# STATE OF NEW HAMPSHIRE

# HIGHWAY SAFETY PLAN

# FISCAL YEAR 2015


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FEDERAL FUNDING SOURCES:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

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**HIGHWAY SAFETY PLAN**

**FISCAL YEAR 2015**


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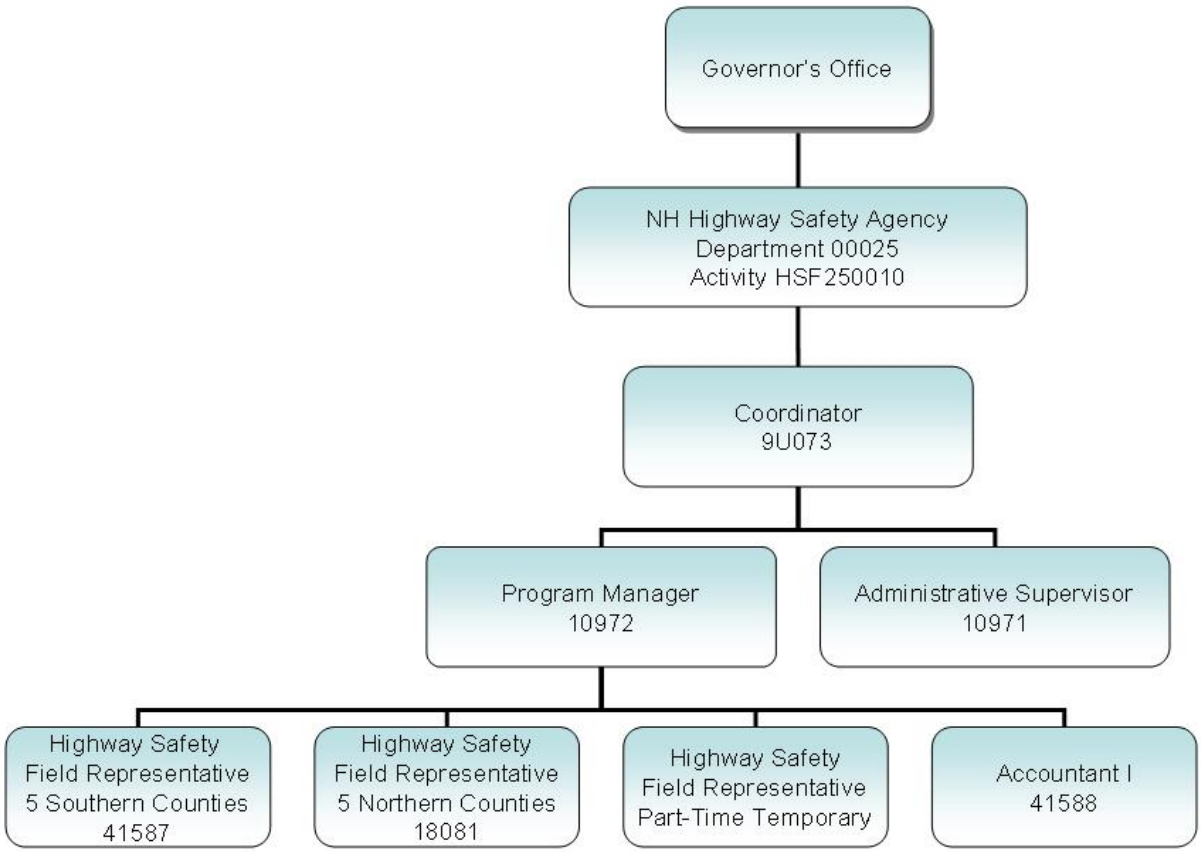
MISSION STATEMENT

The NH Highway Safety Agency (NHHSA) is the agency responsible under the executive direction of the Governor to develop and implement a statewide program designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency is the focal point for highway safety issues in New Hampshire and provides leadership by promoting highway safety in developing, promoting, and coordinating programs that directly influence public and private policy while broadening public awareness of highway safety.

The NH Highway Safety Agency is an independent department staffed by six (6) employees: Coordinator, Program Manager, Administrative Supervisor, two field representatives and an accountant/IT person. See organizational chart below.



## EXECUTIVE SUMMARY

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas out-lined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2015 commencing October 1, 2014, and ending September 30, 2014. Priority funding areas supported with Section 402 funds include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Pedestrian/Bicycle Safety, and Motorcycle Safety. Also included are Roadway Safety activities. Prior year Section 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs; Section 408 funds will be used to evaluate, improve and link highway safety data and traffic records systems; and Section 410 funds will support the implementation and enforcement of alcohol-impaired driving prevention programs. Map-21 Section 405 funds will support Traffic Safety Information System Improvements, and Impaired Driving.

During the current legislative session several bills were acted upon by the New Hampshire Senate and House of Representatives.

HB 1360 prohibiting impeded driving and use of certain electronic devices while driving has been adopted in the house and senate.

HB 1117 and HB 1118 prohibiting the use of cellular phones while actively driving a motor vehicle except in certain emergency personnel in an official capacity was voted inexpedient to legislate.

HB 1317 An act relative to driver education, has been adopted in the house and senate. This bill deletes certain references to the department of education regarding driver education.

HB 1172 requiring ignition interlock device installation after a period of revocation or suspension for any DWI offense was found inexpedient to legislate.

HB 1435 requiring law enforcement officials to disclose specific information relating to a police checkpoint was voted inexpedient to legislate.

HB 1437 limiting the authority to revoke the driver's license of a person under 21 years of age for drugs or alcohol involvement to those offenses involving operation of a motor vehicle was voted inexpedient to legislate.

HB 1536 modifying the license revocation requirements for a first offense of driving under the influence of drugs or liquor or refusing to consent to an alcohol concentration test was voted inexpedient to legislate.

SB 247 requires an ignition interlock service provider to provide a certificate of removal of an ignition interlock device was adopted in the house and senate.

HB 496 authorizing limited driving privileges for eligible first-time DWI offenders to facilitate employment, rehabilitation and medical treatment was adopted in the house and senate.

HB 675 limiting the use of license plate readers has been indefinitely postponed.

SB 396 revising the chapter limiting the use of child restraint practices in facilities and schools and regulating the use of seclusion, restraint, and force in such programs was adopted in the house and senate.

## PROCESS DESCRIPTION

The NH Highway Safety Agency is unique in that it is an independent state agency that develops each year its Strategic Highway Safety Plan which is shared with the SHSP Committee and members. The NH Highway Safety Agency (NHHSA) sends a letter each January to the mayors, chairmen of boards of selectmen, and police and fire chiefs in each of the 234 towns and cities, the 10 county sheriffs, and to those state agencies and other eligible grantees who have a direct interest in promoting highway safety. This letter defines the federal guidelines and potential funding areas and includes a form for them to complete listing anticipated highway safety projects and funding amounts which they would like to address in the up-coming federal fiscal year. This planning information must be submitted to the NHHSA by March 1. To assist in the process, the NHHSA staff periodically addresses the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. While state agencies submit grant applications for the upcoming fiscal year, the one-page planning forms received from local and county government entities listing anticipated highway safety-related efforts are carefully reviewed for funding based on identified problems and proposed countermeasures. The Agency's two field representatives (one assigned to the northern five counties and one assigned to the southern five counties) then work with the designated contact within each community and assist them in completing grant applications, and the program manager works with representatives of the various state agencies.

Municipal government entities must appoint a Highway Safety Committee and designate a chairperson. The committee should hold regular meetings to identify problems/needs, determine priorities, establish objectives and countermeasures, develop highway safety programs, and implement/monitor efforts.

In order to qualify for funding, an application must clearly identify a traffic safety problem or need as it relates to an identified statewide problem. However, consideration is also given to problems identified at the local level that support and are compatible with the overall highway safety effort. Applications must include: clear problem identification (who, what, when, where, why); a proposed solution to the problem (how); and the results expected to be achieved through application of the proposed solution (long and short-term goals). The anticipated results must justify the cost. Since highway safety funds are "seed" monies awarded to initiate or expand highway safety programs, it is important that applicants become self-sufficient and that programs continue once federal assistance is no longer available.

Applications are reviewed by staff members and pre-approved or disapproved at staff meetings. Once approved, a formal project contract is processed and sent for signatures to the project director and authorizing official in each state/county/local organization. The signed project contract is then returned to the Highway Safety Agency for final approval at which time a project number is assigned and the coordinator signs the contract. A copy of the contract and reporting forms are then sent to the project director while the original signed contract is placed on file at the Highway Safety Agency.

Although applications are received and acted upon throughout the course of the year, priority is given to funding those projects that involve on-going efforts related to the administration/management of the overall highway safety program and those efforts to which the Agency has made a three-year

funding commitment. Approval of any application is contingent upon the availability of federal funds. Agency funding guidelines allow for the purchase of replacement equipment in accordance with specific criteria, and careful attention is given to prevent the issue of supplanting.

In addition to the planning letter, the NHHSA uses information provided by the two field representatives and other Agency personnel throughout the year resulting from contacts with grantees and potential grantees. Problem identification and the development of solutions is an on-going process. The programs outlined in the HSP allow for continuous follow-up and adjustment based on new data and the effectiveness of existing and on-going projects

The NH Highway Safety Agency is a member of the SHSP Committee administered by the NH Department of Transportation. As a member of the SHSP Committee administered by the NH Department of Transportation, the Highway Safety Agency provides the SHSP Committee each federal fiscal year a copy of the Highway Safety Agency's Annual HSP, as well as a copy of the Annual Report. The HSP is included in the state's SHSP. The NH Highway Safety Agency is an independent agency not connected to the NH Department of Transportation or the NH Department of Safety. The HSP and SHP coordinate the three performance measures as required by MAP 21: traffic fatalities, serious injuries, and VMT.

To avoid duplication of efforts, the NHHSA continues to work closely with a variety of state, county, federal, public and private highway safety agencies and organizations including but not limited to: NH Department of Transportation, NH Department of Safety (State Police, Division of Motor Vehicles and Division of Fire Safety 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 Health and Human Services, NH Association of Chiefs of Police, NH Sheriffs' Association, NH Police Officers' Association, National Highway Traffic Safety Administration, Federal Highway Administration, the state's U.S. Congressional Representatives and Senators, Governors' Highway Safety Association, Safety & Health Council/Northern New England, the University of New Hampshire, Derry CATS, NH Mothers Against Drunk Driving, the Injury Prevention Center at Dartmouth College, etc. It is through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.

## IDENTIFY PROBLEMS

The NH HSP is developed through problem identification that involves the analysis of crash data, violators ticketed, surveys (including the NHTSA Attitude Survey), and input from other agencies (state, county, local and private) which have a vested interest in advancing the cause of highway safety. A copy of the HSP is available to any one upon request. Information within is discussed with grantees by the two Field Representatives during field visits. Fine tuning of problem identification involves determining what highway safety problems are occurring, when they are occurring, where they are occurring, why they are occurring, and who is involved.

Each year the NHHSA reviews traffic crash data provided by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles, NH Department of Safety. Additional data provided by the Division of Motor Vehicles, the Department of Transportation, Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, and FHWA allows for analysis and comparison of other factors (i.e. number of licensed drivers by category, motor vehicle and motorcycle registrations, population, miles driven, injury data, etc.) that impact highway safety in the state.

Results of the NHTSA Attitude Survey conduct in 2010, 2011, and 2012 provide valuable information concerning changes in attitude regarding impaired driving, speeding, and seat belt use.

Analyses of data for several years from various sources is used to identify problem areas throughout the state, to develop countermeasures in accordance with federal standards

(priority areas), to propose projects, establish objectives and performance goals, and to obligate funds. Data reviewed includes analysis of all fatalities (i.e. vehicle, motorcycle, pedestrian/bicycle, age, time of day, cause, alcohol/drug involvement, seat belt usage, etc.), crashes, operator ages, licensed drivers, alcohol/drugs, speed, seat belt use, etc. In addition, staff members review current year efforts and activities in the various program areas for strengths, weaknesses, problems, successes, and failures.

Based upon a review of the data, problems identified by the NHHSA and its partners, a review of current programs, etc., the Agency has developed countermeasures within the following funding areas that will positively impact a reduction in crashes, fatalities, and injuries.

**PSP 15-01 (OP) Occupant Restraints.** To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, expand the campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, provide training to EMS providers who transport children in ambulances, and continue the training of CPS technicians. Funds will also support enforcement of the CPS law, contracts with vendors to conduct the annual NHTSA-approved seat belt usage survey, the NHTSA Attitude Survey, and campaigns to support BUNH activities and a pickup truck seat belt program.

**PSP 15-02 (AL) Alcohol and/or Other Drugs.** To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including overtime DWI patrols, contracting for the NHTSA Attitude Survey, a media campaign, a prosecutorial seminar, virtual driving simulators purchase of PBT devices and increased enforcement through sobriety checkpoints and training, continuation of the Department of Justice Traffic Safety Research Prosecutor, the purchase of in-cruiser video equipment, administration/training of the State's DRE program and through increased enforcement, sobriety checkpoints and training, continuation of the Department of Justice Traffic Safety Research Prosecutor, the purchase of in-cruiser video equipment, and administration/training of the State's DRE program.

**PSP 15-03 (PT) Police Traffic Services.** To achieve and maintain compliance with posted speed limits and motor vehicle laws through enhanced enforcement, public information and education; assisting local/county and State Police with the purchase of equipment; funding enforcement of red light running and other violations; conducting dedicated school bus enforcement during hours when students are being transported to/from school; the purchase of equipment and crash investigation training; and contracting for the NHTSA Attitude Survey.

**PSP 15-04 (TR) Traffic Records.** To continue the development and operation of a computerized data processing system that will assure appropriate crash and injury data is available for planning, implementing, and evaluating highway safety programs at state and local levels. Funding will support a portion of the FARS Analyst, as well as enable the Division of Motor Vehicles to update crash records.

**PSP 15-05 (PA) Program Management.** To continue a management system based on problem identification through data analysis and the implementation, coordination, and evaluation of countermeasures that will aid in reducing highway crashes.

**PSP 15-06 (PS) Pedestrian and Bicycle Safety.** To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

**PSP 15-07 (MC) Motorcyclist Safety**. Section 2010/405(f) funds will support efforts to enhance motorcycle training and safety programs throughout the state. Through public information and

education, efforts will be made to reduce the number of motorcycle crashes resulting in injuries and fatalities.

## PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,318,000 residents (2011 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.01 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four (64.0) percent of the population (842,990) reside 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 2,574.22 square miles resulting in a population density of 327.47 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 109,687 and 86,366 residents respectively. Approximately 92 .0 percent of the population is white, while the remaining 8 percent represents all other populations (i.e. black/African American, Indian, Asian, Hispanic, all others).

New Hampshire's public road system consists of approximately 16,105 miles, of which 225 miles are interstate highways and 52 miles are non-interstate turnpike highways. (FHWA, Office of Highway Policy Information, Highway Statistics Series)

The following chart shows the State's most heavily populated cities/towns and their locations within the State's ten counties. The ten most populated communities are located in the southern five counties of the State. (2011 Census (estimated) —NH Office of Energy and Planning).

CHART NO. 1
COUNTY & LARGEST CITIES/TOWNS WITHIN COUNTY
(2011 ESTIMATED POPULATION FIGURES)

| County | County Population | City/Town | City/Town Population | Location |
|---|---|---|---|---|
| Southern Counties & Largest Cities/Towns | | | | |
| Hillsborough | 400,797 | Manchester | 109,687 | South Central |
| | | Nashua | 86,366 | South Central |
| | | Merrimack | 25,454 | South Central |
| Rockingham | 295,608 | Derry | 33,008 | South Central |
| | | Salem | 28,702 | South Central |
| | | Londonderry | 24,132 | Southeast |
| Merrimack | 146,585 | Concord | 42,514 | Central |
| | | Hooksett | 13,603 | South Central |
| Strafford | 123,538 | Dover | 30,158 | Southeast |
| | | Rochester | 29,750 | Southeast |
| Cheshire | 77,244 | Keene | 23,610 | Southwest |
| Sub-Total | 1,043,772 | | 446,984 | |
| Northern Counties & Largest Cities/Towns | | | | |
| Grafton | 89,783 | Lebanon | 13,643 | West Central |
| | | Hanover | 11,331 | West Central |
| Belknap | 60,160 | Laconia | 16,002 | Central |
| | | Gilford | 7,183 | Central |
| Carroll | 47,787 | Conway | 10,088 | Northeast |
| | | Wolfeboro | 6,231 | East Central |
| Sullivan | 43,795 | Claremont | 13,358 | West Central |
| | | Newport | 6,521 | West Central |
| Coos | 32,703 | Berlin | 9,826 | North |
| | | Lancaster | 3,517 | North |
| Sub-Total | 274,228 | | 97,695 | |
| **TOTAL** | **1,318,000** | | **544,679** | |

This section of New Hampshire's HSP, using data provided by various offices within the NH Department of Transportation, Department of Safety, Office of State Planning, previously identified agencies, NHTSA, and FHWA summarizes the many highway safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2015

CHART 2
NEW HAMPSHSIRE STATISTICAL CRASH SUMMARY

| Number | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013* |
|---|---|---|---|---|---|---|---|
| | Fatal Motor Vehicle Crashes | 127 | 97 | 120 | 84 | 101 | 124 |
| C-1 | Persons Killed (Fatalities) | 138 | 110 | 128 | 90 | 108 | 135 |
| | Rural Fatalities | 127 | 109 | 86 | 64 | 60 | 80 |
| | Urban Fatalities | 11 | 1 | 42 | 26 | 48 | 55 |
| | Alcohol-Related Fatalities ** | 47 | 32 | 48 | 24 | 26 | 49 |
| | % of Alcohol-Related Fatalities | 34.1 | 29.1 | 37.5 | 26.7 | 24.1 | 36.0 |
| | Alc-Related Deaths/VMT (NH @.04) | .28 | .19 | .28 | .13 | | |
| | Operators Killed | 78 | 56 | 70 | 50 | 59 | 99 |
| | Adult Occupants Killed | 14 | 15 | 14 | 16 | 10 | 17 |
| | Child Occupants Killed | 5 | 8 | 7 | 1 | 1 | 0 |
| C-10 | Adult Pedestrians Killed | 9 | 7 | 9 | 5 | 7 | 11 |
| | Child Pedestrians Killed | 0 | 1 | 0 | 0 | 2 | 2 |
| C-7 | Motorcycle Operators Killed | 28 | 16 | 26 | 14 | 25 | 24 |
| | Motorcycle Passengers Killed | 1 | 5 | 2 | 0 | 4 | 0 |
| | Moped Operators Killed | 0 | 0 | 0 | 0 | 0 | 0 |
| | OHRV Operators Killed | 1 | 1 | 0 | 0 | 0 | 2 |
| | Adult Bicyclists Killed | 0 | 0 | 0 | 3 | 0 | 4 |
| | Child Bicyclists Killed | 2 | 1 | 0 | 1 | 0 | 0 |
| | Total Crashes Reported | 34,151 | 33,265 | 32,157 | 33,273 | 26,691 | 29,984 |
| C-2 | Total Injuries Reported (State of NH) | 13,455 | 13,106 | 12,670 | 13,110 | 10,516 | 11,814 |
| | Total VMT (millions) (NHDOT) | 16,790 | 17,119 | 17,437 | 18,811 | 12,894 | |
| | NH Fatal Rate/VMT (FARS) | 1.06 | .85 | .98 | .71 | .84 | |
| C-3 | Rural Fatal Rate/VMT (FARS) | 2.21 | 1.91 | 1.50 | 1.15 | 1.03 | |
| | Urban Fatal Rate/VMT (FARS) | .15 | .01 | .57 | .36 | .68 | |
| | Alc-Related Deaths/VMT (FARS @ .08) | .35 | .23 | .34 | .21 | .25 | |
| C-5 | Alcohol-Related Fatalities @ .08 and above (NHTSA) | 45 | 29 | 45 | 27 | 32 | 42 |
| | United States Fatal Rate | 1.26 | 1.20 | 1.11 | 1.10 | | |
| | NH Licensed Drivers | 1,029,804 | 1,033,661 | 1,039,148 | 1,028,211 | 1,061,544 | |
| | NH Registered Vehicles | 1,460,415 | 1,425,690 | 1,707,958 | 1,405,936 | 1,418,361 | |
| | NH Registered Motorcycles (FHWA) | 80,689 | 80,826 | 80,173 | 79,267 | 68,202 | |
| | Population (NHTSA) | 1,315,906 | 1,316,104 | 1,316,759 | 1,318,194 | 1,320,718 | |
| | Total Occupant Fatalities | 97 | 79 | 91 | 67 | 70 | 92 |
| C-4 | Unrestrained Occupant Fatalities | 71 | 50 | 61 | 49 | 46 | 56 |
| C-6 | Speed-Related Fatalities (FARS) | 39 | 39 | 62 | 39 | | 41 |
| C-8 | Unhelmeted Motorcycle Fatalities | 19 | 13 | 20 | 10 | 21 | 20 |
| C-9 | Drivers 20 & Under Involved in Fatal Crashes (FARS) | 23 | 16 | 17 | 9 | 14 | 6 |
| B-1 | Seat Belt Usage (NH Survey) | 69.2 | 68.9 | 72.2 | 75.0 | 68.5 | 71.5 |
| A-1 | Seat Belt Citations | 424 | 576 | 355 | 370 | 280 | 339 |
| A-2 | Impaired Driving Arrests | | 752 | 682 | 693 | 683 | 754 |
| A-3 | Speeding Citations | | 9,291 | 6,181 | 8,824 | 7,308* | 6,805 |

- 2013 is Preliminary

** New Hampshire Alcohol-Related Fatalities: .02 BAC for drivers under 21 years of age; .04 BAC for all other driver (conforms with national CDL level)

All charts & graphs in the FY 2014 HSP are compiled by the Highway Safety Agency's program manager from statistics received from the NH Department of Transportation and Safety (State Police, FARS, Driver Education, etc.), UNH Survey Source: Center, Department of Emergency Medical Services, NH Liquor Commission, NHTSA, FHWA, Office of Energy & Planning, NH Local Government Center, etc.

## 2015 HSP Core Targets

*CORE OUTCOME MEASURES*

C-1 *Traffic Fatalities (FARS).* Reduce fatalities by 5 percent from 114 (2008 - 2012 average) to 108 by December 31, 2015.

C-2 *Serious Traffic Injuries (State Crash Data).* Reduce serious injuries by 30 percent from 514 (2009 - 2013 average) to 360 by December 31, 2015.

C-3 *Mileage Death Rate (FARS).* Reduce VMT by 2 percent from 0.89 (2008 - 2012 average) to 0.87 by December 31, 2015.

C-4 *Unrestrained Passenger Vehicle Occupant Fatalities (FARS).* Reduce unrestrained fatalities by 5 percent from 57 (2008 - 2012 average) to 54 by December 31, 2015.

C-5 *Alcohol Impaired Driving Fatalities (FARS @ .08 and above).* Reduce alcohol related fatalities by 10 percent from 36 (2008 - 2012 average) to 32 by December 31, 2015.

C-6 *Speeding Related Fatalities (FARS).* Reduce speed related fatalities by 10 percent from 44 (2008 - 2012 average) to 40 by December 31, 2015.

C-7 *Motorcyclist Fatalities (FARS).* Reduce motorcycle fatalities by 5 percent from 24 (2008 - 2012 average) to 23 by December 31, 2015.

C-8 *Unhelmeted Motorcyclist Fatalities (FARS).* Reduce unhelmeted motorcycle fatalities by 5 percent from 17 (2008 - 2012 average) to 16 by December 31, 2015.

C-9 *Driver Age 20 or Younger Involved in Fatal Crashes (FARS).* Reduce young driver involved fatalities by 15 percent from 17 (2008 - 2012 average) to 14 by December 31, 2015.

C-10 *Pedestrian Fatalities (FARS).* Reduce pedestrian fatalities by 15 percent from 7 (2008 - 2012 average) to 6 by December 31, 2015.

C-11 *Bicyclist Fatalities.* Maintain bicyclist fatalities at 1 (2008 - 2012 average) by December 31, 2015.

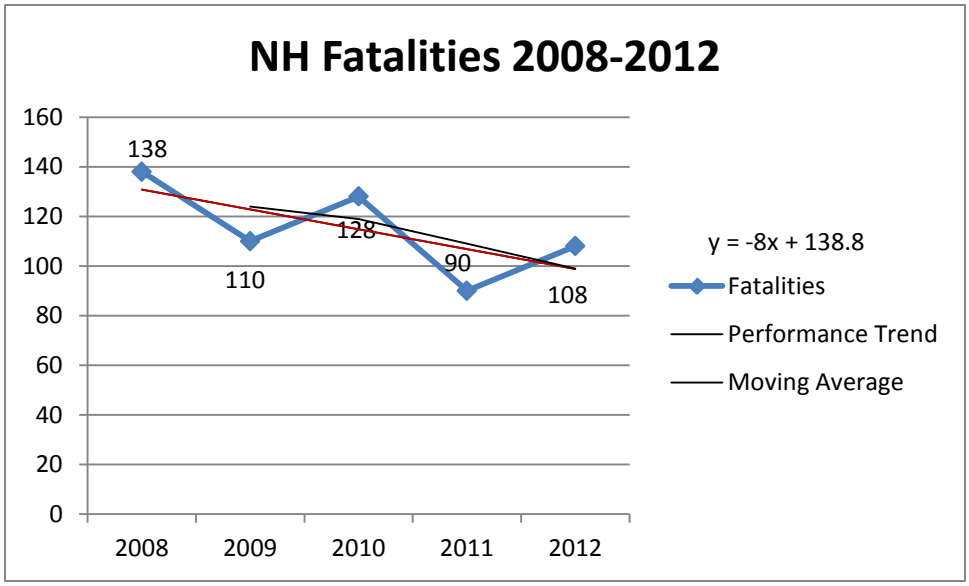
*CORE BEHAVIOR MEASURE*

B-1 Seat Belt Use. To increase statewide seat belt compliance 5 percent (from the 2009 to 2013 average) to 75 percent by December 31, 2015.

