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NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

ANNUAL GRANT APPLICATION FFY2025



Contents

AGA Planning Process	7
Annual Grant Application - Processes and Data	7
Highway Safety Planning Process.....	7
Data Sources	9
Problem Identification Process	12
Fatal Crash Data	14
Serious Injury	15
Alcohol-Impaired Victim Fatalities	16
Speed-Related Fatalities	17
Unrestrained Fatalities.....	18
Unrestrained Fatalities by Age	19
Unrestrained Fatal Crash by County	20
Fatal Crash Resulting Fatalities by County	21
Fatal Crash Resulting Fatalities by Age Group	21
Motorcycle Fatalities.....	22
Unhelmeted Motorcycle Fatalities	23
Young Driver Involved Fatalities	24
Pedestrian Fatalities.....	25
Bicyclist Fatalities	26
Non-Fatal Crash Data	27
Highway Safety Partners and Stakeholders	31
Section 402 Grants (23 CFR 1300).....	46
Program Area: Distracted Driving (DD).....	46
Traffic Safety Problem Identification	46
Countermeasure Strategies & Planned Activities	48
Distracted Driving (DD) - 405 E Grant Application Information.....	72
Program Area: Impaired Driving - Drug & Alcohol (ID).....	73
Traffic Safety Problem Identification	78
Countermeasure Strategies & Planned Activities	79
Program Area: Motorcycle Safety (MC).....	126
Traffic Safety Problem Identification	126
Countermeasure Strategies & Planned Activities	129

Program Area: Pedestrian & Bicyclist (PB).....	138
Traffic Safety Problem Identification	138
Countermeasure Strategies & Planned Activities	146
Program Area: Occupant Protection – Adult & Passenger Safety (OP)	162
Traffic Safety Problem Identification	162
Statewide Estimate of Seat Belt Usage	163
Countermeasure Strategies & Planned Activities	166
Program Area: Police Traffic Services (PTS)	191
Traffic Safety Problem Identification	191
Countermeasure Strategies & Planned Activities	194
Program Area: Teen Traffic Safety Program (TD)	213
Traffic Safety Problem Identification	213
Countermeasure Strategies & Planned Activities	213
Program Area: Community Traffic Safety Program	226
Traffic Safety Problem Identification	226
Countermeasure Strategies & Planned Activities	227
Program Area: Traffic Records (TR).....	241
Traffic Safety Problem Identification	241
Countermeasure Strategies & Planned Activities	242
Program Area: Police Emergency Medical Services/Equipment (EMS)	271
Traffic Safety Problem Identification	271
Countermeasure Strategies & Planned Activities	272
Evidence-Based Traffic Safety Enforcement Program (TSEP)	285
Crash Analysis	286
Deployment of Resources.....	288
Effectiveness Monitoring	290
High Visibility Enforcement (HVE) Strategies.....	291
Targets and Goals:.....	291
Acknowledgments & Resources Consulted	292
CPS Program Child Seat Check Stations: <i>69 locations broken down by Weekly, Bi-Weekly or by appointment.</i>	293



State of New Hampshire Department of Safety

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Office of Highway Safety

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June 22, 2024

On behalf of Robert Quinn, the Commissioner of the New Hampshire Department of Safety (DOS), our Governor's Representative, we are pleased to present the FFY 2025 New Hampshire Annual Grant Application (AGA). This plan serves as an outline for improving the safety of all motorists on New Hampshire's roadways. It will also detail our efforts to reduce traffic related fatalities and injuries. The goal of the New Hampshire Office of Highway Safety (NH OHS) is to prevent serious bodily injuries and fatalities resulting from crashes related to driver behavior.

In 2023, New Hampshire traffic fatalities decreased from 146 fatalities in 2022 to 130 fatalities (a decrease of 11%). Alcohol, speed, and distraction continue to be the leading cause of fatal crashes in New Hampshire. Additionally, 56% of those individuals that lost their lives as occupants of a motor vehicle crash in 2023 were unrestrained. The Office of Highway Safety continues to encourage the use of seat belts and safety restraints for all vehicle occupants as well as the use of safety equipment to include a helmet for motorcycle riders. Education, enforcement, and media efforts continue to be at the forefront of addressing these issues in our efforts to save lives.

Important evidence-based data is consistently improving in New Hampshire and continues to be the driving force to help identify highway safety issues. This in turn allows the Office of Highway Safety to develop highway safety programs to address these issues by deploying the necessary resources. Electronic submission of crash reports to the Department of Motor Vehicles has increased significantly in 2024, in large part due to the efforts of the NH OHS. Currently, 154 law enforcement agencies are submitting crash reports to the DMV VISION system electronically utilizing the MMUCC V report. Additionally, the NH OHS, TRCC members and other highway safety partners, continue to meet on a regular basis to work on the MMUCC VI crash report to ensure all elements and attributes are being captured within the report to be able to identify causation and location.

In FFY 2024, the NH OHS tried to apply to the NHTSA State Electronic Data Collection (SEDC) grant but could not due to our state driver records privacy statute RSA 260:14 we were unable to fulfil the terms of the unredacted data transfer requirement of the SEDC

grant. Funds from the SEDC grant would have allowed the NH OHS to improve our states data collection systems to be able to have complete, accurate, timely data. Although, disappointed, the NH OHS will continues to work towards securing a crash data dashboard in FFY 2025 using annual NHTSA funds received.

In FFY 2024, the NH OHS has worked diligently with all law enforcement partners throughout NH to coordinate participation of approximately 22 high visibility statewide DUI enforcement saturation efforts and high crash corridor enforcement saturation efforts. The NH OHS invited our bordering states (Maine, Vermont, and Massachusetts) to participate in these initiatives as a force multiplier to increase law enforcement visibility between states sharing high crash corridors. These initiatives will continue in FFY 2025.

In 2024, the NH OHS continues to support projects intended to address highway safety related issues in communities often underserved by standard law enforcement resources and/or messaging. The Community Outreach & Betterment (COB) project has touched hundreds of individuals in our state that otherwise may not have received important messaging regarding operating a motor vehicle in the safest manner possible. The NH OHS will continue to work to expand these community-based outreach efforts to include businesses in FFY 2025.

In FFY 2024, the NH OHS increased law enforcement participation in highway safety grants by 55% (FFY 2021 – FFY 2024) and is excited for the future to be able to increase law enforcements presence, visibility, and activity on NH roads to help change negative driving behavior to ultimately reduce crashes and save lives.

In closing, the NH OHS is fortunate to have a team and partners who are so passionate about highway safety and saving lives. This passion, coupled with teamwork, will allow us to potentially surpass our goals and achieve our mission to save more lives in FFY 2025. The NH OHS must continue to find new and innovative ways to change negative driving behavior on NH roads. As such, the FFY 2025 AGA was developed in support of our partners and will provide the necessary funding to support enforcement efforts, highway safety education/media messaging programs and outreach to empower the public to improve highway safety and save lives on NH roads. The NH OHS would like to thank all of our highway safety partners for their continued commitment to work hard each and every year to save lives on our roads, as we all know, that there is no agency, organization, institution, or office who can do it alone!

Sincerely,

John

John A. Clegg
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The NH OHS is now represented on the World Wide Web, Facebook, Twitter, and Instagram at the following links:



<https://www.nh.gov/hsafety/>



<https://www.facebook.com/NHHighwaySafety/>



https://x.com/nh_ohs



https://www.instagram.com/nh_ohs/

Submission: This is the proposed FFY 2025 Highway Safety Plan for New Hampshire.

This document was initially submitted by the NH Office of Highway Safety Program Manager John Clegg, on August 1, 2024 to NHTSASategrantapplications@dot.gov .

AGA Planning Process

Annual Grant Application - Processes and Data

Highway Safety Planning Process

New Hampshire's Office of Highway Safety (NH OHS) implements a comprehensive highway safety planning process. In addition to statewide crash analysis, the NH OHS also utilizes self-reported local crash and population data from local and county law enforcement agencies that apply for funding to support overtime enforcement. NH OHS conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasure strategies and planned activities for the distribution of federal funds. In 2025, the NH OHS will continue with the Safe System and National Roadway Safety Strategy approach to utilize all FHWA performance measures.

To be able to continue to improve our process and enhance our grant program is very important to the NH OHS. Including highway safety partners with innovative ideas to help improve highway safety in FFY 2025 will be crucial in achieving our mission. The NH OHS is very excited to present this 2025 AGA and the results of the previously deployed DUI saturation enforcement and high crash corridor enforcement saturation initiatives. These initiatives provided important high visibility enforcement efforts throughout NH to change negative driving behavior to reduce overall crashes. Also, the Community Outreach and Betterment (COB) program continues to improve by incorporating highway safety presentations to marginalized communities as part of our educational outreach efforts. With the implementation of this program, the NH OHS has been proud to partner with the Federal Government's Executive Order that states: *"The Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality."*

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

Non-enforcement grants that may be funded by the NH OHS may include media messaging, education, outreach, etc. Crash, fatality data and other data sources, will be reviewed to identify highway safety problems needing to be improved. Factors to be considered to justify highway safety funding of non-enforcement grants may include, location, gender, age, demographics, causation, etc. Grant applications and proposals submitted in response to requests for proposals (RFP's) are reviewed by the NH OHS to determine if the proposed solution identified in these documents would improve highway safety concerns. If so, a grant agreement (for state agencies or select organizations), a cooperative agreement (for university system partners), or a P-37 (for outside vendors), would be constructed to improve highway safety concerns. In 2024, feedback from the public during public participation and engagement listening sessions will also be used to determine highway safety concerns and the types of grants that may be considered for future funding that may support both enforcement grants and non-enforcement grants.

As NH OHS uses a data driven approach when considering funding for each potential subrecipient. Applicants must provide information within their application to describe their community’s traffic safety problems to include when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (impaired driving, speeding, distraction, red light violations, etc.) and any other relevant information that may be specific to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges, etc.). In addition, the NH OHS has worked with NH DOT to provide and identify traffic counts, fatal crash mapping, and tier corridors (roadways with highest traffic crashes and traffic activity). Once all that information has been gathered and reviewed, NH OHS staff will conduct a meeting (s) to develop a methodology using all information that would provide consistency to funding communities of similar size, crash numbers, etc. A final review of grant applications to determine the appropriate amount of funding allocated to each community will be done to ensure accuracy before a grant is constructed.

There are many data elements that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data: included but not limited to, is analyzed as part of the planning process to determine highway safety challenges/problems:

- | | |
|---------------------------|----------------------------|
| 1. Fatalities | 9. Seat belt usage rate |
| 2. Crashes | 10. High traffic corridors |
| 3. Serious injury | 11. Attitude surveys |
| 4. Population | 12. Causation |
| 5. Gender | 13. Roadway design |
| 6. Age | 14. Time |
| 7. Demographics | 15. Location |
| 8. Roadway traffic counts | |

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

Departments are encouraged to conduct a minimum of three (3) documented stops/contacts per hour unless otherwise occupied with an arrest. To track this, stops per hour are recorded on the Patrol Activity Report. Officers conducting NH OHS funded patrols must calculate their stops per hour for their shift which will allow NH OHS to track the number of stops per hour for NH

OHS funded patrols. This in turn allows NH OHS staff to provide feedback to grantees to assist law enforcement partners on their strategic allocation of manpower.

Data Sources

Data Sources for Analyzing Highway Safety Problems

The State of New Hampshire has various data sources that contribute to forming problem identification and project and/or program evaluation. The preponderance of data originates from New Hampshire DMV's VISION Crash Records Management System (CRMS), which includes law enforcement (State, Local and County) agency MMUCC 4/5 compliant crash reports or form DSMV-400 for noncommercial vehicles and DSMV- 161 for commercial vehicles. The New Hampshire Department of Safety Office of Highway Safety followed a planning process when developing the 2025 Annual Grant Application by gathering data from various sources to determine what highway safety issues are trending (within one-year and five-year periods) within locations of the state (Towns, Cities, Municipalities, Counties, etc.).

List/Table of Information and Data Sources

The following data sources are used to gather important data to analyze as part of the 2025 planning process:

- NHTSA and New Hampshire Department of Safety, Division of Motor Vehicles Fatality Analysis Reporting Systems (FARS) - fatalities and fatal crashes.
- New Hampshire Department of Safety, Division of Motor Vehicles (DMV) Crash Data System (Vision) - crash data/serious injury.
- New Hampshire Department of Safety Office of Highway Safety GIS database - motor vehicle/enforcement data (arrest, citation, warning, stops, etc.)
- New Hampshire Department of Transportation Data Analyst - crash data/serious injury.
- New Hampshire Department of Safety Emergency Medical Services/Fire Standards - EMS related data.
- New Hampshire Department of Health and Human Services – Crash and related data/Data Portal - <https://wisdom.dhhs.nh.gov/wisdom/topics.html?topic=motor-vehicle-crash-injuries>
- New Hampshire Administrative Office of the Courts – citation data/impaired recidivism data (drug courts, etc.)
- New Hampshire Department of Transportation - traffic counts of New Hampshire roads.
- New Hampshire Police Departments - fatality, serious injury, population, crash, etc.
- New Hampshire Demographics (population structure, gender, age groups, age distribution, urbanization, ethnicity, etc.) - https://www.citypopulation.de/en/usa/admin/NH_new_hampshire/

- New Hampshire Economic Conditions - <https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf>
- FHWA Highway Statistics - Vehicle Miles Traveled (VMT), licensed drivers, and road miles.
- University of New Hampshire - seat belt use and attitude survey data.
- Injury Prevention Center at Dartmouth - seat belt, teen driver, child passenger safety data
- USDA Economic Research Service - <https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf>

Analyzed Data

To help determine where funding could be most effective, the New Hampshire Office of Highway Safety works collaboratively with our partners (State, County, and Local, etc.) during the planning process to develop appropriate countermeasures and planned activities. This partnership assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data is analyzed as part of the planning process to determine highway safety challenges/problems:

1. Fatalities
2. Crashes
3. Serious injury
4. Population
5. Gender
6. Age
7. Age distribution
8. Demographics
9. Roadway traffic counts
10. Seat belt usage rate
11. High traffic corridors
12. Attitude surveys
13. Causation
14. Roadway design
15. Time
16. Urbanization
17. Ethnicity
18. Location (geospatial information)
19. Enforcement
20. Judicial
21. Census

The New Hampshire Department of Safety, Office of Highway Safety, the Division of Motor Vehicles, and the New Hampshire Department of Transportation have worked collaboratively to ensure performance targets are identical for fatalities, serious injury, and fatalities per 100 million Vehicle Miles Traveled (VMT) within New Hampshire's Triennial Plan, Annual Grant Application (AGA), the Highway Safety Improvement Plan (HSIP), and the Strategic Highway Safety Plan. The NH OHS has also been working with the Department of Safety Division of Motor Vehicles, State Police, and Local Police Departments to continue to increase the number of local police departments that are submitting crash reports electronically to the Division of Motor Vehicle VISION crash records management system. This will ensure more timely, accurate, and complete crash data in the future to better identify highway safety problems that will provide evidence-based data to support countermeasure strategies. Once all law enforcement agencies are submitting data electronically and in a timely manner, it is a goal of the Office of Highway Safety to have "real time" mapping developed to be able to see where highway safety problems are occurring within the state to deploy resources to address these issues. Important serious injury and fatality data from 2018 through 2024 was analyzed to identify highway safety problem areas in the development of the FFY 2024 thru FFY 2026 Triennial Plan and FFY 2025 Annual Grant Application.

DATA TYPE	DATA SET	SOURCE/OWNER	YEARS EXAMINED
Fatality & Injury	<ul style="list-style-type: none"> - FARS - NH Crash Data System - NH Trauma & EMS Information System (NH TEMSIS) 	<ul style="list-style-type: none"> - NHTSA - NH Department of Safety Crash Data Unit - NH Emergency Medical System (EMS) 	2018 to 2024
Violations	<ul style="list-style-type: none"> - NH Citation Data 	<ul style="list-style-type: none"> - NH Division of Motor Vehicles - NH Department of Safety - NH Office of Highway Safety 	2018 to 2024
Seat Belt Use	<ul style="list-style-type: none"> - UNH Seat Belt Survey 	<ul style="list-style-type: none"> - University of New Hampshire 	2018 to 2024
Licensed Drivers, Registrations & Vehicle Miles Traveled (VMT)	<ul style="list-style-type: none"> - Highway Statistics 	<ul style="list-style-type: none"> - NH Division of Motor Vehicles - NH Department of Transportation - US Census Bureau 	2018 to 2024
Operating Under the Influence	<ul style="list-style-type: none"> - Crime Statistics 	<ul style="list-style-type: none"> - NH Department of Motor Vehicles 	2018 to 2024

Problem Identification Process

How were NH's traffic safety problems identified?

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

In addition, the NH OHS reviews traffic fatality and crash data provided to us by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor

Vehicles (DMV). Additional data provided by the DMV, NH Department of Transportation (DOT), Fire Standards and Training/Emergency Medical Services, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual seatbelt survey, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), allow for a detailed analysis. Included in this analysis are other data sets such as the number of licensed drivers by category, number of motor vehicles and motorcycles registered in the state, population, miles driven, and injury data. All of which have the potential to affect highway safety in New Hampshire.

The State of New Hampshire, a small state in the Northeast Contiguous United States (New England), is bordered by Canada (N), Maine (E), the Atlantic Ocean (SE), Massachusetts (S) and Vermont (W). From North to South, New Hampshire stretches 159 miles; from East to West, 69 miles. In 2020, the U.S. Census Bureau announced New Hampshire's population was 1,402,054 on July 1, 2023, compared to 1,377,529 in the 2020 Census, an increase of 1.8%. NH has a landmass of 9,304 square miles which results in a population density of 150.69 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 22 unincorporated places. Approximately Sixty-five (65) percent of the population (906,707) resides in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located, in the southern half of the State. These three counties cover 2,574 square miles resulting in a population density of 352 people per square mile-more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated, with approximately 114,783 and 91,129 residents respectively. Approximately 88.8 percent of the population is White/Caucasian, while the remaining 11.2 percent represents all other populations (Black/African American, Indian, Asian, Hispanic, and all others).

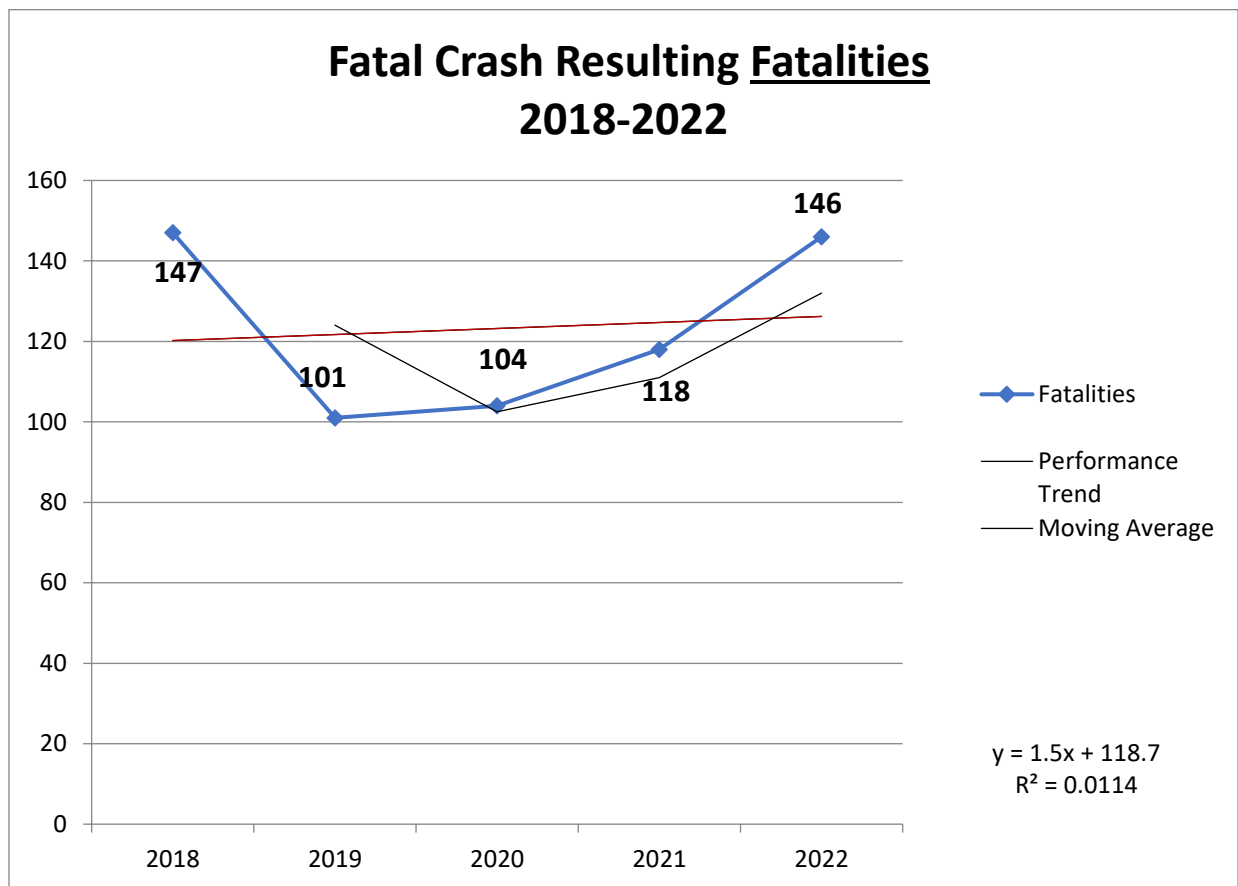
According to the NH Department of Transportation, the New Hampshire public road system consists of 16,622 miles of roads (classified under RSA 229:5). The State Highway System has 4,603 miles of highways. City and town-maintained roads total 12,019 miles and include compact roads and Class IV compact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

In 2024, there were approximately 1,668,825 total NH registered vehicles (including 220,434 trailers) and 84,266 NH registered motorcycles and 1,479,156 NH licensed drivers.

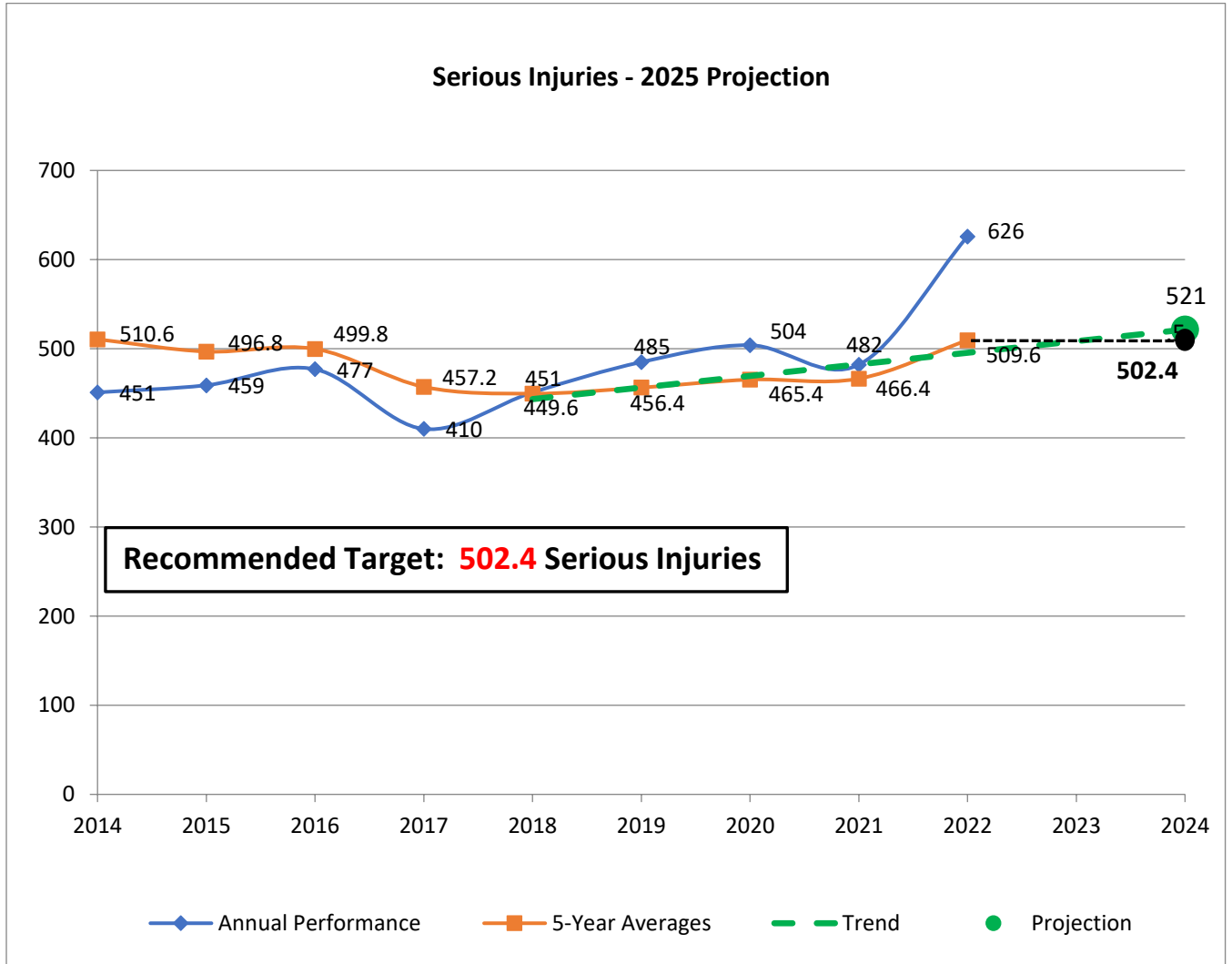
In 2023, there were 35,857 speeding citations and 249 seat belt citations issued and 3,922 impaired driving arrests made (grant and non-grant related activity) statewide. New Hampshire had 29,650 total crashes reported resulting in 122 fatal crashes with 130 persons killed.

In 2023, the non-use of restraints in New Hampshire continues to be a challenge to improve to reduce fatalities in NH (NH is the only state in the country that does not have an adult seat belt law). However, in 2023, improvement in the NH seat belt usage rate was increased to 77.9% from 2022 (75.7%) but is still the lowest in the country. As noted in the chart provided below, New Hampshire’s primary seatbelt law for occupants under age 18 may continue to be helping to keep unrestrained fatalities in the 16-20 age group (2018-2022) lower than other age groups. However, in 2022, in the 21-24, 25-34, 55-64, and 75+ age group that do not have to comply with an adult seat belt law, unrestrained fatalities have increased supporting evidence that there continues to be a need to educate, message, and develop a seatbelt law for all occupants. In FFY 2025, projects will be constructed (i.e. media vendor, etc.) to address these age groups not wearing seat belts through messaging, education, and outreach. In 2023, fatalities occurred in Hillsborough (22), Rockingham (28), Strafford (9), Merrimack (18), Grafton (13), Carroll (8), Cheshire (11), Coos (3), Belknap (8), and Sullivan (1). Additionally, it is noted that historically, these crashes occur in the three most populated counties (Hillsborough, Merrimack, and Rockingham) located in the southern tier of the State. The following charts, graphs, and data are provided below and are reviewed to determine where funding should be allocated.

