW	\$ 1,700.00	\$ 1,235.04
BRENTWOOD	\$ 1,700.00	\$ 1,132.50

CAMPTON	\$ 1,700.00	\$ 528.42
CANDIA	\$ 1,700.00	\$ 1,156.57
CHARLESTOWN	\$ 1,700.00	\$ 288.58
CHESTER	\$ 1,700.00	\$ 1,085.53
CHESHIRE CO SO	\$ 1,700.00	\$ 170.26
CHICHESTER	\$ 1,700.00	\$ 1,310.45
CLAREMONT	\$ 1,700.00	\$ -
COLEBROOK	\$ 1,700.00	\$ 1,700.00
CONCORD	\$ 1,700.00	\$ 925.26
CORNISH	\$ 1,700.00	\$ -
DERRY	\$ 1,700.00	\$ -
DOVER	\$ 1,700.00	\$ 621.01
DUBLIN	\$ 1,700.00	\$ 708.93
DUNBARTON	\$ 1,700.00	\$ 1,688.46
EPPING	\$ 1,700.00	\$ 1,700.00
EPSOM	\$ 1,700.00	\$ 1,064.16
EXETER	\$ 1,700.00	\$ 1,578.81
FRANCONIA	\$ 1,700.00	\$ 180.34
FRANKLIN	\$ 1,700.00	\$ -
GILFORD	\$ 1,700.00	\$ 788.89
GILMANTON	\$ 1,700.00	\$ 1,600.69
GORHAM	\$ 1,700.00	\$ 1,404.06
GREENLAND	\$ 1,700.00	\$ 1,491.82
HAMPTEAD	\$ 1,700.00	\$ 1,657.91
HAMPTON	\$ 1,700.00	\$ 513.06
HANCOCK	\$ 1,700.00	\$ -
HAVERHILL	\$ 1,700.00	\$ 1,246.95
HILLSBOROUGH	\$ 1,700.00	\$ 1,473.39
HINSDALE	\$ 1,700.00	\$ 1,443.19
HOLDERNESS	\$ 1,700.00	\$ -
HOLLIS	\$ 1,700.00	\$ 1,700.00
HOPKINTON	\$ 1,700.00	\$ 886.13
HUDSON	\$ 1,700.00	\$ 265.46
KEENE	\$ 1,700.00	\$ 499.87
KENSINGTON	\$ 1,700.00	\$ 1,695.68
KINGSTON	\$ 1,700.00	\$ 839.69
LACONIA	\$ 1,700.00	\$ 1,687.80
LANCASTER	\$ 1,700.00	\$ 203.00
LEBANON	\$ 1,700.00	\$ 1,360.47

LEE	\$ 1,700.00	\$ 259.61
LINCOLN	\$ 1,700.00	\$ 190.60
LISBON	\$ 1,700.00	\$ 444.96
LITTLETON	\$ 1,700.00	\$ 1,633.20
LONDONDERRY	\$ 1,700.00	\$ 1,700.00
LOUDON	\$ 1,700.00	\$ 681.67
MADISON	\$ 1,700.00	\$ -
MANCHESTER	\$ 1,700.00	\$ 1,700.00
MARLBOROUGH	\$ 1,700.00	\$ 1,684.88
MEREDITH	\$ 1,700.00	\$ 675.92
MERRIMACK	\$ 1,700.00	\$ -
MERRIMACK CTY SO	\$ 1,700.00	\$ 320.30
MILFORD	\$ 1,700.00	\$ 1,043.90
MILTON	\$ 1,700.00	\$ 880.63
MONT VERNON	\$ 1,700.00	\$ 593.66
NASHUA	\$ 1,700.00	\$ 317.28
NEW DURHAM	\$ 1,700.00	\$ 1,060.29
NEWBURY	\$ 1,700.00	\$ 920.51
NEWFIELDS	\$ 1,700.00	\$ 1,618.93
NEWMARKET	\$ 1,700.00	\$ 1,527.58
NEWPORT	\$ 1,700.00	\$ -
NORTH HAMPTON	\$ 1,700.00	\$ 1,700.00
NOTRHUMBERLAND	\$ 1,700.00	\$ 1,613.79
OSSIPEE	\$ 1,700.00	\$ -
PETERBOROUGH	\$ 1,700.00	\$ 1,201.82
PLAINFIELD	\$ 1,700.00	\$ 1,528.62
PLAISTOW	\$ 1,700.00	\$ -
PLYMOUTH	\$ 1,700.00	\$ -
PORTSMOUTH	\$ 1,700.00	\$ 709.90
RAYMOND	\$ 1,700.00	\$ 298.38
ROCHESTER	\$ 1,700.00	\$ 1,244.41
ROCKINGHAM CTY SO	\$ 1,700.00	\$ 1,696.15
RUMNEY	\$ 1,700.00	\$ 484.72
RYE	\$ 1,700.00	\$ 195.24
SALEM	\$ 1,700.00	\$ 1,479.54
SANDOWN	\$ 1,700.00	\$ 741.29
SEABROOK	\$ 1,700.00	\$ 567.25
SOMERSWORTH	\$ 1,700.00	\$ -
STRAFFORD CTY SO	\$ 1,700.00	\$ -

STRATHAM	\$ 1,700.00	\$ 1,211.39
SULLIVAN CTY SO	\$ 1,700.00	\$ 1,614.17
THORNTON	\$ 1,700.00	\$ 1,700.00
WAKEFIELD	\$ 1,700.00	\$ 1,323.17
WALPOLE	\$ 1,700.00	\$ 1,510.36
WEARE	\$ 1,700.00	\$ 310.39
WEBSTER	\$ 1,700.00	\$ -
WOLFEBORO	\$ 1,700.00	\$ 207.62
WOODSTOCK	\$ 1,700.00	\$ 383.66
NHSP	\$ 41,000.00	\$ 17,406.76
Total	\$ 205,900.00	\$ 100,637.40

Funding Source: 402 Funds Obligated: \$164,900.00 Funds Expended: \$83,230.64

Funding Source: 405d Flex(SP) Funds Obligated: \$41,000.00 Funds Expended: \$17,406.76

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

23-07-08

Planned Activity Description

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

I. Prosecution of State Police DWI Alcohol/Drug cases with the necessary prosecutorial administrative support: The additional DOS administrative hours will support the prosecution of DWI cases for State Troopers in courts without attorney prosecutors, if any. As to case prosecution, with the additional hours, our goal was to prosecute 95% of DWI and DWI related driving misdemeanor driving crimes for the reporting year.

II. Prosecutorial Training: With the support provided through this grant the additional administrative support hours will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution training throughout the year, providing training on DWI case investigation and sobriety checkpoints. The funding of additional paralegal hours will allow for preparation of training materials including case research,

PowerPoint presentations and course handouts that will benefit the prosecution unit and the Troopers.

III. Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI and related cases including assisting prosecutors and troopers by sending out discovery, answering questions by phone and email, assisting with the review of complaints and search warrant applications on DWI cases, and other technical assistance. The unit intended to provide 24 training sessions.

All the above goals were met. The additional prosecution hours resulted in the prosecution of more DUI cases for the State Police than in prior years, meeting the 95% goal above-mentioned for the reporting year. The Prosecution Unit provided both individual and group training sessions for troopers. Prosecutors work with individual troopers to prepare them for trial and other hearings. In addition, trainings have been held by prosecutors for the troopers at their barracks. Attorney Tessari has worked with both the troopers at Troop E and the Marine Patrol staff to assist them in preparing for court. Additionally, she prepared training materials that she has shared with other prosecutors/troopers.

In summary, this funding of additional administrative and attorney hours allowed the unit to effectively prosecute State Police DWI cases throughout New Hampshire. In addition, these additional resources enabled State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Consequently, public safety on NH highways was enhanced. In addition, it allowed the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers were able to avoid consequences by exploiting legal technicalities.

During the reporting year, our prosecutors achieved significant case accomplishments by withstanding significant legal case challenges. For example, one of our prosecutors achieved a noteworthy success by prevailing on all legal motions filed in a head-on crash case caused by alcohol impairment. Moreover, she also prevailed in a difficult case involving a former N.H. judge involved in an impaired driving crash. During the trial, her diligence in reviewing the statements of defense witnesses and conducting vigorous cross examination revealed the fact that the defendant had prepared the statements and asked the witnesses to sign, and therefore, engaged in potential witness tampering. This led to a guilty verdict in the case. In 2022 the Prosecution Unit prosecuted 1034 DWI/DWI related charges. Between January and June of 2023, the Unit prosecuted 461 DWI/DWI related charges. Without the support provided by the grant many of these cases would have been dismissed. NH highways are much safer when troopers don't have to concern themselves with responding to legal filings a

Funding Source: 405d Funds Obligated: \$369,082.77 Funds Expended: \$304,369.93

Motorcycle Safety

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets. In 2023, there were 40 motorcycle fatalities with 31 (77.5%) of these motorcycle fatalities un-helmeted (in increase of 41% from 2022 un-helmeted motorcycle fatalities). Final un-helmeted motorcycle fatalities (2019-2023 baseline average) was 20.4 (an increase of 20% from the 2019-2023 average target of 17). In FFY 2023, New Hampshire did not meet the (2019-2023 average) target of 27 motorcycle fatalities having 30.6 (2019-2023 average) motorcycle fatalities. Currently, there have been 40 motorcycle fatalities in 2023 from 32 in 2022 (a 25% increase in motorcycle fatalities).

NH Motorcycle driver licenses has been steadily on the increase. In 2023, there were 164,059 motorcycle endorsements issued. As of July 24, 2023, there were 74,923 registered motorcycles in New Hampshire. Hillsborough, Rockingham, and Merrimack Counties accounted for 60% of the registered motorcycles.

Although demand for motorcycle training has increased, it is difficult for motorcycle trainings to be conducted by NH Division of Motor Vehicles Motorcycle Rider Training (MRT) program because of a current instructor shortage. MRT trainings were not conducted at important locations in 2023 (i.e., Belknap, Carroll, Strafford, and Sullivan). The Office of Highway Safety will work with the DMV MRT to improve online motorcycle training and important motorcycle safety messaging that can be incorporated into this training to include the recommendation of helmet use.

With the current issues occurring that has affected efforts to provide educational outreach (instructor shortage to conduct MRT Training) to increase motorcycle safety and helmet use in New Hampshire, the Office of Highway Safety is heavily reliant on providing media messaging to the motoring public. The motorcycle task force continues to work hard to improve important motorcycle safety outreach to the public (i.e., messaging, events, etc.) and will continue to work with highway safety partners (NH Motorcycle Rights Organization, iHeart media, AAA Northern New England, NH Automobile Dealers Association, NH Liquor Commission, state legislators, etc.) to reduce overall motorcycle crashes to save lives. In 2024, the motorcycle taskforce is working to develop a PSA to increase awareness among motorcyclists to not drive impaired. Impairment has been a leading cause of motorcycle fatalities contributing to 50% of overall motorcycle fatalities in 2021.

MOTORCYCLE PAID MEDIA

23-05-03

Planned Activity Description

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

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

1. Why it is hard to judge a motorcycles approaching speed
2. Give motorcycles more room than a car
3. Why motorcycles adjust lane position
4. Motorcycle brake lights and the use of engine braking
5. Motorcycle’s positive impact on motorist’s experience

In FFY 2023, the I-Heart Media contract accommodated the spots listed above and introduced the Live Free, Ride S.M.A.R.T and Ride S.M.A.R.T 2 Laconia campaigns respectively. These spots highlighted motorcycle safety as well as Share the Road messaging aimed towards motorists and played throughout the riding season. OHS scheduled a week of Ride S.M.A.R.T 2 Laconia spots before the event, and reverted to Live Free, Ride S.M.A.R.T. after the event. Additionally, Laura and Greg from the Morning Buzz on Rock 101WGIR did a promotional video with the Ride S.M.A.R.T tag to promote safe bicycle and motorcycle riding during Laconia Motorcycle Week. Also, the Office of Highway Safety and the New Hampshire Motorcycle Rights Organization was interviewed by Rock 101 WGIR about motorcycle safety and to inform the motoring public to drive safely in and around motorcycles and to ride SMART (Safe, Maturely, Aware, Respectfully, and Trained).

In addition, I-Heart Media + Entertainment ran motorcycle messaging through broadcast radio (spots ran on WGIR FM), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Facebook, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon, and evening drive time commutes.

Funding Source: 405f flexed Funds Obligated: \$42,850.01 Funds Expended: \$31,879.14

MC Assessment

23-05-07

Planned Activity Description:

This Motorcycle Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in March of 2023. This Assessment would allow for a review of the effectiveness of our current educational/training programs taking place throughout the state and would provide for recommendations of those strategies which could be implemented to improve motorcycle safety throughout New Hampshire to minimize the potential of injuries and or deaths associated with motorcycles. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies).

In FFY 2023, funds were provided to the NH OHS to conduct a motorcycle assessment. This assessment was conducted by the NH OHS and NHTSA to perform an in-depth evaluation of our motorcycle program in New Hampshire. The NH OHS and many highway safety partners participated in this assessment, to provided information to the NHTSA assessment team (NHTSA consultants with expertise and specialized knowledge in motorcycle safety). The assessment team provided important guidance and recommendations in a final report to the NH OHS to help improve the motorcycle program. One of the most important recommendations in this final motorcycle program report from NHTSA was to reduce fatalities and serious injuries by establishing a NH adult helmet law. The NH OHS is committed to our mission to save lives and is working diligently with many highway safety partners to reduce motorcycle fatalities (i.e., Traffic Safety Commission, Motorcycle Taskforce, Impaired Driving Taskforce, law enforcement, media resources, etc.).

Funding Source: 405d Flex Funds Obligated: \$25,000.00 Funds Expended: \$18,300.00

Non-Motorized – Pedestrian & Bicycle

Walking and biking are critical components of our New Hampshire transportation system, therefore keeping pedestrians and bicyclists safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services; there is also a large community of racing and recreational bicyclists in NH. Walking and bicycling can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment.

In 2023, New Hampshire did not meet our (2019-2023 baseline average) target for pedestrian fatalities of 11.30. There were 15 pedestrian fatalities in 2023 resulting in (2019-2023 average) 13.2 fatalities. Also, in 2023 there was 1 bicycle fatality resulting in (2019-2023 average) 1.6 bicycle fatalities in New Hampshire achieving our 2023 (2019-2023 average) target of 2. However, even though this target was met, this smaller target number could change quickly with increased issues of motorists driving while distracted and or impaired or with the increased use and popularity of e bikes, scooters, etc.

The Office of Highway Safety continues to provide funding for pedestrian and bicycle enforcement patrols and continues to focus on those communities that have the highest incidence of pedestrian and bicycle crashes. We continued to work with local and county law enforcement agencies to develop more innovative ways to enforce the State’s bicycle and pedestrian laws. In addition, a continued focus on educating both law enforcement on pedestrian and bicyclist safety was a prerequisite to be able to conduct these enforcement efforts. Pedestrian and bicycle patrols were conducted year-round with more of a focus typically in the summer months, primarily in downtown locations and during the evening commuting hours. However, to address some of the pedestrian bicycle crashes during the winter months, possibly caused by unplowed sidewalks or high snowbanks, patrols were also allowed to be conducted. These patrols were conducted based on specific times and locations that data identified a problem.

Pedestrian/Bicycle Paid Media 23-06-03

Planned Activity Description

The planned activity will include paid as well as earned media. The media messaging will be tailored to the motoring public and include media intended for the pedestrian and bicycling communities (to include impairment related messaging, etc.). In addition, NH OHS will work with the Bike-Walk Alliance of NH to distribute an electronic web-based reference guide to local law enforcement agencies about enforcing laws that influence roadway safety with respect to pedestrians, bicyclists, and motorists. The brochure will include priority violations in hopes that the local law enforcement community will consider making educational and/or enforcement stops,

thereby providing the requisite level of positive reinforcement to reduce injuries throughout the State.

