September 2019

Highway Safety Plan
FY 2020
New Hampshire

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

Data Sources for Analyzing Highway Safety Problems

The State of New Hampshire has various data sources that contribute to forming problem identification and project and/or program evaluation. The majority of the data originates from New Hampshire DMV's VISION Crash Records Management System (CRMS), which includes State and Local individual police officer crash reports (Form DSMV-400 for noncommercial vehicles and DSMV- 161 for commercial vehicles). The New Hampshire Department of Safety Office of Highway Safety initiated the planning process for developing the 2020 Highway Safety Plan by gathering data from various sources to determine what highway safety issues are trending (within one-year and five year periods) within areas of the state (Towns, Cities, Municipalities, Counties, etc.).

The following data sources are used to gather important data to analyze as part of the 2020 planning process:

1. NHTSA and New Hampshire Department of Safety, Division of Motor Vehicles Fatality Analysis Reporting Systems (FARS) - fatalities and fatal crashes.
2. New Hampshire Department of Safety, Division of Motor Vehicles (DMV) Crash Data System (Vision) - crash data/serious injury.
3. New Hampshire Department of Safety Office of Highway Safety GIS database - motor vehicle/pedestrian enforcement data (arrest, citation, warning, stops , etc.)
4. New Hampshire Department of Safety Data Analyst - crash data/serious injury.
5. New Hampshire Department of Safety Emergency Medical Services/Fire Standards - ems related data.
6. New Hampshire Department of Transportation - traffic counts of New Hampshire roads.
7. New Hampshire Police Departments - fatality, serious injury, population, crash, etc.
8. New Hampshire FFY 2019 crash data for the first two quarters.
9. FHWA Highway Statistics - Vehicle miles traveled (VMT), licensed drivers, and road miles.
10. University of New Hampshire - seat belt use and attitude survey data.
11. Injury Prevention Center at Dartmouth - seat belt, teen driver, child passenger safety data.

To help determine highway safety problem areas the New Hampshire Office of Highway Safety works with many of our partners during the planning process to include highway safety partners (many listed as data sources above). There are many data elements that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists

NHOHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data; included but not limited to, is analyzed as part of the planning process to determine highway safety challenges/problems:

12. Fatalities
13. Crashes
14. Serious injury
15. Population
16. Gender
17. Age
18. Demographics
19. Roadway traffic counts
20. Seat belt usage rate
21. High traffic corridors
22. Attitude surveys
23. Causation
24. Roadway design
25. Time
26. Location

The New Hampshire Department of Safety, Office of Highway Safety, the Division of Motor Vehicles, and the New Hampshire Department of Transportation have worked collaboratively to ensure performance targets are identical for fatalities, serious injury, and fatalities per 100 million VMT within New Hampshire's Highway Safety Plan (HSP), the Highway Safety Improvement Plan (HSIP), and the Strategic Highway Safety Plan (SHSP). The Department of Safety Office of Highway Safety has also been working with the Department of Safety Division of Motor Vehicles, State Police, and Local Police Departments to increase the number of local police departments that are submitting crash data electronically to the Division of Motor Vehicle Vision crash records management system. This will ensure more timely, accurate, crash data in the future to better identify highway safety problems that will provide evidence based data to support countermeasure strategies. Once all law enforcement agencies are submitting data electronically and in a timely manner, it is a goal of the Office of Highway Safety to have "real time" mapping developed to be able to see where highway safety problem areas are occurring within the state to deploy resources to address these issues.

Important fatality data from 2018 was analyzed to identify highway safety problem areas in the development of the 2020 Highway Safety Plan.

New Hampshire saw traffic fatalities increase from 102 fatalities in 2017 to 147 fatalities in 2018 which resulted in being more than the target set of 114 fatalities by December 31, 2018. Looking at fatalities within a 10 year timeline, 2018 was one of the years that had the highest number of fatalities since 2004. There were several contributing factors involved in this increase of fatalities in 2018. Speed related crashes resulting in fatalities increased from 14 in 2017 to 18 in 2018 (increase of 28%). In 2018, alcohol/drug impaired crashes resulting in fatalities increased from 29 in 2017 to 55 in 2018 (increase of 90%). New Hampshire's unrestrained fatalities also increased from 50 in 2017 to 72 in 2018 (increase of 44%). On a positive note, distracted driving and inattention fatal crashes continues to drop, as there were only 5 of these fatal crashes in 2018 down from 7 in 2017. The NHOHS understands that this number can quickly increase. Education, enforcement, and media efforts must continue to address this issue. The NHOHS is committed to reducing and addressing this increase in fatalities on New Hampshire roads and will continue in FFY 2020 to provide funding to support enforcement efforts statewide, educating the public on important highway safety issues and messaging to the public in relation to fatalities that continue to occur each year.

The data driven approach to funding projects provides the necessary information to identify highway safety problems and provides important information to assist in determining the who, what, when, where and why a highway safety problem exists within the state or local municipality as well as, determine the countermeasures that may need to be used to address these highway safety problems. The NHOHS conducted a preliminary review and analysis of statewide crash data for the period of 1 October 2017 - 30 September 2018, as well as analyzed the past performance measures and reported activity of projects conducted to evaluate measured results or progress. This information is utilized to predict and ensure that future projects will also demonstrate measured results. Evaluation of past performance measures of a project helps NHOHS staff determine if a potential grantee's ability to perform measured activities will continue. Examples of specific goal related or performance measured activities include but are not limited to; number of stops per hour, number of traffic violations and arrests, number of CPS technicians certified, number of CPS fitting stations, number of seat belt presentations conducted at schools, number of distracted driving presentations conducted at schools, number of interlock devices that have been installed in vehicles throughout the state, the percentage of seat belt use in the state, the number of DRE certifications in NH, the number of last drink surveys conducted, etc. Additionally, an analysis of the responsible and effective past use of federal funds is conducted to ensure the applicant will maximize available federal funds to accomplish their goals in the future. Most importantly, consideration to obligate funding to projects will depend on not only the grantees identification of a problem but empirical data to support selection and subsequent effectiveness of the countermeasures chosen.

Evidence based countermeasures that are used to address highway safety problems play a very important role in New Hampshire meeting its performance targets. The following countermeasure and target example will be used to address highway safety problems in 2020:

Highway Safety Problem

Speeding Related Fatalities

Countermeasure

Enforcement conducted by local and state police

Media projects conducted by the Office of Highway Safety and grantees to message the public

Speed related equipment projects used in support of enforcement efforts to reduce speed related fatalities

Target

To reduce speed related fatalities by December 31, 2020 to 53.4.

Processes Participants

Traffic Safety Planning Participants & Data

Participants/Partners

It is essential that New Hampshire Office of Highway Safety and NH DOT continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems.

The NH OHS staff regularly participates in Traffic Safety Commission meetings with DOT counterparts, community coalitions, highway safety advocacy groups, State and local law enforcement and others. The NH OHS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The NH OHS considers the results of "rate-the-State" reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate. Additionally, the NH OHS has face to face meetings to coordinate the data to be included in both the HSP and SHSP. These meetings facilitate a review of the last five years of data and we work collaboratively to develop our projections and subsequent goals for both agencies. Once the teams agree on projections and subsequent goals, the information is provided to the Commissioners of the Departments of Safety and DOT for their approval.

The New Hampshire Office of Highway Safety partnerships include:

The National Highway Traffic Safety Administration (NHTSA)

NH Department of Transportation

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

NH Department of Justice

Administrative Office of the Courts

NH Liquor Commission

NH Traffic Safety Commission

NH Police Standards & Training Council

NH Traffic Records Committee

NH Health and Human Services

NH Association of Chiefs of Police

NH Sheriffs' Association

NH Police Officers 'Association

Federal Highway Administration

State's U.S. Congressional Representatives and Senators

Governors' Highway Safety Association

Safety & Health Council/Northern New England

Department of Education

The University of New Hampshire

Derry Community Alliance for Teen Safety (CATS)

NH Mothers Against Drunk Driving

The Injury Prevention Center at Dartmouth College

AAA Northern New England

Local Police Departments

Brain Injury Association of New Hampshire

NH Auto Dealers Association

Dartmouth College

Plymouth State College

Keene State College

Victim's Inc.

AT&T

Pine Knoll Racing LLC

New Hampshire Fisher Cats Baseball

Description of Highway Safety Problems

Problem identification

Problem identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners as well as an ongoing review of the fatality and crash data as it becomes available.

In addition, the NHOHS reviews traffic fatality and crash data provided to us by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV). Additional data provided by the DMV, Department of Transportation (DOT), Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual seatbelt survey, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), allow for a detailed analysis. Included in this analysis are other data such as the number of licensed drivers by category, number of motor vehicles and motorcycles registered in the state, population, miles driven, and injury data all of which have the potential to affect highway safety in the state.

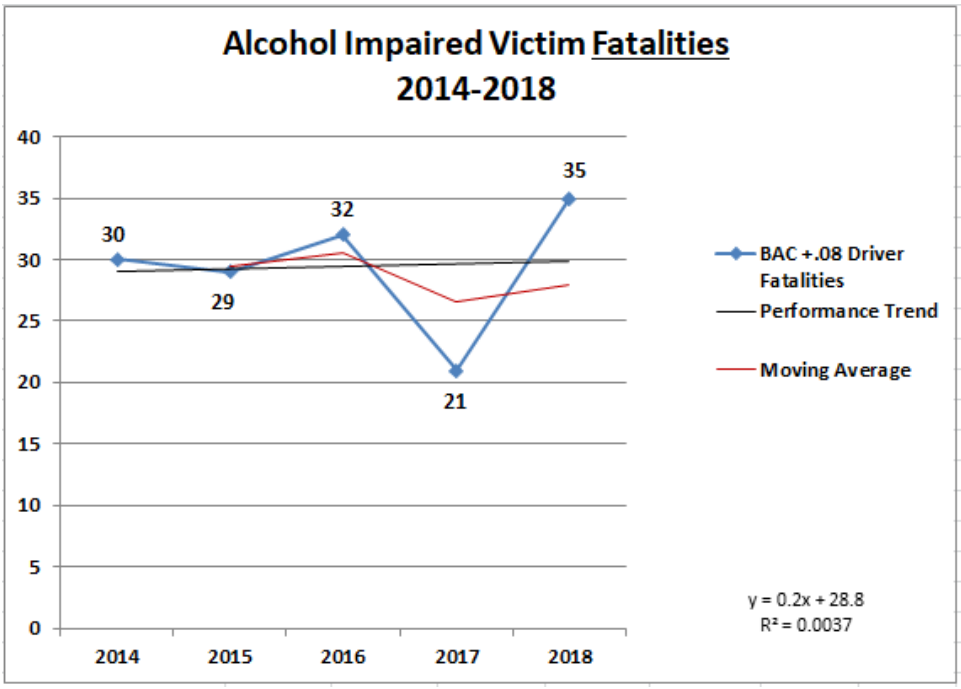
The State of New Hampshire, a small state in the Northeast contiguous United States (New England), is bounded by Canada (N), Maine (E), the Atlantic Ocean (SE), Massachusetts (S) and Vermont (W). From North to South New Hampshire stretches 159 miles and from East to West, 69 miles. According to the last official 2010 census, New Hampshire has a population of 1,316,470 residents with a U.S. Census Quick Facts July 1, 2017 estimated population of 1,342,795. According to the NH Office of Energy and planning the total New Hampshire state population is projected to be 1,432,730 in 2040, an increase of 116,260 or 8.8 percent from the 2010 Census population of 1,316,470. NH has a landmass of 9,282.11 square miles which results in a population density of 141.82 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 25 unincorporated places. Approximately Sixty-four (64) percent of the population (842,389) resides in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574 square miles resulting in a population density of 327 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,565 and 86,494 residents respectively. Approximately 93.7 percent of the population is white, while the remaining 6.3 percent represents all other populations (i.e. black/African American, Indian, Asian, and Hispanic, all others).

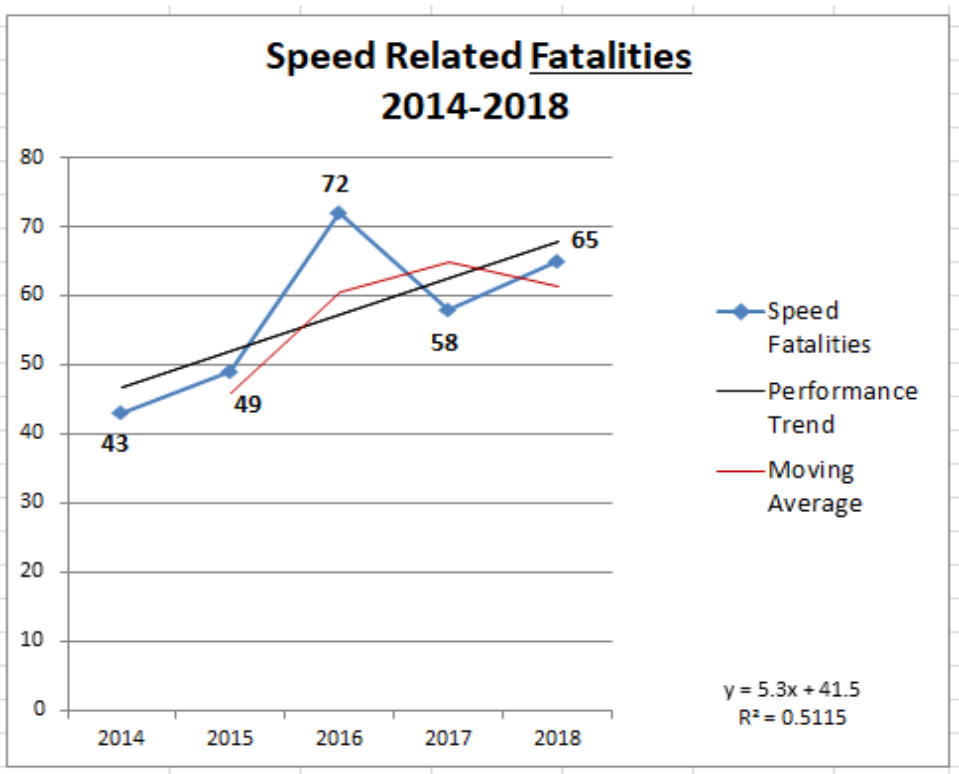
According to the NH Department of Transportation the New Hampshire's public road, system consists of 16,622 miles classified under RSA 229:5. The State Highway System has 4,603 miles. City and town maintained roads total 12,019 miles (includes compact roads) and Class IV Compact roads total 303 miles. This system includes Interstates, Turnpikes, numbered highways, non-numbered highways, traffic circles, ramps, and recreational roads.

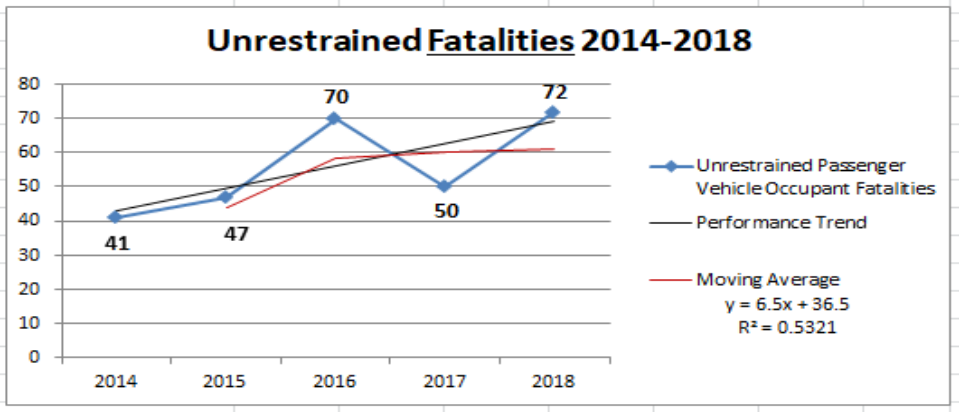
In 2018 there were approximately 1,524,734 NH registered vehicles (including 188,016 trailers) and 68,957 NH registered motorcycles and 1,236,288 NH licensed drivers.

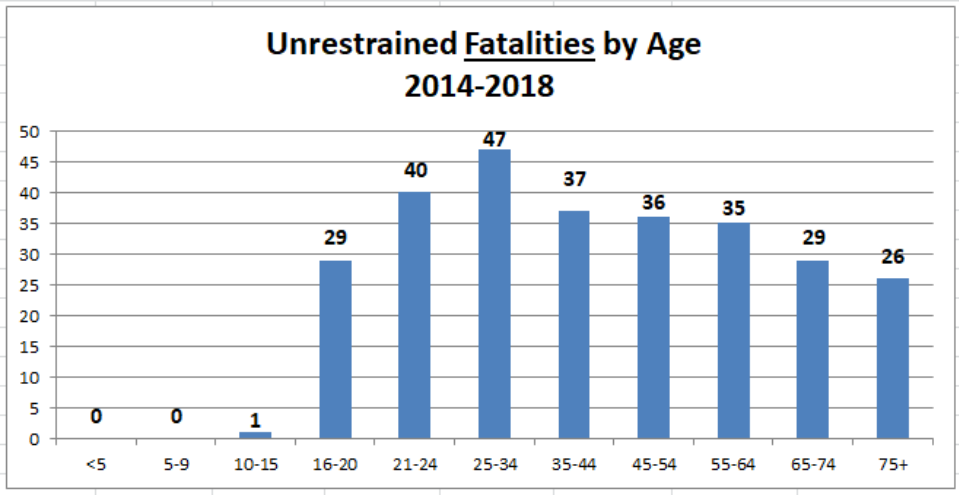
New Hampshire had 34,174 total crashes reported in 2018. Of that 134 were fatal crashes with 147 persons killed. 20 fatalities were Speed Related, 55 fatalities were Alcohol/Drug Impairment victims, and 72 fatalities were unrestrained. The non use of restraints has historically been a challenge in reducing fatalities. That struggle continues to date. In 2018 we saw an increase usage rate from 69% to 76%. Comparatively, the recent survey data for 2019 reflects a decrease in restraint usage to 70% which is more in line with the five and 10 year trends. As noted in the charts provided below, the primary seatbelt law for occupants <18 YOA seems to be working, however there is a need to educate message and perhaps develop a seatbelt law for all occupants. Additionally, it is noted that historically, the majority of crashes occurred in our three most populated counties in the southern tier of our state. Charts, graphs and data supporting this are provided below.

Fatal Crash Data




Speed Related Fatalities
2014-2018
80
70
60
50
40
30
20
10
0
72
65
58
49
43
2014
2015
2016
2017
2018
Speed Fatalities
Performance Trend
Moving Average
y = 5.3x + 41.5
R² = 0.5115

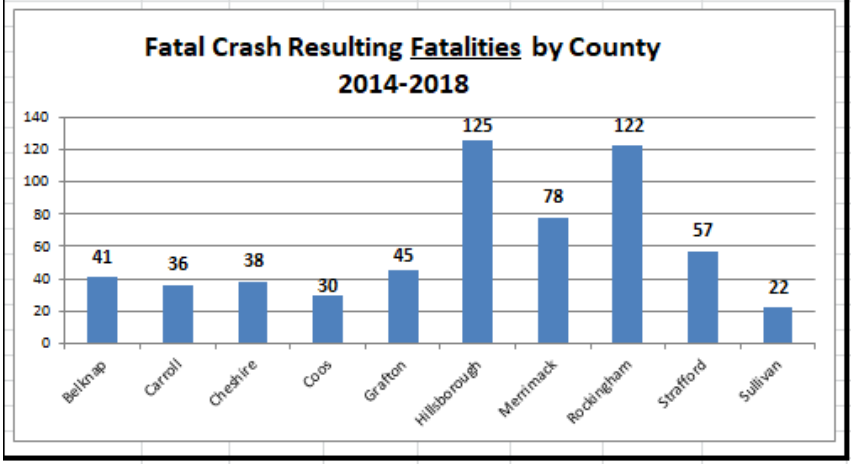

Unrestrained Fatalities 2014-2018
80
70
60
50
40
30
20
10
0
70
72
50
47
41
2014
2015
2016
2017
2018
Unrestrained Passenger Vehicle Occupant Fatalities
Performance Trend
Moving Average
y = 6.5x + 36.5
R² = 0.5321


Unrestrained Fatalities by Age
2014-2018
50
45
40
35
30
25
20
15
10
5
0
0
0
1
29
40
47
37
36
35
29
26
<5
5-9
10-15
16-20
21-24
25-34
35-44
45-54
55-64
65-74
75+

State of New Hampshire

County	2014	2015	2016	2017	2018	Total	Percent of Total
Belknap	4	6	8	11	12	41	6.9
Carroll	6	5	10	6	9	36	6.1
Cheshire	7	2	11	10	8	38	6.4
Coos	3	8	6	7	6	30	5.1
Grafton	4	9	14	5	13	45	7.6
Hillsborough	27	24	27	19	28	125	21.0
Merrimack	13	16	13	12	24	78	13.1
Rockingham	18	29	28	18	29	122	20.5
Strafford	9	12	15	11	10	57	9.6
Sullivan	4	3	4	3	8	22	3.7
Total	95	114	136	102	147	594	

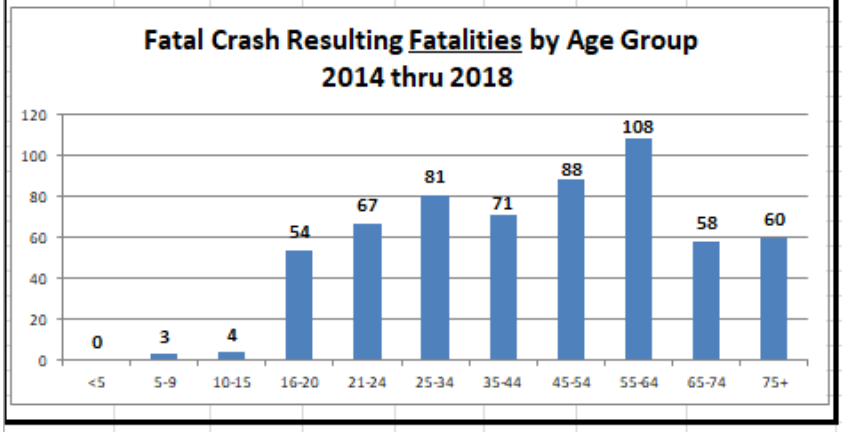
2018 Update



State of New Hampshire

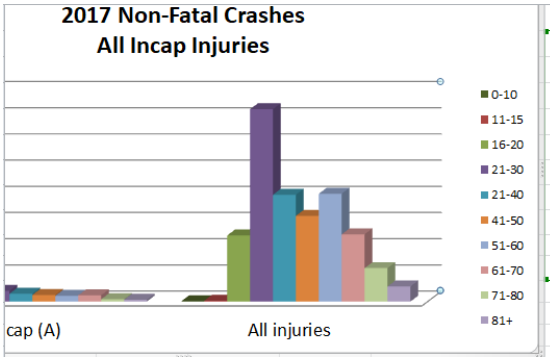
Age	2014	2015	2016	2017	2018	Total Fatalities	Percent of Total
<5	0	0	0	0	0	0	0.0
5-9	1	0	0	0	2	3	0.5
10-15	1	0	0	2	1	4	0.7
16-20	9	8	11	14	12	54	9.1
21-24	15	9	20	13	10	67	11.3
25-34	13	17	22	10	19	81	13.6
35-44	7	14	18	10	22	71	12.0
45-54	18	19	16	16	19	88	14.8
55-64	13	24	23	14	34	108	18.2
65-74	7	8	15	15	13	58	9.8
75+	11	15	11	8	15	60	10.1
Total	95	114	136	102	147	594	

2018 Update



Non Fatal Crash Data

There were 5155 injury crashes, with 341 being serious injury crashes.



	Incap (A)	All injuries
0-10	0	2
11-15	0	6
16-20	31	504
21-30	81	1468
21-40	59	815
41-50	50	654
51-60	43	823
61-70	47	513
71-80	17	255
81+	13	115

Historical Comparison: *2017 data Jan-July limited*					
Teen Operators					
Crash Year	**Ages**				**Total**
	16	**17**	**18**	**19**	
2017	434	523	426	484	**1867**
2018	939	1280	1349	1274	**4842**
Totals	**1373**	**1803**	**1775**	**1758**	**6709**

2018 Non-Fatal Crashes

** Killed not reported - see fatal book*

Crash Type	Crashes	(A) Incap Injuries	(B) Non-Incap Injuries	(C) Possible Injury	(N) No Injury	Unk
Other Motor Vehicle	17145	143	2164	894	35199	6582
Fixed Object	5110	83	766	206	4698	65
Animal	1375	3	35	9	1671	120
Overturn/Rollover	337	20	102	30	267	40
Other Object	237	2	17	5	262	37
Pedestrian	266	23	98	32	310	108
Bicyclist/Pedal Cycle/Moped	139	11	47	15	161	65
Thrown or Falling Object	114	0	10	1	149	27
Spill (2 Wheel Veh)	90	13	54	4	38	15
Snowmobile/OHRV	3	1	2	0	3	0
MV Crossing Median	14	0	2	1	24	5
Submersion/Immersion	18	0	1	0	15	5
Jackknife	9	0	0	0	10	1
Fire	7	0	0	0	10	1
Other Non-Collision	2	0	0	0	4	0
Explosion	1	0	0	0	2	0
Parked MV	3	3	24	7	834	1065
Railroad Train	7	1	1	0	22	2
Other/Unk	9297	175	1230	20	14068	2059
Total	34174	478	4553	1224	57747	10197

There were 42,715 Speeding and 403 Seat Belt Citations issued and 4,922 Impaired Driving Arrests made during 2018.

The recent initiative to have all local and county law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data to better predict where or countermeasures will be more effective. As each agency begins to report statistics and data electronically, the NHOHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus annual analysis. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component of effective countermeasures and will continue to be a primary focus of the NHOHS in FFY 2020.

Currently only 35 of the 200+ local and county law enforcement agencies report crashes and citation data electronically. Those who are not currently capable of reporting electronically are also not reporting MMUCC IV compatible data which seriously restricts New Hampshire's ability to utilize predictive enforcement in combating and reducing fatalities and serious bodily injury throughout our state. Analysis of the data that is reported electronically indicates a serious problem related to distracted driving. Of the 31,000 plus crashes reported, over 1/3rd have been found to have "distraction" as one of the contributing factors in the crash. Considering that New Hampshire State Police was responsible for the reporting of at least 6600 of these crashes electronically (MMUCC IV compliant), it can be assumed that the number of distraction related crashes are under reported.

New Hampshire's HSP is predicated on the available data and is focused primarily on countermeasures and planned activities to not only effectively receive, analyze and distribute data, but also to provide robust, data driven and measurable goals and objectives to meet our targets.

Methods for Project Selection

New Hampshire's NHOHS implements a comprehensive highway safety planning process. In addition to statewide crash analysis, the NHOHS utilizes self-reported local crash data and population from local and county law enforcement agencies that apply for funding to support overtime enforcement. NHOHS conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasures strategies and projects for the distribution of federal funds.

The NHOHS conducts a preliminary review and analysis of crash data and selects agencies to participate in sustained traffic enforcement initiatives as well as all national campaigns. NHOHS then reviews each grant application to document each grantees merit in terms of current activities and past performance, the potential grantee's ability to perform the activities as well as stops per hour, DUI or other traffic arrests, traffic count and location of high priority corridors. Additionally, other relevant highway safety information is gathered and analyzed to identify behavioral trends.

As we moved towards a data driven approach to funding, each applicant was asked to describe their communities traffic safety problems along with when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (speeding, red light running, bus violations, etc.) and any other relevant information to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges etc.). In addition, the NHOHS worked with DOT to provide and identify traffic counts, fatal crash mapping, and Tier Corridors (Roadways with highest traffic crash and traffic activity). Once all that information was reviewed, NHOHS staff held numerous meetings to develop a methodology that would provide consistency to funding communities of similar size and similar crash numbers

and to review each grant applicant to determine the appropriate amount of funding allocation each applicant should get.

To help determine highway safety problem areas the New Hampshire Office of Highway Safety works with many of our partners during the planning process to include highway safety partners (many listed as data sources above). There are many data elements that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists NHOHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data; included but not limited to, is analyzed as part of the planning process to determine highway safety challenges/problems:

27. Fatalities
28. Crashes
29. Serious injury
30. Population
31. Gender
32. Age
33. Demographics
34. Roadway traffic counts
35. Seat belt usage rate
36. High traffic corridors
37. Attitude surveys
38. Causation
39. Roadway design
40. Time
41. Location

Once grant agreements are in place there will be continual monitoring of all projects via the required quarterly reimbursements which include the Patrol Activity Reports for all patrols conducted in that quarter. There will also be on site visits to grantees in order to monitor compliance with the requirements of the grant agreement or examine NHOHS funded equipment as well as to provide NHOHS guidance or obtain feedback from grantees.

Departments are encouraged to conduct a minimum of three (3) documented stops/contacts per hour unless otherwise occupied with an arrest. In order to track this, stops per hour were added to the Patrol Activity Report. Officers conducting NHOHS funded patrols must calculate their stops

per hour for their shift which will allow NHOHS to track the number of stops per hour for NHOHS funded patrols. This will allow NHOHS staff to provide feedback to grantees to assist law enforcement partners in their strategic allocation of manpower.

List of Information and Data Sources

DATA TYPE	DATA SET	SOURCE/OWNER	YEARS EXAMINED
Fatality & Injury	FARS, NH Crash Data System, NH Trauma & EMS Information System (NH Temsis)	NHTSA, NH Department of Safety Crash Data Unit, NH Emergency Medical System (EMS)	2014 to 2018
Violations	NH Citation Data	NH Department of Motor Vehicles, NH Department of Safety, NH Office of Highway Safety	2014 to 2018
Seat Belt Use	UNH Seat Belt Survey	University of New Hampshire	2014 to 2018
Licensed Drivers, Registrations & Vehicle Miles Traveled (VMT)	Highway Statistics	NH Department of Motor Vehicles, NH Department of Transportation, US Census Bureau	2014 to 2018
Operating Under the Influence	Crime Statistics	NH Department of Motor Vehicles	2014 to 2018

Description of Outcomes

Coordination with SHSP and HSIP

The NHOHS works closely with the Department of Transportation (DOT) to insure that data systems funded through Traffic Records Coordinating Committee (TRCC) are coordinated with the Highway Safety Improvement Plan (HSIP) and the Highway Safety Plan (HSP). Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS), and the New Hampshire Department of Safety (DOS). Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs and functions correctly when no significant change has occurred in the underlying processes that affect the overall metric. Safety gains are driven by policy and budget and because

there has been no recent significant change to policy or budget, trend analysis is appropriate. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five-year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year, rolling averages to determine significant progress. To calculate three individual 5-year rolling averages, data would need to be available from 2007. In past years the New Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities. Additionally, a series of face to face meetings occurred between NHDOT and the NH OHS leadership to discuss and develop the core measures to be utilized for both the SHSP and the HSIP. These meetings provided recommendations to the executive leadership of both agencies and were adopted by both agency commissioners.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

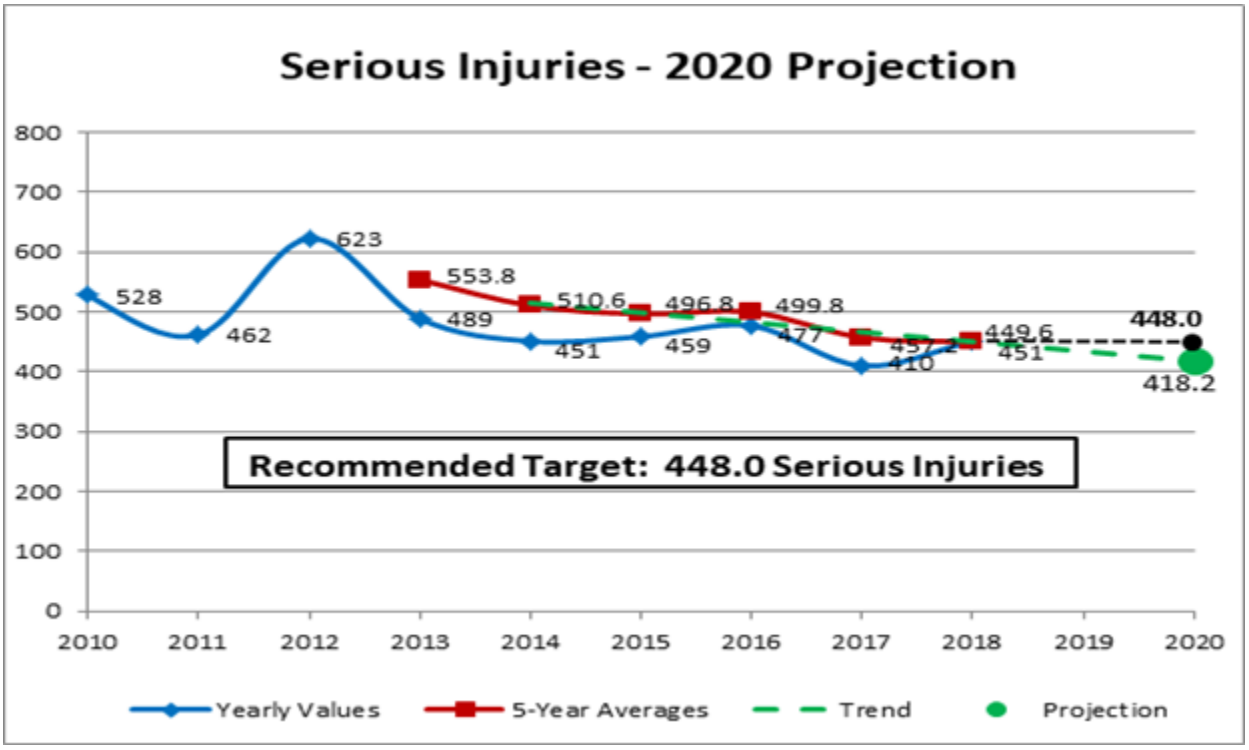
Sort Order	Performance measure name	Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	C-1) Number of traffic fatalities (FARS)	In Progress
13	Number of Distraction/Inattention Fatal Crashes	Met
13	TR E-Ticket Advancement	Met
13	TR Trauma Registry Timeliness	Met
13	TR Crash Timeliness	Met
13	TR EMS Uniformity	Not Met

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

New Hampshire predicted an increase in SBI crashes in FFY 2019 to 433. 2. At the completion of the 2018 calendar year, NH had 449 SBI crashes. As a result of the increase in SBI crashes, the NHOHS in conjunction with NHDOT are predicting a modest decrease in SBI crashes to 448.0. The five year average spanning 2013-2018 continues to drop from a high of 553.8 to 449.6. The NHOHS continues to evaluate crash data and is now focused on increased messaging and education centered on reducing the SBI crashes throughout our state.

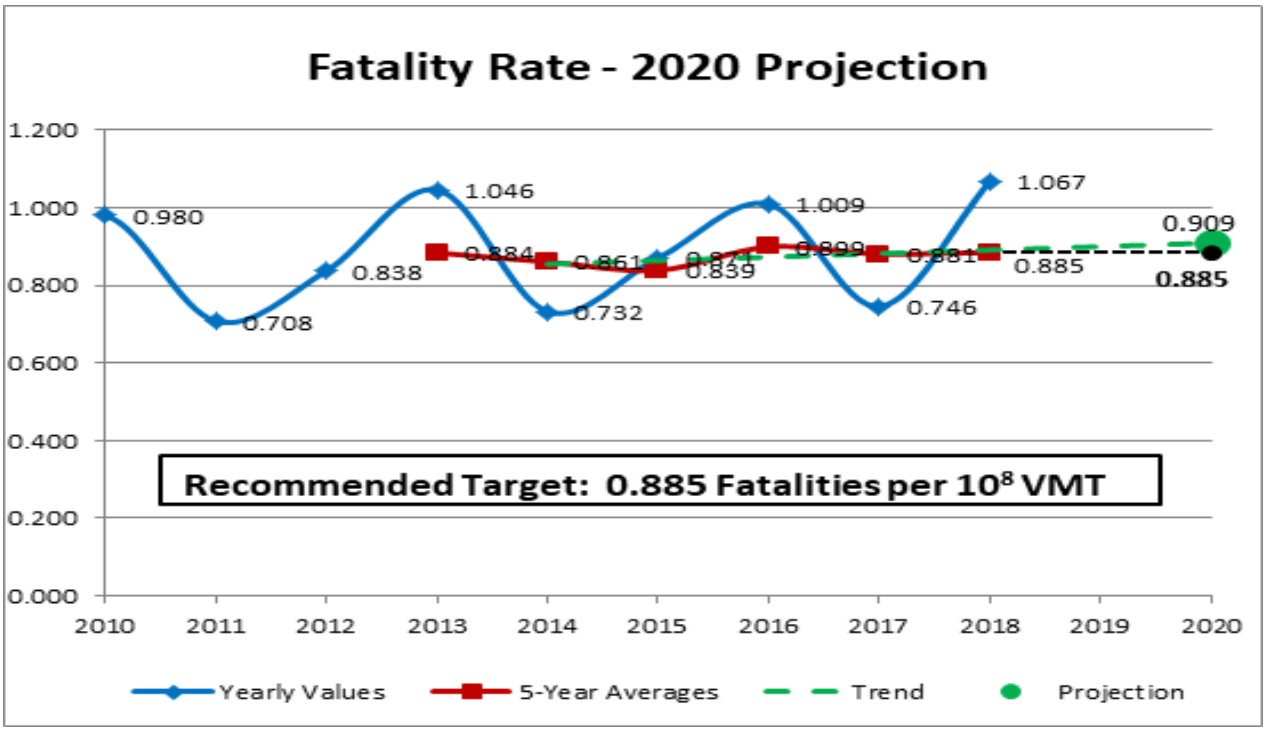


Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

New Hampshire continues to strive to reduce fatalities in relation to VMT. In the FFY 2019 HSP, NHOHS in conjunction with NHDOT predicted an increase in fatalities based on VMT to 0.879. At the close of calendar year 2018, New Hampshire had a fatality rate based on VMT of 1.067. Both the five year trend (2013-2018) and the projections for FFY 2020 have increased. The target for FFY 2020 in this area is set at 0.885. NHOHS has programed additional education and messaging to the motoring public in the FFY2020 HSP to help address the increases in this area.

