Highway Safety Agency 2016 Safety Plan

Message from the Governor's Representative

On behalf of the State of New Hampshire, I am pleased to submit this Federal Fiscal Year 2016 Annual Report relative to section 402 grant requirements of the National Traffic Highway Safety Administration (NHTSA).

The mission of the State of New Hampshire Highway Safety Agency (NHHSA) is to execute, under the direction of the governor, the development and implementation of a statewide highway safety program designed to reduce traffic crashes and the resulting deaths, injuries, economic losses and property damage on the roadways in the State of New Hampshire.

The NHHSA remains committed to working with traffic partners to fulfill this mission. The Federal Fiscal Year 2016 will introduce substantial changes including the Sustained Traffic Enforcement Program (STEP) program which will begin in October 2015. This program provides year-round high visibility traffic enforcement funds available to local police departments and the New Hampshire State Police. In accordance with the MAP-21 funding and authorization bill, our office is moving to a more data-driven approach, putting our funding where the data indicates the biggest problems lie.

It is with great pleasure that the state of New Hampshire partners with NHTSA as we work to reduce the number of traffic fatalities, injuries and motor vehicle crashes as well as providing our law enforcement partners with funds to assist in accomplishing this task.

Sincerely,

John J Barthelmes, Commissioner of Safety
Governor's Highway Safety Representative
June 24, 2015

New Hampshire Highway Safety Plan

Federal Fiscal Year 2016

Prepared for:
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Prepared by:
NEW HAMPSHIRE HIGHWAY SAFETY AGENCY STAFF

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State of New Hampshire

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John Clegg……..Program Manager
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Donna Bean……Field Representative
Emilia Porter……Accountant II
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Vision

The vision of the New Hampshire Highway Safety Agency is to partner in providing the safest possible roadways in the State of New Hampshire allowing travelers to reach their destination.

Mission

The Highway Safety Agency 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.

Executive Summary

On behalf of John Barthelmes, the Commissioner of the Department of Safety (DOS) and the Governor's Representative for NH Highway Safety Agency, we are pleased to present the FFY 2016 New Hampshire Highway Safety Plan (HSP), which will serve as an outline for improving the safety of all motorists on New Hampshire's roadways. It will also detail our effort to reduce traffic-related fatalities and injuries. The goal of the New Hampshire Highway Safety Agency (NHHSA) is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior.

In 2014 New Hampshire saw many reductions in our preliminary fatality statistics. Most notably was the overall reduction in fatalities which decreased by nearly 30% from 135 in 2013 to 95 in 2014. Additionally, alcohol-impaired fatalities dropped 24% from 46 in 2013 to 35 in 2014. Unrestrained occupants and motorcyclists also experienced substantial one-year decreases. Though these reductions in fatalities are a positive one-year trend, the fatality data since 2010 has been inconsistent, with a couple years up and a couple years down.

As we move into FFY 2016 the NHHSA will undergo some significant changes to our funding methodology, as described under the section titled Process Description, which will allow us to target resources to specific areas of the state using crash data. Using this data-driven, evidence-based approach to deploy resources more appropriately to the areas of the state with the highest crash statistics will help to assure that we are trending downward over time and not randomly up and down from year to year.

In the last year the NHHSA has undergone significant employee turn-over with the retirement of the Governor's Representative, Peter Thomson, Program Manager, Deb Garvin and Field Representative, Stephen Sargent. John Clegg, Field Representative was promoted to Program Manager in August, 2014 leaving both Field Representative positions vacant for several months. In September, 2014 two (2) new Field Representatives, Donna Bean and LuAnn Speikers were hired. This turn-over presented many challenges with the workload (reimbursements, grant reviews, annual report, management review and FFY 2016 HSP) and bringing employees, in new positions, up to speed. As with many challenges, the employee turn-over also presented this agency with opportunities to take a look at how things had historically been done and to identify ways to do the work in a more efficient and effective way as we continue forward. There is significant work to be done but this Agency is excited about the direction we are moving in to improve processes and create new procedures that help us to identify how to best deploy our resources as well as to improve our partnerships with other agencies/advocates that share the same mission of reducing traffic-related fatalities and injuries. The section titled "Evidence-Based Traffic Safety Enforcement Program" will provide more detail on this.

In February Governor Margaret Wood Hassan proposed in the Executive Budget Summary for fiscal years 2016 -2017 to merge the Highway Safety Agency into the DOS to better coordinate federal grant dollars. This realignment will be effective July 1, 2015. It is anticipated that this realignment will provide the NHHSA with additional resources and partnerships that will help to improve the work that is done around highway safety.

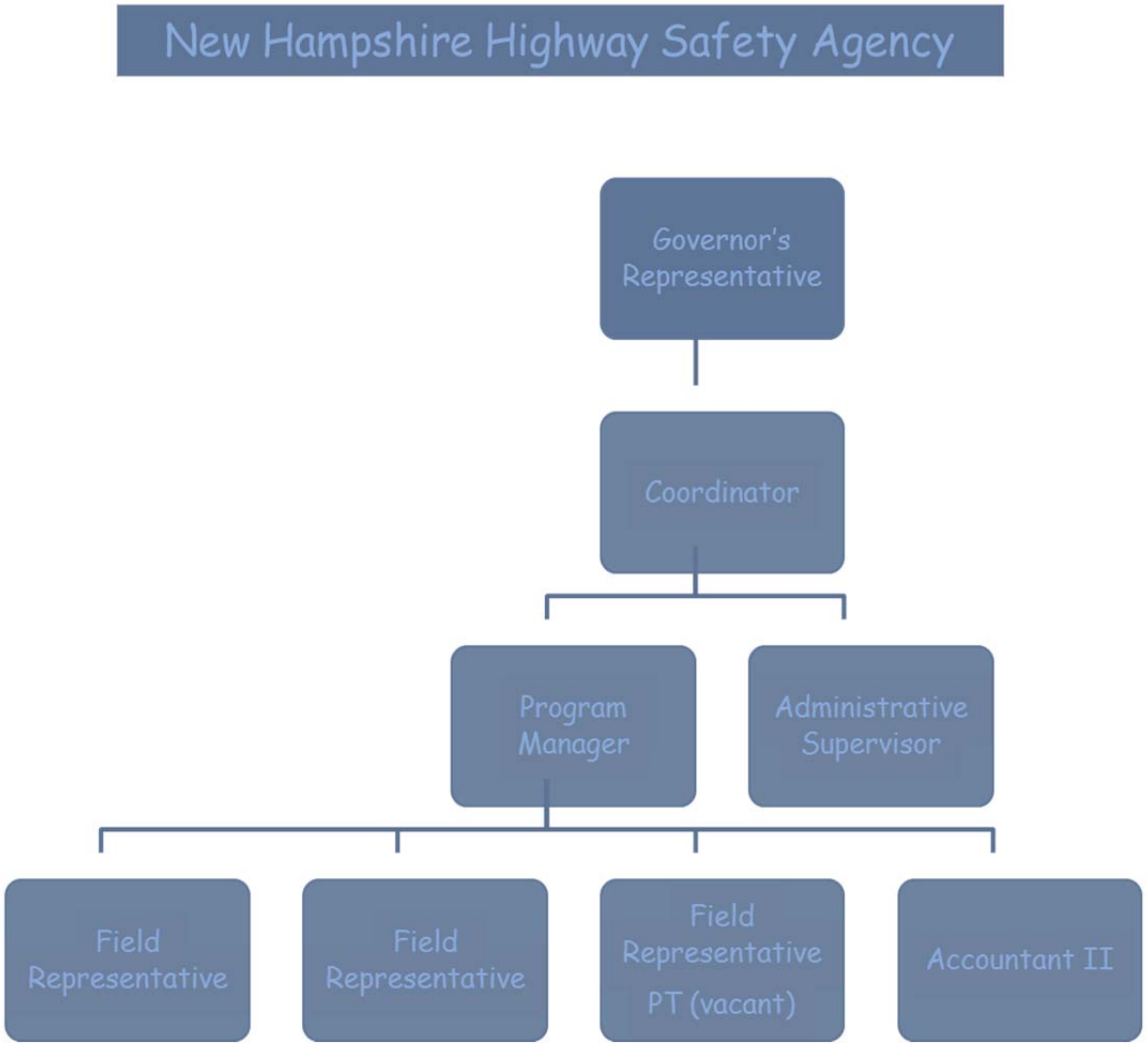
This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in New Hampshire. As we move into FFY 2016 the NHHSA is focused on the basics with more direct involvement in the various activities and priorities and most importantly, building partnerships and using the data to identify the problems so that we can deploy resources appropriately. Several meetings were held with our partners at the DOS and the Department of Transportation (DOT) to assist us with review and target setting of the our FFY 2016 Core Performance Targets and to assure alignment and coordination with the State's Strategic Highway Safety Plan (SHSP). Through these meetings we have also ensured that the first three performance measures and targets will be identical in the State's Highway Safety Improvement Plan due later this year. We plan to continue to meet at least quarterly to foster this partnership and assure that we are planning in conjunction with the DOT and the DOS to best utilize our resources.

In state FY 2015 the State Legislature enacted a primary enforcement "Hands Free Electronic Device Law" which takes effect on July 1, 2015. The DOT- Bureau of Highway Design will lead a comprehensive campaign to educate the motoring public on the new law and the consequences of non-compliance. The NHHSA will assist with providing information to our local enforcement contacts which they, in turn, will bring back to their communities.

The major program areas of Impaired Driving, Occupant Protection, and for the first time, Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

As the NHHSA moves to implement the HSP, the communities funded must focus on the State's priority issues. There will be some flexibility in funding projects that may be more specific to their particular location around the state. The NHHSA will continue to support and promote efforts to improve safety for all road users through a focus on impaired driving, occupant protection, and other laws that result in safer roads throughout New Hampshire.

Organizational Chart



June 2015

Core Outcome Measures

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS)	Annual	110	128	90	108	135	
		5-Year Moving Average	134	126	119	115	114	
	Reduce total fatalities by 20 percent from 114 (2009-2013 average) to 91 by 2016							
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	700	660	322	497	394	308
		5-Year Moving Average	xxx	xxx	xxx	xxx	515	436
	Reduce serious traffic injuries by 40 percent from 436 (2010-2014 average) to 262 by 2016							
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.85	0.98	0.71	0.84	1.05	
		5-Year Moving Average	1.01	0.96	0.91	0.89	0.88	
	Reduce fatalities/VMT by 5 percent from 0.886 (2009-2013 average) to 0.84 by 2016							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	49	62	53	50	56	
		5-Year Moving Average	65	63	59	57	54	
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 5 percent from 54 (2009-2013) to 51 by 2016							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	29	45	27	32	46	
		5-Year Moving Average	42	40	36	36	36	
	Reduce alcohol impaired driving fatalities 8 percent from 36 (2009-2013 average) to 33 by 2016							
C-6	Speeding-Related Fatalities (FARS)	Annual	39	62	39	39	66	
		5-Year Moving Average	43	45	44	44	49	
	Reduce speeding-related fatalities by 15 percent from 49 (2009-2013 average) to 41 by 2016							
C-7	Motorcyclist Fatalities (FARS)	Annual	21	28	14	29	24	
		5-Year Moving Average	28	25	24	24	23	
	Reduce motorcyclist fatalities by 15 percent from 23 (2009-2013 average) to 20 by 2016							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	13	20	12	19	17	
		5-Year Moving Average	19	16	16	17	16	
	Reduce unhelmeted motorcyclist fatalities 5 percent from 16 (2009-2013 average) to 15 by 2016							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	16	17	10	14	17	
		5-Year Moving Average	21	20	18	16	15	
	Reduce drivers age 20 and younger involved in fatal crashes by 20 percent from 15 (2009-2013) to 12 by 2016							
C-10	Pedestrian Fatalities (FARS)	Annual	8	9	5	8	12	
		5-Year Moving Average	8	9	8	7	8	
	Reduce pedestrian fatalities by 10 percent from 8 (2009-2013 average) to 7 by 2016							
C-11	Bicyclist Fatalities (FARS)	Annual	1	0	4	0	4	
		5-Year Moving Average	2	2	2	1	2	
	Maintain bicyclist fatalities at 2 (2009-2013 average) 2016							

CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	72.2%	75.0%	68.5%	71.5%	70.4%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 5 percentage points from 70 percent in 2014 to 75 percent in 2016		67.6	69.8	70.7	70.9	71.50%

Other Core Performance Measures

	2009	2010	2011	2012	2013	2014
Fatal Motor Vehicle Crashes	97	120	84	101	124	89
Operator Fatalities	56	70	50	59	99	66
Total Passenger Fatalities	23	21	17	11	17	12
Rural Fatalities	109	86	64	60	80	NA
Urban Fatalities	1	42	26	48	55	NA
Alcohol-Related Fatalities**	32	48	24	26	49	35
% of Alcohol-Related Fatalities**	29	38	27	24	36	37
OHRV Operator Fatalities	1	0	0	0	2	1
Total Crashes Reported	33,265	32,157	33,273	26,691	29,984	28,395
United States Fatal Rate	1.20	1.11	1.10	1.14	1.09	NA
NH Licensed Drivers	1,033.661	1,039,148	1,028,211	1,061,544	1,078,482	1,070,050
NH Registered Vehicles	1,425,690	1,707,958	1,405,936	1,418,361	1,057,081	1,435,640
NH Registered Motorcycles	80,826	80,173	79,267	68,202	67,607	66,490
Population	1,316,104	1,316,759	1,318,194	1,320,718	1,323,459	1,323,262
Seat Belt Citations During Grant-Funded Activities	576	355	370	280	339	141
Impaired Driving Arrests During Grant-Funded Activities	752	682	693	683	754	193
Speeding Citations During Grant-Funded Activities	9,291	6,181	8,824	7,308	6,805	3,515

**BAC of +.02

UPDATE ON FY 2015 TRAFFIC SAFETY CORE PERFORMANCE TARGETS

2015 data is not available at this time. All performance targets are updated with the most current data available.

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

- ***Preliminary 2014 data for traffic fatalities is 95.***

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.

- ***2014 data from the NH DOS reported 308 serious injuries.***

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

- ***2014 data not available. In 2013 the overall VMT was 1.05, the rural VMT was 1.72 and the urban VMT was .61.***

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.

- ***2014 data not available. In 2013 the Unrestrained Occupant Fatalities totaled 56.***

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

- ***2014 data not available. In 2013 alcohol impaired fatalities totaled 46.***

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

- ***2014 data not available. In 2013 speed-related fatalities (FARS) totaled 66.***

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

- ***2014 data not available. In 2013 motorcyclist fatalities (FARS) totaled 24.***

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

- ***2014 data not available. In 2013 un-helmeted motorcyclists fatalities totaled 17***

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.

- ***2014 data not available. In 2013 drivers 20 & under involved in fatal crashed (FARS) totaled 17.***

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

- ***2014 data not available. In 2013 pedestrian fatalities (FARS) totaled 12.***

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

- ***2014 data not available. In 2013 bicyclist fatalities (FARS) totaled 4.***

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.

- ***In 2013 the seat belt usage rate was 71.5% but in 2014 the seat belt usage rate dropped to 70.4%. The survey for 2015 will be conducted in July, 2015.***

UPDATE ON OTHER FY 2015 TRAFFIC SAFETY TARGETS

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

- ***For the three-year period (2012-2014) crashes resulting in non-incapacitation injury where illegal/unsafe speed was a factor averaged 232.***

Goal: Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 18 (2008 - 2012 average) to 16 by December 31, 2015.

- ***2014 data not available. Speed-related fatalities in the summer months (May – September) increased to average of 20 for the period of 2009-2013.***

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

- ***In 2013 2,810 motorcycles riders were trained and in 2014 2,727***

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.

    1. ***Since New Hampshire's EMS Run Reporting System has maintained a very high level of accuracy (the system last year achieved an accuracy of 99.84%) and since the system will be upgraded to comply with NEMSIS 3, the State will resume tracking the accuracy of EMS Run Reports once conversion to NEMSIS 3 is completed.***

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

    2. ***For the period of April 1, 2014 – March 31, 2015, crash reporting completeness was 42.5%.***

Introduction to the Safety Planning Process

Grant Process

In FFY 2016 the NHHSA is significantly revamping our funding methodology, specific to our traffic enforcement grants, as well as our timelines for processing grant applications. Historically, this agency has awarded grants to any police department that has requested traffic enforcement funds regardless of a community's crash and fatality statistics. This type of funding methodology didn't target those areas of the state with the highest number of crashes and/or fatalities, therefore, making it difficult to sustain a reduction in our Core Performance Targets over time. Additionally, this type of funding methodology did not align or embed the State's HSP Core Performance Targets with the communities that were being funded. In order to effect a sustained reduction with the State's Core Performance Targets it is important that the traffic enforcement work be based on a data- driven, evidence- based approach. This process will better address a set of identified and defined highway and traffic safety problems allowing us to deploy resources more appropriately.

The first step of improving our processes within the NHHSA was to look at the number of different types of enforcement grants we provided and to streamline this process by merging our Speed Enforcement, Red Light Running, School Bus Enforcement, Child Passenger Safety (CPS), Join the NH Clique, and Operation Safe Commute into one grant called, the Sustained Traffic Enforcement Program (STEP). Additionally, we will continue to have separate grant applications for DWI patrols/Sobriety Checkpoints, Pedestrian/Bicycle Enforcement and equipment. This will allow for more efficient grant management by NHHSA and our law enforcement partners.

Step two of the process was to discontinue the use of the planning letter. This letter was typically sent in January to the mayors, chairmen of the boards of selectmen, and police and fire chiefs in each of the 234 towns and cities asking for their "wish-list" of activities and equipment they would like to apply for in the upcoming fiscal year.

In order to move towards a data driven approach to funding we worked with the DOS to provide us with crash data for each of the 234 towns/cities in NH. Based on the amount of funding we anticipated being available from NHTSA we determined the number of communities we could fund based on the crash data. For FY 2016 we chose communities that had 45 or more crashes. This resulted in 108 communities and 10 County Sheriff's Departments being eligible for funding in FY 2016. The amount of funding that each community is eligible to apply for is based on population size. It should be noted that even though funding amounts are based on population there will be opportunities for some communities to exceed the amount of funding available to them. As an example, there are a number of communities where the population swells significantly during various times of the year, if a community can justify through data and problem identification that additional funding is needed, consideration can be given to funding a higher amount. Before approving a higher amount the local police departments past performance and ability to utilize additional funding will be taken into consideration. The following table breaks out the funding amounts available to local police departments and county sheriff's departments based on population:

Funding Available to Local Police Departments and County Sheriff's			
Population	**STEP Funding**	**Alcohol Funding**	**Number of Towns Eligible**
+100,000	$50,000	$100,000	1
50,000-99,999	$30,000	$60,000	1
30,000-49,999	$20,000	$40,000	2
25,000 – 29,999	$15,000	$30,000	4
15,000-24,999	$10,000	$20,000	8
10,000-14,999	$7,500	$15,000	14
<10,000	$3,500	$7,000	78
County Sheriff's Departments			
+100,000	$10,000	$20,000	4
<100,000	$5,000	$10,000	6

Although the funding methodology has identified those communities eligible for funding through crash data we will use a tiered approach in the event some eligible communities don't apply for funding or don't apply for the full amount they are eligible for, leaving additional funds available. Once the first tier of eligible communities have applied for and been awarded grant funding, if additional funding is available, the NHHSA will send a second Grant Notification for a second tier of funding to be open to local police departments as well as other agencies that meet a certain crash level in their community. The second tier of funding will be competitive and based on the identified need, data to support the identified need, proposed outcomes and a proposed evaluation measure. All awarded projects in both tiers of funding awards must show a clear connection to the State's 2016 HSP Core Targets identified on page 11. Regarding equipment funding, all local police departments are eligible for equipment grants regardless of crash data. The NHHSA funds equipment up to 50% of the total cost with the local police department contributing the remaining 50%.

There will be continual monitoring of all projects via quarterly reports and reimbursements as well as site visits to assure that grantees are on track with their goals and spending of awarded funds. If they are not, the NHHSA reserves the right to redirect funds, based on data, to other communities that can use it as well as to make adjustments to the local targets.

Because this is a significant process change for both the NHHSA as well as the local police departments we invited a small group of police departments to a mini-partners meeting held on May 21, 2015. The purpose of the meeting was to review our proposed approach to funding and our selection process and to ask for their feedback. The feedback was very positive with some concerns around smaller department in communities where the population swells during certain times of the year. As discussed above we will add language to our Grant Notification that allows a police department to provide justification for funding above the designated amount. The following towns/cities were present at the mini-partners meeting; Barnstead, Berlin, Concord, Derry, Dover, Greenland, Hudson, Keene, Laconia, Nashua, Portsmouth, Salem and Wolfeboro. As of the writing of this HSP we are finalizing our processes, including revamping the grant applications, creation of a Grant Notification and combined contract and in mid-July will host a partners meeting to include all partners where we will roll out our new funding methodology, grant selection process and timelines as well as review with the group what the State's Core

Performance Targets are for the coming year. As we move forward we will continue these annual partner meetings to be held early in the year.

For FFY 2016 we will make available the FFY 2016 Grant Notification mid-June, with grant applications for all highway safety projects due to the NHHSA on or before August 7, 2015. This will allow the NHHSA to review applications, make awards and get contracts out to grantees as close to the beginning of the fiscal year (October 1) as possible. In the following years we will distribute/make available the Grant Notification for Highway Safety Projects in March with a due date for grant applications due to the NHHSA around the end of April. The NHHSA Field Representatives and Program Manager will review the grant applications and make award notifications in the month of July.

Projects other than traffic safety and enforcement will be selected using criteria that include: response to identified problems, potential for impacting NH's Core Performance Targets, innovation, clear objectives, and adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data-driven problem analysis.

Timeline and Planning Process

PLANNING CALENDAR		
October	1.	Implement grants and contracts for FFY 16
	3.	Obligate funds to Grant tracking System (GTS).
	5.	Grantees are reminded that final claims are due.
	2.	Follow up with grantees that have missed October 1 deadline for reports and final reimbursements.
December	1.	Finalize close out and submit final voucher to NHTSA.
	3.	Prepare notice of grant availability for next fiscal year.
January	1.	Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources.
	3.	Host annual internal planning session to debrief previous year's program results and to guide funding distribution and overall direction of the traffic safety program.
	2.	Consider NHTSA's regional response to prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or Special Management Review or Program Assessment comments.
	2.	Complete and distribute/post online Request for Proposal (RFP) and applications for grant funding.
April	1.	Receive applications from potential grantees.
	3.	Monitor current progress of current grantees.
May	1.	Review and selection of grant applications.
	3.	Draft copy of Highway Safety Plan completed and sent to appropriate internal officials and NHTSA for review and comments.
June	1.	Conduct final internal review of HSP for compliance with Federal requirements,

	completeness, and accuracy.
	3. Secure certifications and supporting documentation for all Section 405 emphasis program areas.
July 1	1. Submit the final HSP to NHTSA Regional Office for approval.
July	1. Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application
	3. Notify representatives from selected grant applications and inform them of the intent to award a highway safety grant.
	2. Obtain approval for sub grants and contracts.
	2. Finalize HSP budget and determine if revised HS 217 should be submitted.

Strategic Partners

In the past the NHHSA has not worked with partners to the extent we should have to get input and help with identifying major problem areas, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when and why crashes with fatalities and injuries are taking place. As we move forward the NHHSA is committed to engaging our partners, including an annual partners meeting, so that we can align our missions, avoid duplication of efforts and get input on what the data is telling us and how best to deploy our resources in an effort to reduce fatalities and crashes and assure those reductions are sustained over time.
As we move ahead we will continue to identify and add partners that will help support our common mission. It will be through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.
The New Hampshire Highway Safety Agency partnerships include:

- The National Highway Traffic Safety Administration (NHTSA)
- NH Department of Transportation
- NH DOS (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
- Federal Highway Administration
- State's U.S. Congressional Representatives and Senators
- Governors' Highway Safety Association
- Safety & Health Council/Northern New England
- The University of New Hampshire
- Derry Community Alliance for Teen Safety (CATS)
- NH Mothers Against Drunk Driving
- The Injury Prevention Center at Dartmouth College
- AAA Northern New England
- Local Police Departments
- Brain Injury Association of New Hampshire

Problem Identification

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

In addition, the NHHSA reviews traffic fatality and crash data provided to us by the NH State Police, and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV), NH DOS. Additional data provided by the DMV, Department of Transportation (DOT), Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual observation seatbelt surveys, behavioral attitude survey as well as Vehicle Miles Traveled (VMT) 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.

In May 2015, the NHHSA hosted the first meeting with our data partners to review our projected Core Performance Targets and ask for their feedback as well as to begin the discussions of how we will use data to assist with targeting the work we do. The meeting was attended by representatives of the NHHSA, the NHTSA, the DOT and the DOS who provide statewide data. This group, now called the Data Conformance group, will meet on either a bi-monthly or quarterly basis to look at all things data including how to best use the data to identify problem areas and evaluate the impact of the work our sub grantees do as well as to make sure that the data that is used from year to year is standardized such as using standard/uniform data language. NHHSA also participates in the NH Fatal Crash Committee meetings that take place several times a year. This committee consists of many statewide partners and most up-to-date crash data is shared. Both of these groups will help us to make adjustments to our plan in a timelier manner.

As data becomes available, particularly prior to our annual partners meeting and immediately following the end of the fiscal year and calendar year we will begin examining a variety of traffic and roadway related data with our partners to identify both general and specific patterns of concern including a review of historical patterns, that will result in a projection of future data trends. Other problems and deficiencies will be identified through regular programmatic review of funded projects.