In FFY 2023, funds were provided to I-Heart Media + Entertainment who ran bicycle messaging through broadcast radio (spots ran on NH iHM during weekends on WERZ-FM, etc.), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Facebook, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get Ped/Bike messages out to the motoring public during the morning, afternoon, and evening drive-time commutes. The NH OHS continues to work with partners throughout the state and Traffic Safety Commission partners to improve pedestrian and bicycle safety. The latest concern is the increased popularity and use of e-bikes on main roads. The NH Traffic Safety Commission has held meetings to understand more about these issue and has reviewed legislation to implement changes to improve bicycle safety.

Funding Source: 402 Funds Obligated: \$9,750.01 Funds Expended: \$9,750.01

2023 Bicycle/Pedestrian 23-06-04

Planned Activity Description

This planned activity will support funding for New Hampshire's State Police (405d funds), Local, and County law enforcement agencies (402 funds). Pedestrian and bicycle patrols will be conducted year-round with a focus on highly trafficked bicycle and pedestrian areas, located primarily in downtown locations during the evening commuting hours as well as in areas of the State. State Police will be responsible for providing enforcement patrols on public roads to include Franconia Notch and Hampton Beach areas. Specific times and locations will be based on local data. It is recommended that agencies participating in this overtime enforcement effort take the Bicycle/Pedestrian course online from Police Standards and Training Council (PSTC).

In FFY 2023, funds were provided to State and Local law enforcement agencies to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and bicycle patrols were conducted year-round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations were based on local data.

Target:

- 1) Reduce pedestrian involved fatalities by 10% from 12.6 (2018-2022 average) to 11.30 (2019-2023 average).
- 2) Maintain bicyclist fatalities at 2.0 (2018-2022) average for a 5-year (2019-2023) average of 2.

In 2023, the NHOHS provided grant funding to the State Police and seventeen local law enforcement communities who conducted 348 enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 108 hours to this enforcement effort, which resulted in 121 vehicles stopped and 536 pedestrian/Bicycle contacts, producing 128 warnings (2 were for Ped/Bike) and 30 summonses issued (1 for Ped/Bike).
- Local Police dedicated 240 hours to this enforcement effort, which resulted in 503 vehicles stopped and 3,734 pedestrian/Bicycle contacts, producing 703 warnings (279 were for Ped/Bike) and 43 summonses issued (3 were for Ped/Bike), and 1 DUI arrest.

2023 Pedestrian Bicycle Enforcement Mobilization Patrols		
Grantee	Obligated	Spent
BERLIN	\$ 3,000.00	\$ 2,760.40
CENTER HARBOR	\$ 1,400.00	\$ -
CONCORD	\$ 3,000.00	\$ 1,548.86
DERRY	\$ 3,000.00	\$ 1,178.71
DOVER	\$ 1,600.00	\$ -
HAMPTON	\$ 3,000.00	\$ -
KEENE	\$ 3,000.00	\$ 2,955.85
LACONIA	\$ 3,000.00	\$ 2,730.86
LEBANON	\$ 3,000.00	\$ 2,174.29
LITTLETON	\$ 3,000.00	\$ 2,161.88
MANCHESTER	\$ 3,000.00	\$ 3,000.00
MEREDITH	\$ 3,000.00	\$ 2,421.82
NEWBURY	\$ 3,000.00	\$ 447.16
NEWMARKET	\$ 6,000.00	\$ 3,482.79
PORTSMOUTH	\$ 3,000.00	\$ 2,015.90
WOLFEBORO	\$ 7,000.00	\$ 1,558.22

WOODSTOCK	\$ 3,000.00	\$ -
NHSP	\$ 25,500.00	\$ 10,845.06
Total	\$ 80,500.00	\$ 39,281.80

Funding Source: 402 Funds Obligated: \$55,000.00 Funds Expended: \$28,436.74

Funding Source: 405d (flex) Funds Obligated: \$25,500.00 Funds Expended: \$10,845.06

OCCUPANT PROTECTION

Evidence based data continues to show that unrestrained fatalities have accounted for (in years prior) upwards of 60% of all fatal crashes (many of these crashes have resulted in ejection) on New Hampshire roads. In 2023, there was 43 unrestrained fatalities on New Hampshire roads. In 2023, the target to maintain unrestrained fatalities at 47.7 (2018-2022 average) to 47.7 (2019-2023 average) was met with a result (2019-2023 average) of 45.2 unrestrained fatalities.

It is important that the enforcement, messaging, and outreach countermeasure be adjusted in FFY 2024 to increase overall involvement and participation of partners to address the issue of unrestrained seat belt use. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The Department of Safety PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Traffic Safety Commission and the Buckle Up coalition to improve laws that would increase seat belt use to save lives.

Enforcement, media messaging, and outreach efforts continue to address the problem of driving while unrestrained. However, it is difficult to have an impact on all motorist due to the current New Hampshire seat belt law that only requires seatbelts to be worn under the age of 18 and not for adults.

In FFY 2024 and during the development of the FFY 2025 AGA, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding

enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border) and the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt use, etc.). In addition, the Department of Safety PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high-risk populations with special emphasis in both these areas. Use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2024 and FFY 2025 AGA. We will also continue to implement in our FFY 2024 AGA, community outreach and betterment (COB) grants, to increase educational outreach to under-represented communities to help reduce unrestrained occupant fatalities.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2023. The reported New Hampshire statewide seat belt usage rate for 2023 is 77.9%, an increase of 2.9% from the 2022 seat belt usage rate of 75.7%. In 2023, NH had 43 unrestrained fatalities compared to 61 in 2022 (a 29.5% percent decrease in unrestrained fatalities).

Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 23 percentage points and could save an estimated 25 lives each year.

It is important to continue to monitor the efficacy of our Occupant Protection programs to identify any innovative model programs that may help to increase our seat belt use rate and subsequently reduce the number of unrestrained yearly fatalities in New Hampshire. In FFY 2022, New Hampshire had an occupant protection (OP) Assessment conducted that provided recommendations (recommended New Hampshire establish an adult seat belt law) to better improve seat belt use and save more lives. These OP recommendations were useful in the development of the FFY 2024 AGA to reduce unrestrained fatalities and serious bodily injuries. These recommendations will also prove to be useful when developing the FFY 2025 AGA.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

23-01-08

Planned Activity Description

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2023 to improve the use of child restraints in New Hampshire. Funding shall support personnel services at \$104,394.00, CPS Program Specialist \$59,092.80, Program Assistant \$9,726.08, IPC Program Manager \$3,151.62, Benefits \$25,187.60, Current Expenses at \$34,950.00, Public Information & Educational Materials at \$5,000.00, Website Hosting at \$1,000.00, Child Passenger Safety Seats at \$4,000.00, Media Campaigns at \$15,000.00, indirect costs at \$16,434.39, Travel at \$6,000.00, NHTSA Certification 3 Classes to include instructor expense at \$22,000.00, and latch manuals at \$1,000.00. Programs will include the development and distribution of public information and educational materials, along with providing media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of and funding for:

- Full Time CPS Professional (CHaD)
- CPS technicians *3 ea. Certification Classes*
- EMS and CPS personnel *4 ea. Introduction Courses*
- Inspection stations
- Special needs
- Hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings *Programmed for 217 current technicians.*
- Renewal fees and instructor fees

Funding through this Planned Activity shall also provide for in state and out of state travel, and provide funding for instructors, proxies, and technicians to attend regional/national conference(s) with focus on occupant protection. This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use. This may be conducted to coincide with any National or Statewide campaigns, and during statewide efforts using Dynamic Message Boards (DMB) or PSA’s such as: *Live to Do Great Things/Buckle Up Every Time* or *Somebody Loves You/ Buckle Up Every Time*, etc. This may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSAs to assist in educating the motoring public. FFY 2023 and FFY 2024 will see an added emphasis on addressing equity to be more inclusive with all to include high risk populations within our state to ensure that the message, training, education, and effective enforcement, is realized in these pocketed areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital in FFY 2023 to support the training of CPS technicians and EMS and CPS personnel. Also funded, were inspection stations, special needs, and hospital emergency departments. Funding was provided for NHTSA certification courses, CPS Technician update trainings, and renewal and instructor fees.

This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of child passenger safety seats and devices. Through the monitoring, training, and periodic auditing of this countermeasure, it was hoped that the state maintains unrestrained fatalities of 47.7 (2018-2022 average) to 47.7 (2019-2023 average), which was met having 45.2 (2019-2023 average) unrestrained fatalities. Additional emphasis was placed on areas with high-risk populations included but not limited to Teen Drivers, 25 - 35-year-old MV occupants and underrepresented populations, to ensure that the appropriate message, training, and effective enforcement was achieved in FFY 2023.

Grant Overview:

In FFY 2023, the OHS continued funding to support the Child Passenger Safety Program and a Child Passenger Safety Specialist position (.8 FTE).

The following are goals set by the CPS program to achieve for FFY 2023:

1. Goal to reduce seat misuse by 5% as observed with the Car Seat Digital form. We were successful in meeting our goal and reduced misuse by just 5% down to 52.2%. Goal was met.
2. Goal to complete at least 3 Technician Certification classes. Four classes were completed. Goal was met.
3. Goal to complete at least 4 Introductory classes. We completed 4 classes. Goal met.
4. Goal to Increase clicks by 10% on our website, beseatSMARTNH.org. We increased 9% to 6750 clicks but do not have data for 4 months (Feb-May) for unknown reasons. Goal was met.
5. Goal to have 65% of all NH Techs using the digital form digitally. Only 50% use the form digitally and the rest use the paper version and keep it on hand. It is a success that all NH techs use some version of the digital form, but we need more data entered. This goal was not met.
6. Goal to increase number of technicians from 215 to 235. October 1, 2023 NH has 248 technicians, an increase of 33 technicians. Goal was met.
7. Goal to increase NH fitting stations to 60. We successfully grew to 62 fitting stations. Goal was met.
8. Goal to keep NH in the top 5 states nationally for recertification rates. We were not in the top 5 but were above the national state average for recertification rates. Goal not met.

Two goals were not met.

The first goal was to increase the usage of the digital form for NH technicians to above 65%. While 100% of our techs do use this format, less than half enter it into the digital platform. This behavior mirrors the previous system when technicians were completing paper forms and then mailing them to Safe Kids. The new system has potential to provide more data if each seat check form is entered onto the web platform. It is important to have instructors help enter the forms for the technicians who cannot or will not. The more forms entered the more accurate data will be at the state level.

The second goal not met was to keep New Hampshire's annual recertification rate within the top five states nationally. This was not met but NH did stay above the national average. There are many reasons for this. One is that apparently NH is doing better with promoting and hiring in the fire, police, and medical fields. Techs surveyed that did not re-certify had at least 60% of those responding cited job changes to higher responsibilities. Another reason for not achieving the goal was that the CPS Board introduced a great new website this year for Technicians to get their Continuing Education Units (CEU's) needed for renewal. The new site offers a great variety of topics that was not presented in person. So, the CPS program did not conduct CEU classes this past year. This may be an indicator that NH technicians prefer the multi-CEU presentations that have been done in the past. There is confidence that this recertification rate will climb much higher in the next grant year as the CPS program schedules more CEU classes and events and not rely on the new CEU site as much.

It has been a busy year for the NH Child Passenger Safety (CPS) Office. Last year the training trailer was stolen in July with all the equipment and seats needed to complete quality trainings. However, a new trailer is 98% complete regarding training materials and has been a great resource for our trainings. More train the trainer classes have been completed and more NH DCYF and Granite State College staff have become certified. DCYF along with their training partner Granite State are now completing their own introductory classes to DCYF staff. There has been great feedback from the CPS program radio advertising that will continue with a message informing listeners about New Hampshire's new updated child seat law for rear facing children. Educating caregivers through printed material was a priority this year and was expanded to non-English materials to include Spanish, Arabic and Swahili. Getting accurate information to the public is important for education. The CPS beseatsmartNH.org website has become a great tool for caregivers as well as technicians. Many more emails have been received this year through the site from people with unique questions as well as parents seeking assistance finding a child seat after a life changing event. It is wonderful to be able to help caregivers in such a timely manner.

Funding Source: 405b Funds Obligated: \$171,387.83 Funds Expended: \$146,259.25

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

23-01-06

Planned Activity Description

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

For 17 years, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Observational Survey. In July 2023, this survey was conducted to measure seat belt usage of passenger vehicles on New Hampshire roads. The study was conducted for the OHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Administration (NHTSA).

Observations were conducted during weekdays and weekends between 7 a.m. and 6:00 p.m. The schedule included rush hour (before 9:30 AM and after 3:30 PM) 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 13 years of seat belt usage data from 2010 (72.2%) to 2023 (77.9%). From 2022 and 2023, seat belt usage increased by 2.9%. New Hampshire continues to be the only state that does not have an adult seat belt law, a contributing factor to low seat belt use rates and a high number of unrestrained related fatalities that occur each year (one year reaching 70% of total fatalities).

Percent of Operator and Front Seat Outboard Passengers Seat Belt Usage Rates

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7%	77.9%

¹ Results from 2012-2017 cannot be directly compared with earlier studies because of methodological changes. Care must be used comparing 2018 and later rates to 2012-2017 rates as different sites were observed.

Funding Source: 405b Funds Obligated: \$60,000.00 Funds Expended: \$49,445.00

ATTITUDE SURVEY

23-01-06

Planned Activity Description

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

In FFY 2023, funds were provided to the University of New Hampshire Survey Center who included fifteen questions on its summer 2023 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. One thousand and forty-three (1,043) Granite State Panel members completed the survey online between July 13 and July 17, 2023. The margin of sampling error for the survey is +/- 3.0 percent.

The following key findings provides information perceived from respondents during the attitude survey that enforcement or messaging is not being widely seen or heard by the public. The Office of Highway safety will counteract this finding by conducting increased messaging on all media fronts as well as coordinated press conferences to address special enforcement initiatives (i.e. NHTSA national campaigns and important highway safety initiatives, etc.).

Key Findings

Licensed Drivers

As in 2021, nearly all New Hampshire residents report being licensed to drive in New Hampshire. Among the very few who are not licensed to drive, none say that they have driven a motor vehicle in the past sixty days.

Alcohol

About one in five New Hampshire residents report that they have driven a motor vehicle within two hours of drinking alcohol in the past thirty days, largely unchanged since 2022 but near a record high. The vast majority who have done so say they have done it 1-5 times in the past month, while a very small number have done so more than 5 times. Respondents under the age of fifty are less likely than in 2022 to report having done this while those 50 and older are more likely to report having done this.

Two-fifths of Granite Staters report reading, seeing, or hearing about alcohol impaired driving enforcement in the past 30 days, down from just over half in 2022 and far lower than from 2010 to 2016 when nearly three-quarters reported being exposed to something about impaired driving enforcement in the past 30 days. Those under the age of thirty-five are least likely to have read, seen, or heard something about this and are a good deal less likely to have done so than in 2022. More than half of respondents think a person will get arrested less than half the time if they drive after drinking, a record high.

Seat belts

Four in five New Hampshire residents say they always use a seat belt, largely unchanged since 2020. Those with higher levels of education and household income are more likely to say they always wear a seatbelt. As in previous years, few report having seen something about seat belt enforcement recently, with young people most likely to report having done so.

Even though New Hampshire does not have a law requiring adults to wear seat belts, half of residents believe a person who does not wear a seat belt will get a ticket at least rarely. Older respondents and those who have lived in the state for 10 years or less are particularly likely to believe this. Granite Staters are divided on a mandatory seat belt law, with support for such a law a good deal lower than in the 2000s.

Speeding

Three in ten New Hampshire residents say they always or most of the time drive faster than 35 miles per hour on a local road with a speed limit of 30 miles per hour and nearly half, a record high, say they always or most of the time drive faster than 70 miles per hour on a road with a 65 mile per hour speed limit. Young people are a good deal more likely than others to report frequently speeding, particularly on high-speed roads.

Half of Granite Staters say they have heard something about speed enforcement by police in the past thirty days, largely unchanged since 2022. One in six believe a person will

always or most of the time get a ticket while speeding, lower than in most of the previous years in which the question was asked.

Motorcycles

One in six Granite Staters have ridden on a motorcycle in the past year, unchanged since 2021. Manchester area residents and those with the highest incomes are most likely to report having done this. Of those who have ridden on a motorcycle, about four-fifths say they always or most of the time wear a helmet while doing so, up considerably compared to 2021 & 2022.