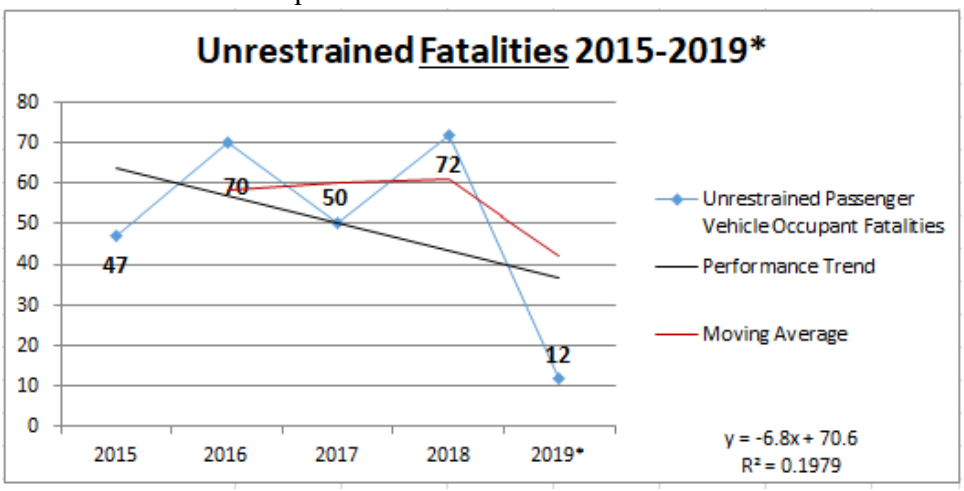


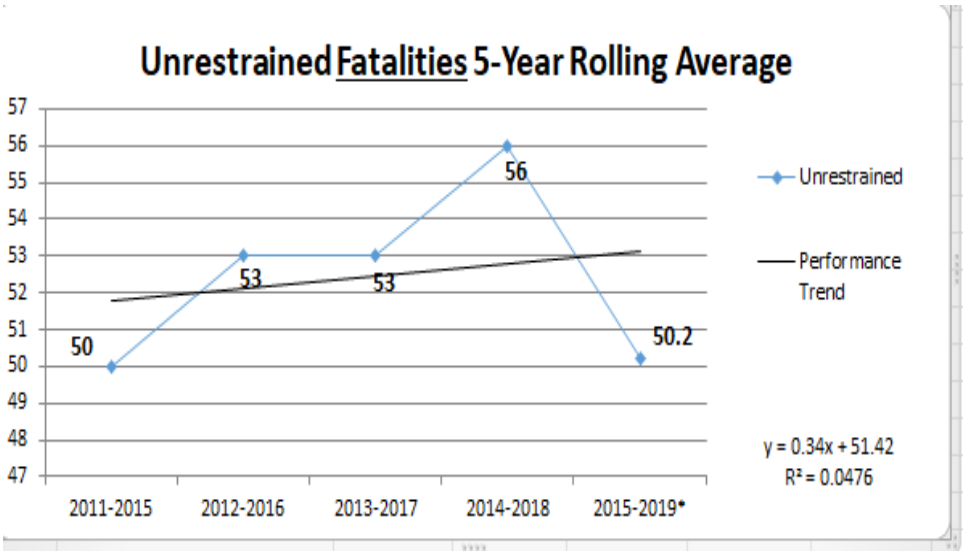
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

Unrestrained fatalities in NH to date have significantly decreased. The NHOHS predicted a decrease in the five year average to 47.5 unrestrained fatalities in FFY 2019. Fatality data reported up to 1 July 2019 indicates that we are currently at 12 unrestrained fatalities. This data is based on currently known FARS cases that have been dispositioned to date. New Hampshire continues to work toward a primary adult seatbelt law. If the downward trend continues, NHOHS and NHDOT predict a modest reduction in FFY 2019 to 43.6.





5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019*	
	50	53	53	56	50.2	
2015-2019 projection:	43.6					

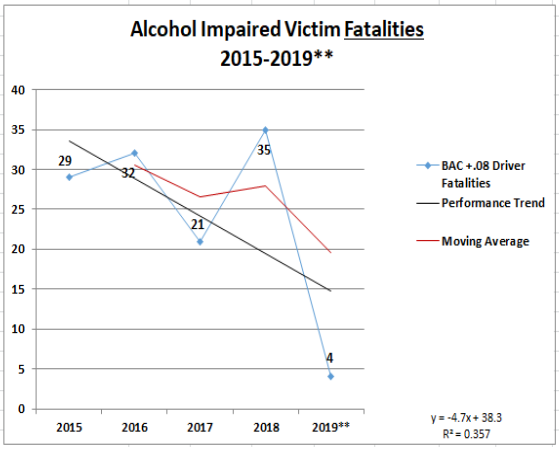
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

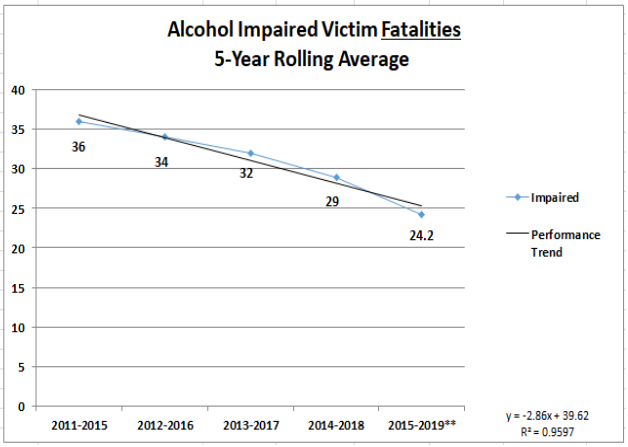
Progress: **In Progress**

Program-Area-Level Report

New Hampshire continues to work to achieve its goal to reduce alcohol impaired victims from 31. 6 (2013-2017) to 29 (2015-2019). Current closed FARS data shows there were 4 impaired operators involved in fatal crashes as of 1 July 2019. NHOHS will continue to monitor the trend line through 2019 to effectively deploy available tools and assets to continually combat this problem. Based on current data, New Hampshire expects to meet its goals outlined in the FFY2019 HSP.

Alcohol Impaired Victims of Fatal Crash	2015	2016	2017	2018	2019**	Total			5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019**
	29	32	21	35	4	121				36	34	32	29	24.2
5 year average:	24.2								2015-2019 projection:	32.4				
3 year average:	20.0													
2019 projection:	39.1													
*BAC 0.08% and above									**Data used is from fatal crash data recorded up to 7/17/2019					





Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

New Hampshire continues to strive to meet its goal to reduce speed related fatalities. In 2018, there were 65 speed related fatalities up from 58 in 2017. Current data for FFY 2019 is showing a decrease in speed related fatalities. Speed related fatalities continue to be a challenge. The NHOHS has placed a special emphasis on speed related fatalities. As of 1 July 2019, NH is currently seeing a 20.41% decrease in overall fatalities compared to the same time period in 2018. Charts below depict the known speed related fatalities to date and if the downward trend

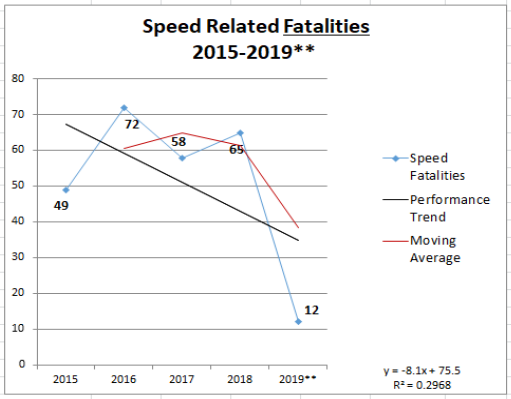
continues, New Hampshire predicts it will close 2019 with a five year average of 51.2.

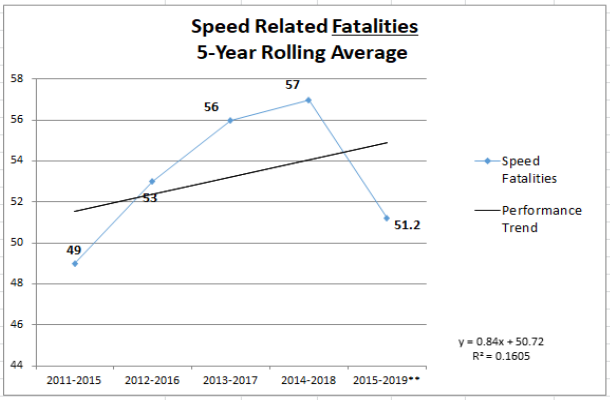
Speed Related Fatalities	2015	2016	2017	2018	2019**	Total
	49	72	58	65	12	256
5 year average:	51.2					
3 year average:	45.0					
2019 projection:	43.4					

5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019**
	49	53	56	57	51.2
2015-2019 projection:	53.6				

*NHTSA FARS Data

**Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

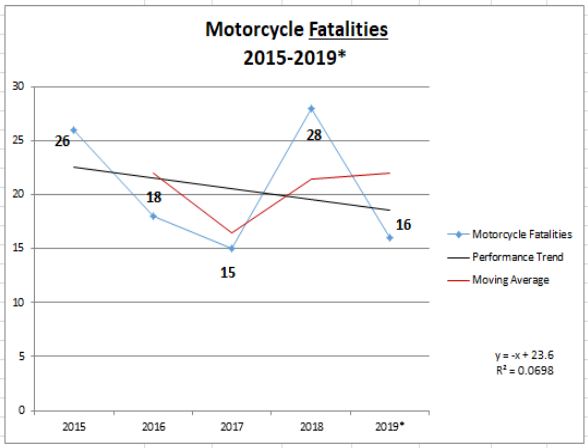
Program-Area-Level Report

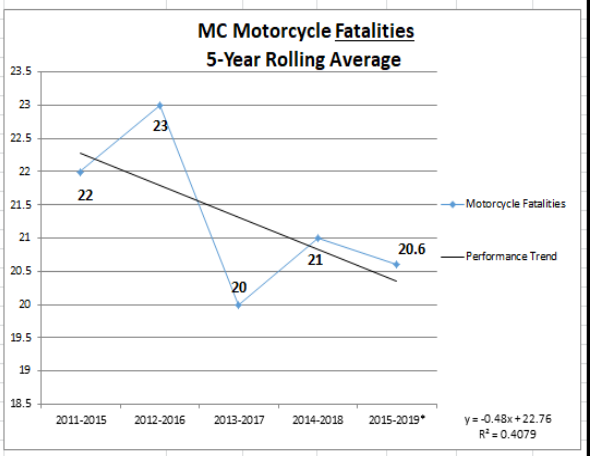
New Hampshire continues to strive to reduce Motorcycle fatalities. As of 1 July 2019, New Hampshire reflects 16 motorcyclist fatalities. This number is somewhat skewed due to a single vehicle versus several motorcycle crash that resulted in 7 fatalities. In the FFY2019 HSP, New Hampshire set a goal of a five year average of 19 motorcyclist fatalities. At the close of the 2018 calendar year, the five year average increased to 21. Based on current data, New Hampshire expects to trend towards a higher five year average of 21.4 vice the 19 originally predicted.

Motorcycle Fatal Crash Resulting Fatalities	2015	2016	2017	2018	2019*	Total
	26	18	15	28	16	103
5 Year Average:	20.6					
3 Year Average:	19.7					
2019 Projection:	23.6					

Motorcycle Fatalities 5-Year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019*
	22	23	20	21	20.6
2015-2019 projection:	21.4				

*Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

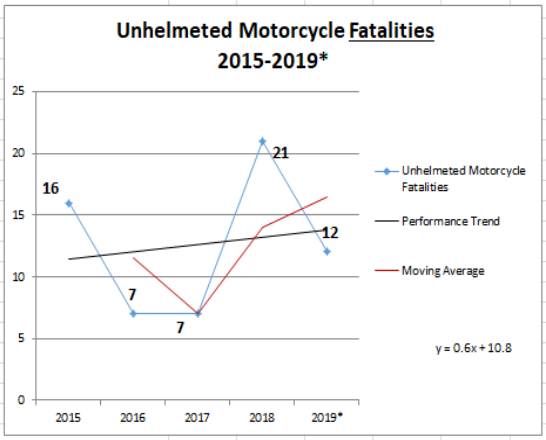
Progress: **In Progress**

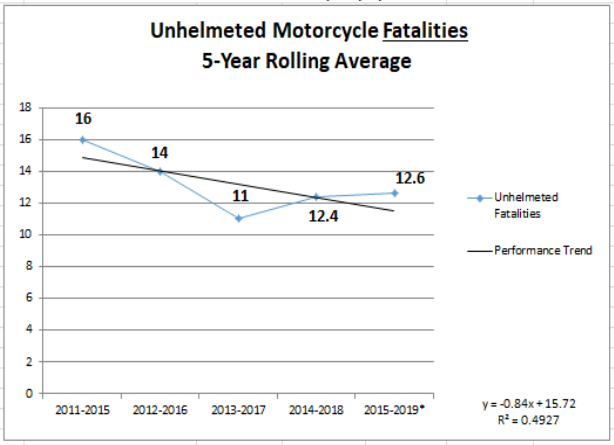
Program-Area-Level Report

New Hampshire continues to strive to reduce unhelmeted motorcyclist fatalities. As of 1 July 2019, there have been 12 motorcyclists fatalities that were not wearing helmets. In the FFY 2019 HSP we predicted a decrease to 10.3. At the close of calendar year 2018 the five year average rose to 12.4. Based on current fatality data, New Hampshire is trending towards a higher five year average of 13.2.

Unhelmeted Motorcycle Fatalities	2015	2016	2017	2018	2019*	Total		5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019*
	16	7	7	21	12	63			16	14	11	12.4	12.6
5 year average:	12.6												
3 year average:	13.3							2015-2019 projection:	13.2				
Total MC Fatalities	17	26	18	15	28								
Percent Unhelmeted	94.1	26.9	38.9	140.0	42.9								
2019 projection:	6.6												

*Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

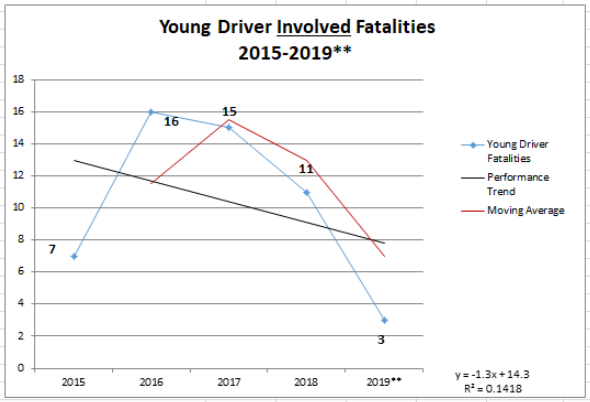
New Hampshire continues to strive to reduce the number of under 20 operator fatalities in the state. As of 1 July 2019 there were 3 under 20 operator fatalities in the state. This is a significant reduction from FFY 2018. If this trend continues, New Hampshire is on a path that would realize a five year average of 9.4 under 20 fatalities. This would not only meet but reduce our five year average for operator fatalities who are under 20 years of age in FFY 2019.

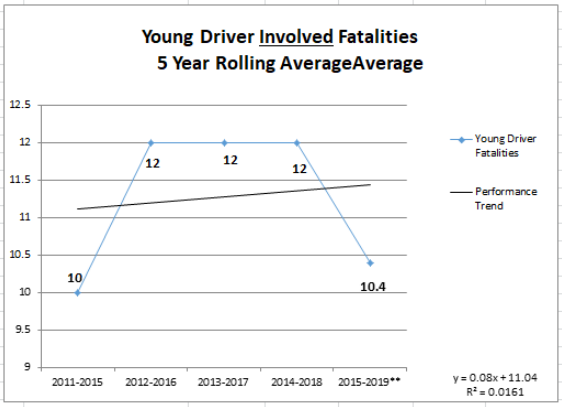
State of New Hampshire Fatal Crash Statistics 2019 Update**

Young Driver Involved Fatalities	2015	2016	2017	2018	2019**	Total		5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019**
	7	16	15	11	3	52			10	12	12	12	10.4
5 year average:	10.4												
3 year average:	9.7							2015-2019 projection:	7.3				
2019 projection:	9.4												

*Driver Age 19 & Under Involved in Fatal Crash

**Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

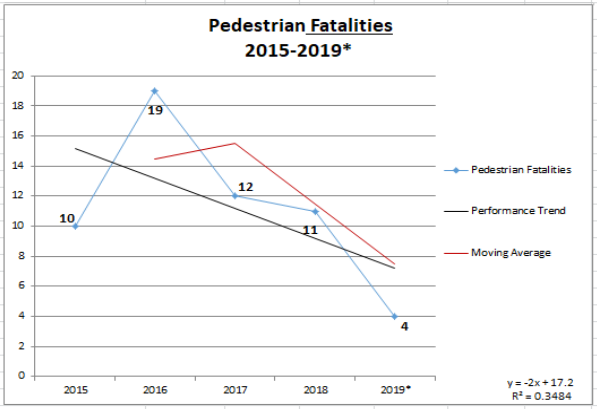
Program-Area-Level Report

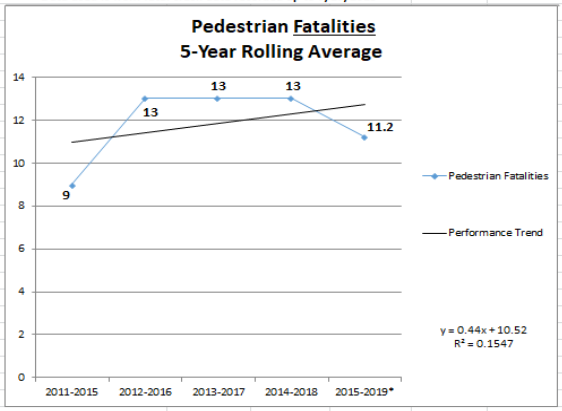
New Hampshire continues to work to achieve its predicted reduction in pedestrian fatalities from the FFY 2018 prediction of 12. As of 1July 2019, New Hampshire has seen 4 pedestrian fatalities. If the state continues on this trend, we estimate that we will close the year at a five year average of 9.7 fatalities.

State of New Hampshire Fatal Crash Statistics 2019* Update

Pedestrian Fatalities	2015	2016	2017	2018	2019*	Total		5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019*
	10	19	12	11	4	65			9	13	13	13	11.2
5 year average:	11.2							2015-2019 projection:	9.7				
3 year average:	9.0												
2019 projection:	15.6												

*Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

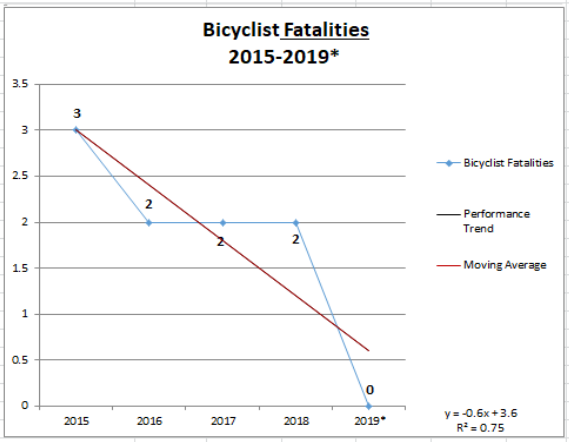
New Hampshire continues to strive to reduce the total number of bicycle fatalities in the state. We have undertaken a vigorous messaging campaign surrounding bicyclist and as of ! July 2019 there have been no fatalities related to bicyclists. If this trend continues, the state is predicting a five year average reduction to 1.8 fatalities versus the 2.8 predicted in the FFY 2018 HSP.

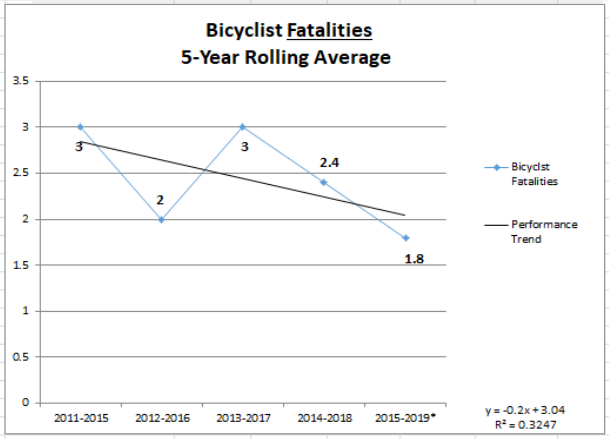
State of New Hampshire Fatal Crash Statistics 2019* Update

Bicyclist Fatalities	2015	2016	2017	2018	2019*	Total
	3	2	2	2	0	9
5 year average:	1.8					
3 year average:	2.0					
2019 projection:	3					

5-year Rolling Average	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019*
	3	2	3	2.4	1.8
2015-2019 projection:	3.1				

*Data used is from fatal crash data recorded up to 7/17/2019





Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **Met**

Program-Area-Level Report

New Hampshire met its goal to increase front seat outboard passenger restraint use. In 2017 outboard passenger restraint use was observed at 67%. Survey date from 2018 reflects the front seat outboard passenger restraint use at 76.4%. It is noted however that survey data obtained in FFY 2019 reflects a decrease in front seat outboard passenger restraint use.

Table 5: NH Seat Belt Usage Rates: 2006 through 2019[1]

Seat Belt Usage (front seat outboard pass.)	2006	2007	2008	2009	2010	2011	2012
Seat belt usage rate: 63.5%	**63.8%**	**69.2%**	**68.9%**	**72.2%**	**75.0%**	**68.5%**	
Unweighted usage rate:	64.2%	62.9%	68.4%	68.8%	72.0%	72.5%	68.1%
Standard error: 5.3%	9.4%	3.4%	2.8%	3.0%	3.0%	3.0%	
95% conf. interval – upper:	73.9%	82.2%	75.9%	74.3%	78.0%	80.8%	74.5%
95% conf. interval – lower:	53.1%	45.4%	62.4%	63.5%	66.4%	69.2%	62.6%

Seat Belt Usage (front seat outboard pass.)	2013	2014	2015	2016	2017	2018	2019
Seat belt usage rate: 71.5%	**70.4%**	**69.5%**	**70.2%**	**67.6%**	**76.4%**	**70.7%**	
Unweighted usage rate:	73.7%	71.8%	71.5%	70.2%	68.5%	76.6%	70.4%
Standard error: 1.11%	1.17%	1.13%	1.39%	1.23%	1.26%	1.28%	
95% conf. interval – upper:	73.6%	72.7%	72.1%	73.0%	70.0%	78.9%	71.9%
95% conf. interval – lower:	69.3%	68.0%	66.8%	67.5%	65.1%	73.9%	66.8%

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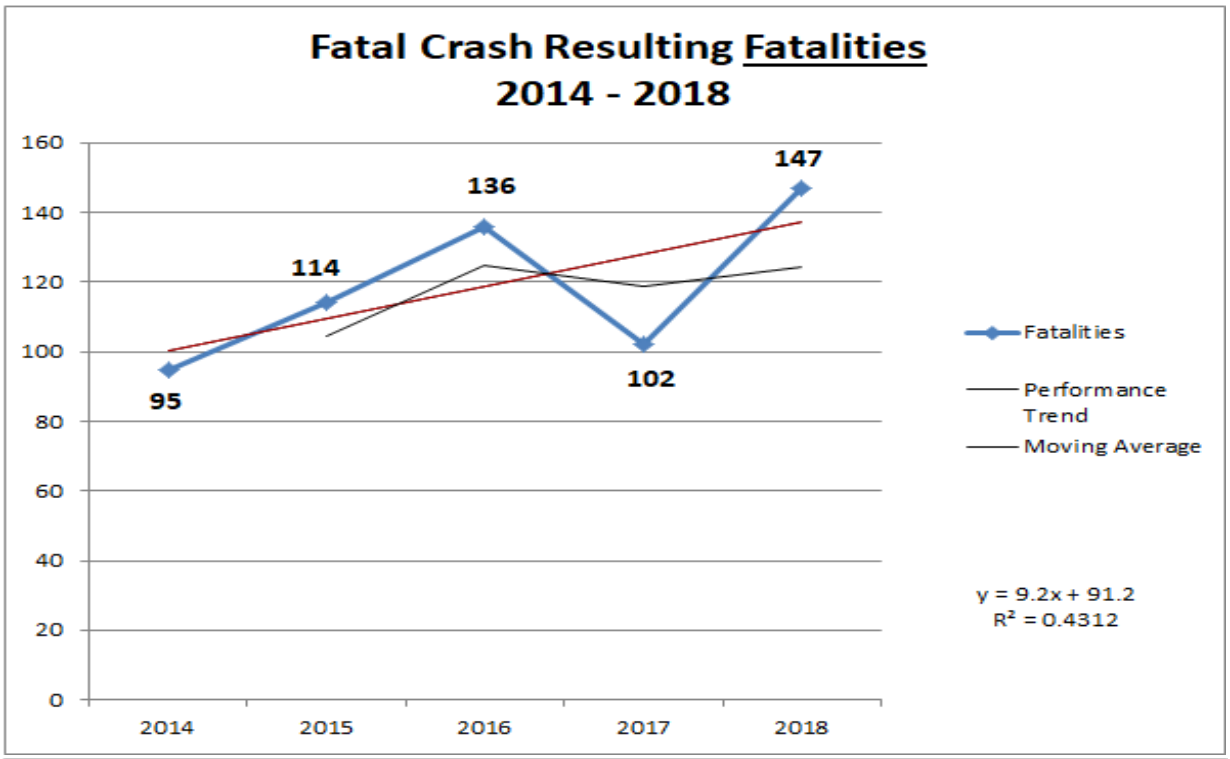
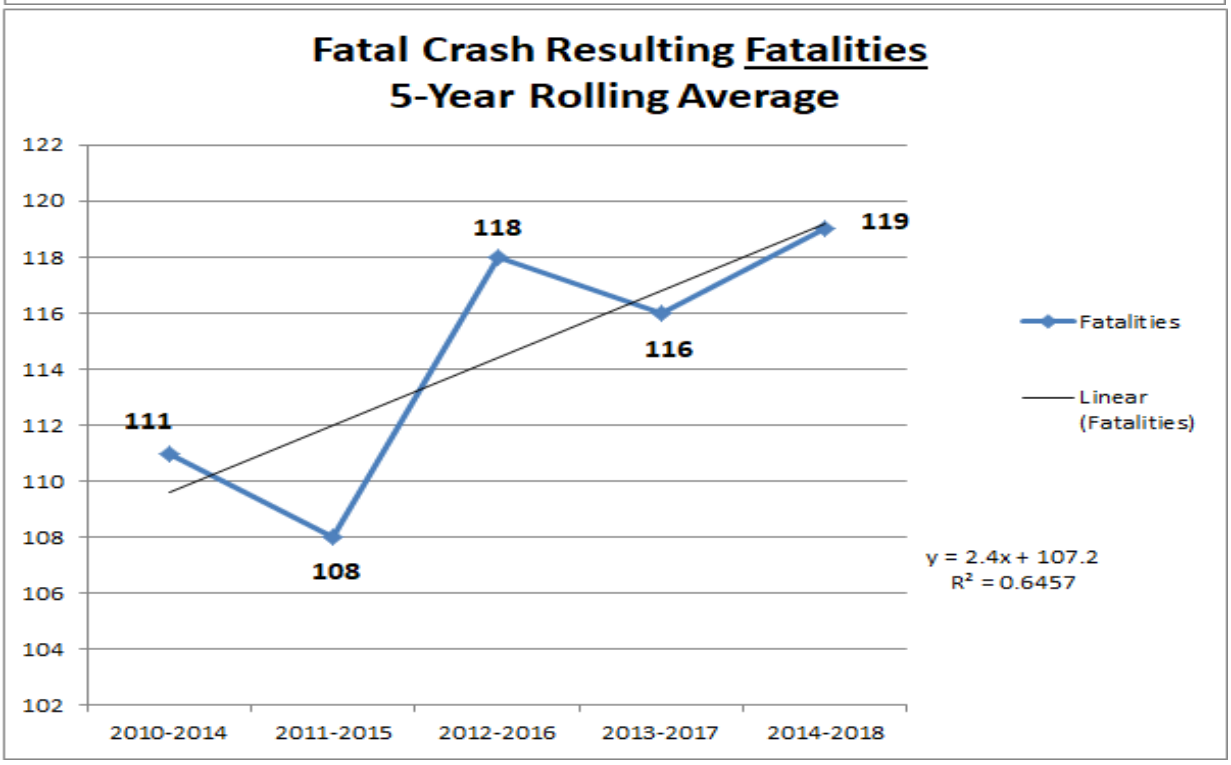
Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

New Hampshire did not meet the goal to maintain fatalities at the five year baseline (2013-2017) of 116. 4. New Hampshire had 147 fatalities effectively moving the five year baseline (2014-2018) to 119.





Performance Measure: Number of Distraction/Inattention Fatal Crashes

Progress: **Met**

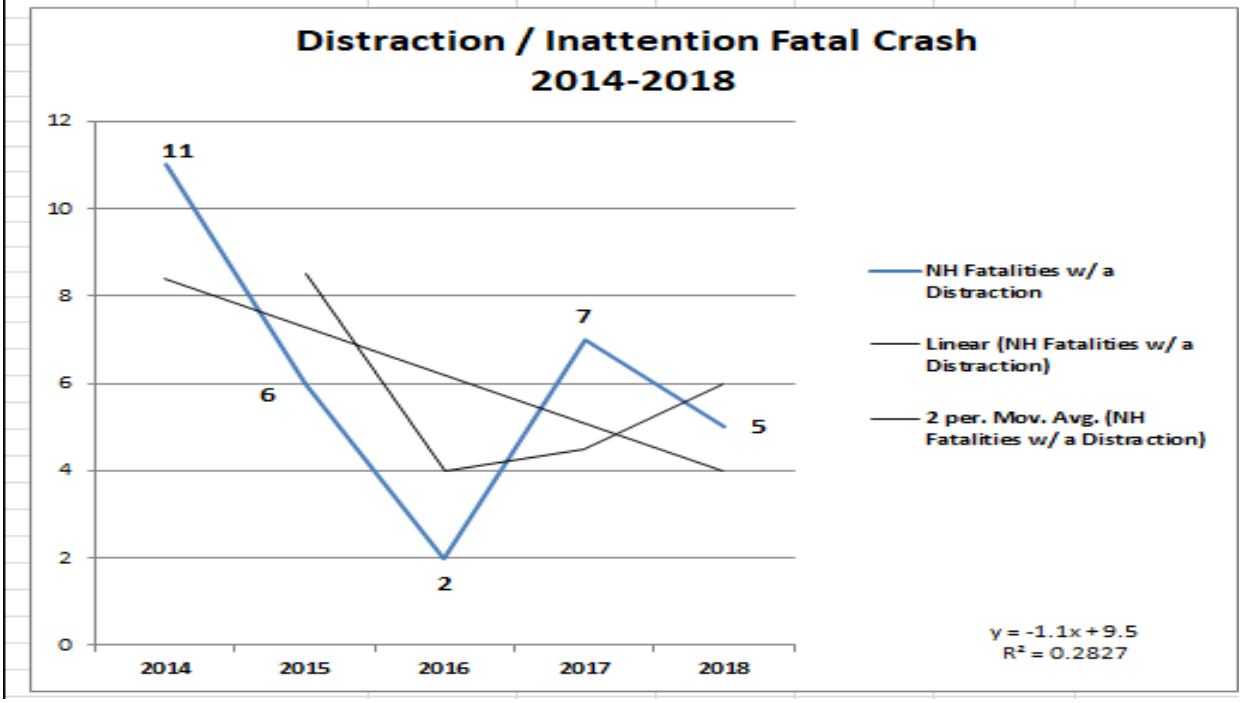
Program-Area-Level Report

New Hampshire met its goal to maintain the number of distraction related fatalities from 7 in 2017 to 7 in 2018. There were 5 distraction related fatalities in 2018 a decrease of 2 from 2017 and exceeding the goal in the 2019 HSP by 1.

State of New Hampshire

Distraction / Inattention Fatal Crashes	2014	2015	2016	2017	2018	Total
	11	6	2	7	5	31

*Determined by investigative agency as primary **Causation** of Fatal Crash — **2018 Update**



Performance Measure: TR E-Ticket Advancement

Progress: **Met**

Program-Area-Level Report

New Hampshire exceeded its goal to bring 9 additional local LE agencies onboard with Ecrash/Eticketing. To date as of June 2019 there are 35 agencies currently reporting electronically.

Performance Measure: TR Trauma Registry Timeliness

Progress: **Met**

Program-Area-Level Report

New Hampshire met its goal to increase Trauma Registry Timeliness by 24.9 days.

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 25-April-2019

Narrative

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

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

The state will show measurable progress using the following method:

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

The result is an increase in timeliness of 26.53 days.

Performance Measure: TR Crash Timeliness

Progress: **Met**

Program-Area-Level Report

New Hampshire met its goal to increase crash record timeliness by 0.30 days.

3.1.2 Crash Timeliness – NH State Police

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 26-April-2019

Narrative

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

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

The state will show measureable progress using the following method:

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

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

There were 5,481 crash reports during the baseline period with an average timeliness of 12.617 days. There were 5,501 crash reports during the performance period with an average timeliness of 11.767 days.

The result is an increase in timeliness of 0.85 days.

Measurements

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

Performance Measure: TR EMS Uniformity

Progress: **Not Met**

Program-Area-Level Report

New Hampshire did not meet its goal

EMS Uniformity

Status of Improvement: No Improvement

Active Status: Active

Revision Date: 25-April-2019

Narrative

This performance measure is based on the I-U-02 model performance measure.

New Hampshire will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMSIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases.

The state will show measurable progress using the following method:

Count the number of NEMSIS V3 reports during the baseline period and compare against the same numbers during the performance period.

This performance measure demonstrates an increase in uniformity of EMS patient care reports to NEMSIS V3 during the performance period as compared to the baseline period.

The result is a 0.97 % decrease in uniformity of NEMSIS V3 compliant data reports.