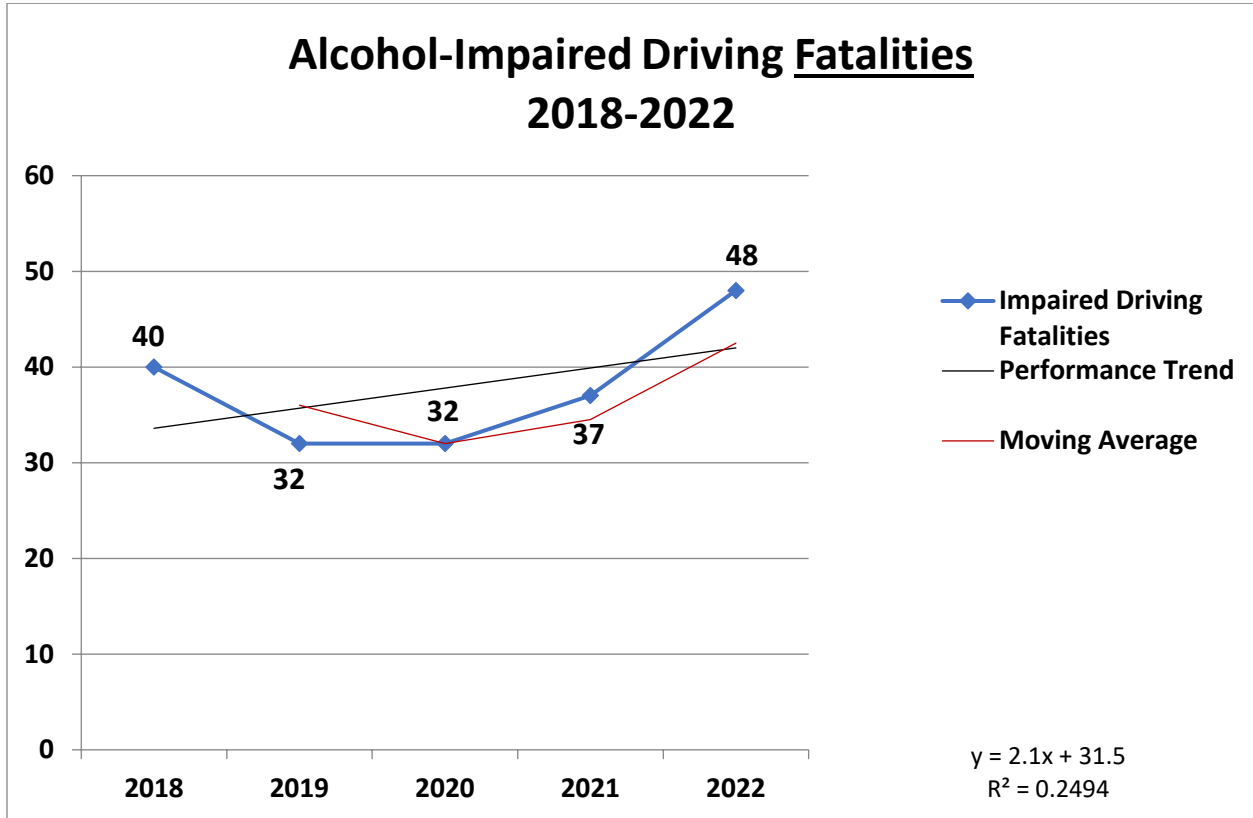
Fatal Crash Data



Serious Injury



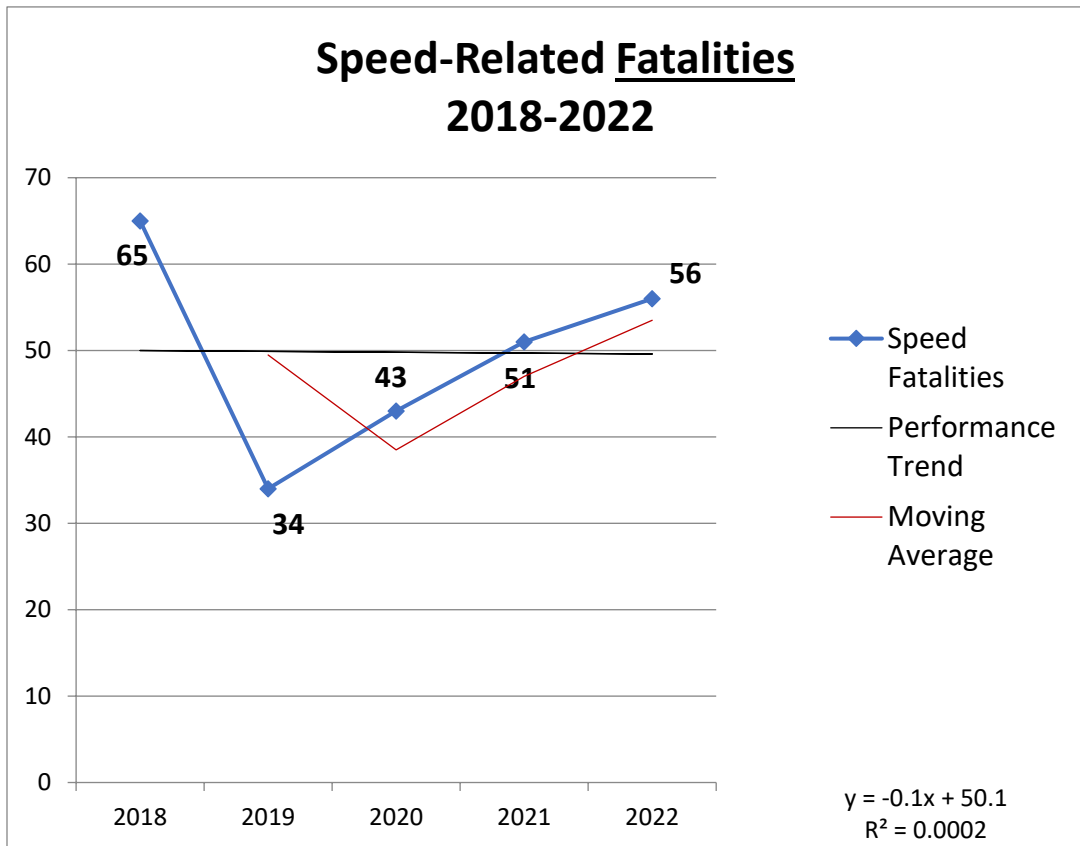
Alcohol-Impaired Victim Fatalities



Source: NH FARS

This chart demonstrates how many alcohol-impaired fatalities have occurred (.08 and above) from 2018 thru 2022.

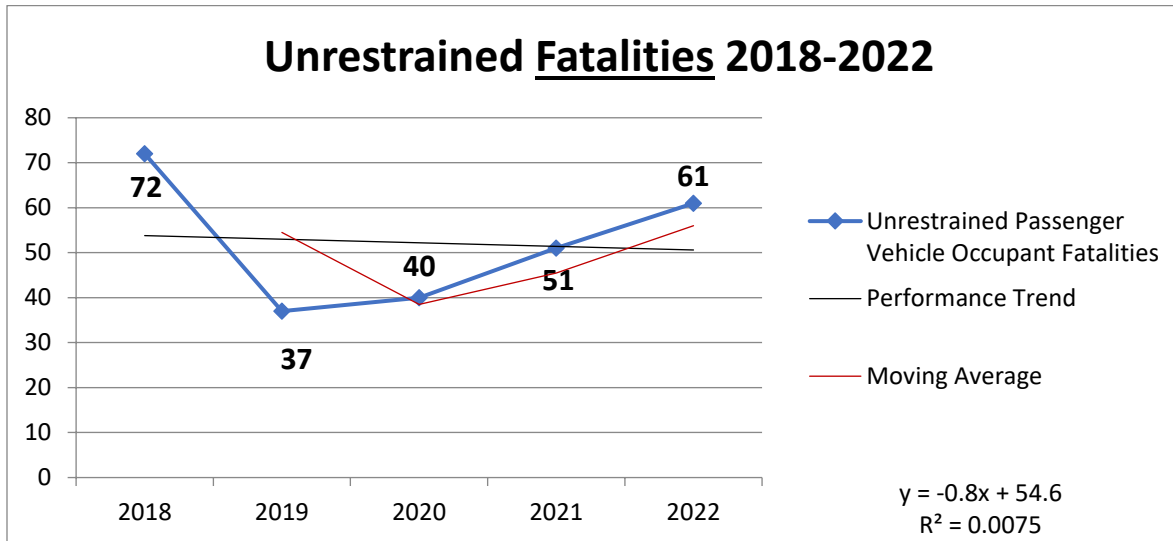
Speed-Related Fatalities



Source: NH FARS

This chart demonstrates the number of speed-related fatalities from 2018 thru 2022.

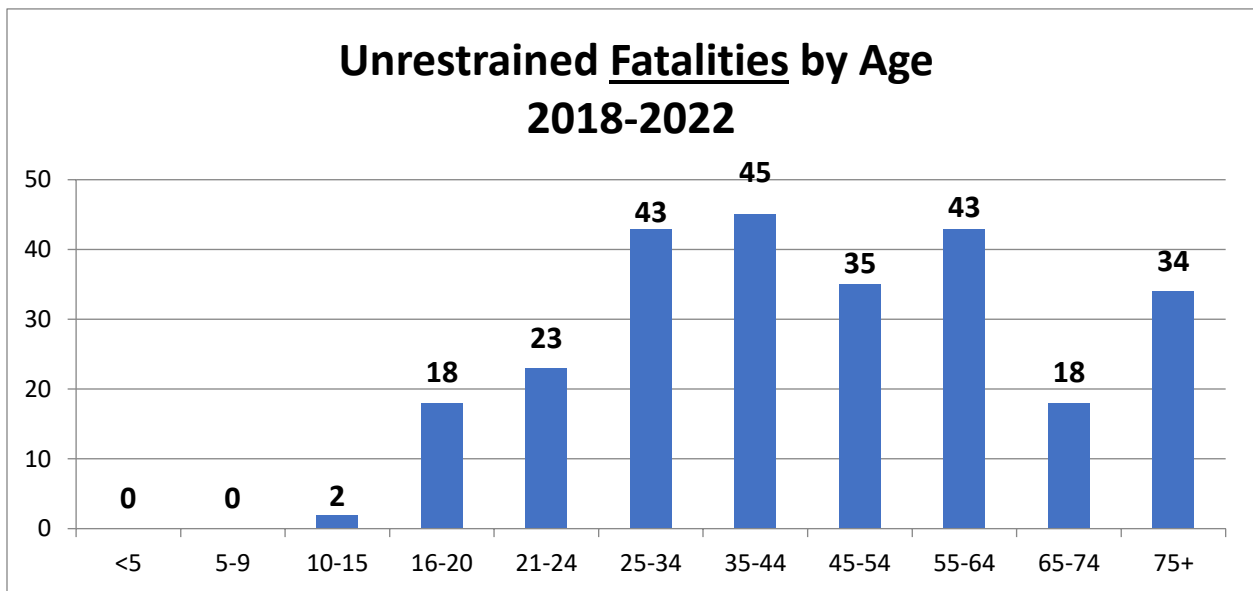
Unrestrained Fatalities



Source: NH FARS

This chart demonstrates the number of unrestrained fatalities from 2018 thru 2022.

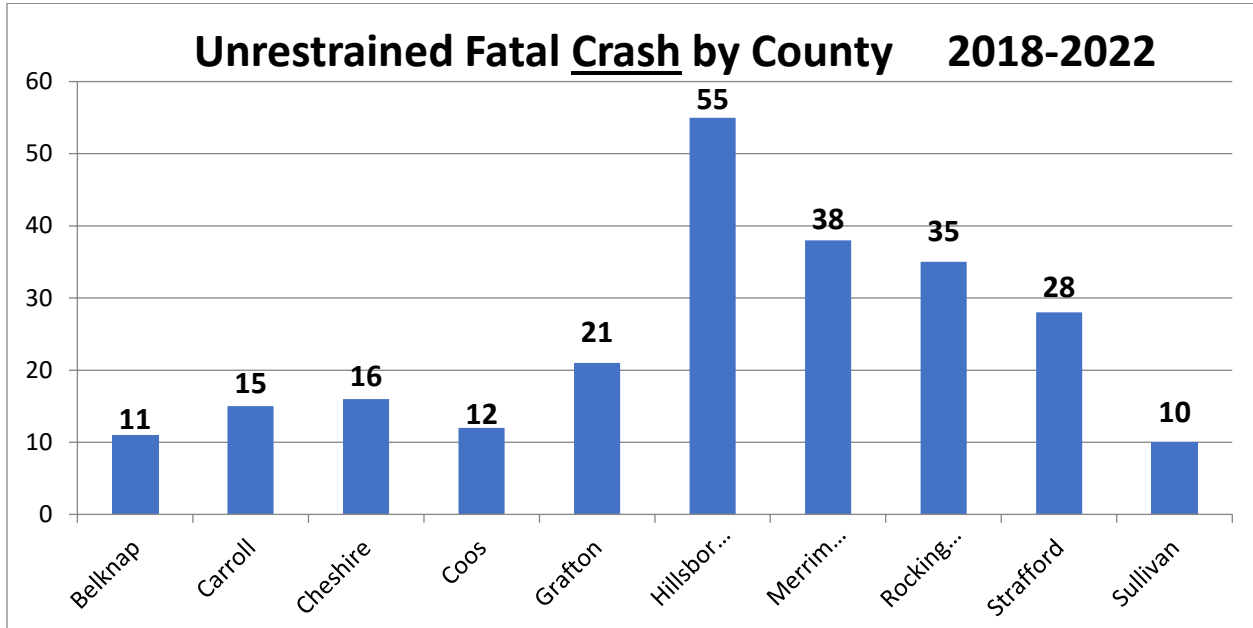
Unrestrained Fatalities by Age



Source: NH FARS

This chart demonstrates that unrestrained fatalities continue to be of concern within all age groups but more so within the 25-44 age group, the 45-64 age group, and 75+ age group.

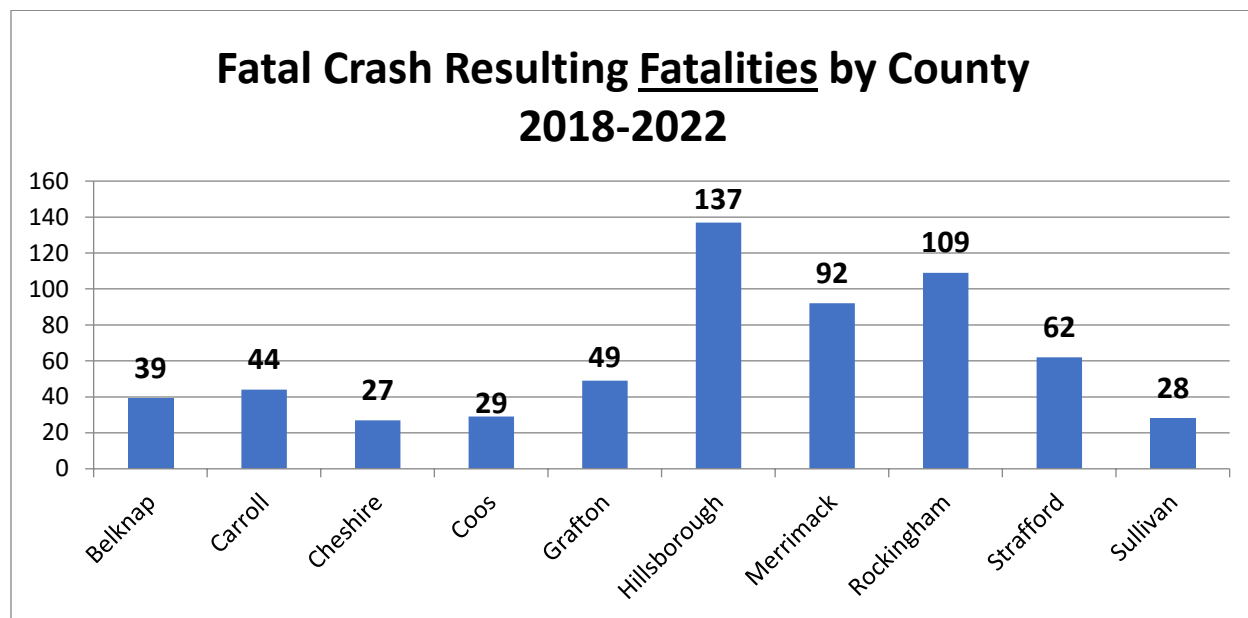
Unrestrained Fatal Crash by County



Source: NH FARS

This chart represents the unrestrained fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack).

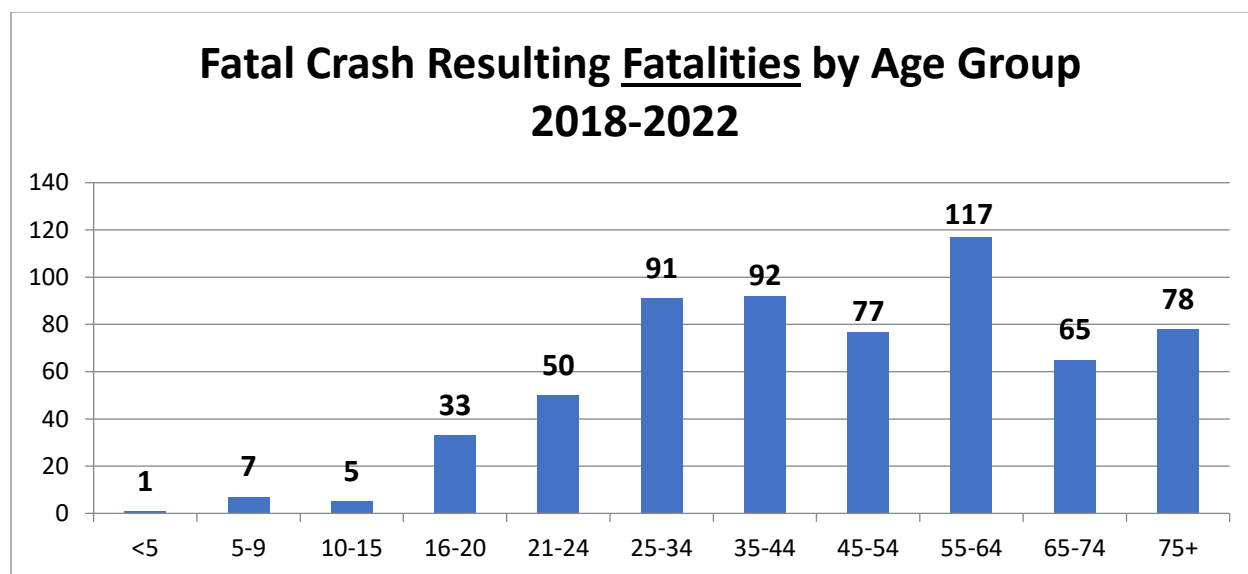
Fatal Crash Resulting Fatalities by County



Source: NH FARS

This chart represents the fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack).

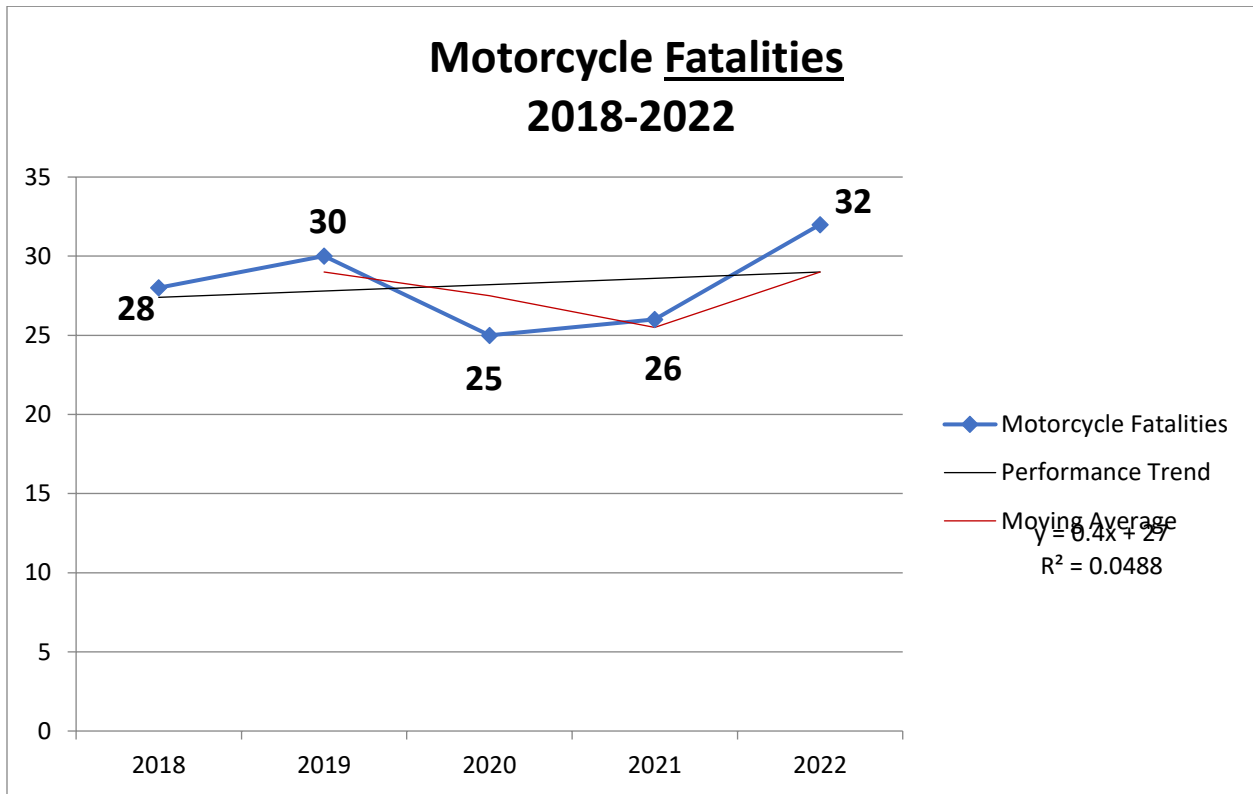
Fatal Crash Resulting Fatalities by Age Group



Source: NH FARS

This chart demonstrates that fatalities continue to be of concern within all age groups but more so within the 16-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74 and 75+ age group.

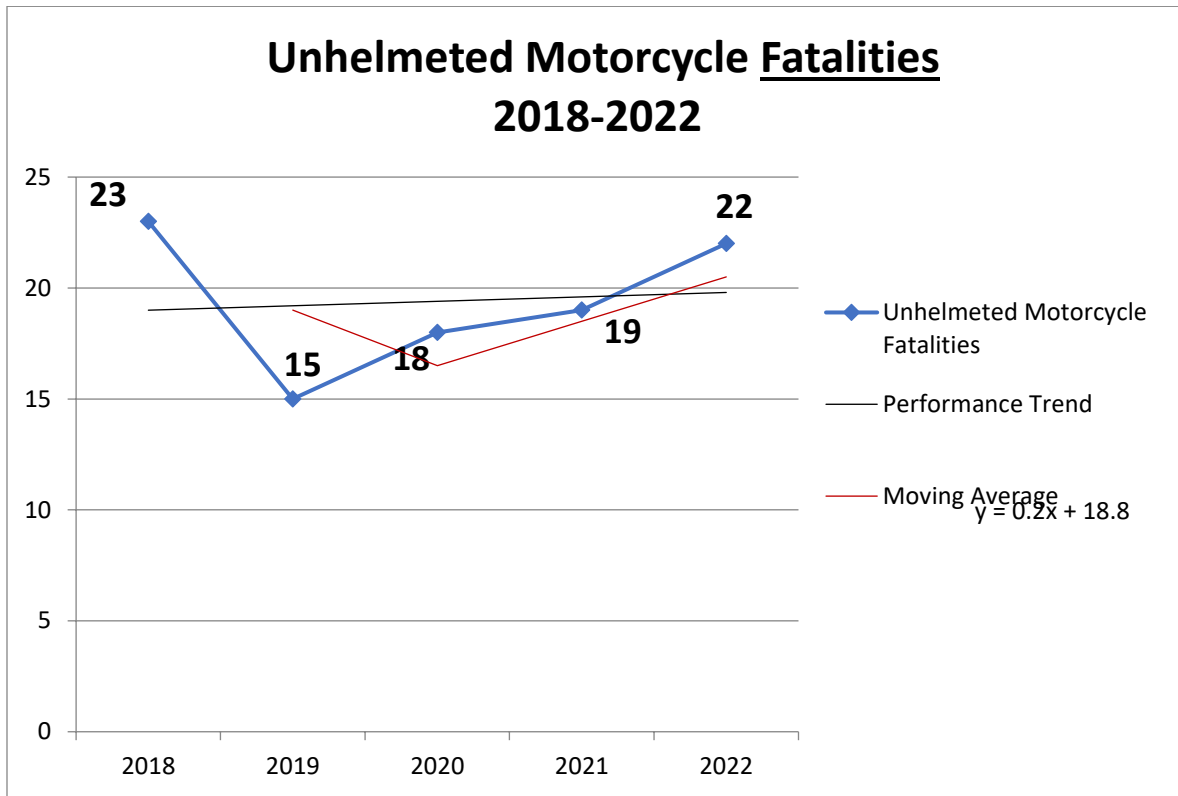
Motorcycle Fatalities



Source: NH FARS

This chart demonstrates the number of motorcycle fatalities from 2018 thru 2022.