Other Sources of Funding

New Hampshire also uses funding sources, in addition to what is provided by NHTSA, to contribute to the performance targets described in the HSP. Some of the strategies are described below:

NH State Police and Local Law Enforcement **-** Millions of dollars in state and local funding is provided to the NH state police and local police departments to enforce traffic laws including impaired driving, speed, red light running,

NH Department of Transportation (NHDOT) **-** In FFY 2015, NHDOT received approximately nine-million dollars in highway safety funding to provide a safer highway safety road system. Data is analyzed to target crash types (e.g., lane departure) and associated roadway risk factors (e.g., curves or roadside hazards) that make a significant contribution to the number of fatal and severe injury crashes in the state. Sites with these risk factors are identified and prioritized by the potential for future severe crashes. Appropriate low-cost countermeasures such as shoulder and centerline rumble strips and stripes, median barrier improvements, guardrail and end terminal improvements, rural curve signing and delineation and Intersection Safety Improvement Plan (ISIP). In addition to roadway improvements, there are several non-infrastructure projects which include educational efforts and a teen driver project through a contract with the Brain Injury Association.

NH Division of Public Health Services **-** Within the NH Division of Public Health Services the Maternal and Child Health Block Grant provides approximately $200,000 to the Injury Prevention Program. Because motor vehicle crashes represent a leading cause of unintentional deaths and significant numbers of the most severe injuries that results in inpatient hospitalizations and ED visits the Injury Prevention Program collects surveillance data such as hospital discharge data and death reports specific to motor vehicle related injuries and deaths and uses this as a major part of injury prevention efforts. Data regarding the leading causes of traffic fatalities and injuries have resulted in their focused efforts in the areas of: impaired drivers, distracted driving, restraint use, inexperienced drivers and excessive speed. The Injury Prevention Program has an Injury Prevention Advisory Council that collaborated with a diverse group of stakeholders to create the New Hampshire State injury Prevention Plan 2014 – 2018. This plan has a section specific to traffic safety.

Coordination with HSIP

As required under MAP-21 legislation, the goal of this planning document is to compliment and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety

Improvement Plan (HSIP), produced by the DOT. The NHHSA will coordinate with the HSIP to assure the following three performance measures; fatalities, fatality rate and serious injury are identical. Additionally the DOT is a partner of the newly formed Data Conformance group which will meet regularly to assure alignment with data collection, target setting of the three performance measures as well as for input by all partners around the HSP, SHSP and the HSIP. This partnership will seek to compliment the work each agency does and to look for opportunities to use funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers, impaired driving and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas.

Evidence-Based Enforcement

Analysis of Crashes, Crash Fatalities and Areas of Highest Risk

Correctly identifying the communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments complete a hard copy of the Uniform Police Report and submit the hard copy to the Division of Motor Vehicles (DMV). The State Police and 3 pilot communities use the Crash Records Management System (CRMS) to electronically submit the same report to DMV. All data is entered by traffic personnel into the Information Data Management System (IDMS). This data downloads into an access database at the DOS where the Business Systems Analyst analyzes the data accordingly.

Looking at historical data trends one might notice that in the last few years the trends seemed to indicate more up and down movement from year to year instead of a sustained downward trend we would expect to see if you are correctly targeting resources to the communities with the highest crash data, and implementing data-driven, evidence-based programs. As described earlier, the NHHSA had historically given money to any agency that applied for grant funds, regardless of need.

For FFY 2016, NHHSA worked with the DOS to provide us with crash data for each of the 234 towns/cities in NH. In our first year of using a more data-driven approach to determine which communities will be eligible for funding we used raw crash data and identified communities with 45 or more crashes in calendar year 2014 to be eligible for funding. This resulted in 108 communities and 10 County Sheriff's Departments being eligible for funding in FFY 2016. The amount of funding that each community is eligible to apply for is based on population size. See Attachment B for a copy of the communities eligible for funding.

Decisions were based mainly on the geographic location of crashes. As noted in the crash map below, the highest concentration of crashes takes place in the southern portion of the state. In subsequent years we expect to work with our data partners to "drill-down" further and have the ability to look at other factors to identify who is over involved in crashes and when, where and why crashes are occurring.

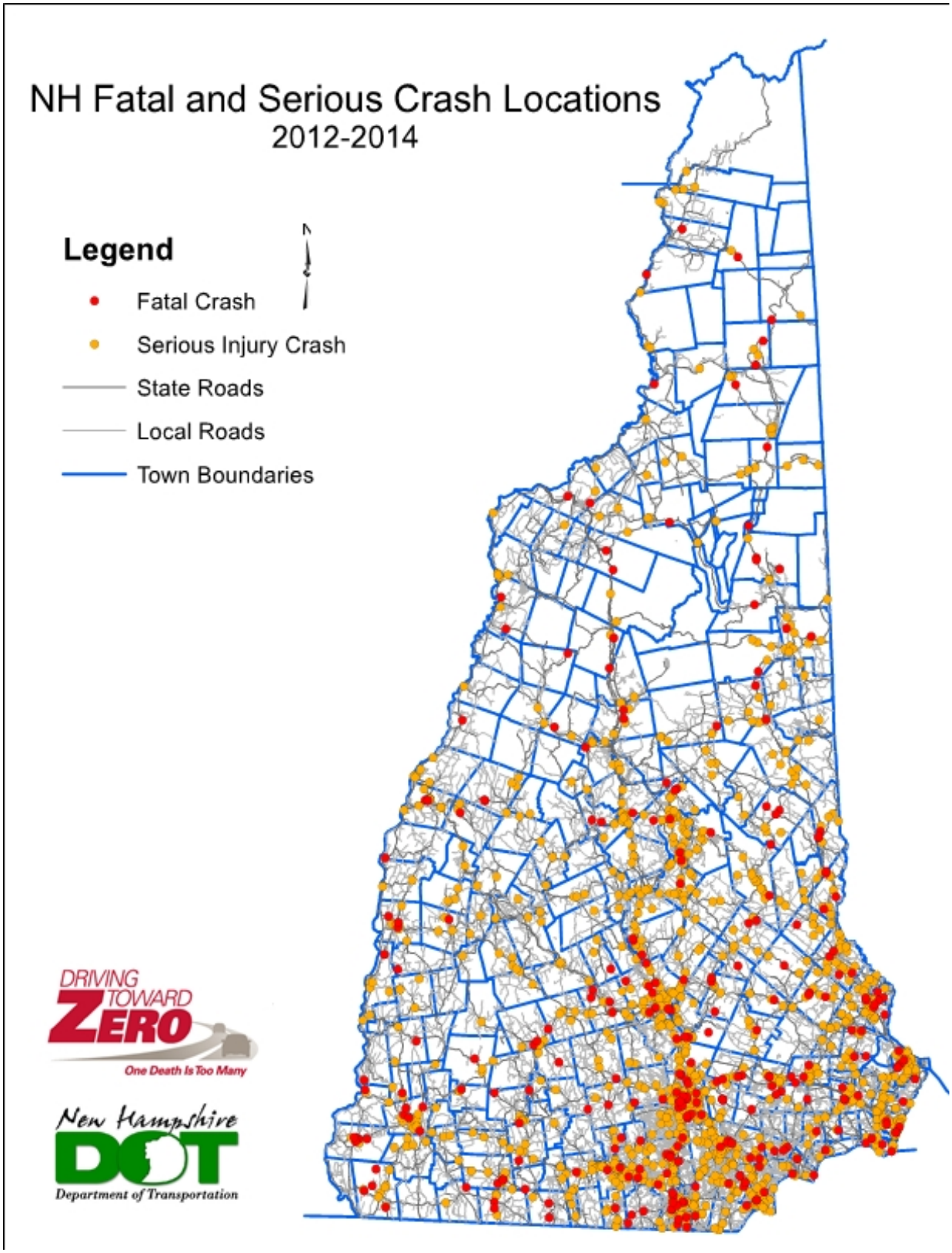
Deployment of Resources Based on Analysis

NHHSA will be performing targeted outreach to all of the selected departments, with a specific focus on departments that have not previously applied for highway safety grants. For example, the town of Loudon had 88 crashes in 2014 but does not have any projects with our office. Our goal is to provide funding to as many departments with an identified crash problem as possible. NHHSA and our partners will be implementing evidence-based strategies as identified in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* will provide the best opportunity to effectively reduce crashes, injuries, and deaths. As described earlier, several grants were combined into one STEP grant. Through this grant, law enforcement can stop motorists for any infractions such as speeding, seat belt violations, red light running, etc. Other enforcement grant programs include DWI/Sobriety Checkpoints and Bicycle and Pedestrian Enforcement. These programs, along with participation in national mobilizations will provide continuous and direct deterrence to impaired driving, distracted driving, speeding, and other motor vehicle infractions.

Continuous Follow-up and Adjustment of Plan

Continuous monitoring of the enforcement grants is another important element of New Hampshire's evidence-based traffic safety enforcement program. Enforcement agencies deployment strategies will be continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems as well as the states highway safety problems. The agencies receiving grant funding will be required to detail program progress in their quarterly reports. Examples of information provided include; areas and times worked, number of summonses/warnings issued, number of DWI/DUI arrests, as well as number of stops per patrol shift. In addition to analyzing crash data, funding decisions for subsequent years will also be determined by evaluating past performance and ability to participate. On-site monitoring visits will be useful for determining if adjustments will be needed to our E-BE during the year. As described earlier, meeting with the Data Conformance work group and the NH Fatal Crash Committee will also allow for NHHSA to make continuous adjustments to this plan.

Fatal and Serious Crash Locations



Statewide Demographic and Population

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,323,262 residents (2013 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.6 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four (64.0) percent of the population (847,702) 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 329.3 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 109,864 and 86,766 residents respectively. Approximately 94.0 percent of the population is white, while the remaining 6 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 chart below 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 (2013 Population Estimates) —NH Office of Energy and Planning).

County & Largest Cities/Towns Within County
(2013 estimated population figures)

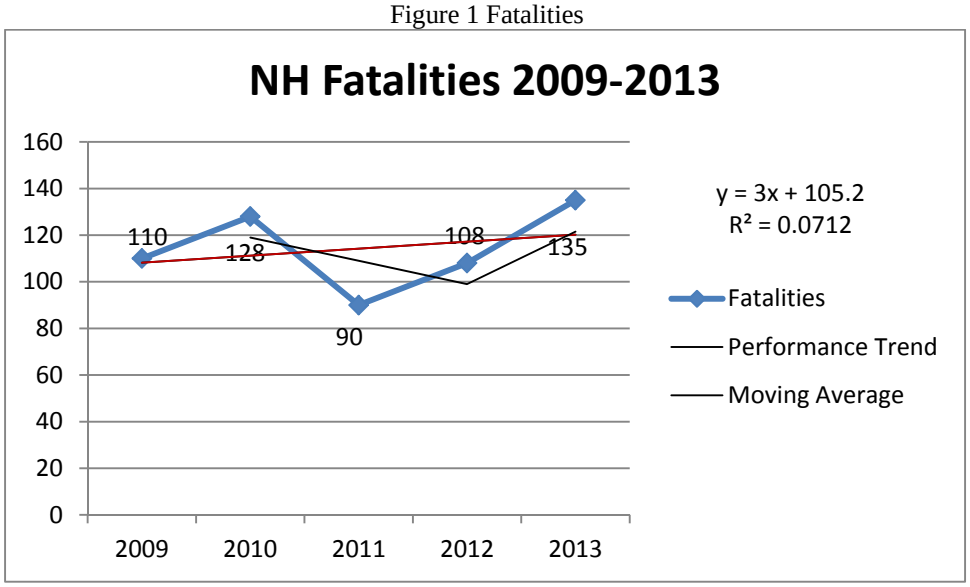
County	County Population	City/Town	City/Town Population	Location
Southern Counties & Largest Cities/Towns				
Hillsborough	402,606	Manchester	109,864	South Central
		Nashua	86,766	South Central
		Merrimack	25,454	South Central
Rockingham	297,626	Derry	32,988	South Central
		Salem	28,688	South Central
		Londonderry	24,132	Southeast
Merrimack	147,470	Concord	42,594	Central
		Hooksett	14,176	South Central
Strafford	124,292	Dover	30,275	Southeast
		Rochester	29,893	Southeast
Cheshire	77,194	Keene	23,537	Southwest
Sub-Total	1,049,188		448,367	
Northern Counties & Largest Cities/Towns				
Grafton	89,598	Lebanon	13,559	West Central
		Hanover	11,302	West Central
Belknap	60,246	Laconia	16,063	Central
		Belmont	7,319	Central
Carroll	47,884	Conway	10,099	Northeast
		Wolfeboro	6,227	East Central
Sullivan	43,722	Claremont	13,321	West Central
		Newport	6,495	West Central
Coos	32,624	Berlin	9,639	North
		Lancaster	3,548	North
Sub-Total	274,074		97,572	
TOTAL	**1,323,262**		**544,939**	

	New Hampshire	United States
Persons under 5 years, percent 2013	5%	6.3%
Persons under 18 years, percent, 2013	20.5%	23.3%
Persons 65 years and over, percent, 2013	15.4%	14.1%

FFY 2016 Core Performance Targets

Fatalities

Figure 1 Fatalities



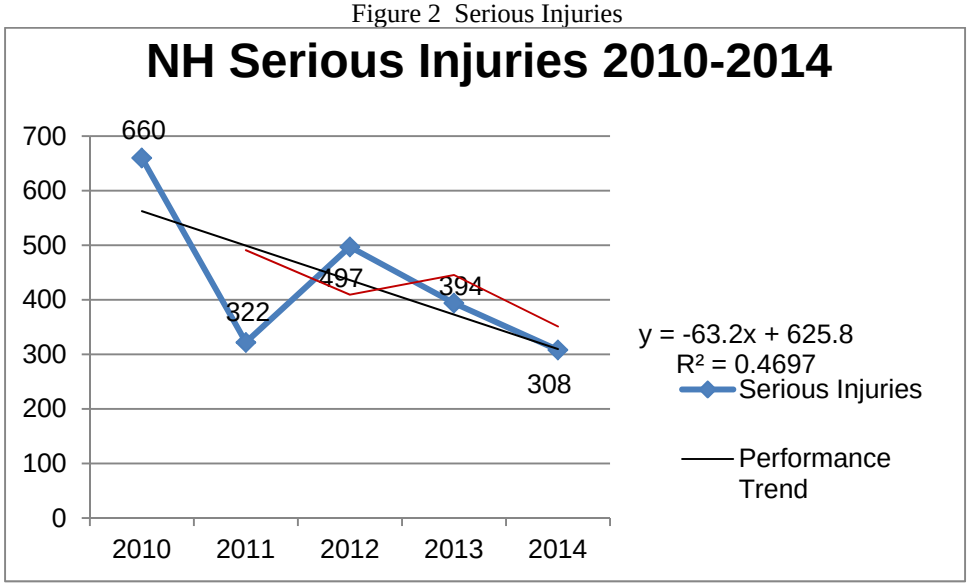
Source: FARS May 2015

Goal: Reduce fatalities by 20 percent from 114 (2009- 2013 average) to 91 by December 31, 2016.

The trend line projects 129 fatalities in 2016. However the R-squared value does not indicate that the trend line is very reliable. Additionally, preliminary 2014 show that there were 95 fatalities in 2014, indicating we are trending in the right direction. Because of the preliminary data and our new STEP program which is targeting funds towards areas with the greatest need, we feel that the 2016 projection of 129 is too modest and that the goal should be 91 fatalities.

Serious Injuries

Figure 2 Serious Injuries



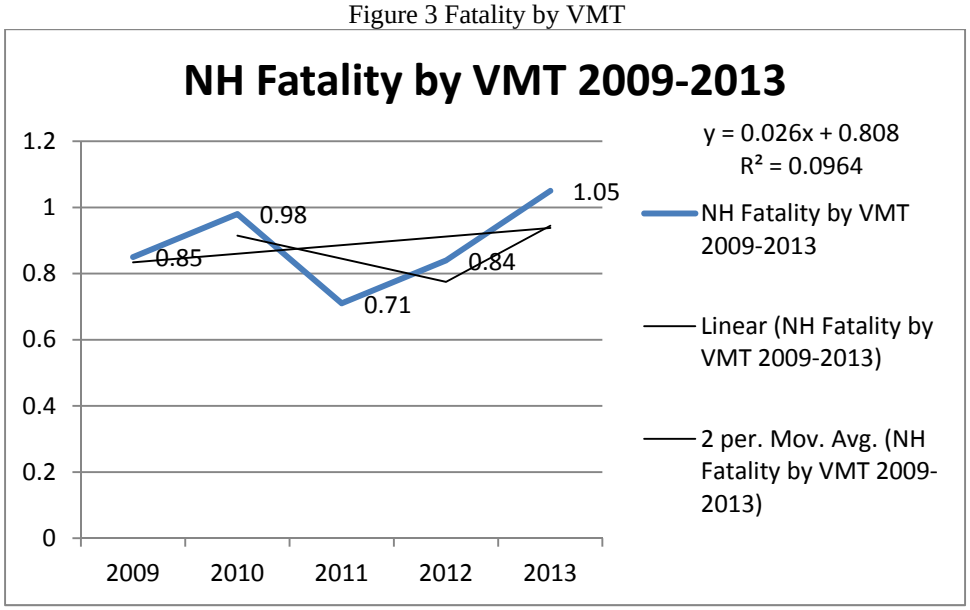
Source: NH DOS

Goal: Reduce serious injuries by 40 percent from 436 (2010 - 2014 average) to 262 by December 31, 2016.

The trend line projects 205 serious in 2016. Though serious injuries have declined for the last 3 years and the 2014 serious injury data is the lowest since 2010 the R-squared value does not indicate that the trend line is very reliable, therefore, we predict a more modest decline for 2016.

Fatalities by VMT

Figure 3 Fatality by VMT



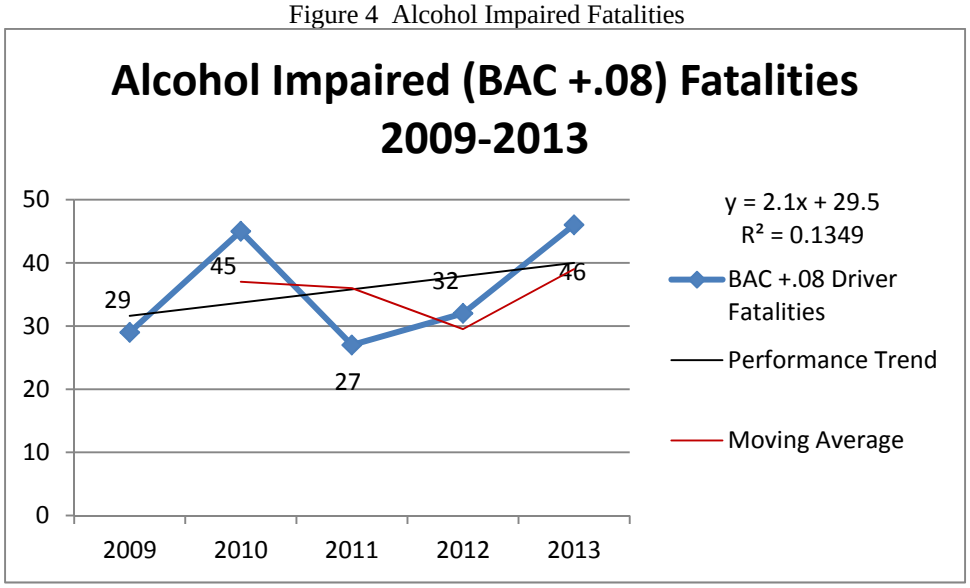
Source: FARS May 2015

Goal: Reduce VMT by 5 percent from 0.886 (2009 - 2013 average) to 0.84 by December 31, 2016.

The trend line projects a VMT of 1.016 in 2016. However, fatalities decreased in the 2014. If this drop in fatalities continues as we predict, the VMT is likely to decrease as well. Therefore we propose a more ambitious target of 0.84. This matches VMT from 2012 when we had fewer fatalities than 2013.

Alcohol Impaired Fatalities

Figure 4 Alcohol Impaired Fatalities



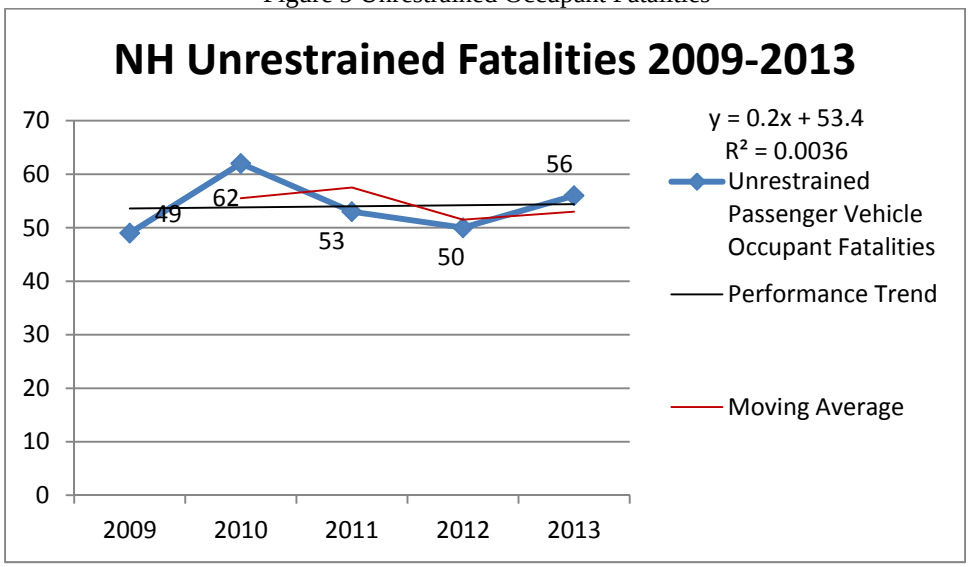
Source: FARS May 2015

Goal: Reduce alcohol related fatalities by 8 percent from 36 (2009 - 2013 average) to 33 by December 31, 2016.

The trend line projects alcohol impaired fatalities of 46 in 2016. However, overall alcohol fatalities have been unstable in the last five years with an overall upward projection. Because of the overall drop in fatalities in 2014, the weak R-squared value for the trend line, and our new data-based targeting of communities that show the greatest need for impaired driving enforcement, we think alcohol impaired fatalities will see a small drop in 2016.

Unrestrained Occupant Fatalities

Figure 5 Unrestrained Occupant Fatalities



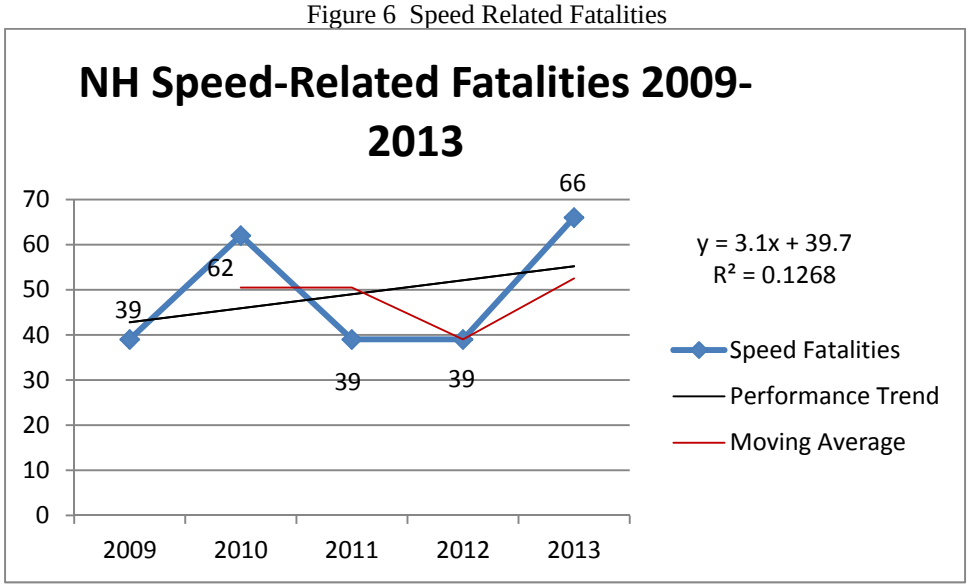
Source: FARS May 2015

Goal: Reduce unrestrained fatalities by 5 percent from 54 (2009 - 2013 average) to 51 by December 31, 2016.

The trend line projects unrestrained fatalities of 55 in 2016. However, overall fatalities have decreased in 2014, according to preliminary data. With the overall drop in fatalities and renewed educational efforts about the importance of using a seat belt, we hope to see a drop in unrestrained fatalities. This number has been relatively flat for the last several years so we predict a modest decrease.

Speed-Related Fatalities

Figure 6 Speed Related Fatalities



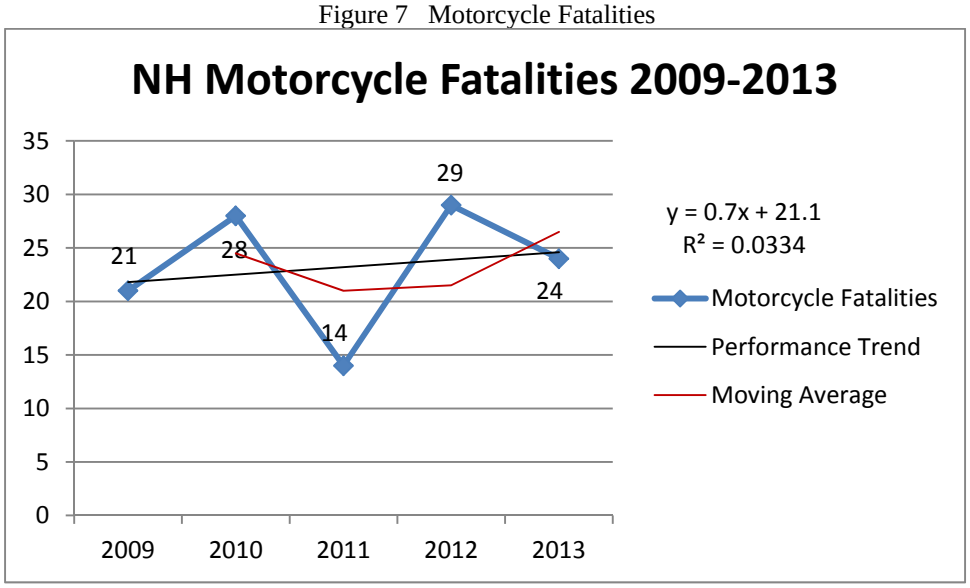
Source: FARS

Goal: Reduce-speed related fatalities by 15 percent from 49 (2009- 2013 average) to 41 by December 31, 2016.