Funding Source: 402 Funds Obligated: \$8,705.00 Funds Expended: \$8,705.00

OCCUPANT PROTECTION PAID MEDIA

I-Heart Media + Entertainment

23-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were provided to I-Heart Media + Entertainment who ran occupant protection messaging through broadcast radio (Total Traffic Weather Network, WGIR, WHEB, WERZ, etc.), streamed messaging through targeted audio, ran digital displays across the internet, and posted

messages on social media (Snapchat, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon, and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting benefits of wearing your seat belt, the dangers of not wearing a seatbelt as well as social norming and enforcement messages.

Funding Source: 405b

Funds Obligated: \$52,392.86

Funds Expended: \$37,106.32

New Hampshire Fisher Cats

23-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were allocated to support the New Hampshire Fisher Cats to execute a seat belt campaign. This project engaged all fans through interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages on the big screen television. This contract included radio spots that would encourage motorists to buckle up and remind our young drivers of the laws in place requiring them to buckle up. The social norming and enforcement messaging aired on the Fisher Cats Radio Network throughout the season.

Additionally, the Fisher Cats ran social media campaigns to help spread awareness to their fans. The Fisher Cats used the following to signs to message fans about wearing a seat belt:

Signage

- (1) 8 X 30 illuminated Tri-Vision sign (Buckle UP New Hampshire message)
- (1) 8 X 24 Banner (Buckle Up New Hampshire displayed in right field)

Funding Source: 405b

Funds Obligated: \$46,000.00

Funds Expended: \$46,000.00

AAA Northern New England

23-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were allocated to support AAA Northern New England who executed running high quality Occupant Protection PSAs on television, social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. These PSAs received very positive feedback from the public.

Funding Source: 405b

Funds Obligated: \$15,000.00

Funds Expended: \$12,849.60

Pine Knoll Racing

23-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were allocated to support highway safety messaging through Pine Knoll Racing. Racecar driver Melissa Fifield's ongoing success and recognition within NASCAR makes her uniquely qualified to promote important highway safety messages (i.e., distracted driving, speeding, occupant protection, etc.) to the NASCAR fans and the motoring public to help reduce crashes and save lives. Melissa is the only female race car driver in New Hampshire chosen to participate in the inaugural "Busch Light Accelerate Her" program to promote inclusivity in NASCAR by making resources available to woman drivers and increased fan visibility of drivers in the sport. Melissa has also received the "Most Popular Driver" award for the last three years by the NASCAR Whelen Modified Tour that she races in.

Unique driver safety messaging opportunities (to include highway safety presentations at schools, events, press conferences, etc.) was used to inform the motoring public to improve driving behavior to reduce crashes and save lives on New Hampshire roads.

Funding Source: 405b

Funds Obligated: \$7,500.00

Funds Expended: \$1,125.00

2023 JOIN THE NEW HAMPSHIRE CLIQUE

23-01-04

Planned Activity Description

The NH OHS provides overtime traffic safety enforcement grants to state, local, and county law enforcement agencies across the state of New Hampshire to eliminate crash-related unrestrained deaths and injuries. This planned activity will support funding for New Hampshire's State Police (405b funds), Local, and County law enforcement agencies (402 funds). These patrols will occur in four-hour increments and is recommended that participating agencies have their officers complete the online Occupant Protection course at PSTC. A scope of work will be developed in support of this planned activity specifically outlining the methodology to have the most affect based on our current laws. Within this Planned Activity, patrols will participate in the "Join the NH Clique" mobilization which is the New Hampshire version of "Click it or Ticket"; sub grantee participation will coincide with the "Click It or Ticket" National Mobilization.

In FFY 2023, the NHOHS provided overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire to eliminate crash-related unrestrained deaths and injuries. New Hampshire enforcement agencies participated in the "Join the NH clique" which coincided with the "Click it or Ticket" National Mobilization as New Hampshire does not have an adult seat belt law but does have a seat belt law up to the age of 18.

In FFY 2023, the NH OHS provided grant funding to the State Police and sixty-eight local law enforcement agencies who conducted 767 enforcement patrol hours, which resulted in the following:

- State Police dedicated 120 hours to this enforcement effort, which resulted in 309 vehicles stopped with 180 warnings (13 were for Occupant Protection) and 142 summonses issued (5 were for Occupant Restraint).
- Local Police dedicated 647 hours to this enforcement effort, which resulted in 1,698 vehicles stopped with 1,797 warnings (289 were for Occupant Restraint) and 186 summonses issued (21 were for Occupant Protection), and 1 DUI arrest.

2023 Join The New Hampshire Clique Enforcement Mobilization Patrols		
Grantee	Obligated	Spent

ALSTEAD	\$ 850.00	\$ 598.28
ALTON	\$ 850.00	\$ 697.69
AUBURN	\$ 850.00	\$ 571.36
BARRINGTON	\$ 850.00	\$ 406.86
BEDFORD	\$ 850.00	\$ 325.11
BELMONT	\$ 850.00	\$ 484.38
BERLIN	\$ 850.00	\$ 526.70
BOSCAWEN	\$ 850.00	\$ -
BOW	\$ 850.00	\$ 730.77
BRENTWOOD	\$ 850.00	\$ 736.15
CAMPTON	\$ 850.00	\$ 850.00
CANDIA	\$ 850.00	\$ 850.00
CHARLESTOWN	\$ 850.00	\$ 850.00
CHESHIRE COUNTY SO	\$ 850.00	\$ 176.92
CHESTER	\$ 850.00	\$ 850.00
CHICHESTER	\$ 850.00	\$ 830.53
CLAREMONT	\$ 850.00	\$ -
COLEBROOK	\$ 850.00	\$ 837.42
CONCORD	\$ 850.00	\$ -
CORNISH	\$ 850.00	\$ 211.07
DERRY	\$ 850.00	\$ -
DOVER	\$ 850.00	\$ -
DUBLIN	\$ 850.00	\$ 749.79
DUNBARTON	\$ 850.00	\$ 729.89
EPPING	\$ 850.00	\$ 807.86
EPSOM	\$ 850.00	\$ 725.75
EXETER	\$ 850.00	\$ 850.00
FRANCONIA	\$ 850.00	\$ 254.50
FRANKLIN	\$ 850.00	\$ -
GILFORD	\$ 850.00	\$ 790.01
GILMANTON	\$ 850.00	\$ 845.04
GORHAM	\$ 850.00	\$ -
GREENLAND	\$ 850.00	\$ 850.00
HAMPSTEAD	\$ 850.00	\$ 850.00
HAMPTON	\$ 850.00	\$ -
HANCOCK	\$ 850.00	\$ -
HAVERHILL	\$ 850.00	\$ 798.28
HILLSBOROUGH	\$ 850.00	\$ 850.00
HINSDALE	\$ 850.00	\$ 697.69

HOLDERNESS	\$ 850.00	\$ -
HOLLIS	\$ 850.00	\$ 850.00
HOPKINTON	\$ 850.00	\$ 706.51
HUDSON	\$ 850.00	\$ 271.65
KEENE	\$ 850.00	\$ 829.55
KENSINGTON	\$ 850.00	\$ 498.29
KINGSTON	\$ 850.00	\$ -
LACONIA	\$ 850.00	\$ 202.15
LANCASTER	\$ 850.00	\$ -
LEBANON	\$ 850.00	\$ 313.27
LINCOLN	\$ 850.00	\$ 850.00
LISBON	\$ 850.00	\$ 182.90
LITTLETON	\$ 850.00	\$ 226.29
LONDONDERRY	\$ 850.00	\$ 816.67
LOUDON	\$ 850.00	\$ 850.00
MADISON	\$ 850.00	\$ 259.83
MANCHESTER	\$ 850.00	\$ 850.00
MARLBOROUGH	\$ 850.00	\$ 835.61
MEREDITH	\$ 850.00	\$ 705.66
MERRIMACK	\$ 850.00	\$ 850.00
MERRIMACK CTY SO	\$ 850.00	\$ 850.00
MILFORD	\$ 850.00	\$ 759.97
MILTON	\$ 850.00	\$ 605.24
MONT VERNON	\$ 850.00	\$ 338.27
NASHUA	\$ 850.00	\$ 666.42
NEW DURHAM	\$ 850.00	\$ 780.25
NEWBURY	\$ 850.00	\$ 777.32
NEWFIELDS	\$ 850.00	\$ 584.76
NEWMARKET	\$ 850.00	\$ 515.52
NEWPORT	\$ 850.00	\$ -
NORTH HAMPTON	\$ 850.00	\$ 850.00
NORTHUMBERLAND	\$ 850.00	\$ 721.04
OSSIPEE	\$ 850.00	\$ -
PETERBOROUGH	\$ 850.00	\$ 850.00
PLAINFIELD	\$ 850.00	\$ 684.93
PLAISTOW	\$ 850.00	\$ -
PLYMOUTH	\$ 850.00	\$ 749.73
PORTSMOUTH	\$ 850.00	\$ 623.23
RAYMOND	\$ 850.00	\$ 309.09

ROCHESTER	\$ 850.00	\$ -
ROCKINGHAM CTY SO	\$ 850.00	\$ 726.56
RUMNEY	\$ 850.00	\$ 204.95
RYE	\$ 850.00	\$ 271.37
SALEM	\$ 850.00	\$ 776.96
SANDOWN	\$ 850.00	\$ -
SEABROOK	\$ 850.00	\$ -
SOMERSWORTH	\$ 850.00	\$ -
STRAFFORD CTY SO	\$ 850.00	\$ -
STRATHEM	\$ 850.00	\$ 645.76
SULLIVAN CTY SO	\$ 850.00	\$ 205.62
THORNTON	\$ 850.00	\$ 850.00
WAKEFIELD	\$ 850.00	\$ 675.38
WALPOLE	\$ 850.00	\$ 319.57
WEARE	\$ 850.00	\$ 303.68
WEBSTER	\$ 850.00	\$ -
WOLFEBORO	\$ 850.00	\$ 823.64
WOODSTOCK	\$ 850.00	\$ -
NHSP	\$ 16,000.00	\$ 11,075.06
Total	\$ 97,600.00	\$ 57,974.75

Funding Source: 402 Funds Obligated: \$81,600.00 Funds Expended: \$46,899.69

Funding Source: 405b Funds Obligated: \$16,000.00 Funds Expended: \$11,075.06

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

In FFY 2023, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
23-04-04	Distracted Driving Enforcement Patrols
23-04-11	Distracted Driving Mobilizations
23-02-04	Enforcement Patrols & Equipment
23-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
23-07-11	Impaired driving National Campaigns
23-01-04	Join The NH Clique (Click It or Ticket)
23-02-11	Operation Safe Commute
23-02-12	Corridor Enforcement Patrols
23-06-04	Pedestrian and bicycle enforcement patrols

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

CRASH ANALYSIS

Hillsborough, Rockingham, and Merrimack counties were identified as having the highest average number of fatal crashes. Using fatality and serious injury crash data from 2020, 2021, 2022, and 2023, New Hampshire was able to plan its media and TSEP enforcement program with highway safety partners (media, law enforcement, etc.) to reduce fatalities and SBI within our state. Reported crash data from calendar year 2021 reflected 482 serious bodily injuries because of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 25% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above reflect the highest risk as it relates to fatalities and SBI, the NH OHS continued to partner with all willing participants that could contribute in the overall effort to reduce fatalities and SBI throughout the entire state.

DEPLOYMENT OF RESOURCES:

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

Correctly identifying communities and their law enforcement agencies participation in planned activities requires a data-driven process and careful data analysis. This process begins when law

enforcement agencies electronically transmit a crash report (MMUCC 4/5 compliant) to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or submit a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) to the NH DMV, which is then manually entered into the VISION database. Currently, the NH State Police electronically submits MMUCC 5 crash reports to the DMV VISION system database where this crash data is stored. In addition, the NH OHS is working with all law enforcement agencies to submit MMUCC compliant crash reports electronically to VISION in preparation for the implementation of a crash data dashboard to be used within the NH OHS that would provide (real time) evidence-based data to be accessed internally. Currently, the central electronic crash VISION database provides a crash data file that can be used by the Department of Safety (DOS) Data Analyst, who then mines and categorizes the crash data accordingly by several data points (location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender, etc.). This evidence-based data supports countermeasures implemented by the NH OHS to address identified highway safety problems specific to New Hampshire, its counties, towns, and cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants were required to submit town/city crash and traffic enforcement information and data in their grant application as well as present a strategic data driven plan to address the traffic safety issues happening in their community.

EFFECTIVENESS MONITORING:

E-CRASH and E-CITATION data submitted by state and local police departments and analyzed by the NH OHS has proven to be important in monitoring the effectiveness of enforcement efforts. This data will provide location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. and will help in determining if enforcement efforts in high crash areas helped to reduce crashes and the resulting injuries, fatalities, or overall motor vehicle violations.

Also effective in monitoring enforcement efforts, is the NH OHS review of a law enforcement agencies application and highway safety goals established within their Performance Tracking Tool (PTT) section. For example, if a law enforcement agency shows within the PTT an improvement of speed summonses issued from the prior year speed summonses issued, then, they have achieved their goal. The effectiveness of the enforcement effort may also show a correlation between overall crashes reduced within a community and the increase of summonses issued.

An additional tool that assists in monitoring, analyzing progress and problem identification is the “Driver Attitude Survey” and “Seat Belt Observational Survey”. The context and results of these surveys provided observational data on seatbelt usage as well as measures driver attitudes on issues such as speeding, DUI, distracted driving and seat belt use. These surveys provided an additional gauge on effectiveness of enforcement and media efforts. This data and the insight it provides was utilized in the development of the FFY 2024 AGA and will be used in the FFY 2025 AGA as well.

The NH OHS continues to monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis as crash data is received from the DMV. NH OHS staff take a proactive approach to monitor activity and have frequent interaction with partners who may be experiencing an increase in fatalities and/or serious bodily injuries in their communities. Areas identified as having an increase in crashes will be analyzed for potential causation and the appropriate resources to mitigate the problem will be implemented as needed. Additionally, current crash and fatality data will continue to be reported at all the Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce Meetings, etc. to leverage our partnerships with legislative representatives, local businesses, and other state agencies in an effort to improve highway safety.

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2023, New Hampshire currently had 130 fatalities down from 146 in 2022. New Hampshire did not achieve the target of 111.6 (2019-2023 average) fatalities this year. The 5-year (2019-2023) average number is 119.8. Still, in FFY 2023, enforcement efforts resulted in thousands of motor vehicle stops, warnings and citations issued. New Hampshire State Police and local enforcement agencies increased not only participation in 2023 but also activity. Enforcement efforts throughout the year focused on major high crash corridors traversing throughout the state as well as areas of highway safety concern (areas increasing in crashes, speeding, impairment, distraction, etc.) that were trending within the state. The Office of Highway Safety Commander recognized these concerning trends and coordinated with troop commanders and local enforcement agencies to implement enforcement initiatives to address these concerns.

In 2023, the Office of Highway safety funded and coordinated law enforcement to conduct corridor enforcement initiatives on route 125, 16, I-95, and I-93 (interstate enforcement initiatives where heavily conducted by NH state police). These enforcement initiatives were conducted during specific dates and times throughout the year to address an uptick in motor vehicle crashes and fatalities on these high crash corridors (route 125 is the 5th most hazardous road in NH). These initiatives also included important highway safety messaging to help change negative driving behaviors to help save lives.

Highway safety messaging in conjunction with enforcement efforts or campaigns continued to be released throughout FFY 2023 to have the greatest impact of reducing crashes overall.

Also, of importance to note in FFY 2023, is the speed equipment program that the OHS implemented and funded that allowed many local law enforcement agencies the ability to purchase speed enforcement equipment (i.e., radar trailers, handheld or in car radar, speed message boards, data collection devices, etc.). This equipment could only be purchased with the approval of the

OHS and the fulfillment of the requirement within the OHS grant agreement scope of work that local enforcement agencies must conduct enforcement efforts. Any equipment requests that are over \$5,000.00 was sent to NHTSA for approval and was Buy America compliant. This equipment program provides local law enforcement with not only an important speed enforcement tool to reduce crashes and save lives but also helps to satisfy the NHTSA share to local 402 requirement that 40 percent of Federal funds apportioned to New Hampshire be expended by or for the benefit of political subdivisions in carrying out local highway safety programs.

