

# **New Hampshire Office of Highway Safety (NHOHS) Annual Report 2016**



**New Hampshire Department of Safety  
Office of Highway Safety  
33 Hazen Drive  
Concord, NH 03305  
Phone (603) 271-2131  
Fax (603) 271-3790**

Governor Margaret Wood Hassan  
Executive Director

John J Barthelmes  
Highway Safety Coordinator and  
Governor's Representative

Annual Report Contact:  
John A Clegg, Program Manager  
603-271-2893



STATE OF NEW HAMPSHIRE  
Office of Highway Safety  
33 Hazen Drive Rom 109A  
CONCORD, NH. 03305  
TDD Access: Relay NH 1-800-735-2964  
603-271-2131  
FAX 603-271-3790

Margaret Wood Hassan  
GOVERNOR

John J Barthelmes  
COORDINATOR

December 30, 2016

The New Hampshire Office of Highway Safety respectfully submits the 2016 Highway Safety Annual Report for the State of New Hampshire. This report describes the performance targets, accomplishments, and activities along with the program area summaries and the financial accounting of expenditures.

This report is compiled with the assistance of many dedicated highway safety professionals, project directors, and the staff of the New Hampshire Office of Highway Safety.

It is with great pleasure the State of New Hampshire collaborates with the National Highway Traffic Safety Administration (NHTSA) and all of our other partners in our attempt to reduce traffic crashes and the resulting deaths, injuries and property damage.

Sincerely,

A handwritten signature in cursive script that reads "J. Barthelmes".

John J. Barthelmes  
Commissioner  
NH Department of Safety r  
NHOHS Coordinator

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### **Vision**

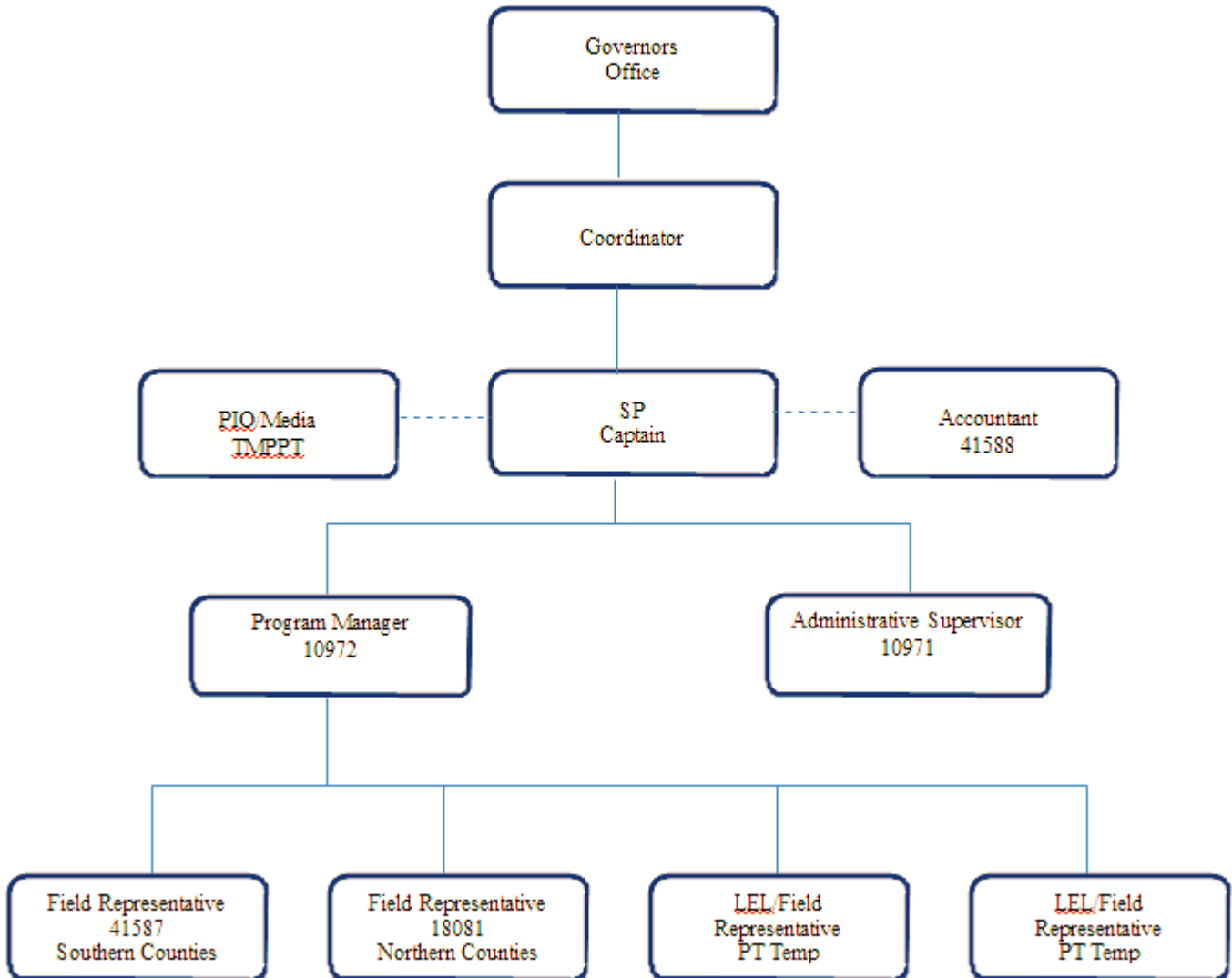
The vision of NHOHS is to create safe roadways throughout New Hampshire by minimizing to the greatest degree possible the potential for crashes that result in injury, death, and property damage by providing important resources through the implementation of highway safety programs, media messages, educational information, and various partnerships.

### **Mission Statement**

The mission of the NHOHS 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, and property damage on the roadways in the State of New Hampshire.

## Organizational Chart

### OFFICE OF HIGHWAY SAFETY



## Program Management

### Target:

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

### Accomplishments:

In the past year, NHOHS has experienced some very positive changes. New Hampshire State Police Captain Matthew Shapiro was hired to oversee the Office of Highway Safety and assist in planning, managing, and providing oversight of highway safety projects and activities. Captain Shapiro's law enforcement experience has already proven effective in providing guidance to the NHOHS to address highway safety related issues and has helped the NHOHS better achieve success. Accountant Tanja Milic was hired to fill the accounting position for the NHOHS that was vacant since July 2015. Tanja has not only helped increase the efficiency of the NHOHS with her accounting skills, but has also provided the NHOHS with detailed accurate reports. These reports have helped forecast the availability of funds for current and future projects and have been instrumental in developing an accurate FY 2017-2018 state budget for the NHOHS.

In August 2016, the NHOHS hired Jeff Landi and Paul Ruggiero, to fill two part-time Field Representative/Law Enforcement Liaison (LEL) positions. They have been instrumental in helping NHOHS staff manage the grant process through scoring, monitoring, evaluating, conducting risk assessments, data collection, and processing reimbursements.

The Department of Safety posted a Public Information/Media Position in 2016 that will assist the NHOHS with the planning, preparation and implementation of highway safety news and media activities to message, educate, and inform the motoring public on the importance of seat belt use, driving at safe speeds, and not driving distracted or impaired.

These new positions will satisfy the 2015 NHTSA management review recommendation to increase staff to better manage the NHOHS highway safety program.

The NHOHS is proud to have hosted for the first time in New Hampshire, a National Highway Traffic Safety Administration (NHTSA) sponsored Transportation Safety Institute (TSI) training on Occupant Protection. Participants included personnel from State Highway Safety Offices (Massachusetts and New Hampshire) and New Hampshire highway safety partners that actively participate in New Hampshire's Occupant Protection grant program. This training proved valuable in helping participants understand how to potentially increase seat belt usage rates among motorist but also how to develop, manage, and evaluate occupant protection programs.

The NHOHS recognizes that there has been consistent carry forward of federal funds in past years and was determined to effectively manage and expend the required funds in 2016. Programs that helped address important highway safety issues and were instrumental in expending 2013 required 405D funds include; NHSP and local police departments that conducted DWI patrols and sobriety checkpoints, Department of Safety (Bureau of Hearings) conducted the Impaired Driver Prosecutors program (this program increased NHSP ability to prosecute impaired driving related cases), and NHSP purchase of Robotic and Crash Analyst Reconstruction Equipment. Emphasis continues to be placed on agencies to conduct projects to completion that have been planned for in the HSP and expend all funds allowed in their agreed upon contracts. It is our hope that projects can be added to future Highway Safety plans using carry forward funds from prior years (with NHTSA's approval) to address not only important highway safety related issues but to help manage and expend the required federal funds.

The NHOHS continues to involve our highway safety partners when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures but also involves analyzing data and information to identify highway safety problems to help better align and implement state and local projects that will address these issues.

## Core Outcome Measures

CORE OUTCOME MEASURES			2010	2011	2012	2013	2014	2015
C-1	Traffic Fatalities (FARS)	Annual	128	90	108	135	95	114
		5-Year Moving Average	126	119	115	114	111	108
	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	N/A	462	623	489	451	459
		5-Year Moving Average	xxx	xxx	xxx	xxx	xxx	497
	Reduce serious traffic injuries by 40 percent from 436 (2010-2014 average) to 262 by 2016							
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.98	0.71	0.84	1.05	0.73	N/A
		5-Year Moving Average	0.96	0.91	0.89	0.88	0.86	N/A
	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	62	53	50	56	45	47
		5-Year Moving Average	63	59	57	54	53	50
	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	45	27	32	46	29	33
		5-Year Moving Average	40	36	36	36	36	33
	Reduce alcohol impaired driving fatalities 8 percent from 36 (2009-2013 average) to 33 by 2016							
C-6	Speeding-Related Fatalities (FARS)	Annual	62	39	39	66	47	56
		5-Year Moving Average	45	44	44	49	51	49
	Reduce speeding-related fatalities by 15 percent from 49 (2009-2013 average) to 41 by 2016							
C-7	Motorcyclist Fatalities (FARS)	Annual	28	14	29	24	17	26
		5-Year Moving Average	25	24	24	23	22	22
	Reduce motorcyclist fatalities by 15 percent from 23 (2009-2013 average) to 20 by 2016							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	20	12	19	17	14	16
		5-Year Moving Average	16	16	17	16	16	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	17	10	14	17	9	9
		5-Year Moving Average	20	18	16	15	13	12
	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	9	5	8	12	12	8
		5-Year Moving Average	9	8	7	8	9	9
	Reduce pedestrian fatalities by 10 percent from 8 (2009-2013 average) to 7 by 2016							
C-11	Bicyclist Fatalities (FARS)	Annual	0	4	0	4	3	3
		5-Year Moving Average	2	2	1	2	2	3
	Maintain bicyclist fatalities at 2 (2009-2013 average) 2016							
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015	2016
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	75.0%	68.5%	71.5%	70.4%	69.5%	70.20%
			69.8	70.7	70.9	71.50%	71.00%	70%
	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							

BAC of +.02



	2010	2011	2012	2013	2014	2015
• Fatal Motor Vehicle Crashes	120	84	101	124	89	103
• Operator Fatalities	70	50	59	99	66	80
• Total Passenger Fatalities	21	17	11	17	12	21
• Rural Fatalities	86	64	60	87	48	66
• Urban Fatalities	42	26	48	48	47	48
• Alcohol-Related Fatalities**	48	24	26	49	35	45
% of Alcohol-Related Fatalities**	38	27	24	36	37	39
OHRV Operator Fatalities	0	0	0	2	1	1
Total Crashes Reported	32,157	33,273	26,691	29,984	28,395	32,275
United States Fatal Rate	1.11	1.10	1.14	1.09	1.08	N/A
NH Licensed Drivers	1,039,148	1,028,211	1,061,544	1,078,482	1,070,050	1,093,267
NH Registered Vehicles	1,707,958	1,405,936	1,418,361	1,057,081	1,435,640	1,728,409
NH Registered Motorcycles	80,173	79,267	68,202	67,607	66,490	79,119
Population	1,316,759	1,318,194	1,320,718	1,323,459	1,323,262	1,316,470
Seat Belt Citations During Grant-Funded Activities	355	370	280	339	N/A	177
Impaired Driving Arrests During Grant-Funded Activities	682	693	683	754	N/A	404
Speeding Citations During Grant-Funded Activities	6,181	8,824	7,308	6,805	N/A	5,413

\*FARS 2015

2016	
Seat Belt Summons	139
Impaired Driving Arrests	480
Speed Summons	8,046

## Legislative Summary

**Chapter 58 – HB 535 – Move Over Signs** – Effective July 4, 2016 –This bill establishes a fund in the Department of Transportation, funded by payments from public-private agreements, to post signs advising motorists to give one lane of clearance to emergency vehicles in the breakdown lane on I-93 northbound at the Massachusetts border, one between Salem and Manchester, and two between Concord and the Vermont border; one on I-93 southbound at the Vermont border, one between there and Concord, and two between Concord and the Massachusetts border; two on I-89 northbound between Concord and the Vermont border, one on I-89 southbound at the Vermont border and one between there and Concord; one on Rt. 101 eastbound at the I-93 junction and one between there and Hampton, and one on Rt. 101 westbound at Hampton and one between there and I-93.

**Chapter 154 - SB 358 – Exempting certain navigation devices from the cell phone ban.** Effective 5/27/16, amends RSA 265:79-c by inserting paragraph V, to provide that nothing in this section shall prohibit a driver, regardless of age, from receiving aural (by the ears) routing information from a hands-free global positioning device (GPS) or navigation service through a mobile electronic device; or receiving turn-by-turn routing information from the screen of a GPS device or navigation service through a mobile electronic device that is integrated into the vehicle or mounted on the dashboard, windshield, or visor of the vehicle. (Note: The operation must still be hands-free.)

**Chapter 164 – HB 1161 - Relative to the Traffic Safety Commission.** Effective August 2, 2016, this bill reorganizes the Traffic Safety Commission now that the NH Highway Safety Agency is an arm of the Department of Safety rather than a freestanding agency. It amends RSA 21-P: 64. The Commission will consist of 14 members who will serve 3-year terms, except that the first appointments will be staggered so that the entire Commission is not up for reappointment at the same time. There will be members from the NH Association of Chiefs of Police, the NH Sheriffs Association, the NH Association of Counties, the NH Municipal Association, the NH Association of Fire Chiefs, the NH Auto Dealers, the NH Motor Transport Association, the NH School Transportation Association, the American Automobile Association, the American Association of Retired Persons, the Driver Education Teachers Association, the Granite State Wheelmen (a bicycle advocacy group), the NH Hospital Association, the Associated General Contractors, a victim advocate, three members of the public, the Commissioner of Safety or designee, the DMV Director or designee, the Director of State Police or designee, the Attorney General or designee, the Chairman of the Liquor Commission or designee, the Commissioner of Health and Human Services or designee, the Commissioner of Education or designee, the Commissioner of Transportation or designee, and a member of the judiciary appointed by the Chief Justice of the Supreme Court.

**Chapter 168 – HB 1305 – Ignition Interlock Devices.** Effective June 3, 2016. This bill inserts a paragraph VI into RSA 263:57-b and a subparagraph (d) into RSA 265:79-c. Any person granted one of the new “limited privilege” (Cinderella) driver licenses after a DWI conviction will be required to have an ignition interlock installed on any vehicle s/he operates for a period of one year following restoration of driving privileges, and to perform any action required by the device.

**Chapter 244 – SB 379 – Additional tests to determine alcohol concentration.** Effective January 1, 2017. Inserts a Statement of Findings in Chapter 244:1, and amends RSA 265-A: 7 and RSA 265-A: 8, I (a). The Legislature finds that technological advances and the changes in testing protocols since the *State v. Cornelius* decision of the NH Supreme Court have now obviated the need to capture and preserve a second breath sample.

The Intoxilyzer 5000 has not been manufactured since 2013. Replacement parts are no longer available...which are critical to the accurate functioning of the instrument. NH is the only state in the nation (and the only place in the world) that continues to use the Intoxilyzer 5000 EN for preserving an additional sample.

The accuracy of the currently available technology eliminates any risk of error. A subject who submits to an infrared molecular absorption test at the request of a law enforcement officer shall have the right at his or her own expense to have a blood sample drawn and a blood test made by a person of his/her own choosing who is competent to conduct the tests, as determined by the Commissioner of the Department of Safety. The person shall be so informed by the law enforcement officer at the same time as the person is requested to permit a test under the provisions of RSA 265-A:4.

At that same time the person shall also be provided contact information for individuals and the nearest facilities that make themselves available to draw and test blood. The individuals listed, by virtue of their residence or work location, should have a reasonable probability of performing the blood draw within 2 hours of the initial breath sample having been taken by the police. The failure or inability of an arrested person to obtain an additional test shall not preclude the admission of any test taken at the direction of a law enforcement officer, authorized agent, or peace officer. Nothing in this paragraph shall require the release from custody of the arrested person for the purpose of having such additional test taken, however, an arrested person who remains in custody shall be permitted to have his or her blood drawn by a person who has been determined to be competent by the Commissioner of the Department of Safety under RSA 265-A: 5.

Persons under arrest for DWI shall be informed of their right to have an additional (note: not similar) test or tests of his or her blood made by a person of his or her own choosing. A duly licensed physician, registered nurse, certified physician's assistant, phlebotomist, or authorized agent, police officer, or individual seeking a test of his or her own blood, may withdraw blood for the purposes of a test required by RSA 265-A: 4.

**Chapter 277 - HB 1000 – State grant program for law enforcement to address the opioid crisis.** Effective June 17, 2016. Establishes legislative findings in Chapter 277:1, and inserts a new subdivision beginning at RSA 21-P: 66 entitled, Substance Abuse Enforcement Program.

Legislative findings include a need for increased information sharing and more visible police presence on the streets and highways along with intensive enforcement of the traffic laws being strongly correlated to the deterrence of crime, cutting off the supply of drugs, apprehension of criminals, and a reduction in highway deaths. The purpose of this bill is to make additional resources available to provide for more, better, and smarter law enforcement approaches to the current opioid crisis.

The Commissioner of Safety shall establish a substance abuse enforcement program which shall make grants available to county and local law enforcement agencies and also provide funding to the Division of State Police for overtime costs for officers performing policing activities under the program; and overtime, supplies and other costs for the forensic laboratory.

The Commissioner shall establish protocols and conditions for increased State Police patrols and conditions for eligibility for grants to local and county law enforcement agencies. They shall be based on the principles of intelligence-driven, problem-oriented policing, using statistics and information to place additional police patrol and investigative presence at the locations, times, and places where there have been a significant convergence of motor vehicle crashes, crimes, and drug use, or in corridors known to be used by drug dealers for shipments of illegal drugs into the state. The protocols and conditions shall require dedicated patrol units relieved of taking calls for service absent an emergency; insure that officers assigned to such units are trained in the concept of data-driven policing and have an appropriate knowledge of the requirements of the State and Federal Constitutions; and shall give equal consideration to all local and county law enforcement agencies and the Division of State Police when allocating available program funding.

No funds shall be used for purchase of evidence or confidential funds, or for the purchase of operational equipment, except for direct supply costs for State forensic science laboratory testing. No fund shall be used to supplant locally budgeted and approved funds for routine law enforcement.

The program shall include semiannual reporting to the Governor and the Legislature including measurable program results and a detailed accounting of program funding and uses. The Commissioner of Safety shall adopt rules to implement the program, which shall be exempt from the provisions of RSA 541-A, the rulemaking law, until July 1, 2017, after which they will expire and if replaced will have to comply with RSA 541-A. The sum of \$1,500,000 is appropriated for the biennium ending June 30, 2017, for the program. The funds shall be placed in two accounting units – one for enforcement activities and grants, and one for forensic science laboratory activities.

## Project Highlights

### Click It or Ticket (CIOT) Border to Border NHTSA Campaign

On May 23, the State of New Hampshire law enforcement agencies joined other states from across the eastern half of the United States to support the *Click It or Ticket* (CIOT) “Border to Border” Operation. For this campaign law enforcement agencies joined forces to provide increased seat belt enforcement at State borders, sending a zero tolerance message to the public: driving or riding unbuckled will result in a ticket, no matter what State, (NH under age of 18).

A joint press conference involving New Hampshire State Police, Maine State Police and other agencies, was held at the Kittery, Maine Visitors Center to kick off the seat belt Campaign event.

The NHOHS participated in the NHTSA Click it or Ticket – Border to Border Campaign under New Hampshire’s own “Join the NH Clique” (NH’s seat belt law is up to the age of 18) seat belt enforcement campaign. In total, 13 New Hampshire law enforcement agencies (New Hampshire State Police and municipal police departments) were involved in this campaign and conducted approximately 600 hours of these patrols.

In conjunction with this seat belt campaign NH police departments used print news and NH DOT displayed “Live to Do Great Things Buckle up Every Time” and “Be Good To Yourself Buckle Up Every Time” on Electronic Message Boards (EMB) throughout the state to inform the public of the seat belt enforcement effort.

Maine and New Hampshire State Police Click It or Ticket (CIOT) Border to Border Press Conference in Kittery, Maine



Adam Baker (MSP center)

## Occupant Protection

### Target:

1. Unrestrained Passenger Vehicle Occupant Fatalities (Fatal Analysis Reporting System (FARS)). Reduce unrestrained fatalities by 5 percent from 54 (2009 - 2013 average) to 51 by December 31, 2016. 2015 unrestrained fatalities totaled 47.
2. To increase statewide seat belt compliance 5 percentage points from 70 in 2014 to 75 percent in 2016. In 2015 the seat belt usage rate was 69.46% down from the 2014 seat belt usage rate 70.4%.

### Accomplishments:

The University of New Hampshire Survey Center conducted the annual seat belt use observational survey in June 2016. The reported New Hampshire state-wide seat belt usage rate for 2016 is 70.2% an increase of .74 % from the 2015 seat belt usage rate of 69.46%. Although, the percentage increase is minimal for 2016, it is encouraging, and may be attributed to the states increased enforcement efforts, media campaigns, or educational programs that aided in this year's seat belt usage rate.

The Vehicle Occupant Fatalities table below supports the seat belt use survey results over the last few years. The annual survey has shown a slight decline in the last few years and the table below shows the percentage of unrestrained fatalities remains relatively unchanged. It will be important to take a closer look at the Occupant Protection programs to see if there are some innovative model programs that can help to increase the seat belt use rate, which should reduce the number of unrestrained fatalities each year.

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	67.21
2015	74	47	64.00

Source: FARS

Throughout the course of the fiscal grant year there has been a sustained enforcement effort by law enforcement agencies specific to Occupant Protection. With each of the different grants such as Speed Enforcement, DWI/DUI, Red Light Running, Operation Safe Commute, etc., the law enforcement agencies are required to enforce all motor vehicle laws including Occupant Protection which covers the requirement to wear seat belts up to 18 years of age. In 2017 we will reinforce this with our grantees.