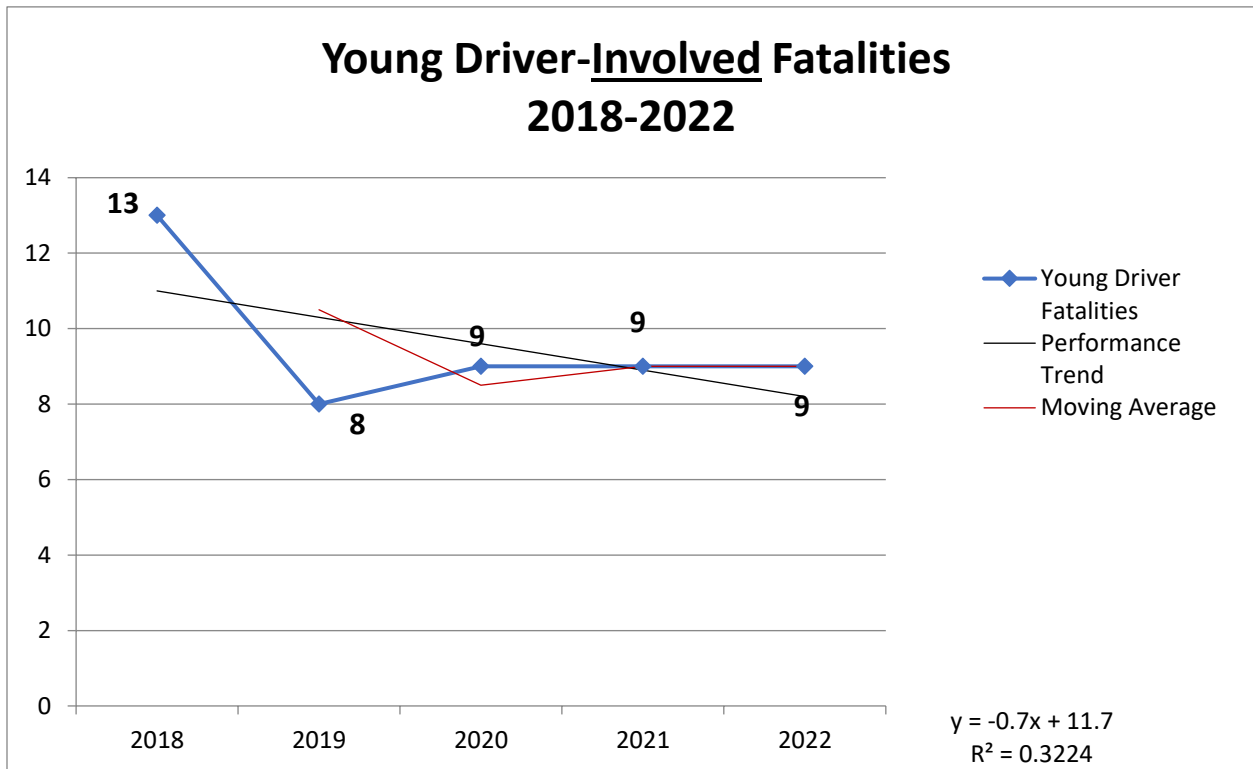
Unhelmeted Motorcycle Fatalities



Source: NH FARS

This chart demonstrates the number of unhelmeted motorcycle fatalities from 2018 thru 2022.

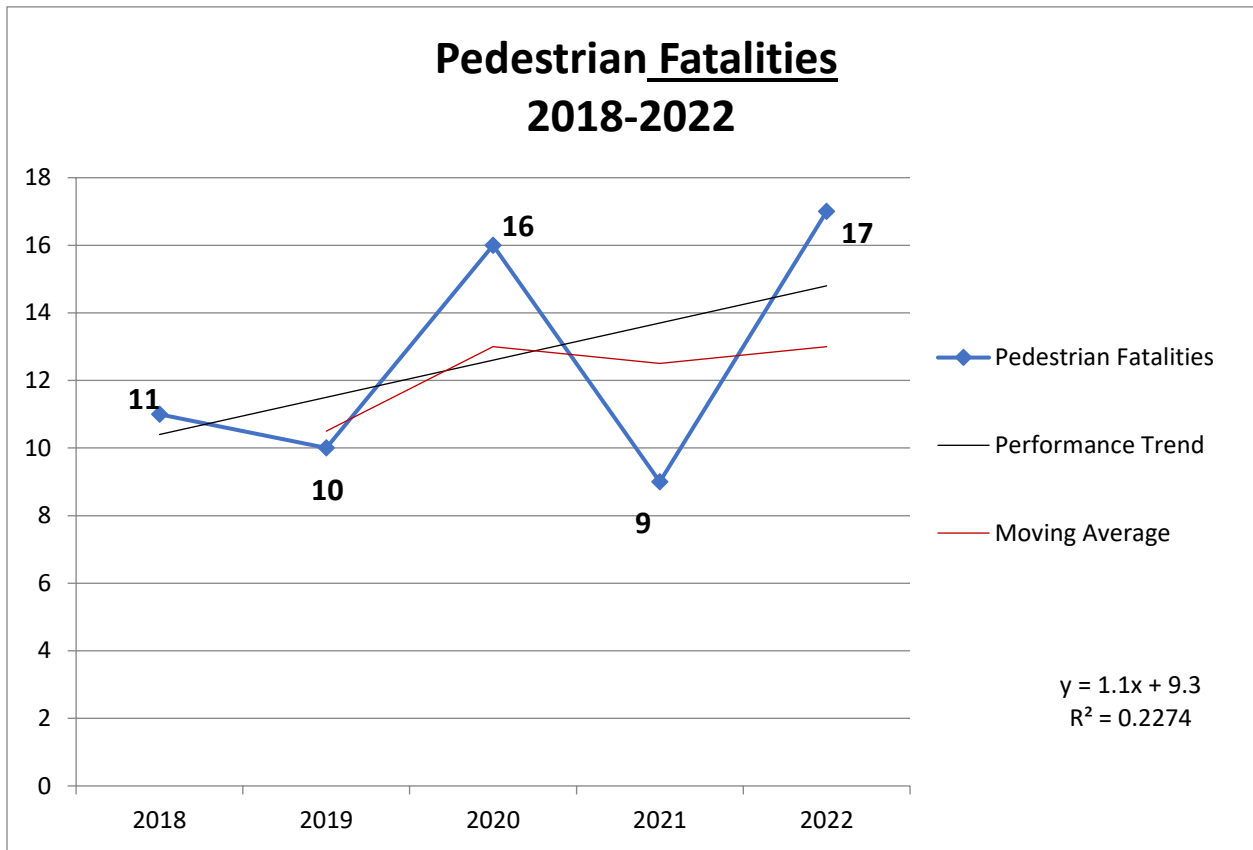
Young Driver Involved Fatalities



Source: NH FARS

This chart demonstrates the number of young driver fatalities from 2018 thru 2022.

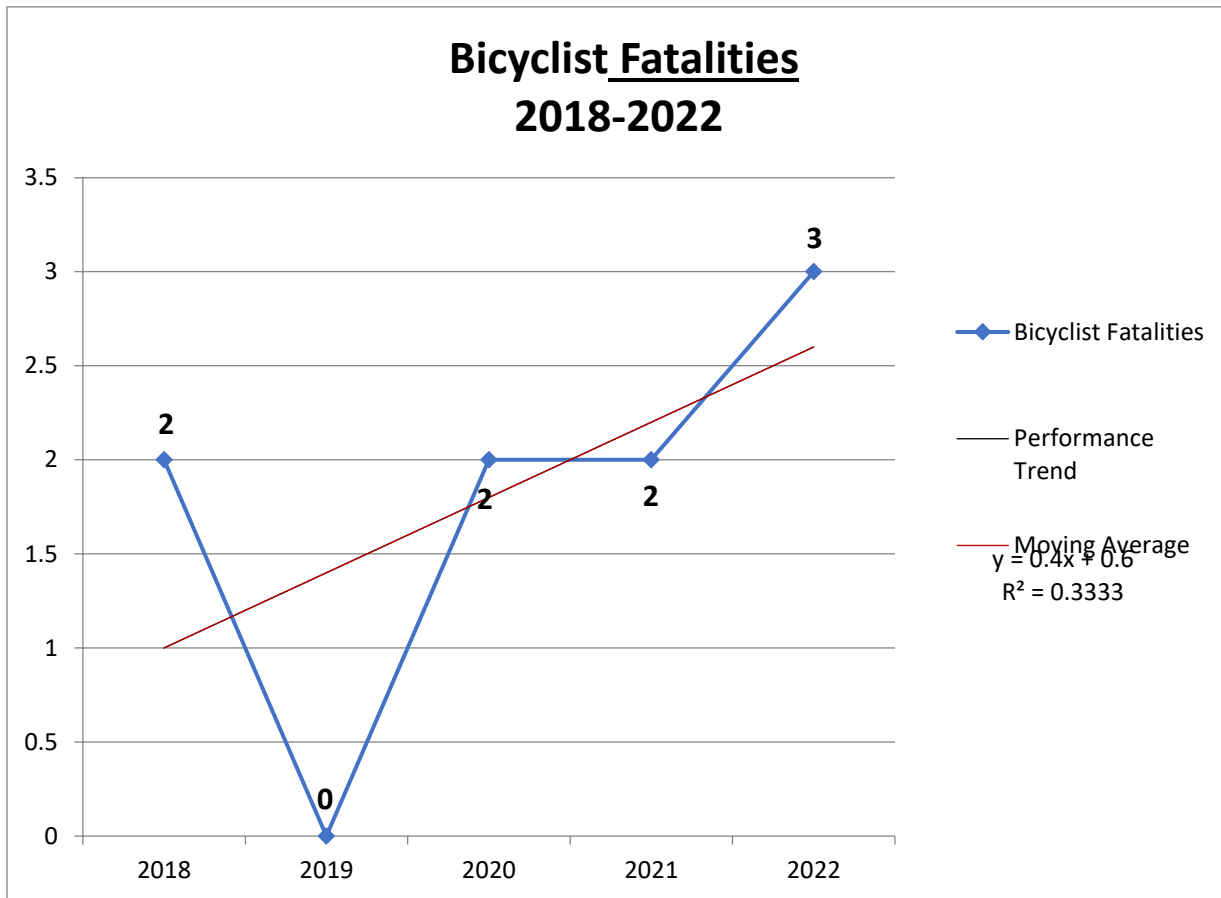
Pedestrian Fatalities



Source: NH FARS

This chart demonstrates the number of pedestrian fatalities from 2018 thru 2022.

Bicyclist Fatalities



Source: NH FARS

This chart demonstrates the number of bicyclist fatalities from 2018 thru 2022.

Non-Fatal Crash Data

By NHTSA Definition:

A = SBI (incapacitated/Serious Injury)

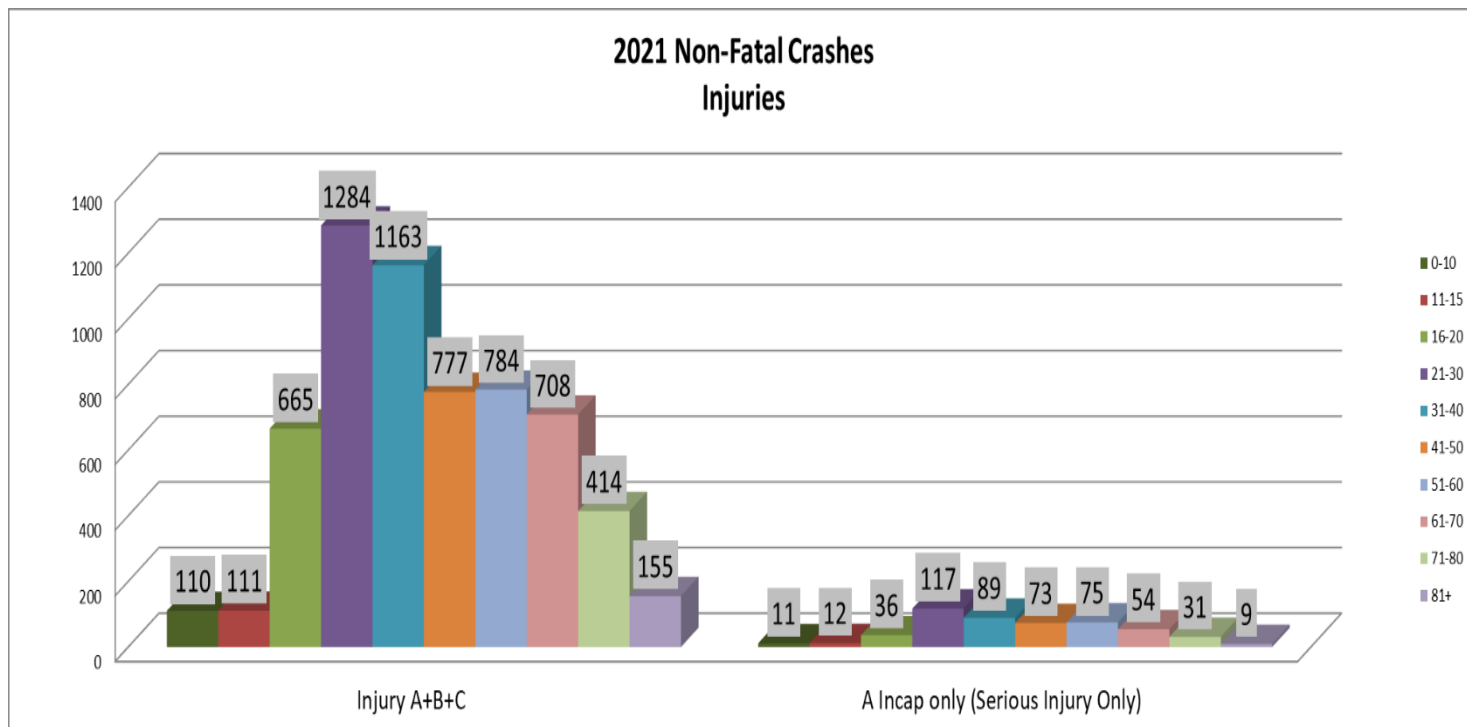
B= SBI (non-incap/unknown)

C= Possible Injury (not

specific in crash report)

There were 6,180 injuries (A-C), with 507 being serious injury crashes (A).

2021 Non-Fatal Crashes															
Age and Sex															
Age	Male		Male		Female		Unk		Unk		TTL All Inj (A-C) Injury (A+B+C)	Female		Unk	TTI Serious Inj Only (A) Total A only
	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj/Blank	A Incap Only		A Incap Only	A Incap Only		
0 - 10	54	1007	25	53	1001	22	3	55	1	110	3	5	3	11	
11 - 15	48	540	17	63	567	12	0	26	0	111	5	7	0	12	
16 - 20	303	3157	67	353	2897	50	9	76	5	665	16	18	2	36	
21 - 30	719	5336	91	532	3978	68	33	224	4	1284	78	38	1	117	
31 - 40	539	4178	74	599	3044	64	25	134	12	1163	48	38	3	89	
41 - 50	390	3024	51	372	2288	42	15	115	5	777	52	20	1	73	
51 - 60	405	3386	83	369	2555	48	10	106	4	784	43	32	0	75	
61 - 70	366	2781	50	332	2114	41	10	83	3	708	35	17	2	54	
71 - 80	182	1429	35	220	1312	23	12	22	5	414	9	19	3	31	
81+	71	531	10	82	488	14	2	4	0	155	4	4	1	9	
Unk Age	5	93	2	4	33	0	0	62	1900	9	0	0	0	0	
TOTALS	3082	25462	505	2979	20277	384	119	907	1939	6180	293	198	16	507	



2021 Non-Fatal Crashes

* Killed not reported - see fatal book

** Non-Fatal Crashes = 28,092; all persons=59,084

Crash Type	Crashes	(A) Incap Injuries	(B) Non- Incap Injuries	(C) Possible Injury	(N) No Injury	Unk
Other Motor Vehicle	8706	78	1273	507	18190	2455
Fixed Object	2724	62	446	87	2504	343
Animal	831	1	35	7	1006	37
Overturn/Rollover	146	4	58	9	116	14
Other Object	147	1	15	4	164	19
Pedestrian	164	25	76	13	203	30
Bicyclist/Pedal Cycle/Moped	108	5	51	9	132	27
Thrown or Falling Object	68	0	3	0	95	15
Spill (2 Wheel Veh)	64	9	34	9	24	5
Snowmobile/OHRV	3	0	0	1	0	2
MV Crossing Median	15	0	2	1	18	9
Submersion/Immersion	11	0	0	0	9	3
Jackknife	5	0	0	0	9	2
Fire	4	0	0	0	3	3
Explosion	4	0	0	0	4	0
Parked MV	562	1	15	1	31	5
Railroad Train	2	0	1	0	4	0
Other/Unk/Null	14528	321	1866	1147	24244	3182
Total	28092	507	3875	1795	46756	6151

2022 data is unavailable (above chart). Currently, 2023 non-fatal crash data is currently being analyzed to develop a non-fatal crash report.

The recent initiative to have all law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data further enabling our ability to accurately predict where appropriate countermeasures will be most effective. As each agency begins to report statistics and data electronically, the NH OHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus an annual analysis. Currently, there are 154 law enforcement agencies submitting crash reports (MMUCC 4 & 5) electronically out of 209 law enforcement agencies. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component in determining effective countermeasures and will continue to be a primary focus of the NH OHS in FFY 2025 and through FFY 2026.

Important fatality data from 2020, 2021, 2022, 2023 and 2024 was analyzed to identify highway safety problem areas in the development of the FFY 2024 thru FFY 2026 Triennial Plan and the FFY 2025 Annual Grant Application.

New Hampshire saw traffic fatalities increase from 118 fatalities in 2021, to 146 fatalities in 2022, (an increase of 24% from 2021). Currently, in 2024 compared to the same period last year, New Hampshire is seeing a 6% decrease in fatalities (as of June 24, 2024). Looking at fatalities within a 20-year timeline (2003 – 2023), 2011 (90), 2014 (95) 2017 (102), 2019 (101), and 2020 (104) were years that had the lowest number of recorded fatalities. New Hampshire fatalities in 2021 (118), 2022 (146) 2023 (130) and 2024 (currently showing comparable fatalities to 2023 fatalities during the same period), continue to be trending higher than normal. In 2022, there were several contributing factors involved in the increase of fatalities (146). One of these was speed related crashes that resulted in an increase in speed related fatalities from 51 in 2021, to 56 in 2022. New Hampshire's unrestrained fatalities also increased from 36 in 2020, 48 in 2021, 56 in 2022, to 40 in 2023 (a decrease of 29%). In 2022, impairment was also concerning contributing factor in the fatality increase, as 100 alcohol and/or drug-related crashes (80% of the 137 crashes) claimed 107 victims (73.3% of the 146 fatalities). In 2021, impairment was a contributing factor in the fatality increase, as 73 alcohol and/or drug-related crashes (68.9% of the 106 crashes) claimed 83 victims (70.3% of the 118 fatalities). In 2020, alcohol/drug impaired crashes resulted in fatalities increasing from 45 in 2019 to 52 in 2020 (increase of 15.6%) to 73 in 2021, to 107 in 2022 (an increase from 2019 of 138%).

In 2024, the NH OHS, implemented 22 enforcement initiatives (corridor enforcement saturation patrols and statewide regional DUI saturation patrols) and increased messaging during these enforcement efforts through press releases and social media posts that were picked by media sources (to include New Hampshire news station WMUR shown during their news hour). Education, enforcement, and media efforts must continue to be supported to address the problem of negative driving behavior on NH roads. The NH OHS is committed to reducing fatalities on New Hampshire roads and will continue in FFY 2025 thru FFY 2026 to provide funding to support statewide enforcement efforts and educate the public on important highway safety issues through messaging and outreach.

The data driven approach to funding projects provides the necessary information to identify highway safety issues/concerns and provides important information to assist in determining the who, what, when, where and why a highway safety problem exists as well as aides in determining the countermeasures best able to address these highway safety problems. For FFY 2025 thru FFY 2026, the NH OHS conducted a preliminary review and analysis of statewide Serious Bodily Injury (SBI) crash data for the period of January 1, 2017 - December 31, 2021, to incorporate into our funding methodology to provide a five-year evidence-based data approach to more accurately determine funding for our highway safety partners. This data is currently being updated for 2018-2023.

The OHS continues to evaluate past performance measures and reported activity of projects conducted to evaluate measured results or progress. This information is utilized to predict and ensure that future projects will also demonstrate measured results. Evaluation of past performance measures of a grantees project(s) helps NH OHS staff determine if grantees have can achieve identified performance measures outlined in their application. Examples of specific goal related or performance measured activities include but are not limited to: number of stops per hour, number of traffic violations and arrests, number of CPS Technicians certified, number of CPS fitting stations, number of seat belt and/or distracted driving presentations conducted at schools, number of interlock devices that have been installed in vehicles throughout the state, the percentage of seat belt use in the state, the number of DRE certifications in NH, the number of last drink surveys conducted, etc. Additionally, an analysis of the responsible and effective past use of federal funds is conducted to ensure the applicant will maximize available federal funds to accomplish their goals in the future. Most importantly, consideration to obligate funding to projects will depend not only on the grantee's identification of a problem, but empirical data to support selection and subsequent effectiveness of the countermeasures chosen.

The initiative to have all local and county law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data further enabling our ability to accurately predict where appropriate countermeasures will be most effective. As each agency begins to report statistics and data electronically, the NH OHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus an annual analysis. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component of effective countermeasures and will continue to be a primary focus of the NH OHS in FFY 2025.

Currently, 154 of 209 (includes NH state police, local and county law enforcement agencies and 2 colleges) report crashes and citation electronically. Those who are not currently capable of reporting electronically are also not reporting MMUCC IV/V compatible data which seriously restricts New Hampshire's ability to utilize predictive enforcement in combating and reducing fatalities and serious bodily injury throughout the state. Analysis of the data that is reported electronically indicates a serious problem related to distracted driving. In 2021, of the 28,092 crashes reported, over 15% (4,106 crashes) have been found to have "distraction/inattention" as

one of the contributing factors to the crash (data currently being updated for 2023). Considering that New Hampshire State Police was responsible for the reporting of at least 19% of these crashes electronically (Currently MMUCC V compliant), it can be assumed that the number of distraction related crashes are under reported.

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

Highway Safety Partners and Stakeholders

It is essential that New Hampshire Office of Highway Safety and NH Department of Transportation (NH DOT) continue to collaborate with each other and with traffic safety stakeholders remain current on emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems. Monthly meetings between the NH OHS and the DOT will continue through FFY 2025.

The NH OHS staff regularly participates in Traffic Safety Commission meetings with NH DOT counterparts, community coalitions, highway safety advocacy groups, State and local law enforcement and others. The NH OHS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, opportunities for partner feedback and public input through listening sessions, round tables, online public surveys and Community Outreach and Betterment presentations occur throughout the year to reassess areas of need and identify potential solutions. The NH OHS considers the results of “rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate. Additionally, the NH OHS has face to face meetings to coordinate the data to be included in both the AGA, Triennial, and DOT’s SHSP and HSIP. These meetings facilitate a review of the last five years of data to develop our projections and subsequent goals for both agencies. Once the teams agree on projections and subsequent goals, the information is provided to the Commissioners of the Departments of Safety and Department of Transportation.

The New Hampshire Office of Highway Safety partnerships include:

- ❖ The National Highway Traffic Safety Administration (NHTSA)
- ❖ NH Department of Transportation
- ❖ NH Department of Safety (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- ❖ NH Department of Justice
- ❖ Administrative Office of the Courts
- ❖ NH Liquor Commission
- ❖ NH Traffic Safety Commission

- ❖ NH Police Standards & Training Council
- ❖ NH Traffic Records Coordinating Committee
- ❖ NH Department of Health and Human Services
- ❖ NH Department of Education
- ❖ NH Insurance Department
- ❖ NH Association of Chiefs of Police
- ❖ NH Sheriffs' Association
- ❖ NH Police Officers' Association
- ❖ NH Association of Counties
- ❖ NH Municipal Association
- ❖ NH Driver Education Teachers Association
- ❖ Granite State Wheelman
- ❖ Associated General Contractors of NH Inc.
- ❖ Federal Highway Administration
- ❖ New Hampshire's U.S. Congressional Representatives and Senators
- ❖ Governors' Highway Safety Association
- ❖ National Safety Council of Northern New England
- ❖ The University of New Hampshire
- ❖ Community Alliance for Teen Safety (CATS)
- ❖ NH Mothers Against Drunk Driving
- ❖ The Injury Prevention Center at Children's Hospital at Dartmouth
- ❖ AAA Northern New England
- ❖ Local Police & Sheriff Departments
- ❖ Brain Injury Association of New Hampshire
- ❖ NH Auto Dealers Association
- ❖ Dartmouth College
- ❖ Plymouth State College
- ❖ Keene State College
- ❖ SNHU
- ❖ Victim's Inc.
- ❖ AT&T
- ❖ New Hampshire Fisher Cats Baseball
- ❖ iHeartMedia
- ❖ EVR Advertising
- ❖ Destination Media DBA Gas Station Television (GSTV)
- ❖ WMUR TV
- ❖ Bike Walk Alliance of NH
- ❖ Federal Motor Carrier Safety Administration
- ❖ Ross Express
- ❖ NH School Transportation Association
- ❖ NH Motorcyclist Rights Organization
- ❖ AARP

- ❖ Exeter Hospital Driver Ability program/[www.exeterhospital.com/Driver-Rehab-and – Education](http://www.exeterhospital.com/Driver-Rehab-and-Education)
- ❖ NH WIC Centers
- ❖ Granite YMCA
- ❖ Boys & Girls Club of NH
- ❖ NH Head Start
- ❖ NH Youth Council
- ❖ Business Alliance for People of Color (Dwight Davis/Former NBA Player)
- ❖ Senior Helpers (Dwight & Gale Davis)
- ❖ Big Brothers Big Sisters of New Hampshire
- ❖ Legacy Recovery Retreat
- ❖ Black Heritage Trail (Dwight Davis/ Former NBA Player)
- ❖ The Way Home
- ❖ Volunteer NH
- ❖ New Generations
- ❖ NH Humanities
- ❖ The Junior/Senior Friends Program
- ❖ NH PS&T Police Cadet Training Academy (for ages 14 to 20 years old)
- ❖ New Heights (Dwight Davis/program helping teens transition to adulthood)
- ❖ Dover Youth 2 Youth Program
- ❖ Social Services (DHHS, etc.)
- ❖ New Hampshire Center for Justice & Equity
- ❖ Chichester Addiction Center
- ❖ National Alliance on Mental Illness (NAMI), Concord, N.H.
- ❖ NH Wildlife Coalition
- ❖ NH Motor Speedway

FFY25 New Hampshire Office of Highway Safety Public Participation & Engagement Plan (PPE)

Public Engagement Goals

- (A)** Through an annual series of three virtual public listening sessions and two in person stakeholder roundtables and analysis of crash related data our office will increase understanding of the various risk factors that contribute to the rise in crashes with fatalities and Serious Bodily Injuries (SBI) in New Hampshire. By Further understanding these risk factors and examining the concerns of the public and stakeholders our office will develop appropriate countermeasure strategies and implement projects while engaging with the affected communities as identified in the analysis below to reduce this trend. The input received from our public listening & stakeholder sessions will be incorporated will assist in shaping the operational planning and AGA.