**FFY 2015 Core Performance Targets**

**Fatalities**

Figure 1.1 Fatalities



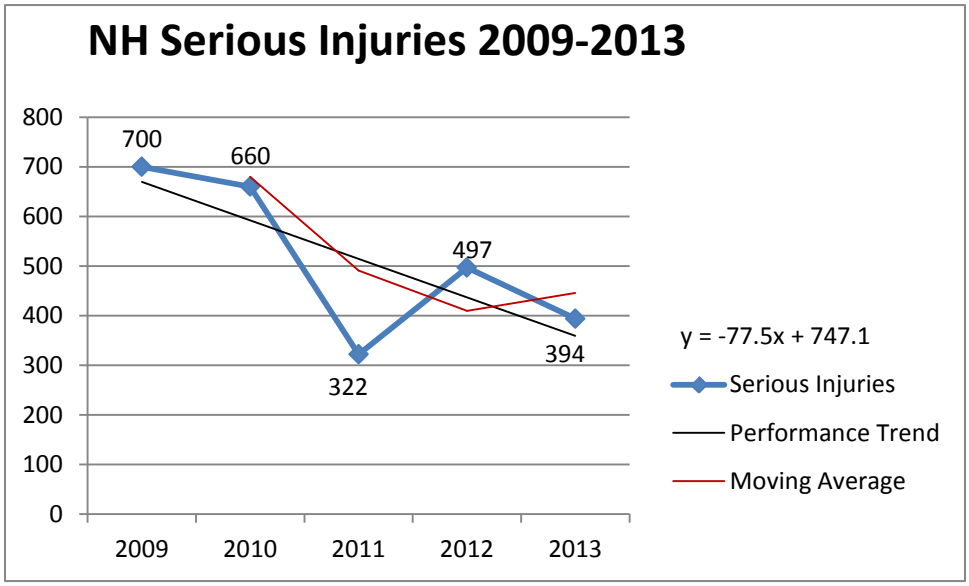

Source: FARS March 2014

Goal: Reduce fatalities by 5 percent from 114 (2008 - 2012 average) to 108 by December 31, 2015.

The trend line projects 83 fatalities in 2015. However, preliminary 2013 show that there were 135 fatalities. Because of the preliminary data we feel that the 2015 projection of 83 is too ambitious and that the goal should be 108 fatalities.

**Serious Injuries**

Figure 1.2



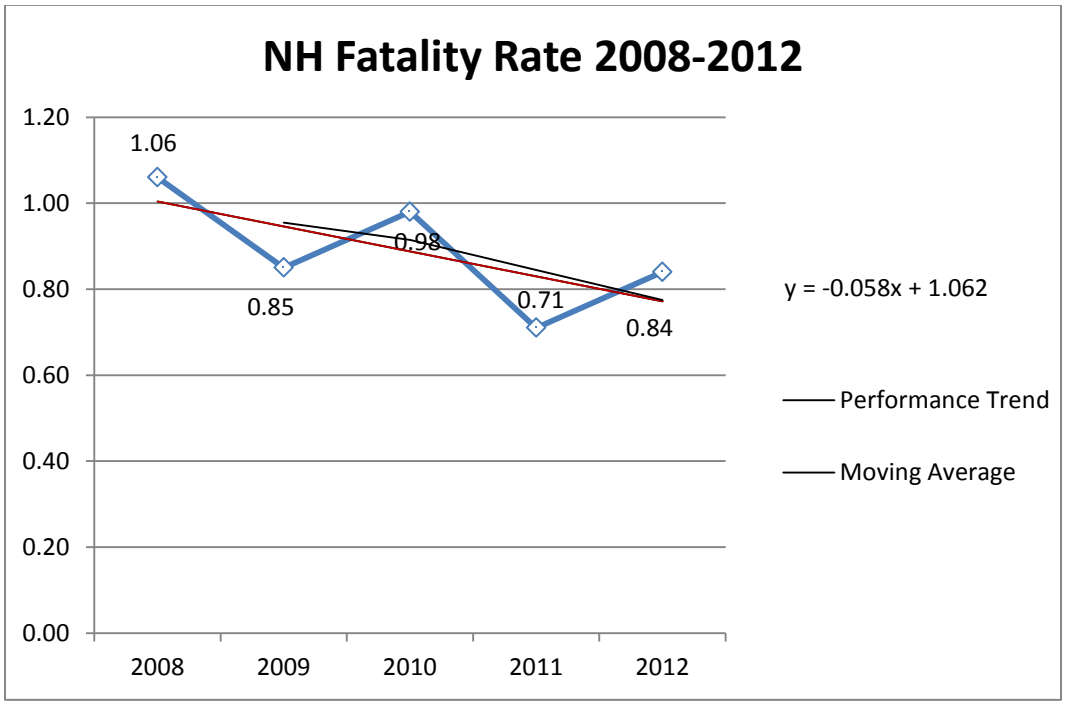

Source: NH Department of Transportation 2014

Goal: Reduce serious injuries by 30 percent from 514 (2009 - 2013 average) to 360 by December 31, 2015.

The trend line projects 204 fatalities in 2015. However, preliminary 2013 show that there were 394 serious injuries. Because of the preliminary data and because overall fatalities are increasing, we feel that the 2015 projection is too ambitious and that the goal should be 360 fatalities.

**VMT**

Figure 1.3



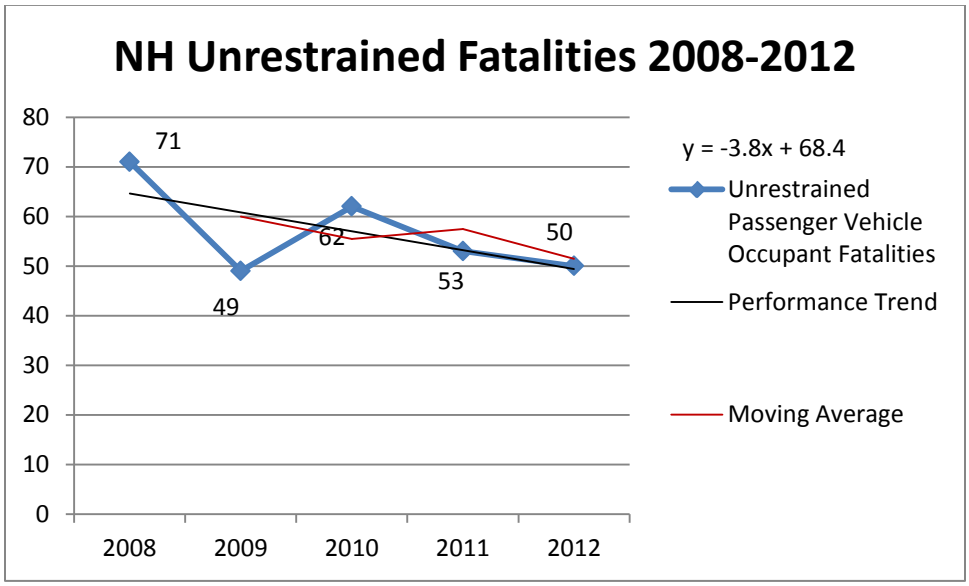

Source: FARS May 2104

Goal: Reduce VMT by 2 percent from 0.89 (2008 - 2012 average) to 0.87 by December 31, 2015.

The trend line projects a VMT of .66 in 2015. However, fatalities have increased in the last two years and VMT increased in the most recent data, so we think a drop of this magnitude is not likely. We predict a more modest drop from the five year average.

**Unrestrained Occupant Fatalities**

Figure 1.4



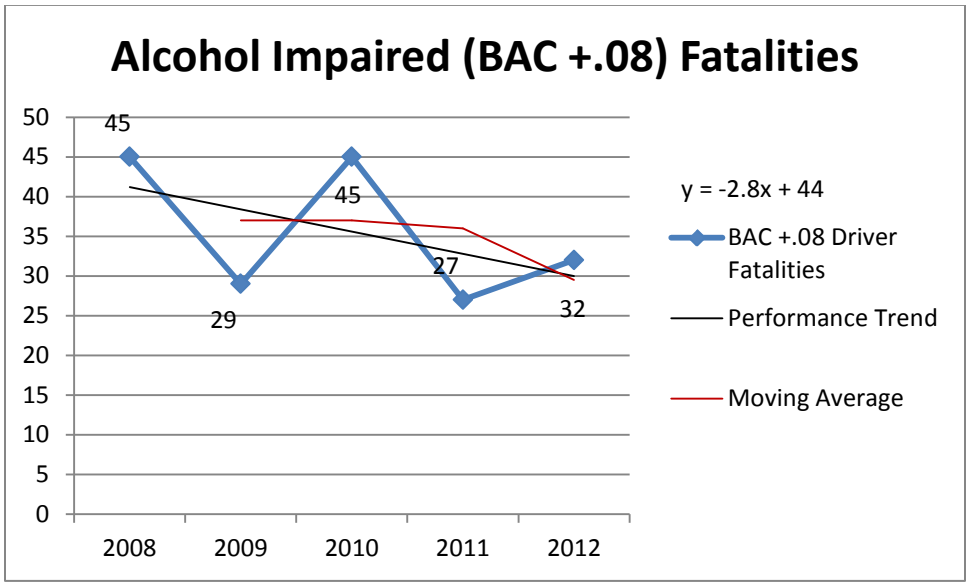

Source: FARS May 2014

Goal: Reduce unrestrained fatalities by 5 percent from 57 (2008 - 2012 average) to 54 by December 31, 2015.

The trend line projects unrestrained fatalities of 42 in 2015. However, overall fatalities have increased in the last two years which is likely to lead to an increase in unrestrained fatalities. In 2013 preliminary data shows that 56 vehicle occupants that were victims of fatal crashes were not wearing seatbelts. Because of this we predict a more modest drop from the five year average.

**Alcohol Related Fatalities**

Figure 1.5



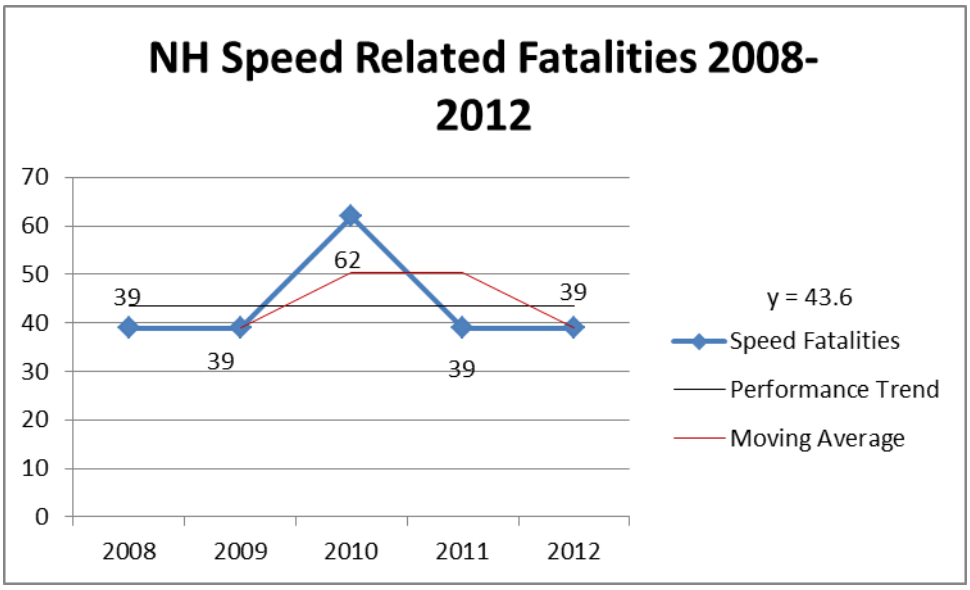

Source: FARS May 2014

Goal: Reduce alcohol related fatalities by 10 percent from 36 (2008 - 2012 average) to 32 by December 31, 2015.

The trend line projects alcohol related fatalities of 24 in 2015. However, overall alcohol fatalities have been unstable in the last five years with an overall downward projection. Additionally, preliminary 2013 data shows that there were 48 alcohol related fatalities in 2013. Because of this we predict a drop from the five year average.

**Speed Related Fatalities**

Figure 1.6



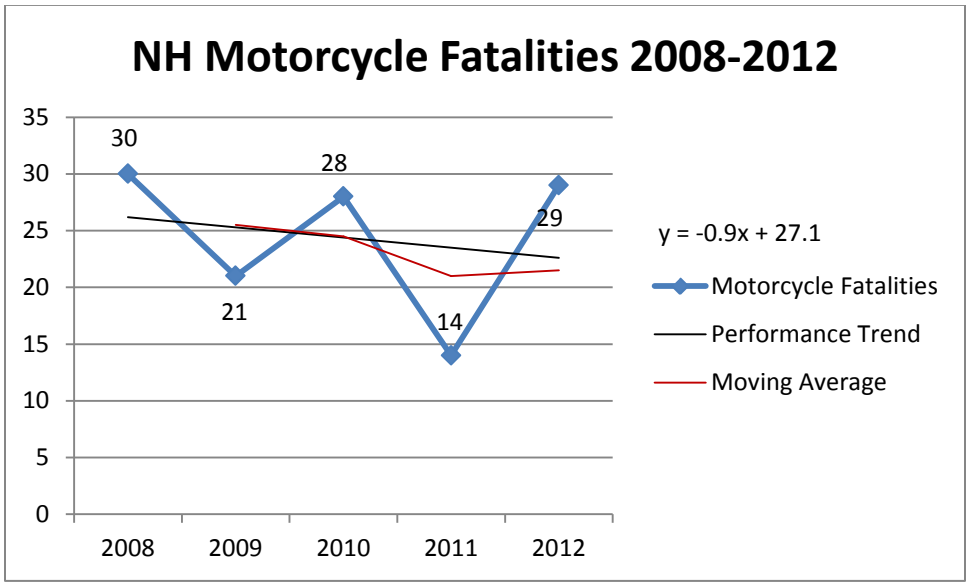

Source: FARS May 2014

Goal: Reduce speed related fatalities by 10 percent from 44 (2008 - 2012 average) to 40 by December 31, 2015.

The trend line projects speed related fatalities of 44 in 2015. Speed related fatalities have been rather stable with 39 fatalities in four for the last five years. However, since overall fatalities have climbed the last two years, this may lead to an increase in speed related fatalities. We predict a significant drop in the five year average.

**Motorcycle Fatalities**

Figure 1.7



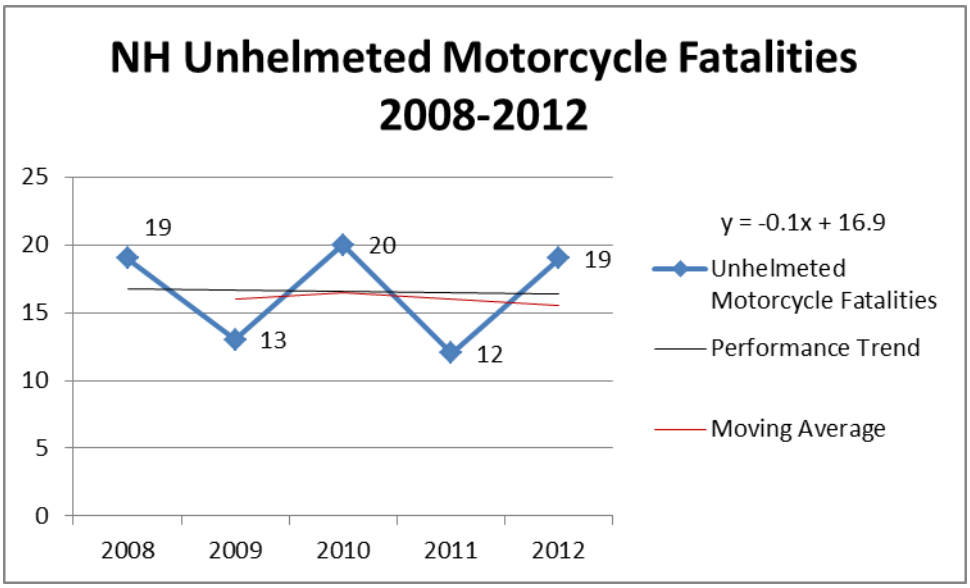

Source: FARS May 2014

Goal: Reduce motorcycle fatalities by 5 percent from 24 (2008 - 2012 average) to 23 by December 31, 2015.

The trend line projects motorcycle fatalities of 21 in 2015. Motorcycle fatalities have been unstable in the last five years. However, since the overall trend has been downward, we predict a small decrease in the five year average.

**Unhelmeted Motorcycle Fatalities**

Figure 1.8



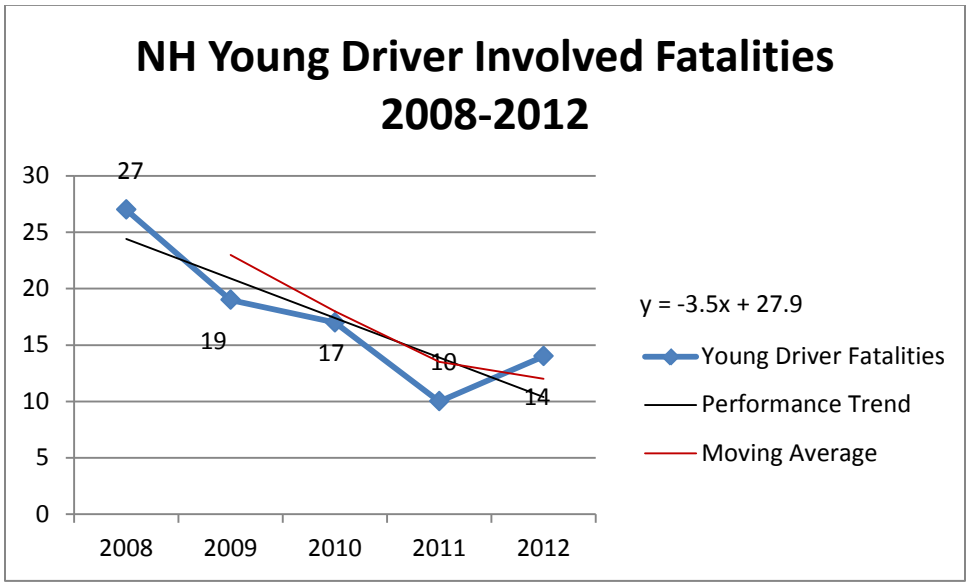

Source: FARS May 2014.

Goal: Reduce unhelmeted motorcycle fatalities by 5 percent from 17 (2008 - 2012 average) to 16 by December 31, 2015.

The trend line projects unhelmeted motorcycle fatalities of 16 in 2015. Although unhelmeted motorcycle fatalities have been unstable in the last five years, we agree with this projection.

**Driver Young Driver Involved in Fatal Crashes**

Figure 1.9



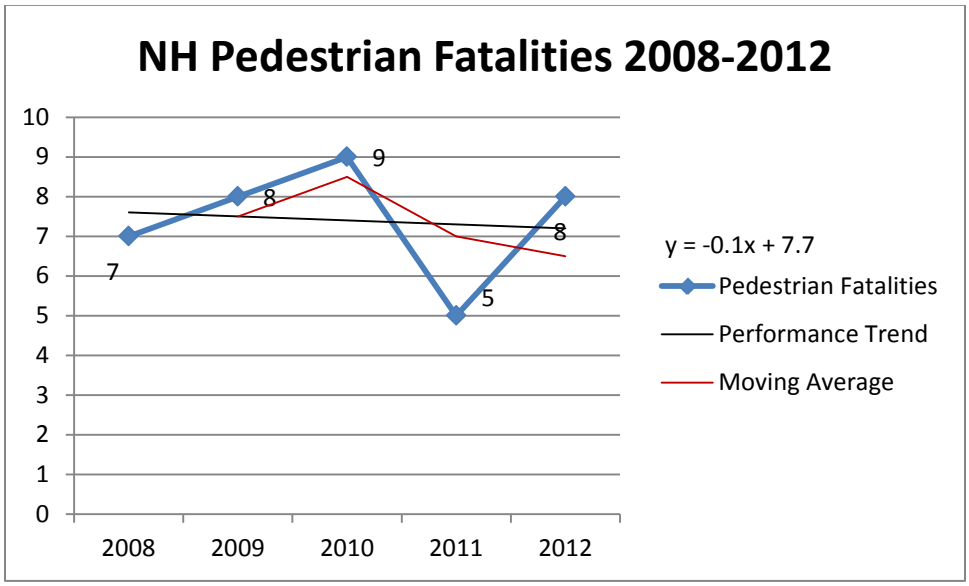

Source: FARS May 2014

Goal: Reduce young driver involved fatalities by 15 percent from 17 (2008 - 2012 average) to 14 by December 31, 2015.

The trend line projects young driver involved fatalities of 3 in 2015. Although the trend line has shown a steady decrease in the last five years, there was an increase in 2012. Because of this we predict a large drop in the five year average but holding steady from 2012.

**Pedestrian Fatalities**

Figure 1.10



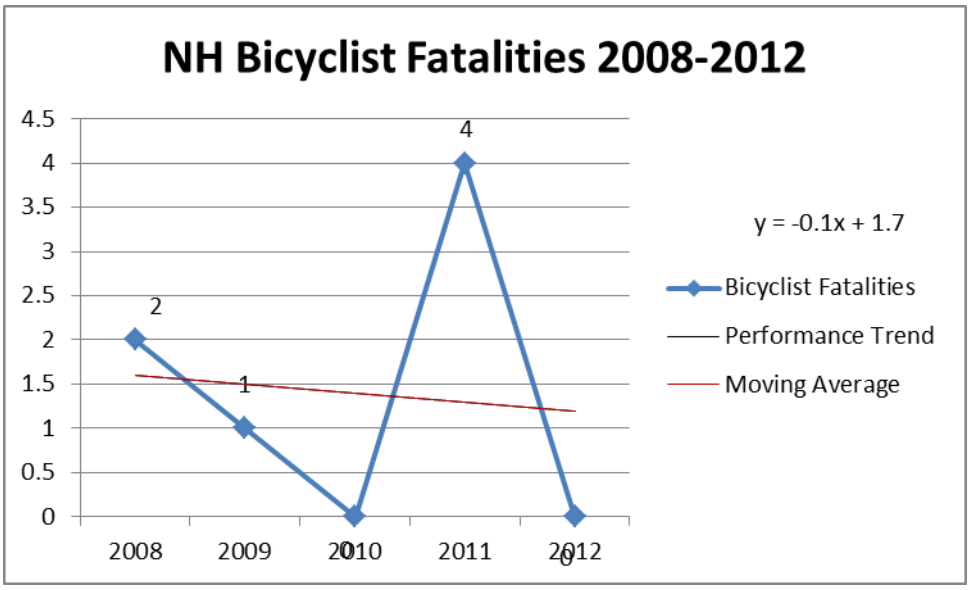

Source: FARS May 2014

Goal: Reduce pedestrian fatalities by 15 percent from 7 (2008 - 2012 average) to 6 by December 31, 2015.

The trend line projects pedestrian fatalities of 7 in 2015. The range of pedestrian fatalities has been small in the last five years. We predict a small overall drop in 2015.

**Bicyclist Fatalities**

Figure 1.11



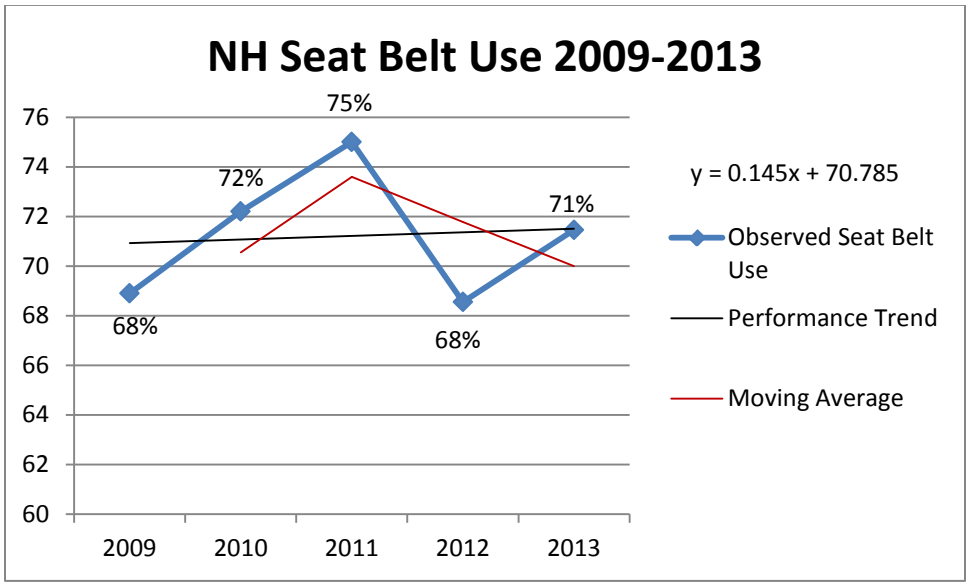

Source: FARS May 2014

Goal: Maintain bicyclist fatalities at 1 (2008 - 2012 average) by December 31, 2015.

The trend line projects bicyclist fatalities of 1 in 2015. In the past five years there have been minimal fatalities. Because of this we agree with the projection.

**Seat Belt Use**

Figure 1.12




Source: NH Observation Surveys 2009-2013

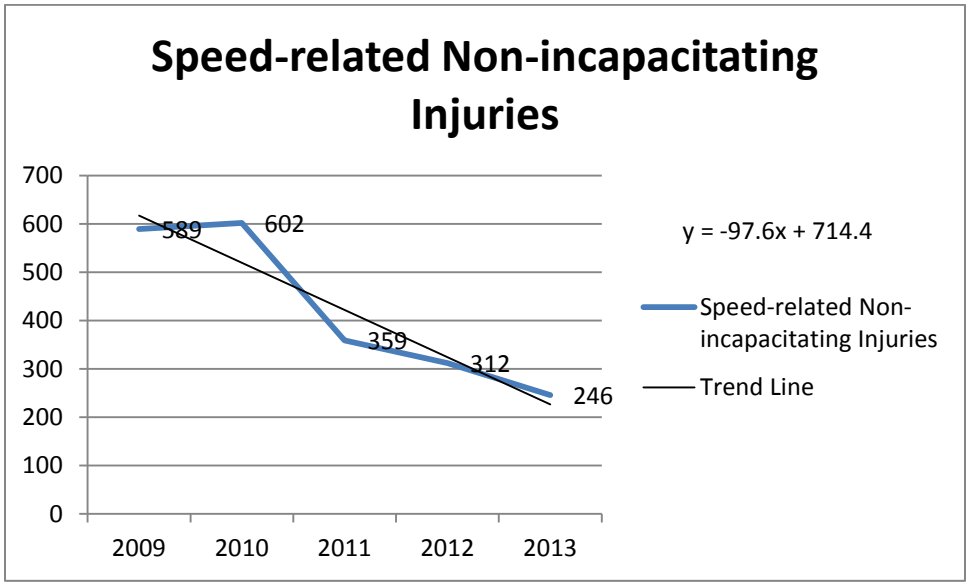
Goal: Increase seat belt use by 5 percent from 71 (2009 - 2013 average) to 75 by December 31, 2015.

The trend line projects seatbelt usage of 72 in 2015. However, since belt use increased in 2013 after a drop in 2012, we predict an increase back to our all-time high of 75% in 2015.