### **Convincer Demonstrations**

In FFY 2016, \$20,010.32 was obligated and \$12,221.72 was expended for this project that was conducted by Merrimack Police Department. The seat belt “Convincer” is a dramatic and effective hands on educational and attitude changing tool to help increase the use of seat belts in New Hampshire. Collisions involving unbelted occupants result in needless injuries and deaths across New Hampshire. The use of seatbelts by all occupants will decrease the number of fatalities, serious injuries, and the costs associated with these tragedies. During 2016, a total of 12 officers presented the ‘Convincer’ at twenty (20) events throughout the state. Approximately 4,949 people were in attendance at these events. Two hundred and thirty-six (236) people rode the ‘Convincer’ and detailed conversations were held with 693 individuals. It is expected that of the 236 people that rode the convincer in 2016 a percentage of those will choose to buckle up in the future as a result of this experience.

Funding Obligation: \$20,010.32

Amount Expended: \$12,221.72

Source: 402

### **Buckle Up New Hampshire Activities & Seat Belt Challenge**

Federal Fiscal year 2016, \$162,995.80 was obligated and \$133,249.02 was expended on this project. This project was conducted by the Injury Prevention Center at Dartmouth and funds were provided for various highway safety related programs and a Traffic Safety Specialist position. This report provides an overview of the programs provided through this grant. The programs funded by this grant include the on-going planning and program implementation efforts of the BUNH Coalition including the Room to Live Program, the planning and presentation of the annual Traffic Safety Conference, the annual statewide Seat Belt Challenge and other related highway safety efforts.

The BUNH Coalition is a group of dedicated highway safety professionals including members of the public and private sector who are committed to creating and presenting educational programs designed to promote and increased awareness of the importance of seat belt use. This coalition met monthly between September and June and there was on-going interaction between the members, as required to effectively implement the programs throughout the year.

Funding Obligation: \$162,995.80

Amount Expended: 133,249.02

Source: 402

- **Room to Live Program**

This was the eighth year for the presentation of the Room to Live Program. Although the Room to Live Program was originally designed to reach younger drivers, it has proven to be effective for all audiences.

This program effectively points out the safety design features of newer motor vehicles and the reality that vehicle occupants who are restrained therefore, remain within the vehicle have a much greater chance of surviving and/or experiencing reduced injuries even when in significant crashes.

As noted in the following table, presentations were made throughout the state to high school students and at corporate safety training events. More than 1,000 people heard the message about seat belt safety through these formal trainings.

Many more heard this same message through one on one conversations held at the community safety fairs throughout the state including the National Night Out in Belmont, the Derry Fest, Londonderry's Safety Fair, and Auburn's annual community event. The Room to Live message was also presented at a number of Driving Attitude Courses presented by the NH Traffic Safety Institute.

<b>Room to Live Program School Presentations</b>			
	<b>Location</b>	<b>Presentation Type</b>	<b>Attendance</b>
09/16/2015	Woodsville	High School SADD Meeting	25
09/21/2015	Hillsboro	Arcomm Industries Safety Presentation	30
10/06/2015	Concord	Community Action Program	19
10/07/2015	Concord	Community Action Program	21
10/13/2015	Hudson	Alvirne High School Key Club	40
10/19/2015	Goffstown	High School Driver Education Class	32
10/22/2016	Concord	NHTI Project Crash	30
11/04/2015	Exeter	Great Bay E Charter School Peer Leaders	20
12/03/2015	New London	Kearsarge High Peer Leaders	22
12/04/2015	Hillsborough	Hillsboro-Deering High Student Voice Group	5
12/10/2015	Goffstown	High School Driver Education Class	31
01/05/2016	Belmont	Belmont High SADD Meeting	15
01/07/2016	Claremont	Stevens High Peer Leaders	17
01/10/2016	Goffstown	High School Driver Education Class	28
03/24/2016	Pittsfield	Pittsfield High 4 Presentations	75
04/01/2016	Weare	John Stark High Peer Leader Training	30
04/13/2016	Goffstown	High School Driver Education Class	34
04/14/2016	Exeter	Great Bay E-Charter Student presentation	140
05/13/2016	Weare	John Stark High Peer Leader Training	30
05/17/2016	Concord	Seat Belt Challenge	135
05/17/2016	Weare	John Stark High 10 Student Presentations	200
06/09/2016	Goffstown	High School Driver Education Class	35
07/28/2016	Goffstown	High School Driver Education Class	28
<b>Total Attendance</b>			<b>1042</b>



- **Seat Belt Challenge**

On May 17, 2016, the Injury Prevention Center at Dartmouth in cooperation with the NH Office of Highway Safety, hosted the twenty third annual Seat Belt Challenge. Twenty four teams representing high schools and driver education programs throughout the state participated.

The seat belt challenge was by far the most meaningful challenge conducted yet because of an enhanced educational component including a presentation of the Room to Live program and because all students who competed were asked to complete a survey that provided us with information about the challenge from the student perspective.

Questions asked in this survey included:

- Overall, to what extent did this year's Seat Belt Challenge meet your expectations?
- What changes can we make to the Seat Belt Challenge to improve it?
- What educational programs can we provide within your school to educate your peers about the importance of seat belt use?
- How often did you wear seat belts before becoming involved in the Seat Belt Challenge?
- If you didn't always wear seatbelts prior to the Seat Belt Challenge, has the challenge shown you the importance of always wearing them?
- New Hampshire is the only state without a seat belt law for people 18 and over. Should we have one?

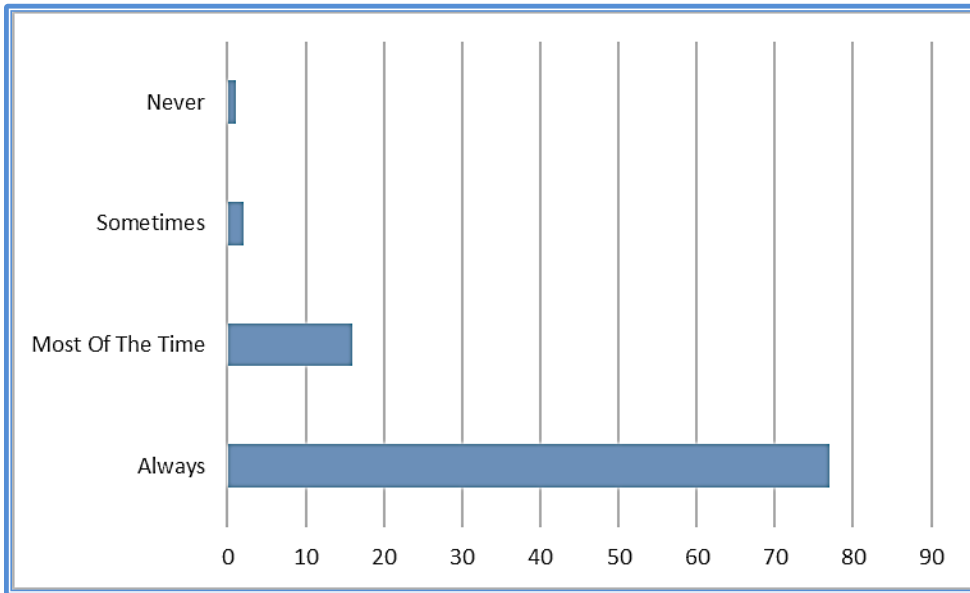
The Buckle Up NH coalition will use the information provided through this survey to improve the educational portion of the Seat Belt Challenge.

This survey also confirmed the value of the Seat Belt Challenge. Of the 96 students who participated, 19 (20%) of them stated that they did not always use seat belts prior to being involved in the challenge. All of those 19 stated that the challenge showed them the value of being restrained.

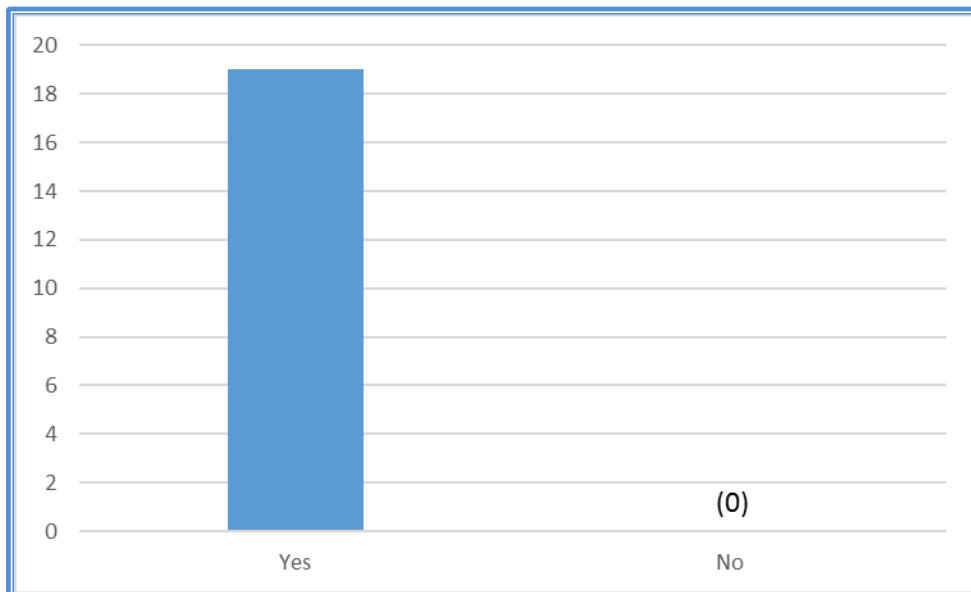
Among Challenge participants 24 teens, (25%) stated that we should not pass an adult seat belt law. The reasons stated for why we should or should not have an adult law were consistent with what was heard from the adult population. These reasons include:

- Seat belts save precious lives;
- To protect the adults from danger;
- It is safer for everyone if people have to wear one;
- Because otherwise people won't buckle;
- Live free or die (8 entries);
- People should be smart and do it on their own without being told.

How often did you wear seat belts before becoming involved in the seat belt challenge?



If you didn't always wear seatbelts prior to the Seat Belt Challenge, has the challenge shown you the importance of always wearing them?



- **Traffic Safety Conference**

The 2016 Traffic Safety Conference was held on May 3rd at the Church Landing at Mill Falls in Meredith, attended by almost 200 highway safety professionals including law enforcement personnel, driver educators, health care providers, legislators, and other highway safety advocates.

Based on the evaluation ratings and feedback, this was another very successful conference. The following shows the evaluation rating for the conference on a scale of 1 to 5.

Overall Rating	4.4
Law Enforcement Rating	4.2
Driver Educator Rating	4.4
Other	4.5

The opening key note speaker was Jennifer Pearce who, based on the drowsy driving crash that took the life of her younger sister, shared a deeply personal and powerful message about the real impact that a fatal crash has on a family. During the luncheon, Lindsey Arnold, Research Associate of the AAA Foundation for Traffic Safety shared their research findings on cannabis impaired driving and Eric Jackson, PhD, Research Professor from the University of Connecticut discussed their crash data input and retrieval system.

Governor Maggie Hassan shared her Buckle Up NH proclamation and encouraged the attendees to continue their highway safety related efforts throughout the state.

Additional key speakers included NHOHS Coordinator and Commissioner, NH Department of Safety John Barthelmes as well as NHTSA Region 1 Administrator Art Kinsman.

Workshops included:

- Emerging Issues in Substance Misuse
- Bicycle and Pedestrian Safety/Crosswalk and Pedestrian Signal Technologies
- The Past, Present and Future of New Hampshire's Teen Driver Program
- New Hampshire's Drug Recognition Program
- The Impact of the New Hampshire's Drug Crisis on Highway Safety
- New Hampshire's Motorcycle Rider Education Program

Partners of and exhibitors at the conference included:

- NH Office of Highway Safety
- NH Liquor Commission/ Bureau of Enforcement
- NH Department of Health and Human Services
- NH Department of Transportation
- Injury Prevention Center at Dartmouth
- NH Child Passenger Safety Program
- AARP of NH
- NH Motorcycle Training Program
- Safety and Health Council of Northern New England
- NH Traffic Safety Institute

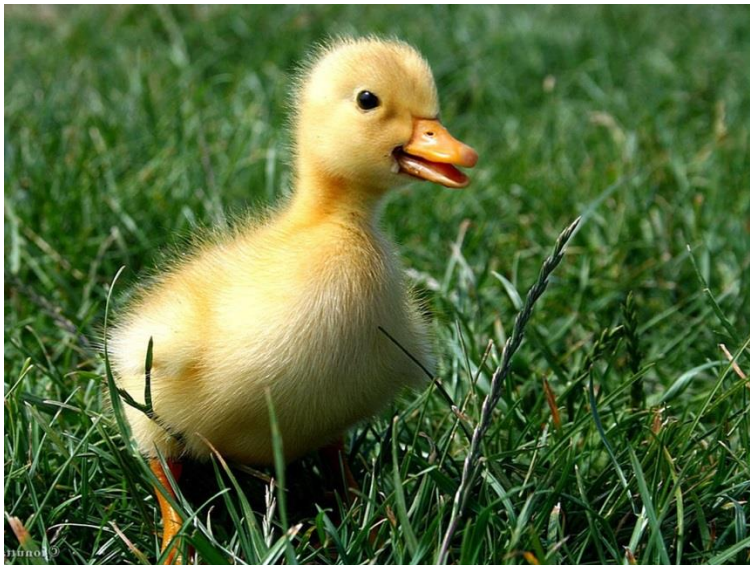
The conference ended with a presentation by James Vera, Governor's Office Senior Advisor on Substance Use and Behavioral Health, who provided information on the efforts to solve New Hampshire's Drugged Driving Problem.

- **Coalition Related Activities**

Through the collaborative effort of the members of the Buckle Up NH Coalition many other highway safety educational activities occurred throughout the state during the program year.

Some of these activities include working closely with the efforts of the NH Teen Driver Program, serving on the NH Injury Prevention Advisory Committee, the development of and presentation of public service announcements, including the NHTSA produced Never Give Up Until They Buckle Up PSA which was aired by the NH1 television approximately 30 times, and the development of and/or distribution of posters designed to promote seat belt safety.

Another major event was the visit of AT&T's It Can Wait campaign to New Hampshire. This three day event included having the campaign at Concord's DMV office for the first day, at Spaulding High School in Rochester for the 2<sup>nd</sup> day and at Londonderry's Safety Fair on the 3<sup>rd</sup> day.



**Duckie Duck says...**

***“Buckle Up or  
You Might Quack a Bone”***



# Standardizing Seat Belt Usage in New Hampshire

By: Chelsie Hubicsak-Muldowney  
Public Health Intern  
Injury Prevention Center at Dartmouth

*New Hampshire consistently has an extremely low seat belt usage rate and ...*



Source: Insurance Institute for Highway Safety, Highway Data Loss Institute

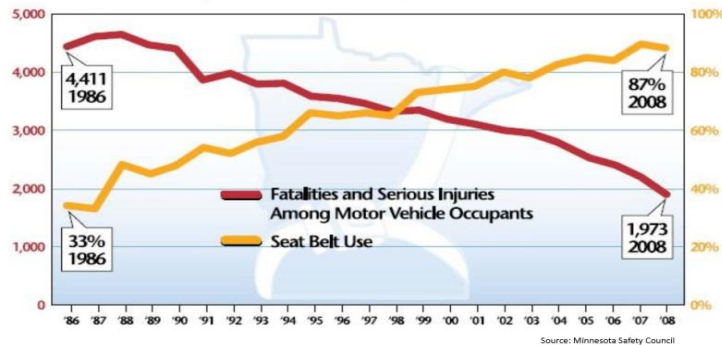
**THE HIGHEST UNBELTED FATALITY RATE**

**NH 2010**  
Crashes cost \$1.6 billion or about \$1,204 per resident.

If NH enacted an adult seat belt law, each year it would save

- 9 lives
- 181 serious injuries
- \$39 million in costs

**Minnesota Traffic Fatalities and Serious Injuries Compared with Seat Belt Use, 1986–2008**



**If this can happen in Minnesota, why can't it happen in New Hampshire?**

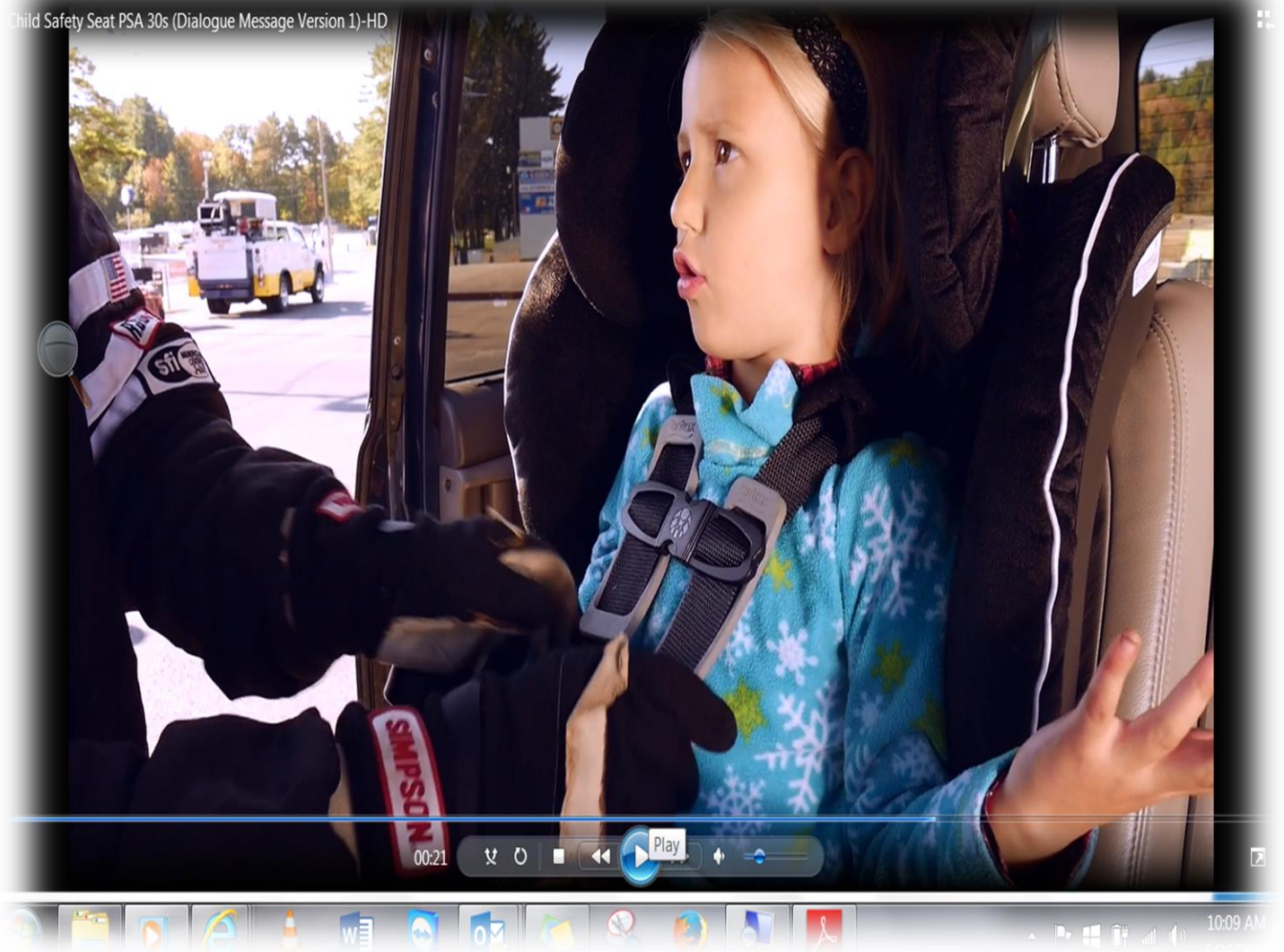
## Statewide Child Passenger Safety (CPS)

Federal Fiscal year 2016, a total of \$ \$199,738.00 was obligated and \$146,072.76 was expended on the Statewide CPS Program. New Hampshire stands as one of the safest states for child passengers in the country. Continued emphasis on person to person contacts are necessary to continue this status and to that end we held a number of trainings this past fiscal year, including three technician classes, two update classes and one recertification training. Twelve community check-up events were held as well as community education displays at sites throughout New Hampshire.

Funding Obligation: \$199,738.00      Amount Expended: \$146,072.76      Source: 402

Marketing dollars were spent to create a new PSA which was distributed via Comcast. The slides below show how this was done:

Child Safety Seat PSA 30s (Dialogue Message Version 1)-HD





Concord Households: 30,237  
Manchester Households: 55,250  
Total: Households: 85,487

TV Campaign

In the month of **September**, your commercial aired **372** times between the Concord and Manchester Zones

**185** Commercials aired in the Concord zone.

**187** Commercials aired in the Manchester zone.

Commercials aired on these custom networks:

Digital Campaign - In-Stream Targeted Video



**Key Metrics:**

Your video ad was delivered 29,399 times within premium online content.

72.92% of your video ad impressions were viewed in full!