In FFY 2024 and during the development of the FFY 2025 AGA, the OHS has implemented countermeasures to decrease traffic fatalities by funding enhanced enforcement efforts by increasing the number of high crash corridor saturation efforts, county DUI saturation efforts and other special enforcement initiatives. Media efforts will also be enhanced within those areas of New Hampshire where crashes and fatalities are occurring and where enforcement efforts are focused. The Department of Safety public information officer shall ensure that important highway safety messaging reaches the motoring public in the areas of impairment, speeding, seat belt use, distraction, motorcycle, and pedestrian/bicycle. In addition, in FFY 2024, the New Hampshire Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce will continue to have regular meetings to communicate ideas to change negative driving behaviors and to review current highway safety related laws that potentially could be strengthened to reduce crashes and save lives on NH roads. In addition, new technology will continue to be explored that could provide valuable information to reduce crashes (i.e., roadside oral fluid testing, etc.).

POLICE TRAFFIC SERVICES

23-02-04

Using a funding methodology for FFY 2023 that focused heavily on fatal and serious injury crashes to identify communities with the highest priority helped determine award amounts and strategically target areas for maximum positive impact on reducing overall crashes, fatalities, and serious injuries. In this focused approach, participation in NH OHS enforcement efforts in FFY 2023 and FFY 2024 increased to 60% in some cases. This increase in participation and activity from law enforcement (in 2023, 2024, and hopefully in 2025) will continue to combat the upward trend of fatalities experienced in 2021 (118), 2022 (146) and 2023 (130), to lower fatalities numbers experienced in 2017 (102), 2019 (101), 2020 (104). Additionally, crash data will be obtained quarterly to monitor the effectiveness of the countermeasures in communities and will result in consultation with our partners to redirect, as needed both media and enforcement efforts. Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. The strategies to achieve these goals include:

- HVE (High Visibility Enforcement Patrols)
- Overtime Enforcement Patrols

- Funding equipment
- Media campaigns
- Education and Awareness campaigns

The NH OHS anticipates an increase in high-risk drivers as drug and alcohol abuse continues to surge, Covid-19 continues to fill hospitals and take lives, and an inflated economy continues to put stresses on many people, creating increased anxiety, desperation, anger, and depression, contributing to an increase in negative driving behavior. Increased enforcement efforts by the New Hampshire State Police, and our local enforcement partners continue to be focused to mitigate what is occurring on our roadways to help reduce negative driving behavior trends.

Performance Target:

Maintain speed related fatalities at 54.00 (2018-2022 average) to 54.00 (2019-2023 average).

The 2023 FARS fatality data reported 31 speeding related fatalities (*2023 speed data not final).

Although, final, confirmed, speed related fatalities for FFY 2023 are undetermined at this time, we anticipate that the target of 54.00 (2019-2023 average) speed related fatalities **will be met**. Currently, as mentioned above there has been 31 speed related fatalities reported for 2023. To be able to meet the target of 54.00 in FFY 2023, there would need to be no more than 102 speed related fatalities confirmed in the FFY 2023 fiscal year. That said, this target should be met.

The NH OHS continues to implement regular monitoring visits of our partners to prevent any non-compliance of federal, state, or OHS requirements. In addition, training for both State police and local Law Enforcement continues to improve efficiencies but also activity with our law enforcement partners. In FFY 2023 and 2024, the OHS will continue using an electronic platform (Camtasia software) to help train partners more efficiently. Partners will be able to view training at their leisure through a link at any time to learn about the OHS grant process, etc. In addition, our grant agreements and scopes of work continue to be improved to allow more flexibility to encourage maximum participation from all partners in an effort to change negative driving behaviors to minimize crashes and the resulting injuries and or deaths.

Currently, in FFY 2023, New Hampshire is on track to meet our target of 54.00 (2019-2023) speed related fatalities. In FFY 2023 and continuing in FFY 2024, increased and strategically placed enforcement efforts have substantially increased overall law enforcement visibility and speed enforcement activity (warnings and summonses issued) on NH roads in comparison to FFY 2022. In 2023, increased Law Enforcement engagement in all enforcement projects combined, resulted in 9,562 more grant funded vehicle stops, with 39,983 stops made in 2023, up from 30,421 stops

made in 2022 (an increase of 31.4%). This increased participation and activity is very similar to law enforcement efforts made in 2021 (118 fatalities) that resulted in 40,128 stops made. Going forward, New Hampshire law enforcement has the ability, visibility, and momentum to continue to decrease fatalities in 2024 to begin the downward trend of fatalities.

The NH OHS will continue to place emphasis on messaging and education as a countermeasure to inform the motoring public on the importance of operating a motor vehicle at a speed conducive to driving safely and within the posted speed limit. 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. To reverse this trend in NH we will continue to partner with local, county and state police to conduct overtime enforcement patrols and special initiatives 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.

POLICE TRAFFIC SERVICES PAID MEDIA

AAA of NNE

23-02-03

Planned Activity Description:

This planned activity will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for New Hampshire Department of Safety, NH Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injuring Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA etc. or other media sources to conduct public information and education campaigns. These campaigns may consist of common media such as electronic media, public service announcements, print audio to address highway safety problems relative to impaired driving, distracted driving, speeding, seat belts, child passenger safety, pedestrian bicycle, motorcycle, etc. The NH OHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. Drive Sober or Get

Pulled Over”, “Click It or Ticket,” Distracted Driving “U Drive. U Text. U Pay.”, etc.). It is anticipated that a contract will be secured with vendor that will provide radio media in the form of 15, 30, and 60 second highway safety related safety messages. Additionally, the vendor will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leveraging other digital platforms such as Facebook and Twitter. NH OHS will work closely with its media partners to produce topic specific PSA's and various other types of media to complement the current NHTSA provided media resources. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants, and alcohol and/or drug impairment.

In FFY 2023, funds were allocated to support AAA Northern New England who executed running a high quality “Slow Down Move Over” PSA on television. These PSA’s featured national actors and/or New Hampshire individuals who have been impacted by this issue. This PSA received very positive feedback from the public.

Funding Source: 402

Funds Obligated: \$15,000.00

Funds Expended: \$11,239.96

I-Heart Media + Entertainment

23-02-03

Planned Activity Description:

This planned activity will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA’s guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for New Hampshire Department of Safety, NH Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injuring Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA etc. or other media sources to conduct public information and education campaigns. These campaigns may

consist of common media such as electronic media, public service announcements, print audio to address highway safety problems relative to impaired driving, distracted driving, speeding, seat belts, child passenger safety, pedestrian bicycle, motorcycle, etc. The NH OHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. Drive Sober or Get Pulled Over”, “Click It or Ticket,” Distracted Driving “U Drive. U Text. U Pay.”, etc.). It is anticipated that a contract will be secured with vendor that will provide radio media in the form of 15, 30, and 60 second highway safety related safety messages. Additionally, the vendor will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leveraging other digital platforms such as Facebook and Twitter. NH OHS will work closely with its media partners to produce topic specific PSA's and various other types of media to complement the current NHTSA provided media resources. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants, and alcohol and/or drug impairment.

In FFY 2023, funds were provided to I-Heart Media + Entertainment who ran speed awareness messaging through broadcast radio (Total Traffic Weather Network, WGIR, WHEB, WERZ, etc.), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Snapchat, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get speed messages out to the motoring public during the morning, afternoon, and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting benefits of not speeding, the dangers of speeding and social norming and enforcement messages.

Funding Source: 402

Funds Obligated: \$39,000.00

Funds Expended: \$33,554.74

Pine Knoll Racing

23-02-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not

drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were allocated to support highway safety messaging through Pine Knoll Racing. Racecar driver Melissa Fifield’s ongoing success and recognition within NASCAR makes her uniquely qualified to promote important highway safety messages (i.e., distracted driving, speeding, occupant protection, etc.) to the NASCAR fans and the motoring public to help reduce crashes and save lives. Melissa is the only female race car driver in New Hampshire chosen to participate in the inaugural “Busch Light Accelerate Her” program to promote inclusivity in NASCAR by making resources available to woman drivers and increased fan visibility of drivers in the sport. Melissa has also received the “Most Popular Driver” award for the last three years by the NASCAR Whelen Modified Tour that she races in.

Unique driver safety messaging opportunities (to include highway safety presentations at schools, events, press conferences, etc.) was used to inform the motoring public to improve driving behavior to reduce speed related crashes and save lives on New Hampshire roads.

Funding Source: 402 Funds Obligated: \$7,500.00 Funds Expended: \$375.00

New Hampshire Fisher Cats

23-02-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2023, funds were allocated to support the New Hampshire Fisher Cats to execute a speed campaign. This project engaged all fans through interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages (banners/big screen television). Additionally, the Fisher Cats ran social media campaigns to help spread awareness to their fans. The Fisher Cats used the following signs to message fans about the dangers of speeding:

Signage

- **(1) 8 X 24 Exit Banner (STOP SPEEDING BEFORE IT STOPS YOU)**
- **(1) 8 X 30 Banner (STOP SPEEDING BEFORE IT STOPS YOU/THANK YOU FOR JOINING US PLEASE DRIVE HOME SAFELY!)**
- **In-Stadium mega screen (30-second videoboard commercial/ “Life’s too short. Don’t speed through it”)**

Funding Source: 402

Funds Obligated: \$13,000.00

Funds Expended: \$13,000.00

2023 Enforcement Patrols and Equipment

23-02-04

Planned Activity Description

This planned activity will provide funds to support New Hampshire's State Police (405d funds), County, and Local law enforcement agencies (402 funds) efforts to conduct statewide enforcement patrols and offer funding to departments for speed related equipment, who will be determined throughout the grant year. Any equipment requests that are over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. Enforcement patrols will be scheduled in 4-hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (Speed, Distracted Driving, and Operation Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors such as 293, I93 X17, I89 X1-5, Route 16 Rochester to Wakefield, and flexed as needed (locations and time of day) to address problem areas through proactive monitoring initiatives. Operation Safe Commute for State Police will be scheduled monthly and seasonal enforcement efforts will be taken into consideration when safe commute details are awarded. Local and County partners will be allocated additional enforcement hours during related national campaigns to be utilized during the scheduled timeframes.

In FFY 2023, the NH OHS provided overtime traffic enforcement grants through the Planned Activity Enforcement Patrols to the NH State Police, County, and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

In FFY 2023, the NH OHS provided grant funding to the State Police and 133 local law enforcement agencies who conducted 5,415 speed enforcement patrol hours, which resulted in the following activity:

- State Police dedicated 2,478.5 hours to this enforcement effort, which resulted in 7,107 vehicles stopped with 3,342 total warnings and 4,519 total summonses issued. The NHSP saw an increase in the number of speed warnings and speed summonses issued from the previous year. Speed warnings increased by 508 (up 35%) from 1,462 in 2022 to 1,970 in 2023, and speed summonses increased by 56 (up 1.6%) from 3,591 in 2022 to 3,647 in 2023. The State Police also made 7 DUI arrests in this effort.
- Local Police dedicated 2,937 hours to this enforcement effort, which resulted in 8,915 vehicles stopped with 8,136 total warnings and 1,206 total summonses issued. Within their combined speed enforcement grants local law enforcement increased speed warnings overall by 4,879 (up 150%) from 3,257 in 2022 to 8,136 in 2023 and increased speed summons by 634 (up 111%) from 572 in 2022 to 1,206 in 2023. Local Police also made 3 DUI arrests in this effort.

2023 Speed Enforcement Patrols & Equipment

Grantee	Obligated	Spent
ALTON	\$ 3,200.00	\$ 1,414.13
ALTON - EQUIP	\$ 7,525.50	\$ 7,523.25
AMHERST	\$ 5,000.00	\$ 4,330.04
AMHERST - EQUIP	\$ 3,450.00	\$ 3,450.00
AUBURN	\$ 1,115.24	\$ 1,115.24
BARRINGTON	\$ 1,600.00	\$ 1,471.50
BARRINGTON - EQUIP	\$ 8,124.00	\$ 7,200.00
BEDFORD	\$ 2,500.00	\$ 1,390.18
BEDFORD - EQUIP	\$ 3,935.25	\$ 3,935.25
BELMONT	\$ 2,440.47	\$ 2,440.47
BELMONT -EQUIP	\$ 7,128.00	\$ 7,128.00
BERLIN	\$ 1,812.00	\$ 1,624.99
BERLIN - EQUIP	\$ 6,948.00	\$ 6,948.00
BOSCAWEN	\$ 1,600.00	\$ 167.06
BOW	\$ 1,600.00	\$ 768.06
BRENTWOOD	\$ 1,600.00	\$ 1,600.00
BRENTWOOD	\$ 2,137.50	\$ 2,137.50
CAMPTON	\$ 1,600.00	\$ 1,332.60
CAMPTON - EQUIP	\$ 4,608.75	\$ 4,608.75
CANAAN	\$ 4,000.00	\$ 3,731.64
CANDIA - EQUIP	\$ 1,991.25	\$ 1,991.25
CENTER HARBOR	\$ 2,800.00	\$ 1,621.86
CHARLESTOWN	\$ 1,600.00	\$ 1,600.00
CHESHIRE COUNTY SO	\$ 1,600.00	\$ -
CHESTER	\$ 1,600.00	\$ 421.39
CHICHESTER	\$ 1,600.00	\$ 1,600.00
CHICHESTER - EQUIP	\$ 1,725.00	\$ 1,725.00
CLAREMONT	\$ 2,500.00	\$ 221.82
CLAREMONT - EQUIP	\$ 1,725.00	\$ 1,725.00
COLEBROOK	\$ 2,500.00	\$ 2,241.88
CONCORD	\$ 5,900.00	\$ 2,271.15
DERRY	\$ 12,000.00	\$ 4,559.91
DOVER	\$ 5,600.00	\$ 371.79
DUBLIN	\$ 1,600.00	\$ 1,600.00
EAST KINGSTON	\$ 4,000.00	\$ 2,698.60
EPPING	\$ 10,500.00	\$ 10,295.02

EPSOM	\$ 1,672.86	\$ 987.21
EPSOM - EQUIP	\$ 3,270.00	\$ 3,247.50
EXETER	\$ 2,858.10	\$ 2,117.65
FRANCONIA - EQUIP	\$ 6,007.50	\$ 5,710.50
FRANKLIN	\$ 1,600.00	\$ -
GILFORD	\$ 5,368.56	\$ 5,034.09
GILFORD - EQUIP	\$ 18,003.00	\$ 17,973.00
GILMANTON	\$ 2,998.00	\$ 2,773.54
GORHAM	\$ 1,600.00	\$ 766.66
GORHAM - EQUIP	\$ 1,725.00	\$ 1,725.00
GREENLAND	\$ 6,440.00	\$ 3,556.28
HAMPSTEAD	\$ 1,600.00	\$ 1,600.00
HAMPTON	\$ 6,220.00	\$ 637.24
HAMPTON - EQUIP	\$ 7,558.50	\$ 7,558.50
HAMPTON FALLS	\$ 5,000.00	\$ 1,320.67
HAMPTON FALLS-EQUIP	\$ 489.00	\$ 489.00
HANCOCK	\$ 1,000.00	\$ -
HILLSBOROUGH	\$ 2,500.00	\$ 2,378.82
HILLSBOROUGH - EQUIP	\$ 8,079.75	\$ 8,079.75
HINSDALE	\$ 1,600.00	\$ 1,600.00
HOLDERNESS	\$ 1,600.00	\$ 1,600.00
HOLDERNESS - EQUIP	\$ 6,549.00	\$ 6,549.00
HOLLIS	\$ 4,183.00	\$ 3,913.55
HOLLIS - EQUIP	\$ 1,991.25	\$ 1,991.25
HOPKINTON	\$ 7,387.00	\$ 6,080.79
HOPKINTON - EQUIP	\$ 15,777.75	\$ 15,777.75
HUDSON	\$ 2,400.00	\$ 829.23
HUDSON - EQUIP	\$ 12,093.75	\$ 12,093.75
KEENE	\$ 2,998.09	\$ 2,689.92
KENSINGTON	\$ 3,500.00	\$ 1,702.16
KENSINGTON - EQUIP	\$ 8,124.00	\$ 8,124.00
KINGSTON	\$ 1,600.00	\$ 1,571.32
KINGSTON - EQUIP	\$ 1,725.00	\$ 1,725.00
LACONIA	\$ 7,946.68	\$ 7,677.06
LACONIA - EQUIP	\$ 39,521.81	\$ 39,521.81
LEBANON	\$ 5,368.56	\$ 5,338.85
LEE	\$ 2,000.00	\$ 1,985.97
LINCOLN	\$ 1,600.00	\$ 1,041.43
LITTLETON	\$ 2,370.47	\$ 1,732.07