The trend line projects speed related fatalities of 64 in 2016. Speed-related fatalities have been rather stable with 39 fatalities in three of the last five years. 2013 saw a significant increase in speed-related fatalities, however it's unclear at this point if this is a new trend or an outlier. Again, preliminary 2014 data showed an overall drop in fatalities and we expect that speed-related fatalities to also trended down in 2014. Since we are putting more resources towards communities with the greatest need for traffic enforcement, we expect speed-related fatalities to have substantial decrease in 2016.

Motorcycle Fatalities

Figure 7 Motorcycle Fatalities



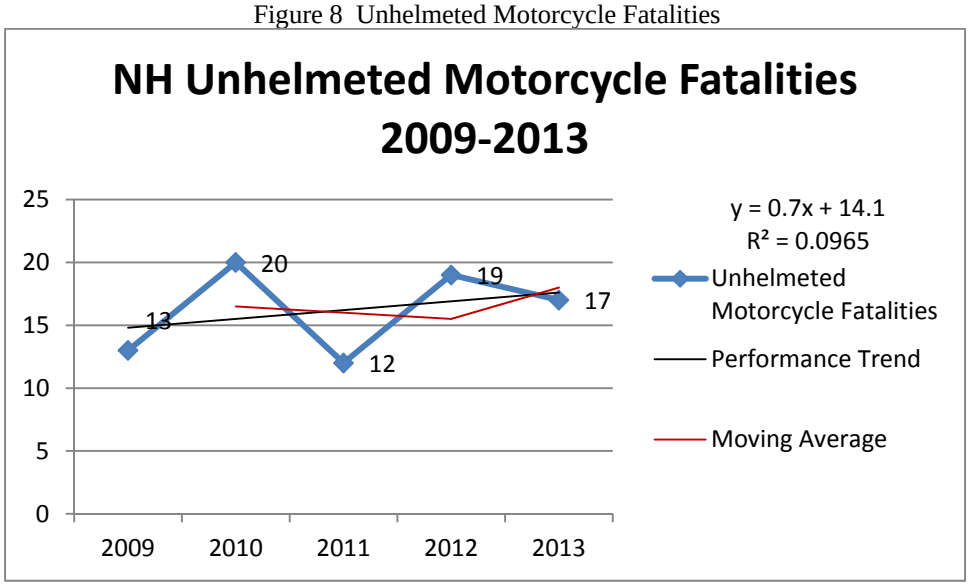
Source: FARS May 2015

Goal: Reduce motorcycle fatalities by 15 percent from 23 (2009 - 2013 average) to 20 by December 31, 2016.

The trend line projects 27 motorcycle fatalities in 2016. Motorcycle fatalities have been unstable in the last five years. Additionally the R-squared value indicates the projection is not reliable. There is a new staff member working for the motorcycle program at the DMV that is bringing new ideas to this program area. We anticipate this will lead to a bigger decrease in motorcycle fatalities than the trend line projects.

Unhelmeted Motorcycle Fatalities

Figure 8 Unhelmeted Motorcycle Fatalities



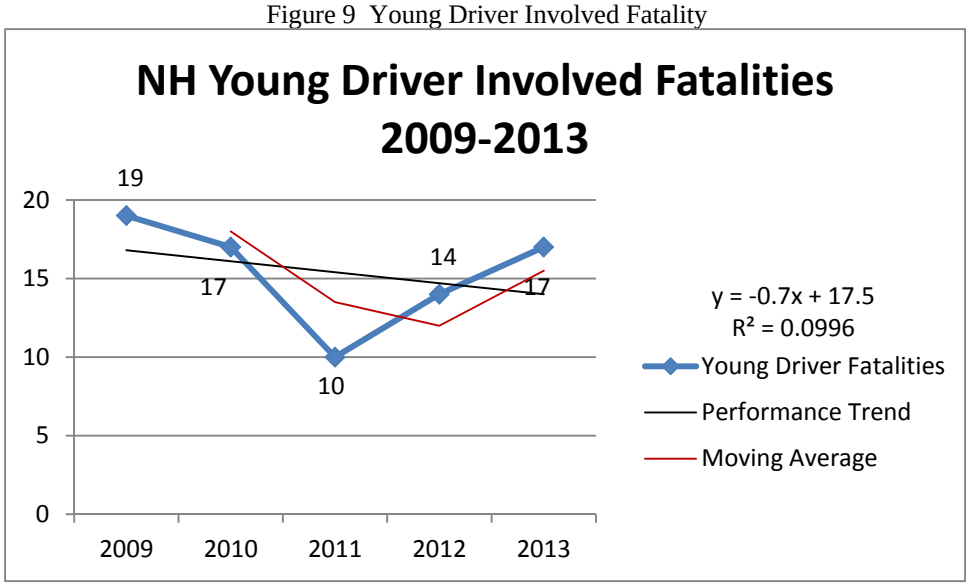
Source: FARS May 2015

Goal: Reduce unhelmeted motorcycle fatalities by 5 percent from 16 (2009 - 2013 average) to 15 by December 31, 2016.

The trend line projects unhelmeted motorcycle fatalities of 20 in 2016. Unhelmeted motorcycle fatalities have been unstable in the last five years and the R-squared value indicates the projection is not reliable. NH doesn't have a helmet law therefore reducing this number further will be difficult. However we predict a small drop in this performance measure because we anticipate the overall motorcycle fatality number to decrease.

Young Driver Involved in Fatal Crashes

Figure 9 Young Driver Involved Fatality



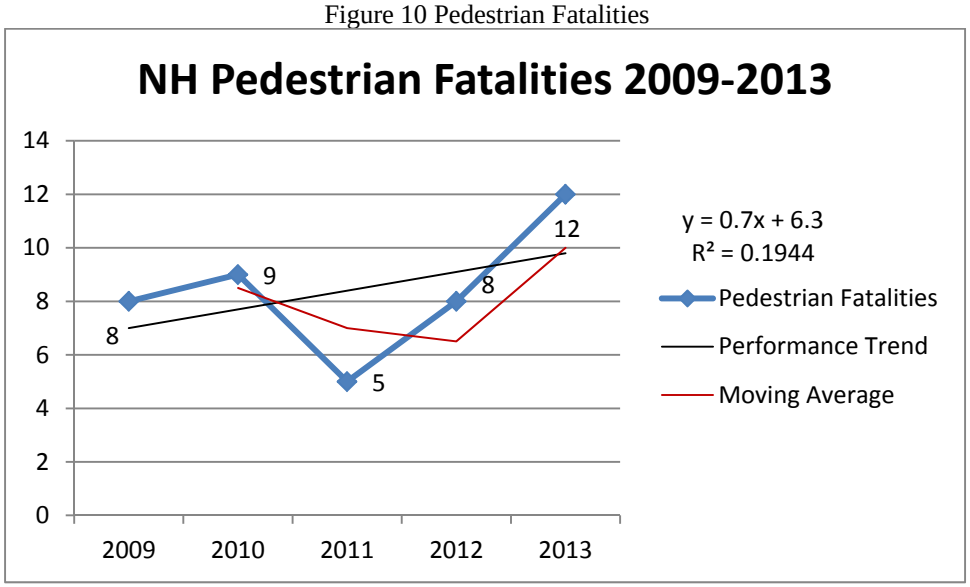
Source: FARS May 2015

Goal: Reduce young driver involved fatalities by 20 percent from 15 (2009 - 2013 average) to 12 by December 31, 2016.

The trend line projects young driver involved fatalities of 12 in 2016. Although the trend line has shown a steady decrease in the last five years, there was an increase in 2012 and 2013. Because of these recent increases we believe the trend line projection is reasonable.

Pedestrian Fatalities

Figure 10 Pedestrian Fatalities



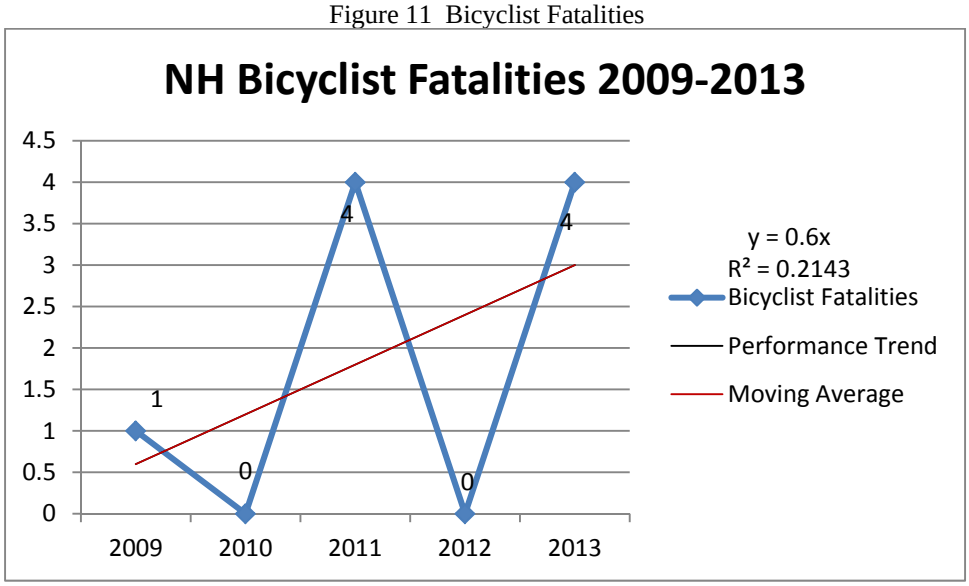
Source: FARS May 2015

Goal: Reduce pedestrian fatalities by 10 percent from 8 (2009 - 2013 average) to 7 by December 31, 2016.

The trend line projects pedestrian fatalities of 12 in 2016. The range of pedestrian fatalities has been small in the last five years but has been increasing over the last three years. Additionally, preliminary data suggests that there were 13 pedestrian fatalities in 2014. Although we are trending in the wrong direction, since we are expanding our outreach and dedicating new resources to this area, we expect a small overall drop in the five year average in 2016.

Bicyclist Fatalities

Figure 11 Bicyclist Fatalities



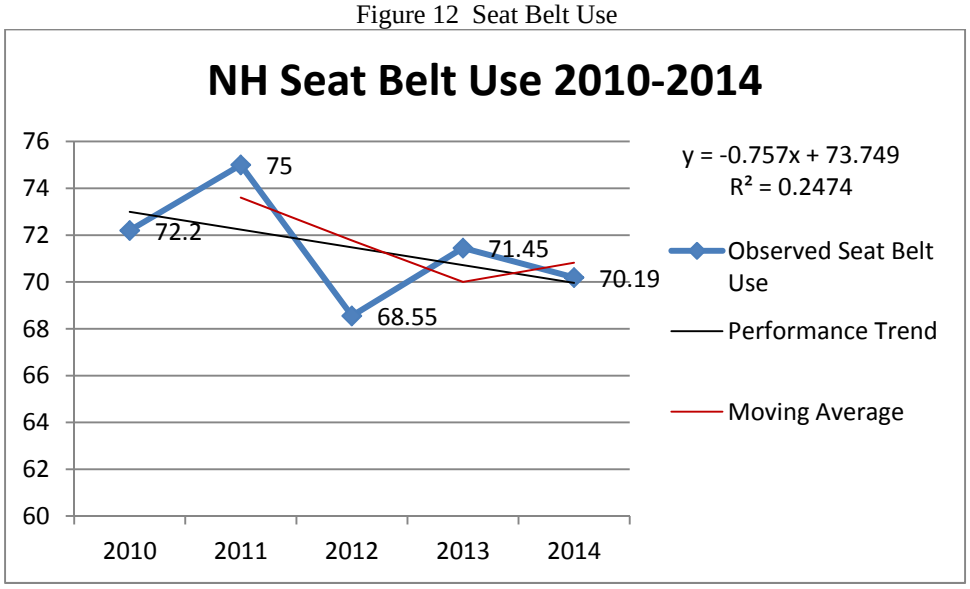
Source: FARS May 2015

Goal: Maintain bicyclist fatalities at 2 (2009 - 2013 average) by December 31, 2016.

The trend line projects bicyclist fatalities of 5 in 2016. In the past five years there have been minimal fatalities including two years where there were no fatalities. Unfortunately there were three bicycle fatalities in 2014, according to preliminary data. We anticipate maintaining the average of the last five years.

Seat Belt Usage

Figure 12 Seat Belt Use



Source: NH Observation Surveys 2010-2014

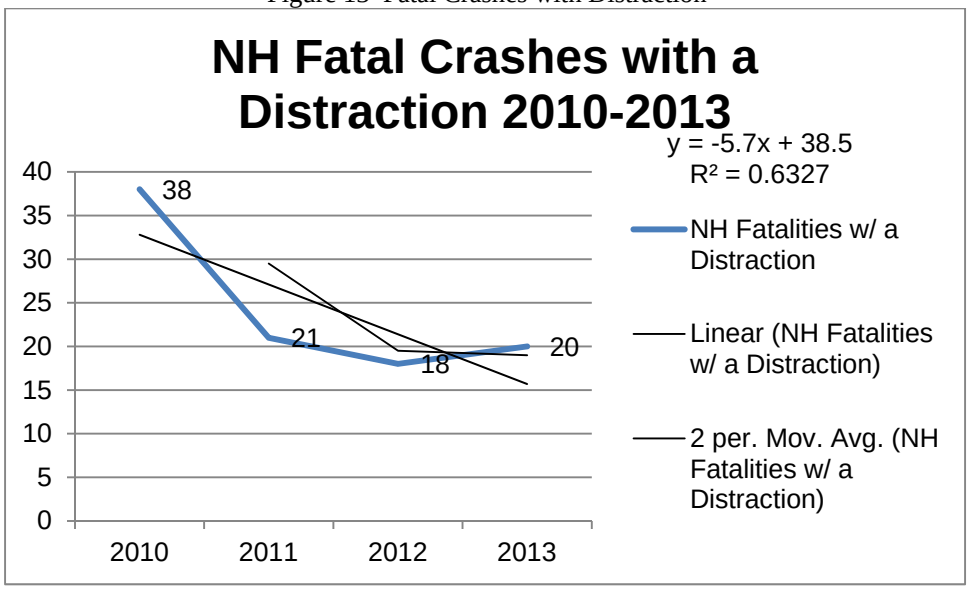
Goal: Increase seat belt use by 5 percentage points from 70 (2014) to 75 by December 31, 2016.

The trend line projects seatbelt usage of 69 in 2016. Unfortunately we were unable to maintain our 2011 record high of 75%. The lack of an adult seat belt law restricts law restricts our police departments from conducting impactful enforcement in this area With the addition of a new enhanced media campaign specific to occupant protection we expect the seat belt number to increase modestly in 2016.

NH High Priority Performance Targets

Distracted Driving

Figure 13 Fatal Crashes with Distraction



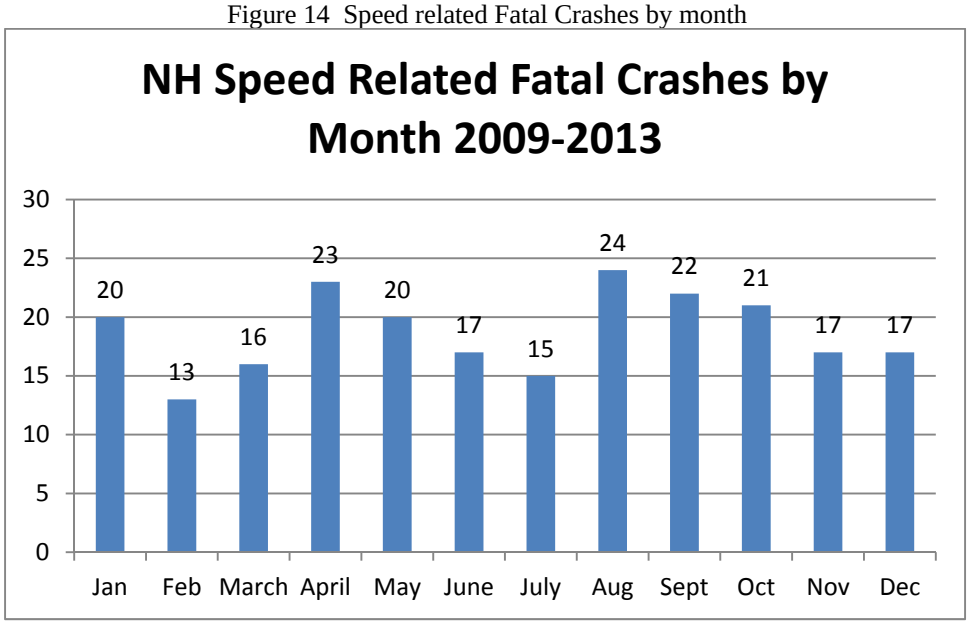
Source: FARS May 2015

Goal: Decrease distracted driving related fatalities from 25 percent from 24 (2010 - 2013 average) to 18 by December 31, 2016.

The trend line predicts total fatalities below zero in 2016. We view this as unrealistic. While the overall distracted driving fatality number has decreased significantly over the last four years, it has leveled off more recently. Beginning on July 1, 2015 NH's Hands-free law will take effect. We anticipate this will help with the enforcement of distracted driving laws. Because of this we expect to see a significant drop in distracted driving fatalities.

Speed Related Fatal Crashes by Month

Figure 14 Speed related Fatal Crashes by month



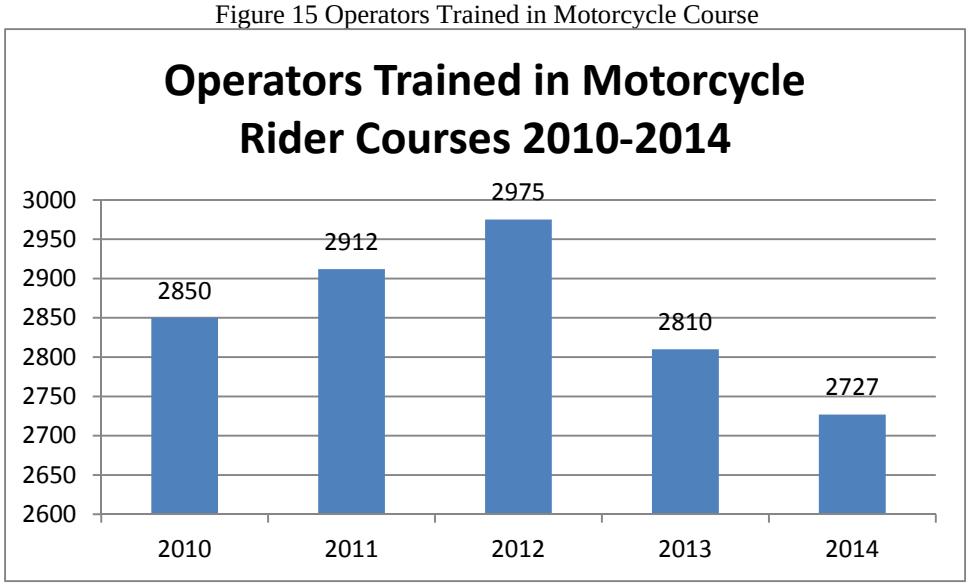
Source: FARS May 2015

Goal: Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 20 (2009 - 2013 average) to 18 by December 31, 2016.

The highest concentration of speed-related fatalities occurs during the summer months. Due to our data analysis we have identified the summer months for extra enforcement of the speeding laws. 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 2016.

Operators Trained in Motorcycle Rider Training Courses

Figure 15 Operators Trained in Motorcycle Course



Source: NH DOS, State Police, January 2015

Goal: Increase motorcycle riders trained during the year by 5 percent from 2,855 (2010 - 2014 average) to 2997 by December 31, 2016.

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

Goal: Increase the timeliness of crash reports from the current average timeliness of 11.5 days during the period of April 1, 2014-March 31, 2015 to 9 days during the same period ending in 2016.

This performance target was based on the last approved Traffic Records Strategic Plan. It uses a baseline and current period that comply with NHTSA's most recent requirements. This number has been steadily declining and we anticipate further declines in the coming year.

Goal: Increase crash reports that have manner of crash completeness from the current 42.5% in the period April 1, 2014-March 31, 2015 to 55% during the same period ending in 2016.

Collection of this data element commenced coincidently with the launch of the electronic crash reporting system by NH State Police in 2014. With improvements by the local police and the state police making strong improvements over the last year, we expect this measure to increase. Several projects will impact this performance target so a significant increase is reasonable.

PSP 16-01 Occupant Protection

Occupant Protection (OP) and Child Passenger Safety (CPS)

Problem Identification

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

- High visibility enforcement of CPS and the under 18 seat belt laws (incorporated into enforcement programs listed under the PTS section)
- Public information and education
- Administration of statewide CPS program

In New Hampshire, over the last five years (2009-2013), unrestrained fatalities accounts for approximately 47% of all fatalities in the same time period. The latest scientific survey of seat belt observations was conducted in June 2014. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. The results of statewide seat belt observations for the last nine years are detailed in Table OP-1 below. Seat belt use was 70.36% in 2014, the fifth highest level in the past nine years. A key challenge in increasing the seat belt usage rates in New Hampshire is the lack of a mandatory seat belt use law for those aged 18 years of age and above. As the data seems to suggest, it has been difficult to sustain a consistent positive trend over the last five years. This would suggest that the occupant protection programs that have been implemented over the years need to be reviewed to assure that evidence-based strategies as identified in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* are being used. Improvements in this area include an expansion of our media program. As we continue outreach to our partners, we anticipate more educational programs being added during the year.

Because seat belts remain the most effective means of preventing death or injury as a result of a crash and the New Hampshire seat belt use rate remains below the national average, NHHSA will continue to make occupant protection a major highway safety program area in FFY 2016.

Table OP-1 Seat Belt Usage Rates

Seat Belt Usage Rates									
	2006	2007	2008	2009	2010	2011	2012	2013*	2014*
Total	63.52	63.79	69.2	68.9%	72.2%	75.0%	68.5%	71.5%	70.36%

Source: University of New Hampshire Survey Center- *Beginning in 2013 survey methodology complied with the New Uniform Criteria for State Observational Surveys of Seat Belt Use published in the Federal Register Vol. 76 No. 63, April 1, 2011

Table OP-2 Vehicle Occupant Fatalities tends to fall in line, though slightly lower, for fatality seat belt usage. Unfortunately NH's percent of unrestrained fatalities is over twice the national average of about 30%. This suggests that until New Hampshire can increase overall seat belt usage we will continue to see a similar percent of fatalities where seat belts were not used.

Table OP-2 Vehicle Occupant Fatalities

Vehicle Occupant Fatalities			
Year	Total	Unrestrained	Percent
2009	79	50	63.29
2010	91	61	67.00
2011	67	49	73.00
2012	70	46	65.70
2013	92	56	60.87
2014	61	41	67.0

Source: Fatal Traffic Crashes Annual Summary Report

Table OP-3 shows driver and outboard passenger seat belt use rates in 2006 and 2014 as a function of vehicle, location, and weather. Unfortunately there has not been much progress in this area since 2006. Observed seat belt use was highest in SUVs and vans, and consistently lowest in pick-up trucks. This data shows the need to identify strategies that will increase seat belt usage in pick-up trucks. Seat belt use was highest on primary roads and lowest on local roads. Unfortunately there are data points missing for seat belt use based on weather conditions, though the results do suggest that there is a slight increase in seat belt usage with a light rain or mist.

Table OP-3 Observed Driver and Outboard Passengers Seat Belt Use – 2006 & 2014

	Drivers		Passengers	
	2006	2014	2006	2014
Vehicle Type				
Automobile	65.3%	73.2%	68%	71.3%
Pickup	43.2%	54.1%	50.1%	57.1%
SUV & Van	69.9%	76.4%	74.3%	77%
Roadway Type				
Primary Road	66.7%	74.2%	70.7%	73.2%
Secondary Road	60.5%	70.1%	65.2%	71.6%
Local Road	58.5%	68.4%	65.4%	66.2%
Weather				
Sunny	62.8%	71%	66%	71.5%
Cloudy	64%	---	70.7%	---
Misty	68.5%	---	73.8&	---
Light Rain	63.9%	78.6%	68.6%	75%

2014 NH Seat Belt Observation Study by University of New Hampshire

Table OP-4 below is data pulled from the Behavioral Attitude Survey Results Summary for FY 2010, 2011, 2012, 2013, 2014. The survey is conducted by the University of New Hampshire Survey Center in its July Granite State Poll. The poll surveyed 512 New Hampshire adults to assess attitudes about highway safety in New Hampshire. The results for question #1 regarding buckling up closely compares to New Hampshire's seat belt usage rate, therefore appear to be relatively accurate. New Hampshire does not have a seat belt law for occupants 18 years of age and above therefore it is challenging to find strategies to increase voluntary seat belt use. A significant amount of work is done around education, therefore the results in question #2 suggests we are not doing an adequate job of getting the message out about the importance of "buckling up". Question #3 is not surprising since there is no seat belt law for 18 years of age and older therefore the responses reflect drivers knowledge that they are not required to wear seat belts if 18 years of age or older.