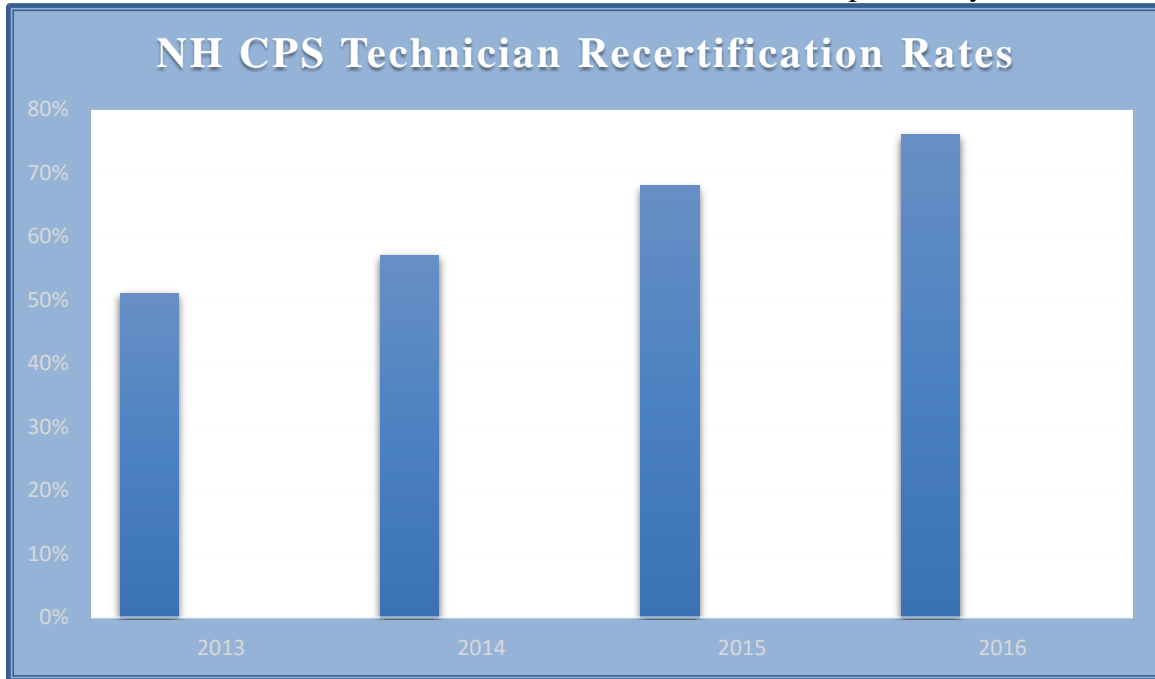
Impression Goal	Impressions Delivered	Complete Views	Viewed 25%	Viewed 50%	Viewed 75%	Viewed 100%	Avg. Pct. Viewed	Clicks	CTR
28,572	29,399	21,437	86.69%	81.40%	77.23%	72.92%	79.56%	269	0.91%

A survey of car seat use and misuse was conducted over the summer. Initially 10 technicians agreed to participate as data collectors, however only three were able to complete it. A total of 41 surveys were completed.

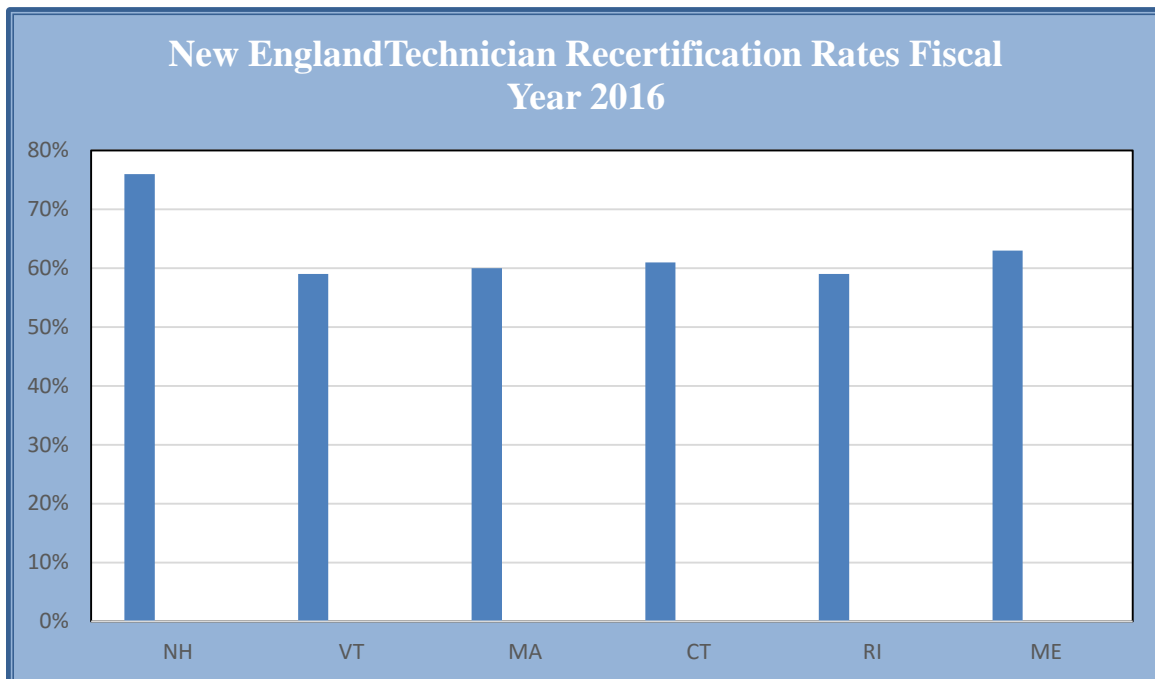
Fifteen police officers from around the state attended a Child Passenger Safety introduction that was held at Police Standards and Training in Concord. This course reviewed NH CPS laws and explained to the officers what to look for at a traffic stop.

Technicians were offered the opportunity to attend the NE Region Child Passenger Safety (CPS) Conference in Burlington, VT in September. Seventeen technicians attended and had the opportunity to meet like-minded individuals from around New England and beyond. Highlights included Dr. Marilyn Bull's presentation on special needs children and seats, an opportunity to hear from the test staff at Consumer Reports and their explanation of their testing procedures and a national data review. The chance to have our technicians attend this valuable training is priceless.

The New Hampshire Child Passenger Safety Program continues to improve our technician recertification rates. The chart below shows our increase over the past four years.



The following chart demonstrates our standing regarding Technician recertification rates vs. the other New England states. As can be seen, New Hampshire is above the other New England states with a certification rate of 76% and well above the National average of 56%.



Being affiliated with other organizations gives us the chance to collaborate and have access to resources that we might otherwise not have. For example, Safe Kids Worldwide has created an “Ultimate Car Seat Guide” that we can share with parents who are looking to find the best car seat to fit in their car. A link to this website is below:

<https://www.safekids.org/ultimate-car-seat-guide/>



Information on car seat recycling was distributed and a recycling event held in Lebanon. Car seats were purchased and distributed as needed throughout New Hampshire.

### **Child Passenger Safety Office Background**

For over 25 years, the NHOHS and the Injury Prevention Center have partnered together to create a safer motor vehicle journey for children and their caregivers throughout our state. The New Hampshire Child Passenger Safety Office continues that mission today, with the goal of reducing, and someday eliminating, childhood injury and deaths due to car crashes.

To that end the New Hampshire Child Passenger Safety Office provides support for the 160 certified New Hampshire Child Passenger Safety Technicians (CPST). The office plans and provides training for current certified CPST to recertify as well as hosting classes for new technicians. Additionally, the office promotes the message of proper use and state laws in an effort to reduce injuries and deaths caused by motor vehicle crashes. The CPS office provides support to other agencies and hospitals wishing to maintain or create CPS programs within their own agencies.

Motor vehicle crashes are the number one cause of unintentional death in children under 16 years of age in the United States. The proper use of child restraints (i.e., car seats, booster seats, seat belts) is the most effective method available to prevent fatalities in motor vehicle crashes.

Upwards of three out of every four children in child restraints are not properly secured, some not restrained at all. Only consistent and correct use of child safety seats will offer the protection each child needs.

There are many different types of Child Safety Seats (CSS) on the market today. Car seat manufacturers are required to provide safety restraints that meet Federal Motor Vehicle Safety Standards (FMVSS), to ensure good protection for children when used correctly. Parents looking for the “right” safety restraint must get the “right” CSS, a seat that fits their child and their car, and must be sure to read the instructions carefully, and use the seat correctly on every trip.

There are several types of child safety seats, and car seat installation methods for securing these seats to a vehicle. One method is with the use of seat belt systems, lap belts or lap and shoulder belts. Another method is LATCH, which is an acronym for Lower Anchors and Tethers for Children. Nearly every car seat, and most vehicles manufactured since September 1, 2002 are required to have the LATCH system.

According to a study done by AAA, “Parents and caregivers who transport children are faced with critical decisions that affect the safety of their small passengers, such as the proper selection, installation, and use of height-, weight- and age-appropriate restraints; the “graduation” of children from car seats to safety belts; and the placement of children in the vehicle. Child passenger safety educational materials for parents, caregivers, and teachers must be kept up-to-date and must educate this audience about the technical aspects of protecting children in a way that meets the educational, cultural, and linguistic needs of the audience. Materials must not only be technically accurate; in order to be useful, they must also be accessible to lay audiences.”

- **Methods and Limitations**

Hands on, direct intervention has been, and will continue to be, a primary process for preventing childhood injuries and death from car crashes. In New Hampshire, this job falls primarily to our Child Passenger Safety Program and our CPS Technicians. Limited by their schedules and resources, each one does an exemplary job of supporting our mission to keep kids safe. The CPS Program provides oversight and management as well as technical and material support to all of our volunteers. The diversity of our state requires constant work by the CPS Program manager to ensure each area is getting what it needs. Analysis of a region will show weaknesses and a plan can be developed to address those. For example, Sullivan County up until recently only had two CPS Technicians. Recognizing this, the CPS Program Manager developed a training that was held in Grantham and that number has now risen to ten.

We continue to be limited by distance and by weather. Once November comes around we cannot offer or support many outside events and are dependent on inside facilities to hold events. Travel time can be an issue, however, that is being mitigated more and more by the appropriate use of technology like conference calling and Skype.

Good data must be the cornerstone of all that we do and developing partnerships with sources and creating our own collection methods must continue to be a goal.

- **Training**

**Initial CPS Technician Certification course:** The office sponsored three 4-day certification classes which certified 44 new CPS technicians. Classes were held in Hollis, Grantham, and Londonderry. Grantham was a very welcome site because of the lack of technicians in Sullivan County. The Grantham class of 10 helped add an additional 3 Sullivan County techs doubling the previous number.

**Update refresher classes:** Technological improvements change how technicians address different issues. To help keep technicians informed the CPS office offers update refresher classes. Two classes were held, both at the National Safety Council training room in Concord. Each of the 36 students earned 6 CEU's towards their certification renewal.

**Recertification class:** The office took advantage of the unusually warm and snow free winter and hosted a technician recertification class for technicians who had let their certification expire within the past 3 years. This class brings them up to date and recertifies them. The one-day class was held in January at Londonderry Police Department. Four technicians were recertified.

**Officer training:** Introduction to car seats held at NH Police Standards and Training with 15 officers in attendance.

**NE Regional Conference:** Technicians were offered the opportunity to attend the NE Region CPS Conference in Burlington, VT in September. Seventeen technicians attended and had the opportunity to meet like-minded individuals from around New England and beyond. Highlights included Dr. Marilyn Bull's presentation on special needs children and car seats, an opportunity to hear from the test staff at Consumer Reports and their explanation of their testing procedures and a national data review. The chance to have our technicians attend this valuable training is priceless.

- **Community**

During FFY 2016, more than a dozen checkup events had been scheduled by different agencies, which allowed for over 100 seats to be inspected at these special events. These special events are important to help highlight the need for caretakers to better understand their child's safety seats but in New Hampshire, the more common education is done by appointment at our 56 seat inspection locations. The office received documentation from 36 of our 56 inspection stations showing they inspected 1,204 seats. Considering seats checked at the other 20 stations which did not report it is estimated that approximately 2,000 seats were checked statewide for calendar year 2016. The office assisted many of these events and stations by providing equipment, personnel, and helping to advertise the event on the website, [www.safekidsnh.org](http://www.safekidsnh.org) as well as social media and other interactions with other agencies.

Also during FFY 2016, the BUNH office produced three video Public Service Announcements which could be used on television, audio for radio and both for internet viewing and listening. The PSA was filmed at the New England Drag-way in Epping, New Hampshire. The track management was very supportive and permitted the filming of the PSA right on their track. All three PSA's were the idea of Tom Leach, former CPS Program Manager, but edited and brought to life by the video class at the Pinkerton Academy of Derry, New Hampshire under the direction of teacher Chris Lord. Once the project was ready for release we contracted with WBIN-TV and Comcast Media to distribute the PSA. WBIN used television specifically and aired the PSA at least 10 times per week between shows such as "Family Feud" and "NH1 News at 10pm". WBIN reaches 2.4 million households and covers an area from Sullivan and Belknap counties south to Boston and west through Windham County Vermont. The contract ran from March 2016 through May 2016.

The Comcast contract was to have the video shown "online" when internet users opened various video, television productions, and movies. Once an internet user opened a site they wanted to insure our PSA would pop-up. The Comcast area contracted was the Concord and Manchester area which included 83,000 households. The advantage of internet advertising is in the feedback received. We know that our PSA was specifically delivered to 29,291 viewers and 56% of them, nearly 17,500 people watched the PSA in its entirety. Our targeted audience was 20-30 year olds making less than \$30,000 per year in income. This group tends to have the highest misuse rate of child safety seats. The Comcast contract ran the month of May and again in September with a total of 373 spots aired in September alone.

- **Recertification**

Child Passenger Safety Technicians are certified every two years through Safe Kids International. Current technicians have two years to fulfill their recertification requirements which include earning at least 6 continuing education units (CEU's), participate in a public event and demonstrate proficiency with a certified instructor or certified proxy. According to Safe Kids annual report for fiscal year 2014 New Hampshire had a 47% recertification rate, well below the national average of 56%. This means that New Hampshire was losing one technician for each technician that renews. Since Coordinator Tom Leach joined the office in April 2014 it was his goal to greatly increase these recertification numbers. A pilot program was created that would pay the \$50.00 renewal fee for technicians recertifying. As a result of this program along with an enthusiastic sign off program where Tom traveled all over the state to meet with technicians to do sign offs; the state's renewal rate at the end of May 2016 was 75.9%, a 61% increase from

2014. At the end of fiscal year 2016 **New Hampshire had the highest recertification rate in the Country!**

- **Child Safety Seat Recycling**

A strong recycling program will help reduce misuse by removing potentially dangerous, recalled seats which may also have missing parts or other damage associated with age. There are great benefits to children who utilize the latest and most up to date technology found in newer seats. This year Injury Prevention Center (IPC), combined the Women's Health Resource Center at Dartmouth Hitchcock's annual recycling event with the Grantham certification class. The day was a huge success with over 30 seats being checked by veteran and new technicians and over 70 seats were handed in for recycling. It was a beautiful day for the event on May 21st. All of our 56 Inspection Stations are encouraged to help caretakers dispose of damaged or expired seats through recycling and offer our recycling pamphlet to those interested.

- **Inspections and Inspection Stations**

It is the goal of the CPS office to support and add to the existing fitting stations throughout the state. By the end of 2014 two additional fitting stations were added bringing the total numbers of fitting stations to 32. Towards the end of fiscal year 2015, another 24 fitting stations were added to our list providing 56 locations statewide for caregivers to get help with their child safety seat. We continue to receive calls on the toll free Child Safety Seat phone line. Many of these calls are seeking specific information regarding their child and many others are seeking locations for CPS Inspections. In October of 2015 we created a new pamphlet designed to help caretakers select the proper child seat for their child as well as list all 56 Inspection Stations and contact information. The pamphlet has been in great demand and was made available to other agencies, hospitals, and medical offices around the state.

- **Child Safety Seats and Equipment**

The Child Passenger Safety (CPS) office purchases child safety seats to be provided to caregivers when no other sources are available. The seats are distributed through the 56 safety seat fitting stations throughout the state as well as Dartmouth-Hitchcock Medical Center. Seats are only provided to certified technicians who then instruct and assist the caregiver with correct use and installation. The IPC purchased approximately 30 convertible child safety seats which are distributed to the inspection stations to be used as emergency replacement seats when children arrive at their station in a defective or expired child seat. This way the child can leave their station safer than when they arrived. The seats are not provided to the public as a seat give-a-way program. There were four special needs seats purchased for statewide use out of different hospitals. The four special needs seats were given to Concord Hospital and Dartmouth-Hitchcock.

- **Partnerships**

Child Passenger Safety is impacted by many different safety initiatives state wide. The Program Coordinator is a member of several groups that focus on reducing injuries and deaths caused by motor vehicle crashes. These groups include the NH *Driving Toward Zero* campaign by NH DOT, the Buckle Up New Hampshire Committee, the Buckle Up NH Derry group, the *Injury Prevention Advisory Council* and its Injury Prevention Policy Committee by participating in meetings and planning of the Occupant Protection component to the NH Highway Safety Plan,

as well as the Safe Kids NH coalition for safety. The Program Coordinator also provided consultation to Dartmouth Hitchcock Medical Center regarding policies and procedures dealing with child passenger safety issues.

- **Discussion and Conclusions**

Trained technicians and local/community fitting stations, providing direct contact with parents and caregivers regarding their child's safety seat, continues to prove how valuable this resource is to our state. Retaining certified technicians will always be easier than training new ones and providing incentives, like free attendance at the regional conference, is one tool that we have in keeping them on board.

Having the ability to provide safety seats to fitting stations as needed also contributes to a sense of being able to immediately impact the safety of a child. Effectively fitting special needs children is becoming an increasingly important skill for our technicians to have. The CPS program as administered through the Injury Prevention Center at Children's Hospital at Dartmouth along with our instructor team continues to provide not only week long trainings but also long term support.

Having the ability to reach out to parents through marketing and promotion allows us to target areas of the state that we know have less usage rates. Continued marketing in high population areas using a variety of outreach, including social media, will allow us to provide education to a broader audience more effectively.

- **Recommendations**

Below are some recommendations for consideration.

- Develop a one hour course/lesson plan on CPS enforcement to be used in instructing police officers at the full and part time academies while maintaining our existing PS&T curriculum for already trained officers.
- Expand marketing in seacoast and northern areas of the state.
- Increase number of technicians certified as proxies.
- Develop incentives for technician retention
- Increase partnerships with all birthing hospitals in the state.
- Increase special needs capacity through course offerings.

## Seat Belt Survey

Federal Fiscal year 2016, \$49,659.00 was obligated and \$47,510.82 was expended for this project. For the tenth year, NHOHS contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey. A total of \$47,510.82 supported the survey. The survey results are used to help determine the impact of the various educational programs that are funded by the NHOHS and whether they are increasing the use of seatbelts in New Hampshire. Below are the survey results for the last ten (10) years. The results show there had been an increase from 2007 (63.8%) to 2016 (70.2%). Review of the data from 2010 (72.2%) to 2016 (70.2%) shows a fluctuation without any statistically significant increase. It is important to note that the methodology changed beginning in 2013 therefore, making it difficult to compare results further back than 2013. Results from the seat belt survey from 2013 (71.5%) to 2016 (70.2%) has averaged 70.4%. This suggest the need to continue to review the occupant protection programs that are funded by the NHOHS to determine if they are still relevant and to assure that all the programs funded are providing measurable results in order to compare against the performance targets set.

Funding Obligation: \$49,659.00

Amount Expended: \$47,510.82 Source: 402

The table below shows the seat belt use rate since 2007

Percent of Operator and Front Seat Outboard Passengers Buckled									
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
63.8%	69.2%	68.9%	72.2%	75%	68.5%	71.5%	70.4%	69.5%	70.2%

## **Behavioral Attitude Survey**

In FFY 2016, \$5,700.00 was obligated and \$5,617.48 was expended for this project. The Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire conducted this Attitude Survey. The purpose of the survey is to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Having insight into what people are saying will help this Office to determine if the programs/projects we fund are effective in changing driving behaviors thus resulting in fewer fatalities and injury crashes.

Funding Obligation: \$5,700.00                      Amount Expended: \$5,617.48                      Source: 402

The Behavioral Attitude Survey is conducted to assess attitudes about highway safety, which in turn will help the NHOHS identify areas where programs are being successful, as well as to identify areas where programs may need to be reevaluated to determine their effectiveness and/or usefulness. The University of New Hampshire Survey Center included a series of questions on its summer, 2016 Granite State Poll for NHOHS. The major purpose of these questions was to assess attitudes about highway safety in New Hampshire. All but one question were replications of questions included on the 2010-2015 Summer Granite State Polls. Five hundred (500) New Hampshire adults were interviewed by telephone between July 19 and August 1, 2016.

The NHOHS supports this attitude survey that provides valuable information to show areas where funding (through media or enforcement) is needed to address problematic attitudes about highway safety.

Survey responses indicated 84% of the people surveyed did not drive a motor vehicle within 2 hours of drinking an alcoholic beverage were reassuring that maybe media campaigns and enforcement efforts to not drink and drive are working. Also, 73% of people surveyed within the past 30 days have seen or heard something about alcohol impaired driving enforcement by police. This is the second highest percentage since the attitude survey was first conducted (2010) suggesting that the message to not drink and drive is having an effect. However, conversely, 36% of people surveyed also felt the chances of getting arrested are rare or never if they drive after drinking causing concern that maybe the message of what can happen if you drink and drive (i.e. lose your license, job, home, family, etc.) needs to be emphasized to stress what in reality can occur. The survey also shows that 73% of people that were surveyed buckle up, this closely compares to New Hampshire's seat belt usage rate, and looks to be accurate. Regarding speed, 59% of people surveyed believe that at least 50% of the time they will get a ticket for driving over the speed limit.