Measurements

Start Date	End Date	NEMSIS V2 Reports	NEMSIS V3 Reports	NEMSIS V3 Percentage
April 1, 2015	March 31, 2016	242,184	0	0%
April 1, 2016	March 31, 2017	102,333	136,160	57.09%
April 1, 2017	March 31, 2018	87,306	165,980	65.53%
April 1, 2018	March 31, 2019	90,401	164,688	64.56%

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
	C-1) Number of traffic fatalities (FARS)				
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	448.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.885
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	50.40
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	27.93
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	53.60
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	19.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	11.16
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	11.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	12.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	3.10
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	78.00
13	Number of Distraction/Inattention Fatal Crashes	5 Year	2016	2020	6.00
14	TR E-Ticket Advancement	Annual	2020	2020	10.00
15	TR Trauma Registry Timeliness	Annual	2020	2020	35.04
16	TR Crash Timeliness	Annual	2020	2020	0.85
17	TR EMS Uniformity	Annual	2020	2020	1.00

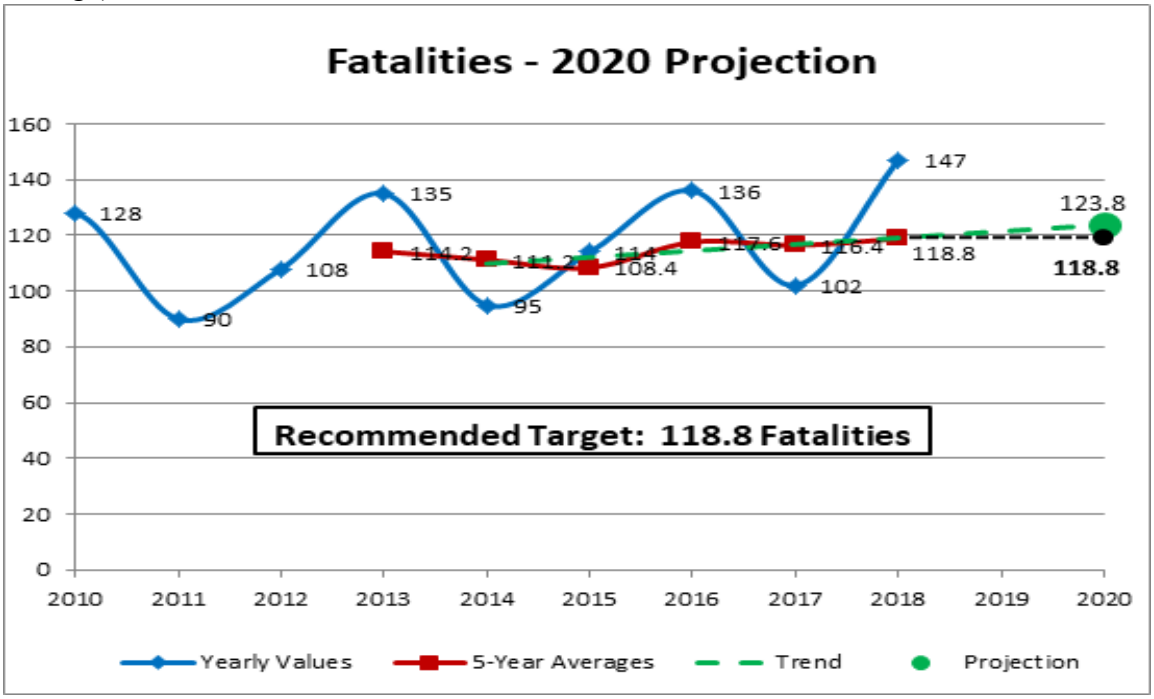
18	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	118.8

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target Justification

42. **C-1 Projection:** Fatalities: Trend analysis of the fatalities data produces mostly intuitive results. The 2018 five year averages are 118.8 fatalities and 0.885 fatalities rate (per 10^8 vehicle miles traveled (VMT)). Fatalities in the last decade have shown wide variation over a one to two year cycle, with the number of 2018 fatalities being the highest recorded value for the decade. The five year average of the number of fatalities also increased from 2017 to 2018, but with the five-year average trend line mostly attenuating the large annual increase. The annual fatalities rates and the five year averages exhibit similar patterns seen in the numbers of fatalities. **Proposed targets**: A **2020 target of 118.8 fatalities** (i.e., maintaining the 2018 five-year average) is recommended. The rising trend computed by the data is not acceptable as a target as it would be contrary to the core objective of the state's Driving Toward Zero initiative. Likewise, a **2020 target fatality rate of 0.885 fatalities per 10^8 VMT** (i.e., also maintaining the 2018 five-year average) is recommended.



The methodology to determine targets is not NH exclusive. Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS) and the New Hampshire Department of Safety (DOS). Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs. Safety gains are driven by policy and budget and because there has been no recent significant change to policy or budget, trend analysis is appropriate. New

Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities. Sources Data is collected from several sources. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five-year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year, rolling averages to determine significant progress. To calculate three individual 5-year rolling averages data would need to be available from 2007. Data sources are prescribed by the regulations: ☐Fatalities: NHTSA ☐Serious Injuries: DOS ☐Rate of Fatalities (108 VMT): NHTSA & HPMS NHTSA – Fatality data is posted by NHTSA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis. DOS – Serious injury data is provided by DOS. Previously reported values have been inconsistent and duplicated records have been found in the data. Data is not available from 2007, therefore 5-year rolling average values may not be used for trend analysis, and more variable yearly values must be used instead. HPMS – Traffic volume data is calculated by DOT posted by FHWA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

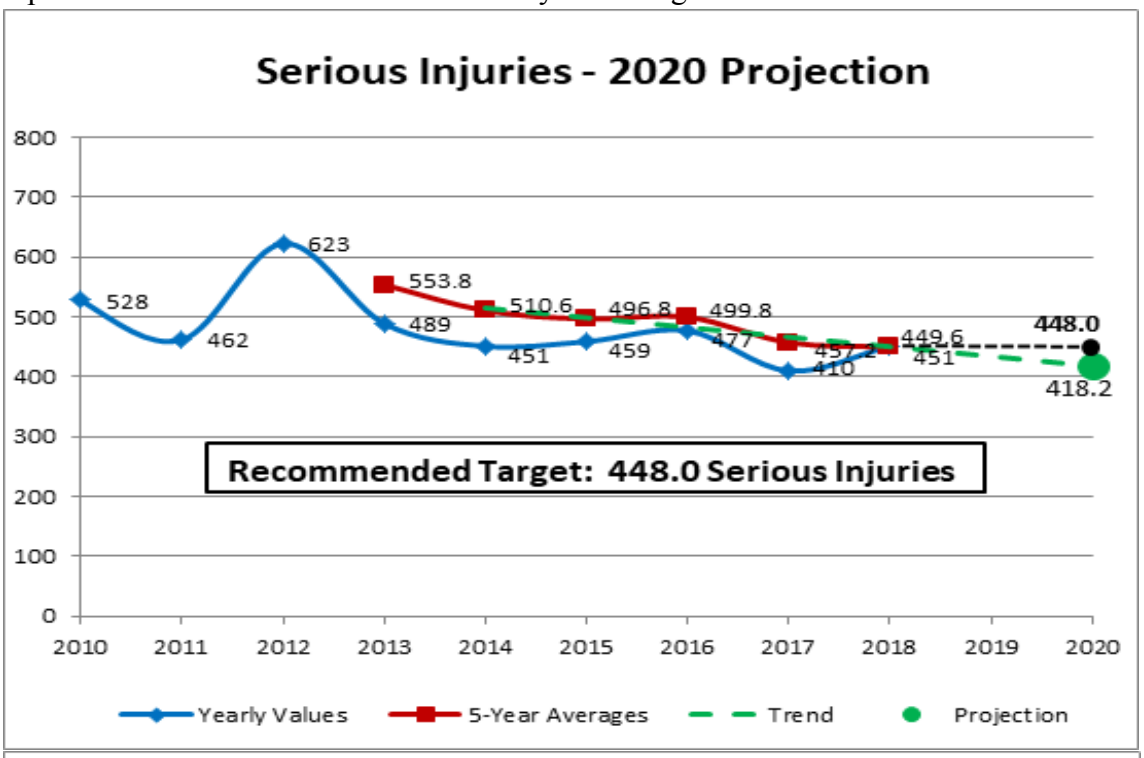
Performance Target details

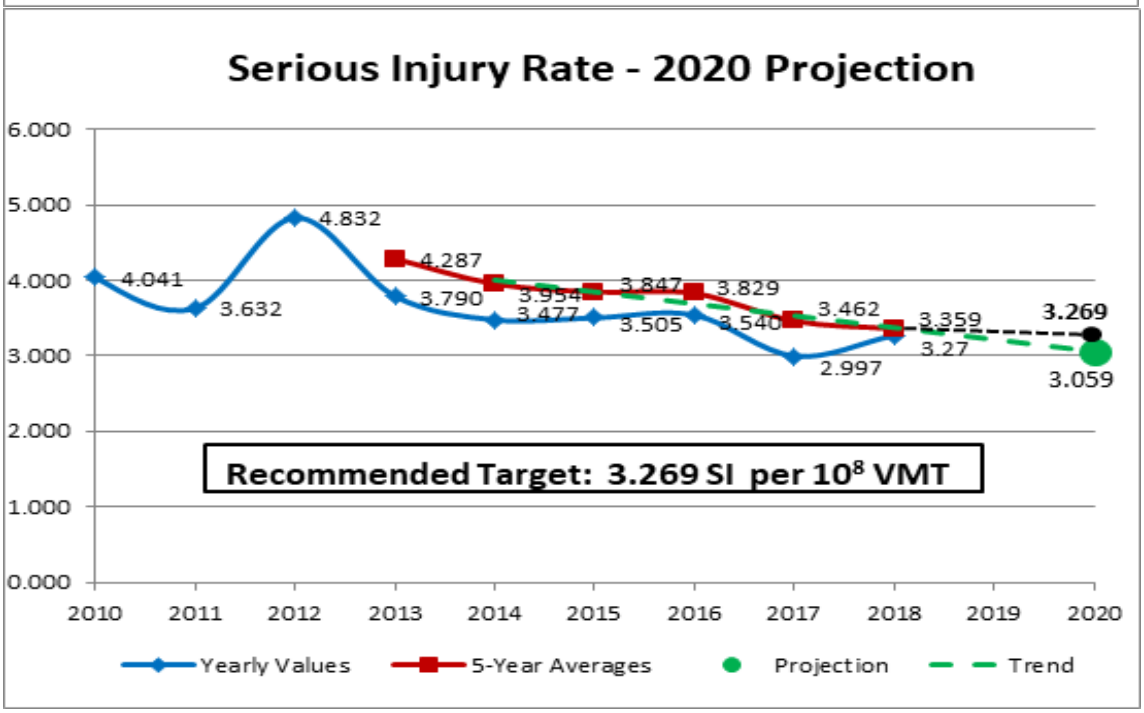
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	448.00	5 Year	2016

Performance Target Justification

43. **C-2 Projection:** Serious Injuries: Trend analysis produces intuitive results, showing reductions in both the number and rate of serious injuries. The computed 2020 targets represent 3.7% and 4.8% reductions respectively from the 2018 five year averages. The computed targets are substantially lower than any historical values within the analysis period (with the exception of 2017). **Proposed targets**: A **2020 target of 448 serious injuries** is recommended as it would be a more achievable goal consistent with the observed safety performance in recent years, yet would still represent the best serious injury performance in the decade. This target represents an annual reduction in the five year average of 0.2%. Likewise, a **2020 target serious injury rate of 3.269 fatalities per**

10^8 VMT is recommended as it would present a more achievable goal while still representing better performance than has been observed in the decade. This target represents an annual reduction in the five year average of 1.4%.





Factors influencing the performance target selection is the anticipated increase in messaging and education coupled with proactive enforcement in communities with the highest priority.

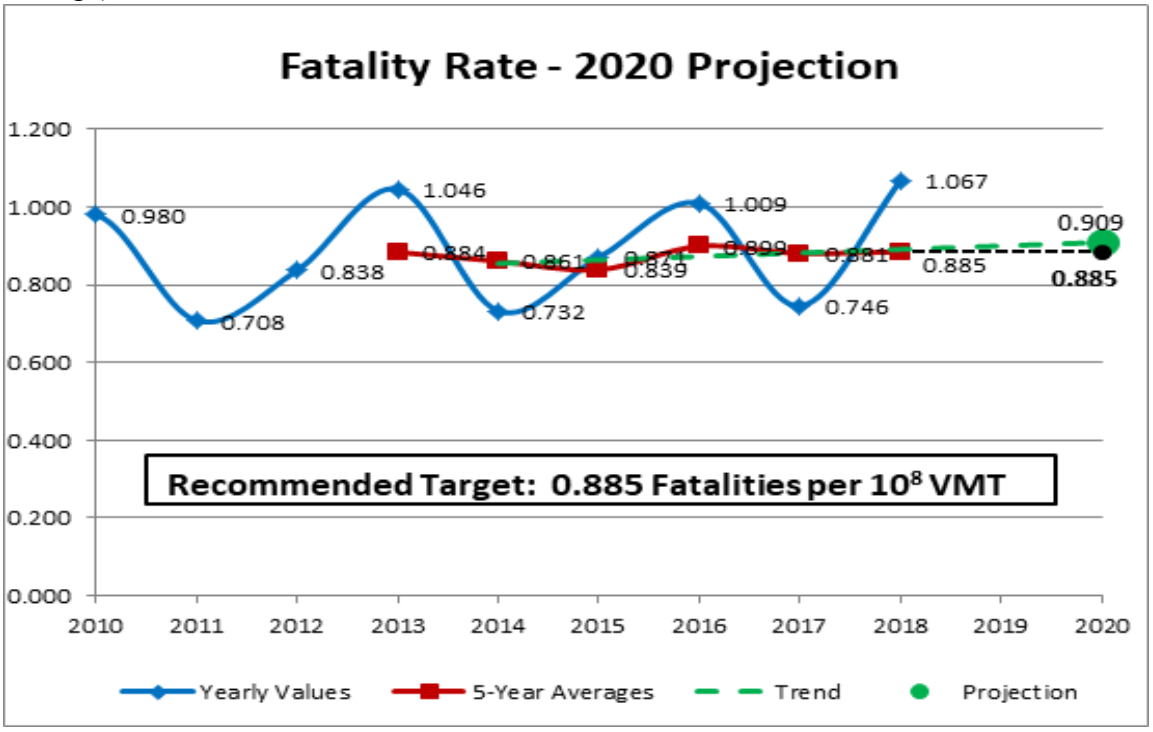
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.885	5 Year	2016

Performance Target Justification

44. **C-3 Projection:** Fatalities: Trend analysis of the fatalities data produces mostly intuitive results. The 2018 five year averages are 118.8 fatalities and 0.885 fatalities rate (per 10^8 vehicle miles traveled (VMT)). Fatalities in the last decade have shown wide variation over a one to two year cycle, with the number of 2018 fatalities being the highest recorded value for the decade. The five year average of the number of fatalities also increased from 2017 to 2018, but with the five-year average trend line mostly attenuating the large annual increase. The annual fatalities rates and the five year averages exhibit similar patterns seen in the numbers of fatalities. **Proposed targets**: A **2020 target of 118.8 fatalities** (i.e., maintaining the 2018 five-year average) is recommended. The rising trend computed by the data is not acceptable as a target as it would be contrary to the core objective of the state's Driving Toward Zero initiative. Likewise, a **2020 target fatality rate of 0.885 fatalities per 10^8 VMT** (i.e., also maintaining the 2018 five-year average) is recommended.



Factors influencing the performance target selection is the increase in media and

messaging as well as education and proactive enforcement in the communities with the highest priority.

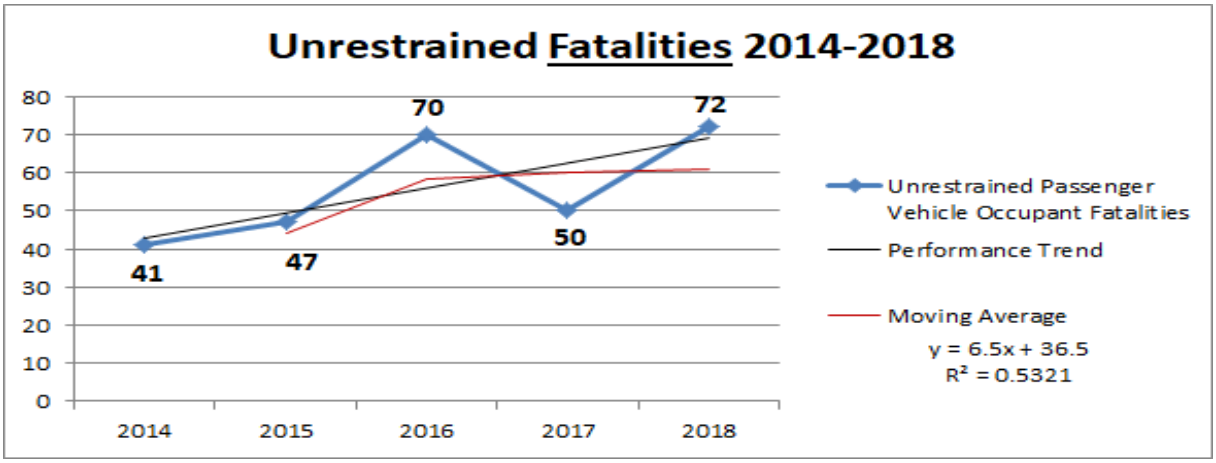
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	50.40	5 Year	2016

Performance Target Justification

C-4 Projection: Reduce unrestrained fatalities by 10 percent:



from 56.0 (2014-2018 average) to 50.4 (2015-2019 average). The trend line shows a modest upward trend. Current fatalities recorded to date in 2019 show we are on track for numbers lower than 2018. Therefore, based on the low R-squared value (0.5321 demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction. NHOHS's seat belt educational programs have become more robust than in past years. In 2018, we identified the age group (24-34 years old) that has the highest unrestrained fatalities and NHOHS plans to allocate greater resources to media outreach and education to this demographic. In addition, NHOHS will continue to put out general messaging about the importance of "Buckling-up" to all age groups including enforcement for occupants up to 18 years of age. Factors influencing the performance target selection is the anticipated continued use of the NHOHS methodology put in place coupled with more robust education and media efforts that focus heavily on fatal and serious injury crashes. These efforts will focus primarily on communities with the highest crashes and will strategically focus both enforcement and educational outreach in these communities. Awards for enforcement efforts within the "Join the

NH Clique" which coincides with the national mobilization "Click It or Ticket" will help achieve a maximum positive impact on Occupant Protection.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	27.93	5 Year	2016

Performance Target Justification

C-5 Projection: Reduce-alcohol impaired fatalities by 5 percent from 29.4 (2014-2018 average) to 27.93 (2015-2019 average).

The trend line shows an upward trend with the current fatalities recorded to date in 2019 showing a decrease in fatality numbers from 2018. Because of the low R-squared value (0.0037) demonstrating a weak correlation between the projection and real data, we are predicting a very modest reduction. To help combat the suggested upward trend, enforcement efforts will be focused in the three counties that represent the highest impairment fatalities. Enforcement efforts will also focus on high population areas and high priority corridors' around the state. Media messaging in conjunction with enforcement will be an important component to our efforts to reduce impairment related fatalities. In addition, educational programs being brought to the high schools will enhance this overall effort to achieve this goal. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on impairment related fatalities.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	53.60	5 Year	2016

Performance Target Justification

C-6 Projection: Reduce-speed related fatalities by 6 percent from 57 (2014-2018 average) to 53.6 (2015-2019 average).

The trend line shows an upward trend and with the current fatalities recorded to date in 2019 showing we are on track to reduce fatalities in 2018. Because of the low R-squared value (0.1498) demonstrating a weak correlation between the projection and real data, we are predicting a very modest reduction. To help combat the suggested upward trend, enforcement efforts will be focused in the three counties that represent the highest speed-related fatalities. Enforcement efforts will also focus on high population areas and high priority corridors' around the state. Media messaging in conjunction with enforcement will be an important component to our efforts to reduce speed-related fatalities. In addition, educational programs being brought to the high schools will enhance this overall effort to achieve this goal. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY-2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on speed related fatalities.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	19.00	5 Year	2016

Performance Target Justification

C-7 Projection: Reduce motorcycle fatalities by 10 percent from 21 (2014-2018 average) to 19 (2016-2020 average). The trend line shows a upward trend and the current motorcycle fatalities recorded to date in 2019 show we are currently at zero compared to 3 the same time in 2018. Therefore, based on the low R-squared value (0.3211) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction. Although New Hampshire does not have a motorcycle helmet law, we are predicting a reduction of motorcycle fatalities for 2020. The Division of Motor Vehicles motorcycle rider-training program is offering additional courses and locations as well as informing the public through media outreach about the availability of these courses in 2020. Additionally, our comprehensive media campaign will include important messaging around motorcycle safety during the summer and early fall months when motorcycles are more prevalent on our roadways. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and help reduce motorcyclist fatalities as well.

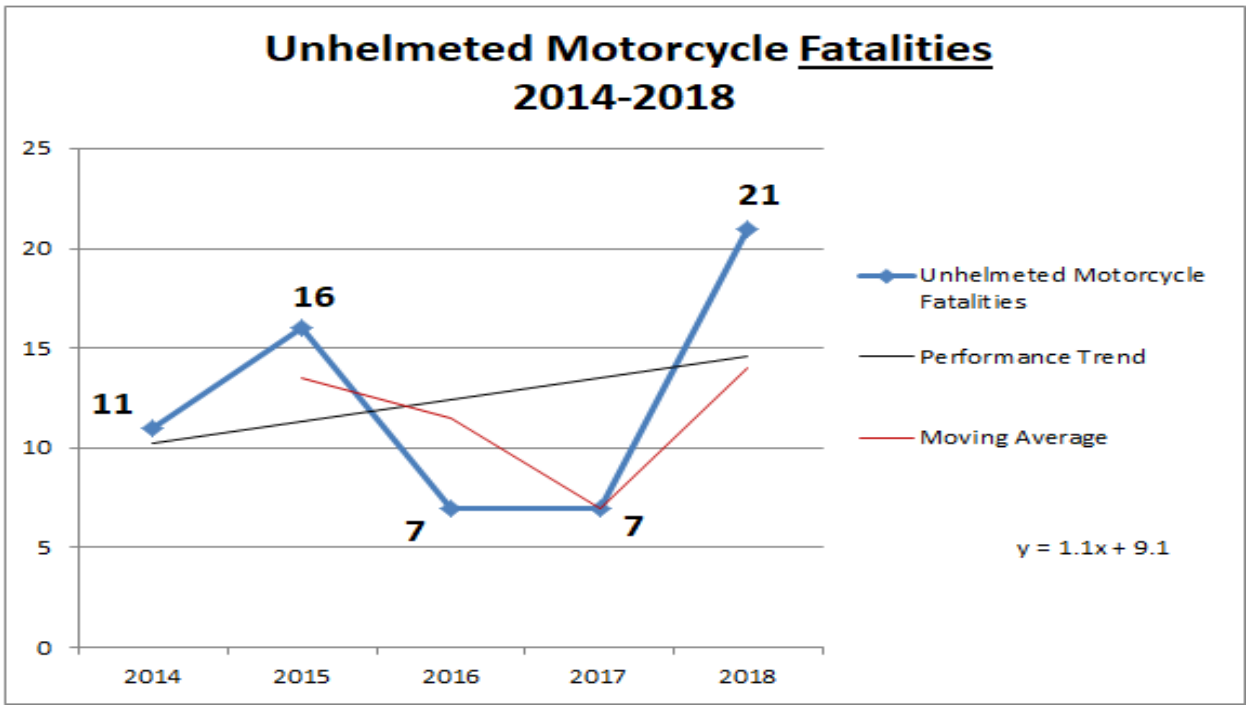
Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

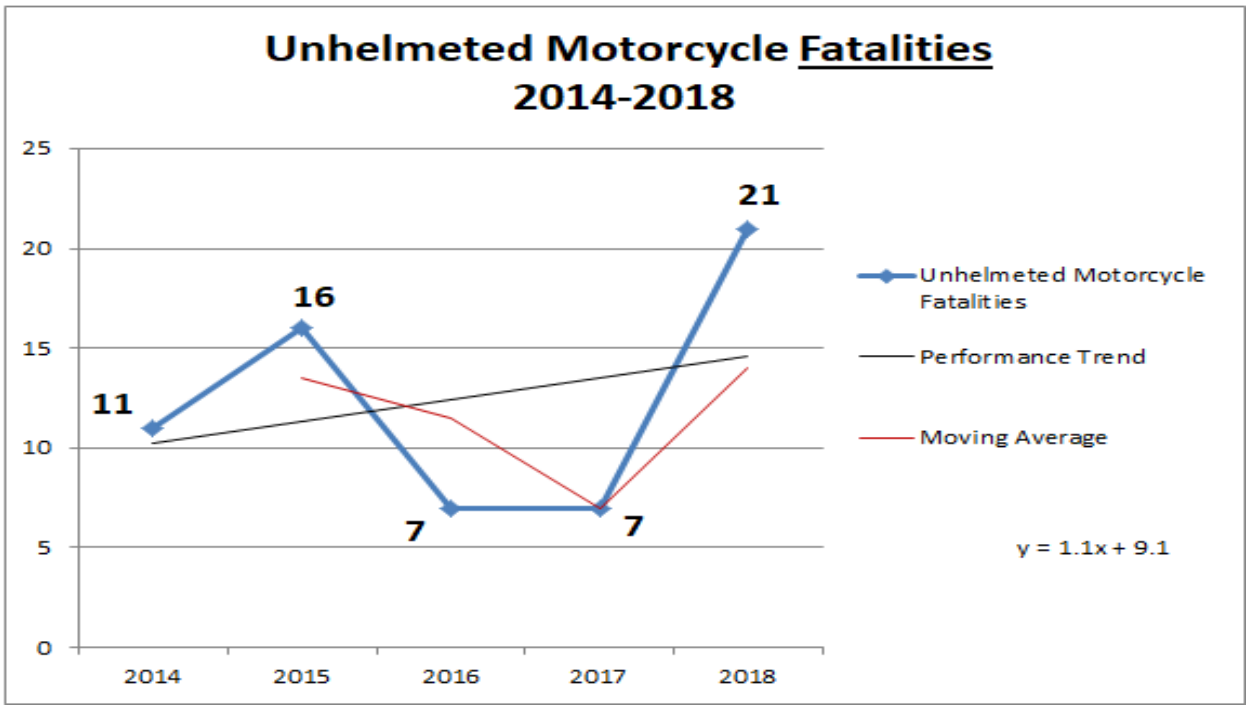
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	11.16	5 Year	2016

Performance Target Justification

C-8 Projection: Reduce unhelmeted motorcycle fatalities by 10 percent from 12.4 (2014-2018 average) to 11.16 (2015-2019 average). The trend line shows a marked upward trend. Current motorcycle fatalities recorded to date in 2019 show we are on track to see a reduction in unhelmeted motor cycle fatalities. Even though the lack of a motorcycle helmet law puts New Hampshire at a disadvantage, we are predicting a modest reduction and will work reverently to educate the motorcycling public on the importance of wearing a helmet while operating a motorcycle. . The Division of Motor Vehicles Motorcycle Training Program, is offering additional motorcycle training courses and locations as well as informing the public through media outreach about the availability of these courses in 2019 - 2020. Our comprehensive media campaign will include important messaging around motorcycle safety including the importance of wearing a motorcycle helmet. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce unhelmeted motorcyclist fatalities as well.



. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce unhelmeted motorcyclist fatalities as well.



Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	11.00	5 Year	2016

Performance Target Justification

C-9 Projection: Reduce young driver involved fatalities by 10 percent from 12 (2014-2018 average) to 11 (2015-2019 average). The trend line shows an upward trend, however current fatalities recorded to date in 2019 show we are on par with our 16 and 17-year-old operators killed as compared to the same time last year. This along with the lower R-squared value (0.1231) we are predicting a modest reduction. NHOHS has a number of teen programs geared to addressing highway safety issues for 2020. These important educational programs continue to teach young drivers to make good choices in relation to distracted driving, impaired driving, seat belt use, and speeding. These presentations will include mothers who have lost a young driver on NH roads. In addition, PSA's through New Hampshire State Police as well as the NHOHS will message teens and the public on highway safety issues enhancing this overall outreach to teens to reduce these unnecessary deaths. Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce the number of young driver involved fatalities as well.

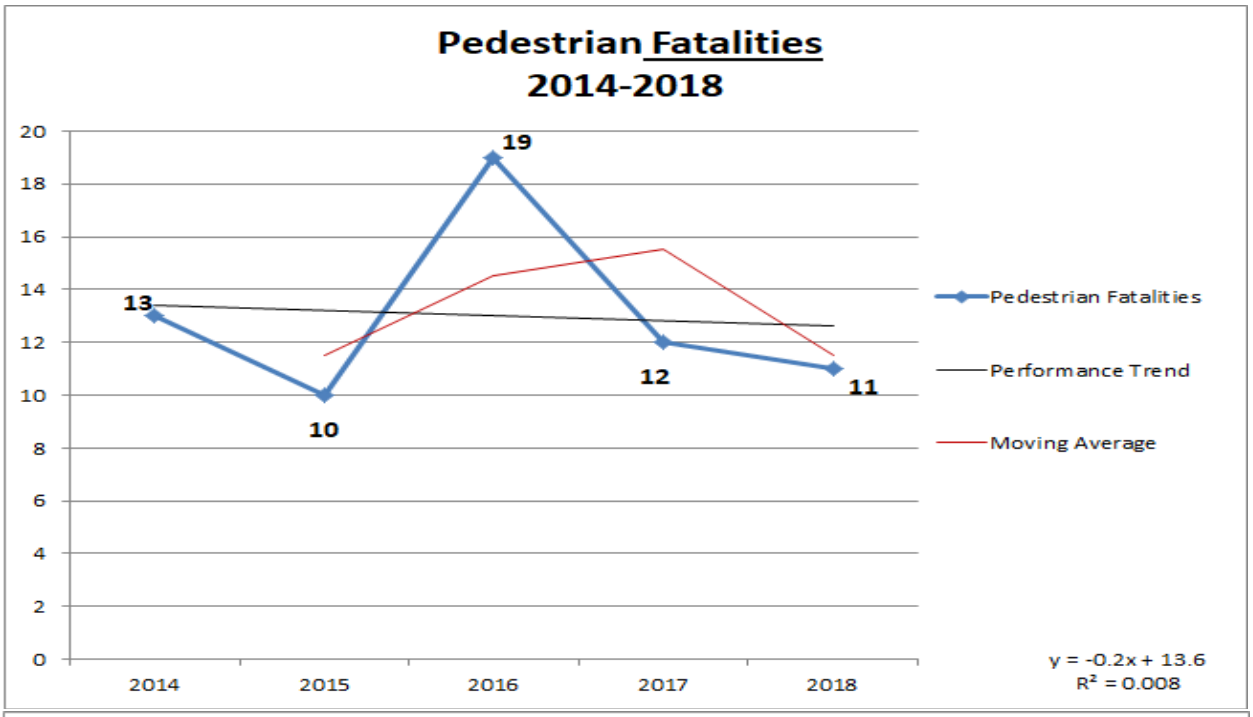
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

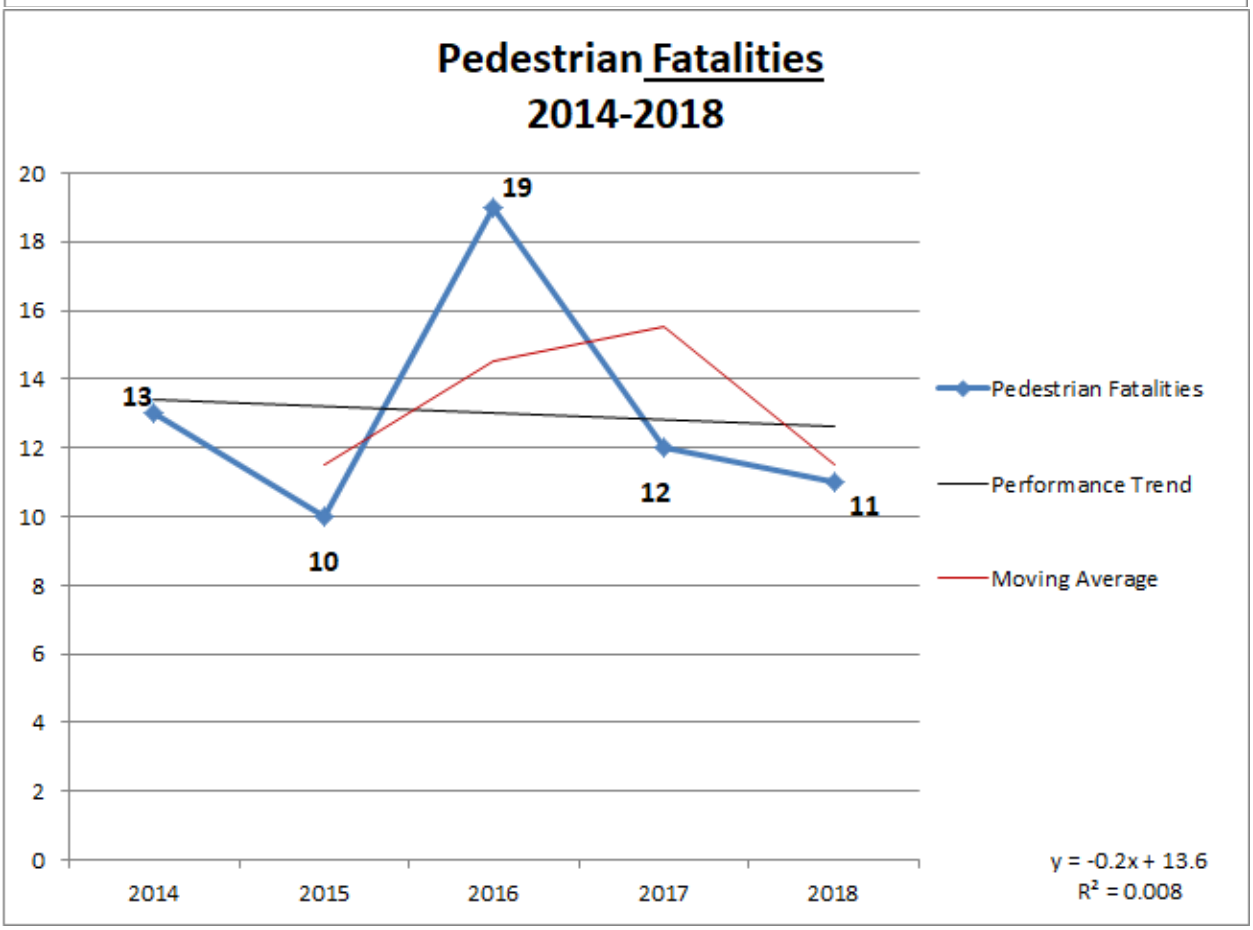
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	12.00	5 Year	2016

Performance Target Justification

C-10 Projection: Reduce pedestrian fatalities by 10 percent from 13 (2014-2018 average) to 12 (2015-2019 average).





The trend line shows a modest upward trend. Current pedestrian fatalities recorded to date in 2019 show we are below pedestrian fatalities for the same period last year. Even though the R-

squared value (0.75) demonstrates a moderately confident prediction, we are predicting a modest reduction. The NHOHS will be providing funding for pedestrian enforcement throughout the state with primary focus on those communities with the highest pedestrian fatalities. In addition, we will coordinate media messaging to support these enforcement efforts with the overall goal to reduce pedestrian fatalities. Factors influencing the performance target selection is the anticipated increase in education and messaging to our LE partners on enforcing pedestrian laws and rules. Additionally, by increasing the amount of media and messaging specifically and strategically focused on communities with the highest priority, the NHOHS is confident that a difference can be made.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

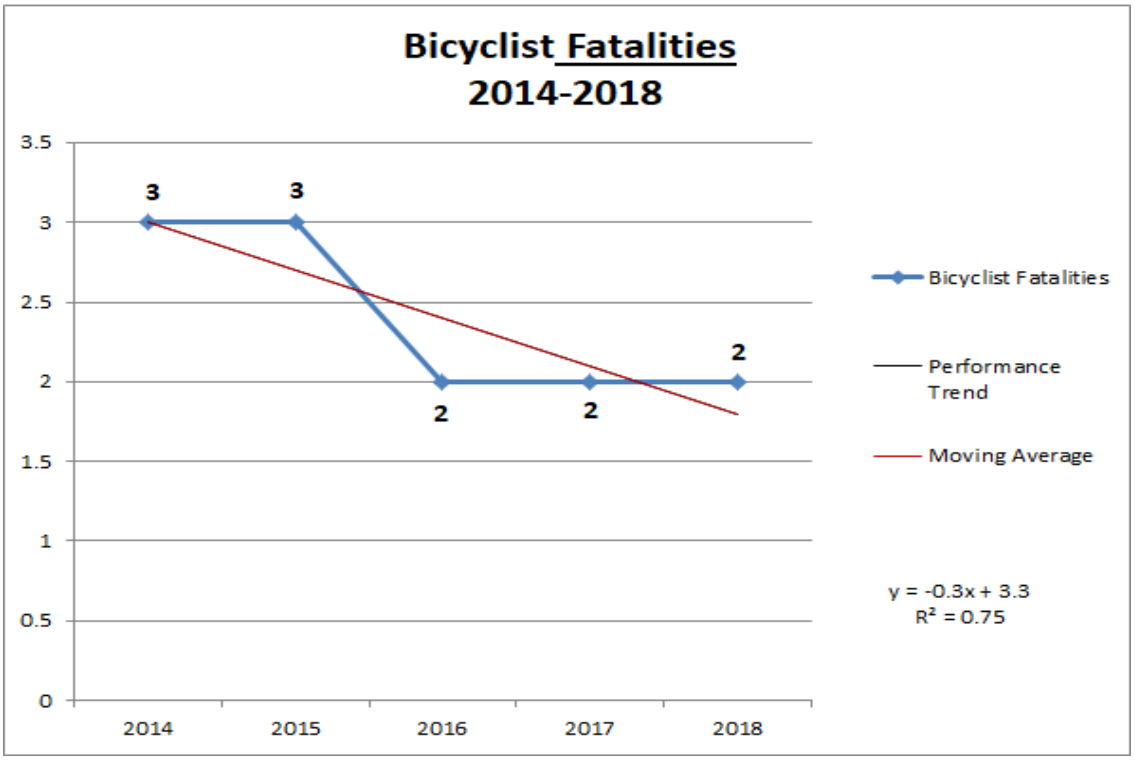
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	3.10	5 Year	2016

Performance Target Justification

C-11 Projections: New Hampshire realized a slight reduction in the five year average for bicycle fatalities for the five year rolling average (2014-2018). This is primarily due to the number of bicycle fatalities remaining consistent for the last three years (2). Currently in 2019 there are no recorded bicycle fatalities and based on the five year averages it is reasonable to predict a 3.10 average for the 2015-2019 period. The NHOHS has recently partnered with Police Standards and Training to produce an online bicycle/pedestrian course centered on the enforcement of NH laws and regulations surrounding bicyclists and pedestrians operating on our roadways. Every LE officer who is selected to work an enforcement detail for this area has to complete the couse and receive a passing grade before the agency will be reimbursed for the detail. This is an effort to increase awareness of the importance of enforcing the laws pertaining to bicyclists and

pedestrians as they operate on our roadways.



Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

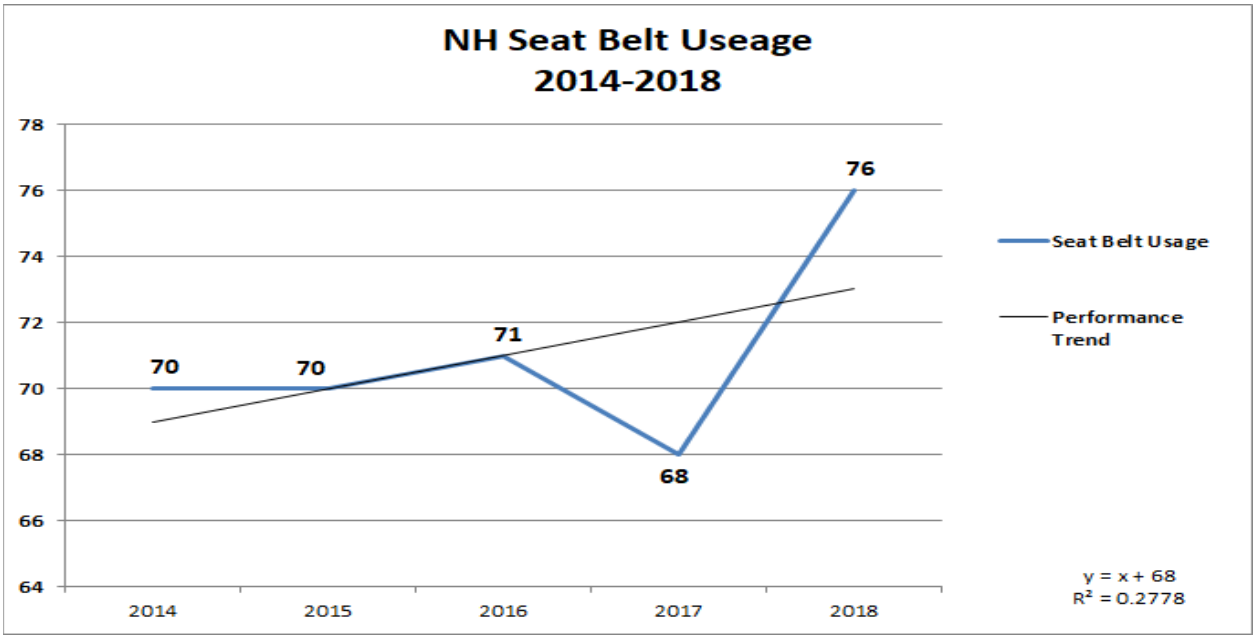
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	78.00	Annual	2020

Performance Target Justification

Seat Belt Use. To increase statewide seat belt compliance 2 percent from 76 in (2018) to 78 percent in 2019. In 2017, the seat belt usage rate was 68%. The University of New Hampshire Survey Center conducted the annual seat belt use observational survey in June 2018. The reported New Hampshire statewide seat belt usage rate for 2018 is 76 % a increase of 8 % from the 2017 seat belt usage rate of 68%. This increase although positive does not minimize the importance of obtaining an adult seat belt law in New Hampshire. A adult seatbelt law would not only increase seat belt usage rates, but also save lives. Ongoing enforcement efforts, education, and media messaging addressing the importance of seat belt use will continue in 2020 to help stabilize or increase this number. There has been discussion among our partners about working

to introduce legislation in 2020 for a seat belt law. New Hampshire is the only state in the country without an adult primary seat belt law and has the lowest seat belt rate nationally. The current seat belt law in New Hampshire Seal Belt law is for age 18 and under. The NHOHS recognizes the difficulty in increasing seat belt usage rates without a law; however, we will continue to inform the public of the importance of "buckling-up" through educational program and media outreach. One of the factors used to consider a modest target increase of 2% in seat belt use for 2020 is the fact that NH has seen a sharp increase in seatbelt usage however it has not corresponded in the number of unrestrained fatalities. In 2017 there were 50 unrestrained fatalities and in 2018 there were 72.



Performance Measure: Number of Distraction/Inattention Fatal Crashes

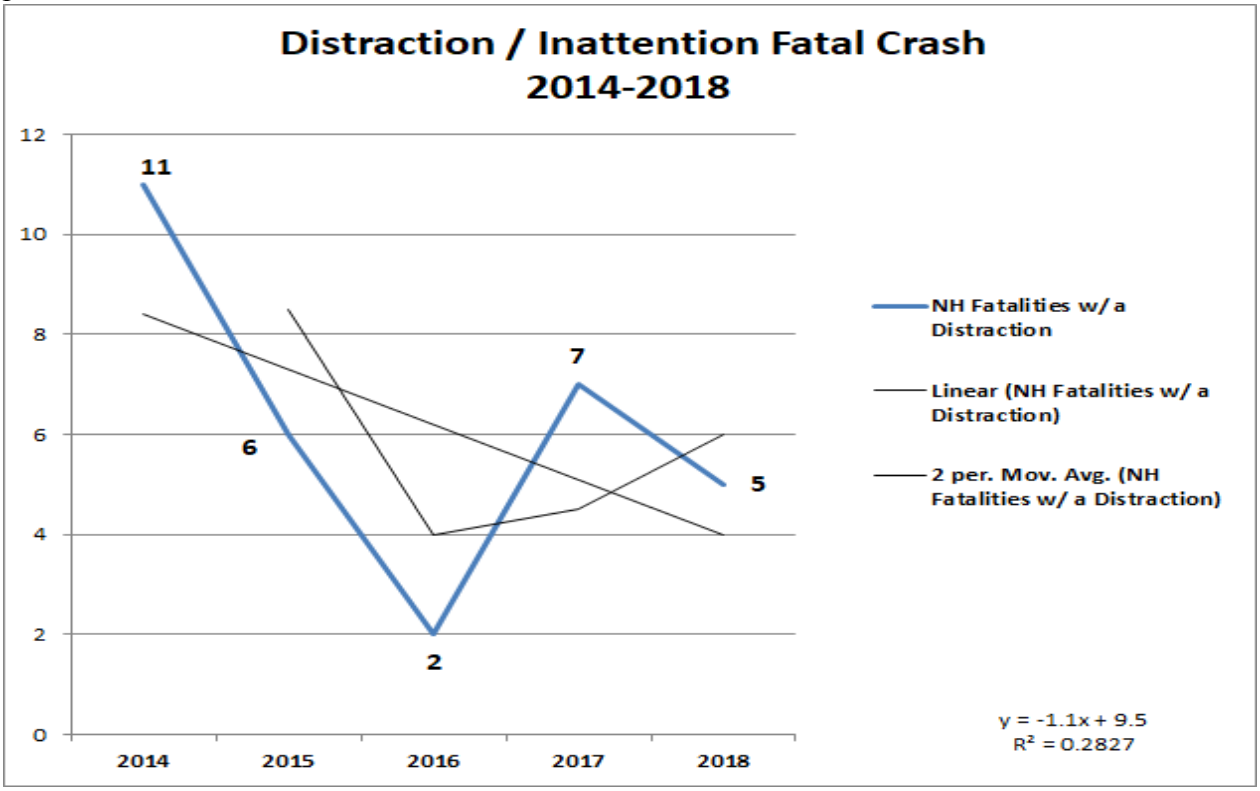
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Distraction/Inattention Fatal Crashes-2020	Numeric	6.00	5 Year	2016

Performance Target Justification

Distracted driving fatalities at year end in 2018 totaled 5. Looking at the five year trend from 2014 - 2018, the NHOHS has determined that maintaining the target goal of 6 would be prudent. The State of New Hampshire does not qualify for a Distracted Driving Grant due to the language currently in state law. As a result, money to support distracted driving enforcement has to be supported from 402 funding. This severely limits our ability to combat a known severely under reported factor on fatalities in New Hampshire. As a result of these funding limitations and other

factors such as the need to improve crash record timeliness and accuracy through the integration of local law enforcement agencies, data shows that maintaining this target is optimistic at this time. It is suspected that as we bring other law enforcement agencies online with Eticket/crash, the reporting of MMUCC IV compliant crash and enforcement data will reflect a much larger problem.



Performance Measure: TR E-Ticket Advancement

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
TR E-Ticket Advancement-2020	Numeric	10.00	Annual	2020

Primary performance attribute: **Integration**

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

Performance Target Justification

Currently the State of New Hampshire State Police utilizes an Eticket/Crash electronic reporting system. This system is MMUCC IV compliant and captures all of the needed crash related fields to assist in countermeasure development. Local law enforcement continues to submit manual crash reports to the DMV. These manual crash reports are not MMUCC compliant and therefore

skews available crash and enforcement data being reported to the VISION data base at the DMV. In 2018, the Department of Safety working with Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to have 35 additional local law enforcement agencies begin to report MMUCC IV compliant crash data to the DMV. Now that other third party vendors supporting local law enforcement agencies are able to report electronically to the NHDMV VISION database, we project that an additional 10 local law enforcement agencies will begin reporting crash and enforcement data electronically in FFY 2020.

Performance Measure: TR Trauma Registry Timeliness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
TR Trauma Registry Timeliness-2020	Numeric	35.04	Annual	2020

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

Performance Target Justification

This performance measure is based on the I-T-1 model. New Hampshire will improve the timeliness of the Trauma Registry system as measured in terms of a decrease of the average number of days from the admission date to the date the record is entered into the trauma registry database. The state will show measurable progress using the following method: The average number of days from the admission date to the date the report is entered into the trauma registry database using a baseline period of April 1, 2017 to March 31, 2018 and a current period of January 1, 2018 to December 31, 2018. There were 2,052 reports entered into the trauma registry during the baseline period with an average timeliness of 61.57 days. There were 1,993 reports during the performance period with an average timeliness of 35.04 days. New Hampshire continues to implement changes to the Trauma Registry system and is focusing on including all hospitals with Trauma capabilities in the reporting process. Funding and efforts to improve timeliness will continue in FFY 2020. Based on this, and the fact that we have seen significant improvement in timeliness, NHOHS has a goal to maintain the current average time of 35.04 days as we complete the implementation of the software and subsequent training on our new system.

The result is an increase in timeliness of 26.53 days.

Performance Measure: TR Crash Timeliness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
TR Crash Timeliness-2020	Numeric	0.85	Annual	2020

Primary performance attribute: **Timeliness**

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

Performance Target Justification

This performance measure is based on the C-T-01B model. New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State. The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2017 to March 31, 2018 and a current period of April 1, 2018 to March 31, 2019. All numbers in this performance measure are limited to NH State Police crash reports. For 2020, the original baseline period will be adjusted to reflect a full calendar year and the targets for the FFY 2020 HSP will be modeled after the FFY 2018 data. Additionally, as more local law enforcement agencies are brought online, they will be included into the statistics. There were 5,481 crash reports during the baseline period with an average timeliness of 12.617 days. There were 5,501 crash reports during the performance period with an average timeliness of 11.767 days.

The result is an increase in timeliness of 0.85 days.

Performance Measure: TR EMS Uniformity

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
TR EMS Uniformity-2020	Percentage	1.00	Annual	2020

Primary performance attribute: **Accuracy**

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

Performance Target Justification

This performance measure is based on the I-U-02 model performance measure. New Hampshire will improve the Uniformity of EMS patient care reports as measured in terms of an increase in

the number of NEMSIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases. The state will show measurable progress using the following method: Count the number of NEMSIS V3 reports during the baseline period (April 1, 2017 - 30 March 2018) and compare against the same numbers during the performance period (1 April 2018 - 31 March 2019). This performance measure demonstrates an decrease in uniformity of EMS patient care reports to NEMSIS V3 during the performance period as compared to the baseline period. The NHOHS is working with the Department of safety to determine why we saw a decrease in the uniformity of NEMSIS compliant data. Until the issue can be identified, it is prudent to be conservative in our goal and we have selected the 65.53% that was achieved in the April 1, 2017 - March 31, 2018 as our FFY 2020 goal.

The result is a 0.97 % decrease in uniformity of NEMSIS V3 compliant data reports.

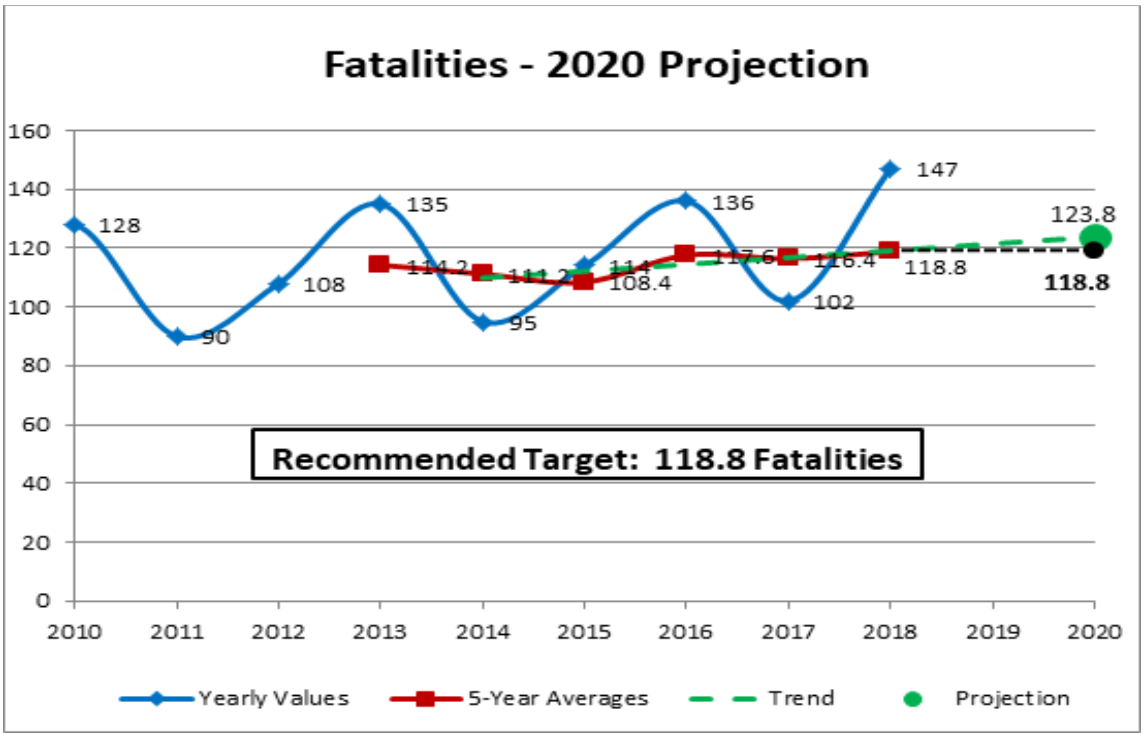
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	118.8	5 Year	2016

Performance Target Justification

45. **C-1 Projection:** Fatalities: Trend analysis of the fatalities data produces mostly intuitive results. The 2018 five year averages are 118.8 fatalities and 0.885 fatalities rate (per 10^8 vehicle miles traveled (VMT). Fatalities in the last decade have shown wide variation over a one to two year cycle, with the number of 2018 fatalities being the highest recorded value for the decade. The five year average of the number of fatalities also increased from 2017 to 2018, but with the five-year average trend line mostly attenuating the large annual increase. The annual fatalities rates and the five year averages exhibit similar patterns seen in the numbers of fatalities. **Proposed targets**: A **2020 target of 118.8 fatalities** (i.e., maintaining the 2018 five-year average) is recommended. The rising trend computed by the data is not acceptable as a target as it would be contrary to the core objective of the state's Driving Toward Zero initiative. Likewise, a **2020 target fatality rate of 0.885 fatalities per 10^8 VMT** (i.e., also maintaining the 2018 five-year average) is recommended.



The methodology to determine targets is not NH exclusive. Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS) and the New Hampshire Department of Safety (DOS). Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs. Safety gains are driven by policy and budget and because there has been no recent significant change to policy or budget, trend analysis is appropriate. New Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities. Sources Data is collected from several sources. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five-year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year, rolling averages to determine significant progress. To calculate three individual 5-year rolling averages data would need to be available from 2007. Data sources are prescribed by the regulations: ☐Fatalities: NHTSA ☐Serious Injuries: DOS ☐Rate of Fatalities (108 VMT): NHTSA & HPMS NHTSA – Fatality data is posted by NHTSA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis. DOS – Serious injury data is provided by DOS. Previously reported values have been inconsistent and duplicated records have been found in the data. Data is not available from 2007, therefore 5-year rolling average values may not be used for trend analysis, and more variable yearly values must be used instead. HPMS – Traffic volume data is calculated by DOT posted by FHWA. The source is considered consistent and reliable.

Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **403**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **217**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **11,889**

Fiscal Year A-3: **2018**

Program areas

Program Area: Distracted Driving

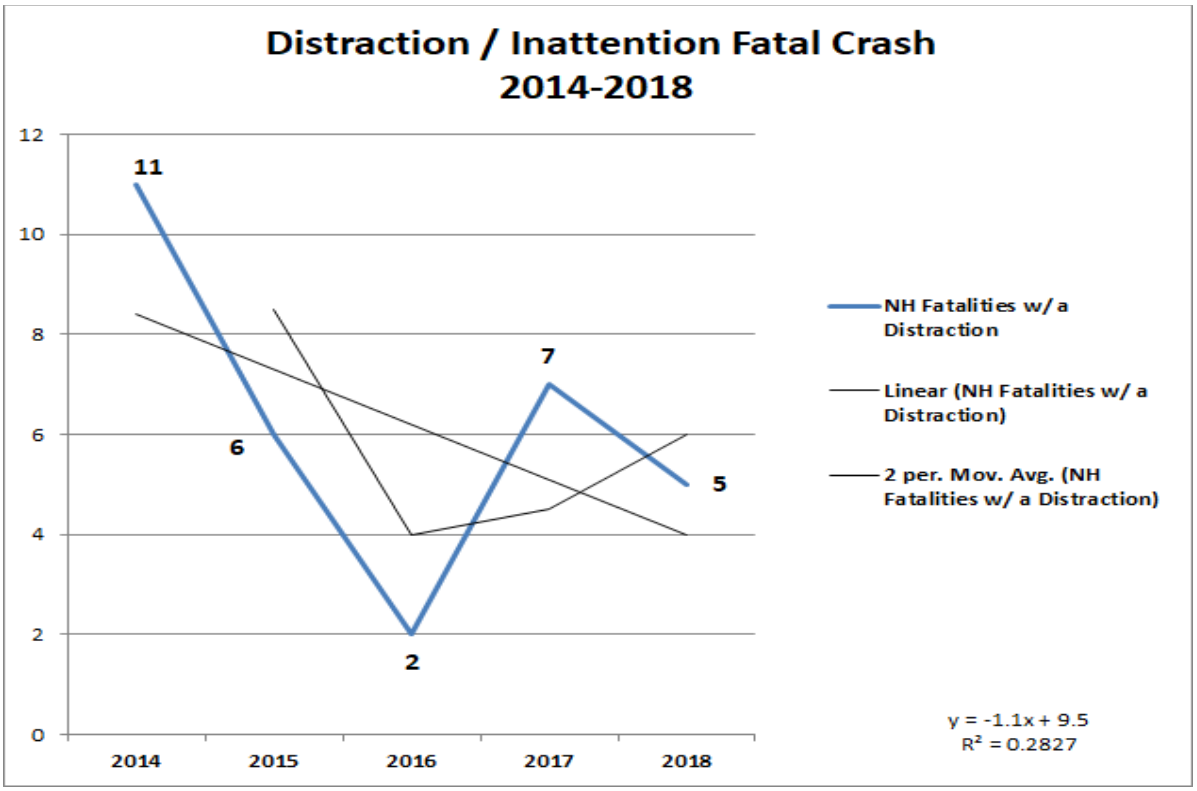
Description of Highway Safety Problems

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions. A primary causation is the methods utilized to gather information pointing to distraction such as self-reporting, witness testimony and any other evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among younger drivers. Efforts to curb distracted driving, focusing on all age groups needs to be addressed through the use of effective countermeasures.

The distracted driving problem has proven difficult to track as a contributing factor in collisions. While every day we see drivers using cell phones or driving distracted in other ways, identifying distracted driving as the reason for a collision is not so easily detected and/or documented. By the time investigators arrive at the scene, indicators that distraction may have been the cause no longer exists. Surviving drivers or their occupants rarely freely identify a distraction as the reason for the crash. This can be somewhat compounded as this state requires a search warrant with adequate probable cause to cease an electronic device for specific evidence.

The following data includes those collisions which we know involved a distracted driver. However we believe distracted driving is a much more significant cause of fatal and serious injury collisions than these numbers indicate. In an analysis of 2018 crash data, it is noted that out of an excess of 31,000 crashes reported, 9,997 of those crashes had distraction listed as a contributing factor. For this reason, distracted driving continues to be a priority that NHOHS will focus enforcement and media campaign efforts on.

The table below shows that from 2014 to 2018 there were 31 fatal crashes related to distraction/inattention. As stated above, we expect that this number is severely under reported.



In 2018 there were 20 distraction/inattention serious bodily injuries. As stated above, this number as well as the fatal number is likely under-reported.

2018 grant funded enforcement data shows that 1,239 youth or adult summons and 2,006 youth or adult warnings were issued for violations of NH's Hands Free Electronic Device Law. There is no data for other violations enforced related to distraction that occurs relative to other types of activities such as eating, talking to other passengers, or adjusting the radio or climate control. All of these are forms of distraction and NH will focus enforcement efforts on reducing all forms of distraction while operating a motor vehicle.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Distraction/Inattention Fatal Crashes	2020	5 Year	6.00

Countermeasure Strategies in Program Area

Countermeasure Strategy

DD Media Campaign
DD Program Management
DD-Overtime Enforcement Patrols

Countermeasure Strategy: DD Media Campaign

Program Area: **Distracted Driving**

Project Safety Impacts

The OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote the importance of not driving while distracted. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, 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. NHOHS will leverage 15, 30, and 60 second PSA's developed under the Teen Driving Program and modify and/or adjust the message to meet various other age demographics in an effort to educate the motoring public and potentially reduce the number of distraction related crashes on our roadways. By reducing the total number of distraction related crashes and leveraging these collaborative efforts within the Planned Activity Paid Media, it is projected that we will be able to reduce distracted driving crash-related deaths and injuries across the state.

Linkage Between Program Area

The data analysis as described in a previous section identifies the state's highway safety problem around distracted driving fatalities and injuries. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement, we hope to maintain the distracted driving fatality 5-year average of 6 (2014-2018) at 6 (2015-2020).

Rationale

The countermeasure was chosen as enforcement alone will not reduce distraction related fatalities. It is imperative for the state to have a robust education and media campaign centered on all distractions that are commonly inhibiting a motor vehicle operator from operating a motor vehicle safely. This countermeasure coupled with the requisite amount of enforcement of the states hands free law will compliment each other.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-04-03	Paid Media

Planned Activity: Paid Media

Planned activity number: **20-04-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

AAA

New Hampshire Auto Dealers Association (earned media)

UNH Wildcats

Fisher Cats

Keene State College

Derry CATS

IHEART

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

DD Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$50,000.00	$12,500.00	$50,000.00

Countermeasure Strategy: DD Program Management

Program Area: **Distracted Driving**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service/monitor distracted driving related projects Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help reduce distracted driving fatalities and serious injury.

Linkage Between Program Area

In the period of 2014 -2018 there were a total of 31 fatal crashes related to distraction/inattention. As stated in the previous section, we expect that this number is under reported and even though it appears that looking at the 5-year totals for 2014-2018 (31) and 2012-2016 (52) we see that there has been a consistent reduction in distraction/inattention crashes. If the primary methods for gathering causation information improves and allows for a more accurate and consistent way to collect distracted driving data we are likely to see a significant increase in the number of fatal and serious injury crashes attributed to distraction/inattention.

Funding the Program Management countermeasure strategy to support the planned activities of NHOHS Staff and Planning & Administration will greatly enhance the capabilities of the NHOHS. It is anticipated that the implementation and servicing of the distracted driving projects will contribute significantly to our ability to meet the performance target of maintaining the distracted driving related fatalities from 6 (2014-2018 average) at 6 (2015-2020 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it directly correlates with the other countermeasures in the HSP and assists with achieving the stated performance goal within the distracted driving program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-04-01	Planning & Administration
20-04-02	NHOHS Staff

Planned Activity: Planning & Administration

Planned activity number: **20-04-01**

Primary Countermeasure Strategy ID: **DD Program Management**

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DD Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$23,750.00	$23,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-04-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, light refreshments for press events, indirect costs and office operations proportional to the program area.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DD Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$23,750.00	$5,937.50	$0.00

Countermeasure Strategy: DD-Overtime Enforcement Patrols

Program Area: **Distracted Driving**

Project Safety Impacts

Funds will be provided to support the New Hampshire State Police (NHSP) and local law enforcement agencies to conduct year round overtime distracted driving enforcement patrols aimed at enforcing the state's distracted driving laws. Specific times and locations will be based on local data. In addition, the NHSP and local law enforcement agencies will participate in the annual NHTSA mobilization, 'U Drive. U Text. U Pay.' high visibility campaign. This countermeasure will lead to an increased number of summons and warnings sending a message to the motoring public that distracted driving is dangerous and will be enforced across the state.

Linkage Between Program Area

As stated previously, the distracted driving fatalities are likely under-reported but anecdotally we know and see driving while distracted on a regular basis and believe the impacts of distracted driving are much greater than the current data shows. In this focused approach through the countermeasure strategy Overtime Enforcement Patrols and the Planned Activity Enforcement Patrols/STEP/Equipment, we hope to maintain the 5-year average (6) for the 2014 to 2018 period at six (6) for the 2016 to 2020 period. This target was chosen as it is consistent with what we are currently observing on our roadways. We understand that any changes in behavior will be driven by proactive messaging, education and enforcement as well as aggressive efforts to change acceptable norms. In FFY 2019, distracted driving signage was funded and it is anticipated that this signage will be deployed throughout FFY 2020 and will serve to inform operators from other jurisdictions of our hand free law and subsequently aide in reducing distraction related fatalities.

Rationale

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective. Currently NH does not qualify for distracted driving grant funding. Distracted driving however is a key contributor to not only fatalities and serious bodily injury, but has been found to contribute to 25% of our total reported crashes throughout the state. This particular issue merits specific funding dedicated to reducing crashes as a result of distraction. The use of overtime patrols at the state, county and local LE level will provide the additional patrols to combat the increasing number of motor vehicle crashes resulting from all distractions. New Hampshire will utilize 2018 crash data as well as citation data to assist in identifying where funds can be best allocated to reduce distraction related crashes. It is anticipated that 28 agencies will be participating in grant funded overtime patrols in an effort to reduce the number of distraction related fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-04-04	Distracted Driving Enforcement Patrols
20-04-11	Distracted Driving Mobilizations

Planned Activity: Distracted Driving Enforcement Patrols

Planned activity number: **20-04-04**

Primary Countermeasure Strategy ID: **DD-Overtime Enforcement Patrols**

Planned Activity Description

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

Intended Subrecipients

NHSP and local law enforcement agencies.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DD-Overtime Enforcement Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Distracted Driving	$95,200.00	$23,800.00	
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$117,005.00	$29,251.25	$117,005.00

Planned Activity: Distracted Driving Mobilizations

Planned activity number: **20-04-11**

Primary Countermeasure Strategy ID: **DD-Overtime Enforcement Patrols**

Planned Activity Description

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

Intended Subrecipients

New Hampshire State Police
Local and County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DD-Overtime Enforcement Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Distracted Driving	$9,100.00	$2,275.00	
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$15,000.00	$3,750.00	$15,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Impaired fatality data for 2018 and 2014-2018

46. In 2018, there were 83 alcohol and/or drug impaired related crashes (62% of the 134 crashes) which claimed 90 victims. The term Related does not imply causation;

47. In 2018, 49 or 33.3% died as a result of an alcohol impairment related crash;

48. In 2018, drug tests came back positive for 57 operators involved in fatal motor vehicle crashes. This does not imply causation or fault;

49. Data for 2014-2018 shows 53% of the alcohol impaired fatal crashes occurred between 1800 and 2359;

50. Data for 2014-2018 shows that Friday, Saturday and Sunday are when 58% of the alcohol impaired fatal crashes occur;

51. Data for 2014 -2018 shows that May (14.3%) has the highest alcohol impaired fatal crashes followed by November (11.7%) and June (9.7%) respectively.

52. Data for 2014 -2018 shows that Rockingham County (24%) has the highest percentage of fatal crashes followed by Hillsborough county (22.1%), Strafford county (11%) and Belknap county (9.7%) respectively.

Using a funding methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to continue this recent downward trend in our drive toward zero.

Providing our law enforcement partners with the appropriate tools to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. The primary goal of NHOHS and its partners is to decrease impaired driving fatalities on New Hampshire's roadways. The strategies identified for accomplishing this goal include:

☐Funding high visibility enforcement and public information and educational campaigns

☐Funding prosecutorial and other relevant training

☐Funding a Traffic Safety Resource Prosecutor

☐Funding a DRE program

☐Funding an alcohol interlock device program

State of New Hampshire

2018 Fatal Crash Statistics

➢	147 Victims resulted from the 134 Fatal Crashes occurring in 2018.
➢	There were 83 alcohol and/or drug related crashes (61.9% of the 134 crashes) in 2018 which claimed 90 victims. (61% of the147 fatalities) *The term Related does not imply causation. (*Data based upon BAC of 0.040% & greater and Drug Toxicology of Trace amounts & greater.)
➢	Of the 147 victims, 33.3% or 49 victims died as the result of an alcohol related crash.
➢	Drug tests came back positive for 57 operators involved in fatal motor vehicle crashes. This does not imply causation or fault in the fatal crash. (Based upon trace amounts and greater)
➢	July was the most deadly month during 2018 with 25 fatalities.
➢	40 operators or 21% of all operators in fatal crashes were between the ages of 26 and 40.
➢	18 operators or 9% of the operators in fatal crashes were over the age of 71.
➢	Wednesday had the most fatal crashes with 29 or 22% of the 134 total.
➢	28 Motorcycle fatalities were recorded in 2018, up from 15 fatalities in 2017.
➢	Of the 28 motorcycle fatal crash victims 21, or 75% were not wearing helmets.
➢	17 fatal crashes occurred on interstate highways in 2018, up from 13 crashes in 2017.
➢	110 of the 147 victims were operators or 75%.
➢	24 of the 147 victims were passengers or 16%.
➢	11 of the 147 victims were pedestrians or 7.5%
➢	2 of the 147 victims were bicyclists or 1.5%.
➢	None of the 147 victims were snowmobile / OHRV operators.
➢	Of the 134 fatal crashes, 58 or 43% were the result of hitting fixed objects.
➢	There were 79 crashes resulting in 84 fatalities occurring on roadways that were straight and level in the area of the crash.
➢	72 vehicle occupants that were victims of the fatal crash were not wearing seatbelts or 29% of **all** 245 vehicle occupants.
➢	72 victims were not wearing seatbelts or 68% of total 106 victims that were motor vehicle occupants. (data compares victims of motor vehicles only)

2018 Fatal Crashes			
Alcohol Related Operator Death Rates			
BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	3	1	75%
.080 - .119%	7	3	70%
.120 - .159%	6	2	75%
.160 - .209%	10	0	100%
.210 - .259%	5	1	83%
.260 + Higher	2	0	100%
Totals	**33**	**7**	**82.5%**

The data indicates that the historical BAC trend of total alcohol related fatal crashes on New Hampshire roadways continues to hold steady at 76% for the past three years.

Historical Comparison of Totals			
	Deceased Operators	**Surviving Operators**	**Death Rate**
2013	33	10	77%
2014	25	4	86%
2015	28	8	76%
2016	26	8	76%
2017	17	4	81%

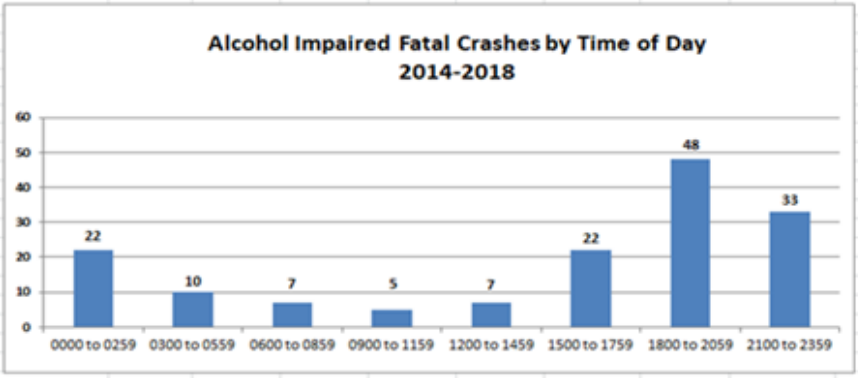
Further data indicates that a large number of the fatal crashes in 2018 also involved drugs

2018 Fatal Crashes			
Operator Physical Condition			
	Operators		
Reported Condition	**Males**	**Females**	**Totals**
Under the Influence of Alcohol (.080% BAC or above)	18	4	22
Had Been Drinking Alcohol (.079% BAC or below)	1	1	2
Under the Influence of Alcohol (.080% BAC) or above and Drugs	12	2	14
Had Been Drinking Alcohol (.079% BAC) or below and Drugs	2	0	2
Presence of Drugs Only	32	9	41
Normal (Presumed)	74	39	113
Totals	**139**	**55**	**194**

State of New Hampshire

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2014	2	5	2	2	1	3	9	5	29
2015	7	2	0	0	1	6	12	6	34
2016	4	0	2	2	2	6	9	5	30
2017	3	1	2	0	2	3	7	5	23
2018	6	2	1	1	1	4	11	12	38
Total	22	10	7	5	7	22	48	33	154
Percent of Total	14.3	6.5	4.5	3.2	4.5	14.3	31.2	21.4	

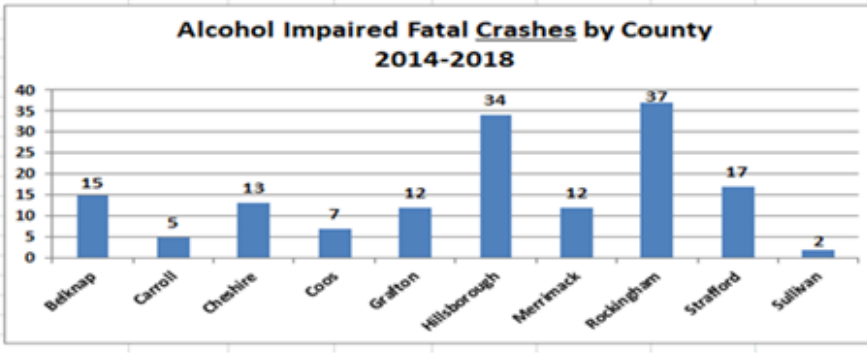
*BAC of 0.08% and above 2018 Update



State of New Hampshire

County	2014	2015	2016	2017	2018	Total	Percent of Tota
Belknap	3	3	1	3	5	15	9.7
Carroll	1	1	1	2	0	5	3.2
Cheshire	2	0	4	5	2	13	8.4
Coos	0	2	2	3	0	7	4.5
Grafton	1	2	6	0	3	12	7.8
Hillsborough	9	10	4	3	8	34	22.1
Merrimack	1	4	2	0	5	12	7.8
Rockingham	8	7	7	4	11	37	24.0
Strafford	4	4	3	2	4	17	11.0
Sullivan	0	1	0	1	0	2	1.3
Total	29	34	30	23	38	154	

* BAC 0.08% and Above 2018 Update



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	27.93

Countermeasure Strategies in Program Area

Countermeasure Strategy
ID EDUCATION / TRAINING / OUTREACH
ID MEDIA CAMPAIGN
ID OVERTIME ENFORCEMENT & EQUIPMENT
ID PROGRAM MANAGEMENT
ID PROSECUTION / PARALEGAL
Ignition Interlocks

Countermeasure Strategy: ID EDUCATION / TRAINING / OUTREACH

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

TSRP: Funds shall be provided to support a Traffic Safety Resource Prosecutor that will provide training, resources and guidance to law enforcement agencies. Training for law enforcement officers will include the following:

53. Felony blood draw training, throughout the State of New Hampshire
54. Sobriety Checkpoint Training, throughout the State of New Hampshire
55. Medical Records/Blood evidence for prosecution, throughout the State of New Hampshire
56. Effective legal research and motion/objection writing for police prosecutors.
57. DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.
58. 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.
59. Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.

60. Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.

61. Analyze and maintain all the DUI reduction letters submitted state-wide.

DRE TRAINING: This DRE Administration countermeasure is an important countermeasure that helps address the impaired driving issues New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorist driving on New Hampshire roads.

The devastating effects of the drug epidemic in New Hampshire are widespread. New Hampshire is among the top five states with the highest rate of opioid-involved deaths. In 2017, there were 424 drug overdose deaths involving opioids in New Hampshire which was more than twice the average national. An example of how concerning this is, in 2015, the City of Manchester, NH alone had 540 overdose calls, 400 of which required administration of Narcan. Of those overdose calls, 65 deaths had been recorded

This countermeasure is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from the roads by training law enforcement to become experts in the field of drug recognition.

As of October 2018, New Hampshire has 86 certified DRE experts including 23 certified instructors, representing law enforcement agencies throughout the state with more law enforcement officers that will be certified as DRE experts and instructors once training is completed by September 30, 2019.

IMPAIRED DRIVING CONFERENCE: This task will provide funding for the Impaired Driver Conference conducted by the NHOHS. This conference will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The Impaired Driving Conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the conference) to educate attendees during this luncheon on important highway safety issues.

Linkage Between Program Area

TSRP: The TSRP's efforts will support law enforcements efforts to remove impaired drivers from New Hampshire roads by enhancing the knowledge and skills of law enforcement and prosecutors to increase the number of impaired drivers who are removed from the road through successful prosecution, thereby enhancing public safety and minimizing impairment related crashes and the resulting injuries and or deaths.

In 2018, 147 fatalities resulted from 134 fatal crashes which is a 44% increase in fatalities compared to 2017. In 2018, there were 83 alcohol and/or drug related crashes (61.9% of the total 134 fatal crashes) which claimed 90 victims (61% of the total 147 fatalities).

This alcohol and drug impaired data supports the necessity of this Traffic Safety Resource Prosecutor countermeasure which will help to continue the recent upward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 29.4 (2014 - 2018 average) to 27.93 (2015-2019 average)

This countermeasure contributes to the overall mission statement of the NHOHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

DRE TRAINING: This countermeasure is an important component that links to law enforcement efforts by providing law enforcement with DRE trained experts to use when conducting DWI/DUI/DRE enforcement patrols (saturation, sobriety checkpoints).

In 2018, 147 fatalities resulted from 134 fatal crashes which is a 44% increase in fatalities compared to 2017. In 2018, there were 83 alcohol and/or drug related crashes (61.9% of the total 134 fatal crashes) which claimed 90 victims (61% of the total 147 fatalities). This is an increase from 2017, which had 49 alcohol and/or drug related crashes which claimed 52 victims (51% of the total 102 fatalities). In 2018, drug tests came back positive for the presence of drugs in 57 operators (an increase from 34 operators in 2017) involved in the fatal crash in 2018.

This alcohol and drug impaired data supports the necessity of this DRE Administration countermeasure and the funding to support it to continue the downward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 29.4 (2014 -2018 average) to 27.93 (2015-2019 average)

IMPAIRED DRIVING CONFERENCE: This is an important conference for New Hampshire that allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. This task is supported by CTW Chapter 1, Section 7.3

Rationale

TSRP: The TSRP enhances the NHOHS Impaired Driving program by facilitating DUI prosecutions and is a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

DRE TRAINING: The DRE Training contributes to the overall mission statement of the NHOHS through the facilitation of this countermeasure to save lives and reduce injuries on New Hampshire roads.

IMPAIRED DRIVING CONFERENCE: The opportunity to educate and perform outreach on the topic of Drunk and Drugged driving is enhanced by this conference which supports 300 plus attendees and is messaged out to the public in several media outlets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

20-07-05	ID TSRP
20-07-06	ID IMPAIRED DRIVING CONFERENCE
20-07-07	ID DRE TRAINING

Planned Activity: ID TSRP

Planned activity number: **20-07-05**

Primary Countermeasure Strategy ID: **ID EDUCATION / TRAINING / OUTREACH**

Planned Activity Description

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

Intended Subrecipients

New Hampshire Department of Justice

Local, County and State prosecutors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID EDUCATION / TRAINING / OUTREACH

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$146,000.00	$36,500.00	

Planned Activity: ID IMPAIRED DRIVING CONFERENCE

Planned activity number: **20-07-06**

Primary Countermeasure Strategy ID: **ID EDUCATION / TRAINING / OUTREACH**

Planned Activity Description

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

Intended Subrecipients

NHOHS AND/OR AMERICAN AUTOMOBILE ASSOCIATION

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID EDUCATION / TRAINING / OUTREACH

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$15,000.00	$3,750.00	

2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	$10,000.00	$2,500.00	

Planned Activity: ID DRE TRAINING

Planned activity number: **20-07-07**

Primary Countermeasure Strategy ID: **ID EDUCATION / TRAINING / OUTREACH**

Planned Activity Description

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country. Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Both alcohol and drug impairment have a debilitating affect on a persons ability to operate a motor vehicle safely.

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

As of 2018, New Hampshire has 86 certified DRE experts including 23 certified instructors, representing law enforcement agencies throughout the state.

This planned activity will allow New Hampshire Liquor Commission's Division of Enforcement to coordinate/administer the state's Drug Recognition Expert (DRE) program and provide law enforcement with the following training: Drug Recognition Expert (DRE), Advanced Roadside Impaired Driver Enforcement (ARIDE), Standard Field Sobriety Testing (SFST), Drug Evaluation and Classification (DEC), and Drug Impairment Training for Educational Professionals (DITEP). This contract will support the following number of classes.

DRE (out of state) 2 Classes of 9 Students

DRE (In State) 1 Class 10 Students

ARIDE 5 Classes of 30 students

DITEP 1 Class of 50 Students

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

Funding for this planned activity will cover necessary funding to support activities associated with the administration of the DRE Program, current expenses (to include DRE student and instructor

course manuals, DRE Kits, DRE flip charts Posters-Reprint, ARIDE course manuals, and DITEP course manuals), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to Phoenix, Arizona, Los Angeles California, Miami Florida, or other available out of state venue for DRE field evaluations/certification training, and travel to the annual conference on drugs and impaired driving), and indirect cost. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3. The proposed budget breakdown is listed below. It is anticipated that this funding will provide five ARIDE classes and two DRE classes to approximately 50 students.

State Coordinator Administration/classes and out of state travel 97%

DRE Callout Overtime 3%

Intended Subrecipients

New Hampshire Liquor Commission's Division of Enforcement

NHSP

County and Local LE agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID EDUCATION / TRAINING / OUTREACH

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$100,000.00	$25,000.00	

Countermeasure Strategy: ID MEDIA CAMPAIGN

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This countermeasure strategy 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 Departments of Safety Office of Highway Safety, Homeland Security and Emergency Management, University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, Dartmouth College, Keene State College, Bike Walk Alliance, and the New Hampshire Auto Dealers Association, NH Broadcasters Association, WMUR channel 9, iHeart Media, or other media sources to conduct public information and education campaigns, electronic media campaigns, or public service announcements, print audio activities etc. to address highway safety problems relative to impaired driving. The NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over" and "Buzzed Driving is Drunk Driving". 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.

Linkage Between Program Area

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 speeding, distracted driving, alcohol and/or drug impaired driving as reflected in C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

Rationale

Internal policies dictate that all media and communications activities will support data-driven objectives and will be coordinated with other activities and enforcement efforts. Crash as well as citation data are used not only for planning enforcement activities but also to determine the target audience and the media channels directed towards them.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-03	ID PAID MEDIA

Planned Activity: ID PAID MEDIA

Planned activity number: **20-07-03**

Primary Countermeasure Strategy ID: **ID MEDIA CAMPAIGN**

Planned Activity Description

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

Intended Subrecipients

Funds shall support contracts with universities, sports teams (i.e. UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, NHOHS, WMUR, iHeart, etc.) to provide public information and education on Impaired Driving throughout the state.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID MEDIA CAMPAIGN

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$125,000.00	$31,250.00	

Countermeasure Strategy: ID OVERTIME ENFORCEMENT & EQUIPMENT

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Funds shall be provided to support law enforcement agencies to conduct overtime impaired driving enforcement patrols (individual cruiser), saturation patrols (multiple cruisers/focused area), DUI checkpoints as well as equipment. Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country. Law enforcement is not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. Drug impairment and especially poly drug and alcohol combined impairment has a detrimental impact on an operators ability to operate a motor vehicle safely. New Hampshire has recently seen a rise in arrests related to poly drug use and alcohol impairment. These DWI/DUI/DRE

enforcement patrols (patrols, saturation, sobriety checkpoints) will be conducted in areas of the state where impaired driving is a problem. This countermeasure will lead to an increased number of impairment related arrest that remove the impaired driver from New Hampshire roads. New Hampshire Fish and Game will be conducting OHRV patrols as part of this impaired driving enforcement effort not only looking for the impaired driver but also looking for OHRV operators transporting drugs using New Hampshire OHRV trails that connect with public roads.

For FFY 2020, the NHOHS has planned high visibility enforcement (HVE) strategies to support national mobilizations and the national highway safety goals to reduce motor vehicle related fatalities. Additionally, planned HVE strategies along with robust media campaigns will include two mobilizations in 2019/2020 to reduce alcohol-impaired or drug impaired operation of motor vehicles; Drive Sober or Get Pulled Over & Buzzed Driving is Drunk Driving. State police and local law enforcement departments will participate in the Drive Sober or Get Pulled Over & Buzzed Driving is Drunk Driving Mobilization in December 1, 2019 to January 1, 2020. In addition funding will be provided for NH Marine Patrol for DUI sustained enforcement patrols.

Funds will also be provided to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints, educational events, press events, and any NHTSA or NHOHS campaigns held in state or out of state. The DUI Van is equipped with an Intoxilyzer 9000, a Drug Recognition Expert examination area, booking stations, holding cell, wireless laptop, wireless printer, wireless fax, flashlights, portable radio chargers, communications equipment, sobriety checkpoint sign packages, and traffic safety vests.

The collection of the place of the "Last Drink" data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness, and enforcement of underage drinking laws. The fielding and implementation of the intoxilyzer 9000's will allow collection of this type of data electronically at point of service.

Through the collection of the place of the "Last Drink" data which potentially identifies problem businesses that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol, the Bureau of Liquor Enforcement will be able to track any repeat offenders and take action to eliminate or reduce those problem outlets.

This alcohol and drug impaired data supports the necessity of this impaired driving enforcement and equipment countermeasure and the funding to support it and will help to continue the recent downward trend and help meet the performance target. This countermeasure contributes to the overall mission statement of the NHOHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads. Charts below depict impairment for BAC levels of 0.04 % or greater in an effort to reflect impairment for all motorists age groups.

State of New Hampshire

2018 Fatal Crash Statistics ~ Alcohol / Drug Involvement

- 41 of the 134 fatal crashes that occurred in 2018 were alcohol related* or 30.6%. (0.04% or greater BAC) *The term Related does not imply causation.
- 46 of the 147 fatalities recorded in 2018 were alcohol related* or 31.3%.
- Drug tests came back positive for the presence of drugs in 57 operators involved in fatal crash during 2018. This does not imply causation or fault of the fatal crash. (based upon toxicology results trace amount and greater)
- The average BAC of an intoxicated operator with a known BAC result of 0.040% or greater is 0.168%.
- June had the highest alcohol related* fatal crashes with 8.
- The highest BAC level for an operator during 2018, was 0.367%. This is up from 0.301% recorded during 2017.
- Of the 40 operators with a BAC of 0.040% and greater, 33 are deceased as a result of the fatal crash ~ a death rate of 82.5%
- 2 of the 11 pedestrian victims had a BAC recorded at 0.08% or higher. 5 of the 11 pedestrian victims tested positive for Drugs.
- 14 of the 28 motorcyclists killed or 50% were under the influence of alcohol and / or drugs. (BAC of 0.040% + greater/ Drugs trace amounts + greater).
- Of the 27 Motorcycle Fatal Crashes occurring in 2018, 24 crashes determined the motorcycle operator to be "at fault" or 89% of all motorcycle fatal crashes.
- The highest BAC for a person under 21, living or deceased was 0.060% in 2018, down from 0.313% in 2017.

The data shows that the majority of alcohol related fatal crashes on New Hampshire roadways involved a BAC between .160% and .259%

2018 Fatal Crashes

Alcohol Related Operator Death Rates

BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	3	1	75%
.080 - .119%	7	3	70%
.120 - .159%	6	2	75%
.160 - .209%	10	0	100%
.210 - .259%	5	1	83%

.260 + Higher	2	0	100%
Totals	**33**	**7**	**82.5%**

The data indicates that the historical BAC trend of total alcohol related fatal crashes on New Hampshire roadways continues to hold steady at 76% for the past three years.

Historical Comparison of Totals

	Deceased Operators	**Surviving Operators**	**Death Rate**
2013	33	10	77%
2014	25	4	86%
2015	28	8	76%
2016	26	8	76%
2017	17	4	81%

Further data indicates that a large number of the fatal crashes in 2018 also involved drugs

2018 Fatal Crashes

Operator Physical Condition

	Operators		
Reported Condition	**Males**	**Females**	**Totals**
Under the Influence of Alcohol (.080% BAC or above)	18	4	22
Had Been Drinking Alcohol (.079% BAC or below)	1	1	2

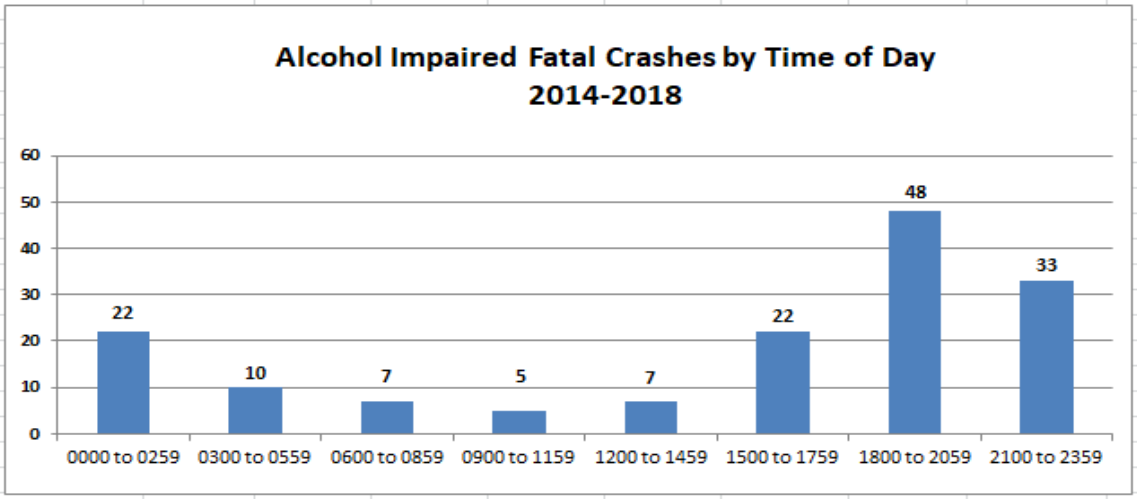
Under the Influence of Alcohol (.080% BAC) or above and Drugs	12	2	14
Had Been Drinking Alcohol (.079% BAC) or below and Drugs	2	0	2
Presence of Drugs Only	32	9	41
Normal (Presumed)	74	39	113
Totals	**139**	**55**	**194**

State of New Hampshire

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2014	2	5	2	2	1	3	9	5	29
2015	7	2	0	0	1	6	12	6	34
2016	4	0	2	2	2	6	9	5	30
2017	3	1	2	0	2	3	7	5	23
2018	6	2	1	1	1	4	11	12	38
Total	22	10	7	5	7	22	48	33	154
Percent of Total	14.3	6.5	4.5	3.2	4.5	14.3	31.2	21.4	

*BAC of 0.08% and above

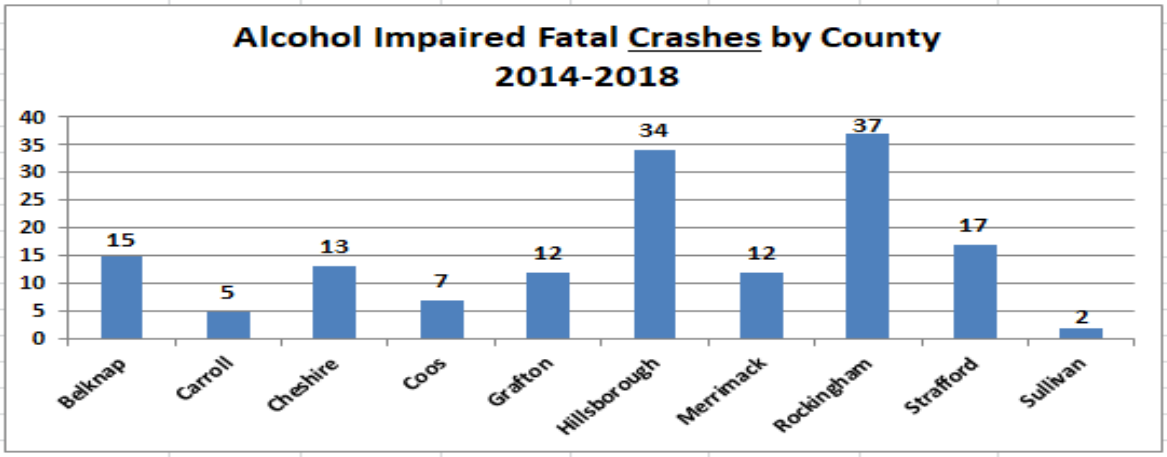
2018 Update



State of New Hampshire

County	2014	2015	2016	2017	2018	Total	Percent of Tota
Belknap	3	3	1	3	5	15	9.7
Carroll	1	1	1	2	0	5	3.2
Cheshire	2	0	4	5	2	13	8.4
Coos	0	2	2	3	0	7	4.5
Grafton	1	2	6	0	3	12	7.8
Hillsborough	9	10	4	3	8	34	22.1
Merrimack	1	4	2	0	5	12	7.8
Rockingham	8	7	7	4	11	37	24.0
Strafford	4	4	3	2	4	17	11.0
Sullivan	0	1	0	1	0	2	1.3
Total	29	34	30	23	38	154	

* BAC 0.08% and Above 2018 Update



Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes which is a 44% increase in fatalities compared to 2017. In 2018, there were 83 fatal alcohol and/or drug related crashes (69% of the total 134 fatal crashes) which claimed 90 victims (61% of the total 147 fatalities). This is a increase from 2017, which had 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities). In 2018, Drug test came back positive for the presence of drugs in 57 operators involved in a fatal crash. A five year average (2012 – 2016) of toxicology cases investigated using a chromatograph shows that 74% percent of these cases involved the use of drugs while operating a motor vehicle. Many of these cases investigated lead to an arrest. The newer chromatograph equipment purchased in 2019 will be able to expand the list of drugs that can be identified leading to possibly even more arrest.

The alcohol and drug impaired data supports the necessity of this impaired driving enforcement and equipment countermeasure and the funding to support it and will help to continue the recent downward trend and help meet the performance target. This countermeasure contributes to the overall mission statement of the NHOHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Rationale

The impaired driving overtime enforcement and equipment countermeasure strategy creates a multi-pronged approach and will help to achieve the stated performance goal within the Impaired Driving program area. Through proactive enforcement and subsequent monitoring, the state through the use of overtime enforcement patrols and funding of other ancillary activities is expected to meet its targets for FFY 2020.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
20-07-11	Impaired driving National Campaigns

Planned Activity: ID DWI/DUI/DRE Patrols, Checkpoints, Equipment

Planned activity number: **20-07-04**

Primary Countermeasure Strategy ID: **ID OVERTIME ENFORCEMENT & EQUIPMENT**

Planned Activity Description

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

Intended Subrecipients

Patrols will be conducted by New Hampshire State, Local, and County Police law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

ID OVERTIME ENFORCEMENT & EQUIPMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$450,000.00	$112,500.00	
2019	FAST Act NHTSA 402	Alcohol (FAST)	$240,000.00	$60,000.00	$240,000.00

Planned Activity: Impaired driving National Campaigns

Planned activity number: **20-07-11**

Primary Countermeasure Strategy ID: **ID OVERTIME ENFORCEMENT & EQUIPMENT**

Planned Activity Description

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

Intended Subrecipients

New Hampshire State Police

Local and County Law Enforcement Partners

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID OVERTIME ENFORCEMENT & EQUIPMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$30,000.00	$7,500.00	
2019	FAST Act NHTSA 402	Alcohol (FAST)	$24,000.00	$6,000.00	$24,000.00

Countermeasure Strategy: ID PROGRAM MANAGEMENT

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, seat belt, and impairment related projects. Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in impairment related fatalities.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment, media messaging and other projects and will therefore help to create a downward trend and help meet the performance target of reducing alcohol related fatalities by 5 percent from 29.4 (2014-2018 average) to 27.93 (2015-2019 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-01	ID PLANNING & ADMINISTRATION
20-07-02	ID NHOHS STAFF

Planned Activity: ID PLANNING & ADMINISTRATION

Planned activity number: **20-07-01**

Primary Countermeasure Strategy ID: **ID PROGRAM MANAGEMENT**

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID PROGRAM MANAGEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$118,750.00	$118,750.00	$0.00

Planned Activity: ID NHOHS STAFF

Planned activity number: **20-07-02**

Primary Countermeasure Strategy ID: **ID PROGRAM MANAGEMENT**

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID PROGRAM MANAGEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$142,500.00	$35,625.00	$0.00

Countermeasure Strategy: ID PROSECUTION / PARALEGAL

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Funds shall be provided for this countermeasure to support Prosecutors and a Paralegal that will play an active role in helping to remove impaired drivers from New Hampshire roads through prosecution. This countermeasure also supports the New Hampshire State Police by eliminating trooper prosecution in DWI cases and to allow State Police the ability to more efficiently, efficiently, and proactively enforce the impaired driving laws to remove the impaired driver from New Hampshire roads, ultimately, minimizing impairment related crashes and the resulting injuries and or deaths.

The drug crisis in New Hampshire has also resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively. This countermeasure will provide prosecution for highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. This countermeasure will address the drug impaired traffic safety issue and help to remove these drivers from NH roads.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes which is a 44% increase in fatalities compared to 2017. In 2018, there were 83 fatal alcohol and/or drug related crashes (61.9% of the total 134 crashes) which claimed 90 victims (61% of the total 147 fatalities).

This alcohol and drug impaired data supports the necessity of the Prosecutors and paralegal countermeasure which will help to create a downward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 29.4 (2014 -2018 average) to 27.93 (2015-2019 average)

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

This countermeasure contributes to the overall mission statement of the NHOHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

Rationale

The Prosecutors and Paralegal countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of associated activities surrounding DUI/DWI prosecution will provide the intellectual resources to effectively prosecute motorists who have operated a motor vehicle while under the influence of drugs and/or alcohol. New Hampshire currently utilizes troopers to prosecute their own DUI cases in the northern reaches of the state where prosecutors have not historically been available. The result has been the dismissal or pleas on many DUI related cases due to motions that troopers are not educated or experienced enough to address. Funding this countermeasure will provide prosecutorial resources to those areas of the state to affectively prosecute violators.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-08	ID PROSECUTORS & PARALEGALS

Planned Activity: ID PROSECUTORS & PARALEGALS

Planned activity number: **20-07-08**

Primary Countermeasure Strategy ID: **ID PROSECUTION / PARALEGAL**

Planned Activity Description

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

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

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

In addition, the DWI grant prosecutors will be able to prosecute the highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.

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

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

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

Intended Subrecipients

New Hampshire Department of Safety, Bureau of Hearings and Prosecution

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
ID PROSECUTION / PARALEGAL

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$360,000.00	$89,750.00	

Countermeasure Strategy: Ignition Interlocks

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This Ignition Interlock countermeasure will support law enforcements efforts to remove impaired drivers and reduce impairment related crashes and the resulting injuries and or deaths on New Hampshire roads.

By implementing this ignition interlock countermeasure the potential for repeat DWI offenders can be minimized through monitoring, investigation, evaluation, and training of law enforcement. Also, information of attempts of a DWI offender to circumvent an ignition interlock is automatically reported to New Hampshire State Police to investigate any suspected tampering. Criminal penalties have been established for DWI offenders who fail to install an interlock when required or circumvent an interlock. An interlock device can only be removed if the Interlock Coordinator issues a certificate of removal.

The number of alcohol ignition interlocks installed in vehicles has increased from 450 in 2013 to 1,223 devices currently in use today. In 2018 (as of 11/14/18), there have been 1,138 hearings held. In 2018, the DMV has released 787 Interlocks from violators that have successfully completed the program.

With this countermeasure many DWI offenders will be removed from the road contributing to the overall mission to continue a downward trend to decrease fatalities and impairment related crashes and resulting injuries and or deaths.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes which is a 44% increase in fatalities compared to 2017. In 2018, there were 83 fatal alcohol and/or drug related crashes (61.9% of the total 134 fatal crashes) which claimed 90 victims (61% of the total 147 fatalities).

This alcohol and drug impaired data supports the necessity of this Ignition Interlock countermeasure and the funding to support it and will help to create a downward trend and help meet the performance target of reducing alcohol impaired fatalities by 5 percent from 29.4 (2014-2018 average) to 27.93 (2015-2019 average)

Funds under this planned activity will support personnel services, current expenses, and in state/out of state travel.

This countermeasure contributes to the overall mission statement of the NHOHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Rationale

The impaired driving ignition interlock countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-10	ID INTERLOCK IGNITION PROGRAM

Planned Activity: ID INTERLOCK IGNITION PROGRAM

Planned activity number: **20-07-10**

Primary Countermeasure Strategy ID: **ID PROSECUTION / PARALEGAL**

Planned Activity Description

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

Intended Subrecipients

DOS/ Division of Motor Vehicles

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Ignition Interlocks

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$72,000.00	$18,000.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets and as seen from the data below, 75% of the fatalities were not wearing a helmet. Of the 68 motorcycle serious injuries 40% were not using a helmet.

Motorcycle drivers licenses has been steadily on the increase, in 2018 there were 172,167 motorcycle licenses. Registered motorcycles in New Hampshire for 2018 equaled 78,938. Hillsborough County and Rockingham County accounted for 50% of the registered motorcycles in New Hampshire. Hillsborough County and Rockingham County also account for approximately 53% of New Hampshire's population. (based on 2015 estimated population figures).

Motorcycle fatality data for 2018 is as follows:

64. 28 motorcycle fatalities up 54% from 2017.
65. No helmet was worn in 75% of the motorcycle fatalities;
66. 50% of the motorcycle fatalities were considered to be alcohol-impaired;
67. Riders in the age group 45-64 made up 75% of the motorcycle fatalities;
68. 36% of motorcycle fatalities occurred between 1500 and 1759;
69. 30% occurred on a Saturday or Sunday;
70. 74% occurred in either May, June, July, August or September; and
71. 63% occur in either Rockingham Hillsborough or Merrimack counties.

Motorcycle serious injury data for 2018 is as follows:

72. 90 serious injuries;
73. No helmet worn in 54% of the serious injuries;
74. 34% of the serious injuries occur between 1500 and 1759;
75. 41% occur on a Saturday and Sunday;
76. 43% occur in the months of June and July; and
77. 59% occur in either Hillsboro or Rockingham county

State of New Hampshire

2018 Motorcycle Statistics

27 Fatal Crashes in 2018 involved a motorcycle, 20.1% of the total 134 crashes.

28 Victims resulted from the motorcycle crashes, 19% of the total 147 fatalities.

21 of the 28 motorcycle victims in 2018 were not wearing helmets or 75%.

Historical Comparison Motorcycle Victim Classification					
	2014	2015	2016	2017	2018
Operator	15	23	17	15	27
Passenger	2	3	1	0	1
Total	17	26	18	15	28

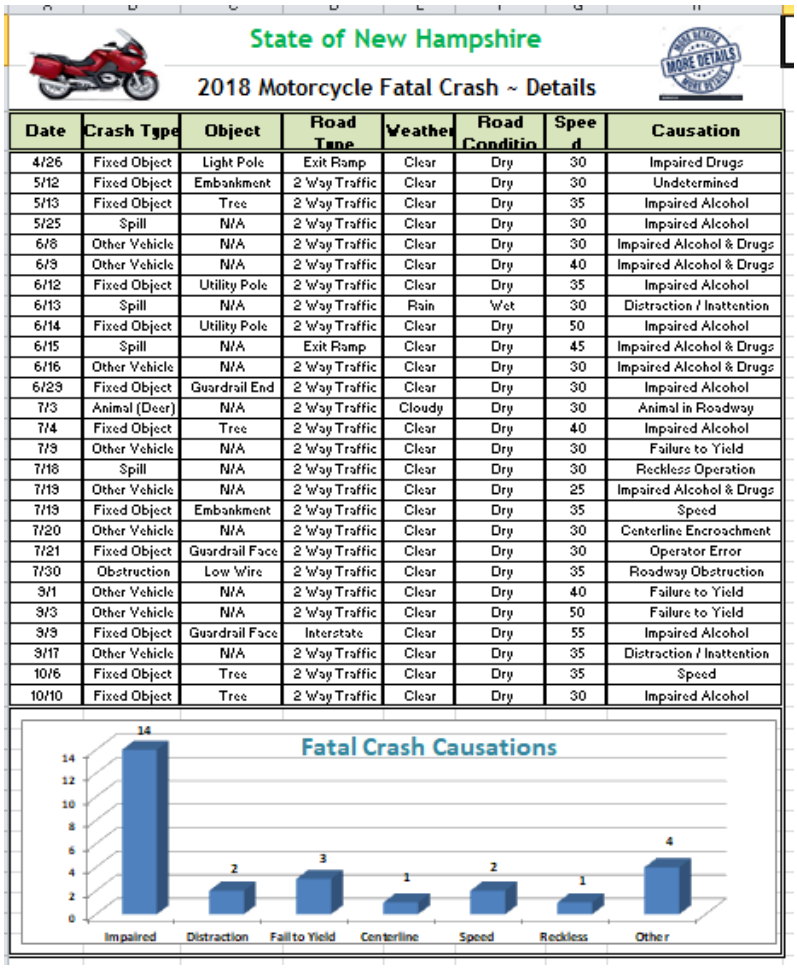
Historical Comparison Motorcycle Operator Age					
Age	2014	2015	2016	2017	2018
16 to 20	0	2	2	1	0
21 to 30	3	1	6	2	3
31 to 40	0	4	1	2	4
41 to 50	2	3	2	2	3
51 to 60	8	10	3	4	12
61+	2	3	3	4	5
Total	15	23	17	15	27

* Deceased or Living

Historical Comparison Alcohol / Drug Related Crashes					
	2014	2015	2016	2017	2018
Crash	10	9	7	6	14
Fatality	10	9	7	6	14
% Total MC Crashes	63%	62%	38%	40%	52%

* Motorcycle Operator Only.
* BAC level of 0.040% or greater / presence of drugs.
* Term "Related" does not imply causation or fault in crash.

Historical Comparison Victim Helmet Usage				
	2014	2015	2016	2017
Helmet Used	6	10	11	8
Helmet Not Used	11	16	7	7
Total Victims	17	26	18	15



State of New Hampshire

2018 Motorcycle Fatal Crash ~ Details

Date	Crash Type	Object	Road Type	Weather	Road Conditio	Speed	Causation
4/26	Fixed Object	Light Pole	Exit Ramp	Clear	Dry	30	Impaired Drugs
5/12	Fixed Object	Embankment	2 Way Traffic	Clear	Dry	30	Undetermined
5/13	Fixed Object	Tree	2 Way Traffic	Clear	Dry	35	Impaired Alcohol
5/25	Spill	N/A	2 Way Traffic	Clear	Dry	30	Impaired Alcohol
6/8	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	30	Impaired Alcohol & Drugs
6/9	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	40	Impaired Alcohol & Drugs
6/12	Fixed Object	Utility Pole	2 Way Traffic	Clear	Dry	35	Impaired Alcohol
6/13	Spill	N/A	2 Way Traffic	Rain	Wet	30	Distraction / Inattention
6/14	Fixed Object	Utility Pole	2 Way Traffic	Clear	Dry	50	Impaired Alcohol
6/15	Spill	N/A	Exit Ramp	Clear	Dry	45	Impaired Alcohol & Drugs
6/16	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	30	Impaired Alcohol & Drugs
6/23	Fixed Object	Guardrail End	2 Way Traffic	Clear	Dry	30	Impaired Alcohol
7/3	Animal (Deer)	N/A	2 Way Traffic	Cloudy	Dry	30	Animal in Roadway
7/4	Fixed Object	Tree	2 Way Traffic	Clear	Dry	40	Impaired Alcohol
7/9	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	30	Failure to Yield
7/18	Spill	N/A	2 Way Traffic	Clear	Dry	30	Reckless Operation
7/19	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	25	Impaired Alcohol & Drugs
7/19	Fixed Object	Embankment	2 Way Traffic	Clear	Dry	35	Speed
7/20	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	30	Centerline Encroachment
7/21	Fixed Object	Guardrail Face	2 Way Traffic	Clear	Dry	30	Operator Error
7/30	Obstruction	Low Wire	2 Way Traffic	Clear	Dry	35	Roadway Obstruction
9/1	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	40	Failure to Yield
9/3	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	50	Failure to Yield
9/9	Fixed Object	Guardrail Face	Interstate	Clear	Dry	55	Impaired Alcohol
9/17	Other Vehicle	N/A	2 Way Traffic	Clear	Dry	35	Distraction / Inattention
10/6	Fixed Object	Tree	2 Way Traffic	Clear	Dry	35	Speed
10/10	Fixed Object	Tree	2 Way Traffic	Clear	Dry	30	Impaired Alcohol

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	19.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	11.16

Countermeasure Strategies in Program Area

Countermeasure Strategy
MC Media Campaign

MC Program Management

Countermeasure Strategy: MC Media Campaign

Program Area: **Motorcycle Safety**

Project Safety Impacts

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

Linkage Between Program Area

In the 5-year period of 2014 to 2018 there was an average of 21 motorcycle fatalities. In 2018 there were 28 motorcycle fatalities and 67 serious injuries. NHOHS has a performance target to reduce the number of motorcycle fatalities for the period of 2016 to 2020 to 21. The countermeasure chosen and planned activities will provide a statewide media campaign that will bring a heightened awareness to all motorists to be aware of motorcyclists on the road. In addition, it will also bring an increased awareness about the program which will attract students and instructors. Having safer riders and drivers that are more aware of motorcycles on the road will help to meet our 5-year performance target of 21 for 2016-2020.

Rationale

Using all types of media to inform the motoring public about the importance of operating a vehicle in and around motorcycles will provide the messaging and education necessary to compliment the enforcement efforts by our State, County and Local law Enforcement agencies.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-05-03	Paid Media

Planned Activity: Paid Media

Planned activity number: **20-05-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

We plan to contract for design, production, promotion, and distribution of a professionally produced series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television,

and/or social media throughout the state. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing and post-production, and materials.

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

78. Why it is hard to judge a motorcycles approaching speed
79. Give motorcycles more room than a car
80. Why motorcycles adjust lane position
81. Motorcycle brake lights and the use of engine braking
82. Motorcycle's positive impact on motorists experience

Intended Subrecipients

NH DMV
NH OHS
IHEART
Other Media Venues as needed

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
MC Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$7,780.11	$1,945.03	
2019	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$35,855.37	$8,963.85	
2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$12,524.52	$3,131.13	

Countermeasure Strategy: MC Program Management

Program Area: **Motorcycle Safety**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, media and seat belt related projects Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission to reduce motorcycle fatalities and serious injuries.

Linkage Between Program Area

In 2018, there were 28 motorcycle fatalities and 90 serious injuries. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to maintain and/or reduce motorcycle fatalities from 21 (2014-2018 average) to 20 (2016-2020 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Motorcycle program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-05-01	Planning and Administration

Planned Activity: Planning and Administration

Planned activity number: **20-05-01**

Primary Countermeasure Strategy ID: **MC Program Management**

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating

Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
MC Program Management

Funding sources

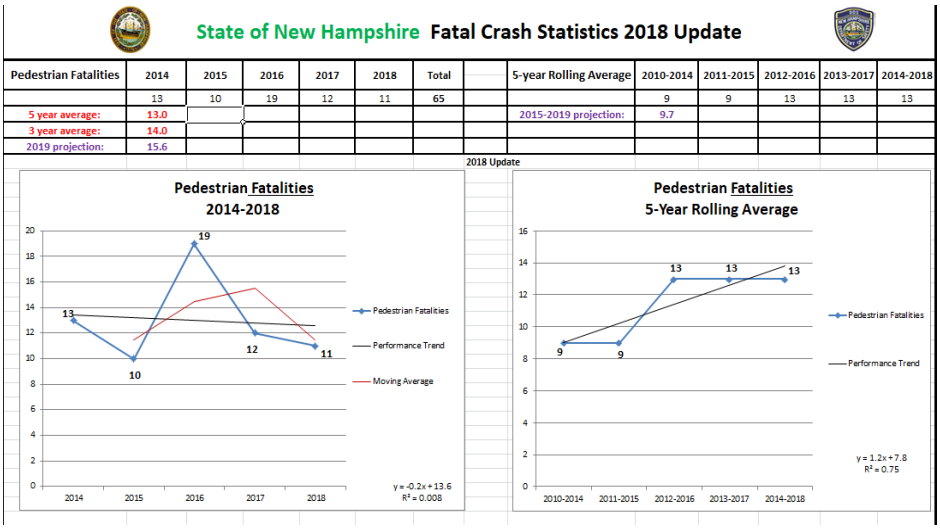
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$23,750.00	$23,750.00	$0.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Walking and biking is a critical component of our transportation system, and 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 and there is 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.