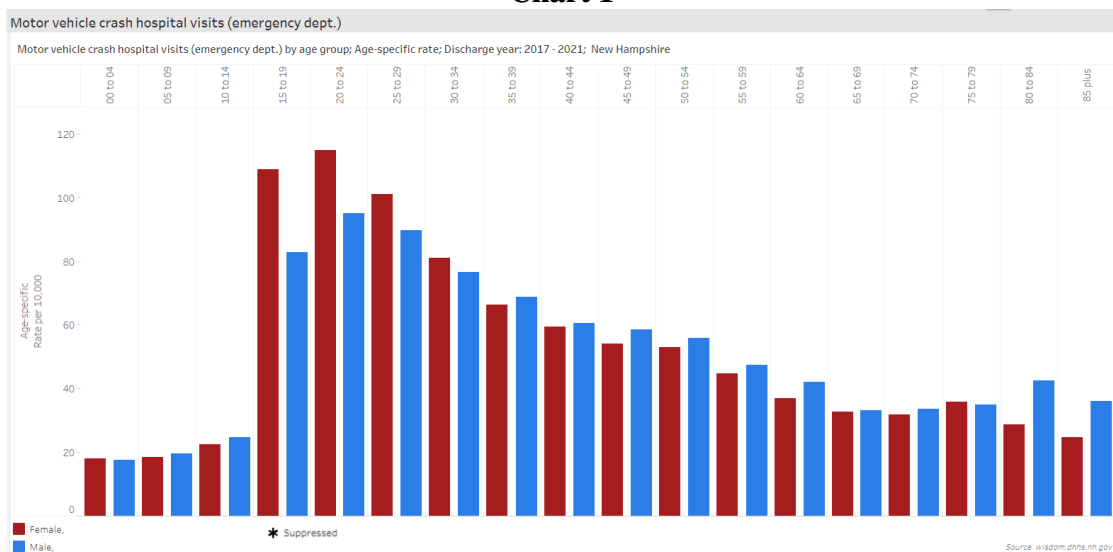
Identification of Adversely Impacted Communities

Affected Communities

(A) Our office has identified the underserved and overrepresented communities by detailed analysis of NH DHHS hospital crash related emergency room visit with discharge data and emergency room with hospital admission data for the years 2017-2021 and NH FARS data for the years 2019-2022 in comparison to the NH demographic data. The data in **(Chart 1)** shows male and female drivers involved in vehicle crashes between the ages of 00-85+ that were admitted to an Emergency Department (ED). The data indicates that female drivers ages 15-29 are overrepresented in hospital emergency room visits when compared to their percentage in the NH demographic data **(Chart 5)**. We also see that males between the ages of 80-85+ are overrepresented when compared to their percentage in the NH demographic data. Detailed data analysis as shown with evidence, the need to understand why males involved in crashes with SBI between the ages of 20-29 and 75+ are overrepresented in hospital admission data as well as consistently overrepresented in overall crash fatality data when compared to their percentage in the NH demographic data. Admissions to hospital emergency departments (ERs) as result of crash injuries were predominantly female in the same 15-29 age categories and after which level out to a 50% statistical average between male/female until the 80-85+ age category after which there is an uptick in male ER admissions.

Admissions to hospital emergency departments (ED) as result of crash injuries **(Chart 1)** were predominantly female in the same 15-29 age categories and after. Which then leveled out to a 50% statistical average between male/female until the 80-85+ age category thus showing an uptick in male ED admissions.

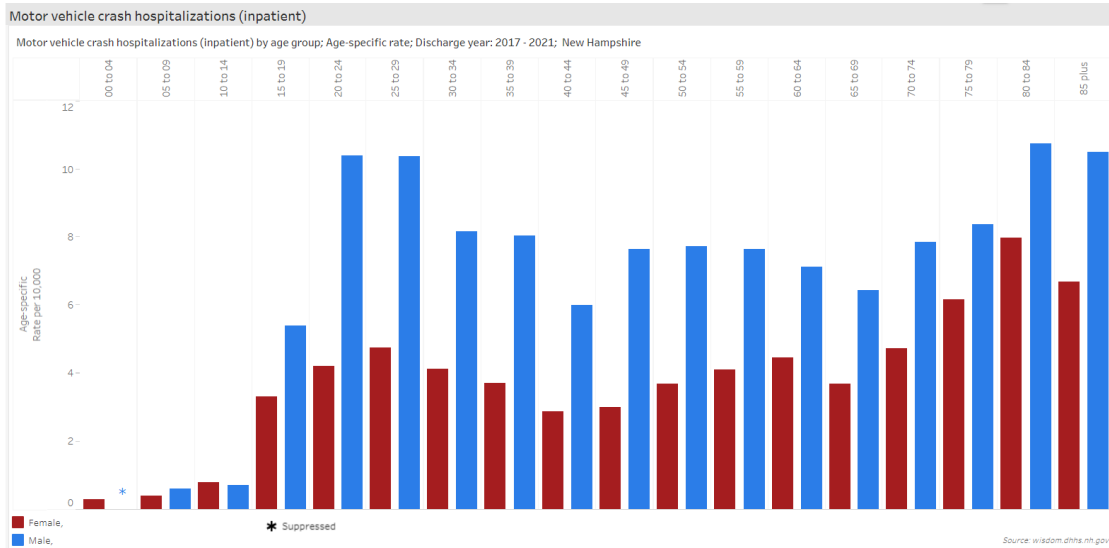
Chart 1



Crash Hospitalizations; Age & Sex

The NH DHHS statistics below (**Chart 2**) utilizing the years 2017-2021 indicate that males in all age groups consistently make up most **inpatient** crash hospitalizations in New Hampshire with an uptick in the 15-29 and 80-85+ age categories. Implying that crash injuries sustained by these males were serious enough to warrant admission to the hospital. The explanation for this serious bodily injury crash data is speeding according to the FHWA Institute for Road Safety Research https://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwasal304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf

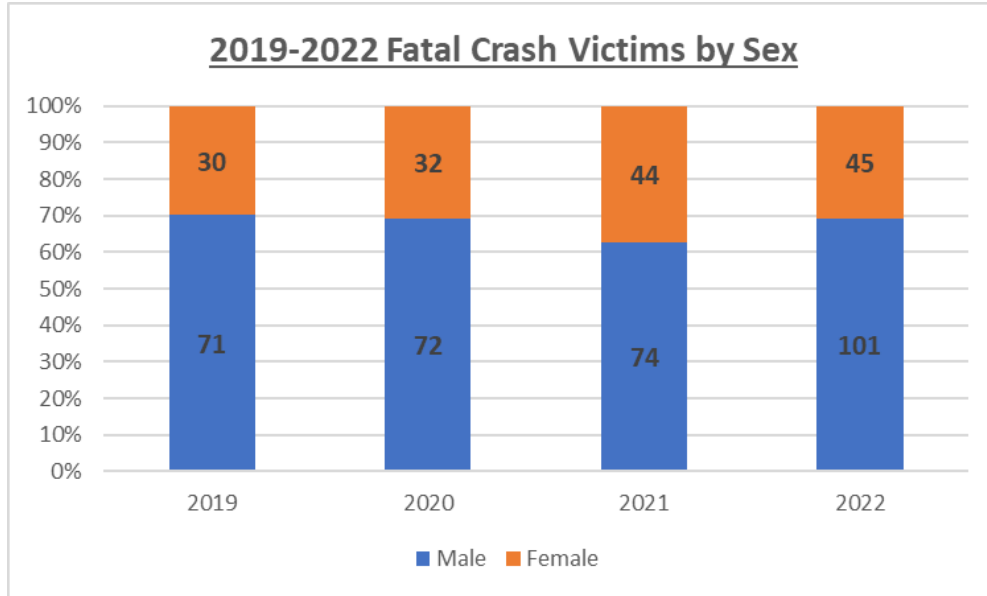
Chart 2



NH FARS Data

NH FARS data below (**Chart 3**) indicates from 2019-2022 that males are also overrepresented in crash fatalities as it relates to their percentage of the NH population (**Chart 5**) with 68% of those male fatalities occurring in the 20-29 and 80-85+ age groups, corresponding to the NH DHHS hospital data.

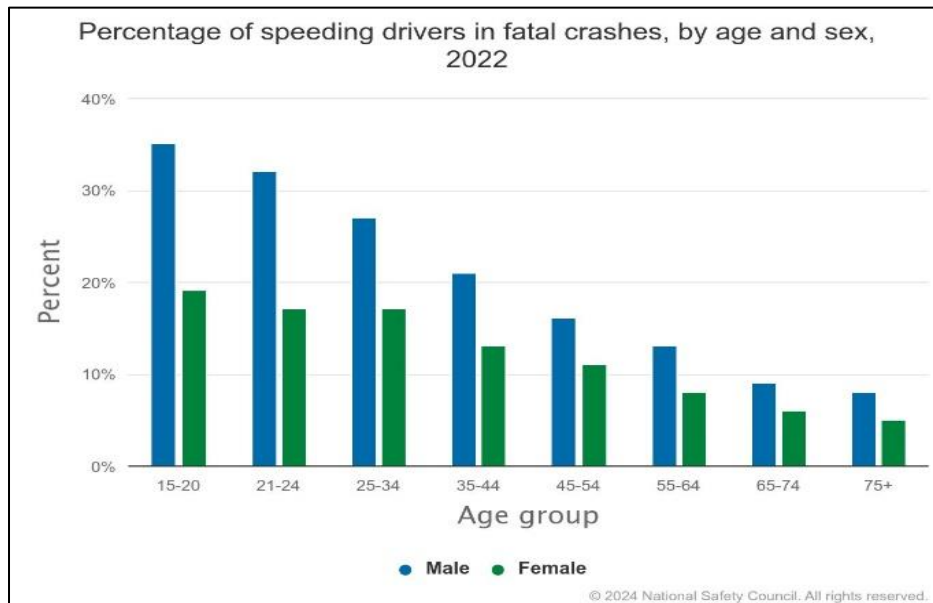
Chart 3



National FARS Data

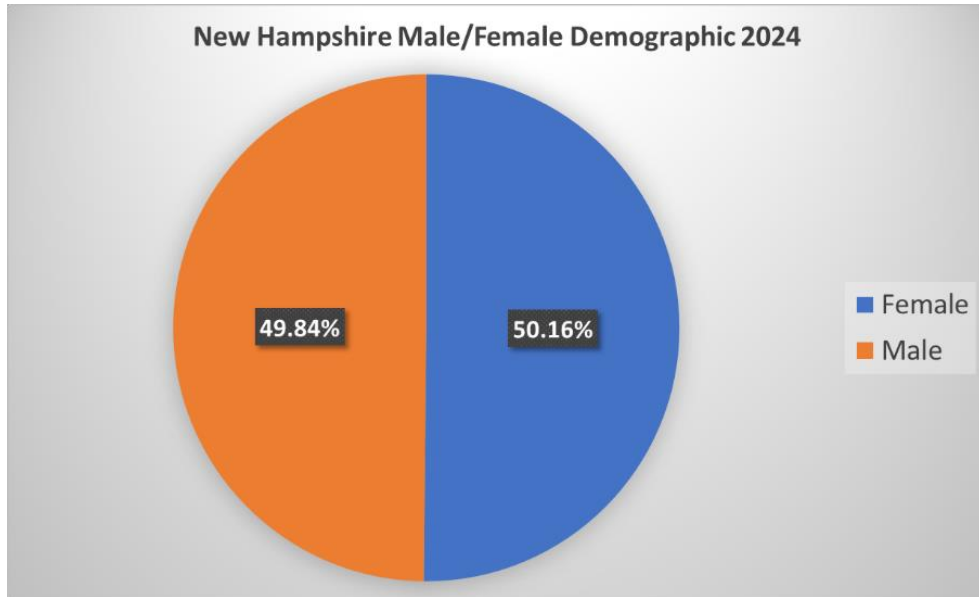
The same trend is also seen in the National FARS data (**Chart 4**) where males across all age groups are consistently overrepresented in speed related crash fatalities.

Chart 4



2024 New Hampshire Demographic Data:

Chart 5



Potentially Affected Communities

There were no racial identifiers of individuals involved in crashes with SBI, or fatalities were available within the above data sets to allow for a comparative analysis to be performed. However, close examination of New Hampshire crash fatality location data (**Chart 6**) showed the majority of these crashes and crash fatalities are occurring within three communities: Manchester, Nashua and Concord. According to the EPA EJScreen and ETC Explorer tool these three communities have the highest social vulnerability and environmental burden percentages along with the highest percentages of minority and foreign-born residents in New Hampshire.

Chart 6

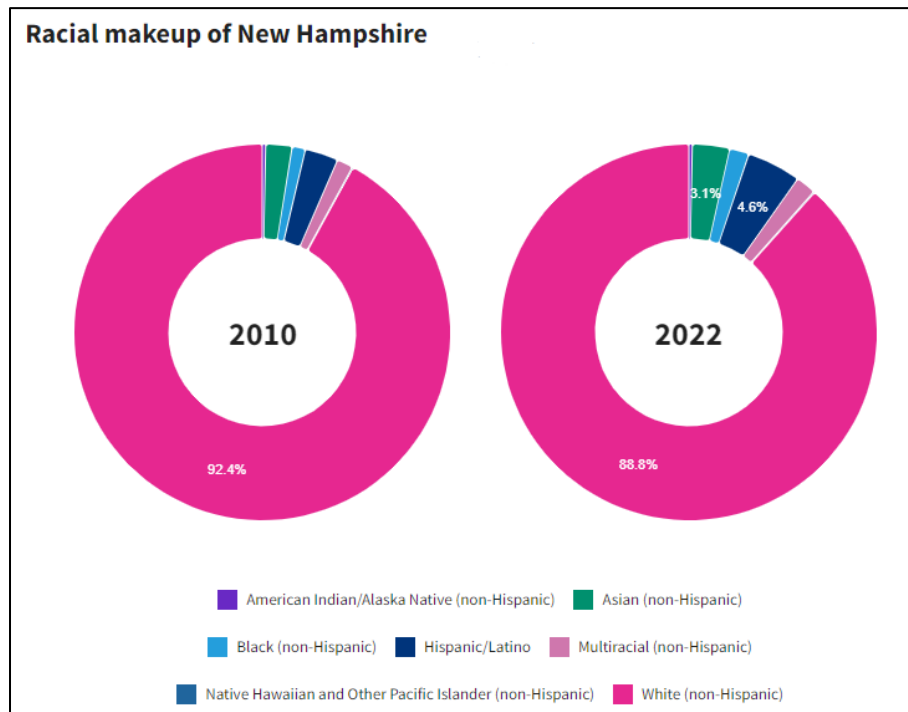
COMMUNITY	2017-2022 CRASH FATALITY TOTALS
Manchester	44
Nashua	23
Concord	20

Chart 6 Cont.

COMMUNITY	2021	2021	2020	2019	2018	2017	TOTALS
Manchester	3926	3598	629	2789	2700	3121	19763
Nashua	2262	2396	2454	1717	2017	1987	12833
Concord	1882	1752	1689	1226	1405	1555	9518

Although New Hampshire is one of the nation’s least racially diverse states, the 2023 Census data shows that this continues to slowly shift in the state. Non-Hispanic White alone are the most prevalent race or ethnic group within the United States in 2022 (58.9%), followed by Hispanic (19.1%) and non-Hispanic Black alone (12.6%). Although the share of these populations in each group are projected to change over time, these three groups are projected to remain the most prevalent throughout 2060 in all immigration scenarios. In 2022, New Hampshire was more diverse than it was in 2010. In 2022, the white (non-Hispanic) group made up 88.8% of the population compared with 92.4% in 2010 (**Chart 7**). In New Hampshire between 2010 and 2022, the share of the population that is Hispanic/Latino grew the most, increasing 1.8 percentage points to 4.6%. The white (non-Hispanic) population had the largest decrease dropping 3.6 percentage points to 88.8%.

Chart 7



In 2022, the largest racial or ethnic group in New Hampshire was the white (non-Hispanic) group, which showed a population of 1.2 million. Between 2010 and 2022, the Hispanic/Latino population had the most growth increasing by 27,266 from 36,926 in 2010 to 64,192 in 2022. Given the current trends it is imperative that crash data analysis, public outreach and engagement must be inclusive in its approach to meet the demographic changes that lay ahead.

To identify rural areas and communities impacted by poverty (**Chart 8**) our office utilizes the USDA Rural Community designation and EPA EJScreen<Ratio of income to poverty tool. 2022 data indicates that the New Hampshire Hispanic/Latino and Black/African population are primarily overrepresented in New Hampshire poverty statistics (**Chart 9**) and overrepresented in crash statistics in impacted communities in comparison with their percentage of the New Hampshire population.

Chart 8

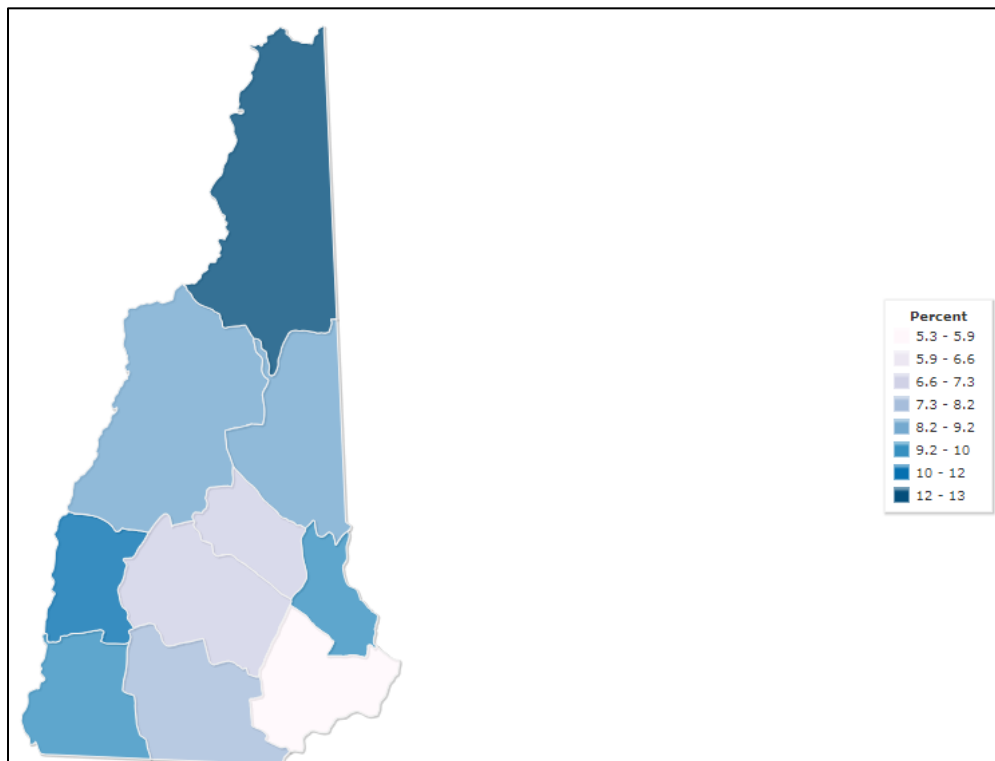
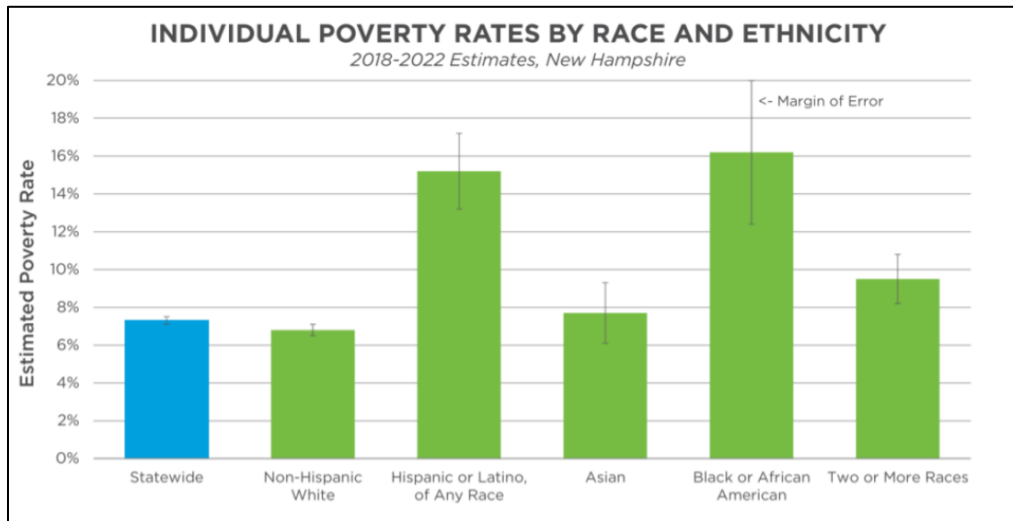


Chart 9



<https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf>

ENGAGEMENT OUTCOMES

(A) The New Hampshire Office of Highway Safety’s public participation and engagement plan encourages full representation from all communities and groups of people, including those who have been traditionally underserved or marginalized by race, age, disability, or socioeconomic status as required by 23 U.S.C. 402(b)(1)(B).

(1) The NHOHS will conduct three (3) public *Virtual Listening Sessions (VLS)* annually which are advertised to the public for 30 days prior to the VLS. Direct invitation emails will be sent to the NH Driver Education Teachers Association which primarily educates young drivers, the NH DHHS Bureau of Elderly Services which primarily deals with the various needs and concerns of older drivers and the Bike-Walk Alliance of NH which represents and advocates for roadway safety of those that roll and walk, the NH Alliance of Immigrants, Refugees and Overcomers Refugee Services which both represent the language and transportation needs of new Americans and the NH Business Alliance for People of Color which represents several minority owned businesses that transport both young and old individuals. The NHOHS will distribute informational e-Flyers and wall posters which include dates, times and VLS registration links along with QR Codes thus allowing registration via smartphones. During the VLS, participants will be allowed to ask questions or bring up suggestions or concerns they may have regarding the operations of the NHOHS along with the annual Highway Safety Plan (AGA). The participants have the opportunity to ask questions as well as voicing their suggestions or concerns via voice or text NHOHS staff, they also can provide input via survey questions. Participants taking the highway safety survey have a language of choice option.

- (1.1)** The NHOHS will conduct two (2) in-person Roundtable sessions with key stakeholders who represent affected and potentially affected communities. Invited stakeholders will include NHDOT, NH Driver Education Teachers Association which primarily educates young drivers, NH DHHS Bureau of Elderly Services which primarily deals with the various needs and concerns of older drivers, Bike-Walk Alliance of NH which represents and advocates for roadway safety of those that roll and walk, NH Alliance of Immigrants and Refugees and Overcomers Refugee Services which both represent the language and transportation needs of new Americans, the NH Business Alliance for People of Color which represents several minority owned businesses that transport both young and old individuals, NH Regional Planning Commission mobility managers which primarily deals and communicates with the transportation need of both young and old, able and differently abled and rural and urban poor and the Disability Rights Center of NH which represents the transportation needs and concerns of those differently abled that drive, walk or roll. Invitees will also include AAA of Northern New England which communicates regularly with their majority membership of drivers over the age of 65 and the NH Business & Industry Association whose membership includes businesses that transport both younger and older passengers and the NH Business Alliance for People of Color which represents several minorities owned businesses that transport both young and old individuals.
- (1.2)** The NHOHS will continue the Community Outreach & Betterment Grant that funds grantees to outreach to and engage six (6) specific categories of affected and potentially affected communities; Refugee/New American Groups, Limited English Proficiency (LEP) Groups; Low-income neighborhoods; Older drivers/low vision/hearing-impaired drivers (Chart 2); Youth Drivers; Elementary/High Schools/Driver Ed Schools with the goal of conducting onsite public educational highway safety presentations and explain the Safe Systems Approach to highway safety, rules of the road for those that drive, walk or roll and provide guidance to available transportation related resources. At the conclusion of the presentations the COB presentation participants will have the opportunity to respond to survey questions.
- (1.3)** The NHOHS worked jointly with the NHDOT on an ongoing basis to responded to communities experiencing special traffic hazard situations and acts by coordinating along with community feedback. The NHOHS funds special traffic enforcement mobilization efforts and media campaigns. This method of joint NHOHS/NHDOT public engagement meetings will continue for the FFY25 period.

Accessibility Measures

The VLS format allows participation by all members of the public it also provides accessibility for those individuals that have limited mobility, logistical impediments, or lack of monetary resources to travel. The VLS will be conducted on the Teams platform which has closed caption language of choice capability for participants. The e-flyer and wall poster are accessible along with an accommodation request advisory noted on both advertisements.

The Concord, NH location for the highway safety roundtable sessions was selected by its central location within the state and its availability to public transportation along with the accessibility of the facility. The roundtable sessions are simulcast on a Teams platform to allow for public access and is closed captioned. The e-flyer and poster (Appendix A) advertising the roundtable sessions were posted for 30 days and are accessible, there is an accommodation request advisory noted on the e-flyer and wall poster. The Community Outreach & Betterment (COB) Grant provides funding to grantees for direct interpretation/translation during COB presentations, requiring COB presentations to be conducted in accessible locations convenient to public transportation.

2025 PUBLIC & STAKEHOLDER ENGAGEMENT SESSION RESULTS

The New Hampshire Office of Highway Safety's Public Participation and Engagement Plan encourages full representation from all communities and groups of people, including those who have been traditionally underserved or marginalized by race, age, disability, or socioeconomic status as required by 23 U.S.C. 402(b)(1)(B).

On July 22, 23 & 24 the NHOHS conducted three (3) public Virtual Listening Sessions (VLS) for FFY25 which were advertised to the public for 30 days prior to the VLS in print and TV media. One of the public VLS was combined with a Stakeholder roundtable to foster an exchange of ideas and suggestions. The participants also had the opportunity to ask questions via voice or text of NHOHS staff or voice their suggestions or concerns and provide input via survey questions. Participants taking the highway safety survey have a language of choice option.

On July 15 & 23 the NHOHS conducted two (2) in-person Stakeholder Roundtable sessions for FFY25 with organizations that represent affected and potentially affected communities. One of the public Virtual Listening Sessions was combined with a Stakeholder Roundtable to foster an exchange of ideas and suggestions between the public, stakeholders and the NHOHS. At the start of all the Public and Stakeholder sessions a PowerPoint was presented on the latest SBI/Fatality crash data and affected and potentially affected groups. A summary of all NHOHS projects and programs currently underway to counter crashes and address highway safety related issues such as DUI/DWI, Distracted Driving and Speeding. Invited stakeholders included:

NHTSA, NHDOT, NHDHHS, NHDMV/MC Rider Education Program, Dartmouth Health/Injury Prevention Center, NH Teen Driver Program, NH Business & Industry Association, NH Business Alliance for People of Color, NH Regional Planning Commissions/Municipal Planning Organizations, Disability Rights Center of NH, New Hampshire Alliance of Immigrants and Refugees, Overcomer Ministry, Ascentria Language Bank, Organization for Refugee & Immigrant Success, Building Community In New Hampshire, Driver Education Teachers Association, Bike-Walk Alliance of New Hampshire, NH Motorcycle Rights Organization, Granite State Wheelers, Bike The North Country, NH School Transportation Association, AAA of Northern New England, NH AARP, NH Auto Dealers Association, Advance Transit, NH State Police, NH Association of Police Chiefs, NH Sheriffs Association.

1. Virtual Listening sessions and Stakeholder Roundtable participants input was solicited based on the following questions:
2. How should the Office of Highway Safety respond to the rising rate of crash fatalities?
3. How should the Office of Highway Safety respond to the rising rate of unbelted fatalities?
4. What are the barriers to people safely traveling from point A to point B on New Hampshire roadways?
5. What strategies can be implemented by the Office of Highway Safety to overcome these barriers?
6. How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
7. What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, accountability, and impact of our response to the increasing rates of crash fatalities?