**Additional Targets for FFY 2015**

**Speed-related Non-incapacitating Injuries**

Figure 1.13



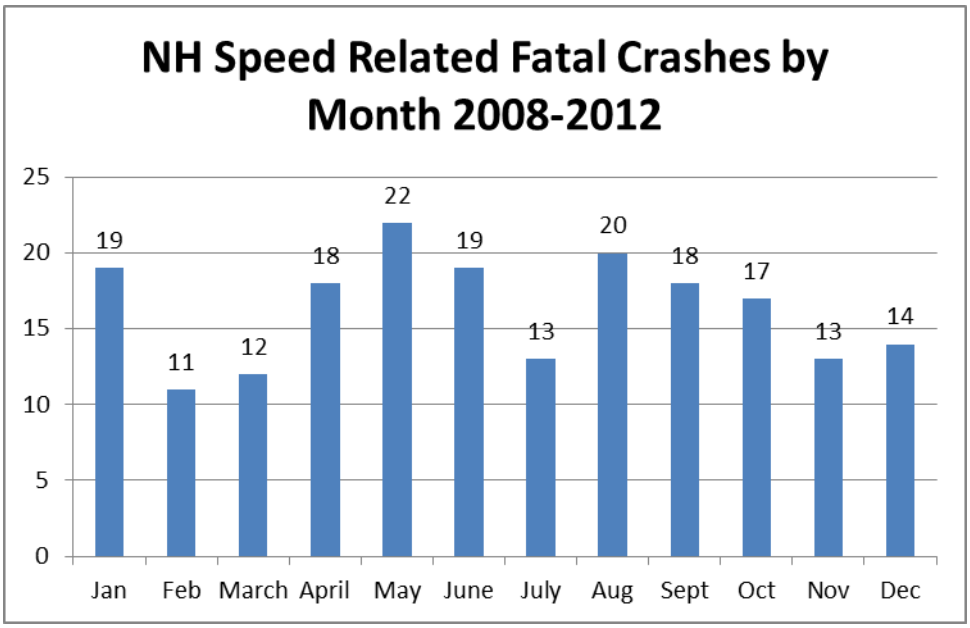

Source: Department of Safety, State Police, May 2014

Goal: Decrease speed-related non-incapacitating injuries 20 percent from 302 (2011 - 2013 average) to 241 by December 31, 2015.

Since there was a drastic decrease in this category from 2009 to 2011, the three-year average is a more realistic bench mark. We predict a significant decrease in the three year average.

**Speed-related Fatalities in the Summer Months**

Figure 1.14



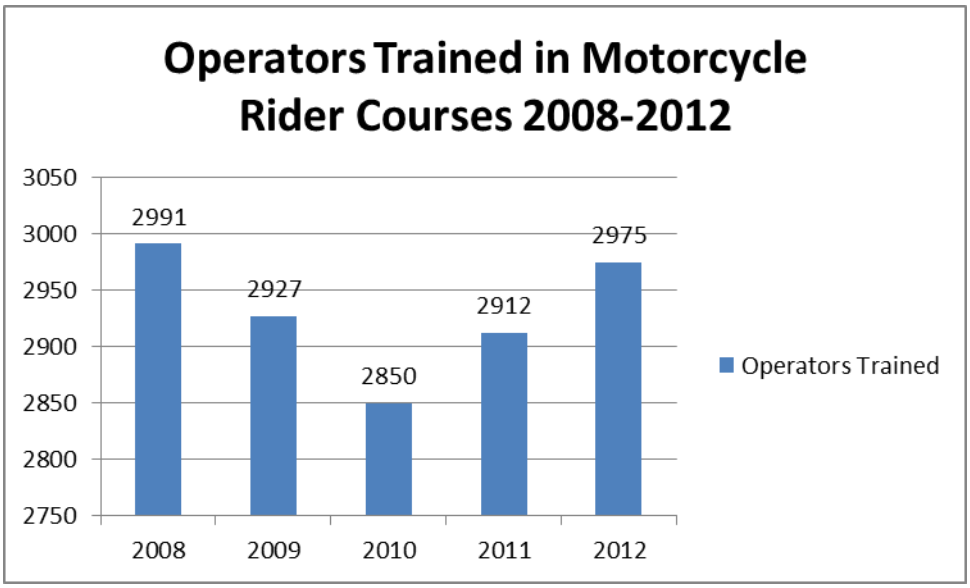

Source: FARS May 2014

Goal: Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 18 (2008 - 2012 average) to16 by December 31, 2015.

The highest concentration of speed related fatalities occurs during the summer months. Extra traffic enforcement takes places during the summer months and we think we can reduce the number of speed related fatalities during this period, which will lead to an overall reduction in speed related fatalities in FY 2013.

**Operators Trained in Motorcycle Rider Training Courses**

Figure 1.15




Source: NH Department of Safety, State Police, May 2013

Goal: Increase motorcycle riders trained during the year by 5 percent from 2,931 (2008 - 2012 average) to 3,078 by December 31, 2015.

A new motorcycle coordinator came on in 2014 and we think we can increase the number of motorcycle riders trained through expanded outreach.

Traffic Records Performance Targets

1. Maintain the percent of records accepted by the National EMS Information System at 99.7% achieved in quarter one of 2014 in 2015.

This performance measure was based on the last approved Traffic Records Highway safety plan. It uses a modified baseline and current period that comply with NHTSA's most recent requirements. The percent of records accepted has been steadily increasing reaching. In 2013, 95.14% of records were accepted. In 2015 we have several EMS based projects so we feel maintaining the high level of 99.7% is reasonable.

2. Increase crash reports that have manner of crash completeness from 33.62% in the period April 1, 2013-March 31, 2014 by 33% from 33.66% to 45% in 2015.

Collection of this data element commenced coincident with the launch of the electronic crash reporting system by NH State Police in April. Presently New Hampshire has demonstrated a completeness improvement for the crash performance measures from the baseline period (April 1, 2012 – March 31, 2013) where upon only 0.043% reports have Manner of Crash completed (for 4,631 total reports for this time period). However, for the current period (April 1, 2013 – March 31, 2014) the reports have a Manner of Crash completed of 33.66%. This represents a 33.62% (from the baseline period) increase of crash records that were complete and not missing data showing significant improvement and success in collecting completed reports from the database. Manner of Crash was collected on 0% of the NH State Police crash reports during the baseline period, and it was collected on 3.62 percent of the crash reports during the performance period. Several projects will impact this performance target so an significant increase is reasonable.

## UPDATE ON FY 2014 TRAFFIC SAFETY CORE PERFORMANCE TARGETS

*CORE OUTCOME MEASURES*

C-1 *Traffic Fatalities (FARS).* To decrease traffic fatalities 5 percent from the 2012 calendar base year of 106 to 101 by December 31, 2014.
- 2013 data not available. According to 2012 FARS data there were 108 fatalities.

C-2 *Serious Traffic Injuries (State Crash Data).* To decrease serious traffic injuries 5 percent from the 2012 calendar base year of 10,516 to 9,990 by December 31, 2014.
- 2013 data not available. Total injuries reported by the State of New Hampshire in 2012 were 10,516.

C-3 a) *Mileage Death Rate (FARS).* To decrease the mileage death rate from the 2010 calendar base year of .98 to .93 by December 31, 2014.
b) *Rural Mileage Death Rate (FARS).* To decrease the rural mileage death rate from the 2010 calendar base year of 1.50 to 1.25 by December 31, 2014.
c) *Urban Mileage Death Rate (FARS).* To decrease the urban mileage death rate from the 2010 calendar base year of .57 to .54 by December 31, 2014.
- 2012 data not available. In 2012 the overall VMT was .84, the rural VMT was 1.03 and the urban VMT was .68.

C-4 *Unrestrained Passenger Vehicle Occupant Fatalities (FARS).* To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2012 calendar base year of 45 to 40 by December 31, 2014.
- 2013 data not available. In 2012 the Unrestrained Occupant Fatalities totaled 46.

C-5 *Alcohol Impaired Driving Fatalities (FARS @ .08 and above).* To decrease alcohol impaired driving fatalities 10 percent from the 2011 calendar base year of 27 to 24 by December 31, 2014.
- 2013 data not available. In 2012 alcohol impaired fatalities totaled 32.

C-6 *Speeding Related Fatalities (FARS).* To decrease speeding-related fatalities 10 percent from the 2011 calendar base year of 39 to 35 by December 31, 2014.
- 2013 data not available. In 2012 speed-related fatalities (FARS) totaled 39.

C-7 *Motorcyclist Fatalities (FARS).* To decrease motorcyclist fatalities 10 percent from the 2012 calendar base year of 29 to 26 by December 31, 2014.
- 2013 data not available. In 2012 motorcyclist fatalities (FARS) totaled 29.

C-8 *Unhelmeted Motorcyclist Fatalities (FARS).* To decrease unhelmeted motorcyclist fatalities 20 percent from the 2011 calendar base year of 12 to 10 by December 31, 2014.
- 2013 data not available. In 2012 un-helmeted motorcyclists fatalities totaled 21.

C-9 *Driver Age 20 or Younger Involved in Fatal Crashes (FARS).* To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2011 calendar base year of 10 to 9 by December 31, 2014.
- 2013 data not available. In 2012 drivers 20 & under involved in fatal crashed (FARS) totaled 14.

C-10 *Pedestrian Fatalities (FARS).* To reduce pedestrian fatalities 10 percent from the 2012 calendar base year of 9 to 8 by December 31, 2014.
- 2013 data not available. In 2012 pedestrian fatalities (FARS) totaled 9.

Core Behavior Measure

B-1 Seat Belt Use Rate (Observed Seat Belt Use Survey). To increase state-wide seat belt compliance 2.00 percent from the 2012 calendar year base year usage rate of 68.5 percent to 70.5 percent by December 31, 2014.
- The goal was met, the rate for 2014 was 71.5 percent.

**UPDATE ON OTHER FY 2014 TRAFFIC SAFETY TARGETS**

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2008-2011) of 553 to 500 in 2013.

- For the four-year period (2008-2011) crashes resulting in non-incapacitating injury where illegal/unsafe speed was a factor averaged 553. Statistics are not yet available for 2014.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2008-2011) of 44.0 to 40.0 in 2013.

- For the four-year period (2008-2011) the number of fatal crashes occurring during the months of June through September averaged 44.0. Statistics are not yet available for 2014.

To improve the Highway Safety Agency's computer capabilities and work with other agencies in maintaining and updating the State's traffic records system.

- Each State department/agency is required to develop a four-year Strategic Information Technology Plan which projects how they plan to update their computer systems to better assist in attaining their goals. This plan is reviewed and approved by the NH Office of Information Technology. The NH Highway Safety Agency has developed their computer systems goals which have been approved by Information Technology.

To have no bicyclist fatalities through the year 2012 but not to exceed one bicycle fatality by December 31, 2013.

- Although pedestrian fatalities numbered 9 in 2010, the number decreased to 5 in 2011 and then increased to 9 as of December 31, 2012, using state numbers. Fatality numbers for 2014 are not yet available.

Bicycle fatalities increased from 0 in 2010 to 4 in 2011, and then decreased to 0 as of December 31, 2012.

- Fatality numbers for 2014 are not yet available.

To increase the number of motorcycle operators who complete the state-sanctioned basic, intermediate, and advanced rider safety courses.

- The number of motorcycle operators who completed the state-sanctioned basic, intermediate, and advanced rider safety courses increased from 2,912 in 2011 to 2,975 in 2012. The number of riders trained in 2013 is not yet available.

Chart 3 & 4 show the majority of all crashes and injuries took place from 6 AM- 9 PM. Because of this data we focus most of our traffic enforcement patrols in this time frame.

CHART NO. 3

ALL CRASHES - BY TIME OF DAY
2009-2012

| Time | 2009 | 2010 | 2011 | 2012 |
|---|---|---|---|---|
| 12:01A - 04:00A | 1,771 | 2,359 | 2,500 | 1,534 |
| 04:01A - 08:00A | 4,613 | 5,030 | 5,623 | 2,639 |
| 08:01A - 12:00N | 11,690 | 12,138 | 11,101 | 5,455 |
| 12:01P - 04:00P | 18,414 | 19,319 | 15,564 | 8,104 |
| 04:01P - 08:00P | 14,540 | 11,287 | 13,303 | 7,219 |
| 08:01P - 12:00M | 4,974 | 3,732 | 5,065 | 3,241 |

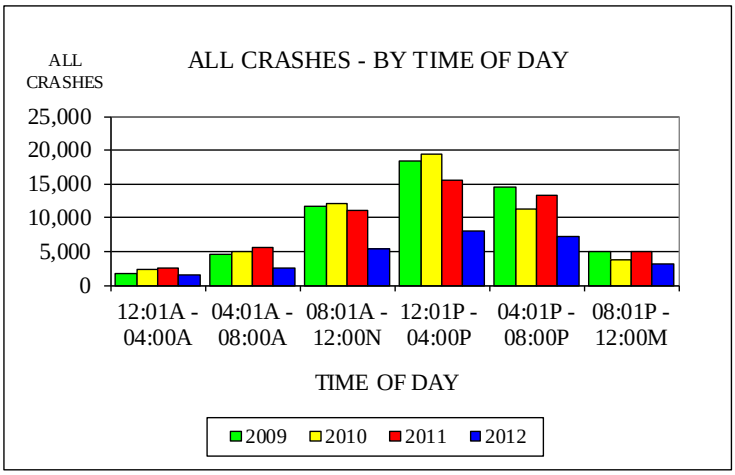
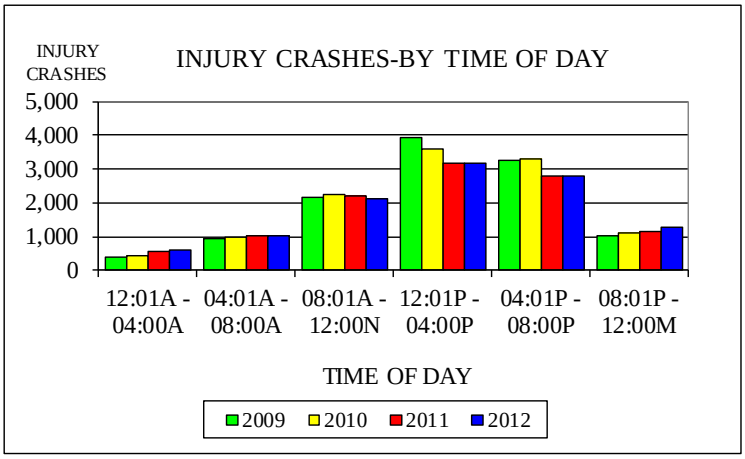



CHART NO. 4

INJURY CRASHES - BY TIME OF DAY
2009-2012

| Time | 2009 | 2010 | 2011 | 2012 |
|---|---|---|---|---|
| 12:01A - 04:00A | 407 | 422 | 573 | 598 |
| 04:01A - 08:00A | 924 | 983 | 1,011 | 1,029 |
| 08:01A - 12:00N | 2,182 | 2,231 | 2,197 | 2,127 |
| 12:01P - 04:00P | 3,953 | 3,616 | 3,180 | 3,161 |
| 04:01P - 08:00P | 3,238 | 3,314 | 2,801 | 2,815 |
| 08:01P - 12:00M | 1,028 | 1,123 | 1,140 | 1,264 |



Charts 5 & 6 show activity evenly distributes our crashes and injuries among all age groups. However young drivers are involved in more crashes than any other group.

| Chart No. 5 | | | | |
|---|---|---|---|---|
| Ages Of Drivers Involved In All Crashes | | | | |
| | | | | |
| Ages | 2009 | 2010 | 2011 | 2012 |
| 16-20 | 8,620 | 6,625 | 9,241 | 6,969 |
| 21-25 | 6,438 | 5,789 | 8,123 | 5,784 |
| 26-30 | 4,645 | 3,945 | 6,072 | 4,324 |
| 31-35 | 3,718 | 3,220 | 5,247 | 3,504 |
| 36-40 | 4,319 | 3,320 | 5,268 | 3,194 |
| 41-45 | 4,753 | 3,743 | 5,785 | 3,747 |
| 46-50 | 4,789 | 4,055 | 6,138 | 4,031 |
| 51-55 | 4,227 | 3,611 | 5,532 | 3,801 |
| 56-60 | 3,311 | 2,872 | 4,421 | 3,254 |
| 61-65 | 2,513 | 2,252 | 3,433 | 2,494 |
| 66-70 | 1,710 | 1,514 | 2,202 | 1,777 |
| 70 + | 21 | 2,610 | 3,783 | 3,037 |
| Totals | 48,839 | 43,556 | 65,245 | 45,916 |

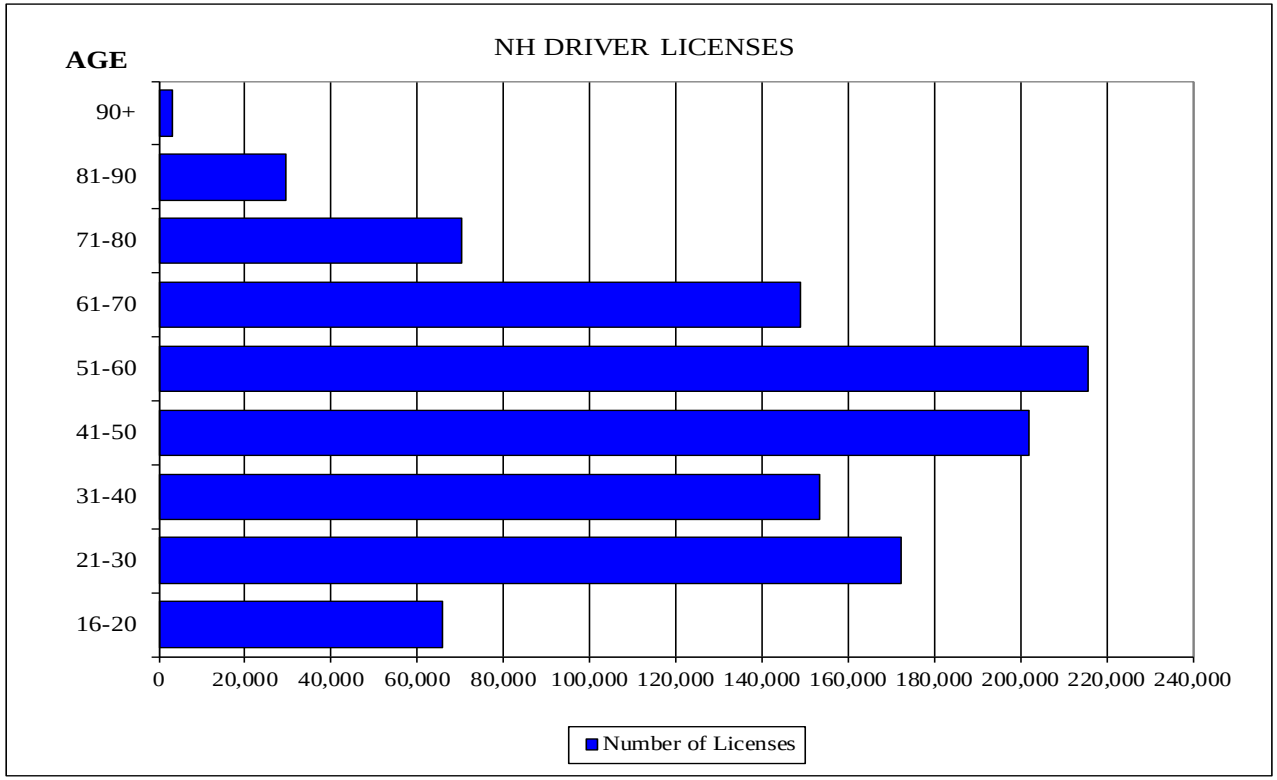
CHART NO. 6
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

| Ages | 2009 | 2010 | 2011 | 2012 |
|---|---|---|---|---|
| 16-20 | 1,942 | 1,463 | 2,168 | 2,911 |
| 21-25 | 1,405 | 971 | 1,917 | 1,288 |
| 26-30 | 1,085 | 1,253 | 1,504 | 1,822 |
| 31-35 | 878 | 862 | 1,311 | 1,460 |
| 36-40 | 961 | 1,320 | 1,238 | 1,300 |
| 41-45 | 1,039 | 1,337 | 1,265 | 1,559 |
| 46-50 | 1,044 | 661 | 1,476 | 1,666 |
| 51-55 | 886 | 1,069 | 1,506 | 1,598 |
| 56-60 | 739 | 889 | 1,090 | 1,377 |
| 61-65 | 510 | 511 | 845 | 1,048 |
| 66-70 | 344 | 448 | 480 | 758 |
| 70 + | 1,401 | 934 | 999 | 1,462 |
| Totals | 12,234 | 11,718 | 15,799 | 18,249 |

CHART NO. 7

NH DRIVER LICENSES

| Age | Number of Licenses |
|---|---|
| 16-20 | 65,691 |
| 21-30 | 172,305 |
| 31-40 | 153,491 |
| 41-50 | 202,151 |
| 51-60 | 215,717 |
| 61-70 | 149,027 |
| 71-80 | 70,419 |
| 81-90 | 29,584 |
| 90+ | 3,159 |




Source: NH Department of Safety (All License Classifications as of 12/31/12)

Chart 7 shows the number of licensed drivers in New Hampshire. Of note is the small number of young drivers compared to the number of crashes they are involved in as shown in charts 5 and 6. Because of this, we have several programs focused specifically on young drivers.

In January of each year the NH Highway Safety Agency sends a letter to 234 towns and cities (mayors, chairman of boards of selectmen, and police and fire chiefs), 10 county sheriffs, and state agencies and other eligible grantees who have a direct interest in promoting highway safety. Along with federal guidelines and HSA funding areas, is a planning document that must be returned to the Highway Safety Agency by March 1 (described earlier). The planning document outlines projects (DWI patrols, enforcement patrols, PBTs, radar, computer equipment, TAR equipment, tire deflation devices, etc.) and the cost associated with each item. However, the planning document does not ask for quantities. Project applications are completed by the applicants and received during FY 2014. The chart below will be updated monthly as project numbers are assigned. The project descriptions are in the individual sections.

| ANTICIPATED GRANTS | | |
|---|---|---|
| PSP & Task | Project Title | Funding Amount |
| OP 15-01, 1 | CPS/Join the NH Clique - **$170,094.00** | |
| | Alstead | 4,800.00 |
| | Amherst | 4,300.00 |
| | Auburn | 4,700.00 |
| | Bedford | 4,650.00 |
| | Belmont | 3,550.00 |
| | Berlin | 3,850.00 |
| | Bristol | 2,700.00 |
| | Claremont | 3,744.00 |
| | Concord | 3,900.00 |
| | Conway | 3,720.00 |
| | Derry | 4,450.00 |
| | Dover | 3,500.00 |
| | Franklin | 3,150.00 |
| | Gorham | 4,300.00 |
| | Hinsdale | 3,600.00 |
| | Hudson | 5,150.00 |
| | Keene | 6,100.00 |
| | Kensington | 4,200.00 |
| | Laconia | 3,900.00 |
| | Lisbon | 5,500.00 |
| | Littleton | 4,650.00 |
| | Londonderry | 5,650.00 |
| | Manchester | 3,800.00 |
| | Merrimack | 5,100.00 |
| | Nashua | 4,700.00 |
| | Pelham | 4,680.00 |
| | Pittsfield | 3,850.00 |
| | Plymouth | 4,000.00 |
| | Portsmouth | 4,300.00 |
| | Salem | 6,700.00 |
| | Wolfeboro | 3,900.00 |
| | NH State Police | 35,000.00 |
| 2 | Convincer Demonstrations | 19,000.00 |
| 3 | BUNH Activities/Seat Belt Challenge | 82,400.00 |
| 4 | Statewide CPS Program | 157,500.00 |
| 5 | Seat Belt Use Survey | 50,350.00 |
| 6 | Pickup Truck Seat Belt Campaign | 78,700.00 |
| 7 | NHTSA Attitude Survey | 7,500.00 |
| 8 | CPS for EMS Providers | 30,600 |

| | | |
|---|---|---|
| 9 | HSA Media Campaign | 200,170.00 |
| | | |
| AL 15-02, 1 | NH Traffic Safety Commission | 1,000.00 |
| 2 | DDD Awareness Month | 6,700.00 |
| 3 | Virtual Driving Simulators | 20,800.00 |
| 4 | JB McDuffee Prosecutorial Seminar | 10,000 |
| 5 | PBT Devices | 97,000.00 |
| 6 | Highway Safety Agency Media Campaign | 71,700.00 |
| 7 | Video Equipment **$106,845.00** | 106,845 |
| | Alton (In-Cruiser Videos-1) | 2,500.00 |
| | Atkinson (1) | 2,500.00 |
| | Barnstead (1) | 2,500.00 |
| | Belmont (5) | 9,500.00 |
| | Bennington (2 replacements) | 5,000.00 |
| | Bethlehem (1) | 2,500.00 |
| | Bristol (1) | 2,500.00 |
| | Canaan (1) | 2,500.00 |
| | Center Harbor (2) | 5,000.00 |
| | Cheshire Count (2) | 5,000.00 |
| | Deering (2) | 5,000.00 |
| | Farmington (2) | 5,000.00 |
| | Gilford (1) | 2,500.00 |
| | Gilmanton (2) | 4,245.00 |
| | Gorham (1) | 2,500.00 |
| | Hinsdale (1) | 2,500.00 |
| | Laconia (1) | 2,500.00 |
| | Lisbon (2) | 5,000.00 |
| | Littleton (1) | 2,500.00 |
| | Manchester (10) | 25,000.00 |
| | Middleton (1) | 2,000.00 |
| | Milford (1) | 2,500.00 |
| | Moultonborough (1) | 1,500.00 |
| | New Hampton (2) | 4,600.00 |
| | | |
| 8 | DWI/DUI Patrols - **$1,009,240.00** | |
| | Allenstown | 6,900.00 |
| | Alton | 7,500.00 |
| | Amherst | 9,500.00 |
| | Antrim | 9,800.00 |
| | Atkinson | 5,800.00 |
| | Auburn | 8,600.00 |
| | Barnstead | 6,500.00 |
| | Bedford | 9,400.00 |
| | Belmont | 9,300.00 |
| | Belmont (Cops Shops Underage Drinking) | 9,210.00 |
| | Bennington | 7,800.00 |
| | Berlin | 8,650.00 |
| | Bethlehem | 6,600.00 |
| | Boscawen | 5,250.00 |
| | Bristol | 7,650.00 |
| | Brookline | 7,800.00 |
| | Campton | 7,650.00 |
| | Canaan | 7,080.00 |
| | Center Harbor | 7,850.00 |
| | Charlestown | 6,300.00 |
| | Chester | 8,600.00 |