## NHTSA Attitude Survey Results for New Hampshire 2016

1.				
Are you a licensed Driver?	Licensed in New Hampshire?	Licensed in another state?	Not Licensed?	Number Responding
2010	481 (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
2015	496 (93%)	8 (2%)	28 (5%)	532
2016	474 (95%)	3 (1%)	22 (4%)	499

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 (12%)	3 (1%)	2 (0%)	3 (1%)	477
2014	407 (82%)	81 (16%)	4 (1%)	4 (1%)	3 (1%)	498
2015	428 (84%)	73 (14%)	4 (1%)	2 (0%)	1 (0%)	508
2016	405 (84%)	62 (13%)	4 (1%)	8 (2%)	2 (0%)	480

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
2015	354 (67%)	175 (33%)	3 (0%)	532
2016	364 (73%)	132 (26%)	4 (1%)	500



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
2015	22 (4%)	108 (20%)	189 (36%)	190 (36%)	2 (0%)		529
2016	35 (7%)	96 (19%)	169 (34%)	175 (35%)	6 (1%)	17 (3%)	498

5. How often do you use seatbelts when you drive or ride in a car, van, sport utility vehicle, Or pick up?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know	Number Responding
2010	383 (76%)	47 (9%)	21 (4%)	20 (4%)	31 (6%)		502
2011	405 (79%)	39 (8%)	19 (4%)	27 (5%)	25 (5%)	1 (0%)	516
2012	399 (77%)	41 (8%)	30 (6%)	18 (3%)	33 (6%)		520
2013	389 (76%)	47 (9%)	20 (4%)	25 (5%)	31 (6%)		513
2014	388 (75%)	33 (6%)	28 (5%)	35 (7%)	32 (6%)	1 (0%)	518
2015	380 (71%)	69 (13%)	30 (6%)	21 (4%)	28 (5%)	3 (1%)	532
2016	367 (73%)	58 (12%)	25 (5%)	25 (5%)	25 (5%)		500

6. In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?	Yes	No	Don't Know	Number Responding
2010	123 (24%)	379 (75%)	2	504
2011	121 (24%)	392 (76%)	1	514
2012	141 (27%)	376 (72%)	2 (0%)	519
2013	127 (25%)	384 (75%)	2 (0%)	513
2014	105 (21%)	403 (79%)	1 (0%)	510
2015	100 (19%)	425 (80%)	8 (1%)	532
2016	94 (19%)	405 (81%)		499

<b>7. What do you think the chances are of getting a ticket if you don't wear Your safety belt?</b>	<b>Always</b>	<b>Most of the Time</b>	<b>Half of the Time</b>	<b>Rarely</b>	<b>Never</b>	<b>Don't Know</b>	<b>Number Responding</b>
2010	10 (2%)	31 (6%)	44 (9%)	213 (42%)	182 (36%)	23 (5%)	504
2011	10 (2%)	26 (5%)	50 (10%)	220 (43%)	185 (36%)	20 (4%)	509
2012	18 (4%)	31 (6%)	40 (8%)	212 (41%)	177 (34%)	37 (7%)	515
2013	17 (3%)	27 (5%)	60 (12%)	167 (33%)	220 (43%)	21 (4%)	511
2014	11 (2%)	19 (4%)	35 (7%)	211 (41%)	214 (42%)	19 (4%)	508
2015	18 (3%)	40 (8%)	42 (8%)	194 (37%)	216 (41%)	19 (4%)	529
2016	15 (3%)	32 (6%)	34 (7%)	198 (40%)	197 (40%)	23 (5%)	498

<b>8. On a local road with a speed limit of 30 miles per hours, how often do you driver faster than 35 miles per hour?</b>	<b>Always</b>	<b>Most of the Time</b>	<b>Half of the Time</b>	<b>Rarely</b>	<b>Never</b>	<b>Don't Know</b>	<b>Number Responding</b>
2010	34 (7%)	81 (17%)	122 (25%)	188 (39%)	59 (12%)	1	485
2011	33 (7%)	89 (18%)	110 (22%)	197 (39%)	71 (14%)	3 (10%)	503
2012	34 (7%)	78 (16%)	117 (24%)	179 (37%)	75 (15%)	4 (1%)	487
2013	61 (13%)	83 (17%)	105 (22%)	169 (35%)	59 (12%)	(0%)	477
2014	52 (10%)	112 (22%)	120 (24%)	166 (33%)	52 (10%)	0 (0%)	503
2015	65 (13%)	97 (19%)	130 (25%)	160 (31%)	57 (11%)	1 (0%)	509
2016	48 (11%)	83 (19%)	103 (24%)	145 (33%)	52 (12%)	2 (1%)	433

<b>9. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?</b>	<b>Always</b>	<b>Most of the time</b>	<b>Half of the Time</b>	<b>Rarely</b>	<b>Never</b>	<b>Don't Know</b>	<b>Number Responding</b>
2010	37 (8%)	59 (12%)	88 (18%)	198 (41%)	104 (22%)		485
2011	21 (4%)	69 (14%)	101 (20%)	173 (34%)	136 (27%)	3 (1%)	502
2012	33 (7%)	88 (18%)	88 (18%)	151 (31%)	126 (26%)	3 (1%)	488
2013	43 (9%)	71 (15%)	98 (20%)	148 (31%)	118 (25%)		479
2014	50 (10%)	73 (15%)	95 (19%)	192 (38%)	94 (19%)	0 (0%)	503
2015	31 (6%)	86 (17%)	128 (25%)	159 (31%)	105 (21%)		509
2016	38 (9%)	67 (15%)	90 (21%)	153 (35%)	85 (20%)		432

10.  In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?	Yes	No	Don't Know	Number Responding
2010	227 (45%)	276 (55%)	1	504
2011	234 (46%)	276 (54%)	4 (1%)	514
2012	230 (44%)	287 (55%)	2 (0%)	519
2013	255 (50%)	256 (50%)	2 (0%)	512
2014	270 (53%)	239 (47%)	1 (0%)	510
2015	270 (51%)	261 (49%)	1 (0%)	532
2016	242 (48%)	249 (50%)	9 (2%)	500

11. What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Most of the time	Half of the time	Rarely	Never	Don't Know	Number Responding
2010	14 (3%)	97 (19%)	165 (33%)	201 (40%)	6 (1%)	21 (4%)	504
2011	13 (3%)	101 (20%)	178 (35%)	202 (39%)	11 (2%)	6 (1%)	511
2012	15 (3%)	97 (19%)	160 (31%)	216 (42%)	9 (2%)	17 (3%)	514
2013	23 (4%)	83 (16%)	219 (43%)	165 (32%)	9 (2%)	13 (3%)	511
2014	20 (4%)	19(18%)	191 (38%)	183 (36%)	8 (2%)	15 (3%)	508
2015	23 (4%)	110 (21%)	198 (37%)	182 (34%)	6 (1%)	14 (3%)	532
2016	18 (4%)	100 (20%)	174 (35%)	183 (37%)	14 (3%)	13 (3%)	500

12. "Currently, New Hampshire does not require adults to wear seat belts. Would you say you favor or oppose a law requiring everyone in a moving vehicle to wear a seatbelt?"	Favor Strongly	Favor Somewhat	Neutral? Don't Know	Oppose Somewhat	Oppose Strongly	Number Responding
2016	67 (48%)	47 (9%)	35 (7%)	59 (12%)	124 (25%)	499

## Child Passenger Safety (CPS) for Emergency Medical Services (EMS)

In FFY 2016, \$27,158.16 was obligated and \$25,636.65 was expended for this project. The NH EMS for Child Passenger Safety Program conducted both educational courses and distributed child safety restraints designed specifically for use on ambulances as outlined in the grant application.

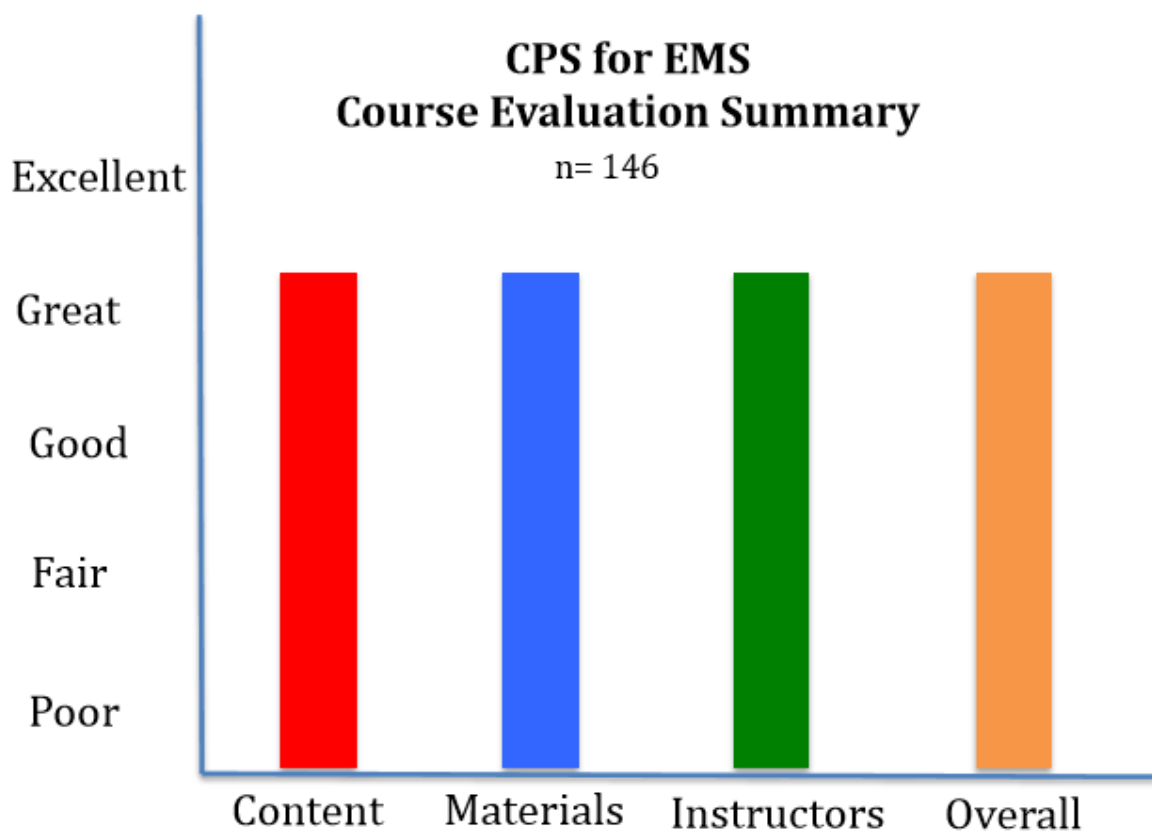
Funding Obligation: \$27,158.16

Amount Expended: \$25,636.65

Source: 402

The EMS CPS Program organized three courses entitled “CPS for EMS”. The goal of the course is to educate pre-hospital care providers on the safe transport of children in ambulances. Specific topics include identifying the best location on the ambulance and the best safety restraint for a child based on the child’s size and medical needs. The course is three hours long and is based on the National Highway Traffic Safety Administration’s publication entitled Best-Practice Recommendations for the Safe Transportation of Children in Emergency Ground Ambulances.

These courses were held at the Nottingham Fire Rescue Station, Concord Hospital Simulation Lab, and Londonderry Fire Station. A total of 146 EMS providers attended. The courses were well received by the EMS providers as indicated by the students’ evaluations (see graph below).



Average numerical scores on a 1 to 5 scale were:

- Course content - 4.02
- A-V materials/handouts - 4.01
- Overall Satisfaction – 4.03

Examples of attendee evaluation comments include:

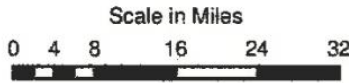
- ☒ “Instructors are extremely knowledgeable, experts in field.”
- ☒ “Instructors presented in an interesting format and easily held my attention.”
- ☒ “Very good class, eye opener.”
- ☒ “Excellent Presentation and very informative”.
- ☒ “Skill session was especially helpful.”
- ☒ “Learned a lot. Great class”
- ☒ “Great use of video and props.”
- ☒ “Important topic.”
- ☒ “I was surprised at how engaged I was by this presentation.”
- ☒ “An important topic that everyone needs to review.”

- **Child Safety Restraint Distribution**

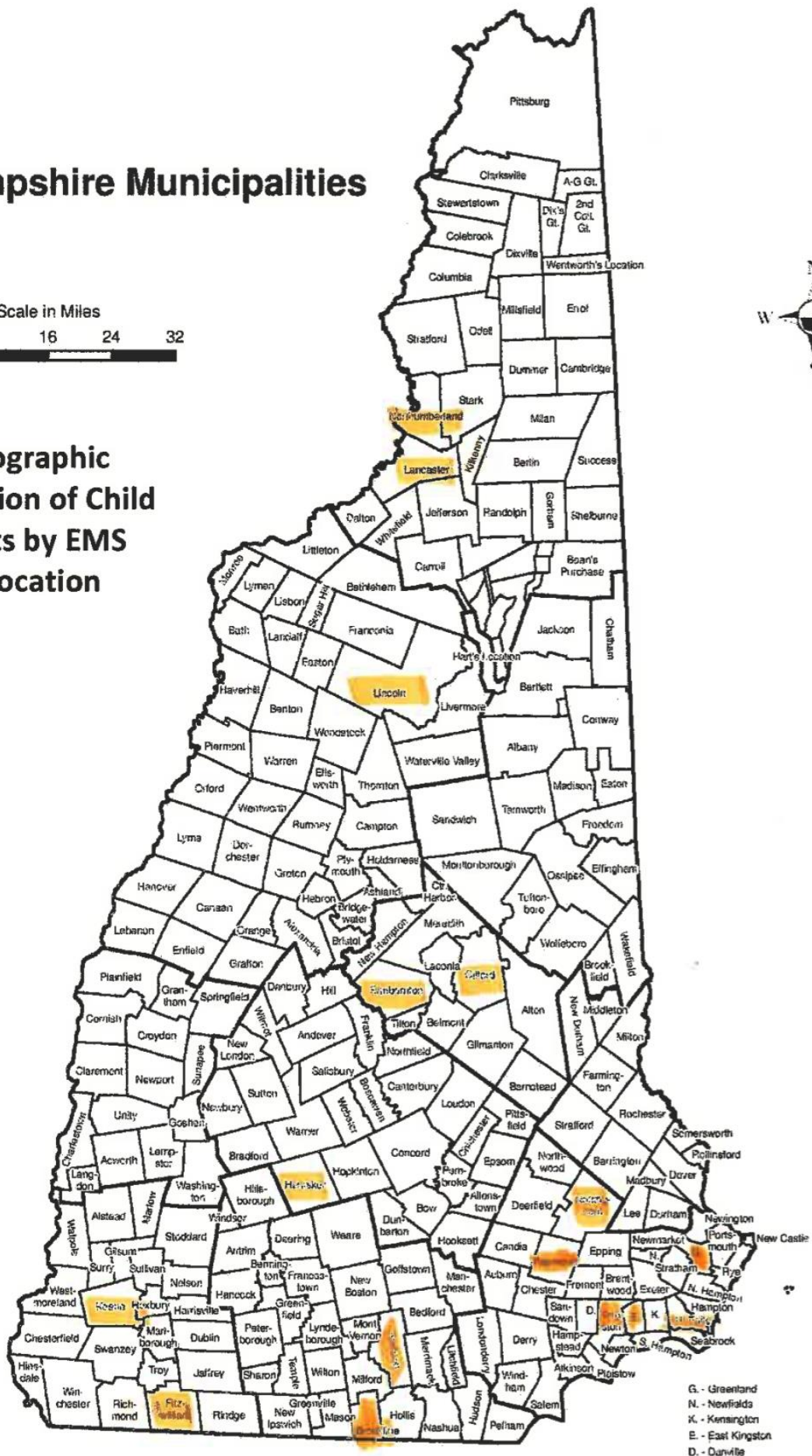
Applications for the child safety restraints were distributed to all licensed, transporting NH EMS services. The opportunity was advertised through direct mailings, EMS Bureau list serves, and presentations at the Trauma Medical Review Committee, EMS Coordinating Board, and the Medical Control Board. A total of 18 applications were submitted and a total of 18 restraints were awarded to 18 EMS services. Funds from the NHOHS allowed for the purchase of 16 seats and additional matching funds were made available by the NH Emergency Medical Services for Children (EMSC) Program to purchase an additional 2 restraints. The 2016 awardees include:

1. Lancaster Fire
2. Greenland Fire
3. Brookline Ambulance
4. Gilford Fire Rescue
5. Nottingham Fire Rescue
6. Wakefield Fire Department Ambulance
7. Linwood Ambulance
8. Northwood Fire Rescue
9. Henniker Rescue
10. Peterborough Fire and Rescue
11. Amherst Fire Rescue
12. Fitzwilliam Fire Department
13. Hampton Falls Fire
14. Groveton Ambulance
15. DiLuzio Ambulance
16. East Kingston Fire Department
17. Kingston Fire Department
18. Raymond Ambulance

# New Hampshire Municipalities



## 2016 Geographic Distribution of Child Restraints by EMS Service Location



- G. - Greenland
- N. - Newfids
- K. - Kennington
- E. - East Kingston
- D. - Durvile



The NH EMSC Program educated 146 NH EMS providers regarding the importance of transporting pediatric patients safely, how to select the proper restraint based on child's size and medical condition and the correct method of securing the restraint to both the ambulance cot and the captain's chair.

The EMSC Program successfully completed a child safety restraint distribution program that distributed 18 restraints to services throughout the State of New Hampshire. The Program was able to leverage additional funds to enhance the impact of the CPS for EMS Program. The additional funds purchased 2 additional ambulance Child Safety Restraints.

### **Highway Safety Media Campaign**

Federal Fiscal year 2016, \$42,000.00 was obligated and \$42,000.00 was expended for this project. The NH Fisher Cats conducted this project that included radio ads run by WGIR 610 AM, WGIN 930 AM and WTSL 1400 AM/94.3 FM during all 142 Fisher Cats games. The radio ads were specific to the importance of buckling up and were broadcast throughout New Hampshire and parts of Massachusetts. The Fisher Cats also provided buckle up messaging in the form of signs, banners, on field promotions, and video footage, for everyone that attended a Fisher Cats game. In 2016, there were approximately 300,000 patrons in attendance at the Fisher Cats games who heard or read messaging on the importance of buckling up and driving safely.

Funding Obligation: \$42,000.00      Amount Expended: \$42,000.00      Source: 402

### **8' x 30' Tri-Vision Concourse Sign**

The NHOHS displayed its message with this highly visible 8' x 30' Tri-Vision sign. This sign is located atop the Samuel Adams Bar & Grill at the main entrance of the stadium. This unique, highly dominant sign rotates every 90 seconds, 24 hours a day, and 365 days a year and stays lit until 2:00 am. The NHOHS message was constantly visible all year round and was not only seen by fans visiting the ballpark but by travelers on the highway where an average of over 60,000 vehicles passes by daily.



**8' x 24' Mesh Outfield Banners**

NHOHS received one (1) 8' x 24' static, right field banner. This highly visible piece of signage sat adjacent to the Fisher Cats state-of-the-art videoboard and spans across the outfield fence to the right field foul pole. Each sign is eye-catching and unique, and fully customizable to ensure that the desired message of choice was delivered to fans at every Fisher Cats home game and extra events held at the stadium. In addition to the in-stadium presence these signs provide, they were also often caught in photographs used by local television, print and other various media outlets covering the game.

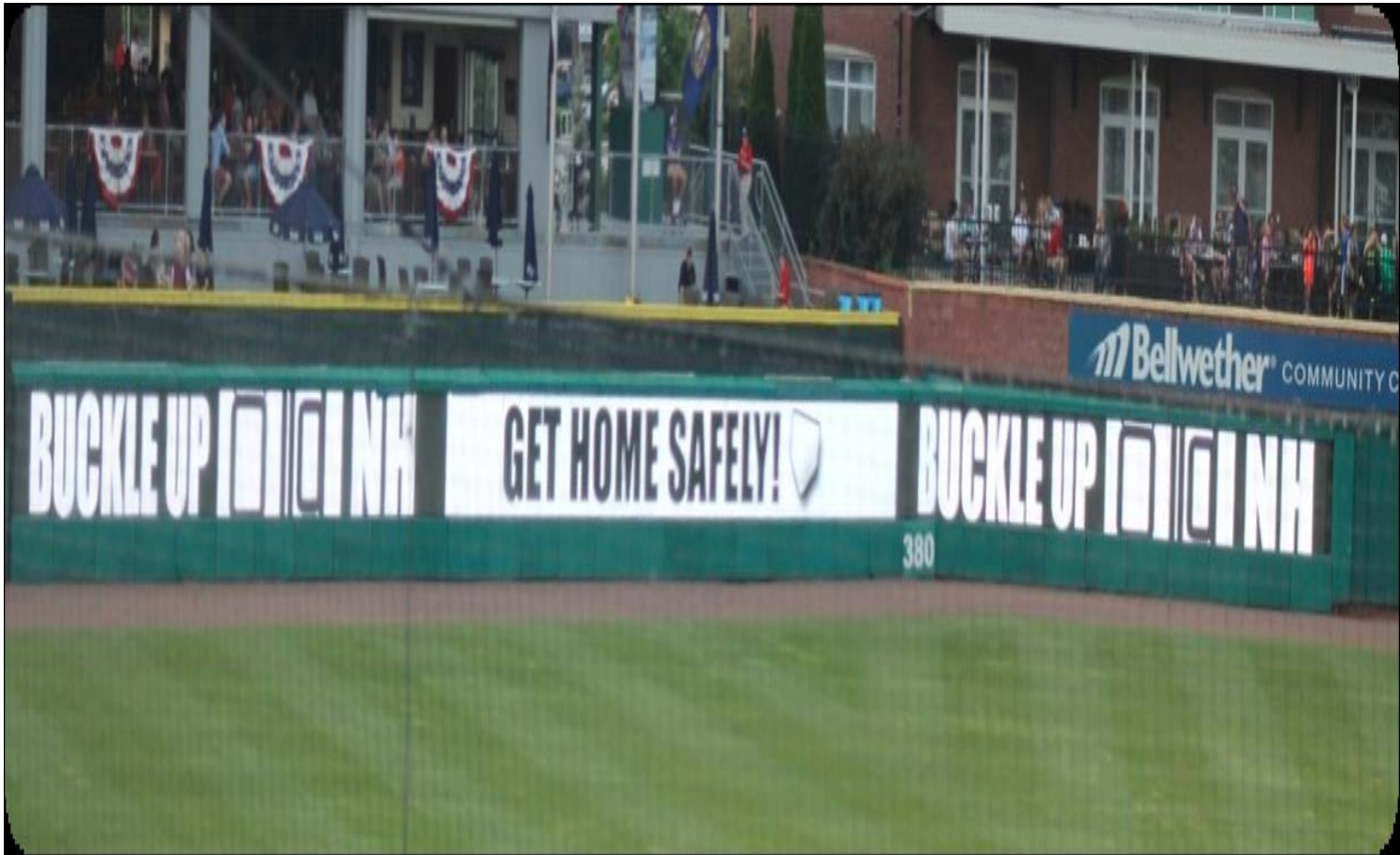


### **Full Season Nightly In-Game, On-Field Promotions**

The Fisher Cats entertainment experience keeps the fans laughing and smiling all game long. During each game, there is sure to be something different and unique. The NHOHS was incorporated into each fan's experience by presenting an inning for the full season that featured a rotation of fun and distinctive promotions like Musical Chairs, Vanity Insanity, and the NH Highway Safety Trivia. The action was shown live on the videoboard along with the NHOHS logo on our 140' LED coinciding with a public address announcement.







## In-Game: 15-Second Videoboard Commercial

The NHOHS was featured during each Fisher Cats home game throughout the season with a 15 second videoboard commercial highlighting the “Buckle Up NH” campaign, including upcoming events, product information, and specials.












### 30-Second Radio Commercial

NHOHS "Buckle Up NH" campaign was featured with a 30-second radio commercial every home and away game, during Fisher Cats game broadcasts on the Fisher Cats Radio Network, delivering NHOHS message of "Buckle Up NH" to those fans listening to the game on the air. All of the games were broadcasted on WGIR 610 AM in Southern New Hampshire (Manchester, NH), on WGIN 930 AM in New Hampshire's Seacoast Region (Rochester, NH), and in Northern New Hampshire on WTSL 1400 AM/94.3 FM (Hanover, NH). The games received statewide coverage in New Hampshire and had acquired a strong signal into Northern Massachusetts. In addition to the radio network, the games were streamed live on the Fisher Cats website (nhfishercats.com).