Table OP-4 Behavioral Attitude Survey Results Specific to Occupant Protection – 2014

Behavioral Attitude Survey Results-2014		
#1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, vehicle, or pick up?		
	Always	**Never**
2010	76%	9%
2011	79%	8%
2012	77%	8%
2013	76%	9%
2014	75%	5%
#2. In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?		
	Yes	**No**
2010	24%	75%
2011	24%	76%
2012	27%	72%
2013	25%	75%
2014	21%	79%
#3. What do you think the chances are of getting a ticket if you don't wear your safety belt?		
	Always	**Never**
2010	2%	36%
2011	2%	36%
2012	4%	34%
2013	3%	43%
2014	2%	42%

Source: Attitude Survey Results Summary 2014

Figure 16 OP Unrestrained Fatalities

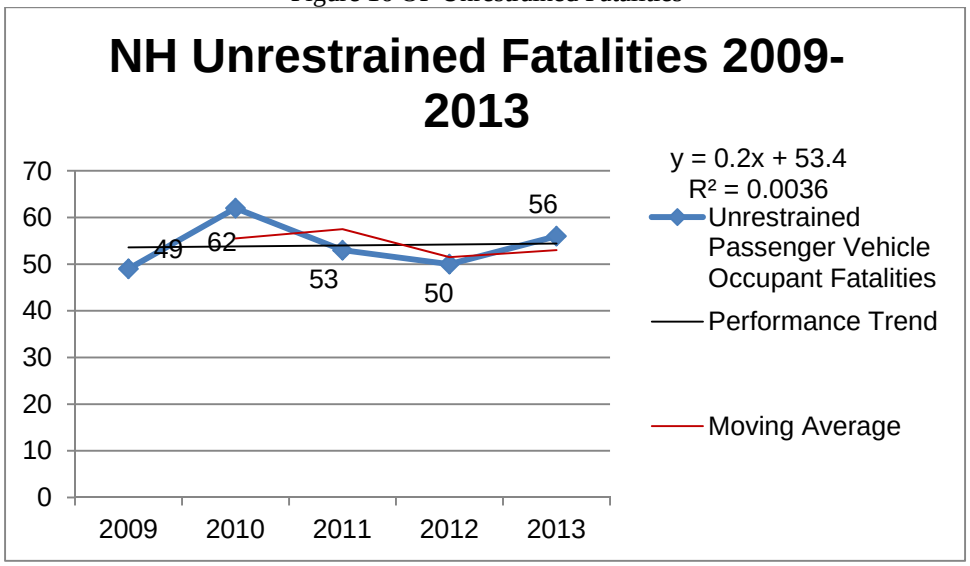


Figure 16 shows that unrestrained fatalities has increased over the last 3 years. NH's lack of an adult seat belt law makes it challenging to increase seat belt usage.

Figure 17 Unrestrained Fatalities by Age

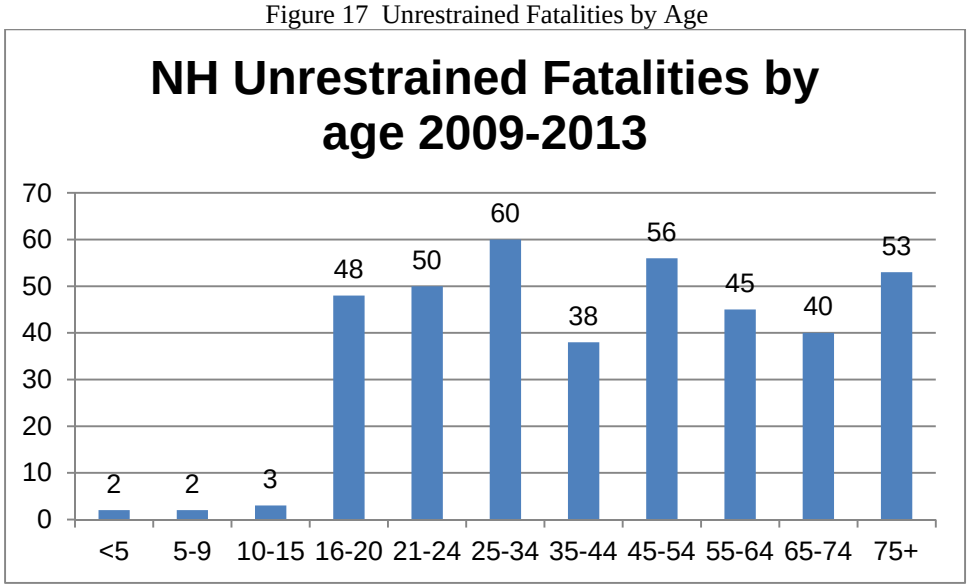


Figure 17 shows that unrestrained fatalities by age are relatively evenly distributed across all age ranges. NH currently lacks a mandatory seat belt use law for those aged 18 years of age and above. The law requires everyone under the age of 18 must use a seat belt or child safety seat.

Performance Targets

- To reduce unrestrained passenger vehicle occupant fatalities, for all seat positions, by 5 percent from 54 (2009 – 2013 average) to 51 by December 31, 2016.

- To increase seat belt use for passenger vehicles, front seat outboard occupants by 5 percentage points from 70% (2014) to 75% by December 31, 2016

Problem Solution Tasks:
The Problem Solution Tasks outlined below allow for continuous follow-up and adjustments based on new data and the effectiveness of existing and on-going projects.

1. *Convincer Demonstrations.* This task will provide funds to the Merrimack Police Department to conduct seat belt Convincer demonstrations throughout the state during the FFY 2016. 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 are used year round 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 2014 a total of 10 officers presented the Convincer at twenty-five (25) events throughout the state. Approximately 3,842 were in attendance at these events. Three hundred and sixty-one (361) people rode the Convincer and detailed conversations were held with 355 individuals. We expect similar results in FY 2016. There will be an evaluation component to measure what is learned. This task is supported by CTW Chapter 2, Section 3.2
   Funding: $25,000.00 Section 402

Funding: $163,000 Section 402

3. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to continue to coordinate and administer the statewide Child Passenger Safety program throughout FFY 2016. Programs will include the development of new materials and handouts focused on current, updated laws, Public

Service Announcement (PSA) production and air time of various PSAs, work to increase CPS technician recertification rates, new updated educational materials to support the 33 child seat fitting stations (see attachment C for brochure of child seat fitting stations), a one day conference focused on occupant protection and the completion of a study that will help to determine the effectiveness of the various programs initiatives and to determine areas that need to be enhanced. NHTSA's 2011 study titled, "National Child Restraint Use Special Study" will be used as a foundation. The budget breakdown is approximately $98,000 in personnel costs; $14,000 for Child Passenger Safety Conference, $15,000 media, $21,000 NHTSA certified training, $8,000 for car seat training, inspection stations, special needs and hospital ED. This task is supported by CTW Chapter 2, Section 2.34.
Funding: $200,000 Section 402

4. *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 Click it or Ticket (CIOT) mobilization. This task is required by NHTSA.
Funding: $55,000 Section 402

5. *Behavioral 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. This program is recommended by NHTSA.
Funding: $8,000.00 Section 402

6. *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. Funding will provide for six EMS Instructor and Training Officer classes, review and make needed revisions to course materials, complete twelve (12) CPS for EMS classes and to provide ten (10) child passenger safety seats for EMS Services demonstrating financial need and current lack of appropriate car seats for pediatric patients. This task is supported by CTW Chapter 2 section 7.3.
Funding: $30,000.00 Section 402

7. *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 five years unrestrained fatalities have been as high as 73 percent. 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 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 16-02, Alcohol in Relation to Highway Safety and PSP 16-03, 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: $150,000 Section 402

PSP NO. 16-01 OP
OCCUPANT PROTECTION

Project Titles	MAP 402 OP	Match	Share to Locals	Total Federal Funds
1. Convincer Demonstrations	$25,000	$6,000	25,000	$25,000
2. BUNH Activities & Seat Belt Challenge	$163,000	$45,000	90,000	$163,000
3. Statewide CPS Program	$200,000	$50,000	100,000	$200,000
4. Seat Belt Use Survey	$55,000			$55,000
5. Behavioral Attitude Survey	$8,000			$8,000
6. CPS For EMS Providers	$30,000	$6,500	30,000	$30,000
7. Highway Safety Media Campaign (PM)	$150,000	$75,000		$150,000
Total	**$631,000**	**$182,500**	**$245,000**	**$631,000**

PSP 16-02 Impaired Driving

Problem Identification

The primary goals of this program is to decrease impaired driving fatalities on NH's roadways where a driver is impaired. The strategies identified for accomplishing these goals include:

- Funding high visibility enforcement and public information and education
- Funding prosecutorial and other relevant training
- Funding a Traffic Safety Resource Prosecutor
- Funding equipment
- Funding a DRE program
- Funding an alcohol interlock device program

Figures 18 and 19 show that NH has not been able to maintain a consistent downward trend for alcohol-impaired fatalities or alcohol-impaired VMT. Alcohol-impaired fatalities have consistently been around or above the national average. More resources need to be put towards decreasing fatalities involving alcohol in order to see a significant overall drop in fatalities.

Figure 18 Alcohol Impaired Fatalities

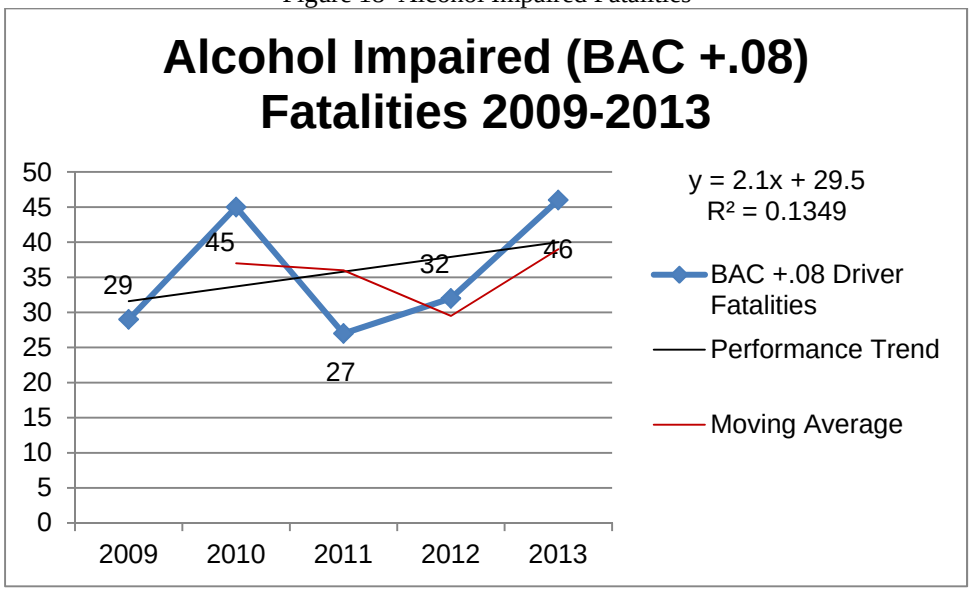
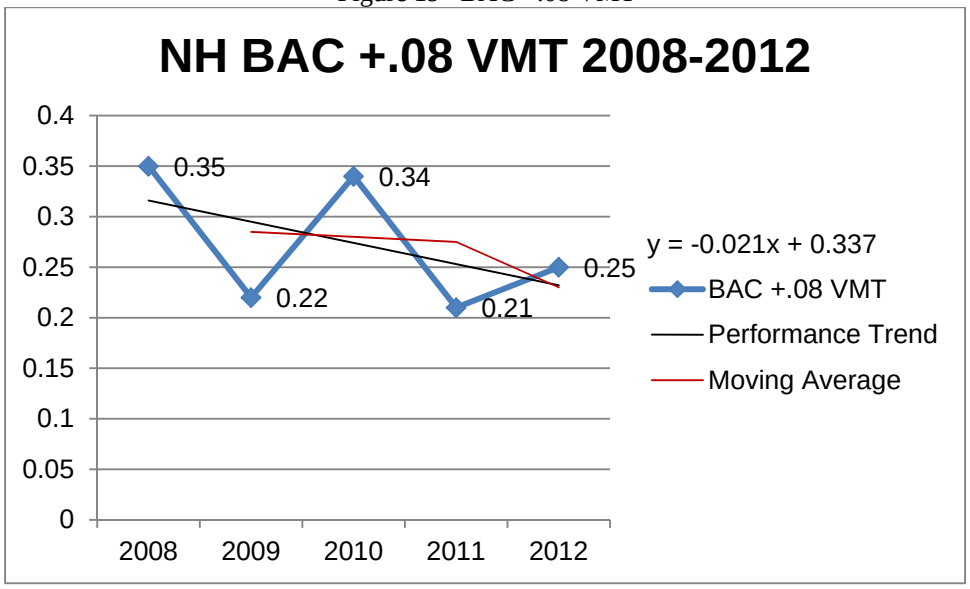


Figure 19 BAC +.08 VMT



Figures 20, 21 and 22 show when an alcohol impaired fatality is most likely to occur, by time of day, day of week, and month of year. Following national trends, the most common time for a fatal crash of this type to take place is during the nighttime hours and on weekends. August and October are the most common months for a crash of this type. This is slightly outside the national trend. This data will be used, in part, to help decide when alcohol enforcement patrols will take place.

Figure 20 Alcohol Fatal Time of Day 1

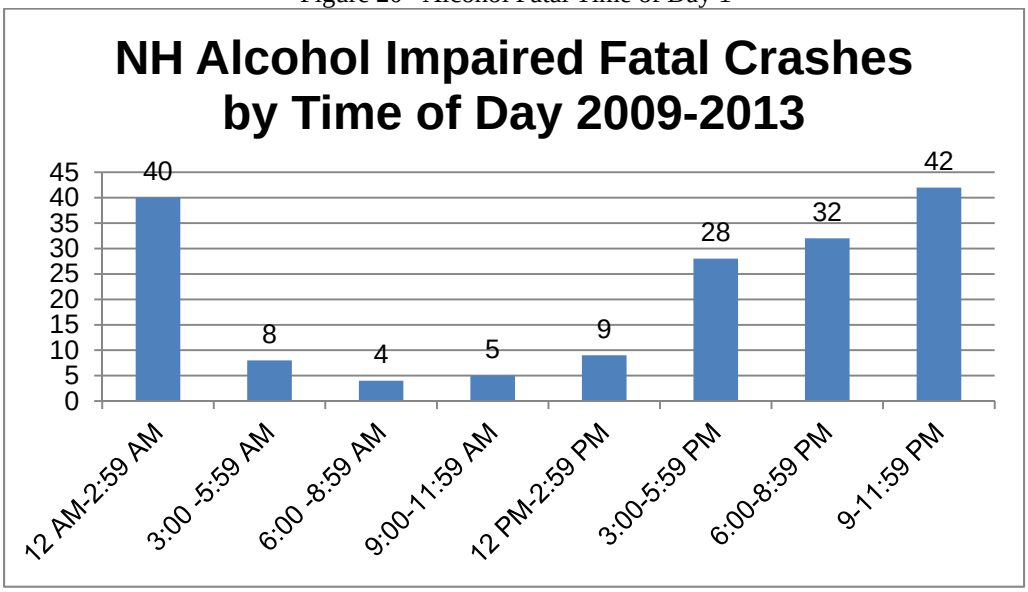


Figure 21 Alcohol Fatal Day of Week

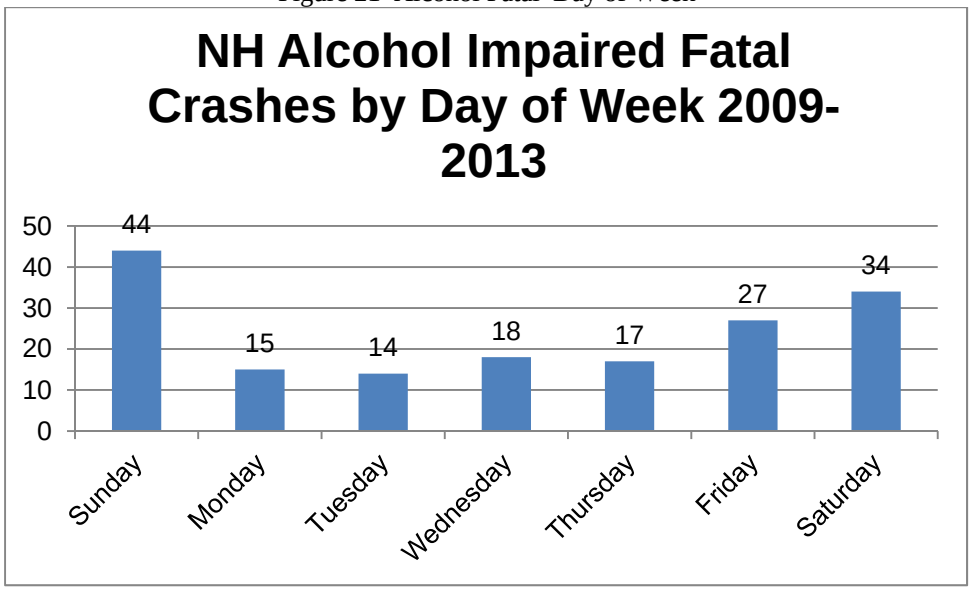


Figure 22 Alcohol Fatal by Month

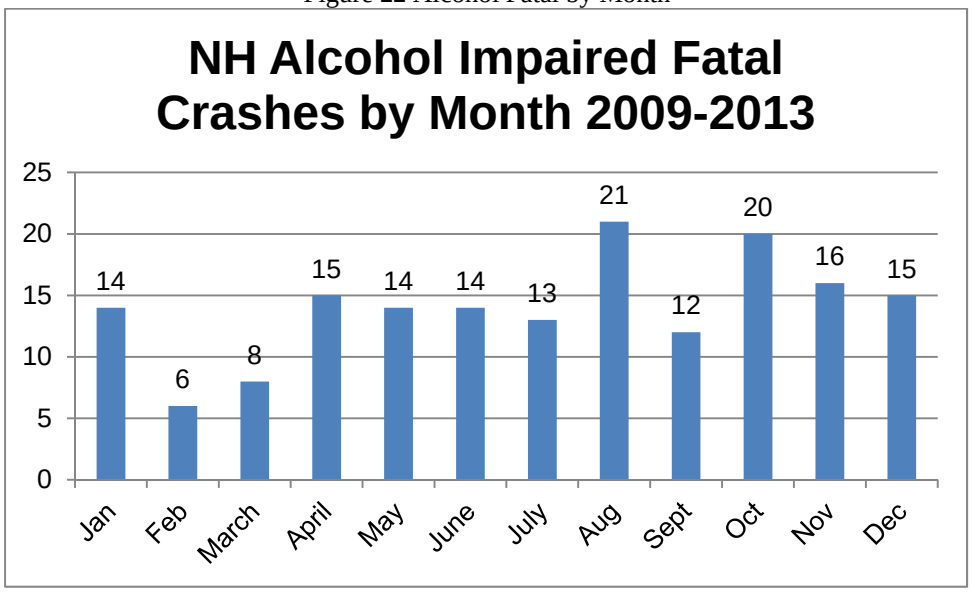


Figure 23 shows that Hillsborough and Rockingham counties are the most likely locations for an alcohol impaired fatality to take place. These counties are also the most likely place for a fatality of any type to take place. Because of this, the majority of our resources will be focused in these counties.

Figure 23 Alcohol Fatal by Counties

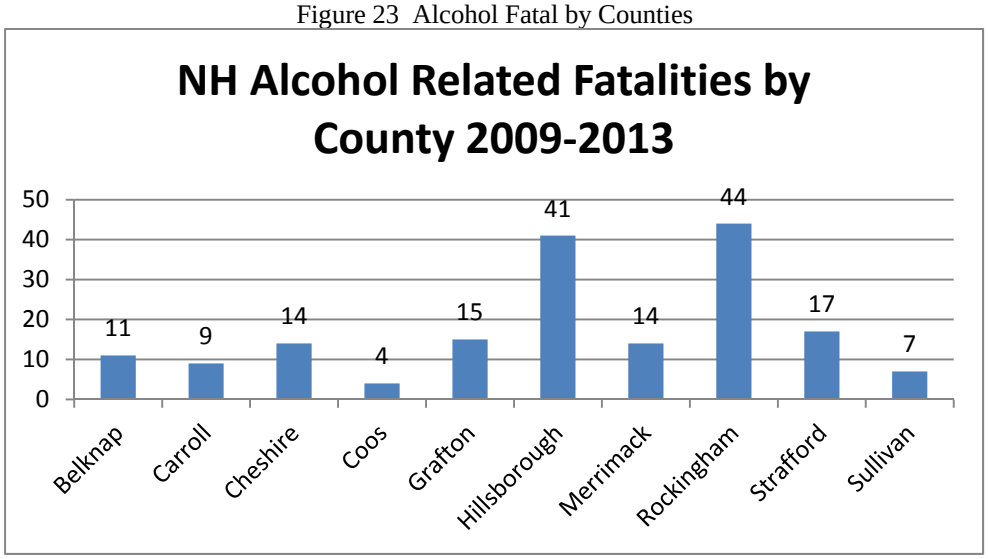


Table AL-4 Behavioral Attitude Survey Results Specific to Impaired Driving – 2014

Behavioral Attitude Survey Results-2014							
#1. Are you a licensed Driver?	**Licensed In NH**	**Licensed In Another State**	**Not Licensed**				**Number Responding**
2010	480 (95%)	2	21 (4%)				504
2011	492 (95%)	8 (2%)	15 (3%)				516
2012	484 (93%)	5 (1%)	31 (6%)				520
2013	471 (92%)	7 (1%)	34 (7%)				512
2014	495 (96%)	5 (1%)	18 (3%)				518
#2. In the past 30 days, how many 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**	**Number Responding**
2010	410 (84%)	64 (13%)	4 (1%)	4 (1%)		4 (1%)	485
2011	437 (87%)	56 (11%)	7 (1%)	1 (0%)		1 (0%)	503
2012	417 (86%)	55 (11%)	6 (1%)	4 (1%)		3 (1%)	485
2013	414 (87%)	55 (11%)	3 (1%)	2 (0%)		3 (1%)	477
2014	407 (82%)	81 (16%)	4 (1%)	4 (1%)		3 (1%)	498
#3. 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**	**Number Responding**
2010	349 (69%)	146 (29%)				8 (2%)	504
2011	365 (71%)	144 (28%)				6 (1%)	516

2012	373 (72%)	143 (27%)				5 (1%)	520
2013	370 (72%)	139 (27%)				3 (1%)	512
2014	385 (74%)	132 (25%)				1 (0%)	518
#4. 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**	**Number Responding**
2010	21 (4%)	81 (16%)	177 (35%)	196 (39%)	3 (1%)	25 (5%)	504
2011	22 (4%)	94 (18%)	170 (33%)	209 (41%)	1 (0%)	19 (4%)	515
2012	23 (4%)	92 (18%)	175 (34%)	204 (39%)	1 (0%)	25 (5%)	518
2013	38 (7%)	79 (15%)	176 (34%)	196 (38%)	5 (1%)	18 (4%)	513
2014	27 (5%)	95 (18%)	20 (4%)	175 (34%)	2 (0%)	20 (4%)	517

Source: NHTSA Attitude Survey Results Summary 2014

The results summarize the attitudes of drivers relative to drinking and driving. Question #2, which asks if the driver has driven within 2 hours of drinking, went up significantly in the category of drinking and driving with 2 hours after having 1-5 drinks. The other interesting result is question #4 where the majority of respondents feel their chances of being arrested after drinking and driving is rare.

Performance Targets

To reduce alcohol impaired fatalities by 8 percent from 36 (2009 – 2013 average) to 33 by December 31, 2016.