As the table below shows from 2014 through 2018 the five year average of pedestrian fatalities has decreased 20% from 13 in 2014 to 11 in 2018. Bicycle fatalities have remained unchanged and for that reason the main focus is on pedestrian safety because of the increase of pedestrian fatalities over the last 10-years with a high year in 2016 of 19.



In 2018, pedestrians were 13% of all fatalities in New Hampshire increasing from 12% in 2017. In 2018, bicyclists were 1.5% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicycle fatalities in New Hampshire are relatively few compared to the national average, this is a concern NHOHS is treating seriously because of the 33% increase in pedestrian fatalities over a 10-year period.

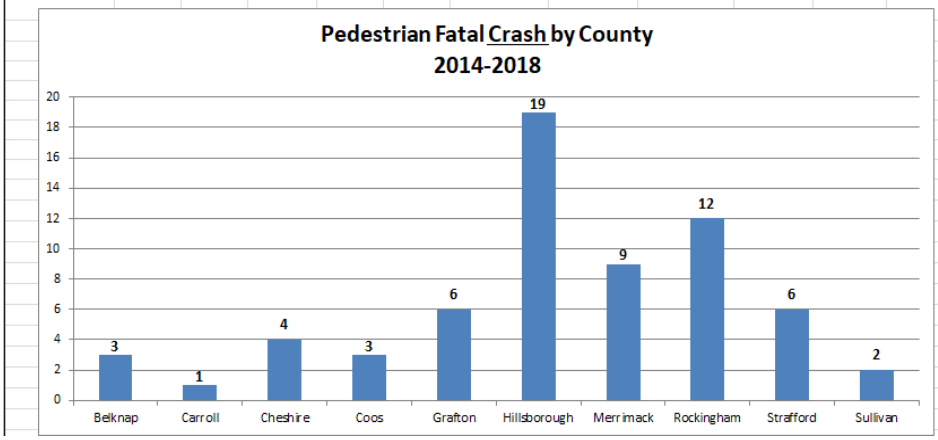
As the table below depicts, over a 5-year period (2013-2017) Hillsborough county had the highest number of pedestrian fatalities (22) with Rockingham county (13), Merrimack county (8) and Strafford County (7) the next highest counties. Within Hillsborough county the city of Manchester with the largest population in NH, has the greatest number of pedestrian fatalities. Because the bicycle fatality numbers are low there is no individual community that stands out as being at most risk. When looking at the bicycle fatalities by county over the period of 2013 - 2017 Hillsborough county had the highest total of bicycle fatalities with five (5) followed by Rockingham county with three (3) and Strafford with two (2). Because of the small data set it is difficult to draw any statistically significant conclusions from the data. The countermeasures strategies will focus primarily on pedestrian safety while maintaining bicycle fatalities at no more than two for 2019.

Pedestrian Fatal Crash by County 2014-2018

State of New Hampshire

County	Belknap	Carroll	Cheshire	Coos	Grafton	Hillsborough	Merrimack	Rockingham	Strafford	Sullivan	Total
2014	1	1	0	1	0	9	1	0	0	0	13
2015	0	0	1	0	2	1	2	3	0	1	10
2016	1	0	1	1	1	5	4	2	4	0	19
2017	0	0	2	0	1	4	1	2	2	0	12
2018	1	0	0	1	2	0	1	5	0	1	11
Total	3	1	4	3	6	19	9	12	6	2	65
Percent of Total	4.6	1.5	6.2	4.6	9.2	29.2	13.8	18.5	9.2	3.1	

2018 Upd



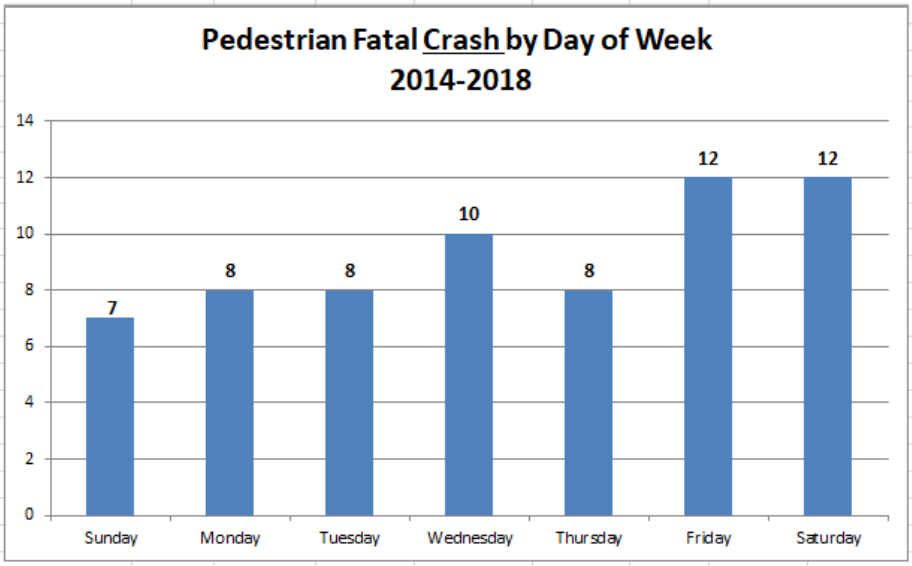
The table below shows that the days of the week with the highest percentage of fatal pedestrian crashes is Friday (18.5%), followed by Saturday (18.5%) and Wednesday (15.4%). This data will help to identify days of the week to focus enforcement patrols.

Pedestrian Fatal Crashes by Day of Week

State of New Hampshire

Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
2014	1	2	1	3	1	2	3	13
2015	1	2	0	1	4	1	1	10
2016	2	2	4	1	2	7	1	19
2017	2	0	0	2	1	1	6	12
2018	1	2	3	3	0	1	1	11
Total	7	8	8	10	8	12	12	65
Percent of Total	10.8	12.3	12.3	15.4	12.3	18.5	18.5	

2018 Update



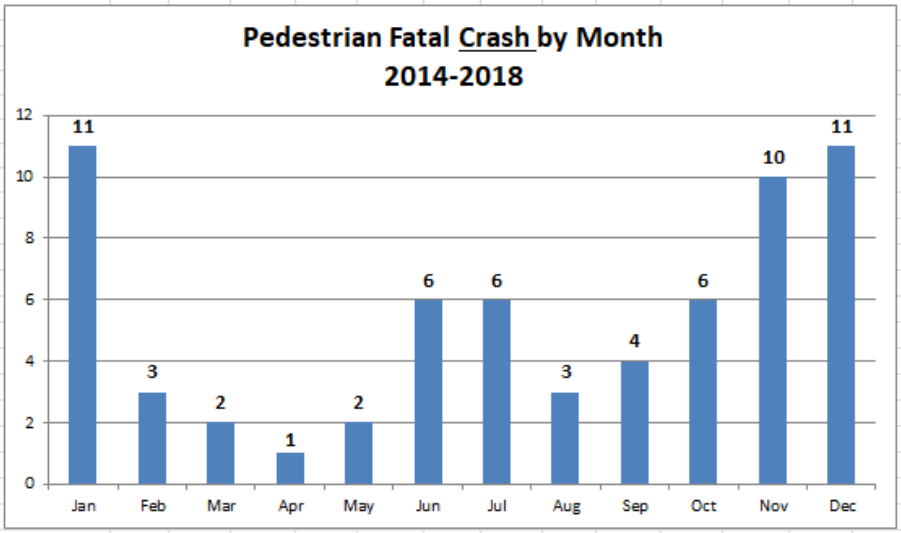
The table below shows that the months with the highest percent of fatal pedestrian crashes is December followed by January and November. New Hampshire is known for it's mountains and lakes which provide for a year round influx of tourists throughout the state. Because the summer months provide the highest number of tourists into the state one would have expected the summer months to have a higher percentage of fatal pedestrian crashes. Interestingly, the data below shows that the winter months actually account for the greatest percentage of fatal pedestrian crashes. This is likely due to sidewalks not being plowed/shoveled causing pedestrians to walk in the roadways in areas of high traffic. This information will allow the local police departments that conduct pedestrian patrols to focus their efforts in the months that could yield the greatest benefit to further reducing pedestrian fatalities. Additionally, having this data will help provide appropriate media messaging.

Pedestrian Fatal Crash by Month 2014-2018

State of New Hampshire

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2014	2	2	1	0	0	4	0	0	0	1	3	0	13
2015	1	0	0	0	0	1	2	1	1	0	0	4	10
2016	5	0	1	0	2	0	2	0	2	3	4	0	19
2017	2	1	0	1	0	1	0	0	0	1	1	5	12
2018	1	0	0	0	0	0	2	2	1	1	2	2	11
Total	11	3	2	1	2	6	6	3	4	6	10	11	65
Percent of Total	16.9	4.6	3.1	1.5	3.1	9.2	9.2	4.6	6.2	9.2	15.4	16.9	

2018 Update



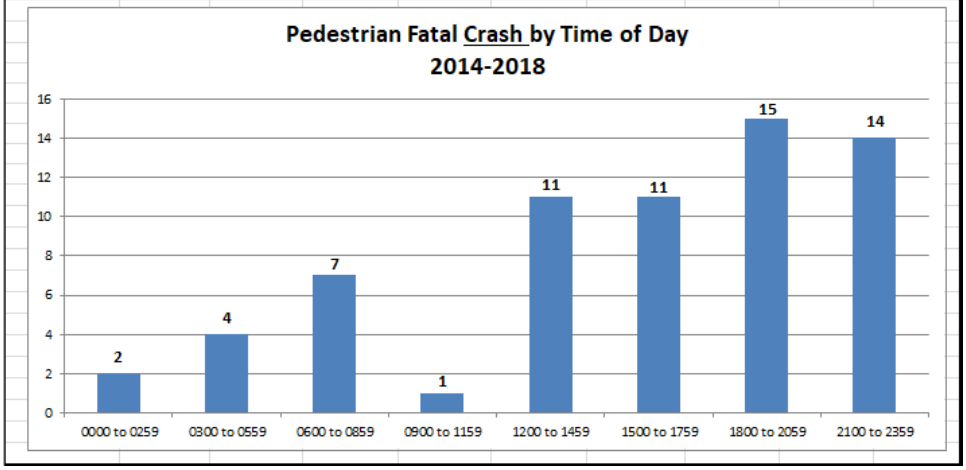
The table below on pedestrian fatal crashes by time of day show that between 12 PM and 12 AM the majority of the fatal pedestrian crashes occur. In the months that have the greatest percentage of pedestrian fatalities is also when we have the least amount of daylight and it's likely that many pedestrians are not sufficiently illuminated for the drivers on the roadway. Again, being able to drill down to confirm this can provide information to be able to message out how pedestrians can be safer on the roadways during winter months when there is low visibility as well as providing information to communities about the importance of making sure sidewalks are plowed/shoveled to provide for safe passage of pedestrians.

Pedestrian Fatal Crash by Time of Day 2014 - 2018

State of New Hampshire

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2014	0	0	1	0	1	5	4	2	13
2015	0	1	1	1	2	1	2	2	10
2016	1	1	2	0	4	4	4	3	19
2017	1	0	2	0	2	0	1	6	12
2018	0	2	1	0	2	1	4	1	11
Total	2	4	7	1	11	11	15	14	65
Percent of Total	3.1	6.2	10.8	1.5	16.9	16.9	23.1	21.5	

2018 Update



Pedestrian serious injury data is only available for calendar year 2017 and shows there were 35 pedestrians with serious injury. As with the pedestrian fatalities Hillsboro county and Rockingham county account for the greatest percentage of pedestrian crashes. In addition, serious injury by time of day tracks very closely with the pedestrian fatal crashes by time of day. An analysis of the data will help to determine what a reasonable performance target is as well as choosing countermeasures that will have the potential for the greatest impact.

Pedestrian **Serious** Injury by County 2017

County	Belknap	Carroll	Cheshire	Grafton	Hillsborough	Merrimack	Rockingham	Strafford	Total
2017	4	1	2	2	12	5	7	2	35
Percent of Total	11.4	2.8	5.7	5.7	**34.2**	14.3	**20**	5.7	

Pedestrian Serious Injury by Time of Day 2017

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	**2100 to 2359**	Total

2017	2	1	1	3	4	9	8	7	35
Percent of Total	5.7	2.8	2.8	8.6	11.4	**25.7**	**22.8**	**20**	

Grant funded pedestrian/bicycle enforcement in 2018 included 815 youth and adult warnings and 146 youth and adult summons.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	12.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	3.10

Countermeasure Strategies in Program Area

Countermeasure Strategy
PB Media Campaign
PB- Overtime enforcement patrols
PB- Program Management

Countermeasure Strategy: PB Media Campaign

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Pedestrian and bicycle related media efforts will focus on three areas; messaging regarding driver behaviors and sharing the road safely; the importance of proper illumination when walking or biking on the roadways; and education and enforcement of laws relative to pedestrians and bicyclists. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance.

By using this countermeasure strategy and appropriately identifying the primary and secondary audiences for the messaging identified above as well as requiring training foe local LE, we

expect to see a significant increase in messaging recall as well as a measurable increase in the number of adequately trained LE personnel on NH laws related to bicyclists and pedestrians.

Linkage Between Program Area

The data analysis as described in the section above, identifying the state's highway safety problem around pedestrian and bicycle fatalities, suggests that in addition to an enforcement effort, a strategy around a media/educational effort that reaches the correct demographic with the appropriate messaging points would benefit New Hampshire in meeting it's intended performance targets around pedestrian and bicycle fatalities. As described in an earlier section there has been a 33% increase in pedestrian fatalities from 2008 to 2017 and to effect a sustained downward trend it's important that media messaging/educational efforts involve the motoring public, the pedestrian and bicycling community as well as law enforcement agencies. Appropriated funding will be allocated through the planned activities within this countermeasure strategy based on the type and distribution of the media/educational efforts employed.

Rationale

The selected countermeasures strategy was chosen for this planned activity (media/educational campaign) as it was the best representative of the activity's objective. The amount allocated will allow adequate funding for type of media and it's intended audience in order to effect a positive impact on the number of pedestrian and bicycle fatalities in New Hampshire.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-06-03	Media Planned Activity

Planned Activity: Media Planned Activity

Planned activity number: **20-06-03**

Primary Countermeasure Strategy ID:

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 also address media intended for the pedestrian and bicycling communities. In addition, this office will work with the Bike-Walk Alliance of NH to distribute a reference guide to local law enforcement agencies about enforcing laws that impact 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 and negative reinforcement to reduce injuries throughout the state.

Intended Subrecipients

Bike-Walk Alliance of NH and yet to be determined media outlets that service the areas of the state at most risk for pedestrian and bicycle fatalities

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PB Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	$25,000.00	$6,250.00	

Countermeasure Strategy: PB- Overtime enforcement patrols

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

State and Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and Bicycle fatalities have historically been low in NH, though pedestrian fatalities have increased 33% over a 10-year period. Pedestrian and bicycle enforcement patrols will continue to focus in those communities that have the highest incidence of pedestrian and bicycle crashes. NHOHS will work with local and County LE agencies to develop more innovative ways to enforce the states bicycle and pedestrian laws. In addition, a focus on educating both Law Enforcement, pedestrians, and bicyclists will become a prerequisite for the conduct of enforcement patrols. Pedestrian and bicycle patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the evening commuting hours. An additional focus area will include the winter months during commuting hours where sidewalks may be non traversable due to snow and ice. Specific times and locations will be based on local data. In FFY 18 sixteen local law enforcement agencies were awarded funding for Pedestrian and Bicycle Patrols. It is anticipated that 15 local and county LE agencies will participate in FFY 2019.

Linkage Between Program Area

We will be using a new funding allocation methodology for FFY- 2019 that will focus primarily on fatal and serious injury pedestrian and bicycle crashes to identify communities with the

highest priority. By strategically targeting the communities that have the greatest need for enforcement we expect that this will provide a positive impact on our pedestrian and bicycle fatalities. New Hampshire weather dictates that enforcement of our pedestrian laws occur during all months of the year. A careful analysis of the available data indicates that the best approach to meeting our targets will be with the use of overtime patrol funding in the most pedestrian trafficked area of our state. Part of the funding will be utilized to train local and county LE agencies on the current laws related to pedestrian and bicyclists. Participating agencies will be required to document this training and will ensure every officer who works in an overtime capacity under this grant has been properly trained. A particular approach for FFY 2020 will be allocating overtime patrols during the winter months in the larger cities and towns to patrol when sidewalks are not cleared and pedestrians are subsequently walking on the sides of the roadway. An additional focus for overtime patrols will be when motor vehicle operators will most likely be driving into the sun during the morning and evening commuting hours.

Rationale

This countermeasure was chosen because it best represents the type of impact we hope to have by conducting overtime enforcement patrols that will be aimed at enforcing the state's pedestrian and bicycle laws thereby reducing the number of pedestrian and bicyclist that are either fatally or non fatally injured on NH roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-06-04	Pedestrian and bicycle enforcement patrols

Planned Activity: Pedestrian and bicycle enforcement patrols

Planned activity number: **20-06-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients
Local and County law enforcement agencies.

New Hampshire State Police

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
PB- Overtime enforcement patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$52,000.00	$13,000.00	

Countermeasure Strategy: PB- Program Management
Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts
Funds shall be provided to support NH OHS staff that work within the planned activities, NH OHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, and seat belt related projects Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings under these planned activities. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in reducing pedestrian and bicycle fatalities.

Linkage Between Program Area
In 2017, pedestrians were 12% of all fatalities in New Hampshire down from 14% in 2016. In 2017, bicyclists were 2% of all fatalities in New Hampshire and have remained minimal over the last several years. Funding the Program Management countermeasure strategy to support the planned activities of NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of pedestrian & bicycle enforcement. This should help to meet the performance target of reducing pedestrian fatalities by 10 percent from 13.4 (2013-2017 average) to 12 (2015-2019 average) and to maintain bicyclist fatalities at 2.8 (2013-2017 average) for 2015-2019 average of 2.8.

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within this program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-06-01	Planning & Administration
20-06-02	NHOHS Staff

Planned Activity: Planning & Administration

Planned activity number: **20-06-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PB- Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$23,750.00	$23,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-06-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs

Intended Subrecipients

New Hampshire Office of Highway Safety.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PB- Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$23,750.00	$5,937.50	$0.00

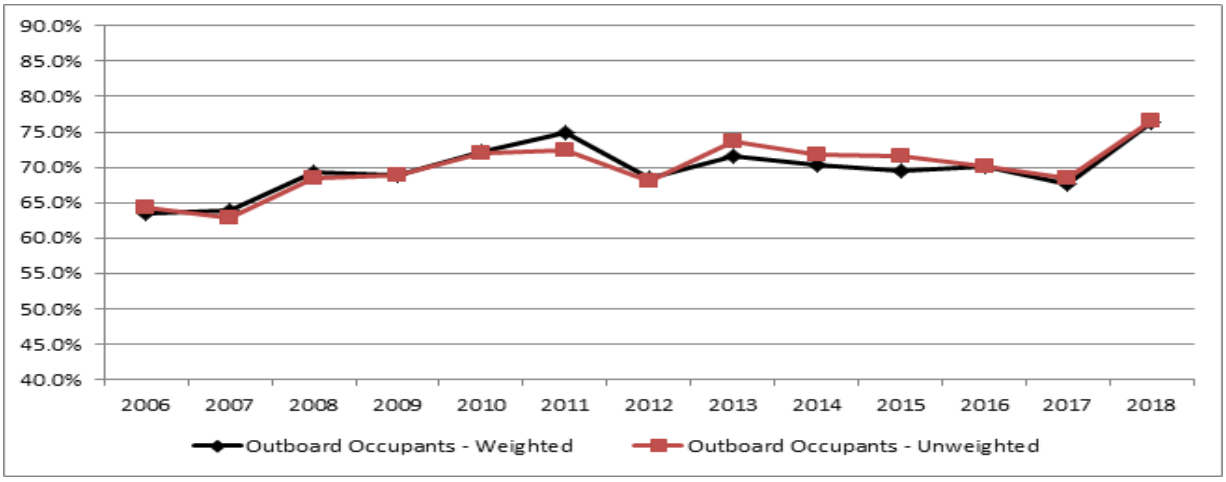
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

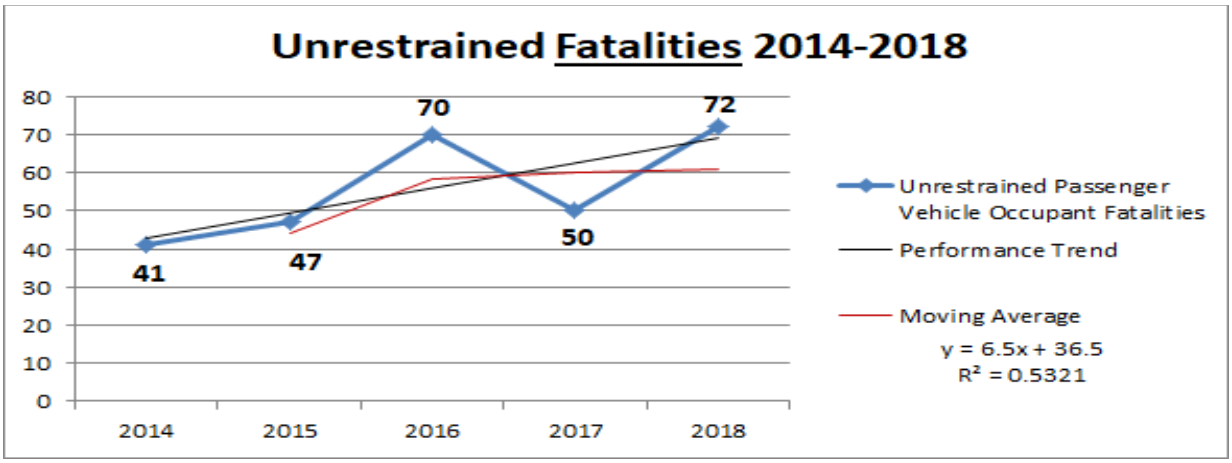
In New Hampshire, during the five year period 2014-2018, unrestrained occupant fatalities has accounted for approximately 75.6 percent of all vehicle occupant fatalities. The latest scientific survey of seat belt observations was conducted in June 2019. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. Observed seat belt use in New Hampshire in 2015 was 69.5 percent, which has increased slightly to 70.2 percent in 2016 and then dropped to 67.6% in 2017. Surveys conducted in 2018 saw an increased rate of seatbelt use of 76.4%. The usage rate declined in 2018 from 76.4% in 2018 to 70.7% in 2019.

In April 2019, New Hampshire underwent an Occupant protection Assessment. The assessment clearly highlighted the need for some type of legislation on adult seatbelt use. Additionally, it identified the need to expand our current CPS programs to the more rural and urban areas of our state. It also identified the need to ensure we are servicing the most high risk areas of our state.

The chart below shows observed seat belt use during the 13 year period 2006 to 2018. New Hampshire continues to have the lowest seat belt use rate in the country and does not have a mandatory adult seat belt law for those 18 years of age and above. As the data seems to suggest, it has been difficult to sustain a consistent positive trend over the last five years.



The chart below provides unrestrained fatalities statistics for the 5 year period 2013-2017.



Data Below is reflected from surveys conducted within NHTSA standards and guidlines:

Seat Belt Usage

(front seat outboard pass.)	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**
Seat belt usage rate: 68.5%	**63.5%**	**63.8%**	**69.2%**	**68.9%**	**72.2%**	**75.0%**	
Unweighted usage rate: 68.1%	64.2%	62.9%	68.4%	68.8%	72.0%	72.5%	
Standard error:	5.3%	9.4%	3.4%	2.8%	3.0%	3.0%	3.0%
95% conf. interval – upper: 74.5%	73.9%	82.2%	75.9%	74.3%	78.0%	80.8%	
95% conf. interval – lower: 62.6%	53.1%	45.4%	62.4%	63.5%	66.4%	69.2%	

Seat Belt Usage

(front seat outboard pass.)	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
Seat belt usage rate:	**71.5%**	**70.4%**	**69.5%**	**70.2%**	**67.6%**	**76.4%**
Unweighted usage rate:	73.7%	71.8%	71.5%	70.2%	68.5%	76.6%
Standard error:	1.11%	1.17%	1.13%	1.39%	1.23%	1.26%
95% conf. interval – upper:	73.6%	72.7%	72.1%	73.0%	70.0%	78.9%
95% conf. interval – lower:	69.3%	68.0%	66.8%	67.5%	65.1%	73.9%

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

The occupant protection programs that are funded through the NHOHS are programs that can help increase seat belt use throughout the state by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies as identified in the NHTSA publication "Countermeasures That Work" are effective and are providing measured results. Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FY 2020 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through a public information officer who shall also assists the NHOHS in releasing important highway safety media messages, and continued involvement with law enforcement agencies to provide enforcement of the juvenile seat belt law.

Wearing seat belts remains the most effective means of preventing death or injury to occupants involved in a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, the NHOHS shall continue to make occupant protection a major highway safety program area in FFY 2020.

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include:

High visibility enforcement of CPS and the under 18 seat belt laws.

Public information and education

Administration of statewide CPS, Buckle-Up, and Youth Operator and Simulator Programs

Maximization of the National ”Clique it or Ticket” Campaign (Join the NH Clique)

Special emphasis on high risk populations such as Teen drivers, 25-34 year old MV occupants and low income/homeless populations

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	78.00
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	50.40

Countermeasure Strategies in Program Area

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)
OP Education & Outreach
OP Media Campaign
OP Overtime Enforcement Patrols
OP Program Management

Countermeasure Strategy: OP Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. 72 of these fatalities were unrestrained, increasing from 50 in 2017. Of the 72 unrestrained fatalities, 4 were children under the age of 18. Through the countermeasure strategy Child Restraint System Inspection Stations and with the allocation of funds in the planned activity Statewide Child Passenger Safety, this occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use especially among children required to be in approved child restraint devices. Through this type of education and outreach, along with enforcement and other projects, we hope to continue the recent downward trend and reduce unrestrained fatalities by 10% from 56% (2014-2018 average) to 50.4 %(2016-2020 average).

Rationale

The Child Restraint System Inspection Stations countermeasure strategy was selected with the Planned Activity Statewide Child Passenger Safety, as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area. The NHOHS is not currently staffed with an occupant protection specialist nor do we have the requisite training and experience to effectively conduct a program. Funding for this countermeasure will engage a local partner who already is actively involved in preventing injuries to provide the level of services to meet our targets. These services will include the certification of needed CPS instructors as well as meet all recertification requirements for instructors, EMS personnel and inspection stations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-01-08	Statewide Child Passenger Safety Program

Planned Activity: Statewide Child Passenger Safety Program

Planned activity number: **20-01-08**

Primary Countermeasure Strategy ID: **OP Child Restraint System Inspection Station(s)**

Planned Activity Description

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

populations within our state to ensure that the message, training and effective enforcement is realized in these pocketed areas.

Intended Subrecipients

Injury Prevention Center Dartmouth

Local LE agencies

Local Businesses

Driver Educators

CPS Inspection Stations/Inspectors

EMS and First Responders

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$167,600.00	$41,900.00	$167,600.00

Countermeasure Strategy: OP Education & Outreach

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Funds will be provided to the Injury Prevention & Resource Center at Dartmouth Hospital as well as other venders such as Matrix entertainment to support the activities of the Buckle Up NH Coalition throughout FY 2020. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In FY 2020, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website

will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. These collaborative efforts within the Planned Activities Buckle Up NH Activities, Child Passenger Safety, UNH Seat Belt and Attitude Surveys and the Traffic Safety Conference are hoped to reduce unrestrained crash-related deaths and injuries across the state of New Hampshire and help meet the stated performance measure within the OP Program Area of reducing unrestrained fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2016-2020 average).

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. 72 of these fatalities were unrestrained, an increase from 50 in 2017. Through an robust Education and Outreach program with the Planned Activities Buckle Up NH Activities, Child Passenger Safety, UNH Seat Belt & Attitude Surveys, and the Traffic Safety Conference, along with enforcement and other projects, we hope to continue the recent downward trend and reduce unrestrained fatalities by 10% from 56.0 (2014-2018 average) to 50.4 (2016-2020 average).

Rationale

The Education and Outreach countermeasure strategy was selected with these Planned Activities as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area. New Hampshire will work with our local partners to deliver high quality and innovative approaches to training and messaging among our most vulnerable population as identified in the 2018 crash data. The NHOHS is not currently staffed to conduct effective education and outreach in this area. There are a number of partners who are more than capable of meeting our requirements and have the ability to positively affect our motoring public. Utilizing their talents and expertise as well as leveraging their resources, the NHOHS will be able properly educate and message the appropriate audiences. A special emphasis will be placed on our high risk populations such as teen drivers, the 25-34 year old MV occupants and our low income/homeless populations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-01-05	Buckle Up NH Activities
20-01-06	Surveys - UNH Seat Belt Survey / Attitude Survey

Planned Activity: Buckle Up NH Activities

Planned activity number: **20-01-05**

Primary Countermeasure Strategy ID: **OP Education & Outreach**

Planned Activity Description

This Planned activity will provide funds to the Injury Prevention & Resource Center at Dartmouth Hospital and other selected venders to support activities of the Buckle Up NH Coalition throughout FY 2020. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In 2020, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. In 2020, there will be a "Buckle Up New Hampshire Week" held during the month of May. Additionally, the "Room to Live" program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees on important highway safety issues. NHOHS recognizes that it is important for law enforcement, driver educators, businesses and other highway safety partners to attend this conference to understand and stay abreast of the highway safety issues that are of trending importance. Through the partnerships formed during this conference, countermeasures to address the concerns related to occupant protection and distracted driving can be formulated. As part of this project, a variant of Annual Statewide Seat Belt Challenge (TBD) or similar event shall be conducted to hopefully instill a pro seat belt mind set among our youth and increase the use of seatbelts among motor vehicle operators and passengers. This planned activity will incorporate an evaluation component to measure what is learned. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and will be conducted to coincide with any State or National seat belt campaigns and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time/Somebody Loves You etc. FFY2020 will begin a special emphasis on high risk populations throughout our state that have not benefited previously.

Intended Subrecipients

Injury Prevention & Resource Center at Dartmouth Hospital

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Education & Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$130,650.00	$32,663.00	$65,000.00

Planned Activity: Surveys - UNH Seat Belt Survey / Attitude Survey

Planned activity number: **20-01-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

UNH Seat Belt Use Survey

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

Behavioral Attitude Survey

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual 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.

Intended Subrecipients

Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

OP Education & Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$56,500.00	$14,125.00	$0.00

Countermeasure Strategy: OP Media Campaign

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The 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, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, IHEART, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the state.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. 72 of these fatalities were unrestrained, an increase from 56 in 2017. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to continue this recent downward trend and reduce unrestrained fatalities by 10% from 56.0 (2014-2018 average) to 51.4 (2016-2020 average). Additionally, we would like to measure how effective the messages we are sending are in reducing the number of fatalities due to unrestrained drivers. This can be done through our partners utilizing the existing attitude surveys being conducted annually.

Rationale

The Media Campaign countermeasure strategy was selected within the Occupant Protection program area as it represented a good opportunity to help to achieve the stated performance goal with the funding allocation in the planned activity Paid Media. By utilizing our partners to conduct annual surveys as well as develop local PSA's, the NHOHS can take advantage of paid and earned media to emphasize the importance of utilizing restraint systems when operating a motor vehicle. New Hampshire will take advantage of available media opportunities to message the motoring public during commuting hours as well as holidays.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-01-03	Paid Media

Planned Activity: Paid Media

Planned activity number: **20-01-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Fisher Cats

Dartmouth Hospital

Keene State College

Matrix Entertainment

IHEART

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

OP Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$112,000.00	$28,000.00	$112,000.00

Countermeasure Strategy: OP Overtime Enforcement Patrols

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The NHOHS provides overtime enforcement patrol grants to the NH State Police, local and county law enforcement agencies across the state of New Hampshire to conduct focused patrols within the Join the NH Clique Campaign , which coincides with the national HVE Click It or Ticket campaign. State Police patrols throughout the state provide statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 & 125. These collaborative efforts across the state will help to reduce crash-related unrestrained deaths and injuries.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. 72 of these fatalities were unrestrained, an increase from 56 in 2017. Through Overtime Enforcement Patrols with the Planned Activity Join the NH Clique, the NHOHS hopes to begin a downward trend and reduce unrestrained fatalities by 10% from 56.0 (2014-2018 average) to 51.4 (2016-2020 average).

Rationale

The Overtime Enforcement Patrols countermeasure strategy with the Planned Activity Join The NH Clique was selected as it couples effective enforcement efforts with educational outreach efforts as well as messaging to help to achieve the stated performance goal within the Occupant Protection program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-01-04	Join The NH Clique (Click It or Ticket)

Planned Activity: Join The NH Clique (Click It or Ticket)

Planned activity number: **20-01-04**

Primary Countermeasure Strategy ID: **OP Overtime Enforcement Patrols**

Planned Activity Description

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

Intended Subrecipients

State County and Local Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Overtime Enforcement Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Occupant Protection	$14,450.00	$3,613.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$13,000.00	$3,250.00	$13,000.00

Countermeasure Strategy: OP Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service seat belt related projects. Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in unrestrained fatalities.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. There were 72 unrestrained fatalities, an increase from 56 in 2017. Funding the Program Management countermeasure strategy to support the planned activities Planning & Administration and NHOHS Staff will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all Planned Activities within the Occupant Protection program Area This will therefore help to continue the recent downward trend and help meet the performance target of reducing unrestrained related fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2016-2020 average). average).