LITTLETON - EQUIP	\$ 45,030.75	\$ 45,030.75
LONDONDERRY	\$ 5,000.00	\$ 1,999.00
LOUDON	\$ 1,600.00	\$ 1,600.00
LOUDON - EQUIP	\$ 3,756.00	\$ 3,756.00
MADISON	\$ 1,600.00	\$ 1,364.16
MANCHESTER	\$ 8,000.00	\$ 8,000.00
MANCHESTER - EQUIP	\$ 13,065.75	\$ 13,065.75
MEREDITH	\$ 1,185.24	\$ 1,011.61
MERRIMACK	\$ 1,600.00	\$ 1,530.37
MERRIMACK CTY SO	\$ 1,600.00	\$ 1,358.70
MILFORD	\$ 1,600.00	\$ 1,453.26
MILTON	\$ 1,600.00	\$ 1,562.84
NASHUA	\$ 9,500.00	\$ 9,499.99
NASHUA - EQUIP	\$ 4,611.00	\$ 3,756.00
NEW DURHAM	\$ 2,370.00	\$ 1,125.41
NEW DURHAM - EQUIP	\$ 2,031.00	\$ 2,031.00
NEW HAMPTON	\$ 5,000.00	\$ 4,550.73
NEW HAMPTON - EQUIP	\$ 6,093.00	\$ 6,093.00
NEWBURY	\$ 1,600.00	\$ 870.39
NEWBURY - EQUIP	\$ 2,031.00	\$ 2,031.00
NEWFIELDS	\$ 1,600.00	\$ 1,353.00
NEWFIELDS - EQUIP	\$ 6,093.00	\$ 6,093.00
NEWMARKET	\$ 1,600.00	\$ 1,579.46
NEWMARKET - EQUIP	\$ 6,905.25	\$ 6,905.25
NEWPORT	\$ 2,440.47	\$ 1,478.20
NEWPORT - EQUIP	\$ 7,255.50	\$ 7,255.50
NORTH HAMPTON	\$ 1,600.00	\$ 1,600.00
NORTHFIELD	\$ 1,600.00	\$ 1,534.54
NORTHUMBERLAND	\$ 2,500.00	\$ 2,500.00
NORTHUMBERLAND - EQUIP	\$ 7,885.50	\$ 7,818.00
OSSIPEE	\$ 1,600.00	\$ 1,556.05
PELHAM	\$ 5,000.00	\$ 5,000.00
PETERBOROUGH	\$ 2,370.47	\$ -
PETERBOROUGH - EQUIP	\$ 1,158.75	\$ 1,158.75
PLAINFIELD	\$ 1,600.00	\$ 1,173.28
PLAISTOW	\$ 2,850.00	\$ 2,158.50
PLYMOUTH	\$ 1,600.00	\$ 1,600.00
PORTSMOUTH	\$ 5,300.00	\$ 3,593.52
PORTSMOUTH - EQUIP	\$ 12,256.28	\$ 12,256.28
RAYMOND	\$ 2,370.47	\$ 2,352.71

ROCHESTER	\$ 2,850.00	\$ 2,850.00
ROCKINGHAM CTY SO	\$ 9,000.00	\$ 9,000.00
RYE	\$ 6,000.00	\$ 5,008.65
SALEM	\$ 5,000.00	\$ 4,696.34
SALEM - EQUIP	\$ 10,167.19	\$ 10,167.19
SANDOWN	\$ 1,742.00	\$ 735.55
SEABROOK	\$ 1,600.00	\$ -
SOMERSWORTH	\$ 1,600.00	\$ 269.69
STRAFFORD CTY SO	\$ 1,600.00	\$ 574.42
STRAFFORD CTY SO - EQUIP	\$ 4,635.00	\$ -
STRATHAM	\$ 1,600.00	\$ 844.99
STRATHAM - EQUIP	\$ 17,527.50	\$ 15,496.50
SULLIVAN CTY SO	\$ 1,600.00	\$ 1,132.39
WAKEFIELD	\$ 1,600.00	\$ 1,600.00
WALPOLE	\$ 1,600.00	\$ 1,551.75
WEARE	\$ 1,742.86	\$ 1,544.93
WOLFEBORO	\$ 5,200.00	\$ 3,730.71
WOODSTOCK	\$ 5,000.00	\$ 219.24
NHSP	\$ 292,000.00	\$ 237,787.85
Total	\$ 912,016.57	\$ 766,627.85

Funding Source: 402 Funds Obligated: \$620,016.57 Funds Expended: \$528,840.00

Funding Source:405d Flex(SP) Funds Obligated: \$292,000.00 Funds Expended: \$237,787.85

2023 OPERATION SAFE COMMUTE (OSC)

23-02-11

Planned Activity Description

Funding in this planned activity will be utilized to maximize high visibility motor vehicle enforcement in all regions of the state. This high visibility enforcement will not only focus on our high crash corridors but will also provide the necessary sustainment of enforcement efforts in other

known crash prone areas of the state. These four-hour enforcement details will be conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

In FFY 2023, funding in this planned activity was utilized by the NH State Police to maximize high visibility motor vehicle enforcement in all regions of the state. However, special emphasis was given to conduct high visibility enforcement efforts in high crash corridors, which provided the necessary sustainment of enforcement efforts in these important areas of the state. Four (4) hour enforcement details were conducted during the peak traffic times of the day and centered on holidays and national safe driving campaigns.

In FFY 2023, the NH OHS provided grant funding to the State Police who conducted 502.5 enforcement patrol hours that resulted in 1,323 vehicles stopped with 895 warnings, 558 summonses issued, and 3 DUI arrests.

Funding Source: 405d Flex(SP) Funds Obligated: \$63,000.00 Funds Expended: \$46,493.64

2023 CORRIDOR ENFORCEMENT INITIATIVE

In 2023, high visibility motor vehicle enforcement was conducted along route 125 (one of the most dangerous corridors in New Hampshire). Enforcement efforts were conducted during the same date and time by multiple agencies along this dangerous corridor for optimal effectiveness to reduce overall crashes. Enforcement efforts were also conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

State police and 11 local law enforcement agencies participated in the 125-corridor enforcement effort. This enforcement effort resulted in the following:

- 338 total enforcement patrol hours conducted
- 950 vehicle stops
- 201 warnings and 44 summonses for speed issued
- 59 warnings and 25 summonses issued for distracted driving
- 10 warnings and 5 summonses issued for red light running
- 523 warnings, 129 summonses and 8 arrests for other motor vehicle violations
- 13 arrests for warrants and other arrests
- 1 DUI arrest

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION

Planned Activity Description

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

In FFY 2023, \$1,000 was allocated but not obligated and no funds were expended for this project which has typically been the case historically each year. In past years, funds have been used to reimburse for mileage which is not necessary as meetings now are conducted virtually. 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. Of importance, in FFY 2023, the Commission membership had meetings to discuss the following proposed highway safety related legislation:

- **HB646:** AN ACT eliminating the vehicle inspections mandate for non-commercial vehicles.
- **HB639:** An ACT relative to the legalization and regulation of cannabis and making appropriations therefor and any other proposed legislation calling for the legalization and further decriminalization of marijuana.
- **HB222:** AN ACT to require the use of seat belts during the operation of motor vehicles.
- **LSR 0439:** An ACT requiring children under the age of 2 years to be restrained in a motor vehicle.

Funding Source: 402

Funds Obligated: \$1,000.00

Funds Expended: \$0.00

TEEN TRAFFIC SAFETY PROGRAM

YOUTH OPERATOR PROGRAM

23-08-04

Planned Activity Description:

The Injury Prevention Center at CHaD, will plan coordinate and orchestrate programs to inform teens of the true risks associated with driving. Funds shall be used to support personnel service at \$96,964.60 and Benefits at \$23,395.10, Current Expenses at \$9,850.00, Indirect cost at \$17,003.46, Contractual Services at \$56,000.00 (i.e. Matrix Entertainment seat belt challenge), and travel at \$7,220.00. Teens shall be made aware that their age group has a high crash rate and therefore an increased potential to be involved in a crash. Information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. Approximately 15 schools shall be served through the youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. The risks associated with driving while impaired or distracted will be enhanced through presentations conducted by the youth operator specialists and Matrix Entertainment using driving simulators. The process of identifying participating schools will involve an analysis of risk factors identified in the Youth Risk Behavior Survey (YRBS) results, Department of Safety Crash Data, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This program provides a share to local component through the implementation and presentation of highway safety issues designed for communities throughout the state.

In FFY 2023, funds were provided to the Injury Prevention Center at Dartmouth Hospital Youth Operator program and Matrix Entertainment to support educational programs informing teens of the true risks associated with driving. Teens were made aware that they have the highest crash rate

and therefore the highest potential to be involved in a crash. Information was provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding, etc.

Goals:

1. School outreach and educational programming:

a. Provide the Matrix Entertainment “Save a Life” tour to 10 new NH high schools by September 15, 2023.

- This goal was met.
- Through connections with Dartmouth Hitchcock Population Health members, community organizations, and coalitions PC was able to gain new relationships within NH high schools. In addition, PC would review high school websites to find a contact person (health teacher, social worker, etc.). PC would then make contact through email and phone calls in order to introduce self, the Youth Operator program, and the “Save a Life” program.
- PC worked with Matrix Entertainment to educate the school staff around the program, discuss the schedule for the day and provide the schools with any additional material needed to promote the event.
- PC was able to invite local law enforcement, and mental health/substance misuse and prevention members to be present during these events.
- Participating schools: Conant High School (Jaffrey), Fall Mountain Regional High School (Langdon), Alvirne High School (Hudson), Pinkerton Academy (Derry), Newport High School (Newport), Stevens High School (Claremont), Woodsville High School (Woodsville), Littleton High School (Littleton), Bedford High School (Bedford), Lin-Wood High School (Lincoln).

b. Promote best practice safe driving educational material with four additional NH schools to include middle schools by September 15, 2023.

- This goal was met and on-going.
- PC provided additional traffic safety educational material to the following high schools: Berlin High School, Gorham High School, Hanover High School, Kearsarge Regional High School, White Mountain Regional High School, Nashua North High School, Lebanon High School, Epping High School, Raymond High School, Milford High School, Rivendell Academy, Belmont High School, and Bow High School.
- PC continues to gather information and educational material to share with New Hampshire middle schools. PC has been reaching out to middle school staff to gather feedback, and brainstorm educational material.

c. Provide pre/post survey data from the Matrix Entertainment “Save a Life” tour on a quarterly and final progress report.

- This goal was met.

- Throughout the year the PC provided quarterly reports that included performance measures such as how much we do, how well we do it, and is anyone better off (# and %). This data is gathered from the completed pre/post surveys by the youth who participated in the “Save a Life” tour.

d. Provide the ThinkFast Interactive program up to 15 new NH High Schools by September 15, 2023.

- This goal was met.
- Through connections with Dartmouth Hitchcock Population Health members, community organizations, and coalitions the PC was able to gain new relationships within NH High Schools. In addition, PC would review high school websites to find a contact person (health teacher, social worker, etc.). Once information was gathered PC would reach out through email and phone calls in order to introduce self, the Youth Operator program, and the ThinkFast program.
- PC worked with the ThinkFast team to educate the school staff around the program, discuss the schedule for the day and provide the schools with any additional material needed to make sure the event would run smoothly.
- PC was able to invite local law enforcement, and mental health/substance misuse and prevention members to be present during these events.
- Participating schools: Epping High School, Milford High School, Raymond High School, Lebanon High School, Kearsarge Regional High School, Rivendell Academy, Belmont High School, and Bow High School.

Long term goal measure:

e. Increase seat belt use, decrease distracted driving and decrease impaired driving across all NH schools receiving direct educational programming from the Teen Driver Program by an average of 2%, as measured by the biennial NH Youth Risk Behavior Survey comparing 2021 to 2023 and then every two years as the survey remains implemented and results are provided.

- This goal is on-going.
- PC is unable to provide information due to the results not being publicly reported yet.

2. Student to student initiatives:

Develop at least two peer to peer media content programs through relationships with local community based coalitions by June 30, 2023.

- This goal was not met.
- PC is currently partnered with University of Vermont Medical Center Injury Prevention team in creating a traffic safety committee. The committee consists of traffic safety professionals, and community partners. The committee will also invite the youth once the curriculum is drafted in order to gather their feedback.
- This committee is in the process of created and designing a Teen-Led Drive Safe Curriculum. The goal of the curriculum is to provide students in Vermont and New Hampshire with the resources to engage in peer-to-peer education around distracted driving. The curriculum is being designed as segments, with the students able to pick and

choose the elements that will be more impactful for their audience. This will allow for the students to not only customize the curriculum but empowers them to have ownership over their presentations.

- PC has been helping to create the design of the PowerPoint and placing the information on each slide.
- The committee started meeting monthly since January 2023.
- PC continues to create, edit, and gather information for a PSA media contest. The PSA videos that the youth create would be available on the NH Teen Driver website.

3. Online education & resources:

a. Continue to update the NH Teen Driver website and monitor page views and clicks on a quarterly and yearly basis.

- This goal was met.
- PC worked closely with website designer to update information, data, PSA videos, and much more throughout the grant cycle.
- Page views and clicks were provided on quarterly reports, and a yearly basis.

4. Community outreach & education:

a. Coordinate, facilitate, and invite eight new members to the Buckle Up New Hampshire/Teen Driver Committee by September 30, 2023.

- This goal was met.
- PC promoted the BUNH/Teen Driver committee meetings during presentations, other community partner meetings, during school events, at community events, and much more. Through these conversations PC was able to gather new members from Southwest Community Services transportation, department of transportation, regional public health networks, youth group leaders, department of health and human services, and many more.

b. Provide three presentations to stake holders and community members by September 30, 2023.

- This goal was met.
- PC presented youth operator program events and data to the Population Health Department at Dartmouth Health, Population Health leadership at Dartmouth Health, BUNH/Teen Driver committee members, and the injury prevention team.

5. Public service announcements & media campaigns:

a. Record at least one public service announcement with a radio station directed to youth about driving safe by July 31, 2023. YOPC will work with the radio station to monitor total reach, demographics, etc. of the radio campaign.

- This goal was not met.
- PC did not have enough funds to conduct a radio PSA campaign.

b. Develop at least one geo-mapping mobile banner campaign by June 30, 2023. YOPC will work with the media outlet to monitor total reach, views, shares, etc. of media campaign.

- This goal was met.
- A mobile geo mapping campaign followed the Matrix Entertainment "Save a Life" tour in April. This campaign increased the engagement of the targeted population to the NH

Teen Driver website for further tools regarding teen drivers. During the campaign the NH Teen Driver website received 346 views and 219 searches to the website. Users increased by 60% during the mobile geo mapping campaign.

- These numbers are lower than FY22 due to the Matrix Entertainment “Save a Life” tour visiting more rural high schools. In addition, the geo mapping campaign ran for four weeks instead of five.

Overview

Youth Operator Activities

Partner School Activities

At the beginning of the Grant Cycle, the Coordinator conducted outreach to schools to engage interest and availability for the upcoming 2022 traffic safety program tours. At this time, many schools were interested in participating and having educational material available for their students. The coordinator scheduled many virtual meetings and phone calls to discuss the youth operator program, tabling event opportunities, program tours, and much more. The coordinator provided the NH Teen Driver website link with additional information as needed to school administration. The website provides additional educational material that schools can print off and have on hand.