## Game Day Program Quarter Page Ad

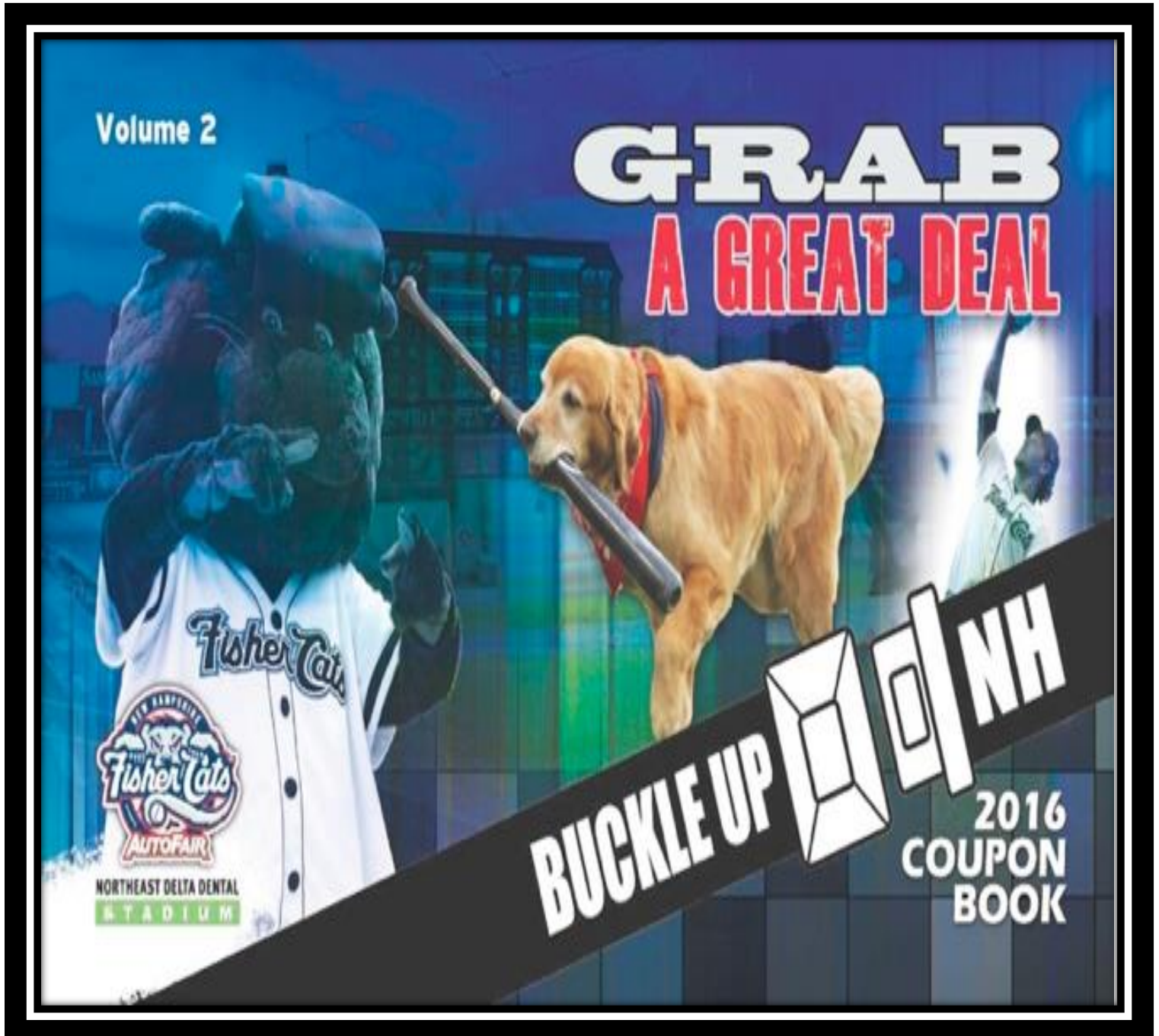
At each Fisher Cats home game, the NHOHS was featured in a quarter-page advertisement within the Fisher Cats Official Game Day Program, The Inside Pitch. The NHOHS had the opportunity to change their advertisement up to three (3) times, to keep the Fisher Cats fans up to date with product information and promotions throughout the entire season. The premier publication of Fisher Cats Baseball is free, ensuring the message was delivered to fans at each Fisher Cats home game. The Fisher Cats Game Day Program featured three (3) different issues throughout the season, rotating promotional, and player content to keep the most updated information on the franchise and team.

 <b>IAN PARMLEY</b> Outfielder Snohomish, WA	 <b>MICHAEL REEVES</b> Catcher Peterborough, ON	 <b>JORGE SAEZ</b> Catcher Miami, FL
 <b>DANIEL SCHLERETH</b> Pitcher Highlands Ranch, CO	 <b>CHRIS SMITH</b> Pitcher Louisville, KY	 <b>DWIGHT SMITH</b> Infielder Peachtree City, GA
 <b>JOHN STILSON</b> Pitcher Texarkana, TX	 <b>DICKIE JOE THON</b> Infielder Dorado, PR	 <b>COLTON TURNER</b> Pitcher Cleburne, TX

**BUCKLE UP NH**  
**GET HOME SAFELY!**  
*Brought to you by the NH Highway Safety Agency*

## Coupon Book Full Color, Single-Sided Ad

The NHOHS was featured with one (1) single-sided advertisement on the front of the coupon book. The Fisher Cats coupon book is free and was distributed by Fisher Cats staff members at every game, presenting the NHOHS a great opportunity to reach approximately 70,000 fans throughout the season.



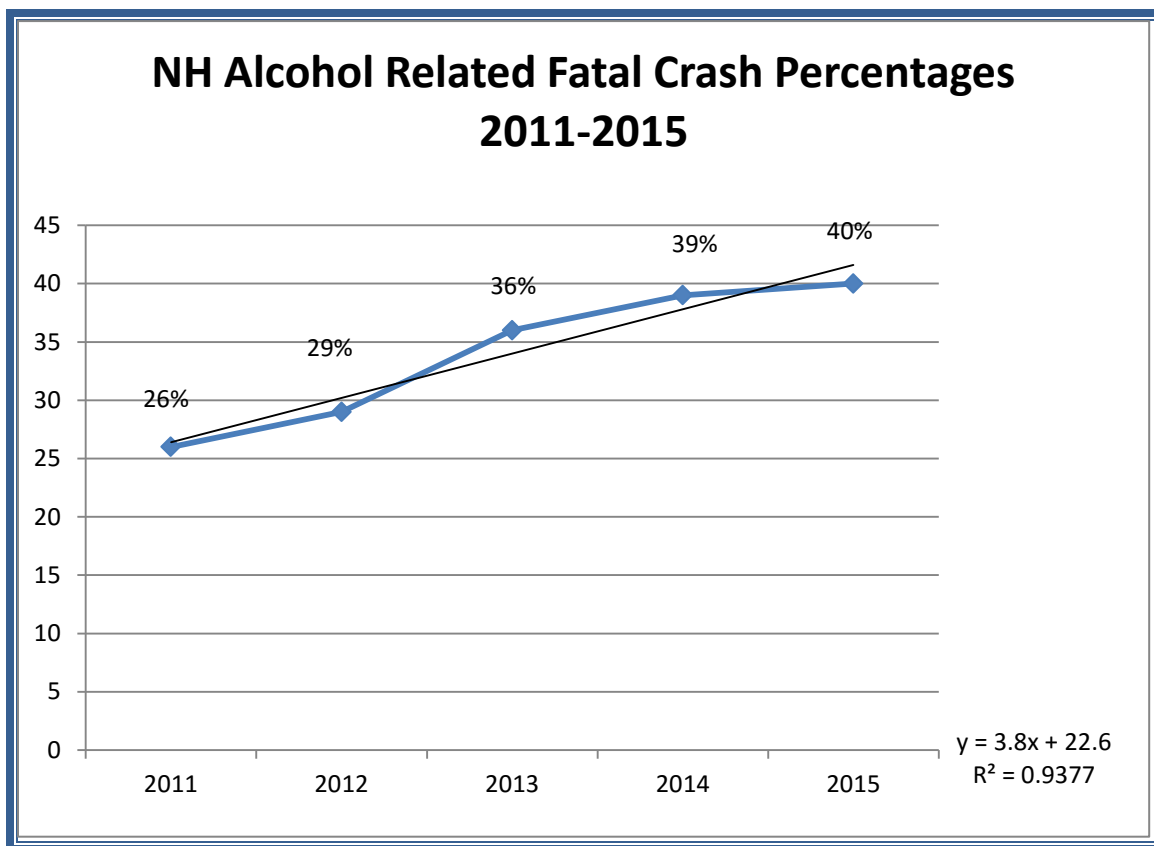
## Alcohol and Drugs in Relation to Highway Safety

### Target

1. Reduce alcohol related fatalities by 8 percent from 36 (2009 - 2013 average) to 33 by December 31, 2016. In 2015, alcohol impaired fatalities totaled 45

### Accomplishments:

Alcohol related fatalities for the period (2011 – 2015 average) was 36, therefore unchanged for a five-year average.



Source: FARS

## **Activities:**

### **New Hampshire Traffic Safety Commission**

In FFY 2016, no money was obligated and no money was expended for this project. In existence since 1967, the commission in 2016 has been repealed and reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. Currently, no traffic safety commission meeting has been held but is in the process of being reconvened. The Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the NH Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The Commission shall meet at least once per quarter and at such other times as may be convened by the call of the Chairperson or the Commissioner of the NH Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NHOHS. This updated Commission shall include new membership with partners that would be actively involved in determining how New Hampshire can minimize crashes and the resulting injuries and/or deaths that occur each year on New Hampshire roads.

### **National Drunk and Drugged Driving Awareness Month**

In FFY 2016, \$7,000.00 was obligated and \$4,781.44 was expended. On November 23, 2015, the NHOHS hosted the Governor's Highway Safety Lunch to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. Presentations addressed the current drug epidemic that New Hampshire is going through and ways to reduce the epidemic through prevention, enforcement, and treatment, as well as, addressing the issues of impaired driving. Approximately 200 law enforcement officers, as well as legislators, members of the judiciary, state officials and highway safety partners were in attendance. Recognition rewards were presented to former TSRP Dianna Fenton and the NHSP C.A.R Unit. Governor Margaret Wood Hassan issued a proclamation praising the law enforcement community for their efforts and encouraged them to intensify patrols over the holiday season and throughout the upcoming year.

Funding Obligated: \$7,000.00      Amount Expended: \$4,781.44      Source: 405D

## Virtual Driving Simulators

In FFY 2016, \$22,571.93 was obligated for this project and \$16,698.10 was expended by the Injury Prevention Center. The virtual driving simulators replicate a real life experience when driving under the influence and driving while distracted, without the real life outcome. Through simulation, teenagers/new drivers experienced a potential real life situation with outcomes that are very real to the driver. The simulators allow the driver to learn from this experience and to correct their behavior. All four simulators are located in Concord at the Safety and Health Council of Northern New England. Local coordinators contact the Injury Prevention Center with their desired use dates. Schools may use up to two simulators for one week. Businesses were told that schools have priority but that they can certainly use one with time out being negotiated. New coordinators were trained on use before taking simulator(s), which was done by the IPC Program Coordinator.

Funding Obligated: \$22,571.93                      Amount Expended: \$16,698.10                      Source: 405D

In 2016, data was collected from participants following the simulator experience. Interestingly, 47% (an increase from 32% in 2015) of the participants stated that the consequences of driving impaired were worse or much worse than they had previously felt. Also, 84% of participants surveyed using the simulator(s) (an increase from 67% in 2015) stated they would rarely or never drive distracted.

Over the course of the fiscal year the simulators were loaned to 7 police departments, 4 organizations, 2 hospitals, 8 high schools, 1 driving school, and 5 companies. The breakdown of participants that used the simulators is as follows: 14-15 year olds – 28 percent; 16-17 year olds – 43 percent; 18-20 year olds – 8 percent; and 21+ year olds – 21 percent. Car crashes are the leading cause of death for teens.



## **J.B. McDuffee Prosecutorial Seminar**

In FFY 2016, \$8,115.05 was obligated for this project and \$6,331.73 was expended by the NH Department of Justice. The Jay McDuffee Motor Vehicle Seminar is an annual, two day conference held at the Police Standards & Training facility in Concord. It is open to all law enforcement departments. The purpose of the seminar is to train the first responding officers at motor vehicle collisions, it is not specifically designed for Traffic Accident Reconstructionist, rather, the topics and speakers are focused towards what the first responding officers can do to preserve the important evidence that is so easy to overlook, yet often necessary for a successful prosecution. New topics and speakers every year keep the information fresh.

Funding Obligated: \$8,115.05 Amount Expended: \$6,331.73 Source: 405D

The Jay McDuffee Motor Vehicle Seminar was conducted at the Police Standards & Training Center in Concord on November 4<sup>th</sup> & 5<sup>th</sup>, 2015. In attendance were law enforcement officers and local/county/state prosecutors who are actively involved in motor vehicle crash investigations.

The 2016 seminar included plenary sessions on Investigation & Prosecuting Pedestrian Collisions, presented by John Kwasnoski; Felony Blood Draws, presented by Assistant Attorney General Diana Fenton; Alcohol Ignition Interlock Devices, presented by NH Department of Safety Robert Letourneau; Critical Minutes in a CMV Crash, presented by US DOT/FMCSA and NHSP Lt. Nicole Armaganian; Drug Toxicology, presented by State Laboratory Criminalist III Colleen Scarneo; How to Testify to SFST in Court, presented by NHSP TFC Michael Pelletier; Case Law Update, presented by Diana Fenton; and The Importance of Traffic Stops, presented by Noble County, Oklahoma, Sheriff Charlie Hanger. Evaluation forms completed by participants were very positive, with attendees generally judging the information gained to be useful in their profession, and the presenters interesting and helpful.

## **Preliminary Breath Testing (PBT) Devices**

In FFY 2016, no funding was obligated or expended for this project. The NH Liquor Commission, Bureau of Enforcement had planned to purchase 150 Preliminary Breath Testing Devices to distribute to state, county, and local law enforcement agencies. Unfortunately, no money was expended and this project was not conducted in 2016 due to it being tabled during a State of New Hampshire fiscal committee meeting. These devices would have allowed law enforcement officers the ability to use this equipment to determine if there was probable cause to arrest persons stopped for suspicion of driving while intoxicated.

## Highway Safety Media Campaign (Impaired Driving)

In FFY 2016, \$90,000.00 was obligated and \$90,000.00 was expended by the NH Fisher Cats and the UNH Wildcat's who conducted Impaired Driving campaigns. These dedicated campaigns were coordinated and conducted by the NH Fisher Cats and UNH Wildcats to reduce impaired driving and the resulting crashes, deaths, and injuries in New Hampshire. These campaigns were held at these two venues during sporting events (Football, Soccer, Hockey, Basketball, Gymnastics, Volleyball, and Baseball) to inform the public of important highway safety messages "Drive Sober or Get Pulled Over" and "Buzzed Driving Is Impaired Driving".  
Funding Obligated: \$90,000.00      Amount Expended: \$90,000.00      Source: 405D

### UNH/ Fisher Cats Impaired Driving Campaign

In FFY 2016, \$27,000 was obligated and \$27,000.00 was expended for the NH Fisher Cats to conduct an impaired driving campaign utilizing the "Drive Sober or Get Pulled Over" national campaign logo and message. The following was provided by the NH Fisher Cats:

The NHOHS received:

- Two (2) game day sponsorships.
- One (1) 30 second pre-game videoboard commercial
- Four (4) public address announcements with videoboard logo placement
- Media advertising for seven (7) days leading up to the event including in-stadium promotions
- Print advertising in the pocket schedule and game day program
- Promotional calendar on the Fisher Cats website
- A 30-second Radio Commercial was broadcast (featuring the NHOHS), during every Fisher Cats game statewide and into Northern Massachusetts.



NH Fisher Cats "Drive Sober or Get Pulled Over campaign" impaired driving campaign signage.



NH Fisher Cats “Drive Sober or Get Pulled Over campaign” impaired driving campaign signage

### **UNH Wildcats Impaired Driving Campaign**

In FFY 2016, \$63,000.00 was obligated and \$63,000.00 was expended for the UNH Wildcats to conduct an Impaired Driving campaign utilizing the “Buzzed Driving is Impaired Driving” national logo and message. The following was provided by UNH:

#### **Premium Signage**

- UNH Football – One (1) End Zone Sign
- UNH Hockey - One (1) TV-Visible Dasher Board Sign
- UNH Basketball/Gymnastics/Volleyball – One (1) Balcony Sign

#### **Wildcat Sports Radio Network**

- Two (2) :30 second network commercials, one (1) featured segment, one (1) :05 second opening billboard and one (1) :05 second closing billboard in all regular season broadcasts (100+ per year)

#### **Video Scoreboard**

- One featured message per game w/PA read
- Minimum of two (2) minutes of LED exposure per game

#### **UNH Hockey Digital Media**

- Rotating banner advertisements on [UNHWildcats.com](http://UNHWildcats.com) (500,000 impressions)
- Countdown to Kickoff/Puck Drop Facebook/Twitter posts

#### **Print**

- One (1) half page black and white advertisement in all UNH Football & Men’s Hockey yearbooks
- One (1) logo inclusion in the Fall and Spring UNH Athletics schedule cards

## Video Equipment/Body Cameras- Video Equipment

In FFY 2016, \$45,271.80 was obligated and \$40,011.50 was expended. Ten (10) local police departments participated in this grant program to purchase In-cruiser video systems and body cameras. This equipment shall assist these local police departments to document DWI/DUI stops for prosecution purposes.

Funding Obligated: \$45,271.80      Amount Expended: \$40,011.50      Source: 405D

## DWI/DUI/DRE Patrols/Sobriety Checkpoints

In FFY 2016, a total of \$1,150,991.10 was obligated and \$878,374.37 was expended by New Hampshire State Police, local law enforcement agencies, and one county agency. These agencies conducted 14,247 hours of overtime DWI/DUI/DRE patrols and Sobriety Checkpoints. Of the total amount expended \$287,925.43 was expended using 410 funds by the New Hampshire State Police who conducted 5,961 hours of DWI/DUI/DRE patrols and Sobriety Checkpoints.

Funding Obligated: \$863,065.70      Amount Expended: \$590,448.94      Source 405D

Funding Obligated: \$287,925.43      Amount Expended: \$287,925.43      Source 410

Results of the patrols conducted by enforcement agencies are as follows:

DWI/DUI/DRE Patrols																		
DWI/DUI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light /Stop Sign		Child Restraints		PBTs Used	Vehicles Stopped	Child Restraints – Visual Checks	
					W	S	W	S	W	S	W	S	W	S				
465	182	103	97	276	6,784	1,464	11,884	1,362	410	20	718	168	50	33	303	39,871	18,789	

Source: NHOHS Grants and Inventory System v.5.0 Note:

Contracts with all enforcement agencies supported patrols conducted during NHTSA’s “Drive Sober or Get Pulled Over” mobilization period.

Some agencies that planned to conduct DWI/DUI/DRE patrols in 2016 were unable to conduct patrols because they did not have the personnel to do so or could not fill the scheduled patrols. In the future, emphasis will be placed on all agencies, when planning for the upcoming year HSP, to accurately plan so that projects can be conducted to completion.

## Sobriety Checkpoints

A total of \$19,390.58 (405D) was spent by two (2) local law enforcement agencies and \$45,994.72 (410) was spent by NH State Police to combat the impaired driving problem by conducting sobriety checkpoints in accordance with stringent state guidelines. The following is a

table of the number of law enforcement agencies conducting checkpoints and the number of checkpoints conducted.

Year	2009	2010	2011	2012	2013	2014	2015	2016
# Law Enforcement Agencies Conducting Checkpoints	39	27	24	21	21	9	7	3
# Checkpoints Conducted	67	44	46	44	39	30	19	18

Source: NHOHS Grants and Inventory System v.5.0

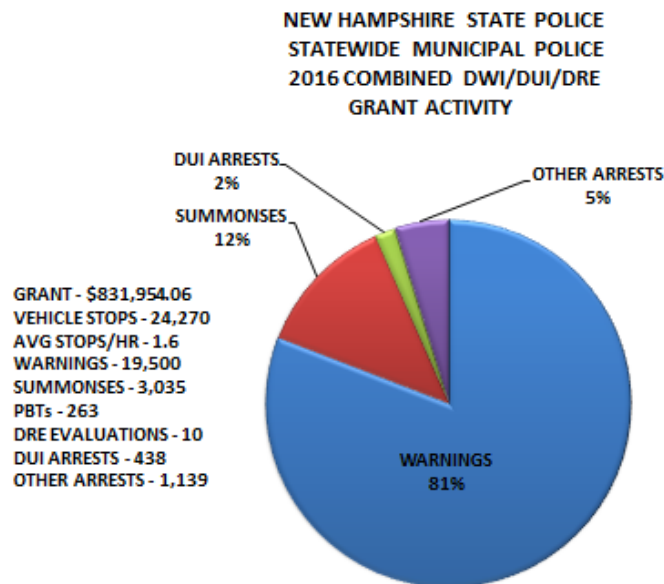
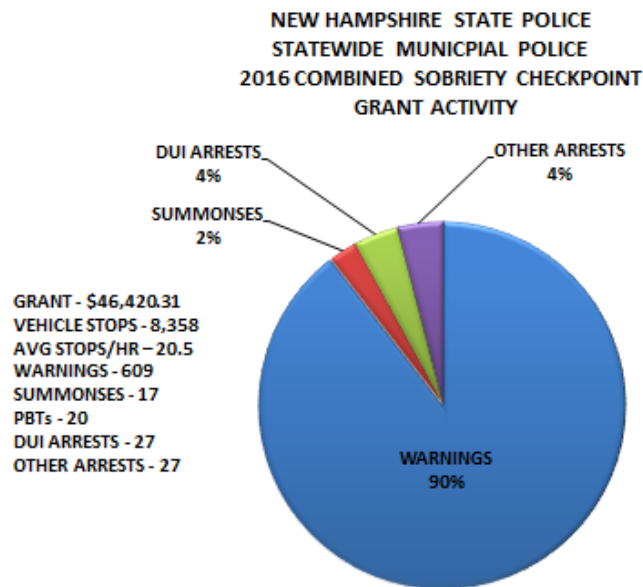
The chart above indicates that although sobriety checkpoints are influential in combating the impaired driving problem, the number of police departments and the number of checkpoints conducted has been reduced each year since 2009.