***Problem Solution Tasks**:*

1. *New Hampshire Traffic Safety Commission(TSC).* 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.
Funding: $1,000.00 Section 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: $7,000.00 Section 405 D

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. Funds will cover personnel expenses, service contract, maintenance, and public information materials, and instate travel. 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: $25,000 Section 405 D

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 printed materials at $1,650.00, instructor expenses and indirect costs. This task is supported by CTW Chapter 1, Section 7.3.
Funding: $10,000.00 Section 405 D

5. *Preliminary Breath Testing (PBT) Devices*. NH RSA 265:92-a provides law enforcement officers the opportunity to use 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 2016 for the bulk purchase of 150 PBT units through the Liquor Commission, 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 2016 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: $110,000.00 Section 405 D

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 DSGPO mobilizations. 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: $500,000 Section 405 D

7. Video Equipment/body cameras. This task will provide the funds to assist up to 50 local and county law enforcement agencies with the purchase of in-cruiser video equipment and body cameras. Video systems cost between $2,500 and $5,000 per unit. Body cameras cost approximately $500-$1,000. Additionally, the NHSP do not currently have any video equipment or infrastructure for this equipment. This task, for the NHSP will be used to purchase in-cruiser video and the required support systems. 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. See Appendix A for a list of departments slated to receive equipment over 5,000.00. This task is supported by CTW Chapter 1, Section 2.5.
Funding: $2,150,000 Section 405 D

8. *DWI/DUI Patrols/Sobriety Checkpoints.* This task will provide funds to the NH State Police and selected local police to conduct sustained impaired-driving enforcement activities throughout the year. Local police departments were chosen based on crash data as explained in the E-BE (see chart B for the list of eligible departments). Other departments may also be eligible based on other factors. NHTSA will be sent a list of potential grantees before contracting. Enforcement times and locations will be based on local data provided by the selected communities and NHHSA. Departments will be required to conduct enforcement of impaired driving laws during the national *Drive Sober or Get Pulled Over* 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. Funds will also be used for local, state, and county police departments to complete approximately 35 sobriety checkpoints to be conducted mainly during summer months with specific times and locations to be based on data. This task is supported by CTW Chapter 1, Section 2.1 and 2.2.
Funding: $1,500,000 Section 410, $500,000 Section 405 D

9. *OHRV DWI/DUI Patrols*. The NH Fish and Game will be conducting approximately 280 hours of dedicated OHRV DWI/DUI enforcement patrols in throughout the state of NH during the spring, summer and fall months. Enforcement will take place in the "1,000 mile ride the wild trail" where trails overlap onto public roadways. This area includes locations such as routes 16, 3, and 110. Participating officers have been trained in SFST. There have been several

incidences of DWI arrests and two fatalities in recent years. This task is supported by CTW Chapter 1, Section 2.2.
Funding: $25,000 Section 405 D

10. *Liquor Commission Sobriety Checkpoints/"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 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 checkpoints. The collection of the place of the "Last Drink" data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The vehicle may also be used for events regarding alcohol education, awareness and enforcement of underage drinking laws. 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: $75,000 Section 405 D

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: $20,000.00 Section 402 $10,000.00 Section 405 D

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: $170,000.00 Section 405 D

13. *DOS Interlock Ignition Program*. This task will provide funds that will allow the NH DOS 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 2016 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: $55,000.00 Section 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, the purchase or printing of the necessary training manuals, training costs, travel associated with out-of-state DRE field evaluations/certifications, and travel to the Annual DRE Conference. 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: $100,000.00 Section 405 D

15. *Impaired Driving Prosecutors.* Currently there is a significant gap between the number of DWI cases that go to court and the number of available attorneys to prosecute the cases. Specifically, there are 16 courts that are largely uncovered by prosecutors. Instead, these courts are covered by the arresting trooper, not an attorney prosecutor. As such, the chances for successful prosecution are minimized. Through this task funds will be provided to the NHSP for two additional attorney prosecutors and a paralegal to cover these courts. We anticipate that the conviction rate will increase. Additionally the prosecutors will be able to provide greater assistance to troopers to prepare for their court cases. This task is supported by CTW Chapter 1, Section 3.
Funding: $300,000 Section 405 D

16. *Out of State Lab Testing.* NH does not have the capability to test for all possible drugs in impaired driving cases. Tests only cost approximately $200, but it is cost-prohibitive to pay for the analyst involved in the testing to come to NH to testify about the case. Consequently, it is impossible for police departments to prosecute these cases. Funds for this task go to the Attorneys General office and will be used to pay for an out of state lab to conduct the necessary tests and for the involved analyst to testify during prosecution. This task is supported by CTW Chapter 1, Section 3.
Funding: $10,000 Section 405 D

17. *Place of Last Drink Source Investigation.* Funds will be provided to the Liquor Enforcement Bureau to establish a Targeted Responsibility for Alcoholic Beverage Control (TRACE) program. Personnel will complete investigations of alcohol-related crashes to establish accountability for liquor licensed establishments and individuals found to be in violation of NH's alcoholic beverage laws. Establishments will be held accountable for over serving and/or selling alcohol to intoxicated patrons. TRACE investigators will respond within 72 hours of an incident. NH law enforcement agencies will be trained on TRACE protocol. There will be a media component to this project. This task is supported by CTW Chapter 1, Section 5.3.
Funding: $100,000 Section 405 D

18. *Compliance Checks.* Funds will be provided to the Liquor Enforcement Bureau to conduct an enhanced liquor enforcement compliance check program to reduce underage drinking and impaired driving. Overtime funds will be provided to Liquor Enforcement Bureau investigators to preform compliance checks in approximately 75 communities. The goal of this project is to prevent the sale of alcohol to individuals under 21 years of age and to prevent young drivers from drinking and driving. This program will take place throughout the year. Locations will be chosen based on areas that have had historically high poor compliance rates or where compliance checks have not been conducted recently. This task is supported by CTW Chapter 1, Section 6.3.
    Funding: $100,000 Section 405 D

19. *Breath Alcohol Testing Mobile.* Funds will be used for the NHSP to purchase a brand new Breath Alcohol Testing Mobile for use at sobriety checkpoints. This project will also include all necessary equipment and outfitting. The RFP process has not started for this purchase so a timeline for delivery has not yet been established. NHHSA will seek further approvals as this project progresses. This task is supported by CTW Chapter 1, Section 2.1.
    Funding: $600,000 Section 405 D

20. *Program Management.* Funds will be provided to hire new staff members to exclusively work on impaired driving projects. Funds will also cover travel, professional development expenses and other related program expenses.
    Funding: $150,000 Section 405 D

PSP-16-02
IMPAIRED DRIVING

Project Title	Section 402	Section 410	Section 405 D	Match	Share to Local	Total Federal Funds
1. NH TSC	$1,000					$1,000
2. DDD Awareness Month			$7,000	$2,000		$7,000
3. Virtual Driving Simulators			$25,000	$6,500		$25,000
4. Prosecutorial Seminar			$10,000	$2,500		$10,000
5. PBTs			$110,000	$26,000		$110,000
6. Paid Media			$500,000	$400,000		$500,000
7. Video Equipment			$2,150,000	$600,000		$2,150,000
8. DWI/DUI Patrols/Sobriety Checkpoints		$1,500,000	$500,000	$4,700,000		$2,000,000
9. OHRV			$25,000	$6,500		$25,000
10. DUI Van Admin			$75,000	$20,000		$75,000
11. Conferences	$20,000		$10,000	$7,500	$8,000	$30,000
12. TSRP			$170,000	$45,000		$170,000
13. Interlock			$55,000	$20,000		$55,000
14. DRE			$100,000	$30,000		$100,000
15. Impaired Driver Prosecutor			$300,000	$75,000		$300,000
16. Lab Testing			$10,000	$5,000		$10,000
17. Place of Last Drink			$100,000	$30,000		$100,000
18. Compliance Checks			$100,000	$30,000		$100,000
19. BAT Mobile			$600,000	$200,000		$600,000
20. Program Management			$150,000			$150,000
Total	**$21,000**	**$1,500,000**	**$4,997,000**	**$6,206,000**	**$8,000**	**$6,518,000**

PSP16-03 Police Traffic Services (PTS)

Problem Identification

In 2014 there were a total 95 fatalities that resulted from 89 fatal crashes. See Table PTS-2 below which identifies the primary causes of the 89 fatal crashes that occurred. Looking at additional data supplied below you will see that in most cases the data fluctuates from year to year. This fluctuation suggests that the funding methodology that has been used in the past has had little to no effect on reducing NHHSA's Core Performance Targets because there has been no sustained downward trend in our Core Performance Targets. As discussed earlier, the new funding methodology using crash data to target which communities are eligible for funding and using population to determine the amount of funding will provide a better way to have a positive impact on our overall fatality and injury data. Additionally, we are also working closer with our partners that provide data which will allow us to do continuous follow up and to make adjustments throughout the year based on the most up to date data.
Providing our law enforcement partners with the appropriate tools to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors.
Strategies to achieve these goals include:

- Funding equipment
- Overtime enforcement patrols
- Police training
- Media campaign

Table PTS-1 shows that overall incapacitating and non-incapacitation injuries have been relatively stable since 2011. Driver inattention/distraction, physical impairment and skidding are top 3 contributing factors for incapacitating injuries while driver inattention/distraction, failure to yield and skidding are the top 3 contributing factors for non-incapacitating injuries.

Table PTS-1

CONTRIBUTING FACTORS TO INCAPACITATING AND NON-INCAPACITATING INJURIES

	Incapacitating Injuries						Non-Incapacitating Injuries				
Contributing Factors	**2010**	**2011**	**2012**	**2013**	**2014**		**2010**	**2011**	**2012**	**2013**	**2014**
Centerline Encroachment	5	44	12	47	4		84	35	33	35	40
Defective Equipment	17	3	0	2	6		68	17	11	17	28
Disregard Traffic Control Device	19	0	6	0	4		222	149	75	133	55
Driver Inattention/Distraction	74	22	68	32	33		1,179	453	572	471	349
Driver Inexperience	11	3	8	4	2		121	30	75	24	42
Failure to Yield ROW	72	18	38	24	11		912	262	259	259	147
Following to Close	47	5	12	7	5		374	135	135	128	98
Illegal/Unsafe Speed	59	16	61	14	16		602	359	312	246	137
Impeding Traffic	6	0	2	0	0		19	5	5	4	0
Improper Park/Start/Stop	2	2	4	7	0		74	29	18	33	20
Improper Passing/Overtaking	26	4	3	9	1		49	6	16	4	23
Improper Turn	11	0	6	0	0		53	38	37	27	0
Improper/Unsafe lane Use	12	5	7	7	1		87	34	46	29	15
Other	89	141	181	156	19		436	347	216	289	149
Pedestrian Violation/Error	1	0	2	1	0		12	3	13	3	0
Physical Impairment	61	26	61	34	20		352	119	131	112	106
Skidding	125	21	118	33	13		1,202	189	126	151	113
Unsafe Backing	7	2	1	4	6		38	33	27	231	8
Vision Obscured	16	10	7	19	5		173	51	49	48	101
Disregard Traffic Markings	---	---	---	--	2						1
Failure to Keep in Proper Lane	---	---	---	---	8						32
Unknown	---	---	---	---	152		---	---	---	---	---
Totals	**660**	**322**	**497**	**394**	**308**		**6,057**	**2,294**	**2,156**	**2,244**	**1,464**

Source: NH DOS

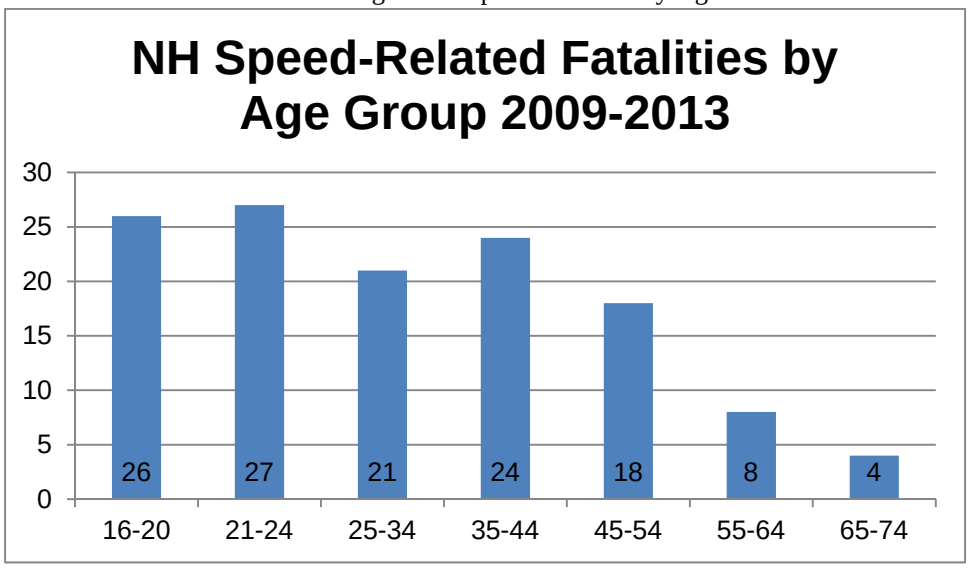
Note: Prior to 2104 incapacitating injuries included; suspected serious injury and suspected minor injury, according to definitions from the FARS. Beginning in 2014 incapacitating is only suspected serious injuries.

Table PTS-2

2014 Fatal Crashes *Primary Causes*		
Causes	**Category Total**	**Specific Causes**
Alcohol	3	Alcohol
	9	Alcohol & Speed
	14	Alcohol & Drugs
Total	26	
Drugs	3	Drugs
	3	Drugs & Speed
Total	6	
Human Error	11	Inattention/Distraction
	1	Unsafe Lane Change/Improper Maneuver
	0	Disregard Traffic Control Device
	7	Pedestrian Error
Total	19	
Operator Related	6	Center Line Encroachment
	12	Failure to Yield
	0	Inexperience
	1	Operator Error
Total	19	
Medical / Physical	0	Fatigue
	2	Medical Event
Total	2	
Speed	1	Hit & Run
		Reckless Operation
	3	Speed
	4	Speed for Road & Weather Conditions
Total	8	
Other Causes	0	Animal in Roadway
	1	Vision Obscured
	5	Unknown per PD
	2	Bicycle Error
	0	Overcorrected
	0	Fell from a Moving Vehicle
	1	Medical Deficiency
Total	9	
Grand Total	89	

Source: NH DOS, *2014 Annual Summary Report*

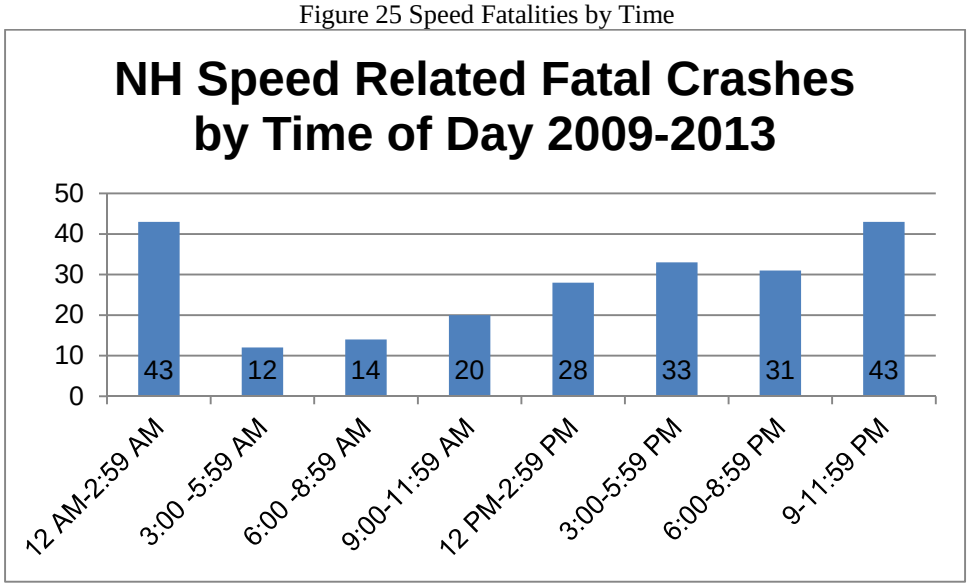
Figure 24 Speed Fatalities by Age



Source: NH DOS

Figure 24 shows that speed related fatalities appears to be evenly distributed across 16-24 year olds. Furthermore, the age range from 16-34 represented 57% of all speeding fatalities. This supports the need to target this age grouping with our media campaigns.

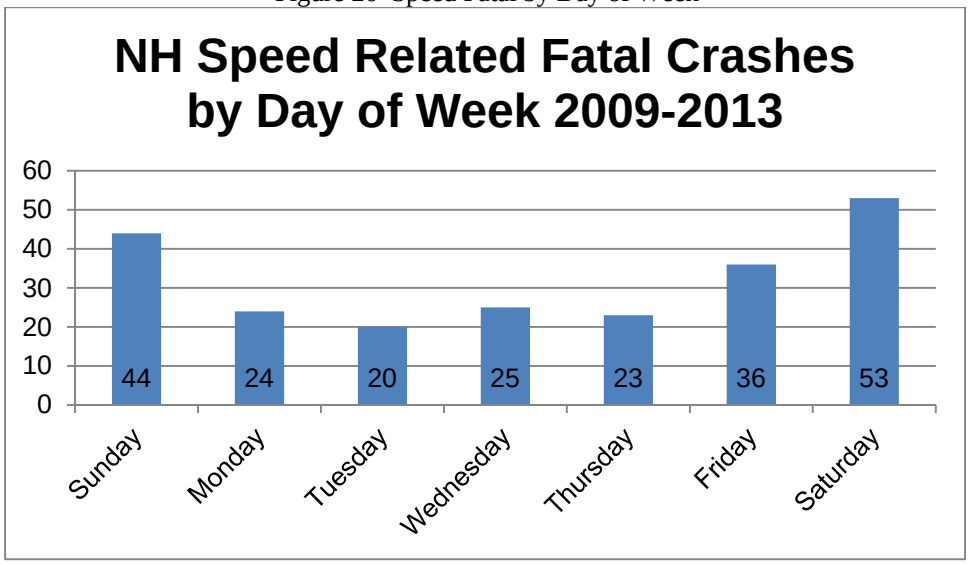
Figure 25 Speed Fatalities by Time



Source: NH DOS

Figure 25 shows that the problem of speed related fatalities occurs during the evening commute and late night hours. Because of this data, enforcement patrols will take place largely during these time frames.

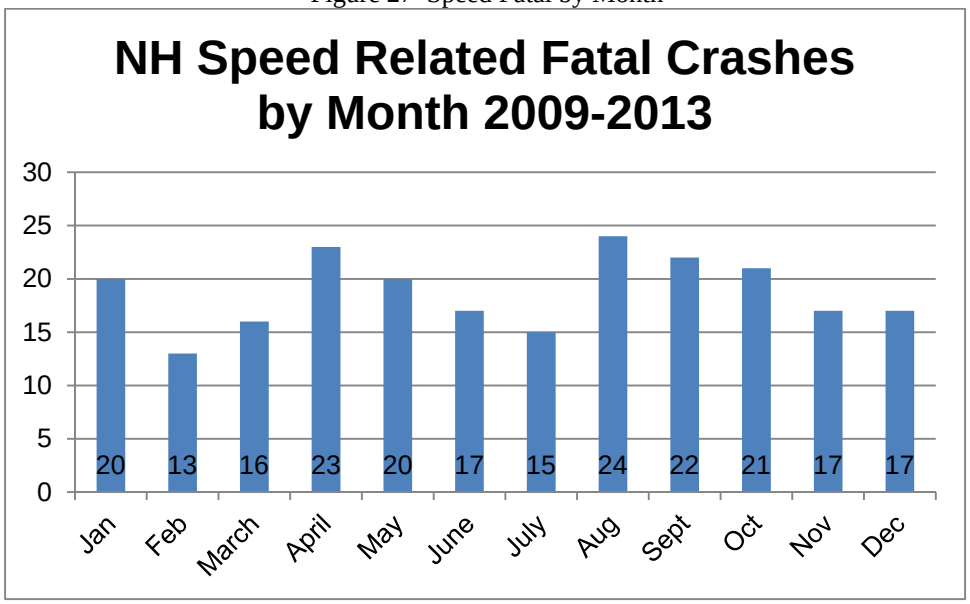
Figure 26 Speed Fatal by Day of Week



Source: NH DOS

Figure 26 shows that most speed related fatal crashes occur primarily between Friday, Saturday and Sunday and is more evenly distributed Monday through Thursday. This data largely coincides with alcohol related fatalities as well. Law enforcement will be encouraged to conduct their enforcement patrols during these time frames.

Figure 27 Speed Fatal by Month

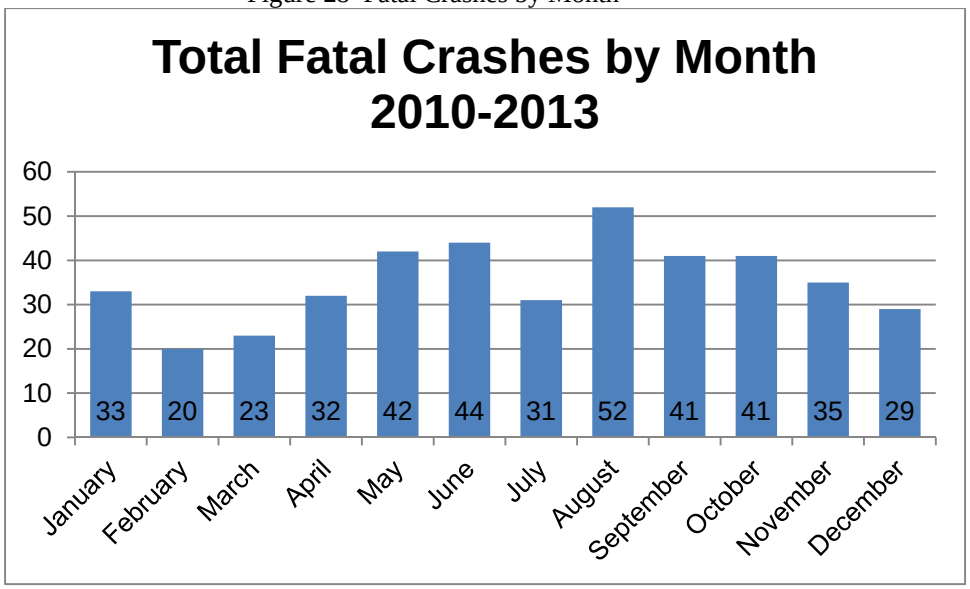


Source: NH DOS

Figure 27 shows that April, August and September are the top 3 months for speed-related crashes for the 5-year period. Looking at NH speed-related fatal crashes with figure 28, total crashes by month, you will see that August has the most overall fatal

crashes as well as speed-related crashes. Enforcement patrols will be conducted during these months to help reduce speed-related fatalities.

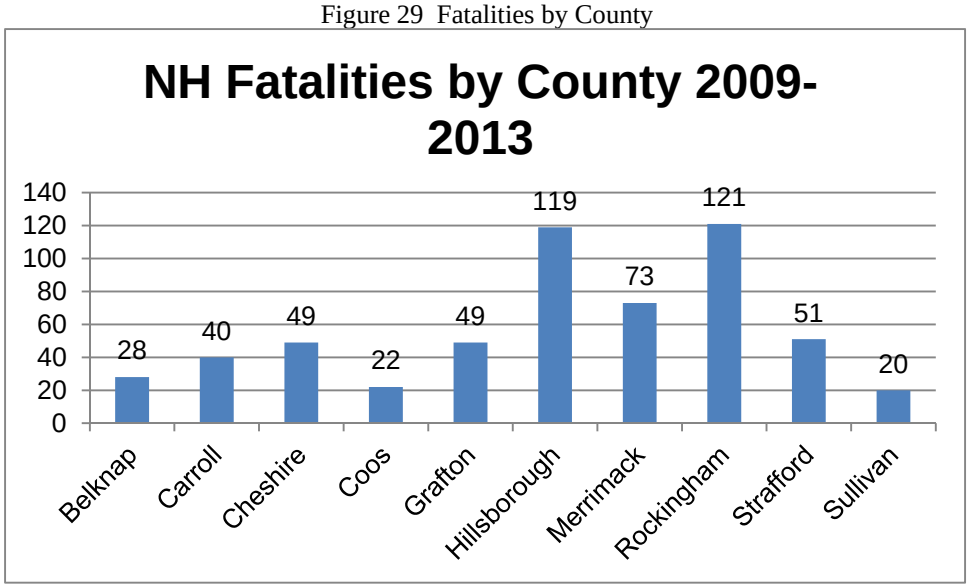
Figure 28 Fatal Crashes by Month



Source: FARS

Figure 28 shows that the months between May and October have the highest number of fatal crashes over the 4-year period. This would suggest that enforcement activities should be increased during these months.

Figure 29 Fatalities by County

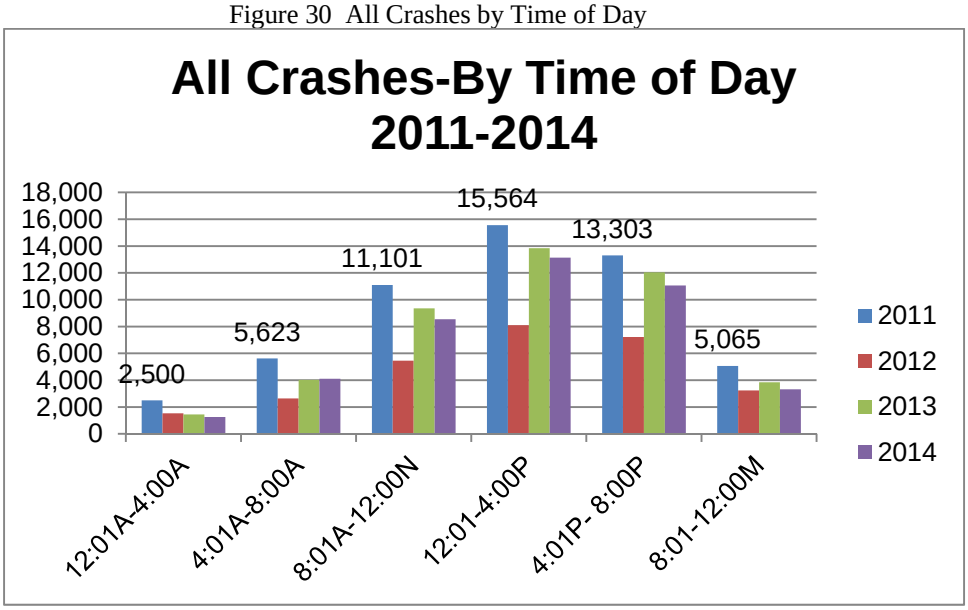


Source: FARS

Figure 29 shows the Hillsborough, Merrimack and Rockingham account for approximately 55% of all fatal crashes that occur in the state. This data also coincides

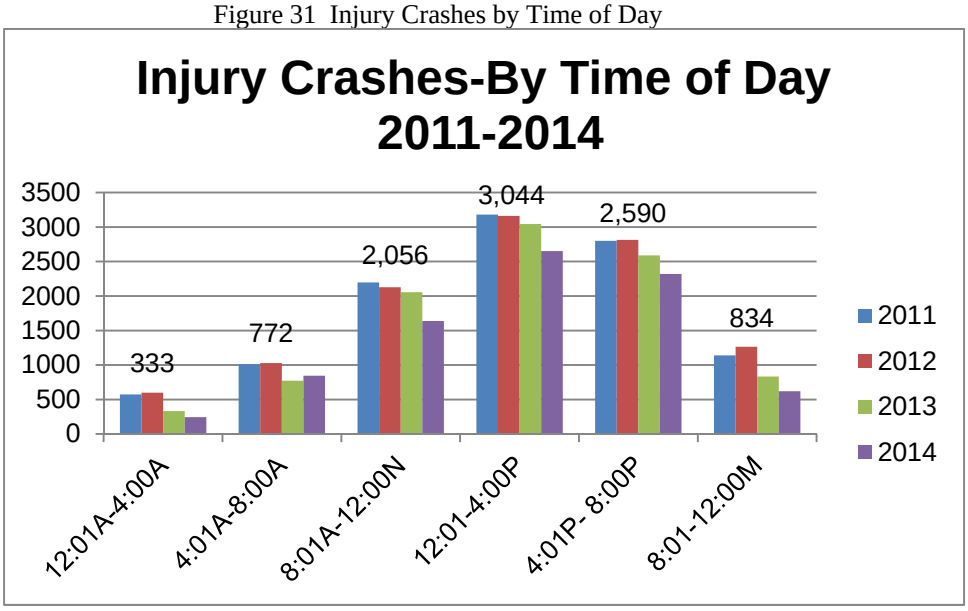
with the crash data that was used to determine the new funding methodology. NHHSA will now be focusing more resources that cover the communities in these counties.