Educational materials were provided to all partner schools based on traffic safety concerns and efforts in their community. The Program partnered with Dartmouth Health Substance Misuse and Prevention Program Coordinators to offer education and discussion to parents/caregivers around keeping their teen safe during prom and graduation time. Both Programs provided flyers and information to the school systems to pass along to their students’ parents. Educational material had information from NHTSA, CDC, YRBS, OHS and SAMSHA. In the Spring of the Grant Cycle, schools were accepting outside organizations and the coordinator was able to invite local law enforcement and community partners which is discussed further in the simulator style events, and jeopardy style topic in this report.

The coordinator continues to explore other opportunities (to include presenting at driving schools) and outside of the school environment to provide education. Many schools and communities hosted gatherings such as fairs, and festivals. During these events the coordinator would be available to table and/or provide traffic safety educational material.

Simulator Style Event

The Program contracted with Matrix Entertainment's "Save a Life Tour" to sponsor simulator events at 10 high schools in New Hampshire. Schools and focus areas were identified based on the 2021 Youth Risk Behavior Survey data, weekly fatal & DWI Reports from the Division of Motor Vehicles, the weekly Fatal Crash Report from the Division of Motor Vehicles, and Office of Highway Safety suggestions. Scheduled dates and locations of these events changed several times throughout the Grant Cycle as schools were unable to commit, cancelled due to circumstances not identified by the school, unable to get a hold of the contact person once initial interest was discussed, and Androscoggin Valley Hospital in Berlin, NH sponsoring two schools that were initially on the coordinators schedule.

The Tour uses two virtual reality simulators to mimic the effects of impaired driving and distracted driving. Participants get to see and feel what it's like while a driver is operating under both conditions. After a visit from the Office of Highway Safety at the Sunapee Middle-High School event on April 5, 2022, the Matrix Entertainment team updated their simulator seats to include a seat belt. During the 2023 tour all students had to buckle up before starting the simulators. In addition, the Matrix Entertainment team updated their "Save a Life" Tour Virtual Presentation which discusses the dangers of distracted and impaired driving while teaching safe driving practices.

All ten events were held on March 20-29, April 14, and September 15, 2023. Schools that participated in the program are as follows: Conant High School (Jaffrey), Fall Mountain Regional High School (Langdon), Alvirne High School (Hudson), Pinkerton Academy (Derry), Newport High School (Newport), Stevens High School (Claremont), Woodsville High School (Woodsville), Littleton High School (Littleton), Bedford High School (Bedford), and Lin-Wood High School (Lincoln).

Over the course of the 10 events, approximately 1,400 students participated. In many of the schools, single classes of 15-30 would cycle through the simulators. Before the students participated with the simulators they would gather in the auditorium, gymnasium, or in classrooms to watch the pre-recorded video that was provided by Matrix Entertainment to each school. This 35-minute video provided traffic safety information and data regarding distracted driving, impaired driving, speed, seat belt usage, and much more.

In addition, the schools participating in the tour received the pre and post surveys. Matrix Entertainment provided the pre surveys through e-mail to the contact person at each school. That individual provided the surveys to all students through their school's e-mails. The teachers would remind the students to take the survey before participating in the event. After a student participated in the simulators the Matrix Entertainment team had two tablets where the students could do the post survey. If they did not get a chance to do the post survey, Jason, from Matrix Entertainment, would provide another email to our contact person to distribute the post survey link.

The coordinator invited the local law enforcement, substance misuse and prevention coordinators, mental health coordinators, and other community resources to participate by providing a table for the students to get educational information. The law enforcement would answer questions and interact with the students. The coordinator also had a table of NH Teen Driver educational material and incentives (incentives not funded by the NH OHS).

Jeopardy Style Event

At the beginning of the Grant Cycle the Coordinator provided a proposal to the Office of Highway Safety requesting a 3-day tour with the ThinkFast Interactive team. Once the proposal was accepted the coordinator contracted with the ThinkFast Interactive team to sponsor a 3-day tour that would include up to 15 NH High Schools. Schools and focus areas were identified based on the 2021 Youth Risk Behavior Survey data, weekly fatal & DWI Reports from the Division of Motor Vehicles, the weekly Fatal Crash Report from the Division of Motor Vehicles, and Office of Highway Safety suggestions. The coordinator identified a neutral venue for schools that would be participating in the event.

The ThinkFast Interactive event is an evidence-informed program that is fun, innovative, and has experiential entertainment that is non-intrusively. This program exposes participants to important educational information about a custom safety awareness topic which is chosen by the program sponsors. Examples of the topics include consequences of underage drinking, substance misuse and abuse, bullying prevention, traffic safety promotion, and healthy relationship skills. The ThinkFast Interactive team combines custom awareness content with cutting-edge technology, age-appropriate entertainment, elaborate staging, and a charismatic host to create an unforgettable experience. Audience Response Technology (ART) (wireless keypads) is used to connect the audience to the message and promote teamwork. The ThinkFast Interactive goal is to create an exciting and captivating program that will keep the audience's attention, focus, and enthusiasm from start to finish.

The coordinator partnered with the ThinkFast Interactive team in creating specific content around New Hampshire traffic safety. The program lasts approximately 1 hour and promotes peer to peer interaction as they get into groups of 3-5 students. Over the 3-day tour, approximately 155 students participated from 8 New Hampshire High Schools. Schools that participated included: Lebanon High School, Kearsarge Regional High School, Rivendell Academy, Epping High School, Milford High School, Raymond High School, Belmont High School, and Bow High School.

The schools participating in the tour received the pre and post surveys. The ThinkFast Interactive team had a QR code displayed on the two screens, used to present the program, before and after the event. The QR code allowed students to scan the code with their cell phones camera and it would direct them to the survey. The ThinkFast team provided 5-10 minutes before and after the event for the students to take this survey.

The coordinator invited the mental health/substance misuse and prevention coordinators, and other community resources to participate by providing a table for the students to get educational information after the event. The coordinator also had a table of NH Teen Driver educational material and incentives (incentives not funded by the NH OHS). If available, the school resource officers would be in attendance.

NH Teen Driver and Traffic Safety for NH website and logos

Coordinator researched the following websites to gather information, updated content, and data: Office of Highway Safety, Center for Disease Control and Prevention, Safe Kids, AAA, AT&T, Department of health and human resources injury prevention, National Highway Traffic Safety Administration, and the Youth Risk Behavior Survey. All content gathered was reviewed, edited, and added to the NH Teen Driver and/or Traffic Safety for NH websites, all with citations. Coordinator worked with website designer in making sure all edits were made throughout the year. The websites have been providing reliable resources and information to teens, parents/caregivers, school systems, stakeholders, community members, and further traffic safety partners.

Media Mobile Campaign

The Program partnered with OUTFront Media to conduct a geo mapping cell phone application Public Service Announcement campaign. The campaign utilized positive messaging such as “this is how we keep our friends safe” and “this is how we protect the ones we love,” with a photo of teens and/or parents/caregivers with a teen in a vehicle showing safe behavior such as wearing their seat belt.

The campaign ran directly after the Matrix Entertainment “Save a Life” tour in April 2023. Focus areas for the campaign included Langdon, Derry, Littleton, Woodsville, Claremont, Newport, Hudson, Bedford, Jaffrey, and Lincoln. As part of the campaign, the Program’s website was used as a landing page for more information. During the campaign period, the NH Teen Driver website saw approximately 346 views, and 219 searches. There was a 60% increase of users on the website during the mobile banner campaign.

Partnerships

The Program continued cooperation with a number of groups this year including attending meetings to coordinate services. The following is a summary of those partnerships and some of the activities planned.

The coordinator conducted meetings and reported on Program activities at the Buckle Up New Hampshire/Teen Driver Program Committee. The Committee is comprised of several government, non-profit, and private industry traffic safety advocates. These meetings provided an opportunity for collaboration and information sharing across agencies as well as allowing the coordinator to provide program updates, receive input, and suggestions to guide Program efforts. Coordinator invited guest speakers to discuss traffic safety topics and upcoming programs. For example, youth members from the Dover Youth to Youth Group presented their 2023 campaign called “Hey Big Alcohol. Dress up is for kids” on August 3rd, 2023.

The Raymond Coalition for Youth (RCFY) is a group out of Raymond, NH focused on youth safety. Throughout the year, the coordinator attended meetings to report on traffic safety initiatives and provide resources to the group to distribute to the Raymond school district and community.

Sullivan County Community Partners meeting is a group out of Sullivan County, NH focused on all community resources and efforts. Throughout the year, the coordinator attended meetings to report on traffic safety initiatives, find opportunities to table at events, and provide resources to the group to distribute to the Sullivan County school district and community.

The Derry Group is a group out of Derry, NH focused on youth safety. Throughout the year, the coordinator attended virtual meetings to discuss collaboration in programming and youth traffic safety information and initiatives. The Derry Group was able to assist Coordinator in getting connected with the Pinkerton High School and the Derry Festival for further outreach.

The YouthCAN Group is a group out of Claremont, NH focused on youth safety (mental health, substance misuse, and so much more). Several local law enforcements are involved in this committee, and it gives the Coordinator and opportunity to do some outreach and education to community resource members.

IPAC committee meetings consist of many injury prevention professionals. The coordinator is able to learn about what bills are going to be present during the NH legislation process, collaborate, hear from other injury prevention professionals, and much more. The coordinator provides youth operator educational material, and upcoming events during member updates.

Safe Kids committee meeting consists of trauma professionals, injury prevention professionals, community resources, clinical professionals, and many more. The coordinator is able to learn about family resources, upcoming events/fairs/conferences, and much more. The coordinator provides youth operator educational material, and upcoming events when appropriate.

Substance misuse prevention & continuum of care leadership team meetings presented by the South-Central Public Health network. This meeting is conducted virtual and has community members, and safety professionals in the South-Central region area of NH. The coordinator attends the meetings to discuss collaboration in programming and youth traffic safety educational material.

Community Based Events

The coordinator was able to attend six Community Based Events:

The first event was TLC Family fair in Claremont, NH. The coordinator tabled at the event and was able to speak with parents/caregivers, teens, and community members about traffic safety topics such as impaired driving, distracted driving, seat belt usage, and so much more.

The second event was the Safe Kids 301 event at the NH Motor Speedway. The coordinator tabled at the event and spoke with attendees about dangerous driving practices and encourage seat belt use.

The third event was the National Night out in Claremont NH. The coordinator tabled at the event next to the local law enforcement, fire fighters, and substance misuse and prevention team. The coordinator was able to talk with other traffic safety professionals around the importance of being a safe driver and passenger. The coordinator was able to provide educational resources for parents/caregivers to take and utilize at home while talking to their teenagers about traffic safety.

The fourth event was the Back-to-School event in Claremont NH. The coordinator tabled at the event which drew a large crowd varying in ages. The coordinator was able to talk with many teens, siblings, community members, community resources, parents/caregivers, and grandparents about the dangers of speeding, distracted and impaired driving, as well as to encourage all ages to wear seat belts.

The fifth event was a community activity fair at Fall Mountain Regional High School in Langdon NH. The coordinator tabled at this event which had a large community group. The coordinator spoke to many teens, siblings, community members, community resources, parents/caregivers, and grandparents about the dangers of speeding, distracted and impaired driving, as well as to encourage all ages to wear their seat belts.

The sixth event was a Fall Mountain Regional High School Staff fair in Langdon NH. The coordinator tabled at this event which had many staff members from the surrounding area such as elementary, middle and the high schools were present. The coordinator was able to hand out business cards and promote specific traffic safety events. In addition, the coordinator was able to have discussions with the staff members in regard to their concerns in regard to risky behaviors in their schools, and towns. The coordinator was able to ask specific questions of the staff members as needed.

Professional Development

During this Grant Cycle the Coordinator was able to attend the Life Savers Conference in Seattle Washington between April 1-4. The coordinator was able to learn a lot about traffic safety programs and how they take initiative to getting prevention noticed in other states. The coordinator was able to meet other traffic safety professionals and discuss potential programming. The conference also included a large exhibit of traffic safety organizations, and the coordinator made several connections that are still ongoing. The coordinator also attended the Northeast Transportation Conference in Maine and was able to learn about more local traffic safety efforts, and programs such as the Shifting Gears: The truth around marijuana and driving by AAA. The coordinator was also able to attend a virtual TXT U L8R presentation by the University of Vermont Medical center. This presentation discussed the dangers of texting and driving.

The coordinator also attended the Cross Class Collaboration for Action on Poverty and Inequity on October 19, 2022, Raymond Coalition for Youth Prevention Summit on October 28, 2022, NH Suicide Prevention Conference on November 3, 2022, Ethics in Prevention on November 10, 2022, and the 1st Annual Injury Prevention Symposium on November 18, 2022

Funding Source: 402 Funds Obligated: \$174,380.60 Funds Expended: \$159,000.77

*MATRIX ENTERTAINMENT EXPENDED \$31,500.00 OF THE YOUTH OPERATOR \$174,380.60

*THINK FAST EXPENDED \$8,550.00 OF THE YOUTH OPERATOR \$174,380.60

PARENT/TEEN SAFE DRIVING MODELING AND EDUCATION

COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)

23-08-05

Planned Activity Description

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving and seat belt consultants, presenters, and travel for teens to attend the Governor's Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2023. There will be an evaluation component to measure.

In FFY 2023, funds were provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youth related to distracted driving and safe driving habits to save lives. The project educated and strengthened families through encouraging more positive communication between youth and parents and advocated for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project provided distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), and media production (PSA's developed by students).

OVERALL GOAL: To promote safe habits for all youth by increasing awareness of high-risk behaviors, encouraging healthy choices, and fostering community alliance. This project provides a platform for youth to be the voices that can help raise awareness and reduce injuries and fatalities related to unsafe driving habits.

Goals:

1. To engage and educate Derry youth to become advocates about driving and highway safety related issues. We met this goal and plan to build on and sustain the efforts and accomplishments.
2. To create media and related materials that can be distributed throughout the greater Derry community and statewide in partnership with law enforcement and safety personnel, schools, cable access channels, and other sector networks. We met this goal and plan to build on and sustain the efforts and accomplishments.
3. To promote and create opportunities for peer to peer and across ages reinforcement of safe driving habits utilizing youth produced media messaging. We met this goal and plan to build on and sustain the efforts and accomplishments.

Achievements:

- Provide a 30 second PSA developed by CATS' Youth Project Assistant on the topic of distracted driving to Screen Vision Media to run for 3 months at the Londonderry Cinema. The spot ran 8,552 times. The PSA was awarded first prize in a state contest offered by a previous NH Teen Driver Coordinator.
- Ran 3 print ads with the North of Boston Media Group in the Derry News which serves the towns of Derry, Londonderry, Windham, Chester, and Auburn with a circulation of over 27,000 readers. The print ads focused on: 1) Distracted Driving Awareness month, 2) The 100 deadliest days for teen drivers and 3) teen driver safety week.
- CATS' Director is participating in and coordinating to the ongoing Peer to Peer Distracted Driving Curriculum project spearheaded by the NH Youth Operator Program Coordinator in collaboration with the University of Vermont Health Network and other safety partners. CATS' Director engages with the NH YOPC for brainstorming and data sharing.
- CATS' Director participates in the BUNH/Teen Driver meetings and follows the legislative updates related to child passenger safety, seat belt use and other related driving safety issues provided by Dan Goodman with AAA and others.

General Overview:

- Please note that the grant project was not approved to begin until February 2023 which shortened our planning and project year by 4 months. However, planning and forecasting did begin on the project in October 2022 including connecting with prospective partners. This was helpful when the project was approved to begin. In good faith, a print ad was run in November 2022, focused on distracted driving to raise awareness for the upcoming holiday season – this ad ran in the Derry News reaching an audience of approximately 27,000.
- A planned annual community outreach activity in September unfortunately was cancelled due to Hurricane Lee. Each year CATS provides booths for the Derry PD and the NH Youth Operator Program Coordinator at the annual Derryfest event which attracts

hundreds of community members. The CATS both focuses on providing driving safety resources/information and along with the Derry PD and the NH YOPC a safety presence is created that provides a variety of important resources for teens and families.