| | | |
|---|---|---|
| | Chesterfield | 6,800.00 |
| | Chichester | 7,600.00 |
| | Claremont | 5,300.00 |
| | Concord | 3,400.00 |
| | Conway | 7,800.00 |
| | Deering | 7,500.00 |
| | Derry | 7,500.00 |
| | Dover | 8,900.00 |
| | Dublin | 7,250.00 |
| | Durham | 7,800.00 |
| | Effingham | 6,750.00 |
| | Enfield | 2,200.00 |
| | Epping | 8,900.00 |
| | Espom | 7,050.00 |
| | Exeter | 6,100.00 |
| | Farmington | 6,250.00 |
| | Fitzwilliam | 6,210.00 |
| | Francestown | 6,000.00 |
| | Franklin | 6,900.00 |
| | Gilford | 8,500.00 |
| | Gilmanton | 6,400.00 |
| | Goffstown | 8,600.00 |
| | Gorham | 6,250.00 |
| | Goshen | 6,250.00 |
| | Greenfield | 7,600.00 |
| | Greenland | 9,150.00 |
| | Hampstead | 7,450.00 |
| | Hampton | 11,300.00 |
| | Haverhill | 5,750.00 |
| | Henniker | 4,900.00 |
| | Hillsboro | 9,400.00 |
| | Hinsdale | 8,600.00 |
| | Hooksett | 11,150.00 |
| | Hudson | 7,200.00 |
| | Jaffrey | 8,550.00 |
| | Keene | 10,300.00 |
| | Kensington | 8,150.00 |
| | Laconia | 4,200.00 |
| | Lancaster | 5,550.00 |
| | Lee | 8,150.00 |
| | Lisbon | 7,800.00 |
| | Littleton | 7,350.00 |
| | Londonderry | 9,210.00 |
| | Manchester | 11,250.00 |
| | Marlborough | 7,200.00 |
| | Mason | 9,000.00 |
| | Meredith | 10,200.00 |
| | Merrimack | 7,550.00 |
| | Middleton | 7,800.00 |
| | Milford | 10,400.00 |
| | Milton | 8,750.00 |
| | Mont Vernon | 2,010.00 |
| | Moultonborough | 7,800.00 |
| | Nashua | 10,150.00 |
| | New Durham | 5,375.00 |
| | Newfields | 8,800.00 |
| | New London | 7,800.00 |
| | New London (Cops In Shops) | 7,800.00 |

| | | | |
|---|---|---|---|
| | Newport | | 7,800.00 |
| | Northwood | | 7,710.00 |
| | Ossipee | | 7,100.00 |
| | Pelham | | 5,000.00 |
| | Pittsfield | | 7,650.00 |
| | Plaistow | | 4,575.00 |
| | Plymouth | | 7,950.00 |
| | Portsmouth | | 8,600.00 |
| | Raymond | | 6,010.00 |
| | Rindge | | 7,900.00 |
| | Rochester | | 7,700.00 |
| | Rockingham County | | 8,350.00 |
| | Rollinsford | | 5,950.00 |
| | Rumney | | 6,500.00 |
| | Salem | | 8,900.00 |
| | Somersworth | | 7,150.00 |
| | Strafford | | 7,375.00 |
| | Sunapee | | 9,400.00 |
| | Swanzey | | 6,250.00 |
| | Tilton | | 4,500.00 |
| | Troy | | 4,300.00 |
| | UNH | | 7,800.00 |
| | Wakefield | | 5,625.00 |
| | Walpole | | 6,250.00 |
| | Washington | | 4,600.00 |
| | Whitefield | | 5,950.00 |
| | Wilton | | 9,200.00 |
| | Winchester | | 6,075.00 |
| | Windham | | 6,575.00 |
| | Wolfeboro | | 5,900.00 |
| | NH State Police | | 205,000.00 |
| 9 | Sobriety Checkpoints | **$192,877.00** | |
| | Allenstown | | 4,450.00 |
| | Bedford | | 3,750.00 |
| | Belmont | | 6,500.00 |
| | Berlin | | 11,250.00 |
| | Carroll County | | 650.00 |
| | Concord | | 3,400.00 |
| | Conway | | 5,550.00 |
| | Enfield | | 5,850.00 |
| | Epsom | | 2,750.00 |
| | Farmington | | 2,500.00 |
| | Gorham | | 10,000.00 |
| | Greenland | | 3,700.00 |
| | Hillsboro | | 3,800.00 |
| | Hinsdale | | 3,500.00 |
| | Hollis | | 3,900.00 |
| | Hooksett | | 5,600.00 |
| | Manchester | | 35,942.00 |
| | Merrimack County | | 3,150.00 |
| | Northfield | | 5,250.00 |
| | Ossipee | | 1,100.00 |
| | Pittsfield | | 3,900.00 |
| | Portsmouth | | 6,900.00 |
| | Raymond | | 2,410.00 |
| | Tilton | | 5,375.00 |
| | Wakefield | | 1,700.00 |
| | NH State Police | | 50,000.00 |

| | | |
|---|---|---|
| 10 | DUI Van | 65,000 |
| 11 | Conferences | 30,000 |
| 12 | TSRP | 160,000 |
| 13 | DOS Interlock | 52,000 |
| 14 | DRE Program | 90,000 |
| PT 15-03, 1 | State Police Enforcement Patrols | 120,000.00 |
| 2 | Local Police Enforcement Patrols - **$845,923.00** | |
| | Allenstown | 6,903.00 |
| | Alton | 5,700.00 |
| | Amherst | 7,200.00 |
| | Antrim | 7,350.00 |
| | Atkinson | 4,300.00 |
| | Auburn | 6,300.00 |
| | Barnstead | 4,650.00 |
| | Bedford | 7,050.00 |
| | Bedford (Rt. 101 Corridor) | 6,900.00 |
| | Belmont | 6,950.00 |
| | Bennington | 5,900.00 |
| | Berlin | 5,300.00 |
| | Berlin OHRV (speed) | 5,300.00 |
| | Boscawen | 3,950.00 |
| | Bristol | 5,750.00 |
| | Bethlehem | 4,850.00 |
| | Brookline | 5,850.00 |
| | Campton | 5,610.00 |
| | Canaan | 5,310.00 |
| | Candia | 6,400.00 |
| | Candia (Rt. 101 Corridor) | 6,400.00 |
| | Carroll | 4,500.00 |
| | Carroll County Enforcement | 4,750.00 |
| | Center Harbor | 5,900.00 |
| | Charlestown | 4,600.00 |
| | Cheshire County | 1,500.00 |
| | Chester | 6,500.00 |
| | Chesterfield (Rt. 9/101 Corridor) | 5,000.00 |
| | Chichester | 5,700.00 |
| | Claremont | 4,000.00 |
| | Concord (Loudon Road) | 5,000.00 |
| | Conway | 5,900.00 |
| | Deering | 5,600.00 |
| | Deering (Stop Sign Enforcement) | 2,300.00 |
| | Derry | 5,450.00 |
| | Dover | 6,670.00 |
| | Dublin | 5,300.00 |
| | Durham | 5,750.00 |
| | Effingham | 5,075.00 |
| | Enfield | 5,500.00 |
| | Epping | 6,550.00 |
| | Epsom | 5,150.00 |
| | Exeter | 4,600.00 |
| | Farmington | 4,700.00 |
| | Fitzwilliam | 4,600.00 |
| | Francestown | 4,500.00 |

| | | |
|---|---|---|
| | Franklin | 5,200.00 |
| | Gilford | 6,350.00 |
| | Gilmanton | 4,900.00 |
| | Goffstown | 6,300.00 |
| | Gorham | 4,700.00 |
| | Gorham – OHRV Patrols | 4,700.00 |
| | Goshen | 4,600.00 |
| | Greenfield | 5,600.00 |
| | Greenland | 6,850.00 |
| | Greenville | 5,800.00 |
| | Groton | 3,500.00 |
| | Hampstead | 5,450.00 |
| | Hampton (Route 101 Corridor) | 8,300.00 |
| | Hampton Falls | 6,800.00 |
| | Harrisville | 4,400.00 |
| | Haverhill | 5,150.00 |
| | Henniker | 4,900.00 |
| | Hillsboro | 7,050.00 |
| | Hinsdale | 6,450.00 |
| | Hollis | 7,300.00 |
| | Hooksett | 8,350.00 |
| | Hopkinton (Route 202/9 Corridor) | 5,250.00 |
| | Jaffrey | 6,300.00 |
| | Keene (Route 101 Corridor) | 7,600.00 |
| | Kensington | 6,100.00 |
| | Laconia | 4,200.00 |
| | Lancaster | 4,200.00 |
| | Lee | 6,100.00 |
| | Lisbon | 5,850.00 |
| | Littleton | 5,500.00 |
| | Londonderry | 6,950.00 |
| | Manchester | 8,250.00 |
| | Manchester (Rt. 101 Corridor) | 8,250.00 |
| | Marlborough | 5,250.00 |
| | Mason | 6,600.00 |
| | Meredith | 7,450.00 |
| | Merrimack | 5,650.00 |
| | Merrimack County Sheriffs | 4,700.00 |
| | Middleton | 5,850.00 |
| | Milford (Route 101 Corridor) | 7,610.00 |
| | Milton | 6,560.00 |
| | Mont Vernon | 5,550.00 |
| | Moultonborough | 5,850.00 |
| | Nashua | 7,450.00 |
| | New Durham | 5,375.00 |
| | Newfields | 6,600.00 |
| | New Hampton | 5,500.00 |
| | New London | 5,900.00 |
| | Newport | 5,750.00 |
| | Newton | 5,750.00 |
| | Northfield | 5,250.00 |
| | Northwood | 5,800.00 |
| | Orford | 4,200.00 |
| | Ossipee | 5,300.00 |
| | Pembroke | 6,400.00 |

| | | |
|---|---|---|
| | Peterborough | 8,000.00 |
| | Pittsfield (Route 28 Corridor) | 5,750.00 |
| | Plaistow | 4,575.00 |
| | Plymouth | 5,810.00 |
| | Portsmouth | 6,300.00 |
| | Raymond | 3,010.00 |
| | Rindge | 5,910.00 |
| | Rockingham County | 6,250.00 |
| | Rollinsford | 4,500.00 |
| | Rumney | 4,825.00 |
| | Rye | 5,675.00 |
| | Salem | 6,700.00 |
| | Sandwich | 4,450.00 |
| | Somersworth | 5,350.00 |
| | Strafford | 5,525.00 |
| | Sunapee | 7,030.00 |
| | Sutton | 4,700.00 |
| | Swanzey | 4,700.00 |
| | Temple | 5,800.00 |
| | Troy | 3,250.00 |
| | UNH | 5,900.00 |
| | Wakefield (Route 16 Corridor) | 4,225.00 |
| | Walpole | 4,700.00 |
| | Washington | 4,600.00 |
| | Whitefield | 4,450.00 |
| | Wilton (Route 101 Corridor) | 6,900.00 |
| | Winchester | 4,575.00 |
| | Wolfeboro | 5,900.00 |
| | NH State Police | 120,000.00 |
| 3 | Radar Units - **220,567.00** | |
| | Amherst (1) | 2,500.00 |
| | Ashland (1) | 1,300.00 |
| | Atkinson (1) | 1,150.00 |
| | Barnstead (4) | 1,200.00 |
| | Barnstead (Display Trailer) | 5,000.00 |
| | Belmont (2) | 2,000.00 |
| | Bennington (1) | 2,500.00 |
| | Berlin (1) | 2,500.00 |
| | Bethlehem (1) | 1,500.00 |
| | Candia (1) | 1,100.00 |
| | Candia (1 hand-held) | 1,000.00 |
| | Carroll County (3) | 3,655.00 |
| | Center Harbor | 2,500.00 |
| | Charlestown (1) | 1,500.00 |
| | Cheshire County (1) | 950.00 |
| | Cheshire County (Display Monitor) | 2,300.00 |
| | Claremont (6) | 6,000.00 |
| | Concord (Motorcycle Radar) | 2,500.00 |
| | Deering (2) | 5,000.00 |
| | Deering (1 Radar Trailer) | 6,000.00 |
| | Dover (2 Radar Replacements) | 1,900.00 |
| | Dover (2 Lidars) | 1,800.00 |
| | Dover (Radar Trailer) | 6,000.00 |
| | Dublin (1 laser radar) | 1,000.00 |
| | Epping (1 radar trailer) | 3,500.00 |

| | | |
|---|---|---|
| | Exeter (Display Monitor) | 3,000.00 |
| | Farmington (2) | 5,000.00 |
| | Francestown (1) | 1,500.00 |
| | Francestown (Traffic Data Collection) | 1,800.00 |
| | Gorham (1) | 2,500.00 |
| | Greenland (1 Lidar) | 1,600.00 |
| | Hampton Falls (1 Radar Display) | 6,000.00 |
| | Hillsboro (1) | 1,550.00 |
| | Hollis (1) | 750.00 |
| | Hooksett (2 Cruiser & Handheld Radar) | 2,550.00 |
| | Lancaster (1 Radar Trailer Board) | 6,000.00 |
| | Lisbon (1) | 1,050.00 |
| | Littleton (1) | 2,500.00 |
| | Littleton (Traffic Display Board) | 6,000.00 |
| | Londonderry (1) | 1,190.00 |
| | Manchester (10) | 4,000.00 |
| | Manchester (Speed/Traffic Counter) | 4,300.00 |
| | Meredith (1) | 1,500.00 |
| | Middleton (1) | 1,500.00 |
| | Mont Vernon (1) | 1,500.00 |
| | Moultonborough (1) | 1,500.00 |
| | New Hampton | 1,750.00 |
| | New London (2) | 3,500.00 |
| | Northwood (Radar Recorder Kit) | 2,212.00 |
| | Pembroke (1) | 1,100.00 |
| | Raymond (1 Radar Trailer Replacement) | 6,000.00 |
| | Rockingham County (4) | 5,000.00 |
| | Rumney (1 Display Trailer) | 5,000.00 |
| | Somersworth (1 Display Trailer) | 6,000.00 |
| | Strafford (1) | 1,750.00 |
| | Sunapee (2 Radar Replacements) | 2,800.00 |
| | Sutton (1) | 500.00 |
| | Whitefield (1 Message Board) | 6,000.00 |
| | Whitefield (1 Radar Trailer) | 6,000.00 |
| | Winchester (1) | 1,060.00 |
| | Wolfeboro (2) | 3,250.00 |
| | NH State Police (laser radar) | 45,000.00 |
| 4 | Operation Safe Commute - **$454,703.72** | |
| | Allenstown | 5,522.40 |
| | Alton | 4,500.00 |
| | Auburn | 5,100.00 |
| | Bedford | 5,700.00 |
| | Belmont | 5,550.00 |
| | Bennington | 5,050.00 |
| | Berlin | 4,300.00 |
| | Bethlehem | 3,950.00 |
| | Boscawen | 3,125.00 |
| | Bristol | 4,600.00 |
| | Brookline | 4,700.00 |
| | Canaan | 4,250.00 |
| | Center Harbor | 2,400.00 |
| | Cheshire County | 4,300.00 |
| | Chester | 5,150.00 |
| | Chichester | 4,550.00 |
| | Claremont | 3,200.00 |

| | | |
|---|---|---|
| | Concord | 4,493.00 |
| | Conway | 4,680.00 |
| | Deering | 4,500.00 |
| | Derry | 4,500.00 |
| | Dover | 5,350.00 |
| | Dublin | 4,350.00 |
| | Effingham | 4,050.00 |
| | Enfield | 4,400.00 |
| | Epping | 5,350.00 |
| | Epsom | 4,250.00 |
| | Franklin | 4,200.00 |
| | Gilmanton | 3,750.00 |
| | Goffstown | 5,150.00 |
| | Gorham | 3,750.00 |
| | Goshen | 3,750.00 |
| | Greenland | 5,500.00 |
| | Hampton | 6,800.00 |
| | Henniker | 5,200.00 |
| | Hillsboro | 7,050.00 |
| | Hinsdale | 5,150.00 |
| | Hopkinton | 4,300.00 |
| | Hudson | 4,300.00 |
| | Keene | 6,200.00 |
| | Kensington | 6,100.00 |
| | Laconia | 3,331.00 |
| | Lee | 4,900.00 |
| | Lisbon | 4,680.00 |
| | Littleton | 4,400.00 |
| | Manchester | 6,750.00 |
| | Merrimack | 4,510.00 |
| | Milford | 6,225.00 |
| | Milton | 5,250.00 |
| | Moultonborough | 4,680.00 |
| | Nashua | 6,100.00 |
| | New Durham | 4,400.00 |
| | Newfields | 5,300.00 |
| | New Hampton | 4,500.00 |
| | New London | 4,700.00 |
| | Newport | 4,700.00 |
| | Northfield | 4,171.00 |
| | Northwood | 4,725.00 |
| | Ossipee | 4,250.00 |
| | Pelham | 5,650.00 |
| | Pembroke | 5,089.00 |
| | Pittsfield | 4,600.00 |
| | Portsmouth | 6,150.00 |
| | Rochester | 4,599.00 |
| | Rockingham County | 5,000.00 |
| | Rye | 4,680.00 |
| | Salem | 5,350.00 |
| | Somersworth | 4,279.00 |
| | Sullivan County | 4,050.00 |
| | Sunapee | 5,625.00 |
| | Tilton | 5,370.00 |
| | Wakefield | 3,400.00 |

| | | |
|---|---|---|
| | Washington | 3,700.00 |
| | Wilton | 5,525.00 |
| | Winchester | 3,650.00 |
| | Wolfeboro | 4,700.00 |
| | NH State Police | 95,002.66 |
| 5 | Computer Equipment/Software - **$136,912.00** | |
| | Alton (Laptop Computer-1) | 2,500.00 |
| | Antrim (Crash Investigation Software) | 2,500.00 |
| | Bristol (1 laptop) | 2,500.00 |
| | Canaan (1 laptop) | 2,000.00 |
| | Candia (1 laptop) | 2,000.00 |
| | Chester (1 laptop) | 2,500.00 |
| | Chester (MDT/IMC License) | 3,000.00 |
| | Deering (2 laptops) | 5,000.00 |
| | Deering (2 MDT software) | 10,000.00 |
| | Dover (Computer Software) | 1,500.00 |
| | Epping (Laptop Computer) | 2,000.00 |
| | Farmington (Computer Software) | 2,500.00 |
| | Farmington (6 Laptop Computers) | 15,000.00 |
| | Farmington (MDT software) | 6,000.00 |
| | Gilmanton (2 laptops) | 2,000.00 |
| | Gorham (Computer Software) | 1,250.00 |
| | Goshen (Laptop Computer) | 2,100.00 |
| | Greenland (1 laptop) | 2,500.00 |
| | Greenland (MDT Software) | 750.00 |
| | Henniker (Crash Diagramming Software) | 400.00 |
| | Hinsdale (1 laptop) | 2,500.00 |
| | Kensington (Mobile Data Terminal) | 3,000.00 |
| | Laconia (2 laptops) | 3,000.00 |
| | Lee (1 laptop) | 2,500.00 |
| | Lee (1 MDT Software) | 6,000.00 |
| | Littleton (2 laptop replacements) | 5,000.00 |
| | Mason (2 laptops) | 2,250.00 |
| | Mason (2 MDT Software) | 2,482.00 |
| | Middleton (1 laptop computer) | 2,500.00 |
| | Mont Vernon (1 laptop) | 2,500.00 |
| | New London (Laptop Computer) | 1,900.00 |
| | Plymouth (Laptop Computer) | 1,790.00 |
| | Rockingham County (3 laptops) | 7,500.00 |
| | Rockingham County (3 laptop software) | 3,240.00 |
| | Somersworth (2 laptop computers) | 5,000.00 |
| | Somersworth (2 replacement laptops) | 5,000.00 |
| | Strafford (1 laptop computer) | 2,500.00 |
| | Strafford (1 laptop computer) | 6,000.00 |
| | Sullivan County (1 laptop computer) | 1,750.00 |
| | Sutton (1 laptop computer) | 2,500.00 |
| 6 | Motorcycles - **$11,400.00** | |
| | Bristol | 1,500.00 |
| | Concord (3rd year lease) | 1,500.00 |
| | Deering | 1,500.00 |
| | Exeter | 1,500.00 |
| | Farmington | 1,500.00 |
| | Hinsdale | 1,500.00 |
| | Meredith | 1,500.00 |

| | | |
|---|---|---|
| | Rockingham County | 1,500.00 |
| 7 | TAR Equipment - **$10,330.00** | |
| | Amherst – Total Station | 3,750.00 |
| | Amherst – Total Station Software | 1,000.00 |
| | Dover - Equipment | 2,000.00 |
| | Newton – Accident Reconstruction Equip. | 3,580.00 |
| 8 | Tire Deflation Devices - **$11,030.00** | |
| | Bethlehem (3) | 975.00 |
| | Charlestown (2) | 375.00 |
| | Cheshire County (2) | 710.00 |
| | Deering (2) | 1,000.00 |
| | Dover (8) | 1,800.00 |
| | Farmington (2) | 500.00 |
| | Hampton Falls (1) | 250.00 |
| | Hillsboro (2) | 400.00 |
| | Hinsdale (1) | 400.00 |
| | Littleton (3) | 1,000.00 |
| | Middleton (1) | 300.00 |
| | Milton (1) | 250.00 |
| | Mont Vernon (1) | 175.00 |
| | Newport (2) | 300.00 |
| | Rindge (3) | 825.00 |
| | Rollinsford (4) | 620.00 |
| | Rumney (1) | 250.00 |
| | Wakefield (5) | 900.00 |
| 9 | Red Light Running Enforcement - **$108,085.00** | |
| | Bedford | 7,050.00 |
| | Berlin | 5,300.00 |
| | Derry | 5,500.00 |
| | Dover | 6,700.00 |
| | Epping | 6,670.00 |
| | Greenland | 6,850.00 |
| | Hampstead | 5,450.00 |
| | Hampton | 8,300.00 |
| | Hudson | 5,400.00 |
| | Jaffrey | 6,400.00 |
| | Laconia | 4,200.00 |
| | Manchester | 8,250.00 |
| | Milford | 7,780.00 |
| | Nashua | 7,450.00 |
| | Plaistow | 4,575.00 |
| | Portsmouth | 6,300.00 |
| | Rindge | 5,910.00 |
| | Salem | 6,700.00 |
| | Somersworth | 5,350.00 |
| | Windham | 4,950.00 |
| 10 | School Bus Enforcement - **$47,710.00** | |
| | Greenland | 6,850.00 |
| | Hudson | 5,400.00 |
| | Littleton | 5,500.00 |
| | Manchester | 8,500.00 |
| | Moultonborough | 5,850.00 |
| | Nashua | 7,610.00 |

| | | |
|---|---|---|
| | DMV School Bus Patrols | 8,000.00 |
| 11 | Extrication Equipment **$23,735** | |
| | Atkinson | 4,500 |
| | Center Harbor | 4,500 |
| | Claremont (vehicle stabilization kit) | 1,900 |
| | Deering | 4,500 |
| | Effingham | 1,000 |
| | Goffstown | 4,335 |
| | Kensington | 3,000 |
| | Littleton | 2,250 |
| 12 | Media Campaigns | 37,000.00 |
| 13 | Operation lifesaver | 1,000 |
| TR 15-04, 01 | Traffic Records Consultant | 45,000 |
| 2 | E-Crash Intergration | 150,000 |
| 3 | Trauma Training | 75,000 |
| 4 | E-Ticketing | 150,000 |
| 5. | J-One VPN | 150,000 |
| 6. | EMS Interstate | 20,000 |
| 7. | CODES | 75,000 |
| 8. | CRMS Vendor 1 | 108,000 |
| 9. | Trauma Registry | 150,000 |
| 10. | EMS records user | 308,683 |
| 11. | EMS CAD | 193,253 |
| 12. | CRMS Vendor 2 | 108,000 |
| 13. | FARS | 42,000 |
| 14. | DMV Traffic Crash Records | 25,000 |
| PA 15-05, 1 | Planning & Administration | 260,000 |
| PS 15-06,1 | Bicycle Helmets | 3,000.00 |
| 2 | Pedestrian/Bicycle Enforcement - **$91,080.00** | |
| | Claremont | 4,500.00 |
| | Concord (pedestrian) | 5,000.00 |
| | Conway (bicycle) | 5,900.00 |
| | Derry (pedestrian) | 5,500.00 |
| | Dover (pedestrian) | 6,700.00 |
| | Hampton (pedestrian) | 8,300.00 |
| | Hudson (bicycle) | 5,400.00 |
| | Kensington (bicycle/pedestrian) | 6,100.00 |
| | Littleton (bicycle/pedestrian) | 5,500.00 |
| | Manchester (pedestrian) | 8,500.00 |
| | Milford (pedestrian) | 7,780.00 |
| | Nashua (pedestrian) | 7,450.00 |
| | Portsmouth (pedestrian) | 6,300.00 |
| | Tilton (bicycle/pedestrian) | 2,250.00 |
| | Wolfeboro (pedestrian) | 5,900.00 |
| MC 15-07, 1 | MC Media | 250,000 |

**PSP 15-01**

**OCCUPANT PROTECTION**

CHART NO. 8
FATALITIES AND OCCUPANT PROTECTION USAGE

Problem Identification:

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUOUS FOLLOW-UP AND ADJUSTMENT BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

*Chart No. 8* shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2011-2012. This chart clearly identified that in 2011 a total of 73 percent of occupants did not use seat belts, while in 2012 a total of 65.7 percent did not use seat belts, and in 2013 60.1 percent did not use seat belts. However, all of the projects being funded under PSP 15-01 are geared to increase the number of vehicle drivers and occupants wearing seats belts. From 2008 to 2012 NH was well below the regional and national rate for restraint use in a fatal crash.

| 2011 FATAL CRASHES: 84 FATALITIES: 90 | | | | | | | |
|---|---|---|---|---|---|---|---|
| VEHICLE OCCUPANT FATALITIES | | | | | | | |
| | TOTAL | SEAT BELT USE | | | | | |
| Ages | | Yes | Percent | No | Percent | UNK | Percent |
| 0-4 | 0 | 0 | | 0 | | | |
| 5-8 | 1 | 1 | 1.5 | 0 | | | |
| 9-15 | 0 | 0 | | 0 | | | |
| 16-20 | 8 | 3 | 4.5 | 5 | 7.5 | | |
| 21-39 | 26 | 4 | 6.0 | 22 | 32.8 | | |
| 40-59 | 16 | 6 | 9.0 | 10 | 14.8 | | |
| 60-74 | 6 | 1 | 1.5 | 5 | 7.5 | | |
| 75+ | 10 | 3 | 4.5 | 7 | 10.4 | | |
| TOTAL | 67 | 18 | 27.0 | 49 | 73.0 | | |

| 2012 FATAL CRASHES: 101 FATALITIES: 108 | | | | | | | |
|---|---|---|---|---|---|---|---|
| VEHICLE OCCUPANT FATALITIES | | | | | | | |
| | TOTAL | SEAT BELT USE | | | | | |
| Ages | | Yes | Percent | No | Percent | UNK | Percent |
| 0-4 | 0 | 0 | | 0 | | | |
| 5-8 | 1 | 1 | 100.00 | 0 | | | |
| 9-15 | 0 | 0 | | 0 | | | |
| 16-20 | 11 | 3 | 27.3 | 8 | 72.7 | | |
| 21-39 | 18 | 5 | 27.8 | 13 | 72.2 | | |
| 40-59 | 18 | 5 | 27.8 | 13 | 72.2 | | |
| 60-74 | 14 | 5 | 35.7 | 9 | 64.3 | | |
| 75+ | 8 | 5 | 62.5 | 3 | 37.5 | | |
| TOTAL | 70 | 24 | 34.3 | 46 | 65.7 | | |

Source: NH DOS

The NH Highway Safety Agency conducted the state's first observational statewide seat belt use survey in 1984 based on the methodology approved by NHTSA at that time. Each year thereafter through 2005 the Agency conducted this annual survey; and during this 22-year period, as the result of enforcement and public information and education efforts, usage increased 300 percent from 16.06 percent to 58.1 percent. These results reflect usage by only drivers of New Hampshire registered vehicles.