Figure 30 All Crashes by Time of Day



Source: NH DOS

Figure 31 Injury Crashes by Time of Day



Source: NH DOS

Figure 30 and 31 depict "All Crashes" and "Injury Crashes" by time of day. The time-frame between 12:01 PM and 8:00 PM account for the majority of "All Crashes" and "Injury Crashes". Looking at figure 25, NH Speed Related Fatalities by Time, you will see the same timeframe accounts for 41% of speed-related fatalities. Law enforcement resources will be deployed as appropriate based on this data.

Table PTS-3

	Age of Drivers Involved In Injury Crashes					
Ages	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
16-20	1,942	1,463	2,168	2,911	1,343	1,039
21-25	1,405	971	1,917	1,288	1,198	1,045
26-30	1,085	1,253	1,504	1,822	880	841
31-35	878	862	1,311	1,460	690	625
36-40	961	1,320	1,238	1,300	617	499
41-45	1,039	1,337	1,265	1,559	721	590
46-50	1,044	661	1,476	1,666	763	658
51-50	886	1,069	1,506	1,598	791	707
56-60	739	889	1,090	1,377	642	612
61-65	510	511	845	1,048	477	448
66-70	344	448	480	758	365	282
70+	1,401	934	999	1,462	642	513
Totals	**12,234**	**11,718**	**15,799**	**18,249**	**9,129**	**7,859**

Source: NH DOS

Table PTS-3 shows that ages 16-25 account for the largest percent of injury crashes. All other age groups are more evenly distributed. Appropriate media materials to target this age group will be created.

Table PTS-4

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*
2014	46,028	25,139

Source: NH Division of Motor Vehicle and NH DOS

Table PTS-4 shows the number of speed violations issued. Speed violations have fluctuated over the years while the number of crashes has declined.

Table PTS-5

	Behavioral Attitude Survey Results-2014				
	#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**
2010	37 (8%)	59(12%)	88(18%)	198(41%)	104(22%)
2011	21 (4%)	69(14%)	101(20%)	173(27%)	136(27%)
2012	33 (7%)	88(18%)	88(18%)	151(31%)	126(26%)
2013	43 (9%)	71(15%)	98(20%)	148(31%)	118(25%)
2014	50 (10%)	73(15)	95(19%)	192(38%)	94(19%)
	#2. In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?				
	Yes	**No**			
2010	227 (45%)	276 (55%)			
2011	234 (46%)	276 (54%)			
2012	230 (44%)	287 (55%)			
2013	255 (50%)	256 (50%)			
2014	270 (53%)	239 (47%)			
	#3. What do you think the chances are of getting a ticket if you drive over the speed limit?				
	Always	**Rarely**	**Never**		
2010	14 (3%)	201 (40%)	6 (1%)		
2011	13 (3%)	202 (39%)	11 (2%)		
2012	15 (3%)	216 (42%)	9 (2%)		
2013	23 (4%)	165 (32)	9 (2%)		
2014	20 (4%)	183 (36%)	8 (2%)		

Source: NH Attitude Survey Results Summary 2010-2014

During July 2010, 2011, 2012, 2013 and 2014 the University Of New Hampshire Survey Center included the Behavioral Attitude Survey questions in its July Granite State Poll. The Granite State Poll surveyed five hundred twelve (512) 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. It will also help to identify areas that we could improve upon. Question #2 reveals that about half the respondents have received some messaging around speed enforcement but interestingly question #3 reveals that the majority of respondents believe they will rarely receive a ticket for speeding if caught. One would expect that the belief of not getting a ticket might increase speeding but question #1 reveals that over 50% of the respondents claim they rarely or never speed. If you look at the Core Performance Chart on page 11 you see that 66 of the 135

fatalities or 48% in 2013 were speed related. This suggests that speed continues to be an issue and needs to be addressed.

The data in this section will be presented to participating departments to encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

Performance Targets

- Reduce speed-related fatalities by 15 percent from 49 (2009- 2013 average) to 41 by December 31, 2016.
- Decrease speed-related fatalities in the summer months (May – September) by 10 percent from 20 (2009 - 2013 average) to 18 by December 31, 2016.

Problem Solution Tasks:

1. *Supplies and Equipment.* This task will provide funds to assist approximately sixty (60) local, county, and state law enforcement agencies with the purchase of supplies and equipment including the following:
    - New and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders)
    - Extrication equipment
    - Speed boards, trailers, traffic data recorders
    - Mobile data terminals
    - Computers/tablets
    - Traffic accident reconstruction equipment/software

    Supplies and equipment will be given out through an identifiable need. Agencies are eligible for new supplies and equipment based upon the number of vehicles in their fleet. The replacement of supplies and equipment can only occur if the unit is beyond repair, parts are no longer available, or it cannot hold its certification without continuous service occurring. All purchases will be Buy America Act compliant. Refer to Attachment A for a list of preliminarily approved departments and their approved equipment. This list represents equipment requests of over $5,000. If there are additional requests for equipment of over $5,000 during the year, this office will seek permission for approval. This task is supported by CTW Chapter 3, Section 2.2.
    Funding: $525,000 Section 402

2. *Motorcycle Lease.* 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. However there may be other departments that request this service later in the year. NHHSA will request permission to award funds to other departments as needed. This task is supported by CTW Chapter 3, Section 2.2 and 2.3.
    Funding: $9,000.00 Section 402

3. *Police Training*. Funds will be provided to the Police Standards and Training Council for highway safety training classes to be offered to local, county, and state law enforcement officers. Courses may include: standardized field sobriety testing, ARIDE, crash reconstruction, and speed detection. Specific course decisions will be made based on need as determined by our law enforcement partners. Classes will take place throughout the year. This task is supported by CTW Chapter 1 Section 2 and Chapter 3, Section 2.
   Funding: $30,000 Section 402

4. *Driving Simulator*. Funding will be provided to the Police Standards and Training Council for purchase of a driving simulator. Nearly 25% of all officer fatalities are a result of a motor vehicle crash. This will allow police officers to increase the amount of driver training time. The simulator will be used to supplement currently available academy and in-service training provided to enhance officer's abilities to drive in stressful situations in an effort to eliminate crashes involving police cars in NH. The simulator can also be used to aid in detection and apprehension of impaired drivers. This task is supported by CTW Chapter 1 Section 2 and Chapter 3, Section 2.
   Funding: $55,000 Section 405 D and $55,000 Section 402

5. *Sustained Traffic Enforcement Patrols (STEP).* Sustained enforcement of traffic laws will be conducted in selected communities. By using crash data supplied by the NH DOS areas of high risk for traffic injuries and fatalities were selected for enhanced enforcement throughout the year. Local police departments in the selected areas will receive overtime funding to crack down on traffic safety violations such as speeding, red light running, and seat belt violations. A list of selected areas is provided in Attachment B. Other departments may also be eligible based on other factors. NHTSA will be sent a list of potential grantees before contracting. This grant program encompasses former grant programs including:
   - CPS Enforcement/Join the NH Clique
   - Speed Enforcement Patrols
   - Operation Safe Commute
   - Red Light Running Enforcement
   - School Bus Enforcement

   This task is supported by CTW Chapter 2, Sections 2.1 2.3, 3.1, 3.2, and Chapter 3 Section 2.2.
   Funding: $825,000 Section 402

6. *NH State Police Enforcement Patrols* This task will provide funds to support overtime pay for State Police patrols throughout the state involving statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 & 125, and the Special Aircraft unit. Enforcement patrols will include Speed Enforcement. Speed enforcement will be conducted throughout the year but will have a heavier emphasis during the summer months and on national holidays. Patrols will also include *Click It or Ticket* to coincide with the National Mobilization and Operation Safe Commute which are saturation patrols one day a month during the morning and afternoon commuting hours. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. This task is supported by CTW Chapter 3, Section 2.2.
   Funding: $360,000 Section 402

7. *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 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 16-01, Occupant Protection and PSP 16-02, 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: $150,000 Section 402

8. *Law Enforcement Liaison (LEL)* Funds will be used to hire an LEL. In this capacity, the contract LEL will work in conjunction with NHHSA, local and state police to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safe. NHHSA is hoping to begin the contracting process in early FFY 2016. Funds will also be provided for LEL salary, travel related expenses related to state and national conferences and trainings as well as in-state travel. This task is supported by CTW Chapter 1, Sections 2.5, Chapter 2 Sections 2.1, 2.2, 2.3, Chapter 3 Section 2.2, and Chapter 4 Section 1.3
   Funding $50,000 Section 402

PSP NO. 16-03 PT
POLICE TRAFFIC SERVICES

Project Titles	MAP 402 MOSC	405 D	Match	Share to Local	Total Federal Funds
1. Equipment	$525,000		$206,000	$300,000	$525,000
2. Motorcycle Leasing	$9,000		$3,000	$9,000	$9,000
3. Police Training	$30,000		$8,000	$30,000	$30,000
4. Driving Simulator	$55,000	$55,000	$28,000	$40,000	$110,000
5. Sustained Traffic Enforcement Patrols (SC)	$825,000		$206,000	$825,000	$825,000
6. NH State Police Enforcement Patrols (SC)	$360,000		$90,000		$360,000
7. Highway Safety Media	$150,000		$38,000		$150,000
8. Law Enforcement Liaison (LEL)	$50,000			$20,000	$50,000
Total	**$2,004,000**	**$55,000**	**$579,000**	**$1,224,000**	**$2,059,000**

PSP 16-04 TRAFFIC RECORDS

Problem Identification

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 DOS, NH Department of Transportation, NH Department of Health & Human Services, Administrative Office of the Courts, NH Insurance Department, and the NH Association of Chiefs of Police.

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

The chart below provides motor vehicle and fatality data supplied by the NH DOS, 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 2016.

The progress made in the last twelve months with the State's crash reporting system (CRMS/J-One VPN Installation Assistance) has enabled the timeliness of New Hampshire State Police crash reports to increase by 3.48 days when compared to the previous twelve month period ending March 31. Additionally, the completeness of a critical data element, Manner of Crash, has increased by 9 percent over the same period. New Hampshire's crash reporting system was developed at the DOS and is in use by the New Hampshire State Police. Currently, J-one VPN has been deployed to 100 agencies with another 134 agencies to go. Projects contained within this 2016 plan propose to enhance the crash reporting system by making it available to other remaining agencies within the State. Other projects within this application will facilitate collection and exporting of crash data from law enforcement records management systems (RMS). In these cases, the crash data will be collected by existing RMS systems and exported to the State for inclusion in the state-wide crash repository. The state of NH is also starting a new trauma registry which directly addresses the recommendation from the recent NHTSA traffic records assessment.

Total Crashes Reported	33,265	32,157	33,273	26,691	29,984
Vehicle Crash Data Reports Backlog to be imaged	N/A	N/A	15,000	24,700	21,125

Targets

- Increase the timeliness of crash reports from the current average timeliness of 11.5 days during the period of April 1, 2014-March 31, 2015 to 9 days during the same period ending in 2016.

- Increase crash reports that have manner of crash completeness from the current 42.5% in the period April 1, 2014-March 31, 2015 to 55% during the same period ending in 2016.

Problem Solution Tasks:

1. 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 2016 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 2016.
   Funding $45,000.00 Section 408

2. *Crash Interface – Vender 1*. CRMS Vendor 1 Integration is for development of an interface with one local law enforcement Records Management System's crash reporting module to the State's Crash Reporting Management System. 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 timelier manner and be able to participate in the State of NH e-crash reporting program.
   Funding: $110,000 Section 405 C

3. *Crash Upgrade*. This task will allow for the continued in-house development of the CRMS application that was previously developed and incorporate various enhancements to it that are required in the 4th edition of the MMUCC and in addition enhancements that were proposed by Troopers in the field that have used the product over the last several months to improve the usability and improve the capture of data in the field.
   Funding: $114,000 Section 405 C

4. *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 (DHHS) 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 DOS, Division of Motor Vehicles for citation data related to motor vehicle crashes, the Department of State Bureau of Vital Record for crash-related fatality data, and DOS, Bureau of Emergency Medical Services for TEMSIS data on ambulance runs to facilitate implementation.
Funding: $75,000 Section 408

5. *EMS Records User Management.* The proposed program intends to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend. This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the Users Management Module and the TEMSIS EMS records system under one online umbrella account. The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.
Funding: $320,345 Section 405 C, 6,655 Section 408

6. *E-Ticket Upgrade.* The purpose of this project is to modify the State designed and built e-Ticket application (originally designed for State Police) for utilization by county and local law enforcement agencies that do not have, or do not wish to utilize their 3rd party vendors. Funds shall be provided to contract with the vendor that originally built the e-Ticket system to modify them so that they can be used by law enforcement entities other than the New Hampshire State Police (the original customers for the software). This will increase significantly the number of agencies that will be able to participate in the e-Citation program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This task is supported by CTW Chapter 3, Section 2.2.
Funding: 75,000 Section 408

7. *J-One VPN Installation Assistance*. 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 electronically in a standardized format will result in significant efficiencies and an increase in accuracy, as well as the availability of data in a more timely fashion for analysis purposes. This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire.
Funding: $166,000 Section 408

8. *Crash Geolocation.* Funds shall be provided to design and develop software tools that will allow NHDOT to extract and geolocation crash data from text files or table views using tools such as Oracle and GIS models. These software tools must make use of town, node/distance, mile marker/distance, address locations, and GPS coordinates in order to locate crashes across multiple years, and account for changes in report format. The anticipated results of this project are improved crash data management software tools for use in extracting, geolocation, and managing crash data. It is expected that this project will result in a better understanding of crash location data quality, and make significant steps to improve on the current crash dataset and software tools. The overall benefit of this project is a more accurate and complete crash data set for use in managing the safety of the road network in New Hampshire.
   Funding: $125,000 Section 405C

9. *EMS Reassessment.* The National Highway Traffic Safety Administration (NHTSA) believes that effective emergency medical services (EMS) programs should provide comprehensive, inclusive, and appropriate emergency health care for patients of all ages, adult and pediatric. The Technical Assistance (TA) Program offers States and communities a consistent tool to use over time in assessing the effectiveness of their EMS programs. The Re-Assessment process allows a State to assess and evaluate current EMS system effectiveness in relation to the original EMS assessment, subsequent EMS program modifications, and integration of new technology or nationally accepted standards.
   Funding: $40,000 Section 405C

10. *Crash Interface – Vendor 2.* This task allows for approximately 35 agencies who are clients of Crimestar (Vendor 2) the capability to capture and document crash reports, motor vehicle activity, etc. and share data electronically. This 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 timelier manner and be able to participate in the State of NH eCrash reporting program.
    Funding: $110,000 Section 405 C

11. *DMV Traffic Crash Records*. 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). This will also increase the timeliness of processing reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.
    Funding: $25,000.00 Section 402

12. *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: $45,000.00 Section 402

13. *NHTSA Data Book*. This task allows for funding to be used to provide New Hampshire Highway Safety with this important data report that presents primarily FARS data that are reflective of the standard core measures agreed upon by NHTSA and GHSA. The data are presented in two basic formats: basic data plus trend analyses covering a five-year period, and detailed data findings in nine emphasis program areas. It is intended that, with this information, States will be better able to understand their fatality problems in terms of crash types, contributing factors, demographic groups, times, and locations associated with fatalities and fatal crashes over these five years and help states to develop Highway safety plans using this important data.
Funding: 10,000 Section 402

PSP NO. 16-04 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. Crash Interface-Vendor 1			$110,000	$30,000	$110,000
3. Crash Upgrade			$114,000	$28,000	$114,000
4. Codes		$75,000		$21,000	$75,000
5. EMS Records User Management		$6,655	$320,345	$80,000	$327,000
6. E-Ticket Upgrade		$75,000		$20,000	$75,000
7. J-One VPN Installation Assistance		$166,000		$50,000	$166,000
8. Crash Geolocation			$125,000	$50,000	$125,000
9. EMS Reassessment			$40,000	$10,000	$40,000
10. Crash Interface-Vendor 2			$110,000	$30,000	$110,000
11. DMV Traffic Crash Records	$25,000			$6,000	$25,000
12. Fatal Accident Reporting System	$45,000			$11,000	$45,000
13.Data Book	$10,000			$2,500	$10,000
Total	**$80,000**	**$367,655**	**$819,345**	**$338,500**	**$1,267,000**

PSP 16-05 Motorcycle Safety

Problem Identification

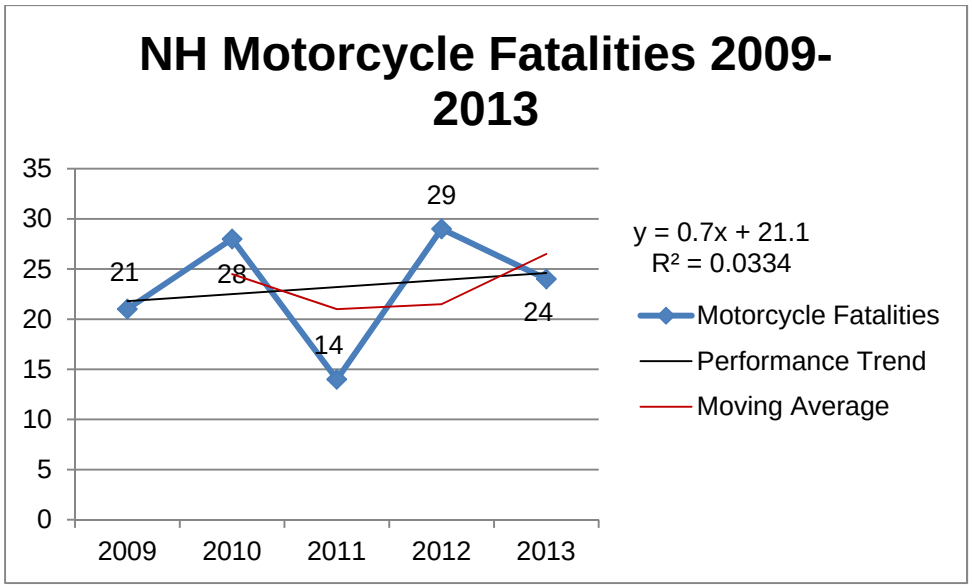
Riding a motorcycle has remained an increasingly popular activity in NH. Unfortunately, motorcyclist fatalities remain disproportionately high as compared to the rest of the nation. The national average for motorcyclist fatalities as a percentage of all roadway fatalities is about 14%. However, in NH it has been as high as 27% in the last five years. Additionally, unhelmeted fatalities make up about 40% of all motorcyclist fatalities nationwide. However, in NH unhelmeted fatalities have been as high as 89% in the last five years.
The Department of Motor Vehicles (DMV) is the state agency that has leadership and oversight of Motorcycle Training Program in NH. Each year approximately 3,000 people receive training in the Basic Rider Course, Intermediate Rider Course or Experienced Rider Course. NHHSA will continue to work with the DMV to increase the number of motorcyclists who receive training.

The strategies identified for accomplishing our targets include:

- Funding improvements to the motorcycle training program
- Enhance motorist awareness by funding a media program stressing the “share the road” message
- Enforcement of all vehicle and motorcycle laws (through enforcement tasks in other sections)
-

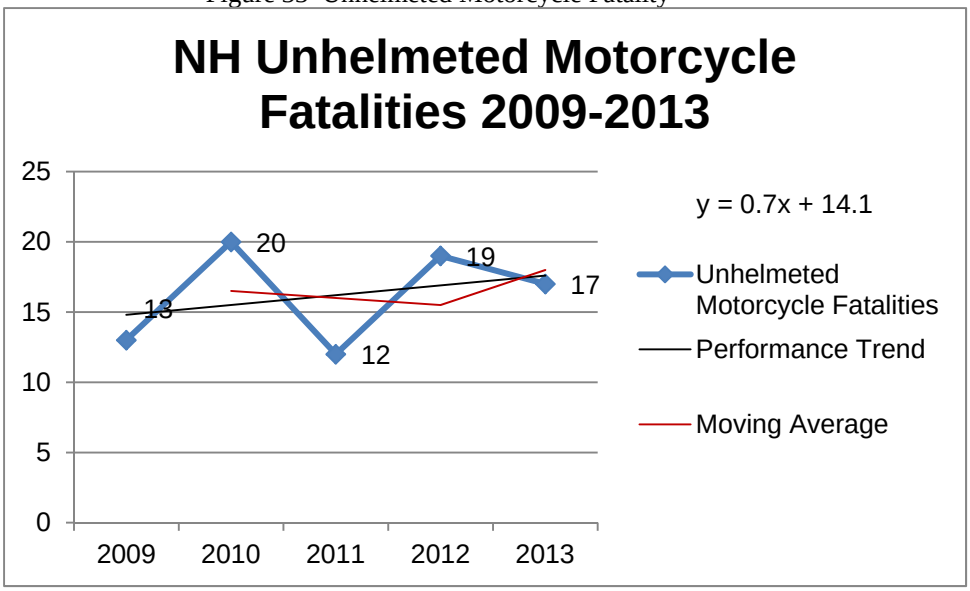
Figures 32 and 33 present the number of motorcycle fatalities and unhelmeted motorcycle fatalities in the last five years. There has been no consistent trend to this data, indicating we have had mixed results with our programming. With a new motorcycle coordinator at the DMV who has brought new ideas and energy to this program, we expect to see a reduction in these fatalities through an enhanced training program.
Each year in the month of June, New Hampshire is host to an annual “Motorcycle Week”. Hundreds of thousands of motorcycles ride into the state increasing the population of motorcycle riders that face the possibility of being injured or killed on our highways.

Figure 32 Motorcycle Fatalities



Source: FARS

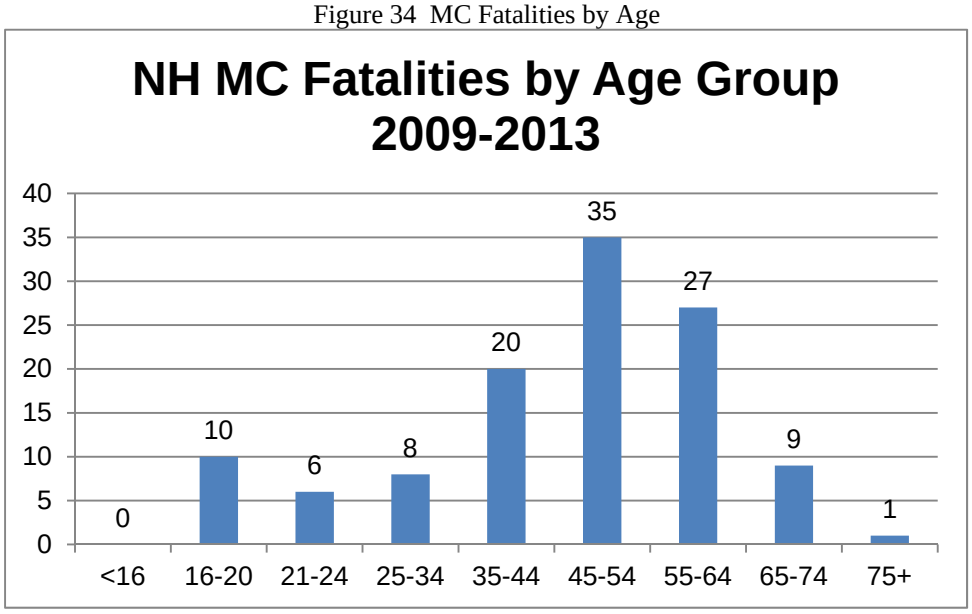
Figure 33 Unhelmeted Motorcycle Fatality



Source: FARS

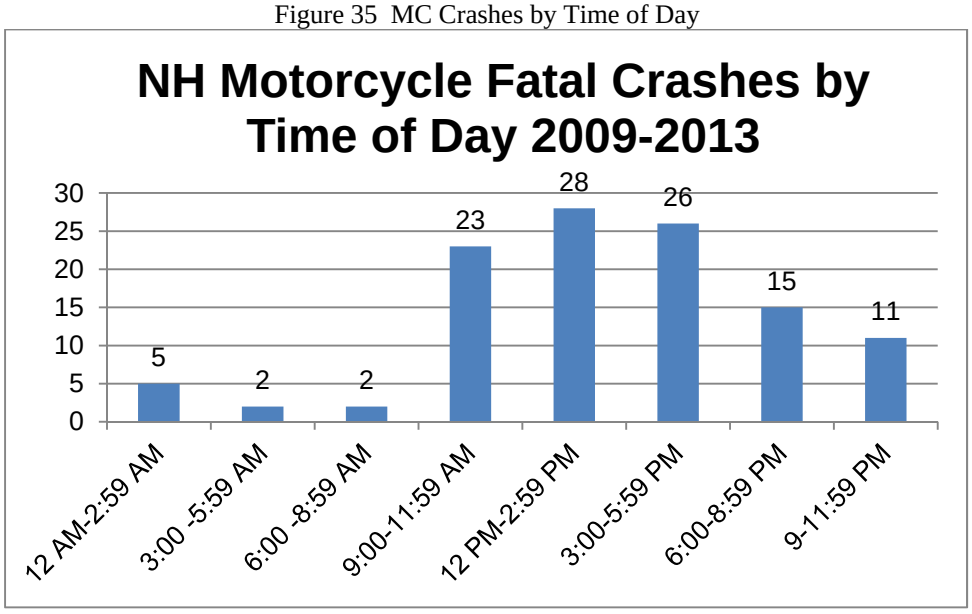
Figures 34-37 show motorcycle fatalities by age group, time of day, day of week and month of year from 2009-2013. The 35-64 age group has the vast majority of fatalities. Because of this a concerted effort will be made to recruit this age group to participate in training offered by the DMV. Motorcycle fatalities closely mirror the time, day, and month of all motor vehicle fatalities. Because of this, general enforcement of motorcycle laws will take place during enforcement tasks described in other sections.