- A survey was not implemented this year – we faced challenges coordinating with the school and recruiting youth for this activity. Going forward we will begin planning and recruiting earlier with new partnerships in the school sector.
- Engaged middle school student members of their school’s podcast club. Driving safety resources were shared with the podcast club teacher who worked with her students to develop a script about safe driving and to then create their own podcast. The podcast club teacher referred her students to become involved in the CATS safe driving project.
- Convened a group of students (middle and high school) for our CATS safe driving project with the goal to unite two vastly different communities – the young and the elderly, to share messages, stories, and warnings about safe driving in a podcast format. The project was born of a need for youth voices speaking about a very important topic: safe driving. We hoped our experienced seniors would provide insight and wisdom about the topics and that all would ultimately enjoy a freeform discussion for the podcast. The podcast would be uploaded to streaming services to reach as many people as possible. CATS’ Youth Project Assistant, a senior at the University of North Carolina School of the Arts majoring in film and production who has worked with CATS since he was a sophomore at Pinkerton Academy, coordinated and managed the project. The seniors who participated in the all-day interview session involved a retired NH Legislator, retired NH driving instructor, retired teacher, a current NH Legislator who is also a Derry Town Council member. Youth were invited to edit and design the logo for the podcast and develop follow-up episodes under the guidance and leadership of the Youth Project Assistant while continuing their efforts with fellow students when they returned to classes in the fall. The goal is to sustain and grow the effort.

Funding Source: 402 Funds Obligated: \$5,940.00 Funds Expended: \$5,940.00

PAID MEDIA/TEEN TRAFFIC SAFETY

23-08-04

Pine Knoll Racing

Planned Activity Description

This planned activity will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Department of Safety, Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA, etc. and/or other media sources to conduct public information and education campaigns. These campaigns may consist of electronic media, public service announcements, print audio activities etc. to address distracted driving, speed, seatbelt use, and impaired driving. The NH OHS shall coordinate highway safety messaging with the NHTSA National Mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "U Drive- U Text- U Pay", etc.). Funding for this planned activity will be specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving.

In FFY 2023, funds were allocated to support highway safety messaging through Pine Knoll Racing. Racecar driver Melissa Fifield's ongoing success and recognition within NASCAR makes her uniquely qualified to promote important highway safety messages (i.e., distracted driving, speeding, occupant protection, etc.) to the NASCAR fans and the motoring public to help reduce crashes and save lives. Melissa is the only female race car driver in New Hampshire chosen to participate in the inaugural "Busch Light Accelerate Her" program to promote inclusivity in NASCAR by making resources available to woman drivers and increased fan visibility of drivers in the sport. Melissa has also received the "Most Popular Driver" award for the last three years by the NASCAR Whelen Modified Tour that she races in.

Unique driver safety messaging opportunities (to include highway safety presentations at schools, events, press conferences, etc.) was used to inform the motoring public to improve teen driving behavior to reduce teen driver related crashes and save lives on New Hampshire roads.

Funding Source: 402 Funds Obligated: \$7,500.00 Funds Expended: \$1,125.00

COMMUNITY TRAFFIC SAFETY PROGRAM (COB)

23-09-03

Planned Activity Description:

Funds will be provided to New Hampshire State Police and 10 local law enforcement agencies (in urban locations) and 5 local law enforcement agencies (in rural locations), as well as 2 nonprofit organizations to conduct a Community Outreach & Betterment (COB) highway safety grant to communities throughout New Hampshire. Funds will also be used to support interpretation/translation services, printing expenses used to provide handouts incorporating highway safety messaging to participants, food (light refreshments), and hall or location fee (if necessary). The purpose of the COB Grant is to educate communities and traditionally marginalized New Hampshire drivers, on important highway safety messaging (i.e. Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.) while encouraging diversity and collaboration among all highway safety partners involved. The NH OHS is very excited to have developed this program to be implement in FFY 2023 under the Federal Government Executive Order that states “The Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality.” Using these federal funds from the National Highway Traffic Safety Administration (NHTSA), awarded agencies and organizations will be able to conduct educational outreach programs to groups in New Hampshire identified by NHOHS that would best be served by direct and targeted highway safety messaging. Under the COB Grant, these groups are identified as:

- Refugee/New Americans
- Underserved/low income neighborhoods

- Older drivers; low vision or hearing impaired drivers
- Youth drivers
- Limited English Proficient (LEP) groups
- Elementary/High School/Drivers Educational programs
- Persons with disabilities

NHOHS believes highway safety messaging (i.e., Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.) is imperative and should be easily accessible to all persons and communities, regardless of resources or funding.

In FFY 2023, the NH OHS provided grant funding to the State Police, twelve local law enforcement agencies, AAA Northern New England and Derry CATS.

2023 Community Outreach & Betterment		
Grantee	Obligated	Spent
BERLIN	\$ 20,000.00	\$ 2,508.65
CLAREMONT	\$ 20,000.00	\$ -
CONCORD	\$ 20,000.00	\$ 528.20
DOVER	\$ 20,000.00	\$ 123.14
LACONIA	\$ 20,000.00	\$ 681.50
LITTLETON	\$ 7,000.00	\$ 297.18
MANCHESTER	\$ 20,000.00	\$ 2,884.44
NASHUA	\$ 20,000.00	\$ 6,493.10
PORTSMOUTH	\$ 20,000.00	\$ 2,400.94
SALEM	\$ 20,000.00	\$ 2,220.93
SOMERSWORTH	\$ 20,000.00	\$ -
WHITEFIELD	\$ 7,000.00	\$ 988.15
NHSP	\$ 20,000.00	\$ 3,076.22
CATS	\$ 10,000.00	\$ 9,969.28
AAA NNE	\$ 10,000.00	\$ 865.62
Total	\$ 254,000.00	\$ 33,037.35

Funding Source: 402 (Local) Funds Obligated: \$214,000.00 Funds Expended: \$19,126.23

Funding Source:405d Flex (SP) Funds Obligated: \$20,000.00 Funds Expended: \$3,076.22

Funding Source: 402 (AAA NNE) Funds Obligated: \$10,000.00 Funds Expended: \$865.62

Funding Source: 402 (Derry CATS) Funds Obligated: \$10,000.00 Funds Expended: \$9,969.28

TRAFFIC RECORDS

In FFY 2023, the traffic records program planned activities have made some very positive improvements that have been instrumental in providing the state with more timely and complete highway safety data that can be used in many important ways.

In 2023, there were 137 New Hampshire law enforcement agencies (out of 247) submitting crash reports electronically to the DMV VISION System (as of 1/18/24 there are now 141). The OHS has achieved and exceeded the target of 134 agencies submitting crash reports in the FFY 2023 Highway Safety plan by more than 3 agencies. With more agencies submitting crash reports electronically to the DMV VISION system, fewer crash reports will need to be manually entered by DMV staff reducing the overall backlog of crash reports resulting in more timely, accurate data.

The OHS has also helped in making the reporting process more efficient, timelier, and more complete by providing funding to law enforcement to purchase E-Crash equipment (i.e., mobile data terminals, printers, scanners, and receivers) that will allow for citations and crash reports to be submitted electronically into the VISION system by law enforcement. In FFY 2023, the OHS provided funding to sixteen (25) law enforcement agencies to purchase printers, scanners, receivers, and MDT's.

In FFY 2024 and 2025, the OHS will continue to work towards our goal to implement a crash data dashboard to be used by the OHS to analyze and query important, accurate, timely data, to identify trending highway safety concerns to deploy countermeasures to reduce crashes and the resulting deaths and injuries on NH roads. Currently, the Division of Motor Vehicles has given their support for the OHS to move forward with the crash data dashboard project which is now in the end stages with a request for proposal document being constructed that will be posted on the state website to solicit proposals from vendors interested in building the OHS crash data dashboard.

CRASH DATA

VEHICLE CRASH DATA UPDATE

23-03-05

Planned Activity Description:

This planned activity will enable the NH Division of Motor Vehicles to fund the crash related activities associated with crash data input for 2-part time members for the manual data entry of crash reports (not including commercial vehicles and fatalities). Funds shall be used to support Personnel Services and the 3,744 support hours and benefits at \$41,648.00 and indirect costs at \$5,640.00. This will increase the timeliness of processing manually submitted crash reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition, a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered a database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects to meet highway safety goals.

In FFY 2023, funds were not used to support this project because there was no back log of crash reports. The continued increase of electronic submission of MMUCC crash reports are eliminating the need to manually enter reports into the VISION system.

Funding Source: 405c Funds Obligated: \$0 Funds Expended: \$0

E-CRASH (E-TICKET/CRASH UPGRADE)/C.A.R EQUIPMENT

23-03-06

Planned Activity Description

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

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

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech or another vendor and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the State electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e. security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams.

For FFY2023, funding was provided to local law enforcement to purchase e-Crash (mobile data terminals, printers, scanners, GPS, etc.) and C.A.R equipment/training. In total, 23 police

departments purchased E-Crash/MDT equipment and 2 police departments (Laconia and Manchester) purchased C.A.R equipment and or expended funds to receive C.A.R training for officers.

All purchases made were Buy American Act compliant; equipment that is \$5,000 or more had the approval of NHTSA. With the use of this equipment, enforcement agencies were able to complement the electronic applications already built and use this software and equipment on the road to not only help submit reports to the state electronically but to also document motor vehicle activity efficiently. This equipment also enables the State to have more accurate and timely data submitted, helps reduce the backlog of unrecorded data, as well as giving access to this data, to identify areas where enforcement efforts need to be deployed. This effort aids to decrease traffic crashes, save lives, and reduce the potential for injury.

2023 E-Crash (E-Ticket/Crash Upgrade)/C.A.R Equipment/JONE			
Grantee	E= E crash M=MDT C.A.R JONE	Obligated	Spent
ALTON	E	\$ 8,050.00	\$ 8,050.00
BOW	M	\$ 20,484.00	\$ 17,923.50
LACONIA	C	\$ 63,289.99	\$ 61,684.69
WEARE	E	\$ 3,652.66	\$ 3,652.66
KENSINGTON	M	\$ 1,823.96	\$ 1,823.96
KENSINGTON	E	\$ 474.00	\$ 474.00
CANDIA	M	\$ 8,250.00	\$ 8,250.00
CANDIA	E	\$ 2,912.00	\$ 2,912.00
BELMONT	M	\$ 1,500.00	\$ 1,500.00
HANCOCK	E	\$ 1,726.00	\$ 1,726.00
HANCOCK	M	\$ 5,500.00	\$ 5,500.00
HILLSBORO	M	\$ 2,555.62	\$ 2,555.62
HILLSBORO	E	\$ 988.33	\$ 988.33
HOPKINTON	E	\$ 3,695.34	\$ 3,695.34
MANCHESTER	C	\$ 34,183.72	\$ 32,181.30
NEW HAMPTON	M	\$ 7,788.36	\$ 7,788.36
SALEM	M	\$ 4,947.82	\$ 4,947.82

SALEM	E	\$ 1,052.39	\$ 1,052.39
HAVERHILL	M	\$ 750.00	\$ 585.72
HAVERHILL	E	\$ 1,847.33	\$ 1,747.33
CHESTER	M	\$ 13,750.00	\$ 13,750.00
CHESTER	E	\$ 4,317.33	\$ 4,317.33
GILFORD	M	\$ 2,750.00	\$ 2,750.00
GILFORD	E	\$ 1,013.53	\$ 1,013.53
LOUDON	E	\$ 4,868.33	\$ 4,868.33
NHSP	C.A.R.	\$ 45,999.06	\$ 38,817.61
NHSP	JONE	\$ 176,000.00	\$ 174,020.40
Total		\$ 424,169.77	\$ 408,576.22

Funding Source: 402 (Locals/eCrash/CAR) Funds Obligated: \$202,138.71 Funds Expended: \$195,706.21

NEW HAMPSHIRE STATE POLICE

J-ONE VPN INSTALLATION ASSISTANCE FUNDS

23-03-06

Planned Activity Description

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

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

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech or another vendor and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the State electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams.

For FFY2023, the J-ONE program sought funding for the reimbursement of time utilized in support of this program. It was determined that additional work hours were required to streamline and increase the capabilities of our partners to begin reporting crash and related data electronically. The ability to communicate this data electronically in a standardized format will result in significant efficiencies in accuracy and availability of data in a timelier fashion for analysis purposes (i.e. through a crash data dashboard, etc.). This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. In FFY 2023, there are 137 law enforcement agencies submitting crash reports electronically to the DMV.

Funding Source: 405c (J-One VPN) Funds Obligated: \$176,000.00 Funds Expended: \$174,020.40

NEW HAMPSHIRE STATE POLICE

COLLISION ANALYSIS & RECONSTRUCTION (CAR) TRAINING

23-03-06

Planned Activity Description

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

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

Additionally, many New Hampshire enforcement agencies submit manual citations and crash reports to the State. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech or another vendor and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the State electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data. This equipment shall also help provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e. security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams.

In FFY 2023, funding was provided to New Hampshire State Police C.A.R unit to purchasing C.A.R equipment and expend funds to receive C.A.R training for New Hampshire Troopers.

Funding Source: 405c (NHSP- CAR) Funds Obligated: \$45,999.06 Funds Expended: \$38,817.61

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

23-03-03

Planned Activity Description

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to (3) Traffic Records Coordination Committee (TRCC) meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NH OHS to update the Traffic Records Strategic Plan, the annual report, coordinate and conduct the traffic records assessment and assessment workshops to address recommendations and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c funding and support the administration and activities of the TRCC and its subcommittees. This involves providing expert opinion on traffic records related subjects and insuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state's plan for Traffic Records Improvement.

In FFY 2023, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services also provided for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads, and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2023, 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 three (3) TRCC meetings in 2023. Also, assisted with the development of the traffic records strategic plan, helped the state address the NH Traffic Records Assessment Recommendations, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding Source: 405d Flexed Funds Obligated: \$55,000.00 Funds Expended: \$55,000.00

Data Analysis

23-03-08

Planned Activity Description

Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve, collect, and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging efforts to address the issues. This will help support the Office of Highway Safety by also providing performance indicators to better determine support of highway safety projects and to share and disseminate this important traffic records data with other highway safety partners to help meet our shared highway safety goals more effectively and efficiently. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FFY 2023, the data analyst will continue to produce an annual report on non-fatal crashes like that which is already prepared for fatalities. This tool will become a principal tool to identify data to reduce fatalities and injuries.

In FFY 2023, funds were provided to the Department of Safety but the project was not conducted because work was not performed on the project. In FFY 2024, we are confident that the non-fatal crash report summary will be provided and updated with 2023 non-fatal crash information.

Funding Source: 402

Funds Obligated: \$17,100.00

Funds Expended: None

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

23-03-07

Planned Activity Description:

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

In FFY 2023, funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing us with accurate data used to develop the Annual Report and the Highway Safety Plan that is submitted to the National Highway Traffic Safety Administration. The FARS coordinator in 2023 has processed 130 fatal crashes and will provide a year-end fatality report for calendar year 2022 and will continue to work on the 2023 calendar year fatality report that will be utilized by state agencies in preparation of the FFY 2025 AGA and HSIP. Additionally, the FARS coordinator participated in all the scheduled Traffic Records Coordinating Committee, Traffic Safety Commission, Impaired Driving Taskforce, and Motorcycle Taskforce meetings, providing valuable fatality related data to key decision makers.

Funding Source: 405c Funds Obligated: \$66,660.51 Funds Expended: \$53,021.26

CORE HIGHWAY SAFETY DATABASE

23-03-09

Planned Activity Description:

The "Core Highway Safety Database" will integrate external and internal data flows over a virtual mediated schema, resulting in "virtual data integration" of data flows from the DMV, EMS, DOS, and DOT. The "Core Highway Safety Database" will integrate MMUCC compliant crash data, E-Crash, E-Citation Data, EMS crash response injury data, and DOT multi-source roadway & traffic flow data into an integrated analytical format that will identify, sort, and classify highway safety vectors which will establish effective and efficient methods for deploying law enforcement and other NH OHS resources. The "Core Highway Safety Database" will also utilize geo-mapping to identify areas that have high incidences of crashes and traffic violations, which, by the application of NH OHS resources, will directly reduce the incidence of crashes and traffic violations on New Hampshire roadways.