Sobriety Checkpoints											
Alcohol-Related Arrests					Other Motor Vehicle Violations		Child Restraints		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S	W	S			
27	3	1	3	12	605	5	0	1	20	8,358	3,497

Source: NHOHS Grants and Inventory System v.5.0

Some agencies that planned to conduct sobriety checkpoints in 2016 were unable to conduct these checkpoints because they did not have the personnel to do so or could not fill the scheduled sobriety checkpoint. In the future, emphasis will be placed on all agencies when planning for the upcoming years HSP, to accurately plan, so that projects can be conducted to completion.

## Combined NH State Police & Municipal Sobriety Checkpoint Grant and DWI/DUI/DRE Grant Activity



## **OHRV DWI/DUI Patrols**

In FFY 2016, a total of \$24,649.15 was obligated and \$22,756.23 was expended by the NH Fish and Game who conducted 348 hours of dedicated OHRV DWI/DUI enforcement patrols throughout the State of New Hampshire from May thru September 2016. These OHRV patrols resulted in 20 total arrests; 3 DUI arrest, 4 Illegal Possession arrests, 2 Illegal Transportation arrests, 4 Operation After Revocation arrests, 1 Speeding arrests, 5 Warrant arrests, 1 Other Motor Vehicle Violation arrests. Activity that was also generated from the 87 patrols conducted included the following:

- One (1) blood draw, One (1) BAC, two (2) PBT's and Two (2) impairment checks
- Four (4) summonses for Illegal Transportation
- One (1) summons for Open Container
- Three (3) summonses for Operation After Revocation
- Twenty-eight (28) warnings, Fourteen (14) summons for Speeding
- Sixty-five (65) warnings, Fifty-two (52) summonses for Other Motor Vehicle violations
- Two (2) warning and Two (2) summonses for Red Light/Stop Sign violations;
- Five hundred sixty (560) vehicles stopped/checked for Decals, Registration, etc.;
- Five hundred fifty-two visual (552) checks for Child Restraint law violations;
- Three hundred -twelve (312) Pedestrian/Bicycle checks.

The statistical data generated from these Fish & Game OHRV DWI/DUI Patrols shows that this project is an important component in minimizing impairment related crashes and the resulting deaths and injuries. Although, the goal of the NH Fish & Game was to reduce impaired-driving crashes by 20% from 6 (3-year average) to 5 by September 2016, unfortunately, this goal was not met due to 9 impaired driving crashes that resulted during the reporting period. New Hampshire registered 30,618 OHRV in FFY 2016 which represents an increase of 3999 registered machines as compared to FFY 2015. It is possible that the significant increase in riders may have contributed to the corresponding increase in impaired driving crashes.

Funding Obligated: \$24,649.15

Amount Expended: \$22,756.23

Source: 405D

## **Drive Sober or Get Pulled Over**

In FFY 2016 the NHOHS funded DWI-related overtime patrols with state, and local law enforcement agencies throughout the state and recommended agencies conduct patrols and sobriety checkpoints during the NHTSA "Drive Sober Or Get Pulled Over" mobilization.

Contracts with some of these departments supported conducting DWI/DUI/DRE Patrols /Sobriety Checkpoints during NHTSA's "Drive Sober or Get Pulled Over" mobilization period.

**DRIVE SOBER OR GET PULLED OVER  
MOBILIZATION SUMMARY**

August 19 – September 5, 2016

Alcohol/Drug and Other Related Arrests/Summons										
Approximate Amount Spent	Number of Agencies	Activity Type	Patrol Hours	DWI - Alcohol	DUI - Drugs	DRE - Drugs	Suspended License	Speeding	Paid Media Cost	
\$93,500	48	DW/DUI Patrols & Sobriety Checkpoints	1,584	43	2	1	32	224	Radio \$10,000	Print \$10,000

Source: NHOHS Grants and Inventory System v.5.0

**DUI Van Administration “Last Drink” Survey**

In FFY 2016, a total of \$43,847.05 was obligated and \$9,343.97 was expended in Section 405D by the NH Liquor Commission’s Bureau of Enforcement to use the Mobile Command Unit (MCU) at sobriety checkpoints and at educational and media events, as well as, conduct the “Last Drink” survey at sobriety checkpoints to identify the location of the establishment where motor vehicle operators apprehended for driving under the influence had consumed their last drink.

Funding Obligated: \$43,847.05      Amount Expended: \$9,343.97      Source: 405D

The Mobile Command Unit was originally planned to be used at 30 Sobriety Checkpoints but only was used at 11 sobriety checkpoints being conducted by NH State Police (one sobriety checkpoint was conducted by Wakefield Police Department in Carroll County) in Grafton, Carroll, Belknap, Merrimack, Rockingham, and Hillsborough Counties. The MCU was also used at 13 educational events held throughout the State of New Hampshire. In total, there were approximately 1,500 participants passing through the MCU. The listing of Sobriety Checkpoints locations and educational events where the MCU was used are as follows:



- **DUI Checkpoints:** (Where the NH Liquor Enforcement MCU was deployed)

May:

21st: NH State Police Troop D (Bow)

June:

18th: NH State Police Troop F (New Hampton)

24th: NH State Police Troop B (Bedford)

July:

2nd: NH State Police Troop F (Bristol)

8th: NH State Police Troop A (Seabrook)

15th: NH State Police Troop B (Manchester)

30th: Wakefield Police Department

August:

12th: NH State Police Troop E (Gilford)

19th: NH State Police Troop B (Salem)

20th: NH State Police Troop D (Chichester)

September:

2nd: NH State Police Troop A (Seabrook)

- **Educational/Enforcement/ Other Initiatives:**

October 2015:

2nd-4th: University of New Hampshire Homecoming

17th: Northwood Police Public Safety Day

21st: NHTI Project Crash

March 2016:

5th: Manchester Monarchs American Pride Night

24th: Proctor Academy Criminal Justice Club

April 2016:

13th: NHTI-Injury Prevention Center

19th: Plymouth State University-Career Fair Day

June 2016:

4th: NH Special Olympics-University of New Hampshire, Durham

25th: NHTI Law Enforcement Appreciation Exhibit

July 2016:

1st: NH Cadet Academy, NHTI

17th: NASCAR, NHMS, Loudon

August 2016:

2nd: National Night Out, Concord

September 2016:

17th: Hollis Old Home Day, Hollis

The NH Division of Liquor Enforcement conducted a total of 44 “Last Drink” surveys at 12 sobriety checkpoints throughout the state. These surveys were conducted in Belknap, Carroll, Hillsborough, Merrimack, and Rockingham Counties. Of the 44 people surveyed; 14 were arrested for DUI. Of the 44 surveys completed, 0 refused to provide the location where they had consumed their last drink, 26 reported they had consumed their last drink at an on-sale liquor licensed establishment, 11 reported they had been drinking at locations such as a private

residence or other non-licensed public place, 5 reported they could not recall the location where they had consumed their last drink, and 2 had not consumed alcohol. Data collected provided valuable information about the nexus between DWI arrests and licensee serving practices. The information gathered from the survey's will allow the Bureau of Liquor Enforcement and local, county and state law enforcement agencies to focus educational and enforcement efforts in a unified manner.

## **Conferences**

In FFY 2016, \$10,000.00 was obligated and \$3,683.58 was expended by NHOHS for staff and highway safety advocates to attend conferences (i.e. Lifesavers) and training sessions. Highway Safety staff attended NHTSA sponsored training courses to gain important knowledge on such topics as Occupant Protection, Program Management, Managing NHTSA Grant Funds, the NHTSA Grant Tracking System, Law Enforcement Liaisons, and others.

Funding Obligated: \$10,000.00      Amount Expended: \$ 3,683.58      Source: 405D

## **Traffic Safety Resource Prosecutor**

In FFY 2016, \$168,972.49 was obligated and \$43,129.61 was expended for this project. The NH Department of Justice continued the services of a full-time Traffic Safety Resource Prosecutor (TSRP) up until November when this position became vacant. Up until this point, the TSRP worked extensively on DWI cases, the Jay McDuffee Motor Vehicle Seminar (conducted November 4 & 5, 2015 at PS&T), the TSRP Newsletter, as well as provided guidance and training to law enforcement to enhance their ability to conduct impaired driving and traffic investigation skills, provided case specific technical assistance to prosecutors, and presented training to prosecutors on evolving traffic safety laws, prosecutorial techniques, etc.

Funding Obligated \$ 168,972.49      Amount Expended \$43,129.61      Source: 405D

## **DOS Interlock Ignition Program**

In FFY 2016, \$54,973.87 was obligated and \$46,155.91 was expended for this project. The NH Department of Safety established the position of an Interlock Ignition Coordinator on November 1, 2012. The New Hampshire Ignition Interlock Program has improved its monitoring capabilities through amendments to the law that took effect on January 1, 2016. Amendments included a change in the set point for the devices to .025 eliminating many of the false positives that accounted for 37% of the violations in 2015. Also amended, was the uninstall protocol statute by including penalties for unauthorized removal.

Funding Obligated: \$54,973.87      Amount Expended: \$46,155.91      Source: 405D

There were 854 devices in use as of 12-31-15. As of October 31, 2016 the number of interlock devices being used is now 1118 devices (an increase of 264 since 2015). In 2016, 1015 cases were sent to Hearings with 644 extensions ordered. The total number of devices authorized to be removed from January 1, 2015 to November 1, 2016 was 780.

The Interlock Coordinator continues to track violations, determine where improvements may be needed, continues to give presentations to train police officers, court officials, and Division of Motor Vehicle personnel on the purpose and use of the Interlock devices. Presentations have been made to State Police, Chiefs of Police, and Police Standards and Training (most recently presented at the Jay McDuffee Motor Vehicle Seminar conducted on November 4<sup>th</sup> & 5<sup>th</sup> of 2015).

This program continues to be an important component in making New Hampshire roads safe for travelers by changing the behavior of those convicted of “Driving under the Influence.”

### **Drug Recognition Expert (DRE) Program Administration**

In FFY 2016, \$93,339.16 was obligated for this project and \$44,557.16 was expended from the NH Liquor Commission’s Bureau of Enforcement to coordinate/administer the New Hampshire DRE program. Not all funds were expended for this DRE project due to Liquor Enforcements inability to facilitate what they had proposed to do in this contract. Funds supported overtime, printing of DRE manuals, screening kits, telephone, and travel to/from Arizona for Field Certification, miscellaneous manuals, etc. In 2016, the DRE program conducted one ARIDE school with 13 participants; one DRE Candidate school (August 22-September 1, 2016) with 9 Candidates and 1 Auditor. All 9 Candidates completed Phase III Certification in Phoenix, Arizona. Additionally, the DRE program conducted a total of eight SFST/HGN classes with a total of 288 students being trained. Currently, New Hampshire has 108 certified DRE’s and 24 certified Instructors. New Hampshire DRE program continues to provide the ever increasing need for expertise in dealing with impaired driving.

Funding Obligated: \$93,339.16      Amount Expended: \$44,557.16      Source: 405D

The DRE Program continues to actively participate in the NHTSA National Impaired Driving Crackdowns. NH DRE evaluations in 2016 yielded the following Rates of Accuracy (Completed Toxicology): 94% Stimulants, 88% Depressants, 82% Narcotic Analgesics, and 88% Cannabis. Despite mandatory reporting requirements in the State of New Hampshire ([dredata.nhtsa.gov](http://dredata.nhtsa.gov)), only 21 of the 46 agencies (46 of 108 Certified DRE’s) involved in the states Drug Evaluation and Classification (DEC) Program have reported data. This area has been addressed; Failure to adhere to mandatory reporting requirements in 2016 will result in progressive discipline within the DEC Program to include decertification. New Hampshire works closely with members of the NH Department of Safety, Forensic Laboratory-Toxicology Group and the Attorney General’s Office in an effort to enhance their knowledge of the DRE program by allowing them to audit the DRE Candidate Schools. In addition, they are working closely with several doctors, pharmacists, prosecutors, clinicians, and prevention groups in our state to further understand one another’s role and to hopefully collaborate on ways at improving highway safety and issues associated with impaired driving.

Until July 2013, New Hampshire’s Administration of Alcohol Concentration Tests (RSA 265-A:13) only allowed a duly licensed physician, registered nurse, certified physician’s assistant, qualified medical technician or a medical technician acting at a law enforcement request to conduct blood draws. As of July 2013, the statute has been amended to allow phlebotomists to conduct blood draws. With the change in our states law, New Hampshire hopes to conduct phlebotomist training in the coming years in hopes of getting our states DRE’s certified as phlebotomist.

<b>DRE Summary for 2016</b>	
DRE Evaluators	108
DRE Instructors	24
Agencies that have DRE's	46
Enforcement Evaluations	114
Training Evaluations	45
Total	337
<b>Drug Category DRE's Opinion</b>	
Depressants	32
Stimulants	45
Hallucinogens	0
Dissociative Anesthetics	0
Narcotic analgesics	50
Inhalants	2

Cannabis	30
<b>Poly Drug Use</b>	
Poly Drugs	30
<b>Other</b>	
Alcohol Rule Outs	0
Medical Rule Outs	5
No Opinion of impairment	16
Tox Results Pending	5
Tox Found: No drugs	1
Refused	11
<b>DRE Training</b>	
DRE Schools	1
DRE Students	9
Certified DRE's	9
DRE Instructor Schools	0
Instructor Students	0
DRE Certified Instructors	0
8 Hr. Recertification Classes	0
Recertification Students	0
<b>ARIDE Training</b>	
<i>ARIDE Schools</i>	1
Students	13
<b>DITEP Training</b>	

Classes	0
School Nurses	0
SRO's	0
Other Students	0
Total Students	0
<b>Phlebotomy Training</b>	
Classes	0
Students	0
<b>SFST Training</b>	
Classes	8
Students	288
Instructor Classes	0
Students	0

School/Training	Enrolled/ Completed	Certified
DRE	9 (One Training)	9
ARIDE	13 (One Training)	---
SFST	288 (Eight Trainings)	---

Source: NH Liquor Enforcement

### Impaired Driving Prosecutors

In FFY 2016, \$275,346.30 was obligated for this project and \$68,586.38 was expended by the DOS Bureau of Hearings. Funds were not expended fully for this project because prosecutors were not hired until May and July of 2016. With this funding, the DOS Bureau of Hearings Prosecution Unit hired additional prosecutors to prepare, review, and prosecute cases to help relieve some of the burden placed on NH State Troopers to handle cases. Since May of 2016, these prosecutors have handled approximately 170 DWI cases that resulted in some noteworthy sentences. These prosecutors have also been involved in training NH Troopers to file appropriate charges for offenses and prepare for cases. Having these prosecutors handle cases has allowed troopers to spend more time patrolling the road, ultimately, enhancing public safety.

Funding Obligated: \$275,346.30      Amount Expended: \$68,586.38      Source: 405D

### Out of State Lab Testing

In FFY 2016, no funding was obligated or expended for this project due to the fact that the NH TSRP who would have conducted this project accepted another job position (in November 2015) and is no longer NH's TSRP. If conducted this project would have allowed funds to be used by

the Attorney General's office to pay for an out-of-state lab to conduct the necessary tests and for the involved analyst to testify during prosecution.

### **Place of Last Drink Source Investigation**

In FFY 2016, no funds were obligated and no funds were expended for this project due to personnel unavailable to conduct this project. This project, if conducted, would have allowed for the NH Liquor Commission Enforcement Bureau to establish a Target Responsibility for Alcohol Connected Emergency (TRACE) program. Personnel would complete investigations of alcohol-related crashes to establish accountability for liquor licensed establishments and individuals found to be in violation of New Hampshire's alcoholic beverage laws.

Establishments would be held accountable for over serving and/or selling alcohol to intoxicated patrons. TRACE investigators would have responded within 72 hours of an incident. New Hampshire law enforcement agencies would have been trained on TRACE protocol and a media component to this project would have been established.

### **Compliance Checks**

In FFY 2016, no funds were obligated and no funds were expended for this project due to personnel unavailable to conduct this project. This project, if conducted, would have allowed the NH Liquor Enforcement Bureau to conduct an enhanced liquor enforcement compliance check program to reduce underage drinking and impaired driving. Funds would have been provided to The NH Liquor Enforcement Bureau investigators to perform compliance checks in approximately 75 communities. The goal of this project was to prevent the sale of alcohol to individuals under 21 years of age and to prevent young drivers from drinking and driving. Locations would have been chosen based on areas that had historically poor compliance rates or where compliance checks have not been conducted recently.

### **State Police Breath Alcohol Testing Mobile Unit**

In FFY 2016, no funds were obligated and no funds were expended for this project due to unavailable infrastructure, maintenance, and storage needed to support this project. This project, if conducted, would have allowed the NH Department of Safety Division of State Police the funds necessary to purchase a brand new Breath Alcohol Testing Mobile Unit with equipment to be used at sobriety checkpoints, however, this would have been a duplication of services already provided by the NH Liquor Enforcement.

### **Program Management**

In FFY 2016, no funds were obligated and no funds were expended for this project. However, in August 2016, the NHOHS did hire two part time Field Representatives/LEL's under the 2016 HSP field representatives/LEL project. Under this Program Management project funds would have been used to hire new staff members to exclusively work on impaired driving projects. Funds would have also covered travel, professional development expenses, and other related program expenses.

### **Mobile Data Terminals**

In FFY 2016, no funds were obligated and no funds were expended for this project. Unfortunately, this project was not conducted in 2016 due to it being tabled during a State of

New Hampshire fiscal committee meeting. If conducted, funds would have allowed the Division of Liquor Enforcement and Licensing the ability to purchase tablets and equipment enabling the Division to have remote access to critical records that would have been utilized to identify/target problem establishments, that may be in violation of liquor laws (NH RSA Title XIII) and all associated Administrative Rules of the NH Liquor Commission. In addition, this equipment would have allowed the Division of Liquor Enforcement the ability to compile Last Drink data and case referrals and data relative to DUI arrests, DUI crashes, and DUI fatalities in hopes of further investigating instances of over service by liquor licensed establishments and its employees which ultimately affects the safety of citizens in New Hampshire. The Division would have been able to share this data with federal state, county, and local law enforcement agencies, community partners, and business leaders as it relates to public safety and impairment issues.

### **Robotic Total Stations**

In FFY 2016, \$135,000.00 was obligated \$124,895.01 was expended for this split funded project. Funds were provided to allow the NH State Police C.A.R (Collision Analysis & Reconstruction) unit the ability to purchase five (5) Robotic Total Stations to identify causal factors of motor vehicle crashes and resume normal traffic flow on roads as soon as possible, without compromising the presence of physical evidence. One of law enforcement's top priorities is to conduct thorough crash investigations while maintaining safe traffic flow. This Robotic total station equipment has reduced the manpower hours required to measure scenes and has allowed the secondarily assigned C.A.R member to concentrate on other required scene tasks. The C.A.R unit with this equipment was able to perform on-scene operations faster allowing traffic patterns to return to normal without unnecessary delay.

Funding Obligated: \$101,250.00	Amount Expended: \$93,671.26	Source: 405D
Funding Obligated: \$33,750.00	Amount Expended: \$31,223.75	Source: 402

### **Collision Analysis and Reconstruction Equipment (C.A.R.)**

In FFY 2016, \$37,400.00 was obligated and \$33,801.80 was expended for this split funded project. Funds were provided to allow the NH State Police C.A.R (Collision Analysis & Reconstruction) unit the ability to purchase four (4) laptops with advanced 3D video cards, MS Office Professional Plus 2010 software, 4 FARO/ARAS 360 HD software programs, and provide 3-day remote training for four (4) CAR Unit members. This advanced equipment and software has helped the CAR Unit investigate crashes more effectively and efficiently and the capability to create a final work product, such as AD/3D diagrams (with animations) at a level compatible with private sector defense experts. This equipment has also enhanced courtroom presentations and increased prosecution success rates.

Funding Obligation: \$28,050.00	Amount Expended: \$25,351.35	Source: 405D
Funding Obligation: \$9,350.00	Amount Expended: \$8,450.45	Source: 402

## Traffic Records

### Target:

1. 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.
2. 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.

To work with the NH Department of Safety to partially fund the FARS Reporting System and overtime to update traffic crash records and to improve the Office of Highway Safety's computer capabilities to track motor vehicle fatalities, injuries, and crashes.

Meetings continue to be held with DOS and the Department of Transportation (DOT) partners to assist us with the development and review of statewide data systems and coordination with the SHSP. This review also involved target setting of FFY 2016 Core Performance Targets to assure alignment and coordination with the State's Strategic Highway Safety Plan (SHSP).

### Accomplishments:

The State of New Hampshire has on-going Traffic Records projects that improve the various core traffic records data systems, specifically; the crash, citation, and EMS run reporting systems.

In September 2016, the Crash Interface Vendor 1 project went into production. The Tri-Tech 6.6.7 release is now available to 140 agencies. This project will allow police departments the ability to access reports electronically, be tied in with the State of New Hampshire records management data base, capture, document, motor vehicle activity, and share data electronically in a timelier manner.

The VPN installation project has enabled the State of New Hampshire to electronically communicate criminal justice data between the various governmental entities that have the need for the data. Since April of 2016 there has been an additional 38 VPN installations.

The Trauma Registry program, from April 1, 2014 to March 31, 2015, had 0 compliance reports entered. As of March 31, 2016 there were 342 compliance reports entered and by November 2016, 600 reports have been entered.

The state continues to show measureable progress when measuring Manner of Crash completeness of electronic reports. The Manner of Crash is a collected data element and is only currently being collected in the new electronic CRMS client being used by the NH State Police. All numbers in this performance measure are limited to NH State Police crash reports. Currently, for the performance period (April 1, 2015 – March 31, 2016), 43.58% of MMUCC- compliant electronic reports have a Manner of Crash completed. This is an increase of 1.08% from the 2015 performance period (April 1, 2014 – March 31, 2015). The following measurements show continued progress of electronic reports showing completeness (April 1, 2013 through March 31, 2016):



### Manner of Crash Measurements

Start Date	End Date	Manner of Crash Completed	Total Reports	Completeness (%)
April 1, 2013	March 31, 2014	1832	5442	33.66%
April 1, 2014	March 31, 2015	2437	5733	42.5%
April 1, 2015	March 31, 2016	2057	4720	43.58%

#### Activities:

##### Traffic Records Consultant

In FFY 2016, \$45,000.00 was obligated and \$45,000.00 was expended. The total of \$45,000.00 was paid to Apriss, Inc. of Louisville KY. Apriss, Inc. who is responsible for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2016, as in past years, this Traffic Records Consultant provided valuable traffic records information to the NHOHS to develop the highway safety plan and the annual report that is submitted to the National Highway Traffic Safety Administration.  
 Funding Obligation: 45,000.00 Amount expended: \$45,000.00 Source: 408

##### Crash Interface-Vendor 1

In FFY 2016, \$109,960.50 was obligated and \$97,405.00 was expended on this project. This CRMS Vendor 1 Integration project was conducted to develop an interface with local law enforcement Records Management System's crash reporting module to the State's Crash Reporting Management System. In 2016, coding, unit, system integration, testing was completed, as well as, a web services interface to DOS. In September 2016, the Tri-Tech 6.6.7 release went into production and is now available to 140 agencies. This project will allow police departments the ability to access reports electronically, be tied in with the State of New Hampshire records management data base, capture, document, motor vehicle activity, and share data electronically in a timelier manner. This project will increase significantly the number of agencies that will be able to submit crash data and be able to participate in the State of New Hampshire e-Crash Reporting Program.  
 Funding Obligated: \$109,960.50 Amount Expended: \$97,405.00 Source: 405C

##### Crash Upgrade

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 due to the retirements of key personnel. This task would have allowed for the continued in-house development of the CRMS application that was previously developed to incorporate various enhancements that are required in the 4th edition of the MMUCC with additional 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.