Rationale

The Program Management countermeasure strategy was selected and the funding allocations in the planned activities Planning & Administration, NHOHS Staff and OP Assessment, as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-01-01	Planning & Administration
20-01-02	NHOHS Staff

Planned Activity: Planning & Administration

Planned activity number: **20-01-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition,

responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$23,750.00	$23,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-01-02**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management**

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Program Management

Funding sources

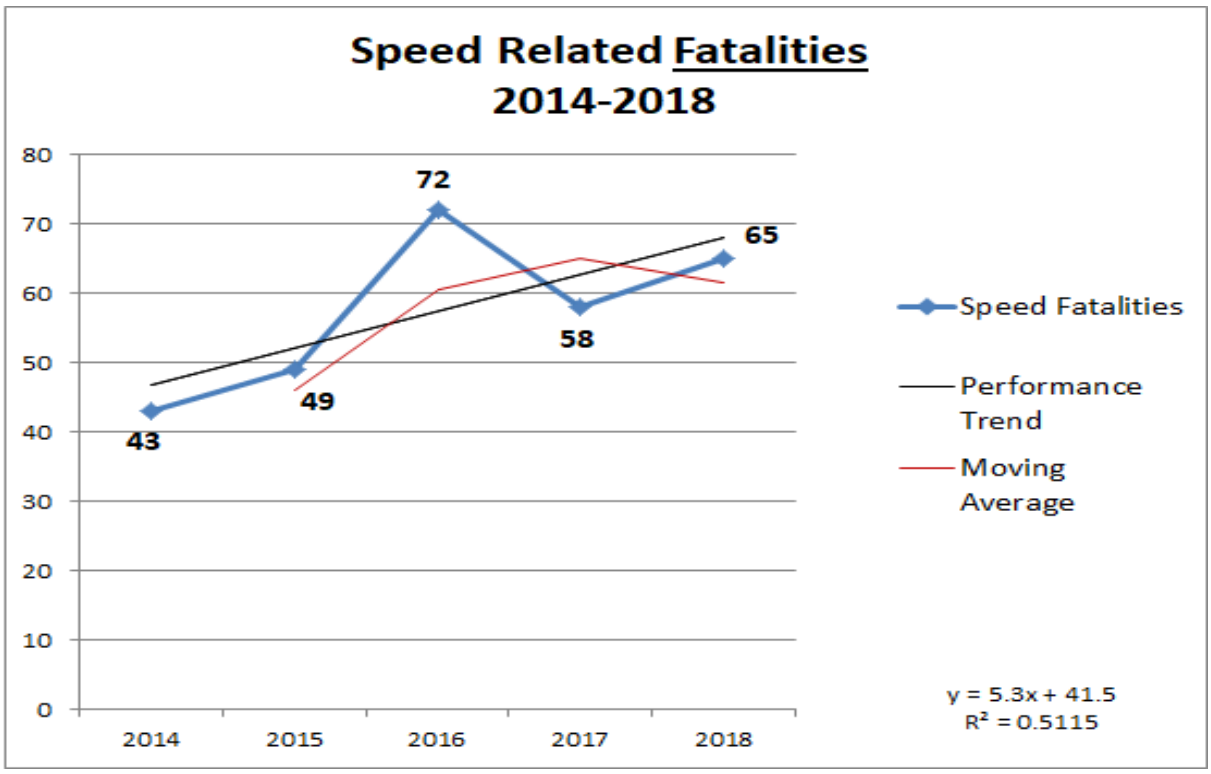
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$213,750.00	$53,438.00	$0.00

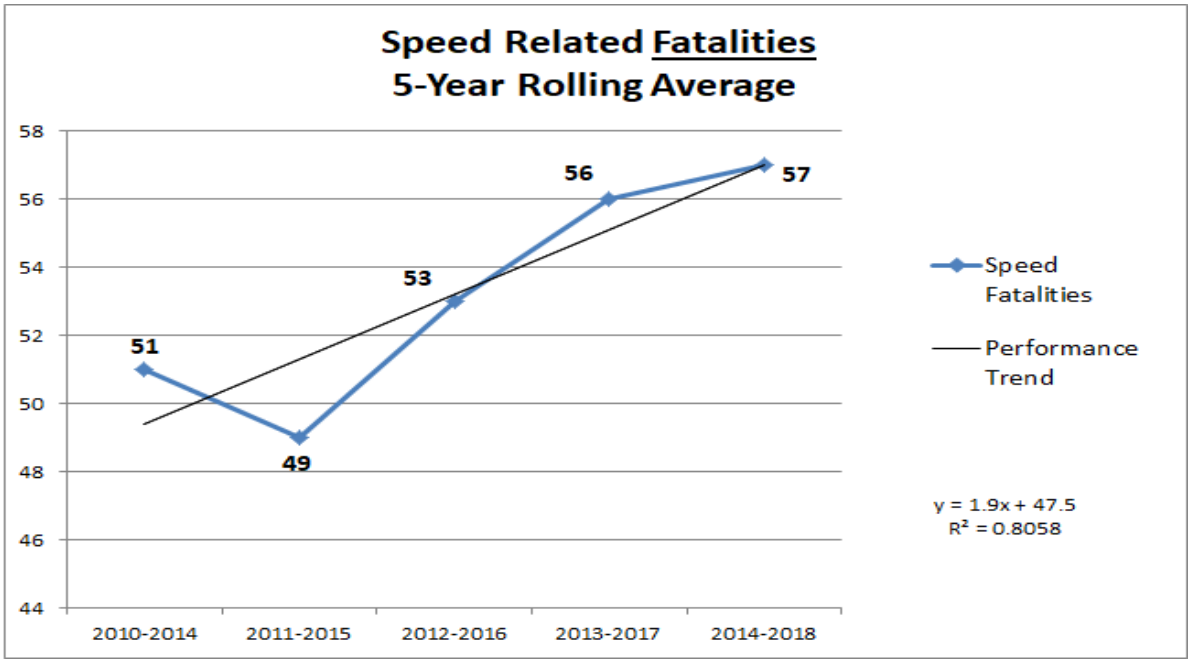
Program Area: Police Traffic Services

Description of Highway Safety Problems

Problem Identification

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. Speed is still a leading causation. See charts below. There were 449 crash related serious injuries in 2018, a 9% increase from 410 in 2017. Additionally, there were in excess of 35,000 crashes that occurred on New Hampshire road ways resulting in the 449 serious bodily injuries. New Hampshire believes that the number of reportable crashes as well as serious bodily injuries is significantly under reported due to the current crash reports utilized by local and county LE agencies. There are only 6 LE agencies currently reporting MMUCC IV compliant crash data. The current crash report utilized by local and county LE agencies does not affectively account for serious bodily injury or crashes with a contributing factor of distraction.





Using a new funding methodology for FFY- 2020 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to combat this recent upward trend in our drive toward zero. FY 2018 crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data a the team at NHOHS will have discussions related to the implementation and conduct of selected countermeasures and planned activity to address the problem areas. Additionally, crash data will be obtained quarterly as available to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts.

Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. Strategies to achieve these goals include:

☐HVE (High Visibility Enforcement Patrols)

Overtime Enforcement Patrols

Funding equipment

☐Media campaign

Education and Awareness campaigns

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	53.60
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	448.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
PTS Media Campaign
PTS Overtime Enforcement Patrols
PTS Program Management

Countermeasure Strategy: PTS Media Campaign

Program Area: **Police Traffic Services**

Project Safety Impacts

The 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, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, 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 crash-related deaths and serious injuries across the state.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. Through an robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to reduce-speed related fatalities by 5 percent from 57.4 (2014-2018 average) to 54.5 (2015-2019 average) and reduce unrestrained fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2015-2019 average) and decrease serious injuries from the 5-year average 2014-2018 baseline of 449.6 to the 2015-2019 projection target 448.0.

Rationale

The Media Campaign countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police

Traffic Services program area. New Hampshire historically has not leveraged media as well as it could have. The primary focus has been in the enforcement area. The rationale for this planned activity is to combine the requisite level of messaging with enforcement to adequately address speed, distraction and other unsafe acts currently occurring on our roadways. The funding allocated to this planned activity is an effort to leverage a source of media that reaches all areas and all demographics of the motoring public with appropriate messaging.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-02-03	Paid Media

Planned Activity: Paid Media

Planned activity number: **20-02-03**

Primary Countermeasure Strategy ID: **PTS Media Campaign**

Planned Activity Description

This planned activity will meet the requirements within the Grant Funding Policy Part II E by insuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety, Office of Highway Safety, University of New Hampshire Wildcats Sports Program, Fisher Cats, AAA, Keene State College, Bike Walk Alliance, New Hampshire Auto Dealers Association, NH Broadcasters Association, NH School Transportation Association 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 NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "You Text – You Drive – You Pay", etc.). It is anticipated that a contract will be secured with CAPSTAR that will provide radio media in the form of 15, 30 and 60 second highway safety related safety messages. Additionally it will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leverage other digital platforms such as Facebook and Twitter. NHOHS 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 impaired driving.

Intended Subrecipients

NH DOS

NH HSEM

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Fisher Cats

Keene State College

WMUR

IHEART Radio

CAPSTAR

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$50,000.00	$12,500.00	$50,000.00

Countermeasure Strategy: PTS Overtime Enforcement Patrols

Program Area: **Police Traffic Services**

Project Safety Impacts

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

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. There were 449 crash related serious injuries in 2018, a 9% increase from 410 in 2017. Using a new funding methodology for FFY-2020 that will focus primarily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach through the countermeasure strategy Overtime Enforcement Patrols and the Planned Activity Enforcement Patrols/STEP/Equipment, we hope to continue this recent downward trend and reduce-speed related fatalities by 5 percent from 57.4 (2014-2018 average) to 52.4 (2015-2019 average) and reduce unrestrained fatalities by 10 percent from 56.0 (2014-2018 average) to 46.0 (2015-2019 average) and decrease serious injuries from the 5-year average 2014-2018 baseline of 449.6 to the 2015-2019 projection target 448.0.

Rationale

The Overtime Enforcement Patrols countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. Utilizing overtime enforcement patrols will enable state, county and local LE agencies to establish a presence on our roadways and continue to modify the bad behaviors of motorists in areas such as speed and distraction which are two of the three major causes for fatalities and serious bodily injuries in our state. Funding for the planned activities within this countermeasure will be allocated based on 2018 crash data as well as the fatality data derived from the annual fatality report for the past five years.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-02-04	Enforcement Patrols/STEP/Equipment
20-02-11	Operation Safe Commute

Planned Activity: Enforcement Patrols/STEP/Equipment

Planned activity number: **20-02-04**

Primary Countermeasure Strategy ID: **PTS Overtime Enforcement Patrols**

Planned Activity Description

This planned activity will provide funds to support overtime pay for New Hampshire's State, County and Local law enforcement agencies to conduct statewide enforcement patrols. These patrols will be scheduled in 4 hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (speed, Distracted driving, Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors

and flexed as needed to identified problem areas through proactive monitoring initiatives. Safe Commute will be scheduled monthly and seasonal considerations will be taken into consideration when safe commute details are awarded.

Intended Subrecipients
NH State Police, County and Local Police

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Overtime Enforcement Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	$185,000.00	$46,250.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$228,187.00	$57,047.00	$228,187.00

Planned Activity: Operation Safe Commute
Planned activity number: **20-02-11**

Primary Countermeasure Strategy ID: **PTS Overtime Enforcement Patrols**

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 4 hour enforcement details will be conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

Intended Subrecipients
New Hampshire State Police

Local and County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Overtime Enforcement Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$55,000.00	$13,750.00	
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$149,000.00	$37,250.00	$149,000.00

Countermeasure Strategy: PTS Program Management

Program Area: **Police Traffic Services**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities Planning & Administration, NHOHS Staff and Traffic Safety Commission. Staff members will work to service/monitor enforcement, distracted driving, and seat belt related projects. Funds will also cover travel, professional development, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in speed related and unrestrained fatalities and serious injuries.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. There were 449 crash related serious injuries in 2018, a 9% increase from 410 in 2017. Funding the Program Management countermeasure strategy to support the planned activities of; Planning & Administration, NHOHS Staff and Traffic Safety Commission will greatly enhance the capabilities of the NHOHS through the implementation and servicing/monitoring of all enforcement, equipment and other projects. It is anticipated that this planned activity will help to continue the recent downward trend and help meet the performance targets of reduce-speed related fatalities by 5 percent from 57.4 (2014-2018 average) to 52.4 (2015-2019 average) and reduce unrestrained

fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2015-2019 average) and decrease serious injuries from the 5-year average 2014-2018 baseline of 449.6 to the 2015-2019 projection target 448.0.

Rationale

The Program Management countermeasure strategy was selected with the funding allocations in the planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. Utilization of all of the NHOHS staff will provide the needed continuity and monitoring of subgrantees to ensure grant funding is utilized effectively within this counter measure.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-02-01	Planning & Administration
20-02-02	NHOHS Staff
20-02-05	Traffic Safety Commission

Planned Activity: Planning & Administration

Planned activity number: **20-02-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$213,750.00	$213,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-02-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs.

Intended Subrecipients

NH Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$213,750.00	$53,437.50	$0.00

Planned Activity: Traffic Safety Commission

Planned activity number: **20-02-05**

Primary Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description

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

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
PTS Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,000.00	$250.00	$0.00

Program Area: Teen Traffic Safety Program

Description of Highway Safety Problems

Between 2014 and 2018 there were 60 crash related fatalities among those age 16-20 or 10.1% of the total of 594 for that same time period. 11 fatalities occurred among this age group in in 2017, a 37% decrease from 15 in 2017 and a 45.5% decrease from 16 in 2016. Drivers younger than 20 have significantly reduced their crash rate when compared to other age groups, and drivers in the 55-64 age group have moved to the top. Distracted driving is the most likely cause of crashes among teen drivers. With statistical analysis such as this in mind, it is the goal of NHOHS through the countermeasure strategies, Program Management, Media Campaign and Education / Outreach to meet the performance target of reducing young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	11.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
TD Education & Outreach
TD Media Campaign
TD Program Management

Countermeasure Strategy: TD Education & Outreach

Program Area: **Teen Traffic Safety Program**

Project Safety Impacts

Funds will be provided to the Injury Prevention & Resource Center at Dartmouth Hospital and Matrix Entertainment to support educational programs to inform teens of the true risks associated with driving. 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. Funds will also be provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youths and families related to distracted driving and safe driving habits, in an effort to save lives. The collaborative efforts of the planned activities Youth Operator and Community Alliance under the countermeasure

strategy Education & Outreach are hoped to reduce crash-related deaths and injuries among those 16-20 years of age across the state of New Hampshire. Additionally, New Hampshire will request a Driver Education Program assessment to include an evaluation of the Graduated Driver License rules and laws currently in effect.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. 11 of the fatalities were among the 16-20 age group, this is a 27% decrease from 15 in 2017 and a 31% decrease from 16 in 2016. Between 2014 and 2018 there were 60 crash related fatalities among those age 16-20 or 10% of the total of 594 for that same time period. Through an robust Education and Outreach countermeasure with the Planned Activities Youth Operator and Community Alliance, along with enforcement and other projects including a comprehensive review of our Driver education Program, we hope to meet our performance measure under the Teen Driver program area and reduce young driver involved fatalities by 10 percent from 12 (2014-2018 average) to 11 (2015-2019 average).

Rationale

The Education and Outreach countermeasure strategy was selected with the funding allocations in each planned activity, Youth Operator and Community Alliance, as it represented a good opportunity to help to achieve the stated performance goal within the Teen Driving program area. Utilizing Injury Prevention & Resource Center at Dartmouth Hospital, MATRIX Entertainment and the Community Alliance for Teen Safety, the NHOHS will be able to reach the applicable age group of teen drivers in our state with updated and meaningful training and information in regards to proper decision making while operating a motor vehicle. Education and outreach is a key component of the highway safety plan. Coupling effective enforcement with the requisite level of education and outreach has proven to be an effective countermeasure in many areas of the highway safety plan. The funding for this planned activity is to leverage the expertise and resources of the Injury Prevention Center and the Community Alliance for Teen Drivers to effectively educate and prepare teen drivers for the responsibility of operating a motor vehicle on our roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-08-04	Youth Operator
20-08-05	Parent/Teen Safe Driving Modeling and Education

Planned Activity: Youth Operator

Planned activity number: **20-08-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Injury Prevention Center at Dartmouth Hospital and Matrix Entertainment is provided funding to support educational programs to inform teens of the true risks associated with driving. Teens shall be made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. This programs youth operator specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately over 20 schools shall be served through this youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety crash data involving teen drivers within a given area, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities.

Intended Subrecipients

Injury Prevention Center at Dartmouth Hospital

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TD Education & Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	$122,500.00	$30,625.00	$61,000.00

Planned Activity: Parent/Teen Safe Driving Modeling and Education

Planned activity number: **20-08-05**

Primary Countermeasure Strategy ID: **TD Education & Outreach**

Planned Activity Description

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

Intended Subrecipients

Community Alliance (CATS)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TD Education & Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	$6,000.00	$1,500.00	$3,000.00

Countermeasure Strategy: TD Media Campaign

Program Area: **Teen Traffic Safety Program**

Project Safety Impacts

The 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, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the state.

Linkage Between Program Area

Rationale

The Media Campaign countermeasure strategy was selected within the Teen Driver program area as it represented a good opportunity to help to achieve the stated program area performance goal, with the funding allocation in the planned activity Paid Media. NHOHS will continue to partner with the Dartmouth Injury Prevention Center to reach out to teen drivers to emphasis the importance of utilizing restraint devices while operating a motor vehicle. The funding in this planned activity will allow the NHOHS to utilize PSA's developed by our partners and reach out to a wider audience such as the parents and guardians of teen drivers. Teen drivers continue to be involved in crashes related to distraction and have been shown to also be involved in crashes related to excessive speed. Continuing the messaging at all levels will be paramount to our goal of modifying behavior and changing the thought process with teen drivers that speeding and distraction while operating a motor vehicle are acceptable behaviors.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-08-03	Paid Media

Planned Activity: Paid Media

Planned activity number: **20-08-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

NH DOS

NH HSEM

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Manchester Monarchs

Fisher Cats

Dartmouth College

Keene State College

CAPSTAR Radio Operating Company

IHEART

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TD Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$9,500.00	$2,375.00	$9,500.00

Countermeasure Strategy: TD Program Management

Program Area: **Teen Traffic Safety Program**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the Planned Activities Planning & Administration and NHOHS Staff. Staff members will work to service enforcement, DUI, distracted driving, seat belt and other supportive projects. Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in speed related and unrestrained fatalities.

Linkage Between Program Area

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Teen Driver program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-08-01	Planning & Administration
20-08-02	NHOHS Staff

Planned Activity: Planning & Administration

Planned activity number: **20-08-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TD Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	$23,750.00	$23,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-08-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

This Planned Activity will support all NHOHS staff positions (excluding Captain, Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses

relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs

Intended Subrecipients

New Hampshire Office of Highway Safety.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TD Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	$23,750.00	$5,937.50	$0.00

Program Area: Traffic Records

Description of Highway Safety Problems

Problem Identification

The NH Office of Highway Safety has created an inter-agency, inter-governmental Traffic Records Task Force composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's Traffic Records System with the mission to reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma.

The two-tier Task Force is established with membership from the: NH Office of Highway Safety, NH Department of Safety, NH Department of Transportation, NH Department of Health & Human Services, Administrative Office of the Courts, NH Insurance Department, and the NH Association of Chiefs of Police.

The Task Force includes the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data systems managers, and data users with the technical expertise to look at the following data systems: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

In order to make data-driven decisions, the States' traffic records systems need to provide the information necessary to the various stakeholders to implement programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities.

This plan includes new projects and updates on on-going projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2020, the selected projects address the recommendations made because of the NHTSA Traffic Records Assessment that concluded in April 2019.

Progress has been made in the last twelve months with deployment of the State's new Statewide Trauma Registry; a core traffic records data system. The State of New Hampshire launched the New Hampshire Statewide Trauma Registry in the first half of 2016. The Registry has started collecting trauma records beginning with three New Hampshire hospitals in 2016 to now seven hospitals as June 13, 2018 who are now currently submitting records into the system. For 2020, additional hospitals will be solicited to continue to expand the system and the overall number of participating hospitals submitting records into the system.

This section also includes a Trauma Registry Uniformity performance measure for the New Hampshire Statewide Trauma Registry. It tracks the number of reports entered into the database that are National Trauma Data Bank-compliant from the baseline period and compares it to the number of compliant reports entered during the current period.

The E-Ticket equipment project will continue for 2020. This equipment will allow New Hampshire law enforcement agencies to submit citations and crash reports to the State

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

The Mobile Data Terminal Project for locals will also continue for 2020 to assist law enforcement agencies in purchasing Mobile Data Terminals to facilitate the electronic submission of crash and citation data to the State.

The NHOHS is looking forward to the continuation of the E-Ticket and Mobile Data Terminal Equipment projects. Eventually, data from this equipment funded through the NHOHS will continue to be submitted electronically to the State Vision system. As integration continues, the majority of law enforcement agencies in the State will be submitting data to this central repository, which will not only reduce the backlog of crash reports entered manually, but also 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.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	TR E-Ticket Advancement	2020	Annual	10.00
2020	TR Trauma Registry Timeliness	2020	Annual	35.04
2020	TR Crash Timeliness	2020	Annual	0.85
2020	TR EMS Uniformity	2020	Annual	1.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accuracy
TR Improve Timeliness
TR Program Management
TR Improve Accessibility
TR Improve Completeness

TR Improve Integration

Countermeasure Strategy: Improves accuracy

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the EMS Records System Users Management Module and the TEMSIS EMS records system under one online umbrella account. The Module will be hosted on the software vendors servers along with the current TEMSIS EMS Records System and can have regular and timely system and security upgrades and management by the software vendor. It can also link to the National Registry of EMT records (required for licensing in NH), online EMS education system records and has a public interface that allows users to review and update their account information in real-time. Users, state EMS staff, EMS service leaders and other types of administrators can add, update or verify user account information electronically and the information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time. Additionally, by getting all state, county and local Law Enforcement agencies to participate in an electronic crash and eticketing system, the use of automated quality control functionality will significantly improve the reliability of crash data being submitted to the DMV and also assist in the validation of that data.

Linkage Between Program Area

NH Department of Safety's new electronic crash reporting system and proposed EMS records system have automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic systems will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

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

information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time.

This module also allows for an electronic "license card" that can be accessed via the internet or smart phone at any time to insure that the user license is current at the moment accessed. This electronic license can include a photo ID and barcode that can also store training and certification information that could be used to manage and understand the capabilities of EMS providers available in a disaster situation (i.e. what level EMS provider are they, do they have any special training etc).
Additionally, tablet devices will be purchased allowing several key integration modules to be used in an offline mode. This includes field license inspections of ambulances and agencies for timely licensing of both to keep them operational and skills exams required for licensing. The purchase of the tablets will include the tablets themselves, a warranty contract to replace damaged devices and a protective case.
The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information and allows users more timely access to the TEMSIS system to enter EMS records. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system. Because of the realtime update capability, this will allow NH to submit demographic information of updates to NEMSIS as changes occur; in accordance with the Version 3 guidance (the current system only requires an update annually).

Rationale

The EMS project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-04	EMS Records User management

Planned Activity: EMS Records User management

Planned activity number: **20-03-04**

Primary Countermeasure Strategy ID: **TR Improve Completeness**

Planned Activity Description

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

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

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

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

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

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

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

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

Goals:

83. Obtain a single software system that can be accessed by all internal Division staff for management of users and records.

84. Be able to manage internal access based upon permissions established by the Division system administrator.

85. Obtain a system that is hosted and supported external to the limited state OIT resources in order to allow for more timely software, security and infrastructure upgrades.

86. Obtain a system that is directly integrated with TEMSIS (with minimal management and set up required by state resources) and can share demographic changes between the two systems.

87. Allow external system users to be able to create their own account electronically, manage their demographic profile and look up their own training, certification and license information.

88. Allow external service leaders to electronically manage their service and emergency vehicle information, staff affiliations with their service and view all historical training records and current training, certification and license information for all of their staff members.

89. Increase work efficiency by significantly reducing the amount of manual processing and steps currently required processing all applications and records for training, certification and licenses.

90. Significantly reduce the amount of paperwork needed to track records, including removing the need to manually enter information from paperwork into electronic form and subsequent storage of the paper files.

91. Significantly reduce costs for mailing, including postage, paper and envelopes by being able to leverage email and text message functions of the system, to include the ability to create listservs, newsletters and emergency notifications directly from the active system users' profiles.

92. Be able to maintain an electronic history trail of all users' records for purposes of internal staff training, investigations, reciprocity, troubleshooting and merging of parallel profiles for the same user.

93. Speed up turnaround and processing time of all applications to the Division to insure users have timely and accurate access to TEMSIS.

Intended Subrecipients

Department of Safety, Bureau of EMS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accuracy

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$96,000.00	$24,000.00	

Countermeasure Strategy: TR Improve Timeliness

Program Area: **Traffic Records**

Project Safety Impacts

Currently the State of New Hampshire maintains two separate methods of obtaining crash related data submitted from State, county and local law enforcement. The use of manually completed crash reports by county and local law enforcement has caused a significant backlog of crash data entry at the New Hampshire Division of Motor Vehicles. This backlog has repeatedly impeded the ability of the New Hampshire Office of Highway Safety (NHOHS) to develop a timely highway safety plan as well as impeded the New Hampshire Department of Transportation's (NHDOT) ability to collaborate with the NHOHS during their development of the State Highway Improvement Plan. NHDOS has been working diligently to automate the crash record reporting system. To date, NHSP and five local law enforcement agencies utilize an electronic reporting system. The goal of the NHOHS is to continue progress with migrating all law enforcement agencies throughout the state to the electronic MMUCC IV compliant crash reporting system. By continuing to support and fund Eticket, a vendor to assist in the establishment of VPN connectivity, as well as funding a crash data analyst, the state of New Hampshire will see a measurable improvement in the timeliness of the submission of critical crash data.

Linkage Between Program Area

The NHOHS is looking forward to the continuation of the E-Ticket, VPN and Mobile Data Terminal Equipment projects. Eventually, data from this equipment funded through the NHOHS will be submitted electronically to the State Vision system which is currently the core Highway Safety core crash data system. As this countermeasure matures through the use of these planned activities, law enforcement agencies in the State will begin submitting data that is MMUCC compliant electronically which will not only reduce the backlog of crash reports entered manually, but also assist in meeting our performance measure and more importantly 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.

Rationale

Timeliness and accuracy of crash reporting are critical to being able to evaluate and analyze the effectiveness of the highway safety plan. Through the use of the demographic data provided, a meta analysis of the crash data can be performed and the areas in most need of funding support can be identified. Without the funding to continue these planned activities, the state, county and

local law enforcement agencies will not be able to meet the proposed performance targets related to timeliness of crash report submission.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-05	Crash Data DMV
20-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance

Planned Activity: Crash Data DMV

Planned activity number: **20-03-05**

Primary Countermeasure Strategy ID: **TR Improve Timeliness**

Planned Activity Description

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

Intended Subrecipients

NHDMV

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Improve Timeliness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$81,000.00	$20,250.00	

Planned Activity: E-Ticket/Crash Upgrade and J-One Installation Assistance

Planned activity number: **20-03-06**

Primary Countermeasure Strategy ID: **TR Improve Timeliness**

Planned Activity Description

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

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

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

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

Intended Subrecipients

NIIT Technologies

New Hampshire State Police CAR Team

Local LE agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Improve Timeliness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$212,891.00	$53,223.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$138,109.00	$34,528.00	

Countermeasure Strategy: TR Program Management

Program Area: **Traffic Records**

Project Safety Impacts

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, and seat belt related projects Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in speed related and unrestrained fatalities.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. This is a 37% increase in fatal crashes and a 44% increase in fatalities as compared to 2017. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the

implementation and servicing of all enforcement, equipment and other projects and will therefore help to continue the recent downward trend and help meet the performance target of reducing speed related fatalities by 5 percent from 56.2 (2014-2018 average) to 53.4 (2015-2019 average) and reducing unrestrained fatalities by 10 percent from 56.0 (2014-2018 average) to 50.4 (2015-2019 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Traffic Records program area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-01	Planning & Administration
20-03-02	NHOHS Staff
20-03-03	Traffic Records Consultant

Planned Activity: Planning & Administration

Planned activity number: **20-03-01**

Primary Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$23,750.00	$23,750.00	$0.00

Planned Activity: NHOHS Staff

Planned activity number: **20-03-02**

Primary Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description

This Planned Activity will support all NHOHS staff positions proportional to this program area (excluding Captain, Program Manager, Accountant and Porgram Assistant) to coordinate the development and implementation of new and existing highway safety programs. NHOHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area and indirect costs

Intended Subrecipients

New Hampshire Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$23,750.00	$5,937.50	$0.00

Planned Activity: Traffic Records Consultant

Planned activity number: **20-03-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Intended Subrecipients

Consultant (currently Lexus/Nexus)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$47,000.00	$11,750.00	$0.00

Countermeasure Strategy: TR Improve Accessibility

Program Area: **Traffic Records**

Project Safety Impacts

In order to make data-driven decisions, the States' traffic records systems need to efficiently collect and provide the information necessary to implement programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities. Within the Traffic Records program area ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2020, the selected projects address the recommendations made because of the NHTSA Traffic Records Assessment that concluded in April 2019. Funds will be provided to the Department of Safety to improve the accessibility of the core highway safety database through the countermeasure strategy Improve Accessibility and within the planned activity Data Analysis, data will be entered into the database for analysis. Improved accessibility to cumulative data and subsequent analysis will provide performance indicators to help determine the levels of support of highway safety projects in order to meet specific goals. This will greatly assist the New Hampshire Office of Highway Safety and it's partners (i.e. NHTSA, etc.) to better identify areas where enforcement efforts and media messaging are most needed, thus positively impacting overall traffic safety by helping to decrease traffic crashes, related fatalities and serious injuries.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes and there were 449 crash related serious injuries in the state of New Hampshire, significant increase from the previous year. Through initiatives such as the countermeasure strategy Improve Accessibility and with funds allocated within the planned activity Data Analysis, along with other projects, we hope to contribute greatly to the efficient collection, sharing and analysis of the states traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Highway Safety Plan and therefore help to combat the recent upward trend in crash related fatalities and serious injuries.

Rationale

The Improve Accessibility countermeasure strategy was selected along with the funding allocation for the planned activity Data Analysis, as it represented the best opportunity to help to achieve the stated performance goals within the Traffic Records program area and ultimately the core performance measures within the Highway Safety Plan.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-08	Data Analysis

Planned Activity: Data Analysis

Planned activity number: **20-03-08**

Primary Countermeasure Strategy ID: **TR Improve Accessibility**

Planned Activity Description

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

Intended Subrecipients

New Hampshire Department of Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Improve Accessibility

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$17,100.00	$4,275.00	

Countermeasure Strategy: TR Improve Completeness

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure provides funding and support for the FARS analyst. The FARS analyst is responsible for gathering, translating and transmitting NH's State fatality data to the **National Center for Statistics and Analysis** (NCSA) in a standard format. The analyst enters the coded data into a local microcomputer data file, and updates are sent to NHTSA's central FARS Web-accessed database. The analyst obtains the documents needed to complete the FARS cases, which generally include some or all of the following:

☐ Police accident reports,

☐ State vehicle registration files,

☐ State driver licensing files,

☐ State highway department data,

☐ Vital records department data,

☐ Death certificates,

☐ Coroner/medical examiner reports, and

☐ Emergency medical service reports.

Having complete data helps NH provide analysis of traffic safety crashes in order to identify problems, and evaluate countermeasures leading to reducing fatalities and serious injuries resulting from motor vehicle crashes. Providing complete data to NHTSA also allows a national look at highway safety issues that may be trending that states need to be aware of or on the look out for.

Linkage Between Program Area

In 2018, 147 fatalities resulted from 134 fatal crashes. Through initiatives such as the countermeasure strategy Improve Completeness and with funds allocated within the planned activity Fatal Analysis reporting, along with other projects, we hope to contribute greatly to the efficient collection, sharing and analysis of the states traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Highway Safety Plan and therefore help to reduce the recent upward trend in crash related fatalities.

Rationale

The countermeasure was chosen for this planned activity (Fatal Analysis Reporting) as it was the best representative of the activity's objective. Consistent and frequent monitoring of fatalities and location of fatalities will allow the NH OHS to deploy the necessary countermeasures and planned activities through out the year in an effort to not only meet our established goals for FFY 2020, but also significantly reduce fatalities and SBI statewide.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-07	Fatality Analysis Reporting

Planned Activity: Fatality Analysis Reporting

Planned activity number: **20-03-07**

Primary Countermeasure Strategy ID: **TR Improve Completeness**

Planned Activity Description

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

Intended Subrecipients

The Division of Motor Vehicles.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Improve Completeness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$77,250.00	$19,312.00	

Countermeasure Strategy: TR Improve Integration

Program Area: **Traffic Records**

Project Safety Impacts

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 NHOHS 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 NHOHS resources will directly reduce the incidence of crashes, and traffic violations on New Hampshire roadways.

Linkage Between Program Area

The “Core Highway Safety Database” will facilitate identification of areas that have high incidences of crashes and traffic violations along with detailed data points and application of NHOHS resources reduce the incidence of crashes, and traffic violations on New Hampshire roadways will indirectly impact the following Performance Targets:

C-1) Number of traffic fatalities (FARS)

C-2) Number of serious injuries in traffic crashes (State crash data files)

C-3) Fatalities/VMT (FARS, FHWA)

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

C-6) Number of speeding-related fatalities (FARS)

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

C-10) Number of pedestrian fatalities (FARS)

C-11) Number of bicyclists fatalities (FARS)

Rationale

The “Core Highway Safety Database” will identify of areas that have high incidences of crashes and traffic violations along with detailed data points and with the application of NHOHS resources will indirectly reduce crashes, serious injuries on New Hampshire roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-09	Core Highway Safety Database

Planned Activity: Core Highway Safety Database

Planned activity number: **20-03-09**

Primary Countermeasure Strategy ID: **TR Improve Integration**

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 NHOHS 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 NHOHS 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 NHOHS will be deployed to reduce the incidence of crashes, and traffic violations on New Hampshire roadways and will directly impact Performance Targets.

Intended Subrecipients

New Hampshire Office of Highway Safety is tentatively the planned sub recipient as a determination as to where this core highway safety database should be housed and maintained is made

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TR Improve Integration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$150,000.00	$37,500.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

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

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

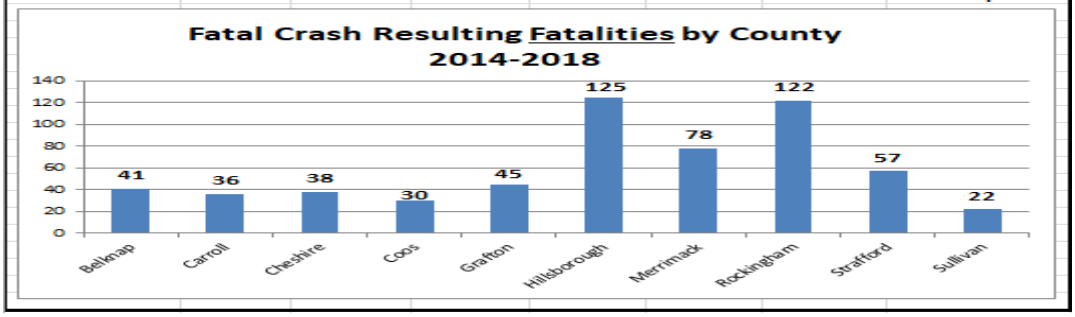
Crash Analysis

In the chart provided below, Rockingham, Hillsborough and Merrimack counties are experiencing the highest risk of fatal crashes. This data reflects the data collected and provided for the period of 2014-2018. Using the below data, as well as data for 2018 on serious bodily injury crashes and all crashes, New Hampshire will build its highway safety TSEP through a data driven approach that includes fatalities, serious bodily injuries, EMS data and the availability of effective resources of our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2018 reflected 449 serious bodily injuries as a result of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for 25% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above reflect the highest risk as it relates to fatalities and SBI, the NHOHS will partner with as many willing participants who avail themselves to continue to reduce fatalities and SBI throughout our entire state.

State of New Hampshire

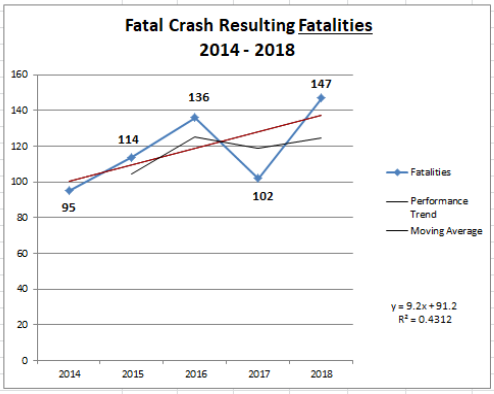
County	2014	2015	2016	2017	2018	Total	Percent of Total
Belknap	4	6	8	11	12	41	6.9
Carroll	6	5	10	6	9	36	6.1
Cheshire	7	2	11	10	8	38	6.4
Coos	3	8	6	7	6	30	5.1
Grafton	4	9	14	5	13	45	7.6
Hillsborough	27	24	27	19	28	125	21.0
Merrimack	13	16	13	12	24	78	13.1
Rockingham	18	29	28	18	29	122	20.5
Strafford	9	12	15	11	10	57	9.6
Sullivan	4	3	4	3	8	22	3.7
Total	95	114	136	102	147	594	

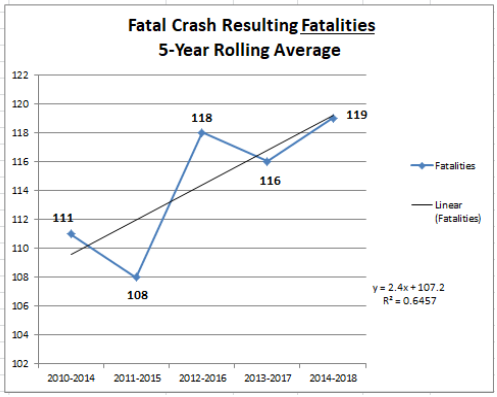
2018 Update



State of New Hampshire Fatal Crash Data Charts 2018 Update

Fatal Crash Resulting Fatalities	2014	2015	2016	2017	2018	Total		5-year Rolling Average	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
	95	114	136	102	147	594			111	108	118	116	119
5 year average:	118.8							2015-2019 projection:	101.8				
3 year average:	128.3												
2019 projection:	119.2						2018 Update						

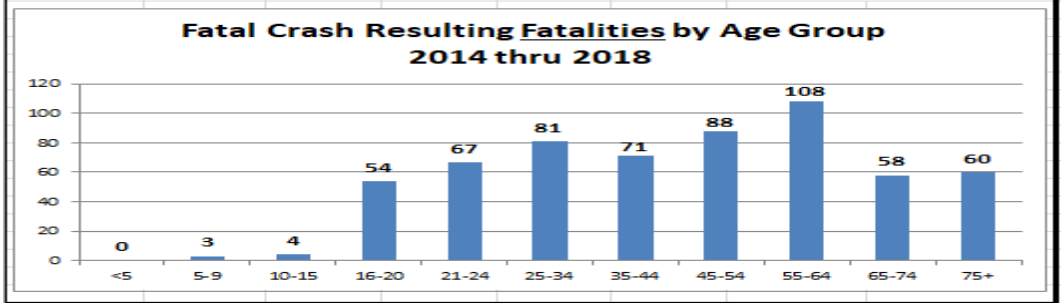




State of New Hampshire

Age	2014	2015	2016	2017	2018	Total Fatalities	Percent of Total
<5	0	0	0	0	0	0	0.0
5-9	1	0	0	0	2	3	0.5
10-15	1	0	0	2	1	4	0.7
16-20	9	8	11	14	12	54	9.1
21-24	15	9	20	13	10	67	11.3
25-34	13	17	22	10	19	81	13.6
35-44	7	14	18	10	22	71	12.0
45-54	18	19	16	16	19	88	14.8
55-64	13	24	23	14	34	108	18.2
65-74	7	8	15	15	13	58	9.8
75+	11	15	11	8	15	60	10.1
Total	95	114	136	102	147	594	

2018 Update



Deployment of Resources

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

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments electronically transmit crash data via E-Crash technology to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or complete a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) and submit the hard copy to the NH DMV which is then entered into the VISION database. Currently, the State Police use the Crash Records Management System (CRMS) to electronically submit a MMUCC 4 crash report to DMV which is then entered into the electronic crash database system (VISION). In addition NHOHS is on track to mandate all local law enforcement agencies are to be MMUCC compliant as a condition of receiving NHOHS funding. This central electronic crash VISION database is then accessed by the Department of Safety (DOS) Data Analysts who then

mines and categorizes the crash data accordingly by several data points such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

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

94. Has the problem/need been clearly identified? Is the problem supported by State or local data or documentation? Are Goals and Objectives clearly stated? Are they realistic and measurable? Are statewide crash statistics regarding impaired driving, distracted driving, occupant protection, and speeding being utilized? Is grant application and budget complete, correct, and relevant?