Figure 34 MC Fatalities by Age



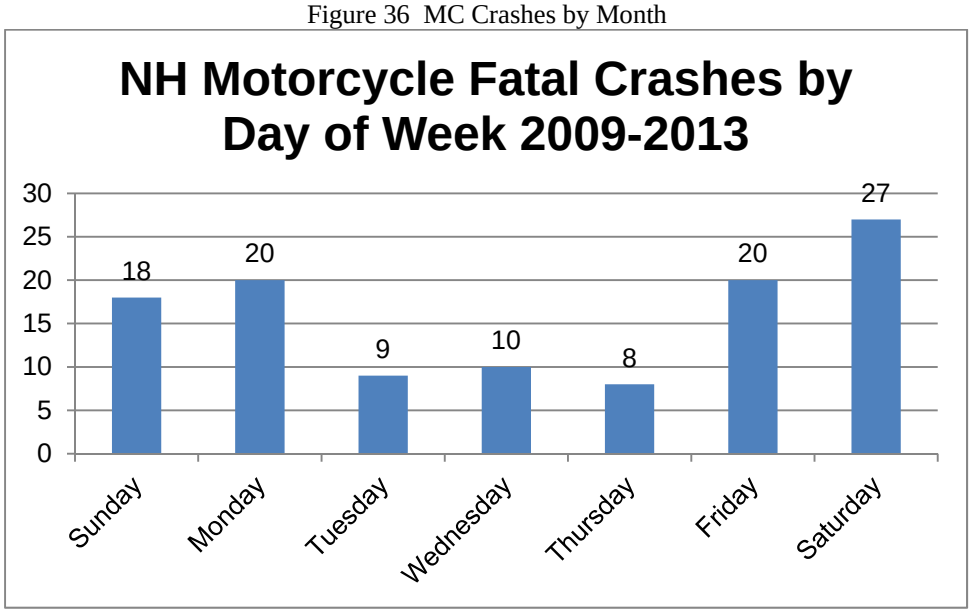
Source: FARS

Figure 35 MC Crashes by Time of Day



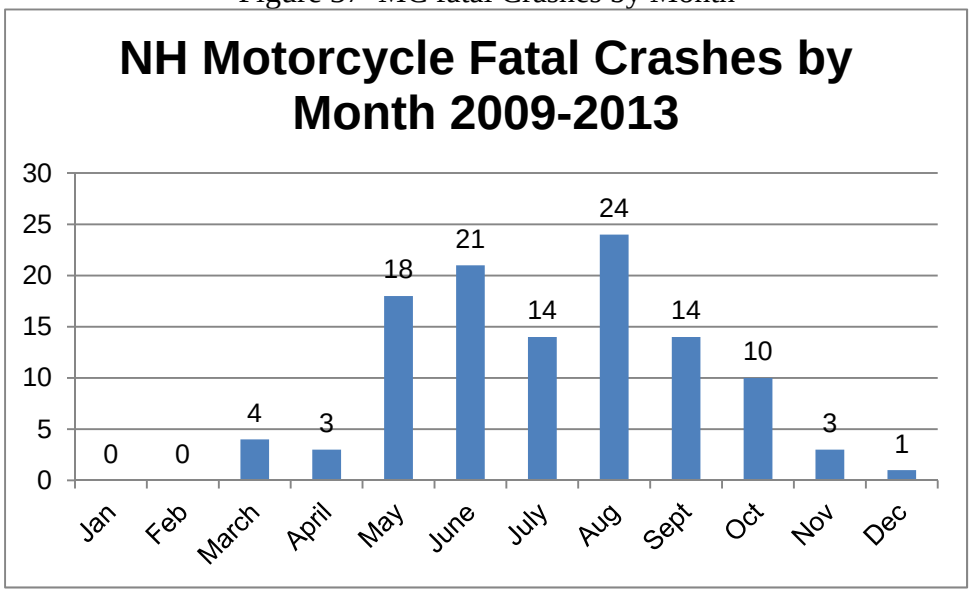
Source: FARS

Figure 36 MC Crashes by Month



Source: FARS

Figure 37 MC fatal Crashes by Month



Source: FARS

Figure MC-7 shows the number of motorcycle crashes for the 2010-2014 time frame. Fortunately, for the past three years NH has seen a decrease in this figure. However, injury crashes did increase in 2014.

Table MC-7

Year	Property Damage	Injury	Total MC Crashes
2014	31	383	677
2013	32	362	740
2012	17	451	804
2011	14	348	670
2010	18	421	815

Source; FARS

Performance Targets

- Reduce unhelmeted motorcycle fatalities by 5 percent from 16 (2009 - 2013 average) to 15 by December 31, 2016.
- Reduce motorcycle fatalities by 15 percent from 23 (2009 - 2013 average) to 20 by December 31, 2016.
- Increase motorcycle riders trained during the year by 5 percent from 2,855 (2010 - 2014 average) to 2997 by December 31, 2016.

***Problem Solution Tasks**:*

1. *Motorcycle Safety Program Enhancements.* Funds will be provided to the DMV to improve the state's motorcycle rider training program. Purchases will include trailers, repair/maintenance tools, speakers and educators for Rider Coaches, advertising for instructor recruitment and leasing for closed course skills training. Funds will also be used for a print media campaign to include share the road messaging with posters, maps, handouts, etc. This task is supported by CTW Chapter 5, Sections 3.1, 3.2, 4.1 and 4.2.
Funding: $140,000 Section 2010, $70,000 Section 405 F

PSP NO. 16-05 MC
MOTORCYCLE SAFETY

Project Title	Section 2010	Section 405 F	Match	Total Federal Funds
1. MC Safety Program Enhancements	$140,000	$70,000	$50,000	$210,000

PSP 16-06 Pedestrian/Bicycle

Problem Identification

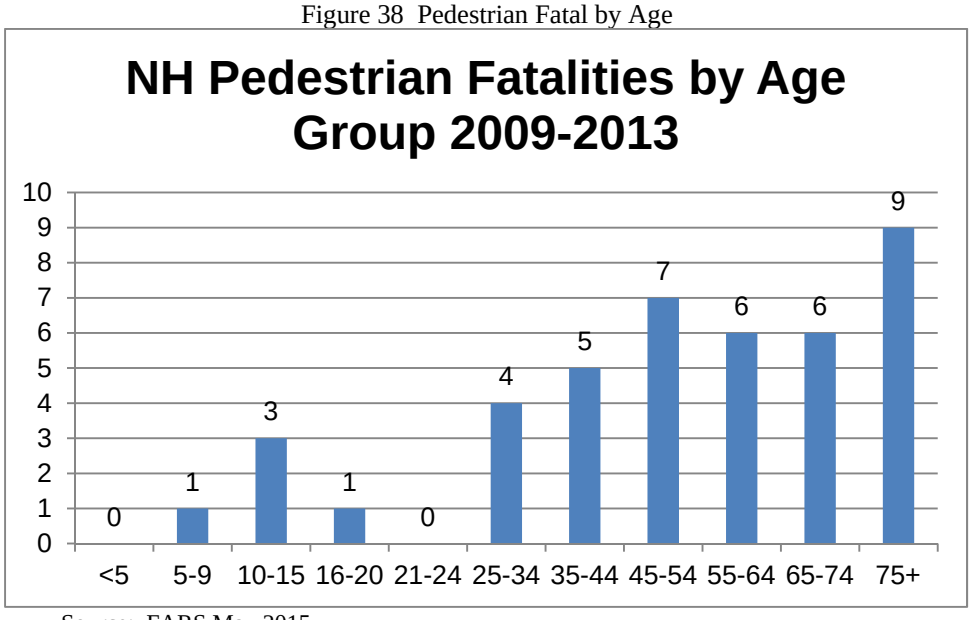
Unfortunately pedestrian fatalities have been increasing over the last several years both nationally and in NH. In 2013, pedestrians made up 9% of all fatalities in NH which is less than the national average of 14%. NH bicycle fatalities have remained minimal over the last several years. While pedestrian and bicycle fatalities in NH are relatively few compared to the national average, this is an emerging concern NHHSA is treating seriously. NHHSA will be conducting additional outreach for our bicycle and pedestrian programs so more citizens are impacted compared to previous years. Additionally, FHWA recently led a bicycle and pedestrian-focused Road Safety Assessment (RSA) in Manchester as part of the US DOT Secretarial initiative. The NHHSA participated in this RSA which has allowed for new and strengthened relationships with bicycle and pedestrian advocacy groups.

The strategies identified for accomplishing our goals include:

- Awarding funds for enforcement of bicycle and pedestrian laws funds to communities with a demonstrated need.
- Providing bicycle helmets to communities with a demonstrated need.

Figure 38 shows that there is a clear age group that is more likely to be killed as a pedestrian, this data indicates that young people are less likely to be killed in this manner. This may be because of the high incidence of pedestrians being killed while intoxicated and young people are less likely to be intoxicated. Additional resources will be directed to the 75 year old plus age group on future contracts.

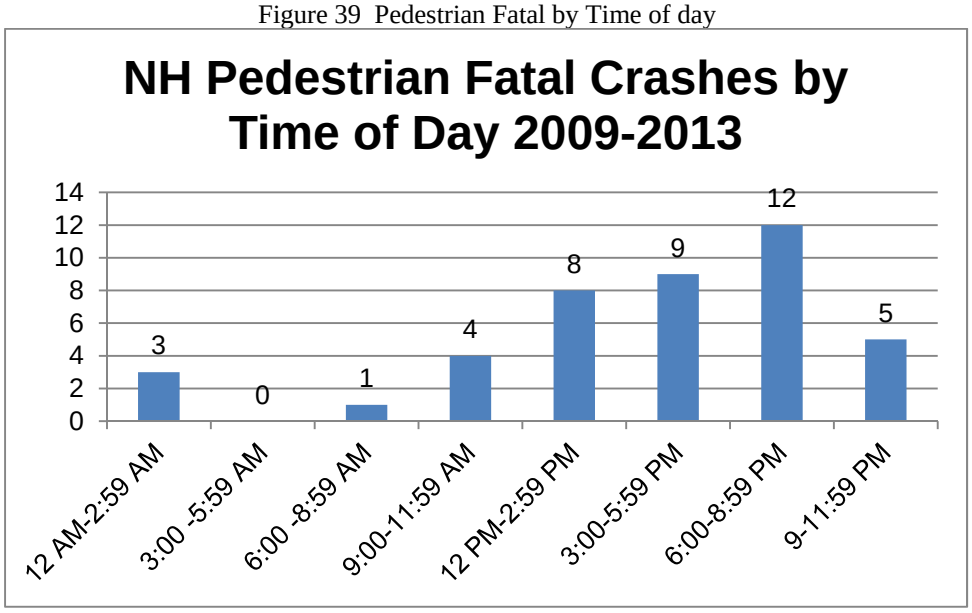
Figure 38 Pedestrian Fatal by Age



Source: FARS May 2015

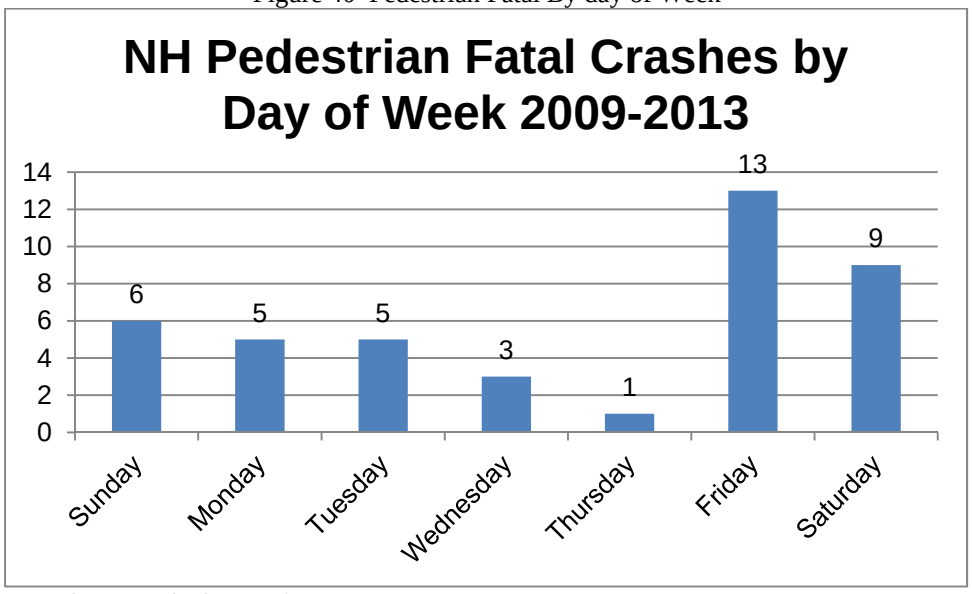
Figures 38, 39, 40 and 41 show the time of day, day of week, and month of year that pedestrians have been killed from 2009-2013. The most likely time frame for a pedestrian to be killed is during the evening commuting hours. Fridays and Saturdays are the most likely day for a pedestrian to be killed, which supports the likelihood that a pedestrian may be intoxicated. December and May are the most likely month for a pedestrian fatality to occur. This data will be presented to our grantees of the bicycle and pedestrian enforcement grant to help determine when patrols will be scheduled. Although more local data specific to all pedestrian crashes will be used as a determining factor as well.

Figure 39 Pedestrian Fatal by Time of day



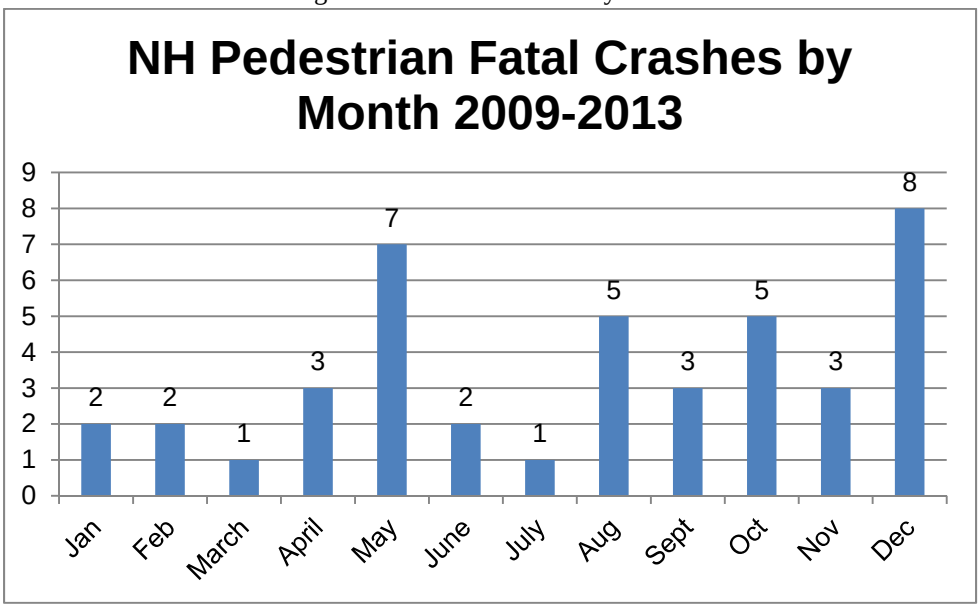
Source: FARS May 2015

Figure 40 Pedestrian Fatal By day of Week



Source: FARS May 2015

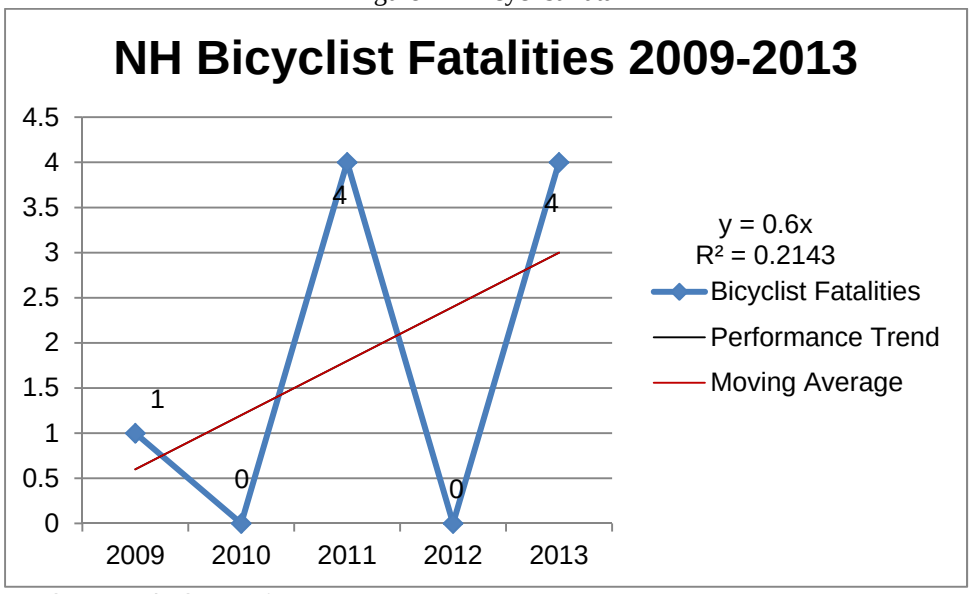
Figure 41 Pedestrian Fatal By month



Source: FARS May 2015

Figure 42 shows that there have not been very many bicyclist fatalities in the 2009-2013 time frame. Unfortunately more specific demographic and temporal data is not available at this time.

Figure 42 Bicyclist Fatal



Source: FARS May 2015

Performance Targets

- Reduce pedestrian fatalities by 10 percent from 8 (2009 - 2013 average) to 7 by December 31, 2016.
- Maintain bicyclist fatalities at 2 (2009 - 2013 average) by December 31, 2016.

Problem Solution Tasks:

1. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable approximately 20 state/county/local law enforcement agencies to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the evening commuting hours. Specific times and locations will be based on local data. NHHSA will submit the list of approved departments at a later date. This task is supported by CTW Chapter 8, Section 4.4, and Chapter 9, Section 3.3.
Funding: $100,000 Section 402

2. *Bicycle Helmet Program*. This task will enable NHHSA to purchase approximately 275 bicycle helmets to be distributed by local law enforcement agencies that will be conducting bicycle safety programs in FFY 2016. To be eligible departments must indicate that there is a lack of helmets being worn and the reason this occurs. Bicycle helmets have proven to be successful in saving lives. Helmets will be Buy America Act Compliant. This task is supported by CTW Chapter 9, Section 1.1, 1.2, 1.3, and 1.4.
Funding: $6,000 Section 402

PSP NO. 16-06
BICYCLE and PEDESTRIAN SAFETY

Project Title	Section 402	Share to Local	Match	Total Federal Funds
1. Pedestrian/Bicycle Enforcement	$100,000	$100,000	$25,000	$100,000
2. Bicycle Helmet	$6,000	$6,000	$1,000	$6,000
Total	**$106,000**	**$106,000**	**$26,000**	**$106,000**

PSP 16-07 Distracted Driving

Problem Identification

Driver inattention is one of the leading causes of crashes nationwide and in NH. However, this data can be difficult to track because drivers are often unwilling to admit to behavior that may have contributed to a crash. Additionally, police often lack resources to obtain cell phone records that may support distracted driving as a causation factor in a crash.

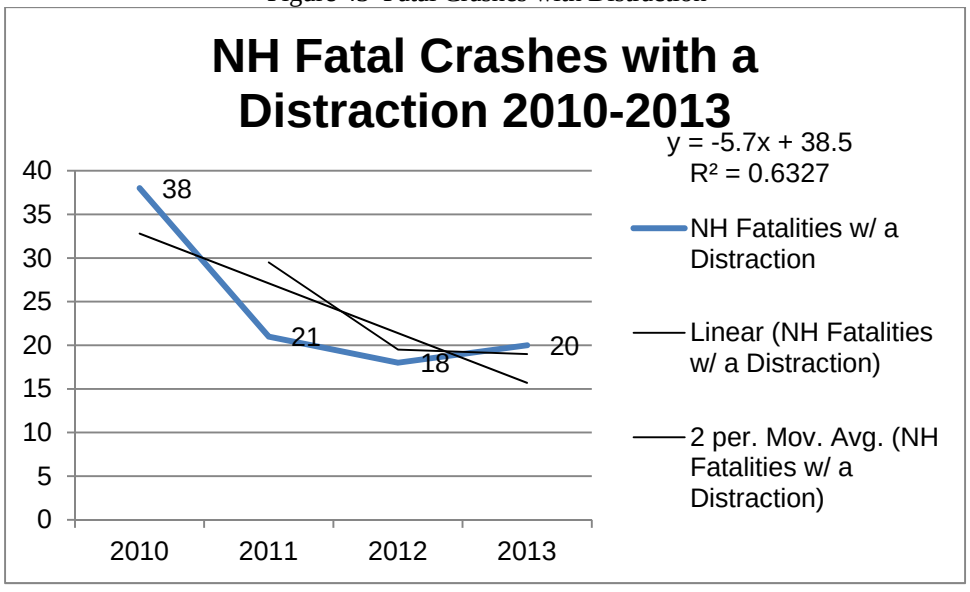
NH's Hands Free Electronic Device Law goes into effect on July 1, 2015. This law allows for hands free cellphone use but will prohibit many dangerous activities such as texting, emailing, programming a GPS device while driving. Prior to this, NH's texting laws were largely unenforceable. This law will greatly enhance our police partners' ability to enforce cell phone laws and increase safety on our roadways. Additionally, with this new law, NHHSA expects to utilize section 402 funds to help expand this program area.

The strategies identified for accomplishing our goals include:

- Fund the NHSP to enforce distracted driving laws throughout NH.
- Fund teen driver programs.
- Educate and promote to the general public regarding the new Hands-free Electronic Device Law which takes effect July 1, 2015.

Figure 43 shows that there has been an overall downward trend of fatalities involving a distraction in the last four years. As our data capabilities improve, we expect to have more demographics and temporal information to help target our education and enforcement efforts.

Figure 43 Fatal Crashes with Distraction



Source: FARS May 2015

Performance Targets:

- Decrease distracted driving related fatalities from 25 percent from 24 (2010 - 2013 average) to 18 by December 31, 2016.

***Problem Solution Tasks*:**

1. *Enforcement of Distracted Driving Laws.* Funds will be provided to the NHSP to conduct activities to enforce distracted driving laws. Patrols by police will be conducted statewide and year round with a particular focus on Distracted Driving Awareness Month, April 2016. Although all inattentive behaviors will be addressed with this grant, particular attention will be paid to enforcing NH's new hands free law. NH's variable message boards will also be used to inform drivers about state laws. This task is supported by CTW Chapter 4 Section 1.3 and 2.2.
Funding: $300,000 Section 402

2. *Distracted Driving Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to be used to educate people of all ages about the risks related to all types of distracted driving, electronic and non-electronic, and the importance of making safe driving related choices. Messaging will be in the form of social media, radio and educational power point presentations to high schools and/or driver education classes throughout the state and throughout FFY 2016. This task is supported by CTW Chapter 4 Section 1.2, 1.4, 2.1 and 2.2
Funding: $50,000 Section 402

3. *Teen Distracted Driver Program.* This task will provide funds to the Community Alliance for Teen Safety to provide information and education to youth and families related to distracted driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents and to advocate for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall allow for the project director to attend the Lifesavers Conference in Charlotte North Carolina in 2017 to learn more on the latest distractive driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA's), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power point presentations that will be used in High schools and/or driver education classes in FFY2016. This task is supported by CTW Chapter 4 Section 1.2, 1.4, 2.1 and 2.2
Funding: $6,000 Section 402

4.Teen Driver Outreach. This task will provide funds to the NH DOT to be used in conjunction with Highway Safety Improvement Program funds and supplement the contract that provides distracted driving teen driver outreach and education services. The Funds will be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power point presentations that will be used in High schools and/or driver education classes throughout FFY2016. This task is supported by CTW Chapter 4 Section 1.2, 1.4, 2.1, and 2.2
Funding: $100,000 Section 402

PSP NO. 16-07
DISTRACTED DRIVING

Project Title	Section 402	Match	Total Federal Funds
1. Distracted Driving Enforcement	$300,000	$75,000	$300,000
2. Distracted Driving Program	$50,000	$15,000	$50,000
3. Teen Distracted Driving Project	$6,000	$2,000	$6,000
4. Teen Driver Outreach	$100,000	$25,000	$100,000
Total	**$456,000**	**$117,000**	**$456,000**

PSP 16-08 Program Management and Administration

Problem Identification
The Planning & Administration program area includes activities and costs necessary for the overall management and operations of the NHHSA. Thirteen percent of Section 402 funds will support activities including but not limited to:

- Identifying NH's safety concerns
- Prioritizing concerns and developing methods for distribution of funds
- Developing grant programs
- Recommending grants for funding
- Conducting trainings for grantees
- Managing grant programs
- Monitoring and evaluating grantees
- Preparing grant reports
- Developing the annual Highway Safety Plan and Annual Report
- Contributing to traffic safety committees

Performance Targets

- Submitting the HSP including the Section 402 and Section 405 applications to NHTSA by July 1
- Submitting the Annual Report to NHTSA by December 31
- Developing, managing, monitoring and evaluating grants described in the HSP

Problem Solution Tasks:
1. *Planning and Administration.* Funds provided under this task will be used to create, implement, monitor, and evaluate projects associated with the 2016 HSP and production of the 2015 Annual Report. Funds will be used for salaries, travel, office space and other overhead costs, equipment, and materials.
Funding: $260,000 402

PSP NO. 16-08
PLANNING and ADMINISTRATION

Project Title	Section 402	Match	Total Federal Funds
1. Planning and Administration	$260,000	$260,000	$260,000