## **Codes**

In FFY 2016, no money was obligated and no money was expended on this project. This project was not conducted in 2016 due to Department of Health and Human Services inability to facilitate this project and questions over its viability, usefulness, and ability to satisfy project match federal requirements. This project would have allowed for the development of a Crash Outcome Data Evaluation System (CODES) that would have electronically tracked 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.

## **EMS Records User Management**

In FFY 2016, no money was obligated and no money was spent on this project. This project was not conducted for 2016 due to the vendor not providing the statement of work components that meet the available budget for the project. This project if conducted would allow EMS Records Management System Users the ability to access the TEMSIS and EMS records system under one online umbrella account or “license card”. This capability would improve accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real time viewing and updates of NEMSIS demographic information. This real time update capability would allow NH to submit demographic information of updates to NEMSIS as changes occur. This project is planned for in the 2017 HSP.

## **E-Ticket Upgrade**

In FFY 2016, no money was obligated and no money was expended. This project was not conducted in 2016 due to retirements of key personnel. 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. If conducted, funds would have been 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 would have increased the number of agencies that will be able to participate in the e-Citation program.

## J-One VPN Installation Assistance

In FFY 2016, \$165,977.65 was obligated and \$147,026.00 was expended for this project. This project has enabled the State of New Hampshire to electronically communicate criminal justice data between the various governmental entities that have the need for the data. The ability to communicate this data electronically in a standardized format has resulted 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 has enabled 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. Currently, there is ongoing installation and support of VPN sites to allow transmission of traffic related data to the state (and ultimately, the federal government).

Funding Obligation: \$165,977.65      Amount Expended: \$147,026.00      Source: 408

A comparison by date of the number of installations and support of VPN sites to allow transmission of traffic related data to the State the following has been achieved is as follows (an additional 38 VPN installations completed since the end of April 2016).

February 12, 2016 to April 28, 2016 Totals		
Type	Complete Process	In-Process
Workstation Smart Tunnel	40	11
Lan-to-Lan Tunnels	68	23
AFIS Stations (fingerprint)	30	2
Total	138	36

May 5, 2016 to November 10, 2016 Totals		
Type	Complete Process	In-Process
Workstation Smart Tunnel	70	0
Lan-to-Lan Tunnels	78	12
AFIS Stations (fingerprint)	28	1
Total	176	13

## Crash Geolocation

In FFY 2016, no money was obligated and no money was expended to conduct this project. This project was not conducted in 2016 due to lack of key personnel to conduct this project (vacant position). If conducted, this project would have improved crash data management software tools for use in extracting, geolocation, and managing crash data, resulting in a better understanding of crash location data quality. The overall benefit of this project would have allowed for a more accurate and complete crash data set for use in managing the safety of the road network in New Hampshire.

### **Emergency Medical Services (EMS) Reassessment**

In FFY 2016, no money was obligated and no money was expended for this project. If conducted, this Re-Assessment would allow the State to assess and evaluate current EMS system effectiveness in relation to the original NH EMS assessment (conducted in 2013), subsequent EMS program modifications, and integration of new technology or nationally accepted standards. This assessment could happen in 2017 depending upon available funding. The last NH Traffic Records assessment was done in 2013.

### **Crash Interface-Vendor 2**

In FFY 2016, no money was obligated and no money was expended on this project. This project was not conducted in 2016 due to the retirements of key DOS personnel typically responsible for conducting traffic records projects. If conducted, this project would have allowed 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 project would have supported the need for police departments to be able to access reports electronically and to be tied in with the State of New Hampshire records management data base. This project would have also increased the number of agencies that would 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.

### **Division of Motor Vehicles (DMV) Traffic Crash Records**

In FFY 2016, \$24,953.75 was obligated and \$24,835.22 was expended. Funds were provided to the Department of Safety, Division of Motor Vehicles to hire staff (overtime basis) that manually entered crash reports (not including commercial vehicles and fatalities). This data entry by DMV staff has increased the timeliness of processing reports and has allowed 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. Total crash reports processed during this time frame include 19,977 pages, 4,971 documents (crash reports). This is the equivalent of approximately 15 boxes of accident reports with the average count being 325 reports per box. The DMV continues to use this project to continue to work on the existing backlog of reports.

Funding Obligated: \$24,953.75                      Funds Expended: \$24,835.22                      Source: 402

### **Fatality Analysis Reporting System (FARS)**

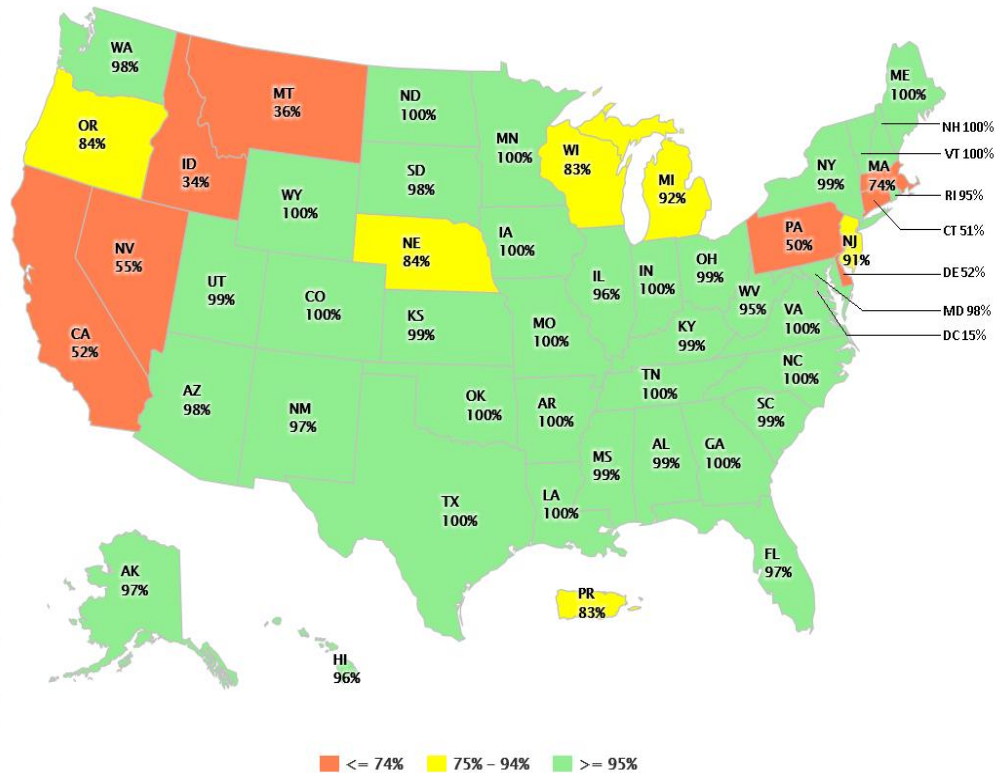
In FFY 2016, a total of \$44,891.68 was obligated and \$30,421.12 was expended on this project. Funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing the NHOHS with accurate data used to develop the annual report and the highway safety plan that is submitted to the National Highway Traffic Safety Administration.

Funding Obligation: \$44,891.68                      Amount Expended: \$30,421.12                      Source: 402

New Hampshire's FARS supervisor, in 2015 and 2016, was responsible for the State of New Hampshire being one of few states that demonstrated 100 percent completeness and timeliness of reporting fatalities. This speaks volumes to the excellent work that the State of New Hampshire FARS coordinator continues to do to report on fatalities.

## 2015 FARS Quality Measure 1 : Timeliness\*

[As of November 11, 2015 for crashes that occurred January thru July, 2015]



\*Percent of crashes entered into FARS data entry system divided by early notification crashes

### Data Book

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 because this FARS data was provided by our FARS supervisor. If conducted, this project would have also allowed for funds to be used by the NHOHS to hire a data company to compile this important FARS data report. This important data report 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.

## Police Traffic Services

### Performance Target:

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

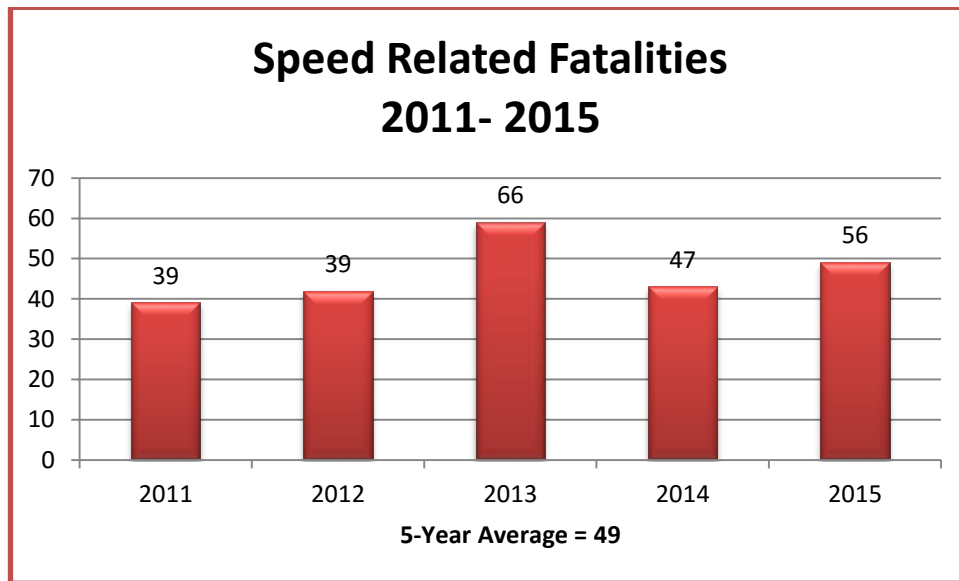
In 2015 there were a total of 114 fatalities. Preliminary data shows that as of December 26, 2016 we are at 133 fatalities. This is 21% higher than the same time in 2015 and exceeds our target goal of 91 fatalities by December 31, 2016. Nationally, fatalities have increased 7 consecutive quarters beginning with the fourth quarter of 2014 (Traffic Safety Facts, October 2016) and NH has experienced similar increases since 2014 as well. In an effort to reverse this trend in NH we will continue to partner with local, county and state police to conduct overtime enforcement patrols throughout the state and to make sure that the number of patrols and the locations are based on data which includes, fatality and injury data as well as summons and warning data.

### Accomplishments:

For FFY 2016 the NHOHS significantly restructured the grant application process. Individual overtime enforcement grants (Child Passenger Safety, Enforcement, Join the NH Clique, Speed Enforcement, Operation Safe Commute, Red Light Running, and School Bus Safety) were consolidated into one grant application called Sustained Traffic Enforcement Patrols (STEP). Pedestrian/Bicycle enforcement, DWI Patrols, including Sobriety Checkpoints were maintained as a separate grant applications. In June of 2015 we released the Grant Notification announcing the availability of funding for the enforcement programs. In years past the applications could come in anytime throughout the fiscal year. Beginning in FY 2016, to be considered for funding all grant applications were due to our office by August 7, 2016. Our goal was to review and award grants so that patrols could begin earlier in the fiscal year, allowing communities to have as close to 12 months to conduct the patrols. In years past, it was not uncommon for many communities to get their grant agreement with as little as 6 months to conduct 12 months' worth of patrols. By getting the final grant agreement to the local, county and state police earlier in the fiscal year this allows them the ability to strategize the best times and locations to conduct overtime enforcement patrols, resulting in more visibility throughout the year which should produce a greater impact and lead to increased positive outcomes. Because of several factors, our vacant accountant position from August, 2015 until February 2016 and our reorganization into the Department of Safety (DOS) and the requirement to revamp our grant agreements to be consistent with the DOS we were late meeting our goal of October 1, 2015 to have STEP grant agreements in place but did have the majority of the STEP grant agreements approved and in place in the second quarter of FY 2016.

In addition to restructuring the grant process and timeline, the NHOHS also created new grant applications requiring information that would help communities to identify their highway safety needs using available data to help answer who, what, when, where and why.

In 2015 there were 56 speed-related fatalities. This is a 5-year average (2011 – 2015) of 49, which is the same as our performance target but slightly less than last year’s 5-year average (2010-2014) of 51. Data is not available for speed-related fatalities occurring in 2016 to determine if we will meet our performance target though preliminary data indicates the number of fatalities in 2016 will increase significantly over 2015 fatalities. This would suggest that we may not meet our performance target of reducing speed-related fatalities to a 5-year average of 41 by December 31, 2016.



The following table shows the number of licensed drivers since 2010. You will see a slight overall increase from 2010 to 2015.

	2010	2011	2012	2013	2014	2015
NH Licensed Drivers	1,039,148	1,028,211	1,061,544	1,078,482	1,070,050	1,093,267
Travel *MM	17,437	18,811	12,894	12,903	N/A	N/A

\*Million Vehicle Miles

**Activities:**

Supplies and Equipment- Funds for the purchase of supplies and equipment are provided to local, county, and state law enforcement agencies that show an identifiable need. Below is a complete listing of the supplies and equipment awarded.

Funding Obligated: \$182,484.00      Total used: 142,315.21      Source: 402

## Supplies and Equipment

Agency	Project #	Qty	Description	Total Federal Expended
Amherst	315-16A-076	2	Radars	\$1,511.00
Candia	315-16A-077	1	Radar	\$1,097.50
Canterbury	315-16B-086	1	Extrication Equipment	\$7,238.50
Canterbury	315-16B-079	1	Radar	\$1,047.50
Canterbury	315-16B-078	2	Tablets	\$982.19
Cheshire County	315-16A-080	1	Tire Deflation	\$540.00
Cheshire County	315-16A-080	1	Radar	\$1,452.50
Dublin	315-16A-081	1	Radar	\$877.50
Dublin	315-16A-081	1	Speed Display	\$2,410.00
Dunbarton	315-16B-082	1	Radar	\$772.50
Franklin	315-16B-083	1	Radar Display	\$8,485.50
Fremont	315-16A-084	2	Radars	\$2,430.00
Gilford	315-16B-087	2	Radars	\$2,585.00
Goffstown	315-16A-088	2	Radars	\$2,119.00
Gorham	315-16B-089	1	Radar Display	\$4,691.00
Greenland	315-16A-090	1	Radar	\$1,279.50
Greenland	315-16A-090	5	Tablets	\$2,233.70
Harrisville	315-16B-091	1	Radar	\$877.50
Hillsboro	315-16A-067	1	MDT	\$3,286.61
Hillsboro	315-16A-067	1	Stop Stick	\$400.00
Hillsboro	315-16A-067	1	Radar	\$1,230.25
Laconia	315-16B-092	1	Radar	\$527.00
Marlborough	315-16A-094	1	Radar	\$897.50
New London	315-16B-095	1	Radar	\$1,246.50
Plaistow	315-16A-099	1	Radar Display Trailer	\$4,176.00
Temple-Greenville	315-16A-100	1	Radar Display Trailer	\$5,745.19
Wakefield	315-16B-085	2	Radars	\$3,254.07
Wolfeboro	315-16B-098	1	Radar Display Trailer	\$7,747.50
NH State Police	315-16S-102	12	Radars	\$31,500.00
NH State Police	315-16S-093	--	C.A.R. Equipment	\$8,450.45
NH State Police	315-16S-092	5	Total Robotic Stations	\$31,223.75
Total Expended				\$ 142,315.21

### Motorcycle Lease

Federal funds in the amount of \$750.00 were provided for a six-month lease from April to September 2016 to the Rochester Police Department.

Funding Obligated: \$750.00      Used \$750.00

Source: 402



## **Police Training**

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 due to unavailable personnel. If conducted, funds would have allowed the NH Police Standards and Training Council to conduct highway safety training classes offered to local, county, and state law enforcement officers. Courses would have included: standardized field sobriety testing, ARIDE, crash reconstruction, and speed detection.

## **Driving Simulator**

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 due to the unavailability of time in federal fiscal year to implement. This project has been deferred to FFY 2017. If conducted, funds would have allowed the NH Police Standards and Training Council to purchase a driving simulator. Nearly 25% of all officer fatalities are a result of a motor vehicle crash. This simulator equipment would allow police officers to increase the amount of driver training time. The simulator would 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 New Hampshire.

## **Police Sustained Traffic Enforcement Patrols (STEP)**

Sixty-nine (69) local/county law enforcement agencies were funded to conduct over-time enforcement for traffic safety violations. The 69 participating agencies conducted a total of 7,443.17 enforcement hours, resulting in an average of 2.84 stops per hour. Below is a list of participating towns/cities with the individual grant amounts.

Funding Obligated: \$517,946.44                      Total used: \$424,276.84      Source: 402

## **NH State Police Enforcement Patrols**

In FFY 2016, \$343,993.90 was obligated and \$322,063.67 was expended for this project. The NH State Police conducted 2,681.5 Enforcement hours, 3,751 Operation Safe Commute hours and 500 join the NH Clique hours. The tables below show the number and types of violations for each of the 3 enforcement programs.

Funding Obligated: 343,993.90                      Total used: \$322,063.67                      Source: 402

## Enforcement Violations

	Local Police Departments			State Police-Enforcement		
	Warnings	Summons	Arrests	Warnings	Summons	Arrests
Speeding	9,843	1,293	10	2,992	3,312	6
Reckless Driving	12	3	15	0	8	2
Other Arrests	0	0	81	1	3	45
Warrant Arrest	6	1	45	0	1	5
Other Motor Vehicle Violations	5,922	1,180	24	1,884	617	8
Pedestrian/Bicycle	277	10	7	58	8	0
School Bus	22	15	0	3	0	0
Red Light Running	1,384	276	1	17	5	0
Occupant Restraint	130	39	0	6	11	0
Mobile Electronic Devices	988	365	2	62	87	0
DUI Arrests	0	0	9	0	2	3
DRE Evaluations	0	0	2	0	0	0
Illegal Possession	0	0	3	0	0	4
Illegal Transportation	1	0	8	0	0	3
Open Container	0	14	3	0	6	0
Operation after Revocation	12	54	88	0	26	27
<b>Totals</b>	<b>18,597</b>	<b>3,250</b>	<b>298</b>	<b>5,023</b>	<b>4,086</b>	<b>103</b>
<b>Total Traffic Stops</b>	<b>21,105</b>			<b>8,785</b>		

Source: NHOHS Grants and Inventory System v.5.0

The following 2 tables, Operation Safe Commute, Join the NH Clique and Mobile Electronic Devices (N/A for 2016) are specific focus areas of overtime enforcement patrols conducted under the Local and State Police Enforcement Program. The tables below detail the types and numbers of violations found during these enforcement details.