Public & Stakeholder Comments

1. How should the Office of Highway Safety respond to the rising rate of crash fatalities.
 - **Create “scared straight” type of crash prevention program for teens.**
Our office is currently working on a joint youth driver safety presentation project modeled after “scared straight”.
 - **Continue strong enforcement efforts.**
Targeted enforcement mobilizations and joint NHOHS/NHDOT community crash response events will continue and increase for FFY25.
 - **More law enforcement needed on roadways.**
NHSP has increased its recruitment efforts to fill vacancies and will continue to expand efforts in FFY25.
 - **Increased use of Rumble/Mumble Strips.**
For FFY25 NHDOT will continue installing rumble strips on NH roadways and also start utilizing portable rumble strips for work zones.
2. How should the Office of Highway Safety respond to the rising rate of unbelted fatalities?
 - **Pursue seatbelt legislation.**

In FFY23 our office testified in support of legislation for a secondary seatbelt law which did not pass. In FFY25 seatbelt legislation will continue to be supported.

- **Use more unique ways of messaging and PSA's.**

For FFY25 our office is working with NHDOT's highway safety office to recraft electronic sign board PSA's

3. What are the barriers to people safely traveling from point A to point B on New Hampshire roadways?

- **The prevalence of DUI/DWI, Distracted Driving and speeding has increased and needs to be addressed on a statewide agency level.**

For FFY25 our office will continue to expand our DRE program and exploring avenues to fund a blood draw program to assist with the backlog of blood testing requests for DUI/DWI arrests. In addition, our enforcement efforts focusing on speeding, distracted driving and DUI/DWI will continue.

- **Education campaigns on bicycle safety with emphasis on the laws regarding the passing bicyclists in a manner that safe for both bicyclists and motorists**

Our office is working with Bike-Walk Alliance of New Hampshire on inclusion in the Community Outreach & Betterment program.

- **Explore creating legal requirement to possess a motorcycle license before you can purchase a motorcycle in NH.**

For FFY25 will further explore this issue.

4. What strategies can be implemented by the Office of Highway Safety to overcome these barriers?

- **Continue directed mobilizations where data indicates a high prevalence of DUI/DWI and distracted related crashes.**

For FFY25 our office will continue directed mobilization/initiative enforcement patrols as determined by the data. Two office staff are assigned to law enforcement outreach to bring them into the mobilization/initiative efforts.

- **Funding for Ped/Bike related grants to Bike/Walk groups for education and media.**

For FFY25 our office will provide funding for Ped/Bike enforcement grants and outreach and education as specified in "Pedestrian Bicycle" section of the AGA.

- **Work with community Road Safety Committees.**

For FFY25 our special projects officer will continue working with RPC's and MPO's on community related traffic safety issues.

- **Create motorcycle helmet survey like our annual seat belt survey.**

For FFY25 our office will explore a motorcycle helmet observational survey.

- **Create website with high crash locations for the public.**

For FFY25 our office along with NHDOT will be working on a joint crash data display dashboard that will be available through the NHDOT to the public.

- **Explore the use of drones in speed enforcement.**

5. How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?

- **Increase media messaging directed at youth via the internet.**

For FFY25 office is exploring ways develop ways of connecting with youth drivers using paid media.

- **Outreach to the unhoused population regarding pedestrian crash prevention.**

For FFY25 our office plans to work with NH DHHS, Bureau of Homeless Services (BHS) to connect with the homeless population.

6. What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, accountability, and impact of our response to the increasing rates of crash fatalities?

- **Pursue more accurate crash data and make available to stakeholders.**

For FFY25 our office along with NHDOT will be working on refinement of crash locations and create a joint crash data display dashboard that will be available through the NHDOT to stakeholders.

- **Create Highway Safety update show on radio, public access TV or YouTube.**

For FFY25 our office will explore the possibility of a monthly YouTube crash data update for the public.

Summary: For FFY25 our office will be leveraging the relationships established with our stakeholders and Community Outreach & Betterment grant program to conduct in person listening sessions withing the communities identified by the data as disproportionately represented in the crash data and underrepresented as a portion of the NH population. The public listening sessions will be conducted by our office staff at locations accessible to the public and will consist of a brief review of the purpose of the listening session with the goal of seeking input on issues of concern regarding highway safety as well as provide information on the highway safety challenges of the specific community being addressed. Our office plans on conducting a minimum of four listening sessions and will be teaming up with the NH DOT Office of Highway Safety to offer the public a chance to voice their concerns on all roadway safety issues. All information received from these public listening sessions will be transcribed and will be utilized where appropriate in our highway safety program strategy.

Section 402 Grants (23 CFR 1300)

Program Area: Distracted Driving (DD)

Traffic Safety Problem Identification

Associated Performance Measures

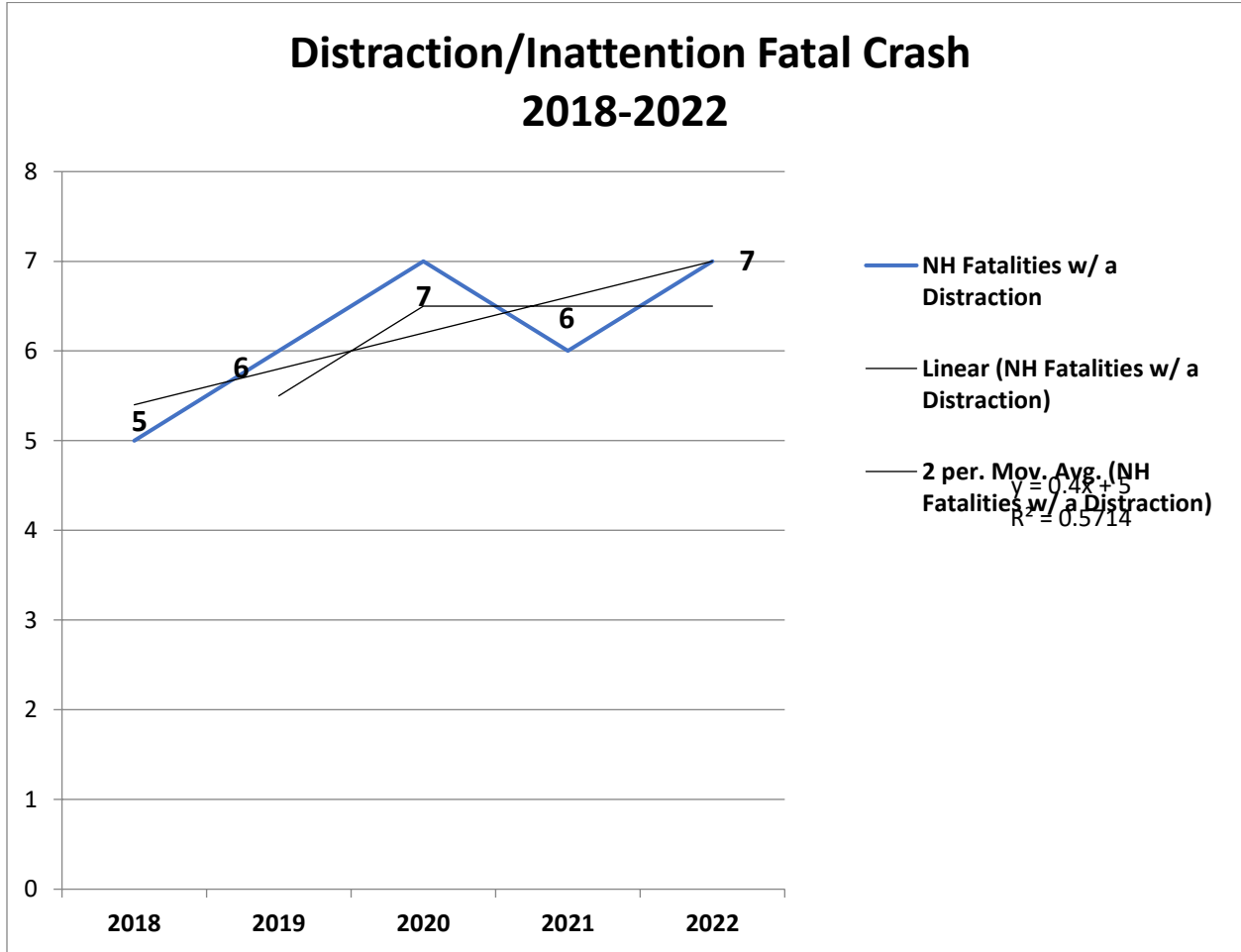
Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
16	A-4	Number of Distraction/Inattention Fatal Crashes	5 Year	2021	2025	4.8

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions. A primary causation shows the primary factor in causing the crash such as speed, distraction, impairment, etc. The methods utilized to gather information pointing to distraction include self-reporting, witness testimony, and any other evidence indicating distraction, which unfortunately has limitations. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue, particularly among younger drivers. NH OHS will make every effort to curb the distracted driving problem, focusing on all age groups, addressing this using effective countermeasures.

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

The following data includes those collisions which we *know* involved a distracted driver. As before stated however, we believe distracted driving is a much more significant cause of fatal and serious injury collisions than these numbers indicate. In an analysis of 2021 crash data, it is noted that out of an excess of 28,092 crashes reported, more than 15% (4,106 crashes) of those crashes had “Inattention/Distracted” listed as a contributing factor. For this reason, distracted driving continues to be a priority that NH OHS will focus enforcement, education, and media campaign efforts on.

The table below shows that from 2018 to 2022 there were 31 fatal crashes related to distraction/inattention. As stated above, we expect that this number is severely under reported.



Source: NH FARS Data

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
A-4) Number of Distraction/Inattention Fatal Crashes	<ul style="list-style-type: none"> • DD Media Campaign • DD Program Management • DD Overtime Enforcement Patrols 	5 Year	2021	2025	4.8

Countermeasure Strategy: DD Media Campaign

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Media Campaign**

Project Safety Impacts

The NH OHS Media Campaign provides funding to conduct public information and educational campaigns, electronic media campaigns, or in-house PSAs to promote the importance of not driving while distracted. Funds shall be used to contract with a public relations firm, organization, or association (such as AAA, EVR Advertising, iHeartMedia, Destination Media DBA, GSTV, NHIAA, NH Broadcast Association, etc.) to conduct traffic safety public information and educational campaigns at the state or local levels. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. NH OHS will leverage 15, 30, and 60 second PSAs developed under the Teen Driving Program and modify and/or adjust the message to meet various other age demographics, in an effort to educate the motoring public and potentially reduce the number of distraction related crashes on our roadways. By reducing the total number of distraction related crashes and leveraging these collaborative efforts within the Planned Activity Paid Media, it is projected that we will be able to reduce distracted driving crash-related deaths and injuries across the state.

Linkage between Program Area

The data analysis identifies the State's need to address distracted driving which has claimed lives and caused many injuries. Through a robust Media Campaign within the Planned Activity "Paid Media", coupled with enforcement, the distracted driving fatality five-year average of 4.8 (2021-2025) will be decreased from 5.6 (2020-2024).

Rationale

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

Planned Activity: Paid Media

Planned Activity Description:

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI. We will continue to proactively message the public on the dangers of utilizing a handheld device while operating a motor vehicle. The use of effective messaging surrounding handheld devices will assist in reducing the number of fatalities that occur each year. This project will provide funding for a contract with a public relations firm, organization, or association (such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, NHIAA, etc.) to conduct public information and education campaigns at the state or local level to encourage operating a motor vehicle distraction free. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to operate while distracted by conversation, consumption of food and beverages, and grooming, while operating a motor vehicle. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA mobilization (currently *Put the Phone Away or Pay*), July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media venues, universities, sports teams (i.e. such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center at CHaD, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, NHIAA etc.) to provide public information and education campaigns focusing the dangers of operating a motor vehicle while distracted. NH OHS shall coordinate all local messages to coincide with National mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from distracted driving. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize distracted driving related crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public of

the dangers involved with driving distracted. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Potential Intended Subrecipients

Project Number	Subrecipient	Location
25-265	AAA	Statewide
25-266	Injury Prevention Center CHAD/DH	Statewide/Lebanon
25-269	Derry CATS	Statewide/Derry
25-271	NH Fisher Cats Baseball	Statewide/Manchester
25-272	I HEART	Statewide/Manchester
25-277	Pine Knoll Racing	Statewide/Sanbornville
25-274	Destination Entertainment Inc GSTV	Statewide
25-275	Matrix Entertainment	Statewide
25-276	NHIAA	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-278	Ross Express	Boscawen
25-281	WMUR TV	Statewide/Manchester
25-284	NH Motor Transport	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-287	EVR Advertising	Statewide/Manchester
25-244	Department of Safety	Statewide/Concord
25-245	Office of Highway Safety	Statewide/Concord
25-289	NH Motor Speedway	Statewide/Loudon

Project Name	Distracted Driving Paid Media
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities with a communication, education and outreach program delivered through media campaign
Project Agreement Number	25- (To be determined. Please see intended projects above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	To be determined
Organization Type	State Highway Safety Office, State Departments, Media outlets, universities, companies, organizations, hospitals, non-profits
Federal Funding Source(s)	402PM
Eligible Use of Funds	1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	There are no adjustments as the NH OHS is currently in the process of hiring a media vendor that will help provide highway safety messaging to the public.

Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-04-03	Paid Media	BIL/SUP NHTSA 402	Distracted Driving 402 PM	2023/2024	\$300,000	\$75,000	

Countermeasure Strategy: DD Program Management

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service/monitor

distracted driving related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help reduce distracted driving fatalities and serious injury.

Linkage between Program Area

In 2021, there were a total of 4,106 non-fatal crashes related to inattention/distraction. As stated in the previous section, we expect that this number and the number of fatalities is under reported. However, with the increased number of law enforcement (currently 154) submitting MMUCC compliant crash reports electronically to the DMV VISION system, we should start to see more accurate distracted driving crash and fatality numbers (more than likely a significant increase in these numbers).

Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff and Planning & Administration will greatly enhance the capabilities of the NH OHS. It is anticipated that the implementation and servicing of the distracted driving projects will contribute significantly to our ability to meet the performance target to decrease distracted driving related fatalities from 5.6 (2020-2024 average) to 4.8 (2021-2025 average).

Rationale

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

Planned Activity: Planning & Administration (P&A)

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Program Specialist, and Program Assistant that are involved in the NH Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space, and other overhead costs such as supplies, equipment (sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle (buy America compliant letter and an approval request letter will need to have NHTSA approval) that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train

subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning and Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of other State traffic safety programs. Funds will also be used for staff to conduct public participation and engagement meeting that will help guide the development and implementation of future projects.

Intended Sub Recipient:

Project Number	Subrecipient	Location
25-04-01	NH Office of Highway Safety	Concord

Project Name	Distracted Driving Program Management
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through program management
Project Agreement Number	25-04-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH OHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 PA
Eligible Use of Funds	23 USC 402
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Sound equipment was added to improve messaging to the public during highway safety related events or initiatives. Also, Public Participation & Engagement meetings will be conducted in FFY 2025 for underserved communities with advanced public notification to inform members of the community of such an event to discuss highway safety related issues. These meeting will be documented to help the development of highway safety projects within the FFY 2026 AGA.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-04-01	Planning & Administration	BIL/SUP NHTSA 402	Planning & Administration 402 PA	2023/2024	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (Program Manager, Program Specialist and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, light refreshments for press events, indirect costs, audit fees, and office operations, proportional to the program area. Funds will also be used for staff to conduct public participation and engagement meetings that will help guide the development and implementation of future projects.

Intended Sub Recipient:

Project Number	Subrecipient	Location
25-04-02	NH Office of Highway Safety	Concord

Project Name	Distracted Driving OHS Staff
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through program management/staff
Project Agreement Number	25-04-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH OHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 DD
Eligible Use of Funds	23 USC 402
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Public Participation & Engagement meetings will be conducted in FFY 2025 for underserved communities with advanced public notification to inform members of the community of such an event to discuss highway safety related issues. These meeting will be documented to help the development of highway safety projects within the FFY 2026 AGA.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-04-02	NH OHS Staff	BIL/SUP NHTSA 402	Distracted Driving 402 DD	2023	\$153,250	\$38,313	

Countermeasure Strategy: DD Overtime Enforcement Patrols

Program Area: **Distracted Driving (DD)**

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

Project Safety Impacts

Funds will be provided to support the New Hampshire State Police (NHSP) and local law enforcement agencies to conduct year-round overtime distracted driving enforcement patrols aimed at enforcing the state’s distracted driving laws. Specific times and locations will be based

on local data. In addition, the NHSP and local law enforcement agencies will participate in the annual NHTSA mobilization, “Put the Phone Away or Pay” high visibility enforcement campaign. This countermeasure will lead to an increased number of summons and warnings sending a message to the motoring public that distracted driving is dangerous and will be enforced across the State.

Linkage between Program Area

Distracted driving fatalities continue to be underreported as anecdotally we know and see driving while distracted on a regular basis and believe the impacts of distracted driving are much greater than the current data shows. In this focused approach through the countermeasure strategy Overtime Enforcement Patrols and the Planned Activity Enforcement Patrols/Equipment, we hope to meet the performance target to decrease distracted driving related fatalities from 5.6 (2020-2024 average) to 4.8 (2021-2025 average). This target was chosen as it is consistent with what we are currently observing on our roadways. We understand that any changes in behavior will be driven by proactive messaging, education, and enforcement as well as aggressive efforts to change acceptable norms. In FFY 2020, distracted driving signage was funded and deployed on NH roads to inform operators from other jurisdictions of our hand free law and subsequently aide in reducing distraction related fatalities. In 2025, there has been nearly 55 percent more law enforcement partners invited by the NH OHS to participate in distracted driving funded enforcement patrols because of the 2025 methodology used that incorporated 2019-2023 non-fatal crash, serious injury and fatality data that demonstrated that there was evidence-based data to support awarding funds to these partners and communities.

Rationale

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective. In 2024, NH qualified for additional distracted driving 405e funding that will be used to enhance distracted driving grant programs. Distracted driving is a key contributor to not only fatalities and serious bodily injury but has been found to contribute to 15% of our total reported non-fatal crashes throughout the state. The use of distracted driving funding will be used to support overtime patrols at the state, county, and local LE level to combat the increasing number of motor vehicle crashes resulting from distracted driving. New Hampshire will utilize 2019 through 2023 crash data to assist in identifying where funds can be best allocated to reduce distraction related crashes. In FFY 2025, approximately 193 law enforcement agencies, were invited to participate in grant funded overtime patrols to reduce the number of distraction related fatalities.

Planned Activity: Distracted Driving Enforcement Patrols

Program Area: **Distracted Driving (DD)**

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

Planned Activity Description:

Funds are requested to provide overtime enforcement (from 405e) to NHSP (Troops A, B, C, D, E, F, G and the special enforcement unit) to conduct patrols on 16, 93, 95, 293, 89, 101, 125, 3, 111, 9, 202, 28, etc., and local law enforcement agencies (funds from 402) to enforce distracted driving laws on roads throughout NH. Distracted driving enforcement will be conducted year-round. Specific times and locations will be based on local crash and violation data (improvements in entering data and an increase in law enforcement agencies submitting electronic MMUCC compliant crash reports and tickets should make this data more robust). Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize distracted driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address distracted driving/inattention violations committed by the motoring public on roads traversing throughout New Hampshire to include high crash corridors. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY

25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON

25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT

25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM

25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH

25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK
25	203	TOWN OF DALTON	DALTON
25	246	NH STATE POLICE	STATEWIDE

Project Name	Distracted Driving Enforcement Patrols
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through enforcement activities.
Project Agreement Number	25- (See list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See table above.
Organization Type	State, municipal and county
Federal Funding Source(s)	402 DD/405e Laws
Eligible Use of Funds	1300/1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no additional distracted driving enforcement countermeasure strategies will be added, increased participation and activity of law enforcement will be highly recommended to increase visibility to prevent distracted driving related crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-04-04	DD Local Enforcement Patrols	BIL/SUP NHTSA 402	Distracted Driving 402 DD	2023	\$273,200	\$68,300	\$273,200
25-04-04	DD State Enforcement Patrols	BIL/SUP NHTSA 405e	Distracted Driving 405e Laws	2024/2025	\$150,000	\$37,500	

Planned Activity: Distracted Driving Mobilizations

Program Area: **Distracted Driving (DD)**

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

Planned Activity Description:

Overtime enforcement patrols conducted by State (Troops A, B, C, D, E, F, G and the special enforcement unit) & Local Police will be utilized to support the media efforts during the Distracted Driving National Campaign. These overtime enforcement patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk (95, 16, 89, 93, 293, 101, 125, 4, 3, 28, 11, 202, 9, 111, etc.). These patrols will be conducted along high crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize distracted driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address distracted driving/inattention violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN

25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY PD	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER

25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE

25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS

25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD

25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK
25	203	TOWN OF DALTON	DALTON
25	246	NH STATE POLICE	STATEWIDE

Project Name	Distracted Driving Mobilizations
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through enforcement activities.
Project Agreement Number	25- (See list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See table above.
Organization Type	NH State Police, local and county enforcement agencies
Federal Funding Source(s)	402 DD/405e Laws
Eligible Use of Funds	1300/1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no additional distracted driving enforcement countermeasure strategies will be added, increased participation and activity of law enforcement will be highly recommended to increase visibility to prevent distracted driving related crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-04-11	DD Local Mobilizations	BIL/SUP NHTSA 402	Distracted Driving 402 DD	2023	\$164,050	\$41,013	\$164,050
25-04-11	DD State Mobilizations	BIL/SUP NHTSA 405e	Distracted Driving 405e laws/B8LDDLE	2023	\$5,000	\$1,250	

Distracted Driving (DD) - 405 E Grant Application Information

Distracted Driving Sample License Exam Questions

New Hampshire Distracted Driving Questions (automated)

1. What are the two leading causes of fatal crashes among young drivers?
 - a. Not knowing the rules and laws
 - b. Driving late at night and Driving in the rain
 - c. Driving in the snow and Driving too fast
 - d. **Cellular phones and Speeding**

2. Distracted Driving is which of the following?
 - a. Drinking coffee
 - b. Talking on the phone
 - c. Talking to passengers
 - d. **All of the above**

3. Texting while driving is safe when?
 - a. At slow speeds
 - b. Late at night when traffic is light
 - c. On long straight sections of the road
 - d. **Never**

4. A hand held portable device is okay to use for?
 - a. Looking at text message while you drive as long as you don't answer
 - b. Streaming music and changing songs while you drive
 - c. Taking pictures while driving
 - d. **New Hampshire Law prohibits the use of hand held portable devices while driving with the exception of making an emergency call for help**

5. When can you use your cell phone in a commercial motor vehicle?
 - a. When coordinating your next stop
 - b. During heavy traffic at slow speeds
 - c. **Never, It is against Federal Motor Carrier Regulations**

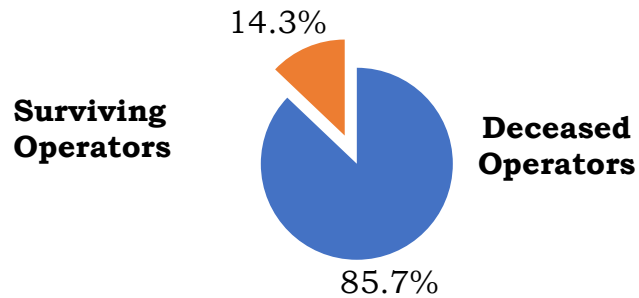
Program Area: Impaired Driving - Drug & Alcohol (ID)

In 2022, 57 of the 146 fatalities that occurred on New Hampshire roads were alcohol related or 39%. Also, important to note in 2022, is that drug tests came back positive for the presence of drugs in 71 operators involved in fatal crashes. Historically, New Hampshire has always participated in national impaired driving campaigns. Over the last three years, NH OHS realized that a more balanced and concerted effort towards combining education and media activities coupled with joint enforcement initiatives would better suit our goals. In FFY 2023, NH OHS established an impaired driving task force and currently, in FFY 2024, has completed the impaired driving strategic plan to address the serious issue of impaired driving and the crashes resulting in injuries and or deaths. The charts provided below are utilized to assist in the development of our countermeasures and subsequent planned activities to address this problem.

Below is the summary by chart of New Hampshire's Impaired Driving challenges:

State of New Hampshire 2022 Alcohol-Related Operator Death Rates			
BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	3	1	75.0%
.080 - .119%	6	3	66.7%
.120 - .159%	2	0	100.0%
.160 - .209%	12	3	80.0%
.210 - .259%	15	0	100.0%
.260 + Higher	4	0	100.0%
Totals	42	7	85.7%

2022 Operators with BAC of 0.040% or Greater



Historical Comparison of Totals

	Deceased Operators	Surviving Operators	Death Rate
2017	17	4	81.0%
2018	33	7	82.5%
2019	24	7	77.4%
2020	27	4	87.1%
2021	32	3	91.4%

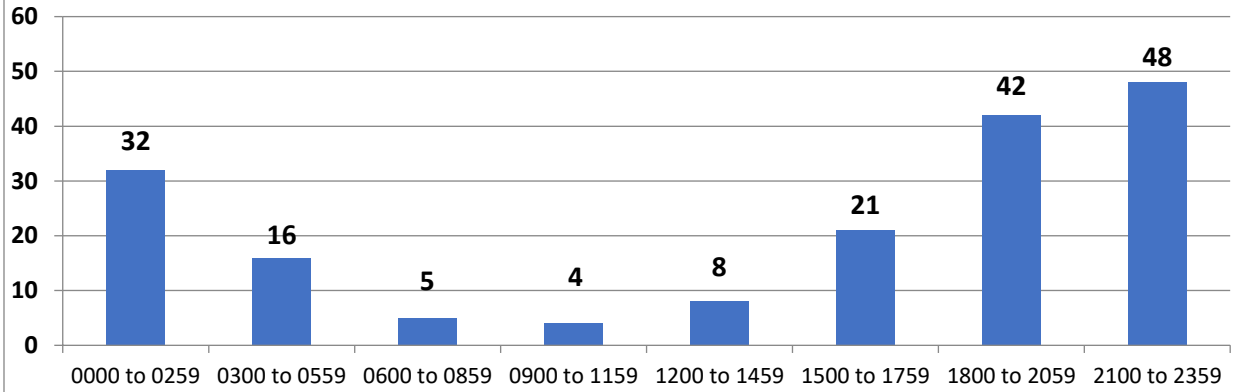
State of New Hampshire

2022 Fatal Crash ~ Alcohol Impairment Levels by Age

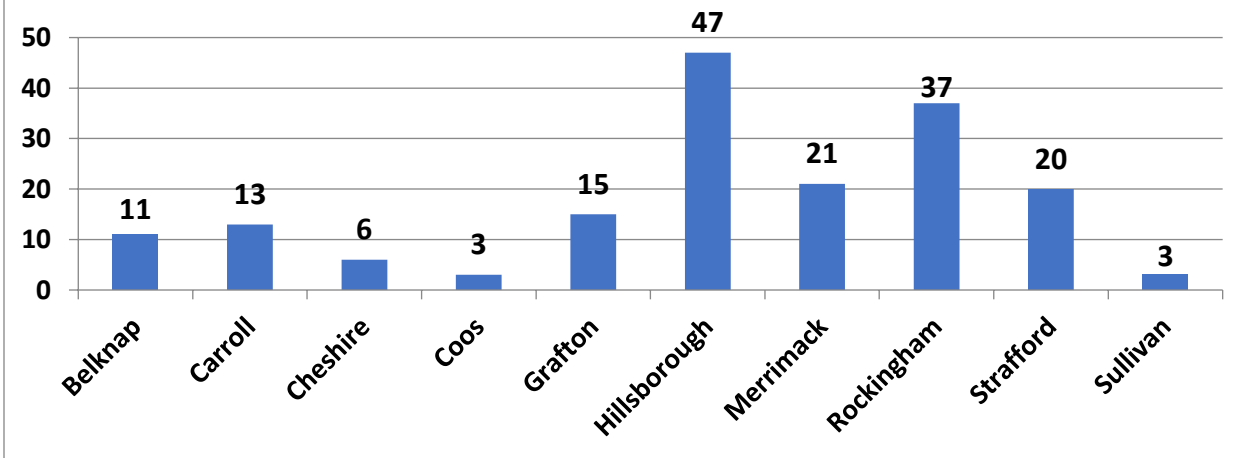
All Victims

Age	Blood Alcohol Concentration (BAC) Ranges						Total
	.040 - .079	.080 - .119	.120 - .159	.160 - .209	.210 - .259	.260 & Higher	
16 - 17	0	0	1	0	0	0	1
18 - 20	0	2	0	1	0	0	3
21 - 25	0	4	1	4	1	0	10
26 - 30	1	0	0	1	3	1	6
31 - 45	1	1	1	3	6	3	15
46 - 55	0	1	0	1	4	1	7
56 & Up	3	0	0	2	1	1	7
Total	5	8	3	12	15	6	49

Alcohol-Impaired Fatal Crashes by Time of Day 2018-2022



Alcohol-Impaired Fatal Crashes by County 2018-2022



State of New Hampshire

2022 Alcohol-Impaired Crashes~ Fatalities by County

County	Alc-Impaired Crashes	Total Crashes	% of Fatalities
Belknap	2	9	22.2%
Carroll	7	12	58.3%
Cheshire	1	4	25.0%
Coos	1	5	20.0%
Grafton	7	13	53.8%
Hillsborough	8	29	27.6%
Merrimack	5	19	26.3%
Rockingham	6	20	30.0%
Strafford	8	17	47.1%
Sullivan	1	9	11.1%
Total	46	137	33.6%

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
5	C-5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2021	2025	36.8

Using a funding methodology for FFY 2025 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to prevent crashes from occurring to create a downward trend in our drive toward zero.