Cost Summary

See NH_16_Cost Summary

Attachments

Attachment A Section 402 Grant Program Equipment Projects >$5,000.00

Section 402 Grant Program Equipment Projects greater than $5000.00

Project #	Agency	Qty	Description	Local	NHHSA	Total
	Atkinson PD	1	Extrication	$4,500.00	$4,500.00	$9,000.00
	Atkinson PD	1	Radar Display	$10,000.00	$6,000.00	$16,000.00
	Barrington PD	3	Mobil Data Terminal	$9,000.00	$9,000.00	$18,000.00
	Bethlehem PD	1	In-Cruiser Video/Body	$2,500.00	$2,500.00	$5,000.00
	Bow PD	1	Radar Board	$7,500.00	$6,000.00	$13,500.00
	Bristol Fire	1	Extrication	$45,500.00	$4,500.00	$50,000.00
	Bristol PD	1	In-Cruiser Video Body	$2,500.00	$2,500.00	$5,000.00
	Bristol PD	1	Laptop	$2,500.00	$2,500.00	$5,000.00
	Canaan PD	1	Video Equip	$2,500.00	$2,500.00	$5,000.00
	Canaan PD	1	Laptop	$2,500.00	$2,500.00	$5,000.00
	Center Harbor PD	1	Radar Unit	$2,500.00	$2,500.00	$5,000.00
	Center Harbor PD	1	Extrication	$5,500.00	$4,500.00	$10,000.00
	Charlestown PD	1	Radar Unit	$2,694.99	$2,694.99	$5,389.98
	Charlestown PD	1	Extrication	$4,500.00	$4,500.00	$9,000.00
	Cheshire Cty	1	Radar Display Device	$3,000.00	$3,000.00	$6,000.00
	Chesterfield PD	2	In-Cruiser Video/Body	$5,000.00	$5,000.00	$10,000.00
	Claremont PD	1	Radar Display	$6,000.00	$6,000.00	$12,000.00
	Conway	1	Traffic Accident Recon	$14,350.00	$14,350.00	$28,700.00
	Deering PD	1	Radar Unit	$3,500.00	$2,500.00	$6,000.00
	Deering PD	1	Extrication	$10,500.00	$4,500.00	$15,000.00
	Deering PD	2	laptops	$5,000.00	$5,000.00	$10,000.00
	Franklin PD	1	Radar Display	$6,000.00	$6,000.00	$12,000.00
	Gorham PD	1	Radar Display	$2,500.00	$2,500.00	$5,000.00
	Haverhill PD	1	In Cruiser Video Rep	$2,500.00	$2,500.00	$5,000.00
	Henniker PD	2	In Car Video	$5,000.00	$5,000.00	$10,000.00
	Hillsboro PD	1	laptop	$2,500.00	$2,500.00	$5,000.00
	Hillsboro PD	1	Traffic Reconstruction	$10,000.00	$10,000.00	$20,000.00
	Littleton PD	1	Video Equipment	$2,500.00	$2,500.00	$5,000.00

	Milton PD	1	Extrication	$4,500.00	$4,500.00	$9,000.00
	Moultonborough PD	1	In Cruiser Video/Body	$2,620.00	$2,500.00	$5,120.00
	New London PD	1	laptop	$2,900.00	$2,500.00	$5,400.00
	New London PD	3	In cruiser Video Body	$10,500.00	$7,500.00	$18,000.00
	Newport PD	1	Extrication	$5,000.00	$4,500.00	$9,500.00
	Newport PD	1	Extrication Compressor	$2,750.00	$2,750.00	$5,500.00
	NH State Police	400	In Cruiser Video	N/A	$2,000,000	$2,000,000
	Northfield PD	1	Video Equipment	$2,900.00	$2,500.00	$5,400.00
	Plaistow PD	1	Radar Display	$6,000.00	$6,000.00	$12,000.00
	Rochester PD	1	Extrication	$4,500.00	$4,500.00	$9,000.00
	Temple/Greenville PD	1	Radar Display	$6,000.00	$6,000.00	$12,000.00
	Thornton PD	1	Radar Display	$5,250.00	$5,250.00	$10,500.00
	Walpole PD	1	Traffic Monitoring Dev	$9,495.00	$6,000.00	$15,495.00
	Walpole PD	2	Mobile Data Terminal	$6,292.00	$5,000.00	$11,292.00
	Whitefield PD	1	Radar Display	$6,000.00	$6,000.00	$12,000.00
	Wolfeboro PD	1	Radar Display	$4,000.00	$2,500.00	$6,500.00
	Wolfeboro PD	1	Radar Trailer	$7,747.50	$7,747.50	$15,495.00
				$268,999.49	**$2,203,792.49**	**$2,472,791.98**

Attachment B Anticipated STEP and DWI Grant Funding

Community	STEP Funding	DWI/Checkpoint Funding
Alton	$ 3,500.00	$ 7,000.00
Amherst	$ 7,500.00	$ 15,000.00
Atkinson	$ 3,500.00	$ 7,000.00
Auburn	$ 3,500.00	$ 7,000.00
Barnstead	$ 3,500.00	$ 7,000.00
Barrington	$ 3,500.00	$ 7,000.00
Bedford	$ 10,000.00	$ 20,000.00
Belknap Cty	$ 5,000.00	$ 10,000.00
Belmont	$ 3,500.00	$ 7,000.00
Berlin	$ 7,500.00	$ 15,000.00
Bethlehem	$ 3,500.00	$ 7,000.00
Boscawen	$ 3,500.00	$ 7,000.00
Bow	$ 3,500.00	$ 7,000.00
Brentwood	$ 3,500.00	$ 7,000.00
Bristol	$ 3,500.00	$ 7,000.00
Campton	$ 3,500.00	$ 7,000.00
Candia	$ 3,500.00	$ 7,000.00
Canterbury	$ 3,500.00	$ 7,000.00
Carroll Cty	$ 5,000.00	$ 10,000.00
Charlestown	$ 3,500.00	$ 7,000.00
Cheshire Cty	$ 5,000.00	$ 10,000.00
Chester	$ 3,500.00	$ 7,000.00
Chesterfield	$ 3,500.00	$ 7,000.00
Chichester	$ 3,500.00	$ 7,000.00
Claremont	$ 7,500.00	$ 15,000.00
Concord	$ 20,000.00	$ 40,000.00
Conway	$ 7,500.00	$ 15,000.00
Coos Cty	$ 5,000.00	$ 10,000.00
Deerfield	$ 3,500.00	$ 7,000.00
Derry	$ 20,000.00	$ 40,000.00
Dover	$ 15,000.00	$ 30,000.00
Durham	$ 7,500.00	$ 15,000.00
Enfield	$ 3,500.00	$ 7,000.00
Epping	$ 3,500.00	$ 7,000.00
Epsom	$ 3,500.00	$ 7,000.00
Exeter	$ 7,500.00	$ 15,000.00
Farmington	$ 3,500.00	$ 7,000.00
Franconia	$ 3,500.00	$ 7,000.00

Franklin	$ 3,500.00	$ 7,000.00
Gilford	$ 3,500.00	$ 7,000.00
Gilmanton	$ 3,500.00	$ 7,000.00
Goffstown	$ 10,000.00	$ 20,000.00
Gorham	$ 3,500.00	$ 7,000.00
Grafton Cty	$ 5,000.00	$ 10,000.00
Grantham	$ 3,500.00	$ 7,000.00
Greenland	$ 3,500.00	$ 7,000.00
Hampstead	$ 3,500.00	$ 7,000.00
Hampton	$ 7,500.00	$ 15,000.00
Hanover	$ 7,500.00	$ 15,000.00
Haverhill	$ 3,500.00	$ 7,000.00
Henniker	$ 3,500.00	$ 7,000.00
Hillsborough	$ 3,500.00	$ 7,000.00
Hillsborough Cty	$ 10,000.00	$ 20,000.00
Hollis	$ 3,500.00	$ 7,000.00
Hooksett	$ 7,500.00	$ 15,000.00
Hopkinton	$ 3,500.00	$ 7,000.00
Hudson	$ 10,000.00	$ 20,000.00
Jaffrey	$ 3,500.00	$ 7,000.00
Keene	$ 10,000.00	$ 20,000.00
Kingston	$ 3,500.00	$ 7,000.00
Laconia	$ 10,000.00	$ 20,000.00
Lebanon	$ 7,500.00	$ 15,000.00
Lee	$ 3,500.00	$ 7,000.00
Litchfield	$ 3,500.00	$ 7,000.00
Littleton	$ 3,500.00	$ 7,000.00
Londonderry	$ 10,000.00	$ 20,000.00
Loudon	$ 3,500.00	$ 7,000.00
Manchester	$ 50,000.00	$ 100,000.00
Meredith	$ 3,500.00	$ 7,000.00
Merrimack	$ 15,000.00	$ 30,000.00
Merrimack Cty	$ 10,000.00	$ 20,000.00
Milford	$ 10,000.00	$ 20,000.00
Milton	$ 3,500.00	$ 7,000.00
Moultonborough	$ 3,500.00	$ 7,000.00
Nashua	$ 30,000.00	$ 60,000.00
New Boston	$ 3,500.00	$ 7,000.00
New Hampton	$ 3,500.00	$ 7,000.00
New Ipswich	$ 3,500.00	$ 7,000.00
New London	$ 3,500.00	$ 7,000.00

Newington	$ 3,500.00	$ 7,000.00
Newmarket	$ 3,500.00	$ 7,000.00
Newport	$ 3,500.00	$ 7,000.00
North Hampton	$ 3,500.00	$ 7,000.00
Northfield	$ 3,500.00	$ 7,000.00
Northwood	$ 3,500.00	$ 7,000.00
Nottingham	$ 3,500.00	$ 7,000.00
Ossipee	$ 3,500.00	$ 7,000.00
Pelham	$ 7,500.00	$ 15,000.00
Pembroke	$ 3,500.00	$ 7,000.00
Peterborough	$ 3,500.00	$ 7,000.00
Plaistow	$ 3,500.00	$ 7,000.00
Plymouth	$ 3,500.00	$ 7,000.00
Portsmouth	$ 10,000.00	$ 20,000.00
Raymond	$ 7,500.00	$ 15,000.00
Rindge	$ 3,500.00	$ 7,000.00
Rochester	$ 15,000.00	$ 30,000.00
Rockingham Cty	$ 10,000.00	$ 20,000.00
Salem	$ 15,000.00	$ 30,000.00
Sanbornton	$ 3,500.00	$ 7,000.00
Sandown	$ 3,500.00	$ 7,000.00
Seabrook	$ 3,500.00	$ 7,000.00
Somersworth	$ 7,500.00	$ 15,000.00
Strafford Cty	$ 10,000.00	$ 20,000.00
Stratham	$ 3,500.00	$ 7,000.00
Sullivan Cty	$ 5,000.00	$ 10,000.00
Sunapee	$ 3,500.00	$ 7,000.00
Sutton	$ 3,500.00	$ 7,000.00
Swanzey	$ 3,500.00	$ 7,000.00
Tilton	$ 3,500.00	$ 7,000.00
Wakefield	$ 3,500.00	$ 7,000.00
Warner	$ 3,500.00	$ 7,000.00
Weare	$ 3,500.00	$ 7,000.00
Whitefield	$ 3,500.00	$ 7,000.00
Wilton	$ 3,500.00	$ 7,000.00
Winchester	$ 3,500.00	$ 7,000.00
Windham	$ 7,500.00	$ 15,000.00
Wolfeboro	$ 3,500.00	$ 7,000.00
Woodstock	$ 3,500.00	$ 7,000.00

Attachment C Child Seat Fitting station

Contact a Fitting Station Near You

Barrington Police Department	664-7679
Bedford Fire Department	472-3219
Bow Police Department	228-0511
Cheshire Medical Center	354-5454 ext. 3600
Concord Fire Department	225-8651
Concord Hospital	227-7000 ext. 3228
Derry Police Department	845-5619
Dover Police Department	742-4646
Franklin Fire Department	934-2205
Gilford Fire/Rescue	527-4758
Goffstown Police Department	497-4858
Greenland Police Department	431-4624
Hampton Fire Department	926-3316
Hanover Police Department	926-3316
Hollis Fire Department	465-6001
Hooksett Police Department	624-1560 ext.109
Hudson Police Department	886-6011
Lancaster Fire Department	788-3221
Lebanon, DHMC Women's Health Resource Center	650-2600
Littleton Regional Hospital	444-9567
Londonderry CPS Program	432-1118
Manchester Fire Department	669-2256 ext. 3333
Merrimack Police Department	420-1853
Milford Ambulance Service	249-0610
Milford Fire Department	249-0680
Nashua-St. Joseph Hospital	595-3055
Newington Fire Department	436-9441
Pelham Police Department	635-2411
Peterborough Police Department	924-8050
Rochester Police Department	330-7127
Tilton-Northfield Fire Department	286-4781

New Hampshire
Child Passenger Safety
One Medical Center Drive
Lebanon, NH 03756

1-877-783-0432
Email: IPC@dartmouth.edu

Produced by:

CHaD
Dartmouth-Hitchcock
CHILDREN'S HOSPITAL AT DARTMOUTH

201408-223

Not sure about your child's safety seat?

You're not alone.

Keeping your child safe while traveling is important and sometimes confusing. There are many locations with certified technicians throughout New Hampshire to help you get it right.

For a complete list of locations and more help with your child safety seat go to **safekidsnh.org**

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

Region 9
Arizona, California, Hawaii
American Samoa, Guam
Northern Mariana Islands

John E. Moss Federal Building
650 Capitol Mall, Suite 5-400
Sacramento, CA 95814
(916) 498-5058
(916) 498-5047 Fax

August 26, 2015

Rhonda L. Craft, Director
California Office of Traffic Safety
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758

Dear Director Craft,

We have reviewed California's 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission, we find your Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

However, to ensure Federal funds are used effectively and efficiently, NHTSA is conditionally approving the 2016 HSP contingent upon California satisfactorily addressing the questions for the four proposed new grants shown below. These four grants are not approved until you are notified in writing from me that they have been approved.

Grant PS1602, Sonoma-Marin Area Rail Transit District – Bicycle and Pedestrian Railway Safety – The HSP proposes using $101,500 to conduct a large scale public outreach campaign to bring attention to train travel at varying speeds in two counties. The grant description states that the District has reached out to safety partners to identify the "Top 15" rail crossings with a high volume of reported collisions involving pedestrian and bicycle traffic. As required under MAP-21, each Highway Safety Agency must establish highway safety projects based on identified safety problems and priorities. A clear data-driven safety need should support all grant funded countermeasures. And there should be adequate problem identification to support the allocation

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

Region 9
Arizona, California, Hawaii
American Samoa, Guam
Northern Mariana Islands

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Sacramento, CA 95814
(916) 498-5058
(916) 498-5047 Fax

August 26, 2015

Governor Jerry Brown
c/o State Capitol, Suite 1173
Sacramento, CA 95814

Dear Governor Brown,

We have reviewed California's fiscal year 2016 Highway Safety Plan as received on June 30, 2015. Based on this submission, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Director Rhonda Craft.

We look forward to working with the Office of Traffic Safety and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on California's roads.

If you would like additional information on the California's Highway Safety Plan review, please feel free to contact me at (916) 498-5063.

Sincerely,

Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Rhonda L. Craft, Director, California OTS
Brian P. Kelly, Secretary, CalSTA
Vincent Mammano, Division Administrator, FHWA-California

NHTSA
www.nhtsa.gov

of countermeasure spending. To that end, please supply crash information at the "Top 15" rail crossings that supports the safety problems described in the grant description.

Grant PS1610, Riverside County Department of Public Health – Riverside County Student Safety Valet Program – The HSP proposes using $217,803 to focus on improving safety and traffic flow around the schools through the implementation of the Student Safety Valet Program and educating children and parents through implementation of the Teen-2-Teen program. There is little if any research available on the effectiveness of "Student Safety Valet" or "Kiss and Ride" programs, as there are known on the East Coast. It's difficult to demonstrate that such programs increase safety measurably, because injuries in such situations are relatively rare. Most of the research that has been conducted focuses primarily on traffic flow. In the 2015 HSP, California funded PS1508 for $181,360 for a Student Safety Valet Program with the same Riverside County agency. An objective in that grant was to create pre-and post-evaluation tools to assess program effectiveness including parent and student surveys by November 30, 2014. MAP- 21 states that "innovative countermeasures that may not be scientifically proven to work but that contain promise based on limited practical applications are encouraged when a clear data-driven safety need has been identified". Prior to MAP-21, only those programs considered as most effective in reducing crashes, injuries, and deaths would eligible for funding. In order for NHTSA to approve the Student Safety Valet program portion of this grant, please submit to us results of the evaluation conducted in November 2014. Additionally, please provide documentation that problem identification for safety supports the allocation of funds. Also, are the schools selected for the new grant different than the 10 schools targeted in the 2015 grant?

Grant PS 1614, Monterey – Pedestrian/Bicycle Safety Education – The HSP proposes using $110,000 to fund a transportation planner to conduct bicycle and pedestrian safety audits, identify capital projects to enhance safety, and conduct community outreach and education focusing on children and seniors. Is Monterey planning on hiring a new transportation planner? NHTSA would like to review the justification submitted to support the funding of this proposal including information on who in the past has been tasked with identifying capital projects to enhance safety. NHTSA wants to be sure that California has documentation ensuring that supplanting is not occurring with the potential funding of this grant. As you know, supplanting is replacing routine and/or existing State or local expenditures with the use of Federal grant funds.

Grant TR1610, California Department of Motor Vehicles – Driver Safety Electronic Content Management (ECM) System – The HSP proposing using $1,616,921 to implement the ECM system to replace the current inefficient and unreliable paper-based work and storage process. The new system seeks to improve roadway safety by reducing the time that it takes to process documents and files needed for actions to be taken against unsafe drivers. NHTSA would like see how research has shown that safety is enhanced when the time is reduced to conduct the process needed to take action against unsafe drivers. Again, we need to be sure that a clear data-driven safety need has been identified. Also, will the new ECM system be developed by in-house staff or will DMV issue a contract? If DMV plans to issue a contract, have they started to work with the Department of Technology on obtaining necessary approvals? In addition, what is the realistic time frame for completion? Another concern is that the lengthy State approval process for an Information Technology Project will result in no funds being expended in 2016, which would end up committing funds to a grant unnecessarily.

For the two items listed below, please revise the 2016 HSP to reflect the suggested changes.

1) To enhance readability and understanding, please revise the Charts for the required Core Performance Measures (PM's) (except for charts for PM's C-1, C-2, C-3 and B-1) and PM Charts for Drug-Impaired Driving and Distracted Driving to include text describing the X and Y axis.

2) Please change the program area code for Grant OP1612 (California Department of Transportation, Highway Safety Campaign, $750,000) to RS1612 and move the grant from the Occupant Protection Program Area to the Traffic Records/Roadway Safety Program Area. This grant is being funded from Section 402RS and should have a grant number that reflects the appropriate program area. Also, if paid media is going to be used for the "Move Over" campaign, please revise HSP page 127 to add the words "Move Over" to the campaign description. To help measure effectiveness, awareness, and strengthen potential future funding requests, NHTSA recommends that California add questions to their annual Statewide Traffic Safety Survey that pertain to "Slow for the Cone Zone" and "Move Over" campaigns.

The purchase of major equipment detailed on pages 57-58 of the 2016 Highway Safety Plan is authorized, with the following exceptions, pending additional clarification and justification. NHTSA would like to know in part the link to problem identification and the anticipated effectiveness of the equipment in question. Region 9 staff will work with you on the clarifications needed for us to make a final determination for the equipment requests shown below.

1. Grant AL1614, California Department of Alcoholic Beverage Control, Mobile Juvenile Detention and Processing Center, $52,000
2. Grant TR1608, California Department of Transportation, Data Collection System $224,500, Data Collection Vehicle $60,000, Workstation Software $23,500, Web-Enabled Image Viewing Software $40,000
3. Grant EM1603, Chula Vista, 2 Extrication Systems @ $76,000 each, 2 Stabilization Systems @ $10,300 each, 2 Air Bag Systems @ $22,000 each
4. Grant AL1635, Stanislaus County, DUI Trailer, $40,000

Enclosed is an addendum with commendations and recommendations for your consideration and action that will strengthen the 2017 HSP. Should OTS choose to implement the recommendations for 2017 identified in the addendum, we will gladly provide technical assistance.

We congratulate California on its accomplishments in advancing our collective traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the California Office of Traffic Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on California's roads.

Sincerely,

Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Vincent Mammano, Division Administrator, FHWA-California
Brian P. Kelly, Secretary, CalSTA
Mary D. Gunnels, PhD, Associate Administrator, NHTSA

California's 2016 Highway Safety Plan Commendations and Recommendations to Strengthen the 2017 Plan

Commendations

1) 23 CFR 1200 states that ".... the performance measures common to the State's HSP and the State Highway Safety Improvement Program (HSIP) (fatalities, fatality rate, and serious injuries) shall be defined identically, as coordinated through the State strategic highway safety plan".
OTS and Caltrans are to be congratulated on reaching agreement on the three common performance measures as outlined on page 14 of the HSP.

2) 23 CFR 1200.11 states that there must be at least one performance measure and performance target that is data driven for each program area. In the 2016 HSP, California added two new performance measures; one for Traffic Records and other for Emergency Medical Services (EMS). Region 9 was especially impressed by OTS' EMS goal which is to "Increase participation in the California EMS Information System (CEMSIS) call data collection program (using NEWSIS Version 3.0 software) 20 percent from 17 to 21 Local EMS Agencies by December 31, 2016. Thank you for reaching to out to collaborate with Region 9 and NHTSA Headquarters staff to discuss ideas on the development of the EMS goal. As always, NHTSA is available to assist you in any way possible.

3) California's Program Area goals for Distracted Driving and Drug-Impaired Driving are also impressive. California continues to be the only state to conduct a Statewide Observational Survey of Cell Phone and Texting Use Among California Drivers.

4) NHTSA commends California for conducting an annual Statewide Traffic Safety Survey.

5) The Core Performance Measures Chart and the Goal Statements are perfectly worded, accurate, and serve as a model for other States. NHTSA appreciates OTS' attention to detail and precision.

6) As described in your Evidenced-Based Enforcement Plan on Page 9, we appreciate your continued monitoring of new data and sub-grantee spending patterns and your ability and willingness to make programming adjustments during the year as needed for budget modifications and/or grant revisions to grant objectives. It's important that states remain flexible to adjust grant funding throughout the year and initiate new grants year around as the need arises.

7) OTS is commended for establishing a Drug-Impaired Driving program area. Drug-Impaired Driving is a top priority for NHTSA Administrator Rosekind and a serious public health and safety problem that is under-reported, under-recognized, and under-enforced. The Problem ID section of the Drug-Impaired Driving Program Area did a nice job of describing the results of NHTSA's 2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers and also included results from California's 2012 Roadside Survey.

The Alcohol-Impaired Driving section made good use of the Department of Motor Vehicles annual DUI Management Information System Report, which tracks the processing of offenders through the DUI system from the point of arrest through conviction and license control action.

Recommendations to Strengthen California's 2017 HSP

1) Include a "Top 50 DUI Cities" Chart that reflects by city the number of alcohol involved fatalities and injuries and the number of checkpoints planned for the year. Include the total number of DUI checkpoints funded (state and local) with a historical perspective. With alcohol impaired driving fatalities accounting for 29 percent of total motor vehicle crashes in California and with DUI fatalities increasing in California every year since 2011, it's important that resource allocation decisions are based on data-driven needs and that the implementation of evidenced-based strategies, such as DUI checkpoints, are widespread and strategic. There is no other countermeasure for alcohol impaired driving that has proven to be more effective than DUI checkpoints. In addition, checkpoints increase the specific and general deterrence and have shown to experience overwhelming public support in California. It is interesting to note that in 2010 OTS funded 2,500 checkpoints – the most ever in California history – and this is when California also experienced the lowest DUI death toll ever recorded.

2) CFR Part 1200.41 (new in MAP-21) states that grant funds are available for expenditure for three years after the last day of the fiscal year of apportionment or allocation. During the last year of availability of funds, NHTSA will notify States of unexpended grant funds subject to this requirement not later than 180 days before the end of the period of availability. The State may then commit the unexpended grant funds to a specific project before the end of the period of the availability. The funds committed to a specific project must then be expended before the end of the succeeding fiscal year and only on that project. At the end of that time period, unexpended grant funds will lapse and NHTSA will deobligate unexpended balances. In 2013 and 2014 and California expended less than one percent of Section 405(c), State Traffic Safety Information System Improvements funds and in 2015 through August 25 only 6.36 percent of available funds have been expended. NHTSA realizes that many efforts are underway in California to address the this issue and that expending these funds and improving Traffic Records is a priority for California and for California State Transportation Agency, Secretary Kelly. NHTSA will continue to work closely with CA to help avoid the potential loss of Section 405c funds.

3) Expand the Problem Identification section of the Program Areas to include more detailed information on the Who, What, Where, When, and Why. There should be adequate problem identification to support the allocation of countermeasure spending. A clear data-driven safety need also helps States to establish meaningful and evidence based performance targets. Another recommendation is to add additional charts in the Program Areas (the current HSP has fewer than 10 charts) to help illustrate the important points you want to highlight in your Problem Identification sections. OTS should consider updating the Analysis of California Motorcyclists Fatalities 1995-2008 study that was conducted by Preusser Research Group in December 2009 and include pertinent information from the updated study in the Motorcycle Safety Program Area write-up.

Currently, there are no California crash statistics in the Distracted Driving Program Area. Perhaps the University of California, Berkeley could update their 2012 study on "CA Fatal and Injury Crashes Attributed to Cell Phone Use While Driving" study. In addition, NHTSA recommends including more results from the OTS annual Statewide Traffic Safety Survey into the Problem ID sections of the Program Areas.

4) To further showcase California's Countermeasure and Strategies, NHTSA recommends California place specific key Countermeasure and Strategies under each Core Performance Measure (PM) Chart. This way you would have the required Performance Measure and Target, justification for the target, the chart, and finally the key Countermeasures and Strategies all shown together for that particular Core Performance Measure.

5) The Charts for the Core PM's could be enhanced by using color-coded bar charts, removing the grid lines and including descriptive titles. Except for PM's C-2, C-3,and B-1, descriptive titles were missing from all the Core PM charts. While the size of the charts is much improved over the 2015 HSP, just a few minor tweaks will greatly enhance the presentation of data.

6) MAP-21 calls for States to provide ".... justification for each performance target that explains why the target is appropriate and data driven. The justification submitted with the 2016 HSP for setting targets for the required PM's could be enhanced by documenting how California considered the following: 1) resource assessments 2) funding levels 3) current State policy and procedures 4) available personnel 5) time allotted for implementation 6) Consideration of outside factors such as: legislation, support and collaborations with other entities, political leadership support and public demand for change.