## State Police Operation Safe Commute

Violations	Warnings	Summons	Arrests
Speeding	1362	967	6
Reckless Driving	0	1	1
Other Arrests	0	2	14
Warrant Arrest	0	0	8
Other Motor Vehicle Violations	1195	354	9
Pedestrian/Bicycle	7	1	0
School Bus	0	0	0
Red Light Running	55	9	0
Occupant Restraint	3	4	0
Mobile Electronic Devices	50	62	0
DUI Arrests	0	0	0
DRE Evaluations	0	0	0
Illegal Possession	0	0	6
Illegal Transportation	0	0	0
Open Container	0	1	0
Operation after Revocation	0	11	14
<b>Totals</b>	<b>2672</b>	<b>1412</b>	<b>58</b>
<b>Total Traffic Stops</b>	<b>3,751</b>		

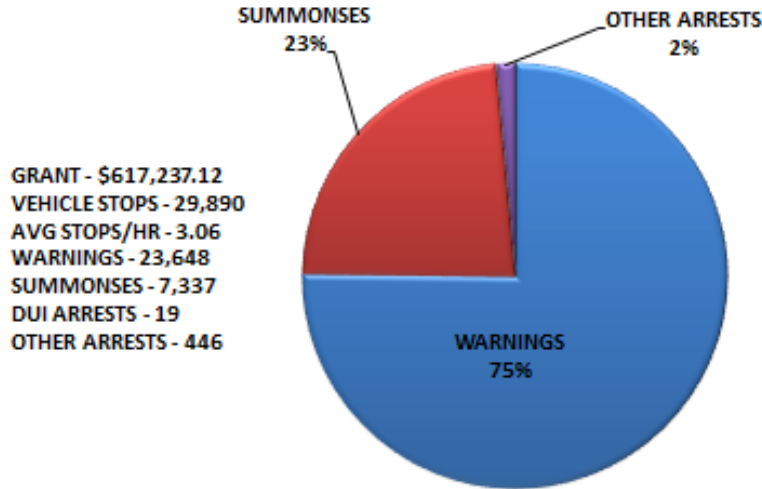
## State Police- Join the NH Clique

Violations	Warnings	Summons	Arrests
Speeding	288	62	0
Reckless Driving	0	1	0
Other Arrests	0	0	8
Warrant Arrest	0	0	2
Other Motor Vehicle Violations	622	200	3
Pedestrian/Bicycle	7	0	0
School Bus	0	0	0
Red Light Running	4	1	0
Occupant Restraint	<b>21</b>	<b>26</b>	<b>0</b>
Mobile Electronic Devices	23	43	0
DUI Arrests	0	0	0
DRE Evaluations	0	0	0
Illegal Possession	0	0	2
Illegal Transportation	0	0	1
Open Container	0	0	0
Operation after Revocation	0	3	9
<b>Totals</b>	<b>965</b>	<b>336</b>	<b>25</b>
<b>Total Traffic Stops</b>	<b>1,246</b>		

## 2016 STEP Grants

2016 STEP Patrols Grants Expended		
Alton	315-16B-031	\$7,490.95
Atkinson	315-16A-004	\$3,156.07
Auburn	315-16A-005	\$2,087.09
Barnstead	315-16B-032	\$2,955.96
Barrington	315-16A-007	\$830.90
Bedford	315-16A-068	\$7,456.70
Belmont	315-16B-033	\$7,199.85
Berlin	315-16B-034	\$14,333.61
Bethlehem	315-16B-035	\$953.22
Bow	315-16B-036	\$3,468.96
Bristol	315-16B-037	\$2,615.36
Brookline	315-16A-059	\$2,667.52
Campton	315-16B-038	\$3,192.28
Canaan	315-16B-066	\$3,355.61
Candia	315-16A-006	\$2,801.23
Canterbury	315-16B-039	\$783.70
Center Harbor	315-16B-070	\$2,750.98
Chester	315-16A-008	\$3,106.90
Chichester	315-16B-040	\$3,113.92
Claremont	315-16A-009	\$5,018.26
Concord	315-16B-041	\$15,079.89
Deering	315-16A-065	\$3,471.65
Derry	315-16A-010	\$8,881.91
Dover	315-16A-011	\$14,967.54
Enfield	315-16B-042	\$3,482.70
Epping	315-16A-071	\$10,204.44
Epsom	315-16B-043	\$5,366.36
Farmington	315-16A-012	\$3,432.00
Franklin	315-16B-044	\$5,087.65
Gilford	315-16B-045	\$6,732.30
Gilmanton	315-16B-046	\$1,423.22
Goffstown	315-16A-014	\$5,421.06
Goshen	315-16A-063	\$3,500.00
Greenland	315-16A-061	\$15,000.27
Hampstead	315-16A-060	\$3,546.64
Hampton	315-16A-101	\$6,313.98
Haverhill	315-16B-047	\$3,385.20
Hillsboro	315-16A-062	\$9,984.00
Hopkinton	315-16A-048	\$9,158.65
Hudson	315-16A-072	\$9,543.32
Keene	315-16A-015	\$5,634.29
Laconia	315-16A-049	\$8,610.14
Lee	315-16A-016	\$1,919.91
Lisbon	315-16B-073	\$3,250.00
Littleton	315-16B-051	\$3,162.36
Manchester	315-16A-013	\$46,585.53
Merrimack	315-16A-017	\$11,821.45
Milford	315-16A-018	\$9,676.08
Milton	315-16A-019	\$2,929.72
Mont Vernon	315-16A-064	\$2,886.96
Moultonborough	315-16A-052	\$7,048.08
Nashua	315-16A-029	\$18,027.25
New London	315-16B-053	\$6,359.73
Newport	315-16A-020	\$2,427.33
Northfield	315-16B-054	\$3,155.37
Northwood	315-16B-021	\$3,474.48
Ossipee	315-16B-055	\$3,487.32
Pelham	315-16A-022	\$4,567.99
Pittsfield	315-16B-074	\$2,927.15
Plaistow	315-16A-023	\$3,500.00
Portsmouth	315-16A-024	\$9,920.74
Rochester	315-16A-025	\$4,124.77
Salem	315-16A-026	\$14,734.16
Sandown	315-16A-075	\$1,494.59
Tilton	315-16B-056	\$1,586.83
Wakefield	315-16B-057	\$2,940.11
Winchester	315-16A-027	\$3,342.77
Windham	315-16A-028	\$5,701.12
Wolfeboro	315-16B-058	\$5,658.76
<b>Total Expended</b>		<b>\$424,276.84</b>

**NEW HAMPSHIRE STATE POLICE  
STATEWIDE MUNICIPAL POLICE  
2016 COMBINED STEP  
GRANT ACTIVITY**



Above chart does not include NHSP Operation Safe Commute and Join the NH Clique

**Highway Safety Media Campaign (Media Position)**

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in FFY 2016. The Office of Highway Safety tried to establish a media position and hire a person in FY 2016 to expend funds in this section pertaining to various highway safety messages to educate the motoring public (Join the NH Click/ Border to Border, Operation Safe Commute, etc.). In 2017 this media position has been posted and hopefully will be filled to help expend these funds.

**Law Enforcement Liaison (LEL)**

Jeff Landi and Paul Ruggiero were hired as part-time Law Enforcement Liaisons (LEL) and began on August 19, 2016. Both Jeff and Paul are retired law enforcement. Jeff Landi retired from the New York State Police and Paul Ruggiero retired from the Lawrence, MA, Police Department. Jeff Landi has been assigned to assist Donna Bean in Northern County regions and Paul Ruggiero will assist LuAnn Speikers in Southern County regions. In addition, they will also assist in other capacities as needed within the office to assist with promoting strategies and policies with state and local law enforcement with the mission to strengthen and make the roadways safe.

Total funding Obligated: \$50,000

Total used: \$9,270.98

Source: 402

## Pedestrian Bicycle Safety

### Target:

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

### Accomplishments:

2015 data indicates that Pedestrian fatalities decreased from 13 in 2014 to 10 in 2015; none of the fatalities were children. This is above the projected target. Data for 2015 indicates that Bicycle fatalities increased to 3, all adults in 2015.

1. Pedestrian/Bicycle Enforcement Patrols. The NHOHS provided grant funding to fifteen local law enforcement communities for Bicycle/Pedestrian patrols. Four of the local departments were unable to perform patrols due to staffing issues. The local Law Enforcement communities that conducted patrols are Berlin, Bristol, Concord, Conway, Derry, Dover, Littleton, Manchester, Portsmouth, UNH, and Wolfeboro. There were 909 vehicles stopped with 1658 pedestrian/bicycle contacts. The total number of hours dedicated to Pedestrian/Bicycle completed is 659.5. Grants are based upon a demonstrated need, i.e. community size, road configuration/congestion, violations/warnings issued, complaints received, and contacts made. Patrols are conducted during the summer months primarily in downtown locations during the evening commuting hours.

Funding: Obligated \$ \$73,145.46 Amount Expended: \$38,531.88 Source 402

2. Bicycle Safety Helmet Program- the NHOHS expended \$1,225.00 for the purchase of 250 bicycle helmets that were distributed to Local Police Departments to conduct their bicycle rodeo and pedestrian safety class for juveniles aged 6 to 12 years old. The helmets were distributed to children who did not have a helmet or who could not afford to buy one. Eight Police Departments receiving helmets included Bethlehem, Bristol, Cheshire County Sheriffs, Franconia, Groton, Littleton, Rochester, and Wolfeboro.

Funding: Obligated \$2000.00 Amount Expended: \$ 1225.00 Source 402

## Motorcycle Safety

### Target:

1. Reduce unhelmet motorcycle fatalities by 5 percent from 16 (2009 - 2013 average) to 15 by December 31, 2016.
2. Reduce motorcycle fatalities by 15 percent from 23 (2009 - 2013 average) to 20 by December 31, 2016.
3. Increase motorcycle riders trained during the year by 5 percent from 2,855 (2010 - 2014 average) to 2,997 by December 31, 2016.

### Accomplishments:

The number of motorcycle fatalities (operators and passengers) decreased from 26 in 2015, to 18 in 2016, a 31% decrease. Note: 2016 data is preliminary

The number of motorcycle operators who completed the state-sanctioned basic, intermediate, and advanced rider safety courses decreased from 2,648 in 2015 to 2,641 in 2016, a 2% reduction. Note: 2016 data is preliminary.

Year	Number of Motorcycle Operators that Participated in Motorcycle Rider Training Courses
2013	2,727
2014	2,558
2015	2,648
2016	2,641

### Activities:

#### Motorcycle Safety Program Enhancements

In FFY 2016, \$112,769.71 was obligated and \$99,165.83 was expended for this project. Funds were provided to the DMV to improve the state's Motorcycle Rider Training Program. Funds for this Motorcycle Safety Program Enhancement project were used to purchase equipment for the program to provide the safest training possible. This included the purchase of six (6) training motorcycles that had a direct impact on students who received training on them. A transport trailer was also purchased to allow the program's Equipment Supervisor to deliver repaired and serviced training motorcycles to the various locations throughout New Hampshire in a safe and efficient manner.

Funding Obligated: \$45,822.00

Amount Expended: \$32,668.14

Source: 2010

Funding Obligated: \$66,947.71

Amount Expended: \$66,497.69

Source: 405F



\*This is a picture of one of the new motorcycles purchased from funds provided by the Motorcycle Safety Program Enhancements project.

Funds were also used for this project to create and deliver a radio campaign aimed at both riders and the rest of the motoring public. This included a testimonial by a former student that credited her rider training with giving her the skills to avoid a potentially life ending crash. Additional messaging included encouraging motorist's awareness of motorcycles and their heightened vulnerability and encouraging experienced riders to seek training to improve skills. Two thousand two hundred twenty four (2224) sixty second spots were aired on eight different radio stations. The geographic diversity of this radio group allowed the spots to potentially reach over 400,000 listeners. Comments from students and the public indicate the messages were getting to the intended audience and were well received.

This project also produced and printed a state map which included messaging about motorcycle safety, awareness and training. These maps will be distributed through a variety of avenues and are expected to greatly increase the public's awareness of the need for training and for the safe operation of motorcycles. One hundred thousand (100,000) maps have been produced. As maps are an ongoing reference material it is anticipated that each map will provide years of outreach. Additionally, each map will likely be viewed by several people and thus may result in this project eventually reaching over 1/3 of a million people.



## A Bit About the Loops

### Haverhill Loop.

This loop sits on the west end of the Kancamagus Highway Route. The mostly rural ride has several spots to stop including the Lost River. The Appalachian Trail bisects the loop and it will take you to Mt. Moosilauke if you want to stash the riding boots and put on the hiking boots. The Rt. 116 section has several challenging corners.

### Colebrook Loop.

This northern most loop not only has great roads but brings you near a few areas worth exploring. On the east side Umbagog Lake is only a few miles away. This pristine lake has a NH State Park, a National Wildlife Refuge and sits in both New Hampshire and Maine.

### Lake Loop.

New Hampshire is known for its many wonderful lakes and this loop brings you by two of the best known. Lake Winnepesaukee has many attractions around it's shore and the Weirs Beach area is home of the famous Motorcycle Week held each June. The loop also brings you by Squam Lake, a quieter lake made famous by the movie *On Golden Pond*. Both lakes offer scenic boat cruises.

### Lebanon Loop.

This short loop can easily be combined with the Claremont Loop for a longer ride. Hanover and the Dartmouth College area can also be included by heading west from Lebanon.

### Claremont Loop.

This loop is anchored by Claremont and Newport in the south and Lebanon in the north. An option on this loop for art lovers is heading over to Rt. 12A from Rt. 120 in Plainfield and traveling south to the Saint Gaudens National Historic Site in Cornish.

### Keene Loop.

Located in the southwest corner of our state this loop has several roads with stretches of great curves. It also brings you into eclectic downtown Keene where a unique collection of shops and restaurants awaits you.

### Milford Loop.

Just to the west of several of New Hampshire's larger cities this ride has a pleasant rural feel. Keep an eye out for the Yankee Siege, home of the famous but now retired pumpkin throwing competition.

### Dover Loop.

This loop takes you from Dover, the oldest permanent settlement in New Hampshire to stretches of rural roads. Patuckaway State Park, near Raymond, is a good destination on this loop or head over to Bear Brook State Park, just off this loop to the west.

### Conway Loop.

At the east end of the Kancamagus Highway, this ride has two extremes. The Bear Notch Rd (closed in winter) is a curvy ride through the wilderness with several viewing stops. The loop also has the retail area of North Conway with many opportunities to shop and have an enjoyable meal.

### Kancamagus Highway.

A classic NH ride that includes many viewing stops, trail heads and camping areas. If you plan to park to go off exploring be aware a day use pass is needed and available at most pull-offs.

### Mt. Kearsarge Loop

This loop brings you around Mt. Kearsarge and provides access to two state parks. Rollins State Park can be found in Warner (look for signs along the main street) and has a challenging road to the top of the mountain. Winslow State Park is accessed off of Rt. 11 on the northern part of the loop. Both parks may involve fees.

### The connector roads.

Connector roads are a way to get from one loop to another. They can even be used to create your own grand loop ride. Be sure to always pace yourself and ride within your limits.

## New Hampshire Motorcycle Rider Training

Since 1989 the New Hampshire Motorcycle Rider Training Program has helped over 45,000 riders of all skill levels be the best rider they can be. We use the Motorcycle Safety Foundation curriculum which is safe, effective and enjoyable. Our courses are currently offered at nine different training locations throughout the state every year. The season runs from approximately early April to November depending on the weather, and includes weekdays, weekends and holidays.

Riders who were new to the sport and those who had been riding for years agree: Training helped make them become a better rider. We are committed to making this training as valuable, enjoyable and economical as we can.

Each site has a varied selection of training motorcycles. These small bikes have been identified as being good for a new rider to learn on. They are 250cc's and smaller and have lower seat heights and weights. This allows you to start to develop potentially life-saving skills and habits on an unimposing motorcycle. Upon successful completion of our course you are encouraged to further refine and embed these skills and habits on your own motorcycle. The more you ride the better it gets!

\*The Basic RiderCourse (BRC) is an introductory course intended for new riders with little or no experience. The BRC is also the course for those with riding experience who wish to gain important lifesaving skills while working toward obtaining their motorcycle endorsement. This course can lead to receiving your motorcycle license. It includes a classroom component as well as 2 days of on motorcycle training.



Basic motorcycle operation like the controls, how to start a bike, shifting and clutch operation, turning and controlled stops are introduced early in the course. More advanced skills such as stopping quickly, object avoidance using swerves, controlled stops, visual directional control and limited space-slow speed maneuvers round out the skill set you will have upon completing the BRC.

Successful completion of this course allows a NH resident to add the motorcycle endorsement to their license with no further testing at the DMV. Other states may also accept our completion card. Please check with your home-state DMV.



\*The Intermediate RiderCourse (IRC) is designed for riders who were unsuccessful in passing the skills test of the BRC within the past 12 months or anyone who has successfully completed the BRC. The course provides an opportunity for more riding practice and a re-test for students who did not pass the Basic RiderCourse the first time.



\*The Experienced RiderCourse (ERC) is a one-day course designed for riders who already have basic skills and possess a motorcycle license. Riders in this course use their own motorcycles to complete the exercises which focus on collision avoidance, cornering techniques and slow speed handling. It is an excellent refresher course for practicing and renewing basic rider skills as well as for taking strong skills to the next level. We can always get a little better at what we do, right? The ERC is a great way to challenge yourself while improving your skills in the saddle. This one day course is also an excellent way to start the season. Gather a few friends or organize your riding club or group and we will put you all in the same class.



**JOIN OUR TEAM**

Share your riding skills with the next generation of riders!

### Getting Into A Class Is Easy

Motorcycle Rider Training is typically conducted from April to November each year, depending on weather. The season schedule is published in January and registration starts then. Early to mid-season classes fill up fast. Information on course registration can be found at: [WWW.NH.GOV/DMV](http://WWW.NH.GOV/DMV) or call 603-227-4025

New Hampshire Motorcycle Rider Training would like to recognize those who have dedicated themselves to making our roads safe and enjoyable for motorcyclists.

This map was funded by a grant from the New Hampshire Office of Highway Safety with federal funds provided by the National Highway Traffic Safety Administration.

This is the front side of the produced and printed state map which included messaging about motorcycle safety, awareness and training, which was part of the 2016 Motorcycle Safety Program Enhancements project conducted by the DMV Motorcycle Rider Training Program.



## Motorcycle Registration

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not Training Site in the County	Yes, there is a Training Site in the County	No, there is not Training Site in the County	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	Feb 2016	Mar 2016	Apr 2016	May 2016	June 2016
	Coos County	2,055		1		X	X	X	X	X						
Carroll County		3,836		1	X	X	X	X	X					X	X	X
Grafton County	5,211		1		X	X	X	X	X					X	X	X
Belknap County		5,571		1	X	X	X	X	X					X	X	X
Merrimack County	8,837		4		X	X	X	X	X					X	X	X
Sullivan County		2,739		1	X	X	X	X	X					X	X	X
Cheshire County	4,182		1		X	X	X	X	X					X	X	X
Hillsborough County	20,120		1		X	X	X	X	X					X	X	X
Rockingham County	18,860		1		X	X	X	X	X					X	X	X
Strafford County	6,425		1		X	X	X	X	X					X	X	X
<b>TOTALS</b>	<b>65,690</b>	<b>12,146</b>	<b>10</b>	<b>3</b>												

This chart represents the number of registered motorcycles in each County, what County has a training site, and when motorcycle training was conducted for a County (2015-2016).

## Distracted Driving

Target:

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

Accomplishments:

NH's Hands Free Electronic Device Law, that has been effective since July 1, 2015, allows for hands free cellphone use but prohibits many dangerous activities such as texting, emailing, accessing the internet, using social media, watch videos, and programming a GPS device while driving. Prior to this, New Hampshire's texting laws were largely unenforceable. This law has greatly enhanced our police partners' ability to enforce distracted driving laws and increased safety on our roadways. Additionally, with this new law, NHOHS expects to utilize section 402 or 405E (if available in the future) funds to help expand this program area.

The 2016 Youth Highway Safety Media project was a great success. This project allowed teens and the Community Alliance for Teen Safety to develop a PSA titled "The Moment of Truth" that promotes safe driving habits. This PSA describes a scenario that teens would relate to when riding in a vehicle and are presented with a choice to make that could save their life or the lives of others. This PSA will be aired on the Derry cable channels which will reach over 30,000 people. This PSA will be stored on a unique thumb drive to boost promotion and sharing within the network of cable access channels across the state, through social media, within school and safety networks, and may be useful as a teaching device with the Youth Operator Program efforts and Tool Kit distribution within high schools across the state.

**Activities:**

### **Enforcement of Distracted Driving Laws**

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 due to New Hampshire not receiving distracted driving federally awarded funds. These funds would have allowed the HSP and local partners to conduct activities to enforce distracted driving laws. Patrols by police would have been conducted statewide and year round with a particular focus on Distracted Driving Awareness Month, April 2016. All inattentive behaviors would have been addressed with this grant with particular attention paid to enforcing New Hampshire's new hands free law. New Hampshire's variable message boards would have also been used to inform drivers about state laws.

### **Distracted Driving Program**

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted in 2016 due to New Hampshire not receiving distracted driving federally awarded funds. These funds would have allowed the Injury Prevention Center at Dartmouth College 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 would have been 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.

## Teen Distracted Driver Program/Youth Highway Safety Media Program

In FFY 2016, \$5,999.95 was obligated and \$5,999.95 was expended for this project. This project provided 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. This Youth Highway Safety Media project allowed teens to develop a PSA “The Moment of Truth” and create a script, storyboard, and work with the camera configurations to shoot this PSA. This PSA will be aired on the Derry cable channels which reach over 30,000 people. The PSA will be stored on a unique thumb drive to boost promotion and sharing within the network of cable access channels across the state, through social media, within school and safety networks, and may be useful as a teaching device with the Youth Operator Program efforts and Tool Kit distribution within high schools across the state. Accompanying the PSA is a behind the scenes component which captures the insights of the attendees which can serve to inspire other youth to take action. The PSA will also serve as a tool to connect with law enforcement from the students’ towns to foster collaboration around highway safety issues and create opportunities for the youth to take a leading role in raising awareness in their own communities. The Derry Police Department has always been supportive of working together to address highway safety issues and there is a new connection with the Londonderry Police Department we are excited to explore for the same purpose. The PSA will be shown to town government at a council meeting in December – the PSA will air live on cable access at the council meeting thus reaching thousands of people with this important message.

The following PSA message/scenario was developed by Community Alliance for Teen Safety /Youth Highway Safety Media Program:

*... Several youth jumping into a car on a beautiful summer day. They are eager to get to the beach and they abandon all safety measures by suggesting they can speed to get there so they won't be late to meet their friends– they are not concerned about putting on their seat belts and want to call/text their friends while driving to alert them they are on the way. As all this unfolds one of the passengers wants to speak up but can't seem to – this is it, the moment of truth. Will the passenger move forward in a situation where she feels unsafe, that she knows is not right, that may lead to tragedy for all? Or will she take a moment, listen to her conscience, and say something. She doesn't want to be lame around her friends but she has to say something because supportive data is referenced at this point in the PSA. And then the conscience of this passenger boldly speaks up and offers tips as to how to make a potentially dangerous and life altering situation into a safe one. The friends hear her message; they all buckle up, put down their cell phones, and proceed in a safe and focused manner to their beach party, still happy and eager for the day ahead. A situation such as this could easily have gone the other way...*

Funding Obligated: \$5,999.95

Amount Expended: \$5,999.95

Source: 402

## Teen Driver Outreach

In FFY 2016, no money was obligated and no money was expended for this project. This project was not conducted by the NH Department of Transportation in 2016 due to unavailable personnel (vacant position). Funds would have allowed the NH DOT to provide distracted driving teen driver outreach and education services. Funds would have also been 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.

## New Hampshire Office of Highway Safety Staff

L to R - Jeff Landi, LuAnn Speikers, Tanja Milic, Debbie Farinella, Donna Bean, John Clegg, Paul Ruggiero, Captain Shapiro on front page.



## 2016 Fiscal Overview

Type of Funds	Federal Funds Obligated	Federal Funds Expended
Section 402 Funds *		
Occupant Protection	\$465,261.28	\$370,308.45
Alcohol	\$20,000.000	\$1,150.32
Police Traffic Services	\$233,234.00	\$152,336.19
Speed Control	\$861,940.34	\$746,340.51
Traffic Records	\$69,845.43	\$55,256.34
Pedestrian/Bicycle Safety	\$75,145.46	\$39,756.88
Distracted Driving	\$5,999.95	\$5,999.95
Planning & Administration	\$430,453.36	\$266,662.05
Paid Media-Occupant Protection	\$42,000.00	\$42,000.00
Paid Media-Alcohol	\$0	\$0
Paid Media-Police Traffic Services	\$0	\$0
Paid Media-Pedestrian/ Bicycle	\$0	\$0
Paid Media-Motorcycle	\$0	\$0
Total 402	\$2,203,879.60	\$1,679,810.40
M9MT 405f Motorcycle Programs	\$66,947.71	\$66,497.69
K6 2010 Motorcycle Safety Incentive	\$45,822.00	\$32,668.14
M6OT 405d Impaired Alcohol – K8 410 Alcohol	\$1,728,452.50	\$1,015,081.57
405D PM Paid Advertising	\$287,925.43	\$287,925.43
M3DA 405c Data Program	\$90,500.00	\$90,500.00
K9 408 Data Program Incentive	\$429,858.81	\$97,405.00
Total(405f,2010,405d,419,408,405C) Funds	\$302,632.45	\$192,026.00
	\$2,952,138.80	\$1,782,103.70
<b>Total Federal Highway Safety Funds</b>	<b>\$5,156,018.40</b>	<b>\$3,461,914.10</b>

\*The NH Office of Highway Safety is compliant with share to local benefit and matching requirements for applicable programs.