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

- Funding high visibility enforcement, public information, outreach, and educational campaigns
- Funding prosecutorial and other relevant training
- Funding a Traffic Safety Resource Prosecutor/Investigative Paralegal
- Funding a Drug Recognition Expert (DRE) and ARIDE program
- Funding a Toxicologist
- Funding Preliminary Breath Test (PBT) Devices
- Establishing an impaired driving task force
- Preparing an impaired driving strategic plan
- Conducting Public Participation and Engagement meetings to receive important feedback from the public to reduce impairment related crashes.

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	<ul style="list-style-type: none"> • ID Education / Training / Outreach (media) • ID Overtime Enforcement & Equipment • ID Program Management • ID Prosecution/Adjudication • ID Toxicologist 	5 Year	2021	2025	36.8

Countermeasure Strategy: ID Education/Training/Outreach

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Project Safety Impacts

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

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

- Assist any prosecution by the NH Attorney General’s Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted state-wide.
- Update the NH Impaired Driving Manual.
- Serve on the NH Impaired Driving Taskforce and Traffic Safety Commission

Drug Recognition Expert (DRE) Training: This DRE Administration countermeasure is an important countermeasure that helps address the impaired driving issues New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorists driving on New Hampshire roads.

The devastating effects of the drug epidemic in New Hampshire are widespread (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). New Hampshire has consistently had one of the highest rates of overdose deaths in the country. In 2023, there were 430 deaths attributed to overdoses, an 11.7 percent decrease from 2022’s 487 recorded drug overdose deaths. For more information on this topic visit www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state

This countermeasure is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from roads by training law enforcement to become experts in the field of drug recognition and give other LEO’s access to a trained DRE. As of 2024, New Hampshire has approximately 75 certified DRE experts, of which, 24 are in NH State Police; this also includes 18 certified instructors, representing law enforcement agencies throughout the state.

Impaired Driving Conference: This task will provide funding for the Impaired Driver Conference conducted by the NH OHS. This conference will be scheduled at a venue that will support 300 plus attendees. This is an important conference for New Hampshire. This task is supported by CTW Chapter 1, Section 7.3.

The Impaired Driving Conference shall feature a keynote speaker who will kick off the Impaired Driver Conference in conjunction with a Drunk and Drugged Driving campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the conference and/or require an honorarium for services) to educate attendees on important highway safety issues.

Linkage between Program Area

Traffic Safety Resource Prosecutor (TSRP)& Investigative Paralegal: The TSRP & the Investigative Paralegal efforts will support law enforcements efforts to remove impaired drivers from New Hampshire roads by enhancing the knowledge and skills of law enforcement and prosecutors to increase the number of impaired drivers who are removed from the road through successful prosecution, thereby enhancing public safety and minimizing impairment related

crashes and the resulting injuries and or deaths. This countermeasure contributes to the overall mission statement of the NH OHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

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

This alcohol and drug impaired data supports the necessity of this DRE Administration countermeasure and the funding to support it to help minimize the performance target that decreases alcohol impaired fatalities from 37.8 (2020-2024 average) to 36.8 alcohol impaired fatalities (2021-2025 average).

Rationale

Traffic Safety Resource Prosecutor (TSRP) & Investigative Paralegal: The TSRP enhances the NH OHS Impaired Driving program by facilitating DUI prosecutions and is a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

Drug Recognition Expert (DRE) Training: The DRE Training contributes to the overall mission statement of the NH OHS through the facilitation of this countermeasure to save lives and reduce injuries on New Hampshire roads.

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

Judicial Outreach Liaison: To provide outreach/education and training for trial judges on trending impairment related issues (education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives) to reduce recidivism and potential impairment related crashes and the resulting injuries and or deaths.

Planned Activity: Impaired Driving Traffic Safety Resource Prosecutor (TSRP)& Investigative Paralegal

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

This planned activity will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP)& Investigative Paralegal. The

purpose of a TSRP& investigative Paralegal is to improve the ability of the State’s prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, analyze and maintain all DUI reduction letters submitted statewide, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits) at \$264,699.00 current expenses (to include training and educational materials, printing/binding costs, telephone, equipment rental, cell phone, Rent and DIOT transfers, etc.) at \$17,180.00, travel expenses (to include in-State/out-of-State travel, etc.) at \$6,600.00 and indirect cost at \$14,423.95 This planned activity will provide training and resources to support New Hampshire’s State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2025 to remove impaired drivers from New Hampshire roads. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training for law enforcement (conducted for New Hampshire state police, local and county law enforcement, and prosecutors) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-255	Department of Justice	Concord

Project Name	Impaired Driving Traffic Safety Resource Prosecutor & Investigative Paralegal.
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	25-255
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Justice
Organization Type	State Department
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment has been made to this countermeasure strategy by adding an investigative paralegal to this project to assist the TSRP and track NH DUI reductions. The DOJ trying to fill these positions.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-05	ID TSRP	BIL/SUP 405d Impaired Driving Low	405d Impaired Driving Low/Mid 405d B6CS, FDL*PRT, B5CS, B5BAC, B5PEM	2023/2024	\$302,902.95	\$75,725.74	

Planned Activity: Impaired Driving DRE Training

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

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

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

This planned activity will allow the Office of Highway Safety Drug Evaluation Classification Program (DECP) State Coordinator or contractor (in the event that this position becomes vacant within the NH OHS) to coordinate and administer the state’s DECP and provide law enforcement with Advanced Roadside Impaired Driver Enforcement (ARIDE) and Drug Recognition Expert

(DRE) training. Law enforcement will also be provided training in Standard Field Sobriety Testing (SFST), SFST refresher training.

As of 2024, New Hampshire has approximately 75 certified DRE experts, of which, 24 are in NH State Police; this also includes 18 certified instructors, representing law enforcement agencies throughout the state.

In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training for law enforcement (conducted for New Hampshire state police, local and county law enforcement, and prosecutors) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

This contract will support the following number of classes:

- DRE FIELD CERTIFICATION SITE (out of state) - 1 Class of 12 Students/6 instructors per class
- DRE Candidate Class (In State) - 1 Class maximum 12 Students/4 instructors per class
- DRE Instructor (In State)- 1 Class maximum 12 students/ 4 instructors per class
- ARIDE - 4 Classes of approximately 40 students per class
- SFST - 4 Classes of approximately 60 Students per class
- SFST Refresher - 2 Refresher classes of approximately 30 Students per class

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

1. DRE instructors review of DRE evaluations to ensure information is accurate before it is entered into the DRE evaluation records management system.
2. DRE Candidate Class Instruction – Paying instructors to teach.
3. Top performing law enforcement (DRE's identified by the NH OHS as having a determined interest to remove the impaired driver and/or have multiple or more than typical, DUI arrests) shall be selected and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funds should also be used to support court costs associated with arrests made.

Funding for this planned activity will cover costs associated with the administration of the DECP Program now conducted by the Office of Highway Safety DECP Coordinator. Funding will be used for DRE instructors to instruct at schools and classes, current expenses to include DRE student and instructor course manuals, DRE Kits (pressure cuff, stethoscope, pen light, gloves, pupilometers, DRE classification cards-singer design, UV light, magnifying glass, DRE Kit Bag, USB Drives and wet lab supplies, etc.), DRE flip charts, Posters-Reprint, ARIDE course manuals, and educational flash drives, etc.), travel associated with in-state/out of state training for DECP, ARIDE, DRE, SFST (to include travel to other available out of state venues used for DRE field evaluations/certification training and travel to the annual conference on drugs and impaired driving and the state DECP coordinator meeting), and indirect cost. Funding will also be used for the purchase of DRE evaluation software and licensing to track drug evaluations conducted by DRE's to provide analysis of performance and statistical analysis, etc. Funding will support travel for training and conferences for top performing law enforcement officers to attend to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development, to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3.

Intended Sub Recipients:

NH Office of Highway Safety (DECP Coordinator and New Hampshire DRE's)

Project Number	Subrecipient(s)	Location
25-07-07	NH Office of Highway Safety	Concord

Project Name	Impaired Driving DRE Training
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	25-07-07
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to this countermeasure to incorporate a contractor within this countermeasure in case there is a vacancy in the NH OHS staffing to coordinate this program.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-07	ID DRE Training	BIL/SUP/405d Impaired Driving Low	405d Impaired Driving Low/Mid 405d B6BAC, B6PEM, FDLTR, FDL*AL, B5CS, M5HVE, B5BAC, M5TR, B5TST, B5DR	2023/2024	\$280,000	\$70,000	

Planned Activity: Impaired Driving Judicial Outreach

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2025. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funds shall support travel for NH judges to attend this education and training. The number of trainings and judges remains unknown, however, the OHS will continue to try to promote and market this training to New Hampshire judges and will update the Region 1 office if this training is scheduled. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included training (for New Hampshire state police, local and county law enforcement, prosecutors and judges) to address impaired driving violations or issues involving the motoring public occurring on roads traversing throughout New Hampshire (to include high crash corridor roads, etc.). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Subrecipients

Project Number	Subrecipient	Location
25-255	Department of Justice	Concord
25-258	NH Judicial Branch	Concord
25-259	NH Courts	Concord

Project Name	Impaired driving judicial outreach
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	25- (see table above of potential subrecipients assigned project numbers)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	NH Department of Justice/NH Judicial Branch/ NH Courts
Organization Type	State Departments
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	There has been no adjustment to this strategy as the NH OHS continues to explore using one of the subrecipients mentioned above. Currently, the DOJ TSRP position is vacant. Also, the NH OHS would like to explore using the NHTSA JOL if that position has been filled.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-12	ID Judicial Outreach	BIL/SUP/405d Impaired Driving Low	405d Impaired Driving Low/Mid 405d, B6CS, B6PEM, FDL*CL FDL*TC, B5CS, B5PEM	2023/2024	\$15,000	\$3,750	

Planned Activity: Impaired Driving Conference

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

This planned activity will provide funding for the Governor’s Traffic Safety Conference conducted by the NH OHS with assistance from AAA Northern New England. This conference will be scheduled at a venue that will support 300 plus attendees and will be held during the fall holiday season. The conference shall feature a keynote speaker who will kick off the conference in conjunction with a "Drunk and Drugged Driving" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the luncheon) to educate attendees during this luncheon on important highway safety issues. Funding will support a venue to hold the conference, food, and any equipment needed to support this conference (if necessary, handicapped friendly specialized staging to support a keynote speaker, award recipient, who may be handicapped), dependable audio or visual equipment with updated technology to support computers, teleprompter, etc. Funding will also support any travel and speaking fees associated with a keynote speaker for the conference. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.). In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included trainings, outreach, and conferences (for highway safety partners and stakeholders to include the public) to discuss impaired driving issues involving the motoring public. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-245	NH Office of Highway Safety	Concord
25-265	AAA Northern New England	Statewide

Project Name	Impaired driving conference
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	25-07-06/25-245/25-265
Amendment to Add Project Numbers	no
Subrecipients(s)	NH Office of Highway Safety /AAA Northern New England
Organization Type	State Highway Safety Office/Organization
Federal Funding Source(s)	402/405d Impaired Driving Mid or 405e Flex
Eligible Use of Funds	1300.23 and/or 1300.24/405d Mid Police Traffic Services/405d M50T or 405e M8*PT or 402 AL
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment has been made to this countermeasure to involve AAA Northern New England as a partner to help conduct this conference with the NH OHS. Also, adjustments were made to allow funding to support audio visual equipment to be used during conference to ensure quality.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-06	ID Conference	BIL/SUP/405d Impaired Driving Mid or 405e Flex	405d Mid Police Traffic Services 405d M50T or 405e M8*PT, B8A*PT	2024/2025	\$33,750	\$8,437.50	
25-07-06	ID Conference	BIL/SUP/NHTSA 402	Impaired Driving 402 AL	2023/2024	\$11,250	\$2,812.50	

Countermeasure Strategy: ID Media Campaign

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Media Campaign**

Project Safety Impacts

Utilization of modern; scope specific media resources will allow the NH OHS to develop, deploy, and monitor the effectiveness of media and social media on the identified impaired driving problem. By utilizing the data related to impaired driving and specifically targeting the high-risk populations identified; at the appropriate times and locations; NH OHS will develop a strategic plan utilizing target based planned activities to reduce fatalities related to impaired driving.

Linkage between Program Area

The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, alcohol and/or drug impaired driving as reflected in C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

Rationale

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

Planned Activity: Impaired Driving Paid Media

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Media Campaign**

Planned Activity Description:

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Funds shall also be used to support the Department of Safety in the

implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize impaired driving related crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) to inform the motoring public of the dangers involved with driving while impaired. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

Intended Subrecipients

Project Number	Subrecipient	Location
25-265	AAA	Statewide
25-266	Injury Prevention Center CHAD/DH	Statewide/Lebanon
25-269	Derry CATS	Derry
25-271	NH Fisher Cats Baseball	Statewide/Manchester
25-272	IHEART	Statewide
25-277	Pine Knoll Racing	Statewide/Sanbornville
25-274	Destination Entertainment Inc GSTV	Statewide
25-275	Matrix Entertainment	Statewide
25-276	NHIAA	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-278	Ross Express	Boscawen
25-281	WMUR TV	Statewide
25-284	NH Motor Transport	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-244	Department of Safety	Statewide/Concord
25-245	NH OHS	Statewide/Concord
25-287	EVR Advertising	Statewide/Manchester
25-289	NH Motor Speedway	Statewide/Loudon

Project Name	Impaired Driving Paid Media
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	25-07-03/25- (Intended subrecipients with assigned project numbers listed above). See page 67.
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See intended subrecipient list above.
Organization Type	State highway safety office/state departments /organizations/universities/associations/institutions/companies, etc.
Federal Funding Source(s)	405d Impaired Driving Low
Eligible Use of Funds	1300.23 and/or 1300.24/405d Impaired Driving Low/405d FDLPEM
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments have been made, the NH OHS is working on hiring a media vendor to enhance highway safety messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-03	ID Paid Media	BIL/SUP/ 405d Impaired Driving Low	405d Impaired Driving Low/Mid 405d FDLPEM, B6PEM, FDL*PM, B5PEM	2023/2024	\$350,000	\$87,500	

Countermeasure Strategy: ID Overtime Enforcement & Equipment

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

Project Safety Impacts

Funds shall be provided to support law enforcement agencies to conduct overtime impaired driving enforcement patrols (individual cruiser), saturation patrols (multiple cruisers/focused area), DUI checkpoints, as well as the purchasing of equipment. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. Currently, New Hampshire continues to experience a drug epidemic that has one of highest overdose rates in the Country (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). Law enforcement is not only seeing alcohol impairment on New Hampshire roads, but also an increase in drug impairment. Drug impairment and especially poly drug and alcohol combined impairment has a detrimental impact on an operator's ability to operate a motor vehicle safely. New Hampshire has recently seen a rise in arrests related to poly-drug use and alcohol impairment. These DWI/DUI/DRE enforcement efforts (patrols, saturation, sobriety checkpoints) will be conducted in areas of the state where impaired driving is a problem. This countermeasure will lead to an increased number of impairment related arrest that remove the impaired driver from New Hampshire roads.

For FFY 2025, the NH OHS has planned high visibility enforcement (HVE) strategies to support national mobilizations and the national highway safety goals to reduce motor vehicle related fatalities. HVE strategies along with robust media campaigns will include two national NHTSA mobilizations in 2025 to reduce alcohol-impaired or drug impaired operation of motor vehicles; *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving*. State police and local law enforcement departments will participate in the *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving* Mobilizations.

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

State of New Hampshire

2022 Fatal Crash Statistics ~ Alcohol/Drug Involvement

- 54 of the 137 fatal crashes that occurred in 2022 were alcohol-related* or 39.4%. (0.04% or greater BAC)
- 57 of the 146 fatalities recorded in 2022 were alcohol-related* or 39.0%.
- Drug tests came back positive for the presence of drugs in 71 operators involved in fatal crashes during 2022. This does not imply causation or fault of the fatal crash. (based upon toxicology results trace amount and greater)
- The average BAC of an operator with a known BAC result of 0.040% or greater is 0.176%.
- June had the highest number of alcohol-related* fatal crashes with 10.
- Carroll County had the highest percentage of alcohol-impaired crashes per county with 58.3% or 7 out of 12 crashes having involved a party with a 0.080% or above BAC.
- The highest BAC level for an operator during 2022, was 0.284%. This is down from 0.328% recorded during 2021.
- Of the 49 operators with a BAC of 0.040% and greater, 42 are deceased as a result of the fatal crash ~ a death rate of 85.7%
- 2 of the 17 pedestrian victims had a BAC recorded at 0.08% or higher. 8 of the 17 pedestrian victims tested positive for drugs.

➤	23 of the 32 motorcyclists killed or 71.8% tested positive for alcohol and/or drugs. (BAC of 0.040% + greater/drugs trace amounts + greater).
➤	The highest BAC for a person under 21, living or deceased, was 0198.% in 2022, down from 0.246% in 2021.

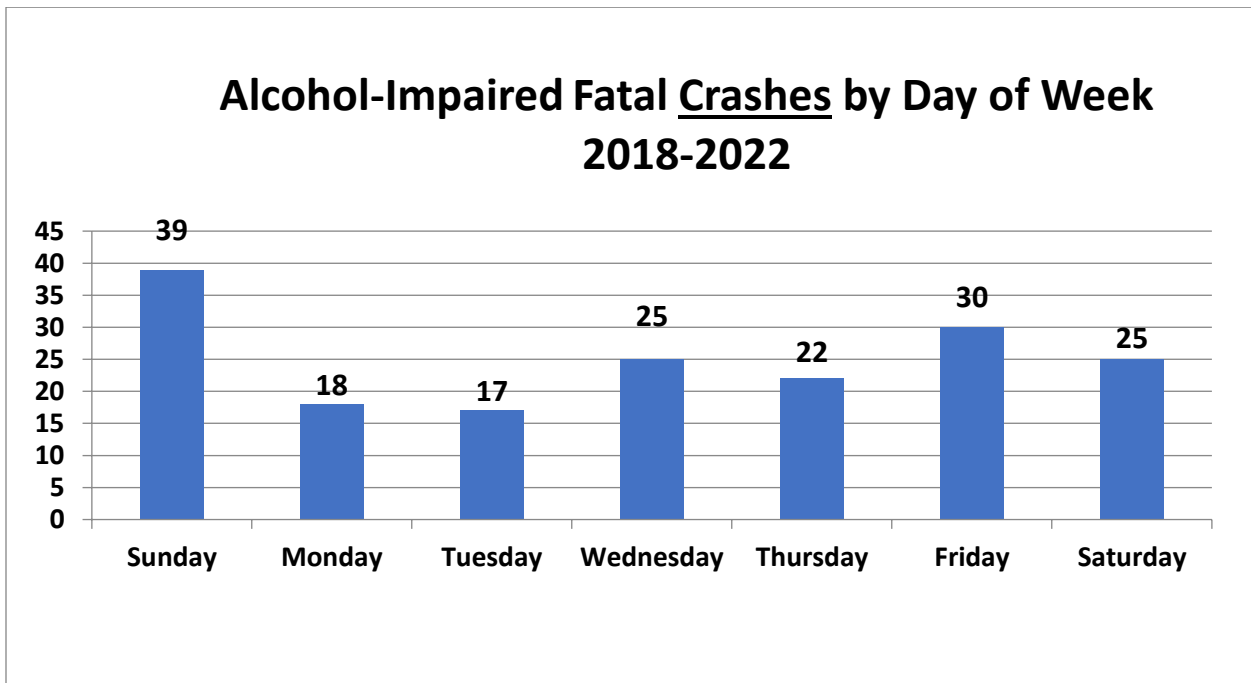
* The term "related" does not imply causation.

The data below shows that the majority of alcohol related fatal crashes on New Hampshire roadways involved a BAC between 0.160% - .259%

State of New Hampshire			
2022 Alcohol-Related Operator Death Rates			
BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	3	1	75.0%
.080 - .119%	6	3	66.7%
.120 - .159%	2	0	100.0%
.160 - .209%	12	3	80.0%
.210 - .259%	15	0	100.0%
.260 + Higher	4	0	100.0%
Totals	42	7	85.7%

The data below indicates that the historical BAC trend of total alcohol related fatal crashes on NH roadways continues to hold steady at over 80% for the past three years.

Historical Comparison of Totals			
	Deceased Operators	Surviving Operators	Death Rate
2017	17	4	81.0%
2018	33	7	82.5%
2019	24	7	77.4%
2020	27	4	87.1%
2021	32	3	91.4%



Source: NH FARS

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes which is a 24% increase in fatalities compared to 2021 (118 fatalities and 106 fatal crashes). In 2022, there were 100 fatal alcohol and/or drug related crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). This is an increase from 2021, that had 73 fatal alcohol and/or drug related crashes (68.9% of the crashes) which claimed 83 victims (70.3% of the total 118 fatalities). In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash. In 2021, drug tests came back positive for the presence of drugs in 58 operators involved in a fatal crash. A five-year average (2012-2016) of toxicology cases investigated using a chromatograph shows that 74% percent of these cases involved the use of drugs while operating a motor vehicle. Many of these cases investigated lead to an arrest. The newer chromatograph equipment purchased in 2019 by the NH State Police Lab has helped to be able to expand the list of drugs that can be identified leading to possibly even more arrest.

The alcohol and drug impaired data supports the necessity of this impaired driving enforcement countermeasure and the funding to support it and will help to continue the five-year average baseline (2021-2025) performance trend and help meet the performance target. This countermeasure contributes to the overall mission statement of NH OHS, through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Rationale

The impaired driving overtime enforcement countermeasure strategy creates a multi-pronged approach and will help to achieve the stated performance goal within the Impaired Driving program area. Through proactive enforcement and subsequent monitoring, the use of overtime enforcement patrols and funding of other ancillary activities is expected to meet its targets for FFY 2025.

Planned Activity: Impaired Driving DWI/DUI/DRE Patrols, Checkpoints, Equipment

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

Planned Activity Description:

This planned activity will support funding for New Hampshire's State Police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit), Local, and County law enforcement agencies (to be funded by 405d/402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, regional/statewide saturation patrols, drug recognition expert (DRE) patrols and evaluations, and sobriety checkpoints throughout the 2025 Federal Fiscal year.

Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (VISION CRMS data base) and the State's Fatality Analysis Reporting System (FARS). Impaired driving enforcement efforts will focus on the problem of impaired driving throughout FFY 2025 with special emphasis of enforcement efforts focused on the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be selected and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funding shall also cover court costs associated with DUI arrests made. In FFY 2025, the NH OHS has included equipment in this planned activity in case it may be needed (PBT's/training, passive alcohol-sensing technology, roadside oral fluid testing equipment, DRE evaluation tracking software, etc.). The NH OHS will ensure that all equipment requests that are over \$9,999.00 will be Buy America compliant and have NHTSA approval before purchase.

In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
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Project Name	Impaired Driving DWI/DUI/DRE patrols, Checkpoints and Equipment
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through deterrence: Enforcement activities and equipment support.
Project Agreement Number	25- (See intended subrecipients above). .
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipient list above
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	1300.23/1300.24/1300.31/Alcohol 402 AL/405d Impaired Driving Mid 405d M5PEM
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments were made law it will be recommended that law enforcement continue to be highly visible and active during patrols to change negative driving behavior to prevent crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-04	ID Local DWI/DUI/DRE Patrols, Checkpoints,	BIL/SUP/ NHTSA 402	Alcohol 402 AL	2023/2024	\$364,600	\$91,150	\$364,600
25-07-04	ID State DWI/DUI/DRE Patrols, Checkpoints, and Equipment	BIL/SUP/ 405d Impaired Driving Mid	405d Impaired Driving Low/Mid 405d FDLHVE, M5HVE	2024/2025	\$400,000	\$100,000	

Planned Activity: Impaired Driving National Campaigns (mobilizations)

Program Area: Impaired Driving - Drug & Alcohol (ID)

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

Planned Activity Description:

Overtime Enforcement funds will be used to support the two impaired driving national NHTSA campaigns. Law enforcement agencies will be required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. Patrols will be conducted with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with media outreach during the national mobilizations identified by NHTSA. Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be selected and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Funds shall also cover court cost associated with DUI arrests made. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included increased enforcement by New Hampshire state police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit), and local and county law enforcement to address impaired driving violations committed by the motoring public on roads raversing throughout New Hampshire (to include high crash corridor roads). Additionally, top performing law enforcement (identified by the NH OHS as having many DUI arrests) shall be chosen and funded by the NH OHS to participate in DUI enforcement efforts in areas throughout the state identified as having evidence-based impairment related data (impaired related crashes, impaired wrong way drivers, fatalities, DUI arrests, large number of establishments or establishments identified to overserve). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

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25	246	NH STATE POLICE	STATEWIDE

Project Name	Impaired driving national campaigns (mobilizations)
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through deterrence: Enforcement activities and equipment support.
Project Agreement Number	25- (Intended subrecipients with assigned project numbers listed below).
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipient list below.
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC (Alcohol 402 AL) /1300.23 (405d Impaired Driving Mid/405d M5HVE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments were made law it will be recommended that law enforcement continue to be highly visible and active during patrols to change negative driving behavior to prevent crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-11	ID Local National Campaigns	BIL/SUP/NHTS A 402	Alcohol 402 AL	2023/2024	\$325,550	\$81,388	\$325,550
25-07-11	ID State National Campaigns	BIL/SUP/ 405d Impaired Driving Mid	405d Impaired Driving Low/Mid 405d FDLHVE, M5HVE	2023/2024 /2025	\$40,000	\$10,000	

Countermeasure Strategy: ID Program Management

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes which is a 24% increase in fatalities compared to 2021 (118 fatalities and 106 fatal crashes). In 2022, there were 100 fatal alcohol and/or drug related crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). This is an increase from 2021, that had 73 fatal alcohol and/or drug related crashes (68.9% of the crashes) which claimed 83 victims (70.3% of the total 118 fatalities). In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash. In 2021, drug tests came back positive for the presence of drugs in 58 operators involved in a fatal crash.

Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, media messaging and other projects and will therefore help to potentially begin a downward trend and help meet the performance target of 36.8 (2021-2025 average).

Rationale

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

Planned Activity: Impaired Driving Planning & Administration

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, audit fees, office space, and other overhead costs, including supplies, equipment (sound system for campaigns, initiatives, trainings, events or conferences), materials, and indirect costs, proportional to this program area., materials, indirect costs, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some

of these ideas that the public had for NH OHS staff and administration included implementing increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipient:

Project Number	Subrecipient	Location
24-07-01	NH Office of Highway Safety	Concord

Project Name	Impaired driving planning and administration
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through program management.
Project Agreement Number	25-07-01
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402 PA
Planning and Administration	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to include a sound system to be funded and used during campaigns, initiatives, trainings, events or conferences to ensure quality sound.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-01	ID Planning & Administration	BIL/SUP/ NHTSA 402	Planning & Administration 402 PA	2024/2025	\$124,750	\$124,750	

Planned Activity: Impaired Driving NH OHS Staff

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, audit fees and indirect costs. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas that the public had for NH OHS staff and administration included implementing increased enforcement (conducted by New Hampshire state police and local and county law enforcement) to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-07-02	NH Office of Highway Safety	Concord

Project Name	Impaired driving NH OHS staff
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through program management.
Project Agreement Number	25-07-02
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402 (Alcohol 402 AL)
Planning and Administration (if applicable)	No
Promised Project	No

1300.12(b) Adjustments to Countermeasure Strategies

No adjustments have been made. However, more focus will be given to NH OHS staff being involved in PPE in underserved communities and providing documentation of community input.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-02	ID NH OHS Staff	BIL/SUP/NHTSA 402	Alcohol 402 AL	2024/2025	\$167,500	\$41,875	

Countermeasure Strategy: ID Prosecution / Paralegal

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Prosecution/Adjudication**

Project Safety Impacts

This countermeasure is to support the activities of Prosecutors (2) and a Paralegal position(s). This countermeasure will play an active role in helping to remove impaired drivers from New Hampshire roads through prosecution.

This countermeasure also supports the New Hampshire State Police by substantially eliminating trooper prosecution in DWI/DUI cases and allows State Police the ability to more efficiently and proactively enforce the impaired driving laws to remove the impaired driver from New Hampshire roads, ultimately, minimizing impairment related crashes and the resulting injuries and or deaths.

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

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes which is a 24% increase in fatalities compared to 2021 (118 fatalities and 106 fatal crashes). In 2022, there were 100 fatal alcohol

and/or drug related crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). This is an increase from 2021, that had 73 fatal alcohol and/or drug related crashes (68.9% of the crashes) which claimed 83 victims (70.3% of the total 118 fatalities). In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash. In 2021, drug tests came back positive for the presence of drugs in 58 operators involved in a fatal crash.

This alcohol and drug impaired data supports the necessity of the prosecutors and paralegal countermeasure and will therefore help to potentially begin a downward trend to achieve the performance target of 36.8 (2021-2025 average).

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

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

Rationale

The Prosecutors and Paralegal countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of associated activities surrounding DUI/DWI prosecution will provide the intellectual resources to effectively prosecute motorists who have operated a motor vehicle while under the influence of drugs and/or alcohol. In past years, New Hampshire had used troopers to prosecute their own DUI cases. This resulted in the dismissal of or pleas on many DUI related cases because troopers did not always have DUI related expertise to prosecute these cases. Funding this countermeasure will provide prosecutorial resources and expertise to affectively prosecute violators allowing troopers more time on the road to enforce motor vehicle laws.

Planned Activity: Impaired Driving Prosecutors & Paralegals

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Prosecution/Adjudication**

Planned Activity Description:

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

- A) Prosecutorial Training: The additional prosecutors will enhance the unit’s ability to provide additional training to State Police to include having DWI focused prosecution trainings throughout the year in all troops.
- B) Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI cases including answering legal questions by phone and email, reviewing search warrant applications on DWI cases, reviewing, and providing guidance on report writing, court testimony, and other technical assistance.

In addition, prosecutors supported by this grant will be able to prosecute the highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively. This planned activity will also allow for prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety, because this planned activity will provide prosecution, training, and resources to support New Hampshire’s State Police who will be conducting enforcement efforts in FFY 2025 to remove impaired drivers from New Hampshire roads.

Funds under this planned activity will support activities directly associated with DUI/DWI prosecution & paralegal support, current expenses, and in state/out of state travel. Funds will be used to support prosecutors & a paralegal to work 5,700 hours to prosecute and process impaired driving related cases and to provide training and technical assistance to NH State Police troopers. It is estimated that the prosecutors will be involved in the annual average of approximately 250 DUI related cases and provide training to the 335 troopers currently responsible for the preparation and prosecution of DUI arrests. Additionally, knowledge transfer between these prosecutors and troopers will occur relating to the answering of motions to suppress and case law associated with the successful prosecution of cases. The paralegal will assist with the preparation of training materials including case research, PowerPoint presentations and course handouts. Funds shall support personnel services and benefits at \$353,410.83, Current expenses at \$4,170.00 (i.e. telephone, DOIT transfers, DOS network fees), Travel at \$11,500.00 and indirect costs at \$47,230.17.

Intended Sub Recipient

Project Number	Subrecipient	Location
25-244	NH Department of Safety, Bureau of Hearings and Prosecution	Concord

Project Name	Impaired driving prosecutors and paralegals
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	25-244
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Safety, Bureau of Hearings and Prosecution
Organization Type	State Department
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 (405d Impaired Driving Mid 405d B5CS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	This countermeasure has not been adjusted as prosecutors and paralegals have been providing the support needed to NH State Police to prosecute DUI cases.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-08	ID Prosecutors & Paralegal	BIL/SUP/405d Impaired Driving Mid	405d Impaired Driving Mid 405d B5CS	2024/2025	\$416,311	\$104,077	

Countermeasure Strategy: ID Toxicologist

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Toxicologist**

Project Safety Impacts

This countermeasure provides funding to support hours of a Toxicologist within the New Hampshire State Police Lab (NHSPFL). This countermeasure will play an active role in helping to remove impaired drivers from New Hampshire roads by providing more complete and/or

expanded toxicology testing and impairment related data to the OHS and law enforcement partners to develop more targeted interdiction and mitigation strategies.

The drug crisis in New Hampshire has also resulted in a greater number of DUI related crashes, which in turn, requires more resources to address the caseload effectively. This countermeasure will provide for a highly technical Toxicologist to process these cases. This countermeasure is designed to decrease alcohol and drug impaired motor vehicle fatalities by implementing enforcement and other efforts using accurate and timely DUI fatal and non-fatal crash causation data obtained through toxicology analysis.

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes which is a 24% increase in fatalities compared to 2021 (118 fatalities and 106 fatal crashes). In 2022, there were 100 fatal alcohol and/or drug related crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). This is an increase from 2021, that had 73 fatal alcohol and/or drug related crashes (68.9% of the crashes) which claimed 83 victims (70.3% of the total 118 fatalities). In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash. In 2021, drug tests came back positive for the presence of drugs in 58 operators involved in a fatal crash.

This alcohol and drug impaired data supports the necessity of the ID toxicologists countermeasure and will therefore help to potentially begin a downward trend to achieve the performance target of 36.8 (2021-2025 average).

Funds under this planned activity will support activities related to alcohol and or drug related testing. This countermeasure contributes to the overall mission statement of NH OHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

Rationale

The Toxicologist countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of associated activities surrounding DUI/DWI testing will provide the resources to effectively determine causation related to impairment.

Planned Activity: Impaired Driving Toxicologist

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Toxicologist**

Planned Activity Description:

This planned activity will provide funding to support hours worked by a Toxicologist within the New Hampshire State Police Lab (NHSPFL) to provide more complete and/or expanded toxicology testing and impairment related data to the OHS and law enforcement partners to develop more targeted interdiction and mitigation strategies to remove the impaired driver from NH roads.

This planned activity will also support the New Hampshire State Police Lab by:

1. Elimination of Stop-Limit Testing: Throughout this funding period the NHSPFL toxicology unit will utilize the additional support hours provided by these funds to transition away from stop-limit testing to an all-inclusive alcohol and drug testing schematic on all DUI and fatal and non-fatal MVA case submissions. This metric will be evaluated quarterly for implementation and effectiveness to include changes in backlogs and turnaround times associated with the change in testing scheme.
2. Update Toxicology Test Panel: Throughout this funding period the NHSPFL toxicology unit will utilize the additional support hours provided by these funds to perform method development and validations to meet and/or exceed the recommendations put forth in ANSI/ASB Standard 120. This metric will be evaluated quarterly to assess progress and provide completion percentages and milestone dates.
3. Reduction in Backlogs and Turnaround Times: Throughout this funding period the NHSPFL toxicology unit will utilize the additional support hours provided by these funds to steadily decrease both backlogs and turnaround times in toxicology testing. The toxicology unit will establish a goal turnaround time of 60 calendar days from receipt to reporting. This metric will be evaluated monthly to assess progress as well as any impact created by the elimination of stop-limit testing.

Funds will be used to support this Toxicologist to work 2,100 hours to test impairment related crashes. Funds shall also support personnel services and benefits at \$106,426.00, current expenses at \$2,780.00, and indirect costs at \$15,685.00.

Project Name	Impaired driving Toxicologist
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities by implementing enforcement and other efforts using accurate and timely DUI fatal and non-fatal crash causation data obtained through toxicology analysis.
Project Agreement Number	25-244
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Safety, New Hampshire State Police Lab
Organization Type	State Department
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 (405d Impaired Driving Mid 405d B5BAC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment has been made. If filled, an activity of a toxicologist would process backlogged DUI cases to ensure timely, accurate, complete, DUI related data.

Intended Sub Recipient

Project Number	Subrecipient	Location
25-244	NH Department of Safety, New Hampshire State Police Lab	Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-07-13	ID Toxicologist	BIL/SUP/405d Impaired Driving Mid	405d Impaired Driving Mid 405d B5BAC	2024/2025	\$124,891	\$31,223	

Program Area: Motorcycle Safety (MC)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
7	C-7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2021	2025	23.6
8	C-8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2021	2025	14.4

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets. Of the motorcycle fatalities 78% were not wearing a helmet. Of the 503 motorcycle serious injuries (A-C), 37.6% were not using a helmet.

FFY 2025 Motorcycle Rider Training Program

Demand for motorcycle training continues to exceed availability due to staffing shortages in 2024. Recruitment and retention of motorcycle instructors remains a priority. Interest in becoming a coach appears to be on an upswing and the program added 8 new coaches to the school rosters from the 2024 Spring RiderCoach Preparation Workshop. Currently, in 2024, there are 174,954 MC endorsements compared to 164,059 in 2023. As of July 18, 2024, there are 73,491 motorcycles registered in the state. Please see below for a list of NH counties in which the NH Division of Motor Vehicles plans to conduct Motorcycle Rider Training (MRT) Courses throughout the remainder of 2024 and through the end of FFY 2025.

Complete List of Counties in the State	Planned Training Site Information by County		Registered Motorcycles In Each County
	Is there a Training Site Planned in County?	Number of Planned Training Sites per County	
Belknap County	No	-	5,713
Carroll County	No	-	2,582
Cheshire County	No	-	4,475
Coos County	Yes	1	2,123
Grafton County	Yes	1	5,201
Hillsborough County	Yes	1	16,581
Merrimack County	Yes	3	8,687
Rockingham County	Yes	2	18,701
Strafford County	Yes	1	6,409
Sullivan County	No	-	3,005
TOTALS	6	8	73,491

Motorcycle fatality data for 2022 is as follows:

- ❖ 32 motorcycle fatalities up 23% from 2021(26)
- ❖ No helmet was worn in 68.8% of the motorcycle fatalities
- ❖ 71.8 % of the motorcycle fatalities tested positive for alcohol and/or drugs.
- ❖ Riders in the age group 21-40 made up 41% and the 41-61age group made up 59% of the motorcycle fatalities.
- ❖ 68% of motorcycle fatalities occurred between the timeframe of 1200 and 2059
- ❖ 45% occurred on Saturday & Sunday
- ❖ 61% occurred in either June or September
- ❖ 45% occurred in either Hillsborough or Rockingham counties

Motorcycle serious injury (A-C) data for 2021 is as follows:

- ❖ 654 Motorcycle crashes in 2021, 2.3% of the total non-fatal 28,092 crashes
 - ❖ 503 serious injuries (A-C)
 - ❖ 752 motorcycle crash occupants
 - ❖ No helmet worn in 37.6% of the 503 injured occupants
 - ❖ 23.3% of the serious injuries (A-C) occur between the timeframe of 1400 and 1659
 - ❖ 42.9% occur on a Saturday and Sunday
 - ❖ 26.6% occur in the months of July and August
- 42.9% occur in either Hillsborough or Rockingham County

State of New Hampshire

2022 Motorcycle Statistics

- 31 Fatal Crashes in 2022 involved a motorcycle, 22.6% of the total 106 crashes.
- 32 Victims resulted from the motorcycle crashes, 22% of the total 146 fatalities.
- 22 of the 32 motorcycle victims in 2022 were not wearing helmets or 68.8%.

Of the 31 motorcycle fatal crashes occurring in 2022, 26 crashes determined the motorcycle operator to be "at fault" or 83.9% of all motorcycle fatal crashes.*

*This includes crashes with only one vehicle involved

Historical Comparison Motorcycle Victim Classification

	2018	2019	2020	2021	2022
Operator	27	27	21	22	31
Passenger	1	3	4	4	1
Bicyclist	0	0	0	0	1
Pedestrian	0	0	1	0	0
Total	28	30	25	26	33

Historical Comparison Motorcycle Operator* Age

Age	2018	2019	2020	2021	2022
15 to 20	0	1	1	0	1
21 to 30	3	3	7	5	7
31 to 40	4	2	4	6	6
41 to 50	3	8	8	7	5
51 to 60	12	14	3	2	9
61+	5	11	6	4	5
Total	27	39	29	24	33

* Deceased or Living

Historical Comparison Alcohol / Drug Related MC Crashes

	2018	2019	2020	2021	2022
Crash	14	18	18	18	23
Fatality	14	24	20	20	24
% Total MC Crashes	40%	52%	75%	90%	83%

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-7) Number of motorcyclist fatalities (FARS)	<ul style="list-style-type: none"> • MC Media Campaign • MC Program Management 	5 Year	2021	2025	23.6
C-8) Number of unhelmeted motorcyclist fatalities (FARS)		5 Year	2021	2025	14.4

Countermeasure Strategy: MC Media Campaign

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Media Campaign**

Project Safety Impacts

A media campaign will be created to design, produce, promote, and distribute a professionally formulated series of radio announcements throughout the State. This campaign will bring motorcycle rider awareness for all drivers. In addition, the media campaign will bring awareness to the Motorcycle Rider Training (MRT) program with the intent to bring in new students and instructors as well as to promote the intermediate and experienced rider course to attract returning students. This activity will directly impact the

media campaign countermeasure strategy, which will result in an increased awareness of motorcycles and motorcycle riders, thus reducing the number of fatalities and serious injury of motorcyclists.

Linkage between Program Area

In the five-year period of 2018 to 2022 there was an average of 28.2 motorcycle fatalities. In 2021, there were 752 motorcycle crashes (212 occurred in June) resulting in 503 injuries and 26 fatalities. The NH OHS has set a performance target that decreased the number of motorcycle fatalities for the period of 2021 to 2025 to 23.6 based on current motorcycle data. The countermeasure chosen and planned activities will provide a statewide media campaign that will bring a heightened awareness to all motorists to be aware of motorcyclists on the road to include a more robust motorcycle media campaign conducted before the motorcycle season begins and prior to motorcycle week (1 motorcyclists fatalities occurred during the 2024 Bike Week). In addition, it will bring an increased awareness about the MRT program to attract and hire more instructors and train more riders. Having safer riders and drivers that are more aware of motorcycles on the road, will help to meet our five-year performance target of 23.6 for 2021-2025.

Rationale

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

Planned Activity: MC Paid Media

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Media Campaign**

Planned Activity Description:

NH OHS plans to contract for design, production, promotion, and distribution of a professionally formulated series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the State. The contract will cover all associated production costs including, but not limited to scripting, talent, recording time, editing and post-production, and materials. Also, the NH motorcycle taskforce will continue to implement a NH rides day and continued to work on important motorcycle messaging to be released to the motoring public for 2025. In 2024, the motorcycle taskforce released important messaging to the public: “share the road in and around motorcycles”, “look twice to save a life”, “ride S.M.A.R.T”. In FY 2024 there was 1 motorcycle fatalities during NH bike week. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings,

summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize motorcycle crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public to “share the road” with motorcycles. Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

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

1. Why it is hard to judge a motorcycle’s approaching speed
2. Give motorcycles more room than a car
3. Look twice save a life
4. Motorists share the road in and around motorcycles

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Statewide/Concord
25-265	AAA	Statewide
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-272	IHEART	Statewide
25-274	Destination Entertainment Inc GSTV	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-281	WMUR TV	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-244	NH Department of Safety	Statewide/Concord
25-287	EVR Advertising	Statewide/Manchester

Project Name	Motorcycle Paid Media
Countermeasure strategy	Decrease motorcycle fatalities through communication, education and outreach activities
Project Agreement Number	25- (To be determined)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See table above
Organization Type	NH Highway Safety Office, State departments, media outlets, universities, companies, non-profits, associations, organizations, etc.
Federal Funding Source(s)	405f
Eligible Use of Funds	1300.25 (405f Paid Advertising 405f M9MA/405f M9MT)
Planning and Administration (if applicable)	No
Promised Project	Yes
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments have been made, the NH OHS is working on hiring a media vendor to provide highway safety messages to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-05-03	Paid Media	Fast Act 405f Motorcycle Programs	405f Paid Advertising 405f M9MA	2021	\$18,799	\$4,700	
25-05-03	Paid Media	BiI/SUP 405f Motorcycle Programs	405f Paid Advertising 405f M9MA	2022/2023/2024	\$32,370	\$8,092.50	
25-05-03	Program Delivery of MC Training	BIL/SUP/405f Motorcycle	405f M9MT	2024	\$16,562	\$4,141	

Countermeasure Strategy: MC Program Management

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2021, there were 752 motorcycle crashes, 26 motorcycle fatalities and 503 serious bodily injury crashes (A-C). Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff and Planning & Administration, will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, and other projects, and will therefore help to minimize motorcycle fatalities and help improve on the 2025 target set that decreases motorcycle fatalities to 23.6 (2021-2025 average).

Rationale

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

Planned Activity: Planning & Administration

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies,

equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs, audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.).

This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”. U Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under

this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. Also, the NH OHS program manager is actively involved in the NH motorcycle taskforce. This taskforce will continue to work on important motorcycle messaging that will be released to the motoring public for 2025. In 2024, the motorcycle taskforce released important messaging to the public: “Share the Road in and Around Motorcycles”, “Look Twice to Save a Life”, “Ride S.M.A.R.T”. In FY 2024 there was one motorcycle fatality during NH bike week. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize motorcycle crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public to “share the road” with motorcycles. Meetings involving NH OHS leadership with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

25-05-01	NH Office of Highway Safety	Concord
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Project Name	Motorcycle planning and administration
Countermeasure strategy	Decrease motorcycle fatalities through program management.
Project Agreement Number	25-05-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC/Planning and Administration 402 PA)
Planning and Administration (if applicable)	Yes
Promised Project	No

1300.12(b) Adjustments to Countermeasure Strategies	Adjustment has been made to add sound system to improve highway safety messaging to the public at events as well as provide funding for NH OHS staff to participate in conducting PPE meetings with underserved communities.
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Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-05-01	Planning & Administration	NHTSA BIL 402	Planning and Administration 402 PA	2023/2024	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, light refreshments for press events, indirect costs, audit fees and office operations, proportional to the program area. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize motorcycle crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, etc.) to inform the motoring public to “share the road” with motorcycles. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Project Name	Motorcycle NH OHS Staff
Countermeasure strategy	Decrease motorcycle fatalities through program management.
Project Agreement Number	25-05-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405f
Eligible Use of Funds	1300.25 (BIL 405f Motorcycle Programs Flexed /405f FF* MC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment has been made to add sound system to improve highway safety messaging to the public at events as well as provide funding for NH OHS staff to participate in conducting PPE meetings with underserved communities.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-05-02	NH Office of Highway Safety	Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-05-02	NH OHS Staffing	BIL 405f Motorcycle Programs Flexed	BIL 405f Motorcycle Programs Flexed 405f FF* MC	2023/2024/2025	\$25,979	\$6,250	

Program Area: Pedestrian & Bicyclist (PB)

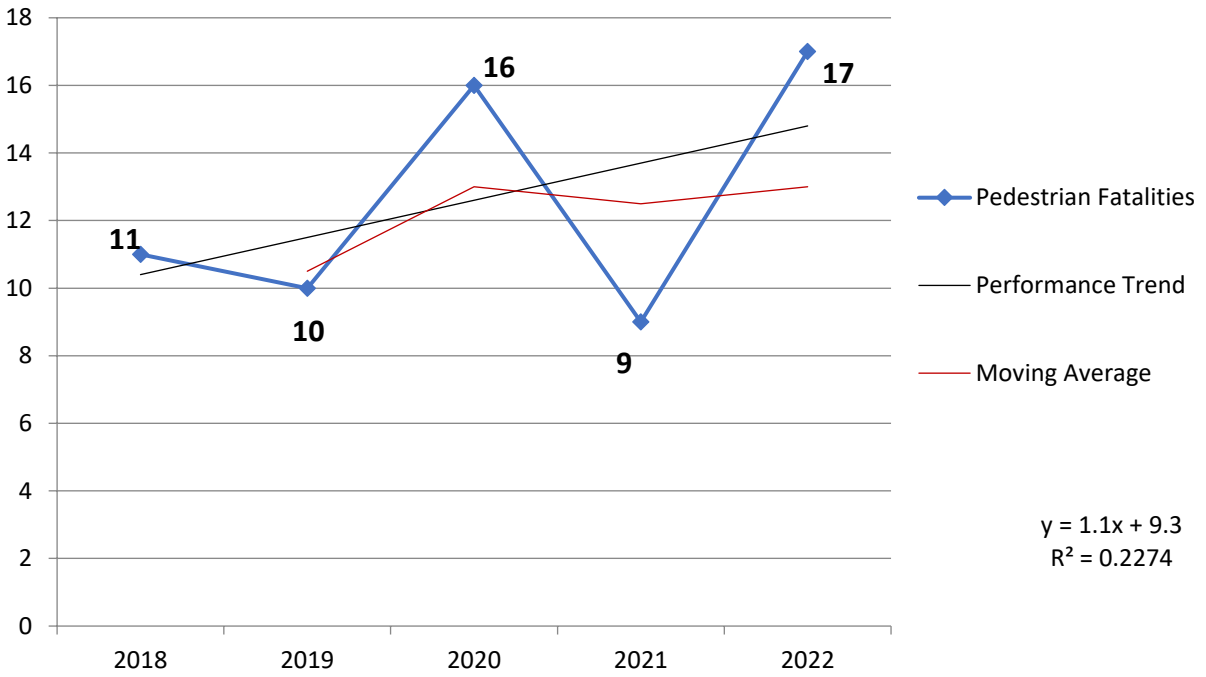
Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
10	C-10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2021	2025	10.8
11	C-11	C-11) Number of bicyclist fatalities (FARS)	5 Year	2021	2025	1.8

Walking and biking are critical components of our New Hampshire transportation system, therefore keeping pedestrians and bicyclists safe is a priority. Almost everyone is a pedestrian at one time or another - going to school or work, running errands, recreating, and connecting with transit or other services; there is also a large community of racing and recreational bicyclists in NH. Walking and bicycling can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment. As the table below shows, the five-year average 2018-2022 of 12.6 pedestrian fatalities has increased slightly from 2017-2021 five-year average of 12. Bicyclist fatalities have remained relatively unchanged over the past 10 years; however, this number could change if not maintained through continued enforcement, education and outreach.