The following criteria are also considered in the allocation process;

1. Overtime Enforcement grants are activity based, therefore the application's merit in terms of current activities, past performance and the potential grantee's ability to perform the activities is considered. Stops per hour are also considered along with DUI or other traffic arrests.

2. Traffic Count- traffic count is a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or intersection.

3. Location of High Priority Corridors (DOT Tiers 1 & 2), defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes to include Interstates, Turnpikes, Routes and Statewide Corridors that have the highest traffic volumes and speeds in the entire state. Multi-lane, divided highways that convey the majority of commuter, tourist, and freight traffic throughout the state.

This data along with our DOS/NHOHS crash data, NHOHS internal traffic enforcement data and EMS data is aggregated and then checked for alignment with federal and state objectives to identify communities that have the greatest need for overtime traffic enforcement patrols as well as which traffic enforcement projects would be most effective in that specific community. This data profile allows our office to create an evidence based directed traffic enforcement response to specific areas of the state utilizing the appropriate programmatic funding mechanisms. The NHOHS traffic enforcement funding allocation process utilizes a formula driven, community specific, data set consisting of both fatal and serious injury crashes to determine the level of need for the use of overtime to conduct STEP, DUI, Distracted Driving and/or Bike-Ped enforcement. Additionally, the utilized formula is useful in potentially funding equipment such as speed radar, In-Cruiser Video, PBT's, E-Ticket printers, hand held scanners and GPS devices, and as needed Mobile Data Terminals (MDT) in support of the use of overtime as a countermeasure and planned activities. For communities that do not qualify for sustainment funding based on the fatal and serious injury crash criteria; a base level of funding is provided which will allow for

and enable participation in the mandated national and state traffic enforcement mobilizations. NHOHS funding is also directed toward driver safety education in areas such as motorcycle operation, teen driver safety as well as supporting the Child Passenger Safety Program. Due to a known and documented problem with drugged and drunk driving funding is also directed towards a Traffic Safety Resource Prosecutor (TSRP) program as well as provides additional DUI specific prosecutorial support to enhance successful prosecution as a result of these increased law enforcement activities. In support of DUI enforcement efforts, funding is also directed to support additional mass spectrometers to facilitate the processing of materials/evidence integral to DUI prosecution.

Effectiveness Monitoring

Another data source that continues to be developed is E-CRASH/E-CITATION data where state and local police departments submit all crashes and traffic citations electronically into the VISION database where the data is then harvested and analyzed for location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. This crash and traffic violation and demographic data profile also allows our office to hyper-focus media campaigns thereby tailoring the media messaging to the specific audience. Specific traffic violation data provides a feedback mechanism that provides the ability to analyze the effects of directed enforcement and media efforts over time allowing for the NHOHS to make needed and necessary resource adjustments. To further refine the allocation of resources, the collection of grant funded traffic enforcement activity sheet (HS-200) on each individual officer is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics to ensure compliance with federal and state objectives as well as allow for adjustment or redirection of grantee funding. Additionally total crash statistics by community are drawn on a quarterly basis and analyzed for trend to ensure grantees are on track with their crash reduction targets. Funding efforts are also directed towards the Law Enforcement Division NH Fish & Game dealing with OHRV traffic enforcement to mitigate impaired driving crashes that occur on the public roadways. Further resource allocation is directed toward Motorcycle rider training courses that are based on specific requirements and national standards which are intended to reduce motorcycle crashes and serious injuries. Additional NHOHS resources are directed toward targeted Pedestrian and Bicycle enforcement projects which will reduce the number of pedestrian and bicyclists crashes and serious bodily injuries.

An additional tool that assists in monitoring and analyzing progress through the use of these planned activities, enhances problem identification, and provides a feedback mechanism is the “Driver Attitude Survey” and “Seat Belt Survey” which are conducted throughout the State of New Hampshire. The context and results of these surveys provide observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, and Distracted Driving. When utilized correctly, these surveys provided an additional gauge on effectiveness of enforcement and media efforts. Analysis of all pertinent data enables identification of vulnerable populations such as "Teen Drivers" within the State of New Hampshire and respond with appropriate programs.

Funding is also allocated for a DUI Van which not only participates in the national DUI mobilizations but also collects "Last Drink" data which allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness, and enforcement of underage drinking laws. Through the collection of the place of the "Last Drink" data which identifies problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol the Bureau of Liquor Enforcement will be able to track any repeat offenders and take action to eliminate or reduce those problem outlets.

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
DD-Overtime Enforcement Patrols
ID OVERTIME ENFORCEMENT & EQUIPMENT
OP Overtime Enforcement Patrols
PTS Overtime Enforcement Patrols

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
20-01-04	Join The NH Clique (Click It or Ticket)
20-02-11	Operation Safe Commute
20-04-11	Distracted Driving Mobilizations
20-07-11	Impaired driving National Campaigns

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
New Hampshire State Police
Alstead
Alton
Barnstead
Barrington
Bartlett
Bedford
Belmont
Berlin
Campton
Chester
Concord
Deering
Dublin
Dunbarton
Enfield
Epping

Epsom
Franklin
Gilford
Gorham
Greenfield
Greenland
Hampton
Harrisville
Hollis
Hopkinton
Keene
Kensington
Lee
Manchester
Marlborough
Meredith
Merrimack
Milford
Newington
Newbury
New Hampton
Newmarket
Newport
Northwood
Ossipee
Pelham
Plaistow
Portsmouth
Raymond

Strafford
Thornton
Tilton
Walpole
Winchester
Windham
Wolfeboro
Manchester PD

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

NHOHS will partner with state, county and local LE agencies to provide increased enforcement efforts leading up to and on the scheduled ”Click it or Ticket” campaigns. The PIO’s from both NHSP and NHOHS will work with the PIO from DOS to provide the requisite amount of media highlighting the event and supporting the importance of buckling up in all positions at all times.

List of Task for Participants & Organizations

Representative Mulligan	New Hampshire State Legislature
Captain William Haynes	NHOHS
Major John Encarnacao	New Hampshire State Police
Chelsie Mostone	Injury Prevention Center
David Henderson	Executive Director, NSCNE
Dan Goodman	AAA
Tara Gill	Advocates for Highway and Auto Safety
Roberta Witham	NHSP, Statistician

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
20-01-08	Statewide Child Passenger Safety Program
20-01-06	Surveys - UNH Seat Belt Survey / Attitude Survey

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **52**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **708,860**

Populations served - rural: **503,840**

Populations served - at risk: **127,300**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
20-01-08	Statewide Child Passenger Safety Program

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **3**

Estimated total number of technicians: **10**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **Yes**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **Yes**

Occupant protection program assessment: **Yes**

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	No
Requirement for occupants to be secured in an age appropriate child restraint.	No
Coverage of all passenger motor vehicles.	No
Minimum fine of at least $25.	No
Requirement for occupants to be secured in a seat belt.	Yes
Coverage of all passenger motor vehicles.	Yes
Minimum fine of at least $25.	Yes
Requirement for occupants to be secured in an age appropriate child restraint.	Yes
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least $25.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least $25.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **265:107a**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement:

Legal Citation: **RSA 265:107-a**

Amended Date: **6/5/2019**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
OP Overtime Enforcement Patrols

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
20-01-04	Join The NH Clique (Click It or Ticket)

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
20-01-05	Buckle Up NH Activities
20-01-08	Statewide Child Passenger Safety Program

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: **4/23/2019**

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Supporting Document
Occupant protection RSA.docx

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets:

Program management strategy:

Countermeasure strategies:

Enforcement strategy:

Name and title of the State's designated occupant protection coordinator:

Designated occupant protection coordinator name:

Designated occupant protection coordinator title:

Countermeasure strategies designed to achieve the performance targets of the strategic plan:

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: **4/15/2019**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
2/21/2019
3/6/2019
5/9/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Name: William Haynes Title: Commander Agency: Department of Safety**

Title of State's Traffic Records Coordinator: **Commander**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Name	Title	Organization	Function
Robert Quinn	Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash/Driver/ Vehicle
Richard Bailey	Assistant Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash
Perry Plummer	Assistant Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash
William Cass	Assistant Commissioner & Chief Engineer	NH DOT	Crash/Roadway
Mark Chase	President/Chief	NH Chiefs of Police Association	Law Enforcement
Christopher Keating	Executive Director	NH Administrative Office of the Courts	Citation

John R Elias	Commissioner	NH Insurance Department	Crash
Jeffrey A. Meyers	Commissioner	NH Department of Health & Human Services	Injury Surveillance System
Name	**Title**	**Organization**	**Function**
William Haynes, Jr. (Coordinator)	Captain NHSP/ Commander	NH State Police/NH Office of Highway Safety	Traffic Records Coordinator/ Highway Safety
John Clegg (Chairman)	Program Manager	NH Office of Highway Safety	Traffic Records Chairman/Highway Safety
Joanna Bailey	J-One Administrator	NH State Police	Law Enforcement/ Citation/Crash
Richard Cooper	Regional Coordinator	NH Bureau of EMS	Injury Surveillance System
Glenn Davison	Civil Engineer	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway
Michael Dugas	Highway Safety Engineer	NH DOT Bureau of Highway Design	Crash/Roadway
Jim Irwin	Civil Engineer	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway
William Joseph	Deputy Director	Division of Motor Vehicles	Vehicle
Monica Kohli	J-One Project Manager	NH AOC	Citation/Adjudication
Jeffrey Ladieu	Captain NHSP/ Commander	NH State Police/Justice Information Bureau	Law Enforcement/ Citation/Crash
William Lambert	Administrator	NH DOT Bureau of Traffic	Crash/Roadway

Lisa Lienhart	Administrator	Division of Motor Vehicles	Vehicle
Ian Marsh	FARS Supervisor	NH DOS / Fatal Crash Unit	Driver/Vehicle/FARS
Jim Marshall	Administrator	NH DOT Bureau of Highway Design	Crash/Roadway
Michelle Marshall	Division Safety & Area Engineer	FHWA	FHWA
Gail Matson	Examiner	NH Insurance Department	Crash
JoAnne Miles Holmes	Program Coordinator	Maternal and Child Health Section, Injury Prevention Program, NH Division of Public Health Services	Injury Surveillance System
Charlene Oakley	Regional Program Manager	NHTSA Region 1	NHTSA
William Oldenburg	Assistant Director of Project Development	NH DOT	Crash/Roadway
Brian Parker	Sergeant	NH State Police	Crash
Barbara Rizzuti	Regional Program Manager	NHTSA Region 1	NHTSA
Justin Romanello	Chief	NH Bureau of EMS	Injury Surveillance System
Brittany Shute	Supervisor IV	Division of Motor Vehicles	Vehicle

LuAnne Speikers	Field Representative	NH Office of Highway Safety	Highway Safety
Christopher Tilley	Safety Engineer	FHWA	FHWA
Jacquelin (Goonan) Waters	IT Consultant Systems Analyst	State of New Hampshire Administrative Office of the Courts	Citation
William Watson	Administrator	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway
Roberta Witham	Business Systems Analyst	NH State Police	Driver/Vehicle/Crash

Traffic Records System Assessment

1. **Section B** 7.1.1 Crash Recommendations ***Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** NH Department of Safety's new electronic crash reporting system has automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic system will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well. **Countermeasure Strategy:** Improves Accuracy **Related Project:** NH-P-18 – Crash Upgrade **Related Performance Measure:** Crash Accuracy ***Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** NH Department of Safety is currently in the process of improving interfaces with local RMS vendor's crash data system. A contract currently exists with Zuercher-IMC that will provide the ability of up to 70% of the local law enforcement agencies in the State to transmit crash data electronically by September, 2016. This effort will result in improved timeliness and data quality. Other efforts are underway within the State that will interface new systems with the new electronic crash reporting system. The system will also be MMUCC compliant and will conform to the NIEM (National Information Exchange Model) standards. **Countermeasure Strategy:** Improves Integration **Related Project:** NH-P-11 – Crash Interface – Vendor 1 **Related**

Performance Measure: Crash Integration ***Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** NH Department of Safety is in the planning stages of updating their Crash procedures and process flows documentation and consolidating into a formal document. **Countermeasure Strategy:** Improves Timeliness **Related Project:** NH-P-18 – Crash Upgrade **Related Performance Measure:** Crash Timeliness 7.1.2 Vehicle Recommendation ***Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** New Hampshire Department of Safety, Division of Motor Vehicles advises that the design / testing and implementation of the new computer system called "VISION" is an active program and progressing through the various development benchmarks. The system is currently in final design and programing stages. Internal program testing and employee training is currently underway in various program areas. The VISION system is expected to come on line and become operational during the 4th Quarter of 2017. VISION will encompass the DMV Bureaus of Licensing and Financial Responsibility in addition to dealer inspections and inventory. VISION will replace an outdated IDMS (Integrated Data Management System) with enhancements to screen layout, data collection, overall data quality, and reporting. **Countermeasure Strategy:** Improves Accuracy **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Vehicle Accuracy 7.1.3 Driver Recommendations ***Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** New Hampshire will improve the data dictionary for the Driver data system. **Countermeasure Strategy:** Improves Uniformity **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Driver Uniformity ***Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** The New Hampshire TRCC encourages the Division of Motor Vehicles to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system. **Countermeasure Strategy:** Improves Accuracy **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Driver Accuracy 7.1.4 Roadway Recommendations ***Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** New Hampshire has begun implementing a data governance program with GIS leading the first stages. **Countermeasure Strategy:** Improves Completeness **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Roadway Completeness ***Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** The current data collected meets the

business needs of the DOT and federal highway. **Countermeasure Strategy:** Improves Uniformity **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Roadway Uniformity ***Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** NH puts roadway data through an extensive quarterly review (i.e. approximately 120 checks). NH updates the quality control program on an on-going basis as a result of the reviews. NH has a new tracking system in place to monitor changes in mileages and to help report what roads have changed. **Countermeasure Strategy:** Improves Accuracy **Related Project:** Not directly addressed in FFY2020 funded project. **Related Performance Measure:** Roadway Accuracy 7.1.5 Citation/Adjudication Recommendations ***Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** No additional improvements at this time. Response: NH has a data validation program built into the interface between the end-user systems and DMV that features Level 1 data validation where checks are made to ensure records exist at various levels (e.g. courts, disposition, DMV, and originating agency). Level 2 validations check 10 critical data elements to ensure values are correct and consistent is also in place for electronically transmitted data. Finally, all MV dispositions are received from the Courts to either DMV and/or the Criminal History Repository electronically. **Countermeasure Strategy:** Improves Completeness **Related Project:** NH-P-28 – E-Ticket Upgrade **Related Performance Measure:** Citation Completeness 7.1.6 EMS/Injury Surveillance Recommendations ***Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*** **State Accepts Recommendation. State Response:** As stated in the assessment results, NH's EMS data quality control checks and error corrections can be accomplished at the State and local agency levels. NH plans to evaluate the other Injury Surveillance data systems for improvements in data quality. The state has transitioned to NEMIS V3.4 and has implemented further data quality controls and is seeing improved data quality since the transition. Furthermore, trauma data is now being evaluated by the state's Trauma Medical Review Committee for performance improvement for injury care. **Countermeasure Strategy:** Improves Accuracy **Related Project:** NH-P-25 – EMS Records User Management **Related Performance Measure:** EMS Accuracy Traffic Records for Measurable Progress

Section B

7.1.1 Crash Recommendations

1. ***Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: NH Department of Safety's new electronic crash reporting system has automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic system will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Accuracy

2. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: NH Department of Safety is currently in the process of improving interfaces with local RMS vendor's crash data system. A contract currently exists with Zuercher-IMC that will provide the ability of up to 70% of the local law enforcement agencies in the State to transmit crash data electronically by September, 2016. This effort will result in improved timeliness and data quality. Other efforts are underway within the State that will interface new systems with the new electronic crash reporting system. The system will also be MMUCC compliant and will conform to the NIEM (National Information Exchange Model) standards.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-11 – Crash Interface – Vendor 1

Related Performance Measure: Crash Integration

3. Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: NH Department of Safety is in the planning stages of updating their Crash procedures and process flows documentation and consolidating into a formal document.

Countermeasure Strategy: Improves Timeliness

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Timeliness

7.1.2 Vehicle Recommendation

1. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: New Hampshire Department of Safety, Division of Motor Vehicles advises that the design / testing and implementation of the new computer system called "VISION" is an active program and progressing through the various development benchmarks. The system is currently in final design and programing stages. Internal program testing and employee training is currently underway in various program areas. The VISION system is expected to come on line and become operational during the 4th Quarter of 2017. VISION will encompass the DMV Bureaus of Licensing and Financial Responsibility in addition to dealer inspections and inventory. VISION will replace an outdated IDMS (Integrated Data Management System) with enhancements to screen layout, data collection, overall data quality, and reporting.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Vehicle Accuracy

7.1.3 Driver Recommendations

1. Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: New Hampshire will improve the data dictionary for the Driver data system.

Countermeasure Strategy: Improves Uniformity

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Driver Uniformity

2. Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The New Hampshire TRCC encourages the Division of Motor Vehicles to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Driver Accuracy

7.1.4 Roadway Recommendations

1. Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: New Hampshire has begun implementing a data governance program with GIS leading the first stages.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Roadway Completeness

2. Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The current data collected meets the business needs of the DOT and federal highway.

Countermeasure Strategy: Improves Uniformity

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Roadway Uniformity

3. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: NH puts roadway data through an extensive quarterly review (i.e. approximately 120 checks). NH updates the quality control program on an on-going basis as a result of the reviews. NH has a new tracking system in place to monitor changes in mileages and to help report what roads have changed.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded project.

Related Performance Measure: Roadway Accuracy

7.1.5 Citation/Adjudication Recommendations

1. Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: No additional improvements at this time.

Response: NH has a data validation program built into the interface between the end-user systems and DMV that features Level 1 data validation where checks are made to ensure records exist at various levels (e.g. courts, disposition, DMV, and originating agency). Level 2 validations check 10 critical data elements to ensure values are correct and consistent is also in place for electronically transmitted data. Finally, all MV dispositions are received from the Courts to either DMV and/or the Criminal History Repository electronically.

Countermeasure Strategy: Improves Completeness

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: Citation Completeness

7.1.6 EMS/Injury Surveillance Recommendations

1. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: As stated in the assessment results, NH's EMS data quality control checks and error corrections can be accomplished at the State and local agency levels. NH plans to evaluate the other Injury Surveillance data systems for improvements in data quality. The state has transitioned to NEMIS V3.4 and has implemented further data quality controls and is seeing improved data quality since the transition. Furthermore, trauma data is now being evaluated by the state's Trauma Medical Review Committee for performance improvement for injury care.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-25 – EMS Records User Management

Related Performance Measure: EMS Accuracy

Traffic Records Supporting Non-Implemented Recommendations

The State has accepted and developed plans for all recommendations.

Traffic Records for Model Performance Measures

Section C

3.1 Traffic Records Performance Measures

3.1.1 Trauma Registry Timeliness

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 25-April-2019

Narrative

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

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

The state will show measureable progress using the following method:

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

The result is an increase in timeliness of 26.53 days.

Measurements

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

Supporting Materials (Backup)

Average of Admission to Entry Days	Month												
NH Hospitals	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
CATHOLIC MEDICAL CENTER (NH)	20.36	23.19	14.69	6.60	6.07	12.55	8.13	8.37	17.52	20.29	22.04	24.23	15.45
EXETER HOSPITAL (NH)	13.10	17.79	13.17					42.00	58.13	47.43	38.12	31.64	32.55
FRISBIE MEMORIAL HOSPITAL (NH)	36.92	30.00	18.56					33.28	35.38	34.22	30.44	40.78	32.78
SAINT JOSEPH HOSPITAL (NH)		20.00		9.16	66.88	112.50	53.61	30.08	18.88	24.59	9.14	5.00	46.73
SOUTHERN NEW HAMPSHIRE MEDICAL CENTER (NH)	7.98	9.09	6.76	71.22	62.94	61.24	57.10	47.42	43.09	49.26	33.85	11.88	37.73
UPPER CONNECTICUT VALLEY HOSPITAL (NH)								5.00					5.00
WENTWORTH DOUGLASS HOSPITAL (NH)	83.91	49.60	16.25	44.72	43.21	46.31	48.02	46.93	57.67	67.43	134.29	96.92	58.95
Totals	**22.91**	**19.96**	**12.57**	**35.26**	**38.51**	**47.85**	**39.41**	**34.02**	**40.56**	**41.93**	**46.20**	**31.75**	**35.04**

Row Labels	Average days from Admitted to Record Entered		
16-17	86.43948742		
17-18	61.57463415		24.86485328

Count of Count Incidents	Grant Year Apr-Mar		
Row Labels	16-17	17-18	Grand Total
CATHOLIC MEDICAL CENTER (NH)	298	550	848
CHESHIRE MEDICAL CENTER (NH)	362	178	540
EXETER HOSPITAL (NH)		2	2
SAINT JOSEPH HOSPITAL (NH)		126	126
SOUTHERN NEW HAMPSHIRE MEDICAL CENTER (NH)	821	571	1392
UPPER CONNECTICUT VALLEY HOSPITAL (NH)	8	4	12
WENTWORTH DOUGLASS HOSPITAL (NH)	618	621	1239
Grand Total	2107	2052	4159
	16-17 5/26 = 19%		
	17-18 7/26 = 27%		

3.1.2 Crash Timeliness – NH State Police

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 26-April-2019

Narrative

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

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

The state will show measureable progress using the following method:

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

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

There were 5,481 crash reports during the baseline period with an average timeliness of 12.617 days. There were 5,501 crash reports during the performance period with an average timeliness of 11.767 days.

The result is an increase in timeliness of 0.85 days.

Measurements

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

Supporting Materials (Backup)

Listed below are the SQL queries run against the crash database to obtain the values for this performance measure:

-- crms_info

```
-- crms statistics

-- number of accident reports with crash date in the given date range that are not canceled

SELECT COUNT(*)

FROM CRS_REPORT_TBL

WHERE TRUNC(CRASH_DT) BETWEEN TO_DATE('04012018', 'MMDDYYYY') AND
TO_DATE('03312019', 'MMDDYYYY')

AND REPORT_STATUS_CDE NOT IN ('40'); -- CANCELED


-- number of approval days - difference between crash date and the date it was approved

SELECT NUM_DAYS,

COUNT(*)

FROM

(SELECT CRASH_REPORT_CASE_NBR,

  CRASH_DT,

  APPROVAL_DT,

  TRUNC(APPROVAL_DT - CRASH_DT) AS "NUM_DAYS"

FROM CRS_REPORT_TBL

WHERE TRUNC(CRASH_DT) BETWEEN TO_DATE('04012018', 'MMDDYYYY') AND
TO_DATE('03312019', 'MMDDYYYY')

AND REPORT_STATUS_CDE = '100' -- COMPLETE

)

GROUP BY NUM_DAYS

ORDER BY NUM_DAYS;
```

--Data

-- number of approval days - difference between crash date and the date it was approved

0	292
1	383
2	372

3	295
4	312
5	320
6	337
7	345
8	326
9	292
10	245
11	211
12	143
13	132
14	133
15	125
16	117
17	111
18	96
19	102
20	56
21	48
22	46
23	39
24	46
25	30
26	29
27	34
28	25
29	16
30	15

31	16
32	13
33	12
34	18
35	18
36	15
37	15
38	16
39	9
40	9
41	9
42	5
43	9
44	1
45	8
46	11
47	8
48	7
49	5
50	9
51	4
52	8
53	7
54	1
55	7
56	6
57	8
58	4

59	8
60	2
61	5
62	5
63	3
64	6
65	2
66	4
67	3
68	2
69	2
70	4
71	9
72	2
73	1
74	1
76	3
77	1
78	4
79	2
80	2
81	3
82	3
83	5
84	3
85	1
87	2
88	1

89	2
90	1
92	5
93	1
96	1
97	1
98	1
99	1
100	1
103	2
105	1
109	1
110	1
111	1
113	2
114	2
116	2
118	2
123	3
126	1
128	1
129	1
130	1
132	1
133	1
141	1
142	1
147	1

148	1
153	1
155	1
162	1
163	1
165	1
166	1
181	1
184	1
192	1
215	1
222	2
235	1
263	2
268	1
278	1
319	1
336	1
340	1

3.1.3 Crash Timeliness – Statewide Crash Data

Status of Improvement: Demonstrated Improvement

***Active Status*:** Active

***Revision Date*:** 8-May-2019

Narrative

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

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

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

The state will show measureable progress using the following method:

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

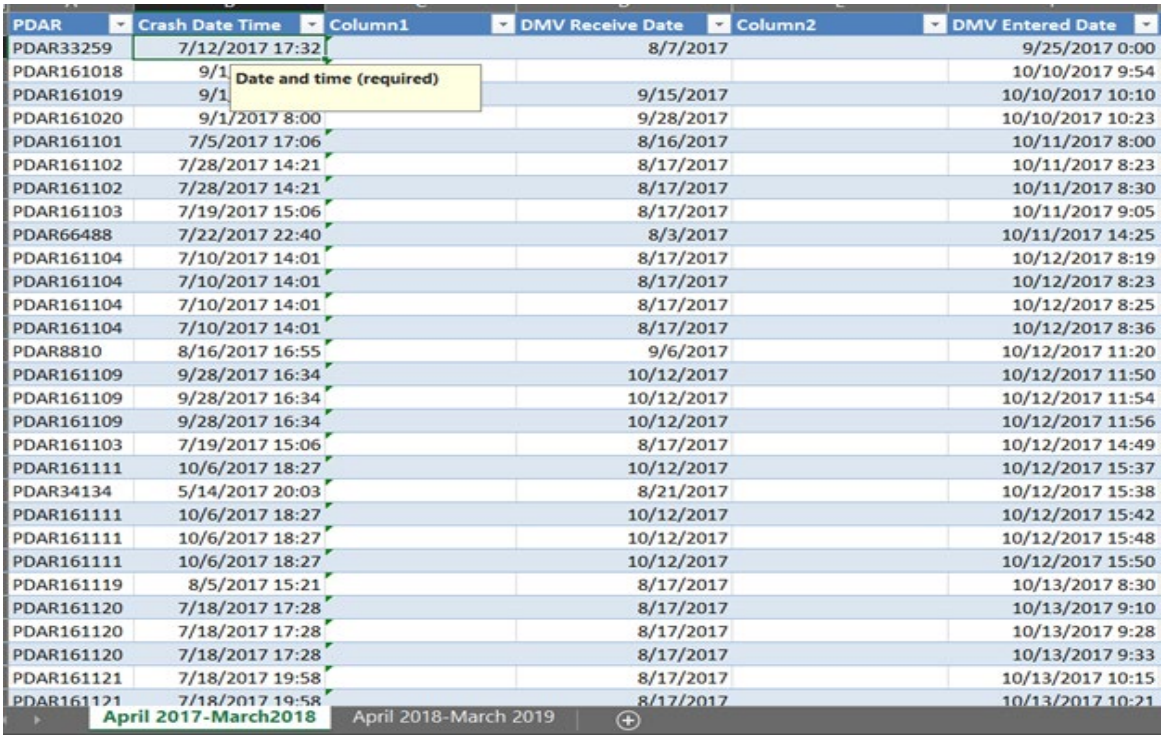
The result is an increase in timeliness of 68 days.

Measurements

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

Supporting Materials (Backup)

2017



PDAR	Crash Date Time	Column1	DMV Receive Date	Column2	DMV Entered Date
PDAR33259	7/12/2017 17:32		8/7/2017		9/25/2017 0:00
PDAR161018	9/1	Date and time (required)			10/10/2017 9:54
PDAR161019	9/1		9/15/2017		10/10/2017 10:10
PDAR161020	9/1/2017 8:00		9/28/2017		10/10/2017 10:23
PDAR161101	7/5/2017 17:06		8/16/2017		10/11/2017 8:00
PDAR161102	7/28/2017 14:21		8/17/2017		10/11/2017 8:23
PDAR161102	7/28/2017 14:21		8/17/2017		10/11/2017 8:30
PDAR161103	7/19/2017 15:06		8/17/2017		10/11/2017 9:05
PDAR66488	7/22/2017 22:40		8/3/2017		10/11/2017 14:25
PDAR161104	7/10/2017 14:01		8/17/2017		10/12/2017 8:19
PDAR161104	7/10/2017 14:01		8/17/2017		10/12/2017 8:23
PDAR161104	7/10/2017 14:01		8/17/2017		10/12/2017 8:25
PDAR161104	7/10/2017 14:01		8/17/2017		10/12/2017 8:36
PDAR8810	8/16/2017 16:55		9/6/2017		10/12/2017 11:20
PDAR161109	9/28/2017 16:34		10/12/2017		10/12/2017 11:50
PDAR161109	9/28/2017 16:34		10/12/2017		10/12/2017 11:54
PDAR161109	9/28/2017 16:34		10/12/2017		10/12/2017 11:56
PDAR161103	7/19/2017 15:06		8/17/2017		10/12/2017 14:49
PDAR161111	10/6/2017 18:27		10/12/2017		10/12/2017 15:37
PDAR34134	5/14/2017 20:03		8/21/2017		10/12/2017 15:38
PDAR161111	10/6/2017 18:27		10/12/2017		10/12/2017 15:42
PDAR161111	10/6/2017 18:27		10/12/2017		10/12/2017 15:48
PDAR161111	10/6/2017 18:27		10/12/2017		10/12/2017 15:50
PDAR161119	8/5/2017 15:21		8/17/2017		10/13/2017 8:30
PDAR161120	7/18/2017 17:28		8/17/2017		10/13/2017 9:10
PDAR161120	7/18/2017 17:28		8/17/2017		10/13/2017 9:28
PDAR161120	7/18/2017 17:28		8/17/2017		10/13/2017 9:33
PDAR161121	7/18/2017 19:58		8/17/2017		10/13/2017 10:15
PDAR161121	7/18/2017 19:58		8/17/2017		10/13/2017 10:21

April 2017-March2018 | April 2018-March 2019

2018

PDAR	Crash Date Time	crash to received	DMV Receive Date	DMV Entered Date
PDAR176734	4/16/2018 11:47	2	4/18/2018	4/18/2018
PDAR177457	4/13/2018 10:12	6	4/19/2018	4/20/2018
PDAR177458	4/3/2018 15:40	-1	4/3/2018	4/20/2018
PDAR177459	4/2/2018 8:57	7	4/9/2018	4/20/2018
PDAR177460	4/2/2018 8:15	14	4/16/2018	4/20/2018
PDAR177644	4/13/2018 18:12	37	5/21/2018	4/24/2018
PDAR177644	4/13/2018 18:12	37	5/21/2018	4/24/2018
PDAR177883	4/13/2018 9:16	12	4/25/2018	4/26/2018
PDAR177884	4/16/2018 8:00	9	4/25/2018	4/26/2018
PDAR177885	4/16/2018 8:43	9	4/25/2018	4/26/2018
PDAR177886	4/16/2018 17:57	8	4/25/2018	4/26/2018
PDAR177886	4/16/2018 17:57	8	4/25/2018	4/26/2018
PDAR177887	4/16/2018 9:04	9	4/25/2018	4/26/2018
PDAR177887	4/16/2018 9:04	9	4/25/2018	4/26/2018
PDAR177887	4/16/2018 9:04	9	4/25/2018	4/26/2018
PDAR177899	4/15/2018 22:33	9	4/25/2018	4/27/2018
PDAR177905	4/7/2018 8:35	18	4/25/2018	4/27/2018
PDAR177907	4/6/2018 0:43	19	4/25/2018	4/27/2018
PDAR177985	4/8/2018 10:54	17	4/25/2018	4/27/2018
PDAR177985	4/8/2018 10:54	17	4/25/2018	4/27/2018
PDAR177986	4/8/2018 20:15	16	4/25/2018	4/27/2018
PDAR177987	4/16/2018 8:44	9	4/25/2018	4/27/2018
PDAR177988	4/14/2018 10:59	5	4/19/2018	4/27/2018
PDAR177990	4/16/2018 2:09	8	4/24/2018	4/27/2018
PDAR177990	4/16/2018 2:09	8	4/24/2018	4/27/2018
PDAR177991	4/16/2018 7:46	9	4/25/2018	4/27/2018
PDAR177991	4/16/2018 7:46	9	4/25/2018	4/27/2018
PDAR177992	4/7/2018 7:30	18	4/25/2018	4/27/2018
PDAR177994	4/13/2018 6:04	10	4/23/2018	4/27/2018

April 2017-March2018 | April 2018-March 2019

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name

20-03-05	Crash Data DMV
20-03-04	EMS Records User management
20-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance
20-03-07	Fatality Analysis Reporting
20-03-06	J-One VPN Installation Assistance
20-03-03	Traffic Records Consultant

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **4/23/2019**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **265-A:18 Penalties for Intoxication or Under Influence of Drugs Offenses**

Amended Date:

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **265-A:18 Penalties for Intoxication or Under Influence of Drugs Offenses**

Amended Date:

405(e) Distracted driving grant

Sample Questions

New Hampshire Distracted Driving Questions (automated)

1. What are the two leading causes of fatal crashes among young drivers?

    a. Not knowing the rules and laws
    b. Driving late at night and Driving in the rain
    c. Driving in the snow and Driving too fast
    d. **Cellular phones and Speeding**

2. Distracted Driving is which of the following?

    a. Drinking coffee
    b. Talking on the phone
    c. Talking to passengers
    d. All of the above

3. Texting while driving is safe when?

    a. At slow speeds
    b. Late at night when traffic is light
    c. On long straight sections of the road
    d. Never

4. A hand held portable device is okay to use for?

    a. Looking at text message while you drive as long as you don't answer
    b. Streaming music and changing songs while you drive
    c. Taking pictures while driving
    d. **New Hampshire Law prohibits the use of hand held portable devices while driving with the exception of making an emergency call for help**

5. When can you use your cell phone in a commercial motor vehicle?

    a. When coordinating your next stop
    b. During heavy traffic at slow speeds
    c. Never, It is against Federal Motor Carrier Regulations

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **1/1/2010**

Date amended: **7/1/2015**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **265:105-a**

Amended Date: **1/1/2010**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **265:79-c**

Amended Date: **9/20/2014**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **265:79c**

Amended Date: **6/3/2016**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **265:179c**

Amended Date: **6/3/2016**

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **265:105-a**

Amended Date: **1/1/2010**

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **265:79-c**

Amended Date: **6/3/2016**

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **NH RSA Title XXI, Chapter 265**

Amended Date:

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **265:79-c**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **265:79-c**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **265:79-c**

Amended Date: **7/1/2015**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **265:79-c**

Amended Date: **7/1/2015**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **1/1/2010**

Date amended: **7/1/2015**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **265:79c**

Amended Date: **6/3/2016**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **265:79c**

Amended Date: **6/3/2016**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **265:79c**

Amended Date: **6/3/2016**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **265:79-c**

Amended Date: **6/3/2016**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Department of Safety, Division of Motor Vehicles**

State authority name/title: **Robert Quinn, Commissioner of Safety and Elizabeth Bielecki, Director of Motor Vehicles**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Cheshire	4,206
Coos	2,103
Grafton	5,274
Hillsborough	20,041

Merrimack	8,916
Rockingham	18,997
Strafford	6,571
Sullivan	2,757

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **78,589**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **263:34-e**

Amended Date: **7/1/1989**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **263:34-b, 263:34-e, 263:34-i**

Amended Date: **12/31/2010**

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.