In 2006, in accordance with provisions of SAFETEA-LU, the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to develop survey methodology in accordance with criteria developed by the Secretary of the US Department of Transportation. Criteria require that survey results reflect usage by drivers and front seat outboard passengers in vehicles registered in all states. The UNH-developed methodology was subsequently approved by NHTSA. In 2012 the methodology was once again changed and approved by NHTSA.

CHART NO. 9
NEW HAMPSHIRE SEAT BELT USAGE SUMMARY
1984-2009

| Drivers of New Hampshire Registered Vehicles | | | |
|---|---|---|---|
| Year | Percent Usage | Year | Percent Usage |
| 1984 | 16.06 | 1996 | 56.03 |
| 1986 | 26.30 | 1998 | 58.54 |
| 1988 | 37.16 | 2000 | 57.98 |
| 1990 | 51.74 | 2002 | 59.27 |
| 1992 | 49.70 | 2004 | 63.40 |
| 1994 | 53.70 | 2005 | 58.10 |
| Drivers and Front Seat Outboard Passengers Vehicles Registered in All States | | | |
| 2006 | 63.52* | 2010 | 72.2* |
| 2007 | 63.79* | 2011 | 75.0* |
| 2008 | 69.2* | 2012 | 68.5* |
| 2009 | 68.9* | 2013 | 71.0* |
| *weighted by traffic volume and number of road segments at each site | | | |

Source: New Hampshire Seat Belt Survey Results

Chart 9 shows that seatbelt usage has steadily increased since 1984 but has been inconsistent in the past few years with an all-time high occurring in 2011.

CHART NO. 10 SEAT BELT USAGE DATA

SEAT BELT USAGE COMPARISONS
DRIVERS V. PASSENGERS
MALES V. FEMALES
(unweighted results)

| 2006 | | | | | | |
|---|---|---|---|---|---|---|
| | | | NH Registered Vehicles | | Out-of-State Vehicles | |
| | Drivers | Passengers | Drivers | Passengers | Drivers | Passengers |
| Male | 57.7% | 67.2% | 54.9% | 63.4% | 71.3% | 78.4% |
| Female | 70.6% | 69.0% | 68.8% | 66.0% | 82.0% | 81.6% |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2007 | | | | | | |
| Male | 56.5% | 52.5% | 54.0% | 57.4% | 69.1% | 75.4% |
| Female | 69.7% | 69.5% | 67.7% | 64.1% | 82.6% | 79.0% |
| 2008 | | | | | | |
| Male | 63.3% | 59.7% | 61.0% | 65.5% | 75.4% | 78.8% |
| Female | 74.0% | 74.5% | 72.9% | 68.2% | 82.4% | 82.2% |
| 2009 | | | | | | |
| Male | 63.6% | 58.8% | 62.0% | 65.5% | 73.3% | 80.9% |
| Female | 75.4% | 74.8% | 74.6% | 67.6% | 81.8% | 83.3% |
| 2010 | | | | | | |
| Male | 68.0% | 57.6% | 66.6% | 56.2% | 76.1% | 65.8% |
| Female | 78.5% | 74.0% | 78.1% | 72.0% | 80.4% | 83.4% |
| 2011 | | | | | | |
| Male | 68.0% | 61.8% | 66.5% | 63.2% | 76.9% | 73.7% |
| Female | 77.3% | 74.4% | 76.6% | 76.5% | 82.8% | 87.1% |
| 2012 | | | | | | |
| Male | 63.7% | 58.7% | 61.7% | 56.2% | 74.6% | 72.1% |
| Female | 73.9% | 71.6% | 72.6% | 69.4% | 82.4% | 80.7% |
| 2013 | | | | | | |
| Male | 2013 NHTSA methedogily did not identify male/female drivers and passengers, NH registered vehicles, or out of state vehicles. This information is no longer available. | | | | | |
| Female | | | | | | |

SOURCE: NH SEATBELT SURVEY RESULTS

*Chart No. 10* shows the differences in the percentages of male v. female drivers and passengers who buckle up with females consistently buckling up more than males. Media is driven more towards male then female because of this data.

CHART NO. 11
SEAT BELT USE BY VEHICLE TYPE
2006-2013
(unweighted results)

| | | Drivers | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Vehicle Type | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Automobile | 65.3% | 63.6% | 69.2% | 70.8% | 73.2% | 72.1% | 68.0% | 75% |
| Pickup Truck | 43.2% | 42.6% | 47.8% | 51.9% | 54.3% | 60.0% | 51.7% | 57.9% |
| SUV & Van | 69.9% | 67.9% | 75.1% | 74.3% | 79.7% | 77.1% | 76.2% | 79.1% |

| | Passengers | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Vehicle Type | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Automobile | 68.0% | 61.2% | 69.3% | 69.6% | 67.0% | 72.5% | 65.7% | 73.4% |
| Pickup Truck | 50.1% | 45.7% | 48.8% | 49.5% | 49.0% | 57.9% | 54.2% | 55.0% |
| SUV & Van | 74.3% | 73.3% | 75.9% | 75.9% | 75.3% | 80.1% | 73.2% | 78.7% |

Source: NH Seatbelt Survey Results

*Chart No. 11* identifies the need to increase seat belt usage by drivers of pickup trucks who consistently have the lowest seat belt usage rates (below 60.0 percent) in years 2006–2013 in comparison to belt use by drivers of all other vehicles (63.6 percent and over). We implemented programs such as "Buckle Up In Your Truck" to help increase the pickup truck usage.

During July 2010, 2011, 2012, and 2013, the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to access attitudes about

highway safety issues (seat belt use, impaired driving, and speeding) in New Hampshire. The following questions reveal attitudes regarding seat belt use and enforcement.

| How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pickup? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
|---|---|---|---|---|---|---|
| 2010, 2011, 2012, 2013 | 77% | 8% | 5% | 4% | 6% | |
| In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police? | Yes | No | Don't Know | | | |
| 2010, 2011. 2012, 2013 | 25% | 75% | | | | |
| What do you think the chances are of getting a ticket if you don't wear your safety belt? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
| 2010, 2011, 2012, 2013 | 3% | 6% | 9% | 40% | 37% | 5% |

Since New Hampshire does not have a mandatory seat belt use law for those aged 18 years and above, it is encouraging to learn that in 2013, 76 percent responded that they wear seat belts whenever driving or riding in a motor vehicle. Seventy-six percent realize that they will "rarely" or "never" be ticketed for not wearing a safety belt. However, it is important to note that 77 percent had not read, seen or heard anything regarding seat belt enforcement.

The NH Highway Safety Agency will not be purchasing "promotional items, public outreach, and/or educational materials" in FY 2015. PSP 15-01 Occupant Protection, PSP 15-02 Alcohol, and PSP 15-03 Police Traffic Services, in accordance with 402 Advertising Space Guidance, will support comprehensive paid media efforts to measure a reduction in motor vehicle crashes, deaths, and injuries that result from speed, distracted driving, use of seat belts, alcohol and/or drug impaired driving which will contribute to the saving of lives and reduced injuries.

TARGETS:

1. *Traffic Fatalities (FARS).* Reduce fatalities by 5 percent from 114 (2008 - 2012 average) to 108 by December 31, 2015.
2. *Serious Traffic Injuries (State Crash Data).* Reduce serious injuries by 30 percent from 514 (2009 - 2013 average) to 360 by December 31, 2015.
3. *Mileage Death Rate (FARS).* Reduce VMT by 2 percent from 0.89 (2008 - 2012 average) to 0.87 by December 31, 2015.
4. *Unrestrained Passenger Vehicle Occupant Fatalities (FARS).* Reduce unrestrained fatalities by 5 percent from 57 (2008 - 2012 average) to 54 by December 31, 2015.

PROBLEM SOLUTION TASKS:

1. *CPS Enforcement/"Join the NH Clique".* This task will provide funds for overtime patrols dedicated to enforcing the state's Child Passenger Safety law which will include patrols to be conducted during NHTSA national Click It or Ticket enforcement mobilization (May/June 2015). Patrols will be held throughout the state, primarily at locations such as elementary schools, high schools, shopping centers, and locations where children will be found, and will include those police departments whose communities meet these criteria and are interested in the "Join the NH Clique" program. Police departments interested in the "Clique" include, but more could be included: Auburn, Alstead, Bedford, Berlin, Bristol, Claremont, Concord, Conway, Derry, Dover, Franklin, Hinsdale, Hudson, Keene, Portsmouth, Salem, and Wolfeboro, are locations where schools are located, as well as the NH State Police. Patrols will be conducted during daylight hours, seven days a week. This task is supported by CTW Chapter 2, Section 2.6.
   Funding: $170,094.00 402

2. *Convincer Demonstrations.* This task will provide funds to the Merrimack Police Department to conduct seat belt "Convincer" demonstrations throughout the state during the FY2015 federal fiscal year. The "Convincer" is a dramatic and effective attitude-changing tool that brings this hands-on educational tool to the citizens as a means of increasing the voluntary use of seat belts. The "Convincer" demonstrations is used at businesses, clubs, fairs, schools, etc., throughout the state and year, and allows individuals to experience a collision simulation in a secure situation and understand the dynamics of a collision that occurs at a slower speed. During FY 2013 a total of 147 people experienced the "Convincer". Conversations were held with 248 individuals and 1,016 attendees learned about the importance of always wearing a seat belt. We expect similar results in 2015. There will be an evaluation component to measure what is learned. This task is supported by CTW Chapter 2, Section 3.2
Funding: $19,000.00 402

3. *Buckle Up NH Activities.* This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition throughout the FY 2015 year. The Coalition continues to focus educational efforts on increasing voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, and others with a statewide Buckle Up NH Week tentatively scheduled in May 2015. During the year there will be a Buckle Up New Hampshire Week, the "Room to Live" program, a T-shirt design contest for the Statewide Seat Belt Challenge, etc. Funds will also be used to administer and coordinate the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency, as well as the Annual Statewide Seat Belt Challenge, both of which are meant to increase the use of seatbelts among motor vehicle operators and passengers. There will be an evaluation component to measure what is learned. This task is supported by CTW Chapter 2, Section 3.2
Funding: $82,400.00 402

4. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to continue to coordinate and administer throughout the FY 2015 the statewide Child Passenger Safety program and related activities, as well as to purchase a variety of child safety seats (up to 100) for training purposes and use at inspection stations, hospital emergency rooms, for special needs children, etc. Special needs seats were provided to two hospitals while a variety of car seats were provided to 10 police departments, six fire departments, and two hospitals. During FY 2013 a total of 16 child seat checkup events were held and a total of 611 technicians have successfully completed the NHTSA-approved training and have been certified and expect similar numbers in 2015. Administration costs are approximately 59%, expenses are approximately 32%, and indirect costs are approximately 10% of the grant total. This task is supported by CTW Chapter 2, Section 2.34.
Funding: $157,500.00 402

5. *Seat Belt Use Survey*. This task 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-approved methodology. This is a statewide survey and is to be conducted in June after the national CIOT mobilization. This task is required by NHTSA.
Funding: $50,350.00 402

6. *Pickup Truck Seat Belt Campaign*. This task will provide funds to the Injury Prevention Center at Dartmouth College to conduct a public information and education campaign designed to increase seat belt use by pickup truck drivers. This program entails the placing and movement of signs with a seat belt message geared toward pickup drivers, A total of 4 different message signs will be rotated at locations such as intersections and stop lights. Both

pre and post surveys will be conducted to assist in determining the effectiveness of this program. A pilot program was conducted in two communities in northern New Hampshire in FY 2007, in one site in both FY 2008 and FY 2009, and in four (4) sites in 2010, 2011, 2012 and 2013. During FY 2015 it's anticipated that funds will be provided to Lisbon, Haverhill. Lee, and Epping and other agencies to support local police activities to be conducted in conjunction with the pickup campaigns administered by the Injury Prevention Center during the months of April through September. This task is supported by CTW Chapter 2, Section 2.23.
Funding: $78,700.00 402

7. *NHTSA Attitude Survey*. This task 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 usually conducted in the month of July.
Funding: $7,500.00 402

8. CPS for EMS Providers. This project will enable the NH EMS for Children Program to offer a training curriculum for EMS personnel focusing on "Improving Occupant Protection for Non-Critical Pediatric Patients in Ambulances" at the Injury Prevention Center at Dartmouth College. Training will take place throughout the state during the FY 2015 year. During FY 2013 a Child Passenger Safety Seat application distributed to NH EMS services resulted in 10 applications being approved resulting in the award of 18 seats. Nine CPS for EMS courses were held and a four-hour instructor course was held in March at the NH Fire Academy. We anticipate similar results in 2015. This task is supported by CTW Chapter 2 section 7.3.
Funding: $30,600.00 402

9. *Highway Safety Media Campaign.* New Hampshire's Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last three years 73 percent, 65.2 percent, and 60.0 percent of vehicle occupant fatalities were not wearing seat belts. There is a need to promote the use of seat belts through a media campaign (October – September) which will reduce motor vehicle fatalities and injuries. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close 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 project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 15-02, Alcohol in Relation to Highway Safety and PSP 15-03, Police Traffic Services. Funds will also support a contract with the New Hampshire Fisher Cats minor league baseball team and Alliance Sport Marketing for public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. 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, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity. This task is supported by CTW chapter 2 section 2.23
Funding: $200,170.00 402

**PSP NO. 15-01 OP**
**OCCUPANT RESTRAINTS**

| Project Titles | MAP 402 OP | Match | Total | Amount To Local |
|---|---|---|---|---|
| 1. CPS Enforcement/"Join the NH Clique" | 170,094 | 75,000 | 170,094 | 170,094 |
| 2. Convincer Demonstrations | 19,000 | | 19,000 | 19,000 |
| 3. BUNH Activities & Seat Belt Challenge | 82,400 | 30,000 | 82,400 | 82,400 |
| 4. Statewide CPS Program | 157,500 | 39,300 | 157,500 | 157,500 |
| 5. Seat Belt Use Survey | 50,350 | | 50,350 | |
| 6. Pickup Truck Seat Belt Campaign | 78,700 | 19,600 | 78,700 | 78,700 |
| 7. NHTSA Attitude Survey | 7,500 | | 7,500 | |
| 8. CPS For EMS Providers | 30,600 | | 30,600 | 30,600 |
| 9. Highway Safety Media Campaign (PM) | 200,170 | | 200,170 | |
| | | | | |
| | | | | |
| Totals | 796,314 | 163,900 | 796,314 | 738,464 |

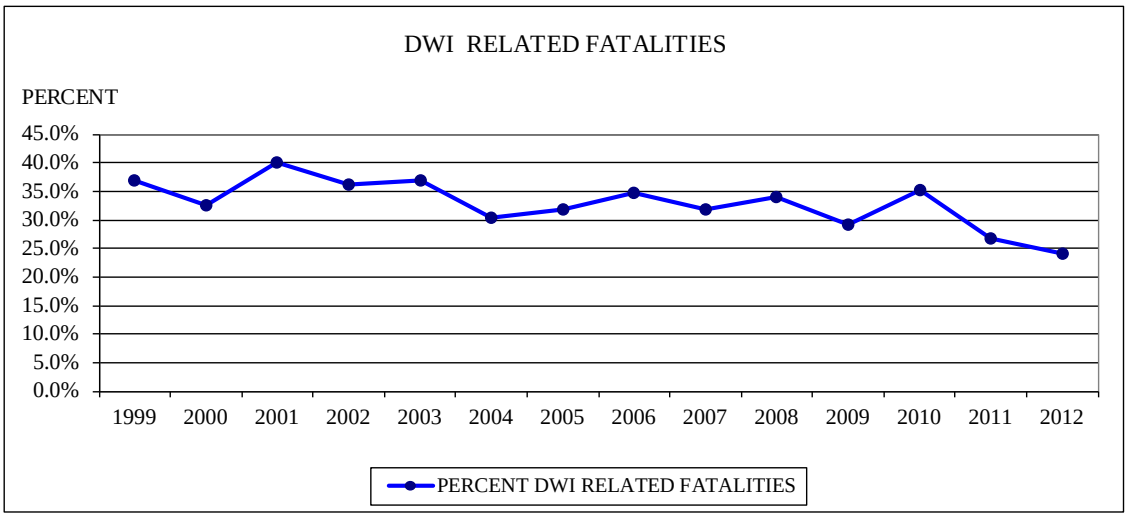
**PSP 15-02**

**ALCOHOL IN RELATION TO HIGHWAY SAFETY**

Problem Identification

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUOUS FOLLOW-UP AND ADJUSTMENT BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

Chart No. 12 Alcohol-related fatalities




Source: FARS

Chart 12 shows that alcohol-related fatalities have slowly declined since 1999.

CHART NO. 13

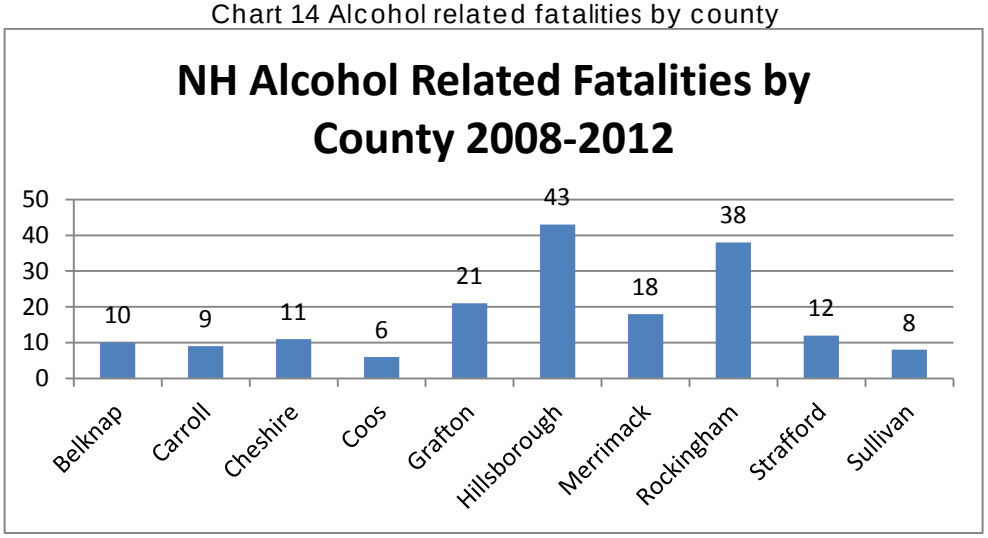
ALCOHOL-RELATED FATALITIES

| | 2010 | | 2011 | | 2012 | | 2013 | |
|---|---|---|---|---|---|---|---|---|
| MONTH | FATALITIES | ALCOHOL | FATALITIES | ALCOHOL | FATALITIES | ALCOHOL | FATALITIES | ALCOHOL |
| January | 14 | 8 | 6 | 1 | 8 | 3 | 9 | 2 |
| February | 6 | 1 | 2 | 0 | 4 | 2 | 9 | 4 |
| March | 8 | 4 | 7 | 2 | 4 | 0 | 5 | 2 |
| April | 10 | 3 | 8 | 1 | 9 | 3 | 10 | 5 |
| May | 15 | 3 | 11 | 1 | 9 | 2 | 9 | 1 |
| June | 15 | 4 | 9 | 2 | 10 | 1 | 10 | 3 |
| July | 9 | 3 | 7 | 1 | 6 | 2 | 10 | 7 |
| August | 8 | 3 | 6 | 3 | 24 | 6 | 18 | 9 |
| September | 18 | 10 | 5 | 2 | 12 | 2 | 14 | 3 |
| October | 11 | 6 | 10 | 5 | 7 | 1 | 15 | 7 |
| November | 9 | 4 | 8 | 1 | 7 | 0 | 13 | 5 |
| December | 5 | 1 | 11 | 5 | 8 | 4 | 13 | 0 |
| | | | | | | | | |
| TOTALS | 128 | 50 | 90 | 24 | 108 | 26 | 135 | 48 |

Source: FARS

Chart 13 shows the total number of motor vehicle related fatalities, and the number of fatalities attributed to alcohol for by month for the past 4 years. Alcohol related fatalities occur with greater frequency during the summer months than during other times of the year. We have a greater focus on alcohol enforcement during the months because of this data.

Chart 14 Alcohol related fatalities by county



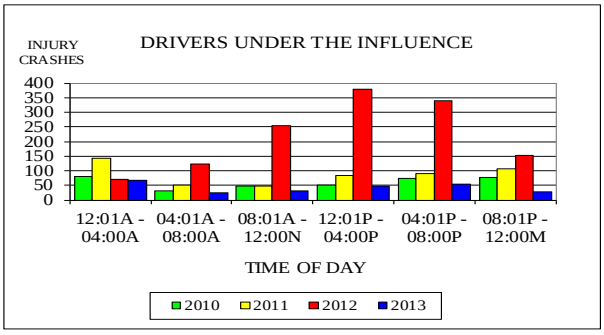

Source: FARS

Chart 14 shows that Grafton, Hillsborough, Merrimack, and Rockingham counties have the highest number of alcohol related fatalities. Because of this data most of our alcohol enforcement activities will take place in these counties. Of note is that Coos and Grafton counties also have very high rate of alcohol related fatalities by population so resources will also be focused on these counties.

Crashes which are attributed to alcohol and/or drugs, and which result in injury tend to occur with greater frequency between the hours of 4:00 PM and 4:00 AM.

CHART NO. 15
DRIVERS UNDER THE INFLUENCE (ALCOHOL/DRUGS)

| | Injury Crashes | | | |
|---|---|---|---|---|
| Time | 2010 | 2011 | 2012 | 2013 |
| 12:01A - 04:00A | 80 | 141 | 72 | 68 |
| 04:01A - 08:00A | 30 | 52 | 124 | 24 |
| 08:01A - 12:00N | 48 | 49 | 255 | 31 |
| 12:01P - 04:00P | 51 | 82 | 379 | 49 |
| 04:01P - 08:00P | 73 | 90 | 338 | 53 |
| 08:01P - 12:00M | 77 | 107 | 152 | 29 |



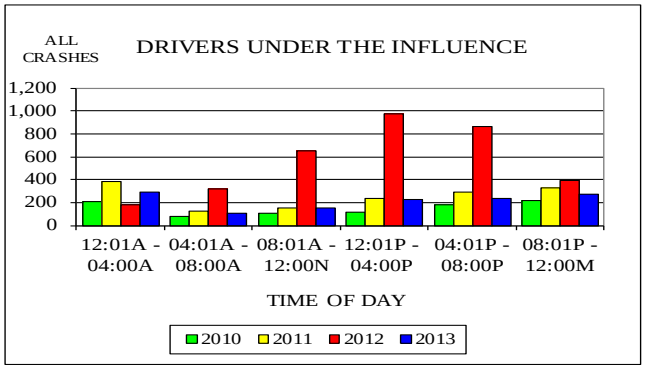

Source: NH Fatal
Traffic Crashes 2013 Annual Summary Report

*Chart No. 15* shows that during the years 2010-2013 in injury crashes where a driver was under the influence of alcohol or drugs, 1,280 (52.2 percent) occurred between the hours of 4:01P-4:00A, with 726 (29.6 percent) occurring between 8:01P – 4:00A.throughout the State of New Hampshire. Because of this, alcohol enforcement patrols take place mainly during these hours.

CHART NO. 16
INJURY CRASHES - BY TIME OF DAY (ALCOHOL/DRUGS)

All Crashes

| Time | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|
| 12:01A - 04:00A | 212 | 384 | 184 | 289 |
| 04:01A - 08:00A | 78 | 125 | 317 | 106 |
| 08:01A - 12:00N | 109 | 151 | 655 | 151 |
| 12:01P - 04:00P | 120 | 236 | 972 | 224 |
| 04:01P - 08:00P | 177 | 293 | 866 | 235 |
| 08:01P - 12:00M | 213 | 324 | 389 | 274 |

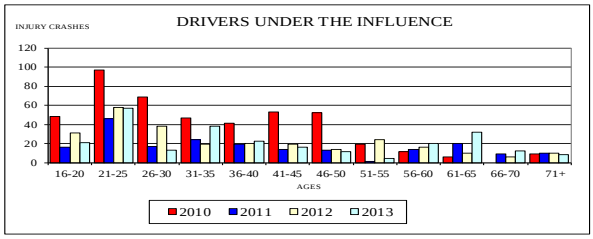



Source: NH Fatal Traffic Crashes 2013 Annual Summary Report

*Chart No. 16* shows that during the years 2009-2012 in all crashes where a driver was under the influence of alcohol or drugs, 4,132 (57.9 percent) occurred during the hours of 4:01PM–4:00AM, with 2,508 (35.2 percent) occurring between 8:01PM–4:00AM. Because of this, alcohol enforcement patrols take place mainly during these hours.

CHART NO. 17
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE -INJURY CRASHES

| Ages | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|
| 16-20 | 48 | 16 | 31 | 21 |
| 21-25 | 97 | 46 | 58 | 57 |
| 26-30 | 69 | 17 | 38 | 13 |
| 31-35 | 47 | 24 | 19 | 38 |
| 36-40 | 41 | 19 | 20 | 22 |
| 41-45 | 53 | 14 | 19 | 16 |
| 46-50 | 52 | 13 | 14 | 11 |
| 51-55 | 19 | 1 | 24 | 4 |
| 56-60 | 11 | 14 | 16 | 20 |
| 61-65 | 6 | 20 | 10 | 32 |
| 66-70 | 0 | 9 | 6 | 12 |
| 71+ | 9 | 10 | 10 | 8 |

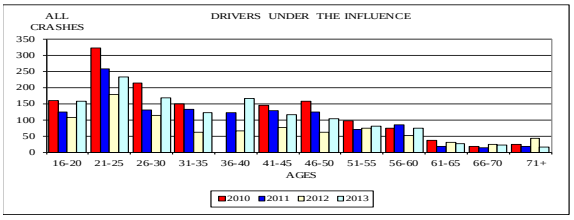



Source: NH Fatal Traffic Crashes 2013 Annual Summary Report

*Chart No. 17* shows that for the years 2010-2013 of the drivers under the influence of alcohol or drugs involved in injury crashes, 116 (12.0 percent) were ages 16–20. Licenses issued to drivers aged 16-20 years represent approximately 6.1 percent of all licenses issued (Chart 7). For the years 2010-2013, drivers 16-20 years were also involved in 14.6 percent of all crashes (Chart No. 5). These drivers also represent 13.9 percent of drivers involved in all injury crashes (Chart No. 6). Because of this, special emphasis will be put on preventing young drivers from drunk driving.