The "Core Highway Safety Database" will facilitate identification of areas that have high incidences of crashes and traffic violations. Along with these detailed data points, the expertise of the NH OHS will be deployed to reduce the incidence of crashes, and traffic violations on New Hampshire roadways and will directly impact Performance Targets. The NH OHS continues to explore how this database will be implemented and if actual equipment will need to be purchased or if a module will need to be purchased to allow access to a database housed at an agency other highway safety.

In 2023, funds were not used for this project as the planning continues to prepare for this invaluable data system.

Funding Source: 405c Funds Obligated: \$0 Funds Expended: \$0

PLANNING AND ADMINISTRATION

In FFY 2023, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the FFY 2023 HSP and production of the 2023 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 and Program Manager 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. These individuals 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 Commission and the Impaired Driving and Motorcycle Taskforce, rests with these positions. Also oversight of Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation <https://www.msn.com/en-us/feed> and analysis of State traffic safety programs shall rest with these positions.

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

In FFY 2023, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for approximately over 120 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.

Field Rep/LELs provided information on Highway Safety Programs, National Mobilizations with associated Media Marketing to 234 New Hampshire law enforcement agencies.

The OHS is working towards obtaining a crash data dashboard. Currently, a request for proposal (RFP), is being worked on to allow potential vendors to submit their proposals to build this crash data dashboard. We are also exploring the possibility of using a portal to allow police departments

to electronically submit traffic enforcement activity (HS-200's, etc.) that occurs during grant-funded patrols to enhance data collection and accuracy. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots.

Field Rep/LEL's are currently working on developing an electronic educational and training presentation within a new software platform that will be accessed by our highway safety partners to heighten their understanding of trending highway safety concerns, our grant program, process, and requirements.

Our field-monitoring program continues to ensure that all subrecipients are providing accurate documents to the OHS and are complying with all NHTSA requirements. Approximately 50 monitoring visits of highway safety partners were conducted. There were no compliance issues or concerns discovered during these monitoring visits. In fact, this monitoring generated positive feedback from our partners who felt it helped them improve their own internal process.

Funding Source: 402 Funds Obligated: \$604,635.93 Funds Expended: \$518,310.95

PROGRAM MANAGEMENT & ADMINISTRATION

PERFORMANCE TARGETS

Targets:

- 1. Submitting the Highway Safety Plan including the Section 402 and Section 405 applications to NHTSA by July 1, 2023.**

Target Achieved.

- 2. Submitting the Annual Report to NHTSA by January 29, 2023.**

Target Achieved.

- 3. Developing, managing, monitoring, and evaluating grants described in the FFY 2023 Highway Safety Plan.**

Target Achieved.



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner



Office of Highway Safety
 Commander William R. Haynes, Jr.
 John A. Clegg, Program Manager

FFY23 HSP Amendment -1

DATE: 01/31/2023

Projects: See table below

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

AMOUNT: \$ 1,498,117.92

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2023 Highway Safety Plan to increase the following projects due to unanticipated carryforward FAST Act monies for 402, 405b, 405c, 405d and 405f.

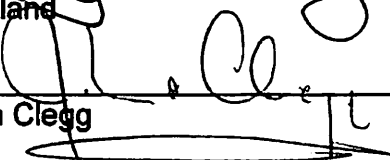
402

			From	To	Carry Forward
	Task	Project			
23-01	1	Planning Administration	\$498,750.00	\$516,430.88	\$17,680.88
23-01 OP	2	OHS Staffing	\$39,250.00	\$62,509.54	\$23,259.54
23-02 PT	2	OHS Staffing	\$213,750.00	\$220,573.78	\$6,823.78
23-03 TR	2	OHS Staffing	\$48,750.00	\$70,849.22	\$22,099.22
23-04 DD	2	OHS Staffing	\$153,250.00	\$172,179.63	\$18,929.63
23-05 M9MT	2	OHS Staffing	\$25,000.00	\$41,178.92	\$16,178.92
23-06 PS	2	OHS Staffing	\$25,000.00	\$34,009.54	\$9,009.54
23-08	2	Youth Operator	\$24,660.00	\$38,659.68	\$13,999.68
23-02 PT	3	Media - PTS	\$100,000.00	\$172,000.50	\$72,000.50
23-04 DD	3	Media - DD	\$100,000.00	\$142,708.59	\$42,708.59
23-06 PS	3	Media - Bike Ped	\$10,000.00	\$16,250.01	\$6,250.01
23-08 TSP	3	Media - Teen Driving	\$50,000.00	\$60,000.00	\$10,000.00
23-01 OP	4	JTNHC - Locals	\$145,350.00	\$191,269.89	\$45,919.89
23-01 OP	7	OP Assessment	-	\$9,400.00	\$9,400.00
23-02 PT	4	Locals - Speed Enf / Equip	\$1,319,778.00	\$1,505,302.24	\$185,524.24
23-02 PT	5	Traffic Safety Commission	\$1,000.00	\$2,000.00	\$1,000.00
23-03 TR	6	Car Equipment Locals	\$213,718.00	\$303,946.67	\$90,228.67
23-03 TR	8	Data Analysis	\$17,100.00	\$34,200.00	\$17,100.00
23-04 DD	4	Locals - DD	\$212,650.00	\$296,320.96	\$83,670.96
23-04 DD	11	Locals - UTUDUP	\$145,350.00	\$194,694.01	\$49,344.01
23-06 PS	4	Locals - Enforcements Bike/Ped	\$60,000.00	\$80,114.36	\$20,114.36
23-07 AL	4	DWI - Local Enforcement	\$236,768.00	\$347,800.54	\$111,032.54
23-07 AL	11	DSOGPO - Locals	\$290,700.00	\$334,255.62	\$43,555.62
23-08 TD	4	Youth Operator	\$187,039.00	\$219,643.65	\$32,604.65
23-08 TD	5	Community Alliance	\$20,000.00	\$34,060.00	\$14,060.00
		Total	\$4,137,863.00	\$5,100,358.23	\$962,495.23

Office: 33 Hazen Drive Room 208, Concord, N.H.
 Mailing Address: 33 Hazen Drive, Concord, N.H. 03305
 603-271-2131, 1-800-852-3792
 State of New Hampshire TDD Access: Relay 1-800-735-2964

405b					
	Task	Project	From	To	Carry Forward
23-01 OP	4	Join the NH Clique: SP	\$16,000.00	\$20,639.20	\$4,639.20
		Total	\$16,000.00	\$20,639.20	\$4,639.20
405c					
	Task	Project	From	To	Carry Forward
23-03 TR	5	Crash Data	\$50,000.00	\$64,795.91	\$14,795.91
23-03 TR	6	J-One	\$176,000.00	\$300,287.64	\$124,287.64
23-03 TR	7	FARS	\$78,000.00	\$115,522.35	\$37,522.35
23-03 TR	9	Crash Vendor Interface	\$360,112.00	\$461,202.99	\$101,090.99
		Total	\$664,112.00	\$941,808.89	\$277,696.89
405D					
	Task	Project	From	To	Carry Forward
23-03 TR	3	Traffic Records Consultant	\$75,000.00	\$85,000.00	\$10,000.00
23-07 M6OT	5	TSRP	\$161,193.00	\$24,629.56	\$24,629.56
23-07 M6OT	7	DRE Training	\$154,000.00	\$195,632.67	\$41,632.67
23-07 M6OT	8	Prosecution / Paralegal	\$445,000.00	\$541,141.49	\$96,141.49
		Total	\$674,000.00	\$846,403.72	\$172,403.72
405f					
	Task	Project	From	To	Carry Forward
23-05 M9MT	3	Media / MC	\$79,742.00	\$160,624.88	\$80,882.88
		Total	\$79,742.00	\$160,624.88	\$80,882.88

OHS -Accountant: 
 Julia Wayland

OHS-Program Manager: 
 John Clegg

ARTHUR WILLIAM KINSMAN
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REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner

Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: January 27, 2023

Re: Amendment 2

Office of Highway Safety would like to amend the FY23 Highway Safety Plan as follows to be able to purchase Oral Fluid Testing (OFT) Equipment (Test Cartridges/Swabs):

Table with 5 columns: PSP & Task (Unique Identifier), Planned Activity, Funding, Increase/Change To, From (original amount). Row 1: 23-07-04, New Hampshire State Police DWI/DUI/DRE Patrols, Checkpoints, and Equipment, 405d Bill/Sup/ Impaired Driving Low, 508,000.00, 503,000.00

OHS Accountant:

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OHS Program Manager:

Handwritten signature of John A. Clegg

OHS Commander:

Handwritten signature of Christopher W. Vetter

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED

ARTHUR WILLIAM KINSMAN

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State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner



Office of Highway Safety
Commander William R. Haynes, Jr.
John A. Clegg, Program Manager

FFY23 HSP Amendment -3

DATE: 02/8/2023

Projects: See table below

FUNDING SOURCE SECTION: 402

AMOUNT: \$ 26,578.92

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2023 Highway Safety Plan to reallocate the carry forward amounts for Fast Act 402 funds on Amendment # 1 to 23-07-02 to OHS Staffing.

402			To	Amount	Balance
Task	Project				
23-05 M9MT	2	OHS Staffing	23-07-02 AL OHS Staffing	\$16,178.92	\$16,178.92
23-01 OP	7	OP Assessment	23-07-02 AL OHS Staffing -	\$9,400.00	\$9,400.00
23-02 PT	5	Traffic Safety Commission	23-07-02 AL OHS Staffing	\$1000.00	\$1000.00
Total				\$26,578.92	\$26,578.92

OHS -Accountant: Julia Wayland
Julia Wayland

OHS-Program Manager: John Clegg
John Clegg

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Date: 2023.02.08 15:17:37 -05'00'

REGIONAL ADMINISTRATOR APPROVAL: _____

DATE APPROVED: _____



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner

Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: February 9, 2023

Re: Amendment 4

Office of Highway Safety would like to amend the FY23 Highway Safety Plan as follows to add to the Planned Activity Description narrative (no cost amendment) the following that has been highlighted:

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e. security firewall hardware, licenses, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams.

PSP & Task (Unique Identifier)	Planned Activity	Funding	Increase/Change To
23-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance/CAR Unit	Bill/Sup 402 Data Program	No Cost

OHS Accountant:

Julia Wayland

OHS Program Manager:

John A. Clegg

OHS Commander:

Christopher W. Vetter

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REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner

Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: February 14, 2023

Re: Amendment 5

Office of Highway Safety would like to amend the FFY23 Highway Safety Plan as follows to be able to purchase Roadside Oral Fluid Testing (ROFT) Equipment (Test Kits/Cassettes/ Cartridges and Swabs):

Table with 5 columns: PSP & Task (Unique Identifier), Planned Activity, Funding Source, Increase/Change To, From (original amount). Row 1: 23-07-07, ID DRE Training, Bill/Sup/405d Impaired Driving Low, No Cost Amendment, \$154,000.00

OHS Accountant:

Handwritten signature of Julia Wayland

Julia Wayland

OHS Program Manager:

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John A. Clegg

OHS Commander:

Handwritten signature of Christopher W. Vetter with date 2/14/23

Christopher W. Vetter

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Date: 2023.02.16 11:49:11 -05'00'

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner

Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: March 27, 2023

Re: Amendment 6

Office of Highway Safety would like to amend the FY23 Highway Safety Plan as follows to be able to allow the *New Hampshire State Police Forensic Laboratory* the ability to purchase eight (8) DOS approved tablets. The acquisition of these tablets will provide analysts a more efficient mechanism for notetaking, data processing, and reporting of results digitally and enable them to process their data and/or perform technical administration reviews remotely. This would help reduce the backlog and turnaround times of toxicology test request submissions and therefore increase the timeliness and accuracy of data delivery.

PSP & Task	Planned Activity	Funding	Increase/Change To	From (original amount)
23-07-04	New Hampshire State Police DWI/DUI/DRE Patrols, Checkpoints, and Equipment	405d Bill/Sup/ Impaired Driving Low	1,336,899.00	1,319,899.00

OHS Accountant:

Julia Wayland

OHS Program Manager:

John A. Clegg

OHS Commander:

Christopher W. Vetter

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REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Eddie Edwards., Assistant Commissioner
Steven Lavoie, Assistant Commissioner



Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager

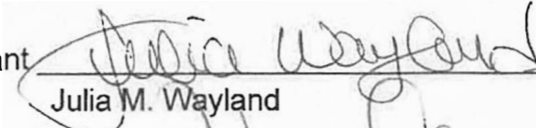
FFY23 HSP Amendment -7

DATE: 4/19/2023

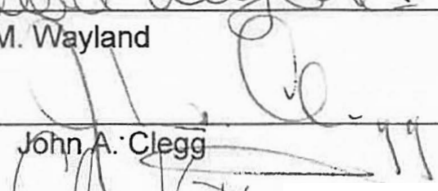
Projects: 23-02-11 OSC SP / Operation Safe Commute – NH State Police

Description of Change: Change funding source / Zero \$ change

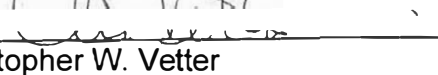
DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2023 Highway Safety Plan to change the funding source for 23-02-11 from 405d Sup/flex to 402 BIL in the amount of \$63,000.00. This funding change is due to an unforeseen shortage of carry over funds for 405d projects.

OHS – Accountant 

 Julia M. Wayland

OHS –Program Manager: 

 John A. Clegg

OHS – Commander 

 Christopher W. Vetter

REGIONAL ADMINISTRATOR APPROVAL:

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Date: 2023.04.25
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DATE APPROVED:



State of New Hampshire Department of Safety

**Robert L. Quinn, Commissioner
Eddie Edwards., Assistant Commissioner
Steven Lavoie, Assistant Commissioner**



Office of Highway Safety

Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager

FFY23 HSP Amendment -8

DATE: 4/19/2023

Projects: Prosecution-Paralegal 23-07-08 / SP DWI Enforcement 23-07-04

Description of Change: Move \$75,187.20 in 405d BIL funds from 23-07-08 to 23-07-04
Zero \$ change

DESCRIPTION OF CHANGE: The NHOHS would like to request approval from NHTSA to amend the FFY 2023 Highway Safety Plan as follows: Reduce Prosecution-Paralegal project 23-07-08 by \$75,187.20 and increase the State Police DWI Enforcement project 23-07-04 by \$75,187.20 due to a shortage of carry over funds for 405d. In previous years Prosecution-Paralegal has not been able to use all funding due to not being fully staffed and is able to reduce their grant by an amount that would otherwise have remained unspent at the conclusion of the project. This change will enable the funds to help reduce the shortage in SP DWI Enforcement.

OHS – Accountant
Julia M. Wayland
OHS –Program Manager:
John A. Clegg
OHS – Commander
Christopher W. Vetter

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:

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State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Eddie Edwards, Assistant Commissioner
Steven R. Lavoie, Assistant Commissioner
Office of Highway Safety
Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



FFY23 HSP Amendment -9

Date: 5/1/2023

Projects: SP DWI Enforcement 23-07 task 4 FUNDING SOURCE SECTION: 405d BIL

AMOUNT: \$ 0

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to amend the FFY2023 Highway Safety Plan to change the funding source for 23-07-04 SP DWI Enforcement as follows:

- Keep \$282,671.63 in BIL 405d to 23-07-04
- Assign \$175,914.07 from 00-00-01 405d SUP BIL Holding to 23-07-04 SP DWI Enforcement 405d BIL.
- Assign \$49,414.30 from 00-00-01 402 SUP BIL Holding to SP DWI Enforcement 405d BIL.

This change is to split fund the State Police DWI Enforcement project due to the unanticipated shortage of 405d Carry Forward Funds and will fully fund the SP DWI Enforcement Project 23-07-04.

OHS –Program Specialist 1: JULIA M. WAYLAND

OHS –Program Manager: JOHN A CLEGG

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED:

**ARTHUR
WILLIAM
KINSMAN**

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