CHART NO. 18
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
BY AGE - ALL CRASHES

| Ages | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|
| 16-20 | 159 | 123 | 108 | 157 |
| 21-25 | 321 | 257 | 179 | 232 |
| 26-30 | 213 | 130 | 113 | 167 |
| 31-35 | 149 | 133 | 62 | 121 |
| 36-40 | | 121 | 65 | 165 |
| 41-45 | 144 | 129 | 76 | 116 |
| 46-50 | 158 | 124 | 62 | 104 |
| 51-55 | 96 | 70 | 73 | 81 |
| 56-60 | 73 | 84 | 51 | 73 |
| 61-65 | 36 | 17 | 31 | 26 |
| 66-70 | 18 | 14 | 24 | 21 |
| 71+ | 25 | 18 | 42 | 16 |

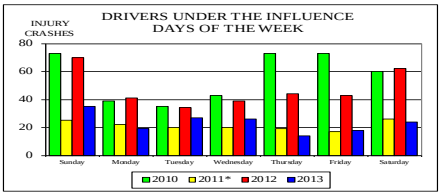



Source: NH Fatal Traffic Crashes 2013 Annual Summary Report

*Chart No. 18* shows that for the years 2010-2013, the drivers under the influence in all crashes, 547 (11.5 percent) were ages 16-20 throughout the State. Because of this data we will have several programs that focus on underage drivers.

CHART NO. 19
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - INJURY CRASHES

| Day | 2010 | 2011* | 2012 | 2013 |
|---|---|---|---|---|
| Sunday | 73 | 25 | 70 | 35 |
| Monday | 39 | 22 | 41 | 19 |
| Tuesday | 35 | 20 | 34 | 27 |
| Wednesday | 43 | 20 | 39 | 26 |
| Thursday | 73 | 19 | 44 | 14 |
| Friday | 73 | 17 | 43 | 18 |
| Saturday | 60 | 26 | 62 | 24 |

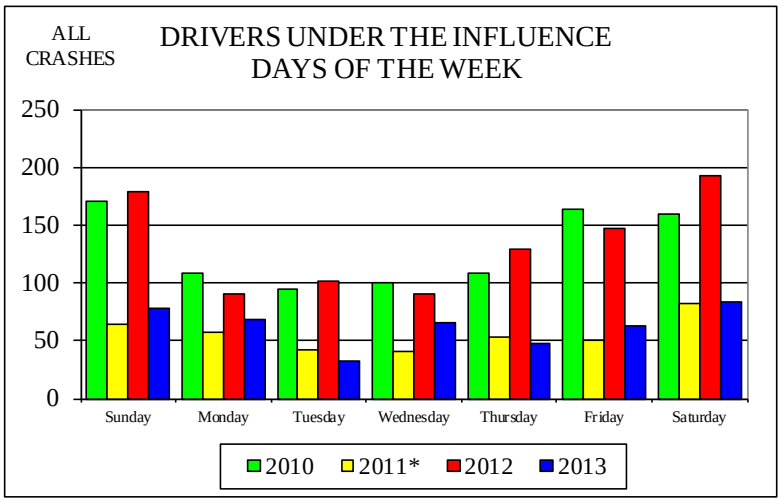



Source: NH Fatal Traffic Crashes 2013 Annual Summary Report
*Data on impaired, non-fatal crashes is limited and rarely confirmed at scene without testing.

*Chart No.19* shows that during the years 2010-2013 in injury crashes where a driver was under the influence of alcohol or drugs, 526 (50.4 percent) occurred during the period Friday–Sunday throughout the State. Most alcohol related patrols will take place on these days.

CHART NO. 20
DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
DAYS OF WEEK - ALL CRASHES

| Day | 2010 | 2011* | 2012 | 2013 |
|---|---|---|---|---|
| Sunday | 171 | 64 | 179 | 78 |
| Monday | 108 | 57 | 91 | 69 |
| Tuesday | 94 | 42 | 102 | 33 |
| Wednesday | 100 | 41 | 91 | 65 |
| Thursday | 109 | 53 | 129 | 47 |
| Friday | 164 | 50 | 147 | 63 |
| Saturday | 160 | 82 | 192 | 83 |




Source: NH Fatal Traffic Crashes 2013 Annual Summary Report
*Data on impaired, non-fatal crashes is limited and rarely confirmed at scene without testing.

*Chart No. 20* shows that for the years 2010-2013 in all crashes where a driver was under the influence of alcohol or drugs, 1,435 (53.8 percent) occurred during the period Friday–Sunday throughout the State. Most alcohol related patrols will take place on these days.

During July 2010, 2011, 2012 and 2013, the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in the July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to access attitudes about highway safety issues (impaired driving, seat belt use, and speeding) in New Hampshire. The following questions reveal attitudes regarding impaired driving and enforcement.

| In the past 30 days, how may times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? | No Times | 1-5 Times | 6-10 Times | Over 10 Times | Don't Know | |
|---|---|---|---|---|---|---|
| 2010,2011, 2012, 2013 | 86% | 12% | 1% | 1% | 1% | |
| In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? | Yes | No | Don't Know | | | |
| 2010, 2011, 2012, 2013 | 71% | 28% | 1% | | | |
| What do you think the chances are of someone getting arrested if they drive after drinking? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
| 2010, 2011, 2012. 2013 | 5% | 17% | 34% | 39% | 1% | 4% |

It is encouraging that 86 percent of the respondents had not driven a vehicle within two hours of drinking an alcoholic beverage, and that 71 percent had "read, seen, or heard" about police enforcing laws regarding impaired driving. However, it is alarming that 74 percent of the respondents believe only half the time or rarely are drivers arrested after drinking alcohol.

In 2013 there were a total of 124 fatal crashes resulting in 135 deaths with 48 or 35.6 percent being alcohol related. Projects funded under PSP 15-02 will hopefully reduce the number of crashes, injuries, and deaths resulting from alcohol and drugs.

All overtime DWI/DUI/DRE patrols (2013) funded by Highway Safety resulted in the following:

| Alcohol-Related Summonses/Arrests | | | | | Speeding | | Other Motor Vehicle Violations | | Other (Pedestrian, Bicycle, etc,.) | | Red Light Running | | Child Restraint | | PBT Used | Vehicles Stopped | CPS Visual Checks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DWI | Illegal Possession | Illegal Transportation | Open Container | Operation After Revocation | W | S | W | S | W | S | W | S | W | S | | | |
| 312 | 141 | 12 | 69 | 98 | 806 | 605 | 4,239 | 931 | 392 | 262 | 432 | 54 | 23 | 8 | 248 | 13,812 | 9,381 |

The NH Highway Safety Agency will not be purchasing "promotional items, public outreach, and/or educational materials" in FY 2015. PSP 15-01 Occupant Protection, PSP 15-02 Alcohol, and PSP 15-03 Police Traffic Services, in accordance with 402 Advertising Space Guidance, will support comprehensive paid media efforts to measure a reduction in motor vehicle crashes, deaths, and injuries that result from speed, distracted driving, use of seat belts, alcohol and/or drug impaired driving which will contribute to the saving of lives and reduced injuries.

TARGETS

1. Reduce alcohol related fatalities by 10 percent from 36 (2008 - 2012 average) to 32 by December 31, 2015.

PROBLEM SOLUTION TASKS

1. *New Hampshire Traffic Safety Commission.* In existence since 1967 the 15-member Commission is composed of New Hampshire residents representing both the public and private sectors. The Commission meets regularly to discuss potential highway safety problems and make recommendations to the Coordinator of the Highway Safety Agency. The commissioners, appointed by the Governor and Executive Council, serve five-year staggered terms. This task will meet the expenses of that Commission. Funds provided will be used to cover mileage for members attending the quarterly meetings of the Traffic Safety Commission, committee meeting, and the cost of supplies, as well as plaques to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Drunk and Drugged Driving luncheon, with keynote speaker, hosted just prior to Thanksgiving. This task is supported by CTW Chapter 1, section 7.3.
   Funding: $1,000.00 (402)

2. *National Drunk and Drugged Driving Prevention Month.* This task will provide funding for the Governor's Highway Safety luncheon just before Thanksgiving, tentatively at the Grappone Conference Center in Concord or the Inns and Spas at the Mills Falls in Meredith, featuring a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays". It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature. This task is supported by CTW Chapter 1, Section 7.3.
   Funding: $6,700.00 (402)

3. *Virtual Driving Simulators*. Funds provided under this task will enable the Injury Prevention and Resource Center at Dartmouth College to administer the four (4) portable driving simulators utilizing software that simulates impaired driving, texting, and cell phone use. 64% ($14,273.25) will cover personnel expenses, 15% ($3,400.00) cover service contract, maintenance, and public information material.12% ($2,296.00) covers in-state travel@ .56 per mile. The equipment will be made available throughout the year on a loan basis to employers utilizing fleet vehicles or private vehicles for work-related travel. We anticipate that there will be several hundred people that will experience the simulator. This task is supported by CTW Chapter 1, section 6.1, 6.2, 6.4, 6.5 and Chapter 1, Section 7.3.
   Funding: $20,800.00 402

4. *J. B. McDuffee Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days) to be tentatively held at the Police Standards & Training Council in Concord sometime between October and December. It is anticipated it will provide up to 200 prosecutors with the state-of-the-art legal training in the field of DWI (alcohol and drugs). The funding for this Task will cover the cost of refreshments at approximately $3,400.00, printed materials at $1,650.00, instructor expenses at $4,099.00, and indirect cost of $823.00. This task is supported by CTW Chapter 1, Section 7.3.
   *Funding:* $10,000.00 402

5. *Preliminary Breath Testing (PBT) Devices*. NH RSA 265:92-a provides law enforcement officers the opportunity to use preliminary breath testers (PBTs) to determine at the roadside if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This task will provide funds during FY 2015 for the bulk purchase of 150 PBT units through PS&TC, at a cost of approximately $400/unit, to be distributed to state, county, and local law enforcement agencies. Purchase of the PBT will be made during the FY 2015 and distributed to those state, county, and local law enforcement agencies that do not have a PBT, or need to replace units that no longer work. Distribution and use of these devices will be based on a survey of law enforcement agencies to determine need. This task is supported by CTW Chapter 1, Section 2.3
   Funding $97,000.00 410

6. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close 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 project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 15-01, Occupant Protection and PSP 15-03, Police Traffic Services. Funds will also support a contract with the University of New Hampshire Wildcats Sports Program for a public information and education campaign focusing on alcohol and drug impaired 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, and alcohol and/or drug impaired driving. This task is supported by CTW Chapter 1, Section 5.2.
   Funding: $71,700.00 410

7. *Video Equipment.* This task will provide the funds to assist up to 50 local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between $2,000.00 and $5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. An identified need may be, but not limited to, the documentation of DWI/DUI stops for prosecution purposes. Agency policy limits funding assistance to 50 percent, not to exceed $2,500.00 per unit, for the purchase of video equipment. This office will seek approval for any equipment over $5,000.00. This task is supported by CTW Chapter 1, Section 2.5.
   Funding: $106,485.00 402

8. *DWI/DUI Patrols.* This task will provide funds for up to 125 state, local and county police departments to conduct overtime DWI patrols. Funding for patrols is based on identified need i.e. number of DWI/DUI arrest, number of locations that sell alcohol, special events that draw potential drinkers. Local and county law enforcement agencies made approximately 2,010 DWI arrests while the State Police made approximately 1,331 DWI arrests in 2012, an average of 5.5 for each of the Traffic Division's 251 personnel. This task will provide funds for law enforcement to conduct overtime DWI/DUI Enforcement Patrols during the national DSGPO mobilizations. These DWI/DUI patrols will also occur throughout the year, primarily during the Thanksgiving to New Year's holiday season, and from June through Labor Day, the traditional vacation season in New Hampshire. Patrols will be conducted on Thursday through Sunday and holiday evenings between the hours of 9:00 PM and 3:00 AM. These are the nights and times that the DWI/DUI operator is most prevalent. For every overtime detail hour the State Police incurs approximately $13.00 per hour to cover additional related expenses. For 3,000 hours of overtime DWI/DRE patrols this equates to approximately $39,000.00. This task is supported by CTW Chapter 1, Section 2.2.
   Funding: $1,006,923.20 405D; $1,062,000.00 410

9. *Sobriety Checkpoints.* This task will provide funds to enable the State Police, County Sheriff's, and local police departments to work together to conduct approximately 35 overtime sobriety checkpoints throughout the state. Sobriety checkpoints are generally conducted between the months of May through September, between the hours of 9:00 pm to 3:00 am. Locations/communities are selected based upon potential traffic flow, alcohol related motor vehicle crashes, and DWI/DUI arrest numbers. This task is supported by CTW Chapter 1, Section 2.1.
   Funding: $260,000 (405D); $595,900.00 410

10. *DUI Van Administration/"Last Drink Survey"*. This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints and educational events throughout the

state, as well as covering van upgrades. The vehicle may also be used for events regarding alcohol education, awareness and enforcement of underage drinking laws. In addition, the vehicle is available to assist in statewide emergency situations, homeland security and search and rescue efforts, paid for through state funds. The vehicle is equipped with an Intoxilyzer 5000, 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. Funds will also enable the Enforcement Bureau to conduct "Last Drink Surveys" on an overtime basis at sobriety check-points. 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. This task is supported by Chapter 1 Section 1.5, Chapter 1, Section 2.1, Chapter 1, Section 5.1, Chapter 1, section 6.1 – 6.4, and Chapter 7, Section 7.1 – 7.3.
Funding: $40,000.00 (405D); $25,000.00 410

11. *Conferences*. This task will provide funds for prosecutors, police officers, public health laboratory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving, such as the Lifesavers Conference which is traditionally held in the spring of each year. This task is supported by Chapter 1, Section 7.3.
Funding: $10,000.00 (405D); $20,000.00 410

12. *Traffic Safety Resource Prosecutor (Department of Justice).* This task 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, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. This task is supported by CTW Chapter 1, Section 3.
Funding: $160,000.00 405 D

13. *DOS Interlock Ignition Program*. This task will provide funds that will allow the NH Department of Safety to continue the services of a part-time person to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. This employee will deploy a training program on interlocks 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 part-time Interlock Ignition project coordinator was hired November 16, 2012. Funds provided in FY 2015 continue the services of the part-time coordinator to manage and coordinate the Interlock Ignition Program with Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. This is a position funded by the NH Highway Safety Agency and is not a supplanting issue. This task is supported by CTW Chapter 1, Section 4.2.
Funding: $52,000.00 405 D

14. *DRE Program Administration*. This task will enable the NH Liquor Commission's Bureau of Enforcement to continue to coordinate/administer the state's Drug Expert Recognition (DRE) program. Funding will cover the purchase of DRE kits, (5.8% or $8,000.00) the purchase or printing of the necessary training manuals, training costs, (24.25% 0r $33,750.00) travel associated with out-of-state DRE field evaluations/certifications, and travel to the Annual DRE Conference (68.7% or $94,830.00) As of June 17, 2014, New Hampshire had 115 certified Drug Recognition Experts, including 30 instructors, representing 54 law enforcement agencies throughout the state. Including training and enforcement evaluations, approximately 300 – 350 DRE evaluations are performed each year. This task is supported by CTW Chapter 1, Section 7.3. Funding: $90,000.00 405 D

**PSP NO. 15-02 AL**
**ALCOHOL IN RELATION TO HIGHWAY SAFETY**

| Project Titles | MAP402/ MO AL | 410 | MAP 405D | Match | Total | Amount To Local |
|---|---|---|---|---|---|---|
| 1. NH Traffic Safety Commission | 1,000 | | | | 1,000 | |
| 2. National DDD Awareness Month | 6,700 | | | | 6,700 | 6,700 |
| 3. Virtual Driving Simulators | 20,800 | | | | 20,800 | 20,800 |
| 4. J. B. McDuffee Prosecutorial Seminar | | 10,000 | | | 10,000 | 10,000 |
| 5. PBT Devices | | 97,000 | | 97,000 | 97,000 | 97,000 |
| 6. Highway Safety Media Campaign (PM) | | 71,700 | | | 71,700 | |
| 7. Video Equipment | 106,845 | | | 106,845 | 106,845 | 95,000 |
| 8. DWI/DUI Patrols | | 1,062,000 | 748,000 | 1,500,000 | 1,810,000 | |
| 9. Sobriety Checkpoints | | 595,900 | 260,000 | 300,000 | 855,900 | |
| 10. DUI Van Administration | | 25,000 | 40,000 | | 65,000 | |
| 11. Conferences | | 20,000 | 10,000 | | 30,000 | |
| 12. TSRP | | | 160,000 | | 160,000 | |
| 13. DOS Interlock | | | 52,000 | | 52,000 | |
| 14. DRE Program | | | 90,000 | | 90,000 | |
| Total | 135,345 | 1,881,600 | 1,360,000 | 2,003,845 | 3,376,945 | 229,500 |

## PSP 15-03

## POLICE TRAFFIC SERVICES

Problem Identification

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUOUS FOLLOW-UP AND ADJUSTMENT BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

In 2013 there were a total of 135 deaths that resulted from 124 fatal crashes. Although statistics are not yet available from 2014, it is likely that illegal/unsafe speed was a contributing factor in numerous fatal crashes. Projects funded under PSP 15-03 will help to reduce the number of crashes, deaths, and injuries resulting from illegal/unsafe speed.

CHART NO. 21
CONTRIBUTING FACTORS TO
INCAPACITATING AND NON-INCAPACITATING INJURIES

| | INCAPACITATING INJURIES | | | | NON-INCAPACITATING INJURIES | | | |
|---|---|---|---|---|---|---|---|---|
| Contributing Factors | 2010 | 2011 | 2012 | 2013 | 2010 | 2011 | 2012 | 2013 |
| Centerline Encroachment | 5 | 44 | 12 | 47 | 84 | 35 | 33 | 35 |
| Defective Equipment | 17 | 3 | 0 | 2 | 68 | 17 | 11 | 17 |
| Disregard Traffic Control Device | 19 | 0 | 6 | 0 | 222 | 149 | 75 | 133 |
| Driver Inattention/Distraction | 74 | 22 | 68 | 32 | 1,179 | 453 | 572 | 471 |
| Driver Inexperience | 11 | 3 | 8 | 4 | 121 | 30 | 75 | 24 |
| Failure to Yield ROW | 72 | 18 | 38 | 24 | 912 | 262 | 259 | 259 |
| Following Too Close | 47 | 5 | 12 | 7 | 374 | 135 | 135 | 128 |
| Illegal/Unsafe Speed | 59 | 16 | 61 | 14 | 602 | 359 | 312 | 246 |
| Impeding Traffic | 6 | 0 | 2 | 0 | 19 | 5 | 5 | 4 |
| Improper Park/Start/Stop | 2 | 2 | 4 | 7 | 74 | 29 | 18 | 33 |
| Improper Passing/Overtaking | 26 | 4 | 3 | 9 | 49 | 6 | 16 | 4 |
| Improper Turn | 11 | 0 | 6 | 0 | 53 | 38 | 37 | 27 |
| Improper/Unsafe Lane Use | 12 | 5 | 7 | 7 | 87 | 34 | 46 | 29 |
| Other | 89 | 141 | 181 | 156 | 436 | 347 | 216 | 289 |
| Pedestrian Violation/Error | 1 | 0 | 2 | 1 | 12 | 3 | 13 | 3 |
| Physical Impairment | 61 | 26 | 61 | 34 | 352 | 119 | 131 | 112 |
| Skidding | 125 | 21 | 118 | 33 | 1,202 | 189 | 126 | 151 |
| Unsafe Backing | 7 | 2 | 1 | 4 | 38 | 33 | 27 | 231 |
| Vision Obsecurement | 16 | 10 | 7 | 19 | 173 | 51 | 49 | 48 |
| Total | 660 | 322 | 497 | 394 | 6,057 | 2,294 | 2,156 | 2,244 |

Source: NH DOS

Chart 21 shows that overall injuries and incapacitating injuries have been on the decline. Driver inattention, skidding, and failure to yield remain as some of the biggest problems.

CHART NO. 22

| Year | Number of Speed Violations | Number of Crashes |
|---|---|---|
| 2007 | 53,788 | 37,376 |
| 2008 | 46,765 | 34,151 |
| 2009 | 49,746 | 33,265 |
| 2010 | 31,638 | 32,157 |
| 2011 | 40,926 | 33,273 |
| 2012 | 44,110 | 31,549 |
| 2013 | 34,222 | 29,984* |

Source: NH DOT

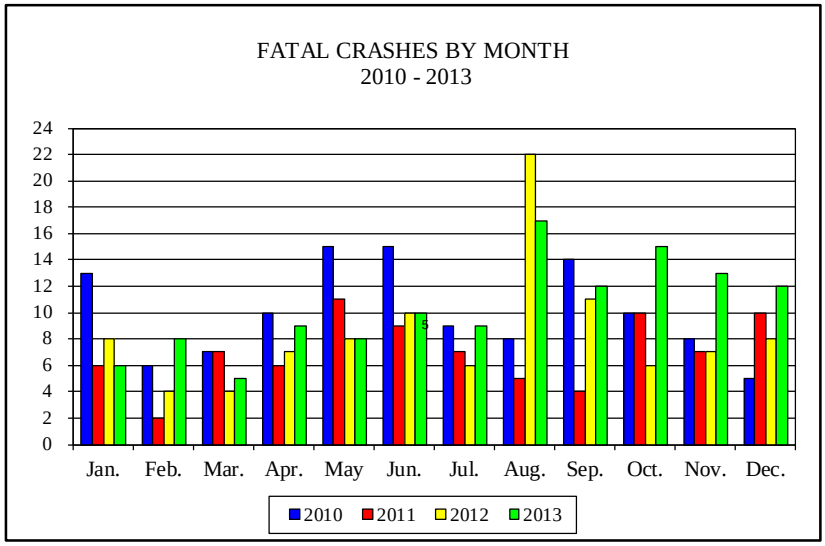
Chart 22 shows that where the number of speeding violations has declined since 2007, speed related crashes remain a common problem in New Hampshire. We plan to encourage police departments to do more patrols through a statewide initiative.

CHART NO. 23

FATAL CRASHES BY MONTH

2009-2012

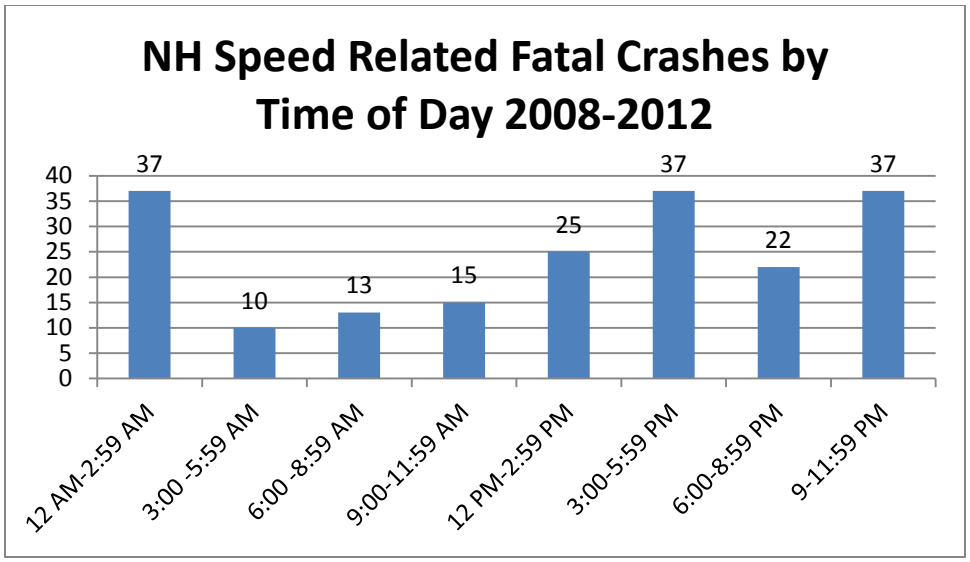
| Year | Jan. | Feb. | Mar. | Apr. | May | Jun. | Jul. | Aug. | Sep. | Oct. | Nov. | Dec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2010 | 13 | 6 | 7 | 10 | 15 | 15 | 9 | 8 | 14 | 10 | 8 | 5 |
| 2011 | 6 | 2 | 7 | 6 | 11 | 9 | 7 | 5 | 4 | 10 | 7 | 10 |
| 2012 | 8 | 4 | 4 | 7 | 8 | 10 | 6 | 22 | 11 | 6 | 7 | 8 |
| 2013 | 6 | 8 | 5 | 9 | 8 | 10 | 9 | 17 | 12 | 15 | 13 | 12 |
| Total | 33 | 20 | 23 | 32 | 42 | 44 | 31 | 52 | 41 | 41 | 35 | 35 |
| 4-Year Average | 8 | 5 | 6 | 8 | 11 | 11 | 8 | 13 | 10 | 10 | 9 | 9 |




Source: State of New Hampshire Fatal Traffic Crashes 2013 Annual Summary

Chart 23 shows that fatal crashes occur throughout the year but are more common in the summer months. Most of our traffic enforcement takes place during the summer months because of this data.

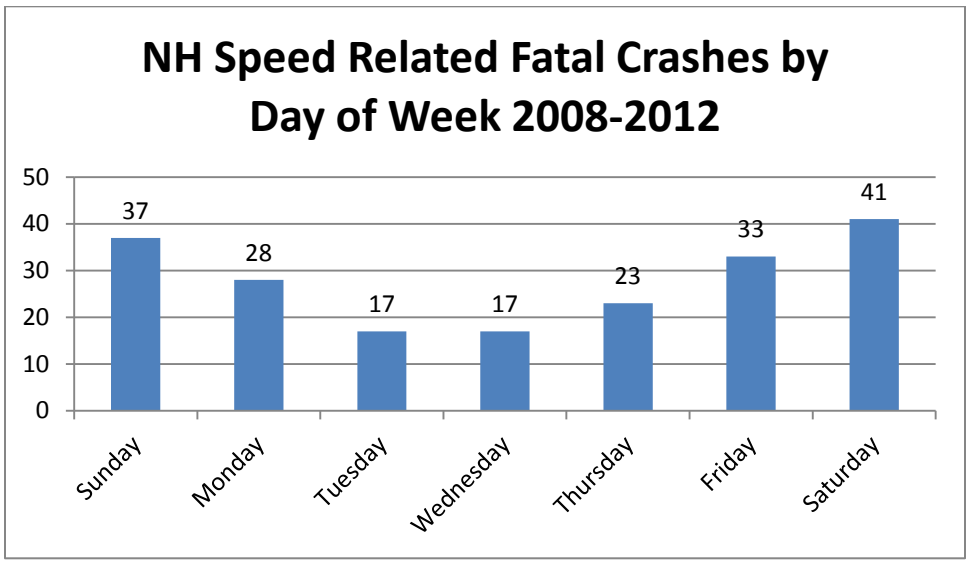
Chart 24 Speed Related Fatal Crashes By Time Of Day




Source: FARS

Chart 24 shows that the problem of speed related fatalities occurs during the evening commute and late night hours. Our general speed enforcement and operation safe commute generally takes place during these hours.

Chart 25 Speed Related Fatal Crashes By Day Of Week




SOURCE: FARS

Most speed related crashes occur Thursday through Monday. This data largely coincides with alcohol related fatalities as well.

CHART NO. 26

FATAL CRASHES – PRIMARY CAUSES

| CAUSES | 2010 | | 2011 | | 2012 | | 2013 | |
|---|---|---|---|---|---|---|---|---|
| | CRASHES | VICTIMS | CRASHES | VICTIMS | CRASHES | VICTIMS | CRASHES | VICTIMS |
| Alcohol/Drugs | 41 | 40 | 26 | 29 | 28 | 31 | 50 | 54 |
| Speed | 12 | 13 | 3 | 4 | 8 | 8 | 10 | 10 |
| Road/Weather | 5 | 5 | 4 | 4 | 2 | 2 | 9 | 9 |
| Inattention/Distraction/Emotion | 14 | 14 | 14 | 14 | 8 | 8 | 14 | 14 |
| Fatigue/Illness | 9 | 9 | 10 | 10 | 15 | 16 | 10 | 12 |
| Other | 2 | 2 | 4 | 4 | 7 | 7 | 5 | 5 |
| Pedestrian Error | 5 | 5 | 4 | 4 | 8 | 8 | 7 | 7 |
| Failure to Yield Right of Way | 13 | 13 | 5 | 5 | 9 | 10 | 8 | 9 |
| Unknown | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 |
| Driver Error | 18 | 18 | 13 | 15 | 13 | 15 | 10 | 14 |
| | 120 | 120 | 84 | 90 | 101 | 108 | 124 | 135 |

During July 2010, 2011, 2012 and 2013 the University of New Hampshire Survey Center included the NHTSA Attitude Survey questions in its July Granite State Poll of approximately five hundred (500) New Hampshire adults. The purpose of these questions is to assess attitudes about highway safety issues (speeding, impaired driving, and seat belt use) in New Hampshire. The following questions reveal attitudes regarding speeding and enforcement.

| On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
|---|---|---|---|---|---|---|
| 2010, 2011, 2012, 2013 | 8% | 17% | 23% | 38% | 13% | 1% |
| On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
| 2010, 2011, 2012, 2013 | 6% | 15% | 19% | 34% | 25% | 1% |
| In the past 30 days, have you read, seen, or heard anything about speed enforcement by police? | Yes | No | Don't Know | | | |
| 2010, 2011, 2012, 2013 | 45% | 54% | 1% | | | |
| What do you think the chances are of getting a ticket if you drive over the speed limit? | Always | Most of the Time | Half of the Time | Rarely | Never | Don't Know |
| 2010, 2011, 2012, 2013 | 3% | 19% | 36% | 37% | 2% | 3% |

The Attitude Survey reveals that 47 Percent of the respondents did not drive faster than 35 miles per hour in a 30 mile per hour zone while 56 percent did not drive faster than 70 miles per hour on roads with speed limits of 65 miles per hour. Only 50 percent of respondents had heard of any speed enforcement efforts. Surprisingly 19 percent believe that a speeding ticket would be issued most of the time for driving over the posted limit.

| CHART NO. 27<br>SCHOOL BUS CRASHES/INJURIES<br>2009-2012 | | |
|---|---|---|
| Year | Number of Crashes* | Number of Injuries |
| 2009 | 208 | 27 |
| 2010 | 223 | 22 |
| 2011 | 112 | 31 |
| 2012 | 127 | 30 |
| *All school bus crashes, regardless of amount of property damage and/or injury, are reported to the Division of Motor Vehicles. | | |

Source: NH DOS

Chart 27 shows that the number of injuries from school bus crashes has increased since 2009. Because of this, we will be having an enforcement program to enforce relevant laws.

In 2012 illegal/unsafe speed was a contributing factor in 39 fatal crashes. Projects funded under PSP 15-03 will help to reduce the number of crashes, deaths, and injuries resulting from illegal/unsafe speed.

In 2013 thirty-seven (37) local/county law enforcement agencies conducted overtime enforcement patrols during those times when speed and related violations are most prevalent (morning and afternoon commute hours, weekends during the recreational and tourist seasons, holidays, etc.). Dedicated overtime enforcement resulted in the following activity:

| Patrol Hours | Speeding | | Other Motor Vehicle Violations | | Other (Pedestrian, Bicycle, etc.) | | Red Light Running | | Child Restraint | | *Alcohol/Drug Related Arrests | # of Vehicles Stopped | # CPS Visual Checks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | W | S | W | S | W | S | W | S | W | S | | | |
| 5,490.75 | 10,254 | 2,613 | 3,142 | 587 | 301 | 79 | 195 | 43 | 12 | 0 | 106 | 14,421 | 17,251 |

Alcohol/drugs, driver error, inattention/distraction and speed are the leading causes in fatal crashes (Chart 23).

The NH Highway Safety Agency will not be purchasing "promotional items, public outreach, and/or educational materials" in FY 2015. PSP 15-01 Occupant Protection, PSP 15-02 Alcohol, and PSP 15-03 Police Traffic Services, in accordance with 402 Advertising Space Guidance, will support comprehensive paid media efforts to measure a reduction in motor vehicle crashes, deaths, and injuries that result from speed, distracted driving, use of seat belts, alcohol and/or drug impaired driving which will contribute to the saving of lives and reduced injuries.

TARGETS

1. Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 18 (2008 - 2012 average) to16 by December 31, 2015.
2. Decrease speed-related non-incapacitating injuries 20 percent from 302 (2011 - 2013 average) to 241 by December 31, 2015.
3. Reduce speed related fatalities by 10 percent from 44 (2008 - 2012 average) to 40 by December 31, 2015.

PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,750 hours of State Police patrols throughout the state involving statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 & 125, and the Special Aircraft unit. Patrols will be conducted throughout the year but will have a heavier emphasis during the summer months and on national holidays. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. The State Police budget for state fiscal year 2015 provides approximately $26,853,380 for the Traffic Division which covers regular traffic enforcement activities. It is estimated that for every hour of overtime, the state expends an additional $20.25 per hour in other expenses representing a state match of $35,437.50. This task is supported by CTW Chapter 3, Section 2.2.
   Funding: $120,000.00 402

2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 100 local and county law enforcement agencies to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Local communities must demonstrate a need by indicating the number of speed/warning citations issued along with the time when most violations occur. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that carry larger traffic volumes and which have been shown to be locations of not only a high number of speed citations written, but also a high number of motor vehicle crashes that have resulted in serious injuries or death. These enforcement patrols are conducted seven days a week, between the hours of 5:00am to 9:00pm. It is estimated that local/county law enforcement agencies expend approximately $65,286. per year for each of the 2,840 full-time police officers – a total of $185,412,240. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this amounts to an annual expenditure of $400,000. PSP 15-11 (Drunk Driving Prevention Programs) includes $13,349,681of this amount as the estimated cost of DWI surveillance and arrests, leaving approximately $133,496,813 for other selective enforcement activities. This task is supported by CTW Chapter 3, Section 2.2.
   Funding: $845,923 402

3. *Radar Equipment.* This task will provide funds to assist sixty (60) local, county, and state law enforcement agencies with the purchase of new and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders) that will be given out as applications are received during FY 2015 through an identifiable need. Agencies are eligible for new radar based upon the number of vehicles in their fleet. The replacement of radar can only occur if the unit is beyond repair, parts are no longer available, or it cannot hold its certification without continuous service occurring. This equipment ranging in price from $2,000 for a radar unit to $9,000-$15,000 for a radar/display trailer. Office policy limits federal funding assistance for a radar unit to 50 percent not to exceed $2,500 per unit, with a funding level of 50 percent not to exceed $6,000 per unit for a radar display trailer. This office will seek permission for any equipment over $5,000. This task is supported by CTW Chapter 3, Section 2.2.
   Funding: $220,567.00 402

4. *Operation Safe Commute*. This task will provide funds to approximately 80 state/county/local law enforcement agencies to participate in an aggressive, statewide "Operation Safe Commute" enforcement campaign that will take place one day a month throughout the year. Crashes occur at all hours of the day and night; however, they are most prevalent during the morning and afternoon/early evening commute hours when traffic is heaviest and on both local roads and state highways. Instead of focusing attention on the task of driving and operating their vehicles safely, drivers are frequently distracted as they talk on the cell phone, text, eat, read, etc…often in combination with speeding, following too close, and making improper lane changes. These combined tasks are a recipe for disaster that leads to crashes and the loss of life, injuries, and property damage. This task is supported by CTW Chapter 3, Section 2.2 and Chapter 3, Sections 2.1.
   Funding: $454,703.72 402

5. *Computer Equipment and Software.* This task will provide assistance from up to 50 law enforcement agencies that submit applications to the Highway Safety Agency for the purchase of computers (including

laptops) and software used in highway safety-related activities. Agency policy limits federal funding assistance for computers to 50 percent not to exceed $2,500 per unit and software to 50 percent with a $1,500 per unit ceiling.
Funding: $136,912.00 402

6. *Motorcycles.* This task will provide funding for the lease of motorcycles for traffic enforcement for a six-month period (April – September) for up to 20 local police departments during summer months when traffic is extremely congested. Agencies must demonstrate a need by indicating how traffic congestion or road configuration makes responding to speeding vehicles (set up for stationary radar) or responding to motor vehicle crashes, can be enhanced by the use of a motorcycle. Police departments submit applications during FY 2015 and are funded as applications arrive, if needed. This task is supported by CTW Chapter 3, Section 2.2 and 2.3.
Funding: $11,400.00 402

7. *TAR Equipment.* This task will provide funds to assist twenty (20) local, county, and state law enforcement agencies with the purchase of equipment (cameras, total station computer/laser equipment, laptops, etc.) to be used to reconstruct traffic crashes. Applications are funded as they arrive, if needed, during the FY 2015 fiscal year and are based upon demonstrated need, such as, a high number of motor vehicle crashes, location of crashes, and impact on traffic flow, size of community, access to TAR equipment from surrounding agencies, or the formation of a county wide TAR team. Agency policy limits funding assistance to 50 percent for the purchase of this equipment.
Funding: $10,330.00 402

8. *Tire Deflation Devices.* This task will provide funds to assist up to twenty (20) local, county, and state law enforcement agencies in the purchase of tire deflation devices (including training) to be used to stop vehicles attempting to elude police. Applications are funded as they arrive, if needed, during the FY 2015 fiscal year and are based on a demonstrated need, such as the number of motor vehicle chases through their community, in their community, or participation of said chases in surrounding communities. This task is supported by CTW Chapter 2, Section 2.3.
Funding: $11,030.00 402

9. *Red Light Running Enforcement Patrols*. This task will support overtime to enable up to twenty-five (25) state/county/local law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations. Red Light Running patrols will take place during the FY 2015 year throughout the state as applications arrive. Grants are awarded to communities that demonstrate a need based on the number of violations that occur at intersections, i.e. citations/warnings issued, or motor vehicle crashes. Patrols will be conducted Monday through Friday during daylight hours, or between the hours of 6:00am to 7:00pm. This task is supported by CTW Chapter 3, Sections 2.2 and 2.3.
Funding: $108,085 402

10. *School Bus Enforcement Patrols.* This task will provide funds to enable up to twenty (20) state/county/local law enforcement agencies to conduct overtime enforcement of RSA 265.54 (overtaking and passing school buses). These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in "school zones" during the morning and afternoon hours when students are being transported to and from school. School Bus Enforcement patrols will take place during the FY 2015 year when applications are submitted to the Highway Safety Agency that documents the need for patrols. This task is supported by CTW Chapter 3, Sections 2.2 and 2.3
Funding: $47,710.00 402

11. Extrication Equipment. This task will provide funds to assist up to 15 county/local agencies, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories etc.). The cost of pieces of extrication equipment ranges from $500.00 for accessories to over $5,000.00 for a set of airbags or a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed $4,500.00 of the total cost, with the applicant agency responsible for providing the balance. Extrication Equipment grants will awarded during the FY

2015 fiscal year as applications are received, based upon a demonstrated need. Information required in the application includes the type of equipment now on hand, if any, how old, number of MV crashes requiring extrication, functionality of current equipment (if any) on newer vehicles, and access to equipment from neighboring communities.
Funding: $23,735.00 402

12. *Highway Safety Media Campaign.* This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close 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 project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds will 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. This is part of a total program which also includes funding in PSP 15-01, Occupant Protection and PSP 15-02, Alcohol in Relation to Highway Safety. 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, and alcohol and/or drug impaired driving. This task is supported by CTW Chapter 3, Section 4.1.
Funding: $71,700.00 402

13. *"Operation Lifesaver".* This task will provide funds through a contractual agreement with New Hampshire Operation Lifesaver, Inc., to promote safety at railroad crossings. This will involve holding training sessions and distribution of such items as lapel pins, key rings and activity books to the motoring public and school children, and attendance by the state coordinator at the Operation Lifesaver annual conference. Operation Lifesaver was funded using FHWA funds from Fiscal Year 1994 through 1998. Starting in Fiscal Year 1999 and forward Section 402 funds were authorized by NHTSA to fund Operation Lifesaver. NH Operation Lifesaver, Inc., serves as the overall coordinator and administrator of "Operation Lifesaver" – a public relations and educational campaign designed to make the public aware of the hazards of railroads and their crossings and to reduce the number of crashes, deaths, and injuries at railroad/highway intersections. As an outreach program, Operation Lifesaver works with the law enforcement community, local officials, schools, service organizations, professional offices, representatives of companies using the railroads to transport hazardous materials, the general public, and many others who will aid in the promotion of Operation Lifesaver. Particular attention is devoted to educating Seacoast area citizens on the dangers inherent with the operation of the Boston/Portland AMTRACK passenger train services. This task is supported by CTW Chapter 8, Section 4.1.
Funding: $1,000.00 402

## PSP NO. 15-03 PT
## POLICE TRAFFIC SERVICES

| Project Titles | (1) MAP 402 MOSC | (5) Match | (6) Total | (7) Amount To Local |
|---|---|---|---|---|
| 1. State Police Overtime Enforcement Patrols (SC) | 120,000 | 500,000 | 120,000 | |
| 2. Local Police Overtime Patrols (SC) | 845,923 | 400,000 | 845,923 | 845,923 |
| 3. Additional Radars (SC) | 220,567 | 220,567 | 220,567 | 117,000 |
| 4. Operation Safe Commute Campaign (SC) | 454,703.72 | 100,000 | 454,703.72 | 454,703.72 |
| 5. Computer Equipment/Software | 136,912 | 35,000 | 136,912 | 136,912 |
| 6. Motorcycles | 11,400 | 11,400 | 11,400 | 11,400 |
| 7. TAR Equipment | 10,330 | 10,330 | 10,330 | 10,330 |
| 8. Tire Deflation Devices | 11,030 | 11,030 | 11,030 | 11,030 |
| 9. Red Light Running Enforcement | 108,085 | 50,000 | 108,085 | 108,085 |
| 10. School Bus Enforcement | 47,710 | | 47,710 | 47,710 |
| 11. Extrication Equipment | 23,735 | 23,735 | 23,735 | 23,735 |
| 12. Media Campaign | 71,700 | | 71,700 | |
| 13. Operation Lifesaver | 1,000 | | 1,000 | |
| Totals | 2,063,095.30 | 1,362,062 | 2,063,095.30 | 1,766,828.30 |

## PSP 15-04

## TRAFFIC RECORDS

PROBLEM IDENTIFICATION

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUOUS FOLLOW-UP AND ADJUSTMENT BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

The NH Highway Safety Agency 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 Highway Safety Agency, NH Department of Safety, NH Department of Transportation, NH Department of Information Technology, 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.

The chart below provides motor vehicle and fatality data supplied by the NH Department of Safety, Transportation, Office of State Planning, NHTSA, FHWA, and other agencies which summarize highway safety related traffic records data that identify problems/needs to be addressed in 2014.

| | 2008 | 2009 | 2010 | 2011 | 2012 |
|---|---|---|---|---|---|
| Fatal Motor Vehicle Crashes | 127 | 97 | 120 | 84 | 101 |
| Persons Killed (Fatalities) | 138 | 110 | 128 | 90 | 108 |
| Alcohol-Related Fatalities * | 47 | 32 | 48 | 24 | 26 |
| % of Alcohol-Related Fatalities | 34.1 | 29.1 | 37.5 | 26.7 | 24.1 |
| Total Crashes Reported | 34,151 | 33,265 | 32,157 | 33,273 | 26,691 |
| NH Licensed Drivers | 1,029,804 | 1,033,661 | 1,039,148 | 1,028,211 | 1,061,544 |
| NH Registered Vehicles | 1,460,415 | 1,425,690 | 1,707,958 | 1,405,936 | 1,418,361 |
| NH Registered Motorcycles | 80,689 | 80,826 | 80,173 | 79,267 | 68,202 |
| | | | | | |
| Vehicle Crash Data Reports Backlog to be imaged | | 2,025 | 0 | 18,000 | 5,850 |

TARGETS

1. Maintain the percent of records accepted by the National EMS Information System at 99.7% achieved in quarter one of 2014 in 2015.

2. Increase crash reports that have manner of crash completeness from 33.62% in the period April 1, 2013-March 31, 2014 by 33% from 33.66% to 45% in 2015.

Problem Solution Tasks:

1. *Traffic Records Consultant (HSA).* This task shall continue to allow funds to be used by NHHSA 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/NHHSA to update the FY 2015 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 FY 2015 section 408 and 405 c funding. Funding $45,000.00 405 C

2. *E-Crash Integration (DOT).* This task is for a designed and developed web-based crash data analysis tool which will serve as a vehicle to interface with other system components. The application will have a complete set of tools including a pre-defined set of standard reports, rich- featured ad-hoc reporting tool, map-based reports, and traffic safety data integrated reports (Crash/Citation/roadway/EMS). The application will also include advanced user management tools making traffic safety data reports available to authorized users who have access to the local Intranet. Generated reports can be printed, saved to HTML, or exported to Microsoft Excel. PDF and other formats are available for further analysis, graphing, and presentations. This project is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data will result in significant efficiencies and increase in accuracy, as well as the availability of data in a more timely fashion for numerous purposes. Specifically, this grant will fund the interface between local and State law enforcement agencies (who use a number of different records management systems (RMS) and J-One (the secure extranet carrying the data among the users of the system) carrying crash data. This will include building an interface between the central repository (that will store electronic crash data) and J-One.
   Funding: $150,000 405 C

3. *Trauma Training*. This task allows for funding to be used to allow the EMS Trauma Coordinator the funds necessary to train representatives of participating hospitals on how to use and input data into the database. Presently 9 hospitals have been trained on the use and functionality of this data base. The Bureau of EMS will contract with a data systems vendor (e.g. Image Trend) to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the TEMSIS EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.
   Funding $75,000.00 405 C

4. *E-Ticketing*. Funds will be provided to DOT. This task is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources,

which will enhance highway safety in the State of New Hampshire. This task is supported by CTW Chapter 3, Section 2.2.
Funding: $150,000 405 C

5. *J-One VPN Installation Assistance*. Funds will be provided to DOS. This task is an extension of a larger effort in the State of New Hampshire to enable electronic communication of criminal justice data between the various governmental entities that have need for the data. The ability to communicate this data electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. The application will offer highway safety managers and analysts the mechanism to examine safety data for trends, patterns, and interactive relationships between highway safety entities. This helps highway safety data analysts predict future outcomes based on past performances.
Funding: $150,000 405 C

6. *EMS Interstate Reconciliation.* This project is for funding for an additional module for the EMS electronic records system known as "TEMSIS". This module shall allow interstate automatic posting of EMS records between the states of New Hampshire, Maine, and Vermont. This function will enable EMS services who work on the border of two states the capabilities to be able to submit EMS records into the services primary state, and then have any appropriate records from another state be transmitted to the other state automatically.
Funding: $20,000 405 C

7. *CODES*. The Crash Outcome Data Evaluation System (CODES) electronically tracks victims of a motor vehicle crash from the scene through the health care system to determine crash outcomes in terms of mortality, injury, severity, and health care costs. The Injury Prevention Program, Bureau of Population Health and Community Services, Division of Public Health Services, New Hampshire Department of Health and Human Services is proposing to facilitate CODES. The Division of Public Health Services stewards the Hospital Discharge data and would work with other data stewards in the State, like the Department of Safety, to facilitate implementation. The current Injury Prevention Surveillance Program Coordinator would transition to this position.
Funding: $75,000 405 C

8. *CRMS Vendor 1 Integration.* This Crash Records Management System will allow approximately 140 local police departments that are clients of Tritech (Vendor 1) the capability to capture and document crash reports, motor vehicle activity, etc. and share data electronically. This task is supported by the need for police departments to be able to access reports electronically and to be tied in with the State of NH records management data base. This will increase significantly the number of agencies that will be able to submit crash data electronically in a more timely manner and be able to participate in the State of NH e crash reporting program.
Funding: $108,000 408

9. *Trauma Registry*. Funds will be provided to DOS. This task is for a database to be housed and maintained at the Bureau of EMS. Since the database will be accessible online, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that many hospitals will provide reports weekly while others may schedule monthly data reporting. By linking data in the hospital record to crash

scene details, we will have the ability to match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most relevant to our state needs. Instituting a NH State Trauma Registry will also allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.
Funding: $150,000 408

10. *EMS Records User Management*. This task will allow EMS Records Management System Users the ability to access the TEMSIS and EMS records system under one online umbrella account or "license card". This capability will improve accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real time viewing and updates of NEMSIS demographic information. This real time update capability will allow NH to submit demographic information of updates to NEMSIS as changes occur.
Funding: $308,683 405 C

11. *EMS CAD Integration*. This task allows for the State of New Hampshire to develop and deploy an electronic patient care record system in 2005. The system the State provides is a web-based server system that requires EMS services to initiate each record manually on their own. This is provided to all EMS services at no cost to the services. Since the initial development of the system, many EMS dispatch centers have deployed Computer Aided Dispatch (CAD) Systems and the technology has become available to transmit this information between the CAD systems and the EMS Record system. Currently, a service may request this integration directly from the Statewide EMS Record software Vendor, Image Trend, Inc. This is very expensive for an individual service at a cost of $10,000, and unsurprisingly, only one or two of the 295 EMS services in NH have done this. This project proposes to obtain a Statewide CAD integration application. Once this is obtained, services who wish to participate will need to pay a one-time $500 fee for custom integration mapping between their particular service dispatch system and their state EMS Record account. This will be voluntary for services to participate in, but now makes the cost for most services very obtainable and many services leaders have requested this function be made available to them. This project will assist with the timeliness, completeness, and accuracy of EMS records by allowing EMS services to integrate EMS call dates, times, locations, Emergency Medical Dispatch codes, information, and GPS coordinates of incidents directly from the CAD systems into the EMS record.
Funding: $193,253 405 C

12. *CRMS Vendor 2 Integration*. This task allows for approximately 35 agencies who are clients of Crimstar (Vendor 2) the capability to capture and document crash reports, motor vehicle activity, etc. and share data electronically. This task is supported by the need for police departments to be able to access reports electronically and to be tied in with the State of NH records management data base. This will increase significantly the number of agencies (85% of police departments are clients of either Tritech or Crimestar) that will be able to submit crash data electronically in a more timely manner and be able to participate in the State of NH e crash reporting program. This project is similar to CRMS Vendor 1 Integration but is with another RMS Vendor.
Funding: $108,000 405 C

13. *Fatal Accident Reporting System.* The Fatal Accident Reporting System (FARS) gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. 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.
Funding: $42,000.00 403

14. *DMV Traffic Crash Records Update*. This task will enable the NH Division of Motor Vehicles to hire staff (overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.
Funding: $25,000.00 402

15. EMS Statewide Trauma Registry. This task will allow for the development of a statewide trauma registry to create a uniform reporting mechanism for roadway trauma injuries. This web based registry will collect detailed information from participating hospitals and will be linked to the EMS database to improve the completeness and accuracy of the information. With this trauma registry in place, data can also be linked to motor vehicle crashes allowing for the analysis of injury patterns, severity, and medical resource utilization by a variety of crash variables.
Funding: $191,319.98 405 C

**PSP NO. 15-04 TR**
**TRAFFIC RECORDS**

| Project Titles | 402 MAP/ MO TR Current Year | 408 | 405 C | Match | Total |
|---|---|---|---|---|---|
| 1. Traffic Records Consultant | | | 45,000 | | 45,000 |
| 2. E-Crash Integration | | | 150,000 | 100,000 | 150,000 |
| 3. Trauma Training | | | 75,000 | | 75,000 |
| 4. E-Ticketing | | | 150,000 | 100,000 | 150,000 |
| *5.* J-One VPN | | | 150,000 | | 150,000 |
| *6.* EMS Interstate Reconciliation | | | 20,000 | | 20,000 |
| *7.* CODES | | | 75,000 | | 75,000 |
| *8.* CRMS Vendor 1 | | 108,000 | | | 108,000 |
| *9.* Trauma Registry | | 150,000 | | 75,000 | 150,000 |
| *10.* EMS Records User | | | 308,683 | 110,000 | 308,683 |
| *11.* EMS CAD | | | 193,253 | | 193,253 |
| *12.* CRMS Vendor 2 | | | 108,000 | | 108,000 |
| *13.* Fatal Accident Reporting System | 42,000 | | | | 42,000 |
| *14.* DMV Traffic Crash Records | 25,000 | | | | 25,000 |
| *15.* EMS Statewide Trauma Registry | | | 191,319.98 | | 191,319.98 |
| Total | 67,000 | 258,000 | 1,466,255.90 | 385,000 | 1,851,255.90 |

## PSP 15-05

## PROGRAM MANAGEMENT

PROBLEM IDENTIFICATION

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUOUS FOLLOW-UP AND ADJUSTMENTS BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

In an effort to reduce motor vehicle crashes and the resulting deaths, injuries, and property damage (see Chart 2), 13 percent of Section 402 funds will support operation of the NH Highway Safety Agency.

TARGETS

1. The Highway Safety Agency will support traffic safety activities at the state, county and local levels and maintain a close working relationship with state and national organizations.
2. The Agency will continue to provide public information to develop support for the goal of the highway safety program: the reduction of traffic crashes and the resulting loss of life, personal injuries, and property damage.
3. Agency staff will continue to work with local, county, and state agencies to provide information on federal highway safety programs, Highway Safety Agency procedures, and to assist in applying for grant funds.

PROBLEM SOLUTION TASKS

1. *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, computer hardware/software, etc.). Highway Safety Agency staff will review and evaluate the 2013 HSP, analyze all available traffic records data and identify highway safety problems, implement state and local projects designed to solve these problems, monitor and evaluate current projects, audit completed projects, new computers as needed, travel to training and conferences, and develop the Year 2015 HSP.
   Funding: $260,000 402

**PSP NO. 15-05 PA/FPA**
**PROGRAM MANAGEMENT**

| Project Titles | MAP 402/ | Match | Total | Amount To Local |
|---|---|---|---|---|
| 1. Program Management<br>Personnel Services/Other Expenses | 260,000 | 463,204 | 260,000 | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Totals | 260,000 | 463,204 | 260,000 | |

**PSP 15-06**

**PEDESTRIAN AND BICYCLE SAFETY**

## Problem Identification

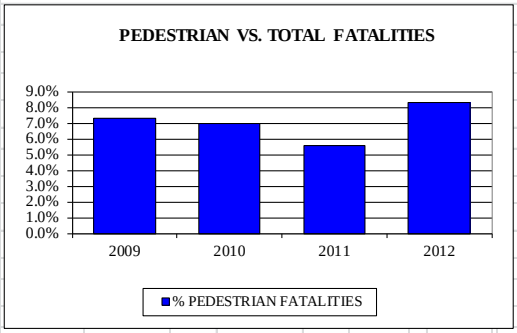
*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUES FOLLOW-UP AND ADJUSTMENTS BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS.*

To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

CHART NO. 28

PEDESTRIAN FATALITIES

| Year | Child | Adult | Total | Total Fatalities | Pedestrian % Of Total |
|---|---|---|---|---|---|
| 2009 | 1 | 7 | 8 | 110 | 7.3% |
| 2010 | 0 | 9 | 9 | 128 | 7.0% |
| 2011 | 0 | 5 | 5 | 90 | 5.6% |
| 2012 | 2 | 7 | 9 | 108 | 8.3% |
| Totals | 3 | 28 | 31 | 436 | 7.1% |




SOURCE: FARS

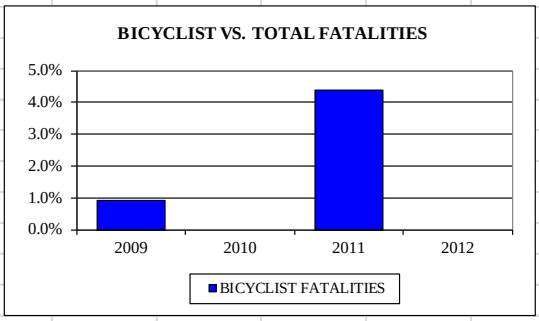
Chart 28 shows that there was an average of 8.0 pedestrian fatalities during the four-year period 2009-2012. While this is a small percentage we will have dedicated enforcement patrols to help prevent pedestrian fatalities. Preliminary 2013 data show that 13 of the 135 victims were pedestrians or 10%.

CHART NO. 29

BICYCLIST FATALITIES

| Year | Child | Adult | Total | Total Fatalities | Bicyclist % of Total |
|---|---|---|---|---|---|
| 2009 | 1 | 0 | 1 | 110 | 0.9% |
| 2010 | 0 | 0 | 0 | 128 | 0.0% |
| 2011 | 1 | 3 | 4 | 90 | 4.4% |
| 2012 | 0 | 0 | 0 | 108 | 0.0% |
| Totals | 2 | 3 | 5 | 436 | 0.9% |

NOTE: Child is 15 years old or younger.




Source: FARS

Source: FARS

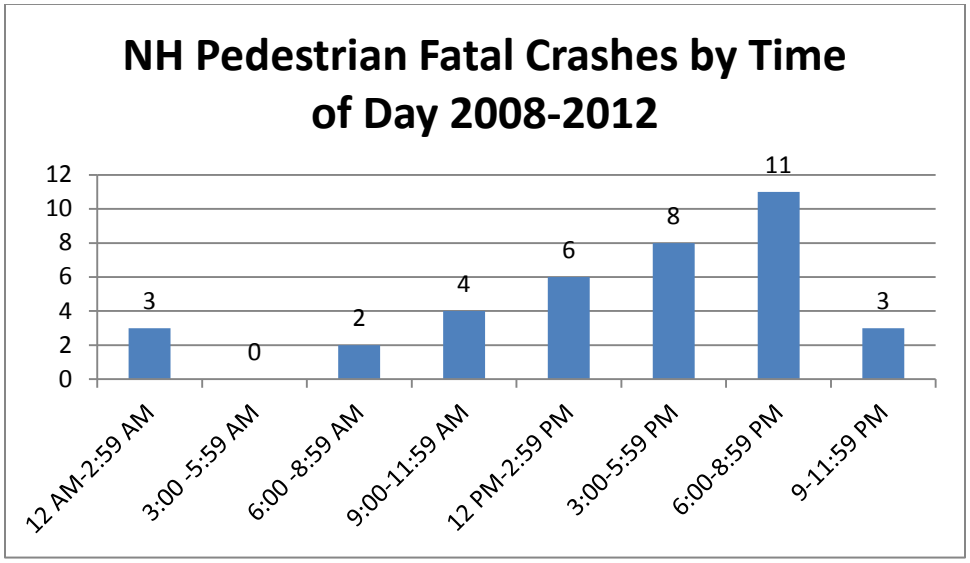
Chart 29 shows that bicyclist fatalities make up less than 1% of overall fatalities.

CHART NO. 30
BICYCLE CRASHES AND RESULTING INJURIES

| Year | Bicycle Crashes | Injuries | | | | | |
|---|---|---|---|---|---|---|---|
| | | Incapacitating | Non-Incapacitating | No Apparent | Possible | Unknown | Fatality |
| 2009 | 138 | 6 | 85 | 0 | 30 | 16 | 1 |
| 2010 | 166 | 3 | 89 | 0 | 27 | 21 | 0 |
| 2011 | 125 | 8 | 0 | 42 | 6 | 0 | 4 |
| 2012 | 127 | 6 | 2 | 36 | 7 | 4 | 0 |
| Total | 556 | 23 | 176 | 78 | 70 | 41 | 5 |
| 4-Year Average | 139 | 6 | 44 | 19 | 17 | 10 | 1 |

There were an average of 139 crashes involving bicycles during the four-year period 2009-2012 (Chart No. 30) resulting in 6 bicyclists suffering incapacitating injuries and 44 suffering non-incapacitating injuries.

Chart 31 Pedestrian Fatal Crashes By Time Of Day




Source: FARS

Chart 31 shows that pedestrian fatal crashes occur most commonly between the evening commuting hours. Our enforcement patrols will be centered on this timeframe.

New Hampshire RSA 265:144, x, mandates the use of bicycle helmets by persons "no less than 16 years of age" when riding a bicycle on any public way. The NH Highway Safety Agency continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006.

TARGETS – BICYCLISTS AND PEDESTRIANS

1. Reduce pedestrian fatalities by 15 percent from 7 (2008 - 2012 average) to 6 by December 31, 2015.
2. Bicyclist Fatalities. Maintain bicyclist fatalities at 1 (2008 - 2012 average) by December 31, 2015.

PROBLEM SOLUTION TASKS

1. *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 425 bicycle helmets to be distributed by local law enforcement agencies (17), that will be conducting bicycle safety programs during the spring and summer months. Agencies must indicate the lack of helmets being worn and why this occurs. Bicycle helmets have proven to be successful in saving lives. This task is supported by CTW Chapter 9, Section 1.1, 1.2, 1.3, and 1.4.
   Funding: $3,000.00 402

2. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable up to 20 state/county/local law enforcement agencies to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Grants are based upon a demonstrated need, i.e. community size, road configuration/congestion, violations/warnings issued, complaints received, and contacts made. Patrols are conducted during the summer months primarily in downtown locations during the evening commuting hours. This task is supported by CTW Chapter 8, Section 4.4, and Chapter 9, Section 3.3.
   Funding: $91,080.00 402

**PSP NO. 15-06 PS**
**PEDESTRIAN & BICYCLE SAFETY**

| Project Titles | MAP 402/ PS | Match | Total | Amount To Local |
|---|---|---|---|---|
| 1. Bicycle Helmets | 3,000 | | 3,000 | 3,000 |
| 2. Pedestrian/Bicycle Enforcement Patrols | 91,080 | 25,000 | 91,080 | 91,080 |
| | | | | |
| | | | | |
| | | | | |
| Totals | 94,080 | 25,000 | 94,080 | 94,080 |

**PSP 15-07**

**MOTORCYCLE SAFETY**

Problem Identification:

*THE PROGRAMS OUTLINED IN THE HSP ALLOW FOR CONTINUES FOLLOW-UP AND ADJUSTMENT BASED ON NEW DATA AND THE EFFECTIVENESS OF EXISTING AND ON-GOING PROJECTS*

New Hampshire motorcycle fatalities are a high percentage (20%, three year average) of its overall motor vehicle fatalities.

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CHART NO. 32
MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS
2009 – 2012

| Year | Operators | Passengers | Total | Percent of Fatalities | No. Victims Wearing Helmets | No. Victims NH Residents |
|---|---|---|---|---|---|---|
| 2010 | 26 | 2 | 28 | 21.9 | 8 | 26 |
| 2011 | 14 | 0 | 14 | 15.6 | 4 | 10 |
| 2012 | 25 | 4 | 29 | 26.4 | 8 | 22 |
| 2013 | | | | | | |
| Total | 81 | 11 | 92 | | 28 | 69 |
| 4-Year Average | 20 | 3 | 23 | | 7 | 17 |

Source: FARS

CHART NO. 33
FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED
2009 – 2012

| Year | Number of Fatal Motorcycle Crashes | Number of Crashes Alcohol-Related | Percent of Crashes Alcohol-Related |
|---|---|---|---|
| 2010 | 28 | 8 | 28.6 |
| 2011 | 14 | 5 | 35.6 |
| 2012 | 27 | 8 | 29.6 |
| 2013 | | | |
| Total | 89 | 25 | 28.1 |
| 4-Year Average | 22 | 6 | 27.3 |

Source: FARS

CHART 34
MOTORCYCLE CRASHES & INJURIES
ALCOHOL-RELATED
2009-2012

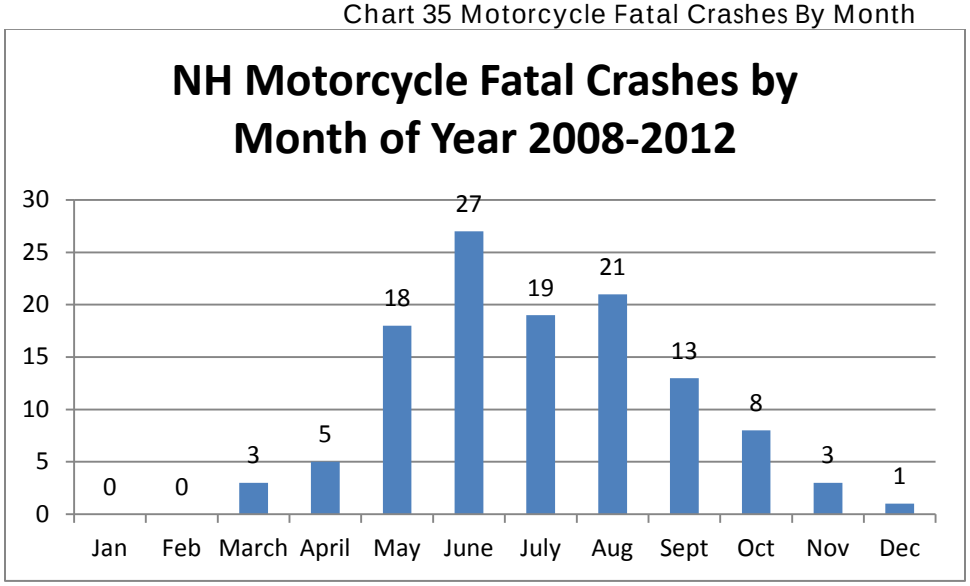
| Year | All Motorcycle Crashes | | | Injury Crashes Involving Motorcycles | | |
|---|---|---|---|---|---|---|
| | Total Motorcycle Crashes | Alcohol-Related Crashes | Percent Alcohol-Related | Motorcycle Injury Crashes | Alcohol Related Injury Crashes | Percent Alcohol Related |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2010 | 782 | 23 | 2.9 | 626 | 21 | 3.7 |
| 2011 | 662 | 23 | 3.5 | 524 | 18 | 3.4 |
| 2012 | 638 | 91 | 14.3 | 859 | 63 | 7.3 |
| 2013 | | | | | | |
| Total | 2,933 | 172 | 5.9 | 2,635 | 132 | 5.0 |

Source: FARS

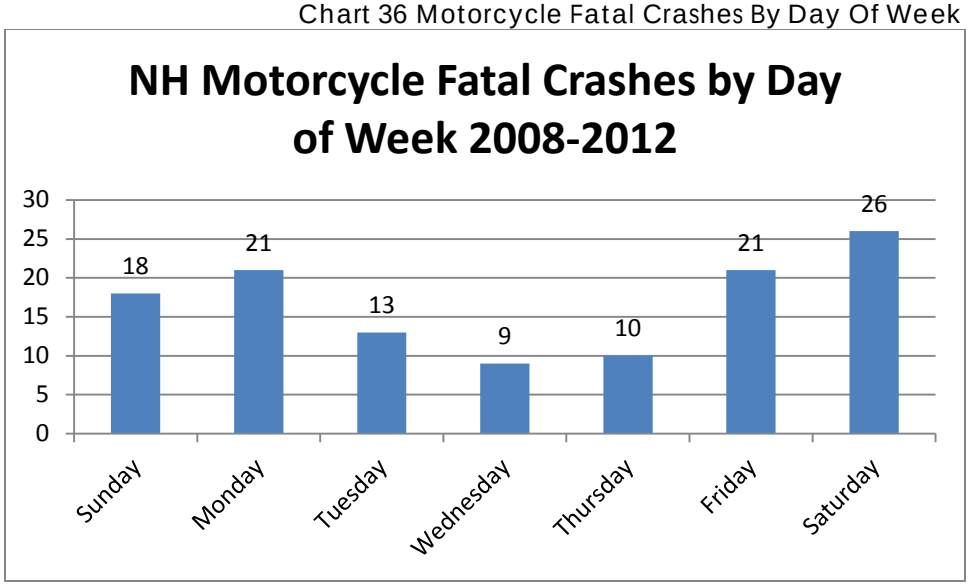
Chart 33 indicates that motorcycle fatalities have fluctuated within the last four years from 21 in 2009 to 28 in 2010 to 14 in 2011 to 29 in 2012. Chart 33 shows that alcohol-related motorcycle crashes have remained about the same since 2010. Chart 34 indicates that motorcycle crashes have decreased from 782 in 2010 to 638 in 2012; injury crashes have increased from 626 in 2010 to 859 in 2012 while alcohol related injury crashes have increased from 21 in 2010 to 63 in 2012. If a highway safety conference/training is held attendees will gain information that will help to decrease motorcycle crashes, injuries, and deaths. MC fatalities remain a significant problem in NH. However, general traffic enforcement in other sections also include MC enforcement.

Chart 35 Motorcycle Fatal Crashes By Month



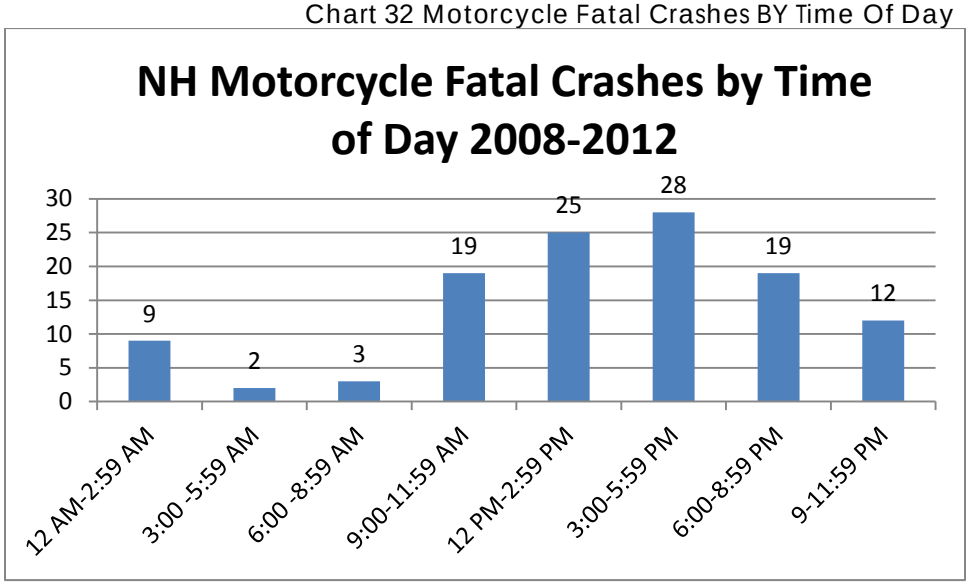

Source: FARS

Chart 36 Motorcycle Fatal Crashes By Day Of Week




Source: FARS

Chart 32 Motorcycle Fatal Crashes BY Time Of Day




SOURCE: FARS

Charts 35 through 37 shows that motorcycle fatalities occur most commonly in the summer months, on weekends, and the middle of the day.

TARGETS

1. Reduce motorcycle fatalities by 5 percent from 24 (2008 - 2012 average) to 23 by December 31, 2015.
2. Reduce unhelmeted motorcycle fatalities by 5 percent from 17 (2008 - 2012 average) to 16 by December 31, 2015.
3. Increase motorcycle riders trained during the year by 5 percent from 2,931 (2008 - 2012 average) to 3,078 by December 31, 2015.

PROBLEM SOLUTION TASKS

1. *Motorcycle Media Program*. Funds will be for the implementation of a media program to enhance driver awareness of motorcycle riders. A combination of earned and paid media will center on education through press releases, op-eds, billboards and radio commercials. Activity will take place during the motorcycle riding season. Although activity will be statewide, the focus will be in areas with the highest likelihood of a motorcycle fatality. This task is supported by CTW Chapter 5 Sections 4.1 and 4.2.
   Funding $220,000 2010, $30,000 405 F

**PSP NO. 15-07 MC**
**MOTORCYCLE SAFETY**

| Project Titles | 2010 | 405 F | Match | Total |
|---|---|---|---|---|
| 1. MC Media | 220,000 | 30,000 | 65,000 | 250,000 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Totals | 220,000 | 30,000 | 65,000 | 250,000 |

**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: New Hampshire

# Highway Safety Plan Cost Summary



***2015-HSP-1***

Report Date: 07/01/2014

For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/(Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| ***NHTSA*** | | | | | | | | |
| ***NHTSA 402*** | | | | | | | | |
| ***Planning and Administration*** | | | | | | | | |
| | PA-2015-15-05-00 | | $.00 | $463,204.00 | $.00 | $260,000.00 | $260,000.00 | $.00 |
| **Planning and Administration Total** | | | **$.00** | **$463,204.00** | **$.00** | **$260,000.00** | **$260,000.00** | **$.00** |
| ***Alcohol*** | | | | | | | | |
| | AL-2015-15-02-00 | | $.00 | $106,845.00 | $.00 | $135,345.00 | $135,345.00 | $122,500.00 |
| **Alcohol Total** | | | **$.00** | **$106,845.00** | **$.00** | **$135,345.00** | **$135,345.00** | **$122,500.00** |
| ***Occupant Protection*** | | | | | | | | |
| | OP-2015-15-01-00 | | $.00 | $163,900.00 | $.00 | $596,144.00 | $596,144.00 | $538,294.00 |
| **Occupant Protection Total** | | | **$.00** | **$163,900.00** | **$.00** | **$596,144.00** | **$596,144.00** | **$538,294.00** |
| ***Pedestrian/Bicycle Safety*** | | | | | | | | |
| | PS-2015-15-06-00 | | $.00 | $25,000.00 | $.00 | $94,080.00 | $94,080.00 | $94,080.00 |
| **Pedestrian/Bicycle Safety Total** | | | **$.00** | **$25,000.00** | **$.00** | **$94,080.00** | **$94,080.00** | **$94,080.00** |
| ***Police Traffic Services*** | | | | | | | | |
| | PT-2015-15-03-00 | | $.00 | $141,495.00 | $.00 | $350,202.00 | $350,202.00 | $349,202.00 |
| **Police Traffic Services Total** | | | **$.00** | **$141,495.00** | **$.00** | **$350,202.00** | **$350,202.00** | **$349,202.00** |
| ***Traffic Records*** | | | | | | | | |
| | TR-2015-15-04-00 | | $.00 | $.00 | $.00 | $67,000.00 | $67,000.00 | $.00 |
| **Traffic Records Total** | | | **$.00** | **$.00** | **$.00** | **$67,000.00** | **$67,000.00** | **$.00** |
| ***Speed Management*** | | | | | | | | |
| | SC-2015-15-03-00 | | $.00 | $1,220,567.00 | $.00 | $1,639,549.00 | $1,639,549.00 | $1,415,982.00 |
| **Speed Management Total** | | | **$.00** | **$1,220,567.00** | **$.00** | **$1,639,549.00** | **$1,639,549.00** | **$1,415,982.00** |
| ***Paid Advertising*** | | | | | | | | |
| | PM-2015-15-01-00 | | $.00 | $.00 | $.00 | $200,170.00 | $200,170.00 | $200,170.00 |

**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: New Hampshire

Highway Safety Plan Cost Summary



***2015-HSP-1***

Report Date: 07/01/2014

For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/(Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | PM-2015-15-03-00 | | $.00 | $.00 | $.00 | $71,700.00 | $71,700.00 | $.00 |
| **Paid Advertising Total** | | | **$.00** | **$.00** | **$.00** | **$271,870.00** | **$271,870.00** | **$200,170.00** |
| ***NHTSA 402 Total*** | | | ***$.00*** | ***$2,121,011.00*** | ***$.00*** | ***$3,414,190.00*** | ***$3,414,190.00*** | ***$2,720,228.00*** |
| ***408 Data Program SAFETEA-LU*** | | | | | | | | |
| ***408 Data Program Incentive*** | | | | | | | | |
| | K9-2015-15-04-00 | | $.00 | $75,000.00 | $.00 | $150,000.00 | $150,000.00 | $.00 |
| **408 Data Program Incentive** | | | **$.00** | **$75,000.00** | **$.00** | **$150,000.00** | **$150,000.00** | **$.00** |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Total** | | | | | | |
| ***408 Data Program SAFETEA-LU Total*** | ***$.00*** | ***$75,000.00*** | ***$.00*** | ***$150,000.00*** | ***$150,000.00*** | ***$.00*** |
| ***410 Alcohol SAFETEA-LU*** | | | | | | |
| ***410 Alcohol SAFETEA-LU*** | | | | | | |
| K8-2015-15-02-00 | $.00 | $1,522,000.00 | $.00 | $1,809,900.00 | $1,809,900.00 | $107,000.00 |
| **410 Alcohol SAFETEA-LU Total** | **$.00** | **$1,522,000.00** | **$.00** | **$1,809,900.00** | **$1,809,900.00** | **$107,000.00** |
| ***410 Alcohol SAFETEA-LU Paid Media*** | | | | | | |
| K8PM-2015-15-02-00 | $.00 | $.00 | $.00 | $71,700.00 | $71,700.00 | $.00 |
| **410 Alcohol SAFETEA-LU Paid Media Total** | **$.00** | **$.00** | **$.00** | **$71,700.00** | **$71,700.00** | **$.00** |
| ***410 Alcohol SAFETEA-LU Total*** | ***$.00*** | ***$1,522,000.00*** | ***$.00*** | ***$1,881,600.00*** | ***$1,881,600.00*** | ***$107,000.00*** |
| ***2010 Motorcycle Safety*** | | | | | | |
| ***2010 Motorcycle Safety Incentive*** | | | | | | |
| K6-2015-15-07-00 | $.00 | $.00 | $.00 | $220,000.00 | $220,000.00 | $.00 |
| **2010 Motorcycle Safety Incentive Total** | **$.00** | **$.00** | **$.00** | **$220,000.00** | **$220,000.00** | **$.00** |
| ***2010 Motorcycle Safety Total*** | ***$.00*** | ***$.00*** | ***$.00*** | ***$220,000.00*** | ***$220,000.00*** | ***$.00*** |
| ***MAP 21 405c Data Program*** | | | | | | |
| ***405c Data Program*** | | | | | | |
| M3DA-2015-15-04-00 | $.00 | $310,000.00 | $.00 | $1,274,936.00 | $1,274,936.00 | $.00 |



| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/(Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| **405c Data Program Total** | | | **$.00** | **$310,000.00** | **$.00** | **$1,274,936.00** | **$1,274,936.00** | **$.00** |
| ***MAP 21 405c Data Program Total*** | | | | ***$310,000.00*** | ***$.00*** | ***$1,274,936.00*** | ***$1,274,936.00*** | ***$.00*** |
| ***MAP 21 405d Impaired Driving Low*** | | | | | | | | |
| ***405d Low Other Based on Problem ID*** | | | | | | | | |
| M6OT-2015-15-02-00 | | | $.00 | $375,000.00 | $.00 | $1,360,000.00 | $1,360,000.00 | $.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **405d Low Other Based on Problem ID Total** | | **$.00** | **$375,000.00** | **$.00** | **$1,360,000.00** | **$1,360,000.00** | **$.00** |
| ***MAP 21 405d Impaired Driving Low Total*** | | | ***$375,000.00*** | ***$.00*** | ***$1,360,000.00*** | ***$1,360,000.00*** | ***$.00*** |
| ***MAP 21 405f Motorcycle Programs*** | | | | | | | |
| ***405f Motorcyclist Training*** | | | | | | | |
| M9MT-2015-15-07-00 | $.00 | $65,000.00 | $.00 | $30,000.00 | $30,000.00 | $.00 | |
| **405f Motorcyclist Training Total** | **$.00** | **$65,000.00** | **$.00** | **$30,000.00** | **$30,000.00** | **$.00** | |
| ***MAP 21 405f Motorcycle Programs Total*** | | ***$.00*** | ***$65,000.00*** | ***$.00*** | ***$30,000.00*** | ***$30,000.00*** | ***$.00*** |
| ***NHTSA Total*** | | ***$.00*** | ***$4,468,011.00*** | ***$.00*** | ***$8,330,726.00*** | ***$8,330,726.00*** | ***$2,827,228.00*** |
| ***Total*** | | ***$.00*** | ***$4,468,011.00*** | ***$.00*** | ***$8,330,726.00*** | ***$8,330,726.00*** | ***$2,827,228.00*** |

July 1, 2014

Mr. Michael Geraci
Regional Administrator
National Highway Traffic Safety Administration
Volpe Transportation Systems Center
Kendall Square
55 Broadway
Cambridge, MA 02141-1093

Dear Mr. Geraci:

SUBJECT: Time & Attendance Certification

Attached please find the "Certificate of Compliance with 2 CFR 225, Appendix B, h(3)" to be included in New Hampshire FY 2015 Strategic Action Plan as part of the State Certifications and Assurances.

As required by 2 CRF 225, this certification will be submitted bi-annually (i.e. in the annual Strategic Action Plan and in April).

Should you have any questions, please let me know.

Sincerely,

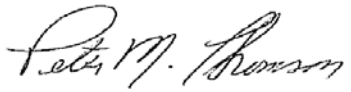
Peter M. Thomson

Peter M. Thomson
Coordinator

/jac
Enclosure

Certificate of Compliance with 2 CFR 225, Appendix B, h(3)

I hereby certify that all NH Highway Safety Agency employees time which is charged to federal funds utilize Section 402 funds. This certification is to verify that all Time and Attendance charges from federal sources come from that single cost objective which brings the State of New Hampshire into compliance with the applicable federal regulation as stated in 2 CRF 225, Appendix B, h(3). An additional certification will be provided by the NH Highway Safety Agency each year in April in order to meet the federal requirement for biennial certification.

| | |
|---|---|
| July 1, 2014 |  <br>Peter M. Thomson<br>Coordinator, NH Highway Safety Agency |