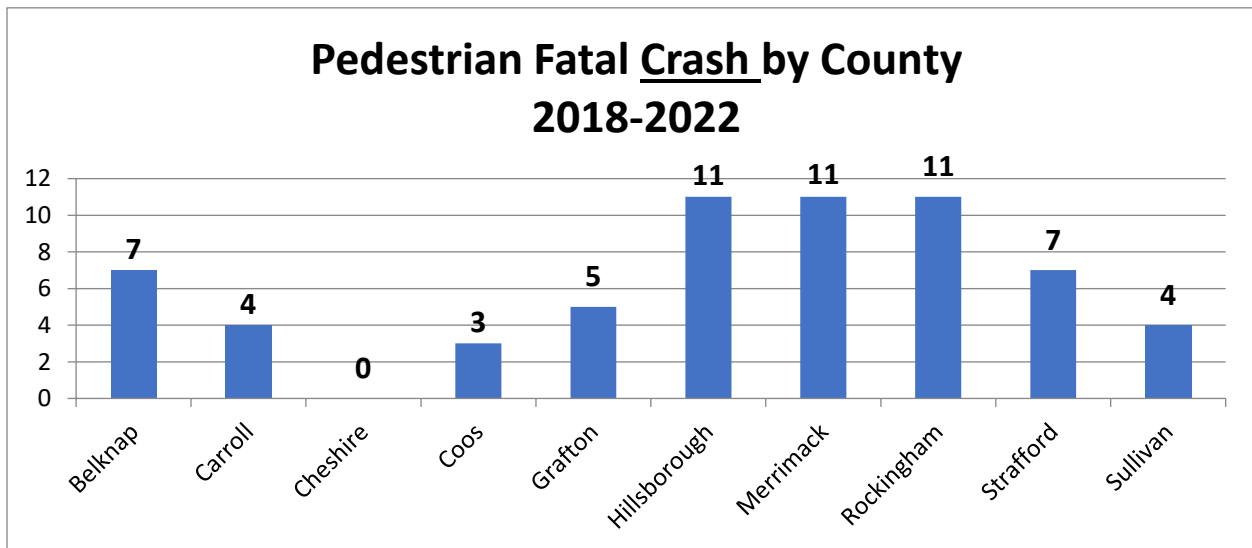
Pedestrian Fatalities 2018-2022



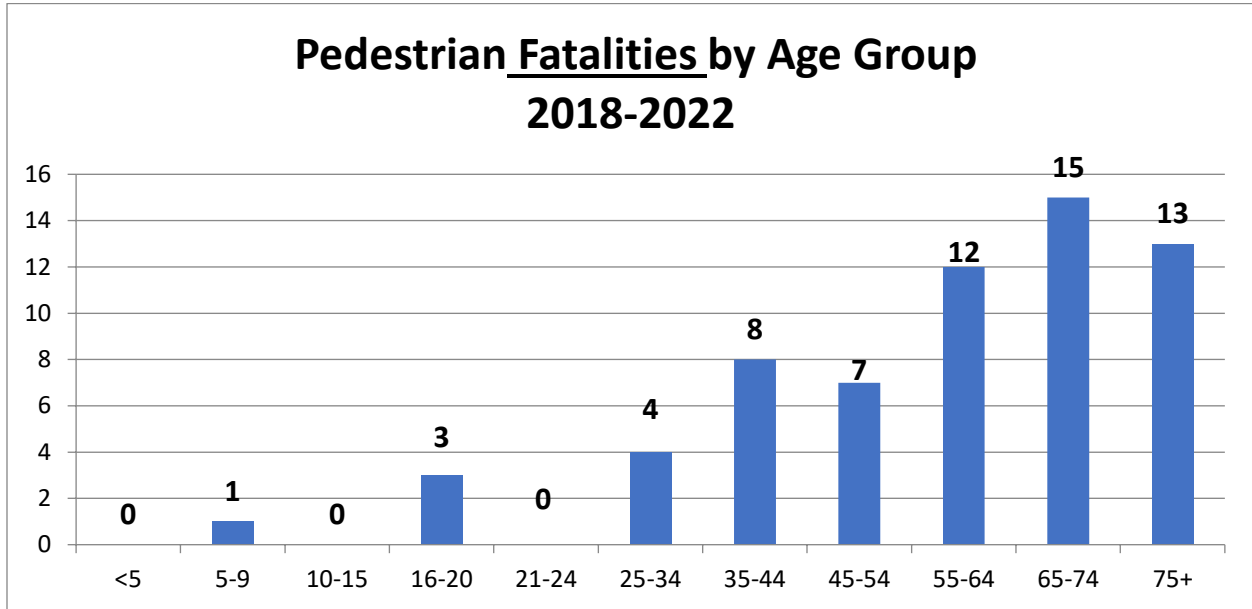
In 2022, pedestrians were 11.6% of all fatalities in New Hampshire, increasing approximately 45% from 8% in 2021. In 2022, bicyclists were 2.1% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicyclist fatalities in New Hampshire are few compared to the national average, this continues to be an area of concern, as low Ped/Bike fatality numbers could easily change if not maintained by the NH OHS through enforcement, education, and outreach.

As the table below depicts, over a five-year period (2018-2022) average pedestrian fatalities, Hillsborough County had (11) pedestrian fatalities, followed by Merrimack (11), Rockingham (11), Strafford (7), and Belknap (7).

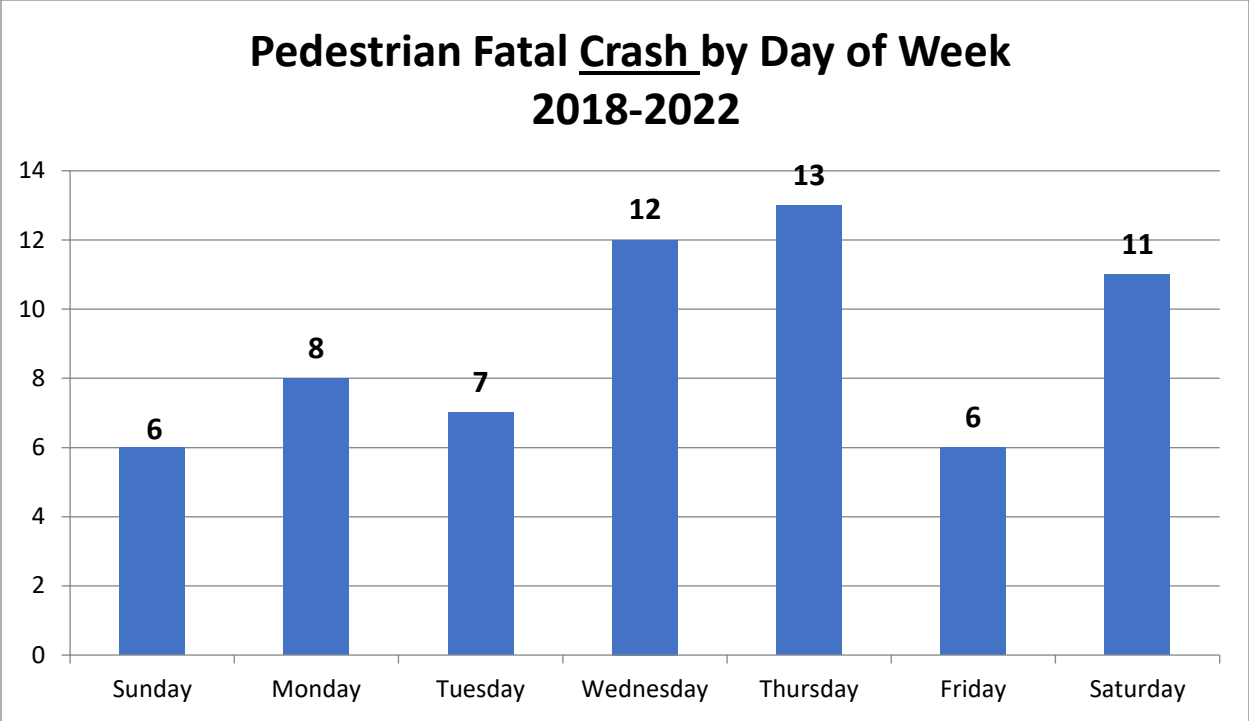
Bicyclist fatality numbers are low, however, there is the potential for this number to increase as there are many communities that have bicycle activity. When looking at the bicyclist fatalities by county over the period of 2018-2022, Rockingham County had the highest total of bicyclist fatalities with three (3), followed by Hillsborough with two (2), Sullivan (2), and Carroll (1). Because of the small data set, it is difficult to draw any statistically significant conclusions from the data. The countermeasure strategies will focus primarily on pedestrian safety while maintaining bicyclist fatalities at no more than 1.8 (2021-2025) for 2025.



As the table below depicts, over a five-year period (2018-2022) average pedestrian fatalities by age, pedestrians ages 55-75 were involved the highest number pedestrian fatalities.

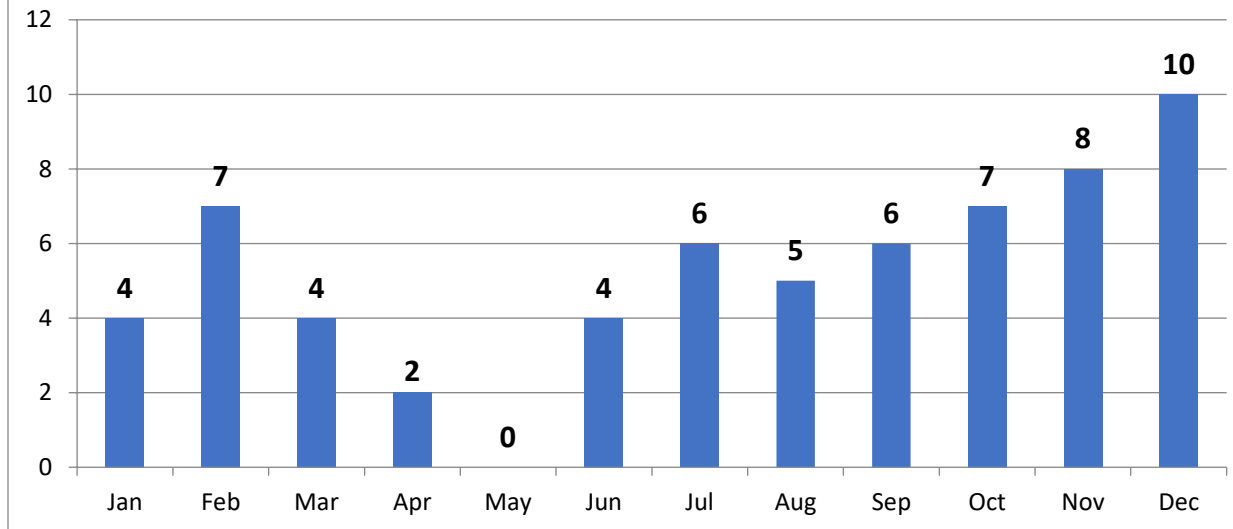


The table below shows that the days of the week with the highest number of fatal pedestrian crashes is Thursday (13), followed by Wednesday (12), Saturday (11), Monday (8), and Tuesday (7). This data will help to identify days of the week to focus enforcement patrols.

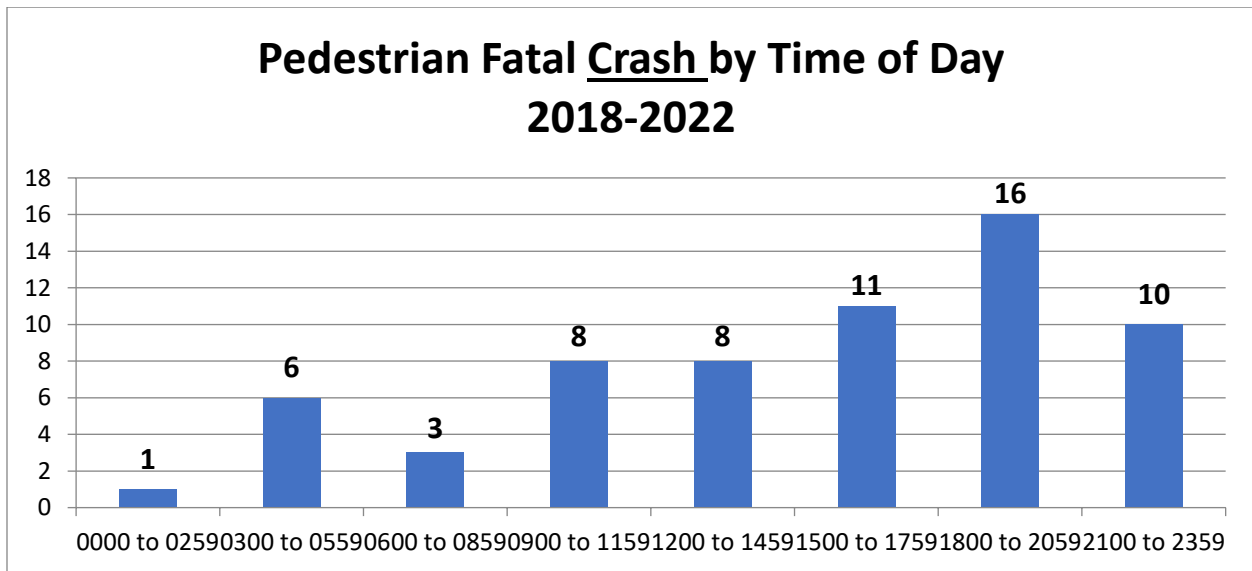


The table below shows that the month with the highest percent of fatal pedestrian crashes is December, followed by November, February, October, September and July. New Hampshire is known for its mountains and lakes which provide for a year-round influx of tourists throughout the state. The 2022 data below shows summer through the late fall (September through December) and winter (December through February) with a higher percentage of fatal pedestrian crashes possibly due to tourists taking advantage of the comfortable cool weather and New Hampshire’s fall foliage and ski season. The increase in pedestrian fatalities during the winter months may be due to sidewalks not being cleared causing pedestrians to walk in the roadways in areas of high traffic. This information will allow the local police departments that conduct pedestrian patrols to focus their efforts in the months that could yield the greatest benefit to further reducing pedestrian fatalities. Additionally, having this data will help provide appropriate media messaging.

Pedestrian Fatal Crash by Month 2018-2022



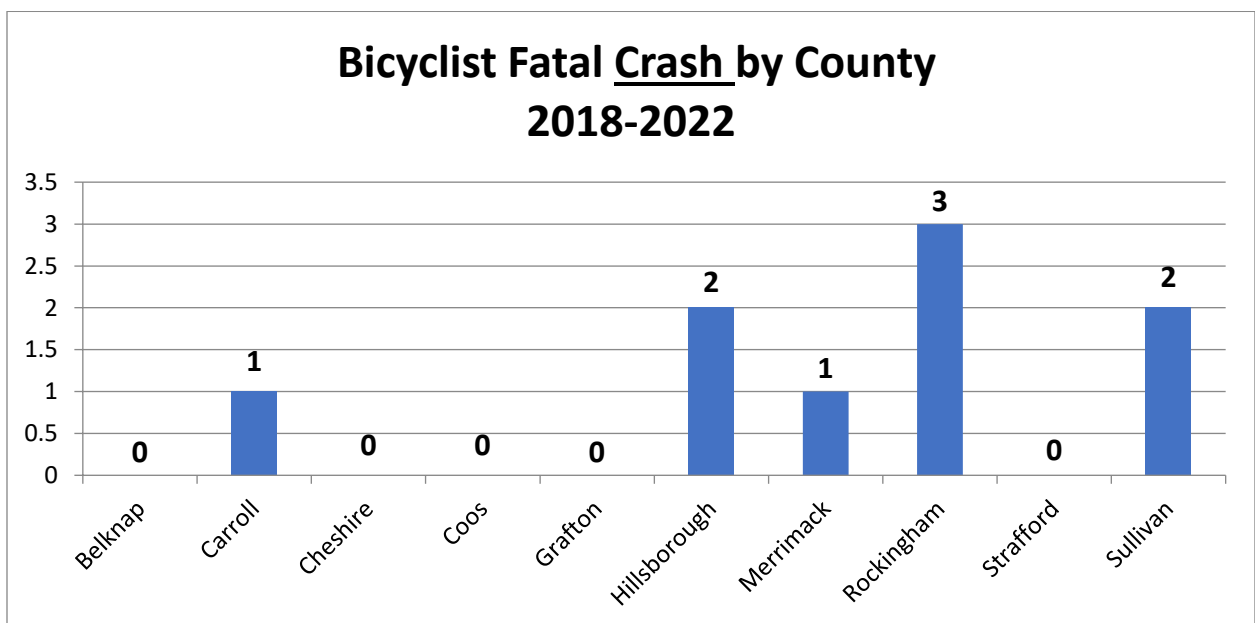
The table below showing pedestrian fatal crashes by time of day, indicates that between 9 PM and 2359 PM is when most fatal pedestrian crashes occur. During the months that have the greatest percentage of pedestrian fatalities, we also have the least amount of daylight; therefore, it's likely that many pedestrians are not sufficiently illuminated for the drivers on the roadway. Again, being able to drill down to confirm this can provide information to message out on how pedestrians can be safer on the roadways during winter months when there is low visibility, as well as providing information to communities about the importance of making sure sidewalks are cleared to provide for safe passage of pedestrians.



Pedestrian serious injury data is only available for calendar year 2021 and shows there were 114 pedestrian injuries (A-C). Hillsborough and Strafford counties account for the greatest percentage of pedestrian crashes. In addition, serious injury by time-of-day tracks very closely with the pedestrian fatal crashes by time of day. An analysis of the data will help to determine what a reasonable performance target is as well as choosing countermeasures that will have the potential for the greatest impact. Grant funded pedestrian/bicycle enforcement in 2023 included 831 youth and adult warnings and 73 youth and adult summons.

Pedestrian Serious Injury by County 2021		
County	Number of SBI	% of Pedestrian SBI
Hillsborough	57	61%
Rockingham	11	12%
Merrimack	2	2%
Belknap	9	10%
Strafford	12	13%
Cheshire	1	1%
Coos	1	1%
Grafton	0	0%
Carrol	0	0%

Pedestrian Serious Injury by Time of Day 2020		
Time of Day	Number of SBI	% of Pedestrian SBI
Midnight – 0359	2	1.7%
0300 – 0559	0	0%
0600 – 0859	12	11%
0900 – 1159	8	7.3%
Noon – 1459	28	25.7%
1500 - 1759	35	32.1%
1800 – 2059	16	14.7%
2100 - 2359	8	7.3%



Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-10) Number of pedestrian fatalities (FARS)	<ul style="list-style-type: none"> • PB Media Campaign • PB Overtime Enforcement Patrols • PB Program Management 	5 Year	2021	2025	10.8
C-11) Number of bicyclist fatalities (FARS)		5 Year	2021	2025	1.8

Countermeasure Strategy: PB Media Campaign

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Media Campaign**

Project Safety Impacts

Pedestrian and bicyclist related media efforts will focus on three areas:

1. Messaging regarding driver behaviors and sharing the road safely.
2. The importance of proper illumination when walking or biking on the roadways.
3. Education and enforcement of laws relative to pedestrians and bicyclists.

Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. By using this countermeasure strategy and appropriately identifying the primary and secondary audiences for the messaging identified above, as well as requiring a specific Pedestrian & Bicyclist training for local law enforcement (LE), we expect to see a significant increase in messaging recall, as well as a measurable increase in the number of adequately trained LE personnel on NH laws related to bicyclists and pedestrians.

Linkage between Program Area

The data analysis as described in the section above, identifying the state's highway safety problem around pedestrian and bicyclist fatalities, suggests that in addition to an enforcement effort, a strategy around a media/educational effort that reaches the correct demographic with the

appropriate messaging would benefit New Hampshire in meeting its intended performance targets. Pedestrian fatalities have been on the decrease most recently (down 66% as of July 8th from last year at the same time). From 2022 to 2023 it appears that there has been a 6% decrease in pedestrian fatalities. To affect a sustained downward trend, it is important that media, messaging, and educational efforts involve the motoring public, the pedestrian and bicycling community, as well as state, county, and local law enforcement agencies. Appropriated funding will be allocated through the planned activities within this countermeasure strategy, based on the type and distribution of the media/educational efforts employed.

Rationale

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

Planned Activity: PB Media Planned Activity

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Media Campaign**

Planned Activity Description:

The planned activity will include paid as well as earned media. Statewide media messaging will be tailored to the motoring public and include media intended for the pedestrian and bicycling communities (to include impairment related messaging, etc.). In addition, NH OHS will work with the Bike-Walk Alliance of NH to distribute an electronic web-based reference guide to local law enforcement agencies about enforcing laws that impact roadway safety with respect to pedestrians, bicyclists, and motorists. The brochure will include priority violations in hopes that the local law enforcement community will consider making educational and/or enforcement stops, thereby providing the requisite level of positive reinforcement to reduce injuries throughout the State. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to "share the road" with pedestrians and bicyclists. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Statewide/Concord
25-256	NH Department of Transportation	Statewide
25-265	AAA	Statewide
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-272	IHEART	Statewide
25-274	Destination Entertainment Inc GSTV	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-281	WMUR TV	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-268	NH Bike Walk Alliance	Statewide
25-244	NH Department of Safety	Statewide/Concord
25-287	EVR Advertising	Statewide/Manchester

Project Name	Pedestrian/Bicycle Media
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through communication, education, and outreach programs delivered through media campaigns.
Project Agreement Number	25- (See list above for list of intended subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State Highway Safety Office, NH State Departments, universities, companies, associations, organizations, non-profits, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Pedestrian/Bicycle Fast/BIL/SUP 402 PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustment has been made the NH OHS is working on hiring a media vendor to provide highway safety messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-06-03	Paid Media	BIL/SUP NHTSA 402	Pedestrian/Bicycle BIL/SUP 402 PS	2023/2024	\$50,000	\$12,500	

Countermeasure Strategy: PB Enforcement Patrols

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Enforcement Patrols**

Project Safety Impacts

State and Local law enforcement (LE) agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the State’s pedestrian/bicycle laws. Although, Pedestrian and Bicyclist fatalities have historically been low in NH, these fatalities can quickly increase if enforcement efforts are not deployed. Currently (as of September 9th), pedestrian fatalities have decreased 25% from same period last year (2023). However, it is important to maintain focus in this area to keep these fatalities low. Pedestrian and bicycle enforcement patrols will continue to focus on those communities that have high pedestrian and bicycle traffic and incidence of pedestrian and bicycle crashes. NH OHS will work with Local and County LE agencies to develop more innovative ways to enforce the State’s bicycle and pedestrian laws. In addition, a focus on educating law enforcement on pedestrian and bicycle laws is highly recommended to have before conducting these enforcement patrols. Pedestrian and bicycle patrols will be conducted year-round with a focus on summer, fall and winter months, primarily in downtown locations, during the afternoon and evening commuting hours. Additional focus during the winter months is important as sidewalks may be non-traversable due to snow and ice redirecting pedestrians to walk on the road. Specific times and locations will be based on local data. In FFY 2024, eighteen (20) law enforcement agencies were awarded funding for Pedestrian and Bicycle Patrols to include NH State Police who will conduct patrols in the Franconia Notch, the Lakes Region, Hampton Beach, as well as other areas where pedestrian bicycle activity is most prominent. It is anticipated that more LE agencies will participate in FFY 2025.

Linkage between Program Area

NH OHS will be using a funding allocation methodology for FFY 2025 that will focus primarily on pedestrian and bicycle fatalities and crashes, to identify communities with the highest priority. By strategically targeting the communities that have the greatest need for enforcement, we expect that this will provide a positive impact on fatalities of pedestrian and bicyclists. New Hampshire weather dictates that enforcement of our pedestrian laws occur during all months of the year. A careful analysis of the available fatal and crash data indicates that the best approach to meeting our targets will be with the use of overtime patrol funding in the most pedestrian/bicycle trafficked areas of our State. Part of the funding will be utilized to train local and county LE agencies on the current laws related to pedestrian and bicyclists. Participating agencies are recommended to attend training, coordinated through Police Standards & Training, to help ensure that officers who work in an overtime capacity under this grant are familiar with the pedestrian/bicycle laws. A particular approach for FFY 2025 will be allocating overtime patrols during the summer and during the winter months in the larger cities and towns to patrol when sidewalks are not cleared, and pedestrians are subsequently walking on the sides of the roadway. An additional focus for overtime patrols will be when motor vehicle operators will most likely be driving into the sun, during the morning and evening commuting hours.

Rationale

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

Planned Activity: Pedestrian and Bicycle Enforcement Patrols

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Enforcement Patrols**

Planned Activity Description:

State and Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. A careful analysis of available fatal and crash pedestrian and bicycle data for towns will determine where patrols will be conducted year-round with a focus on highly trafficked bicycle and pedestrian areas located throughout the state (many primarily in downtown locations) during commuting hours to maintain low crash and fatality numbers. State Police will be responsible for providing enforcement patrols on public roads to include Franconia Notch and Hampton Beach areas. Specific times and locations will be based on local data. Additionally, approximately 10% of the funding will be utilized to train and familiarize Law Enforcement Officers of the laws relating to

bicyclists and pedestrians. Participating agencies are recommended to attend training, coordinated through Police Standards & Training, to help ensure that officers who work in an overtime capacity under this grant are familiar with the pedestrian/bicycle laws. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to “share the road” with pedestrians and bicyclists and provide messaging for pedestrians and bicyclists to be alert and aware when using roads. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD

25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN

25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA

25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT

25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM

25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK
25	246	NH STATE POLICE	STATEWIDE

Project Name	Pedestrian and Bicycle Enforcement Patrols
Countermeasure strategy	Decrease non-motorized fatalities through enforcement of bicycle and pedestrian laws.
Project Agreement Number	25- (See list above for list of intended subrecipients)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD
Organization Type	State, local and county law enforcement
Federal Funding Source(s)	402/405e
Eligible Use of Funds	23 USC (Pedestrian/Bicycle BIL/SUP 402 PS)/1300.24(Pedestrian/Bicycle 405e M8*PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments. Countermeasure to provide funding to law enforcement to conduct pedestrian/bicycle enforcement efforts will continue to ensure these fatalities and targets are maintained.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-06-04	Local Pedestrian and Bicycle Enforcement Patrols	BIL/SUP NHTSA 402	Pedestrian/ Bicycle BIL/SUP 402 PS	2023/2024	\$62,800	\$15,700	\$62,800
25-06-04	State Pedestrian and Bicycle Enforcement Patrols	BIL/SUP 402 – 405g	Pedestrian/ Bicycle BIL/SUP 402/405g PS, BGLE	2024/2025	\$25,000	\$6,250	

Countermeasure Strategy: PB Program Management

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, pedestrians were 11.6% of all fatalities in New Hampshire, increasing approximately 45% from 8% in 2021. In 2022, bicyclists were 2.1% of all fatalities in New Hampshire and have remained minimal over the last several years. Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of pedestrian & bicycle enforcement. This should help to meet the 2025 performance target of 10.8 pedestrian fatalities (2021-2025 average) and bicyclist fatalities at 1.8 (2021-2025 average).

Rationale

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

Planned Activity: PB Planning & Administration

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, audit fees, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events, or conferences), materials, indirect costs, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend

events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of state traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to “share the road” with pedestrians and bicyclists. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Name	Pedestrian and Bicycle Planning and Administration	
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through program management.	
Project Agreement Number	25-06-01	
Amendment to Add Project Numbers	No	
Subrecipients(s)	New Hampshire Office of Highway Safety	
Organization Type	State Highway Safety Office	
Federal Funding Source(s)	402	
Eligible Use of Funds	23 USC (Planning and Administration 402 PA)	
Planning and Administration (if applicable)	Yes	
Promised Project	No	
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include sound system to improve highway safety messaging to the public during events. Also, funds will allow for NH OHS participation to conduct PPE meetings for underserved communities to better understand highway safety concerns.	
Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-06-01	Planning & Administration	BIL/SUP/NHTSA 402	Planning and Administration 402 PA	2023/2024	\$29,750	\$29,750	

Planned Activity: PB NH OHS Staff

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be providing for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize pedestrian and bicycle crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public to "share the road" with pedestrians and bicyclists. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Concord

Project Name	Pedestrian and Bicycle Planning and Administration
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through program management.
Project Agreement Number	25-06-02
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Pedestrian/Bicycle Safety 402 PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. This Countermeasure will allow for NH OHS staff to conduct PPE meetings for underserved communities to better understand highway safety concerns.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-06-02	NH OHS Staff	BIL/SUP/ NHTSA 402	Pedestrian/ Bicycle Safety 402 PS	2023/2024 /2025	\$25,000	\$6,250	

Program Area: Occupant Protection – Adult & Passenger Safety (OP)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
4	C-4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2021	2025	48.2
13	B-1	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2025	2025	76.2

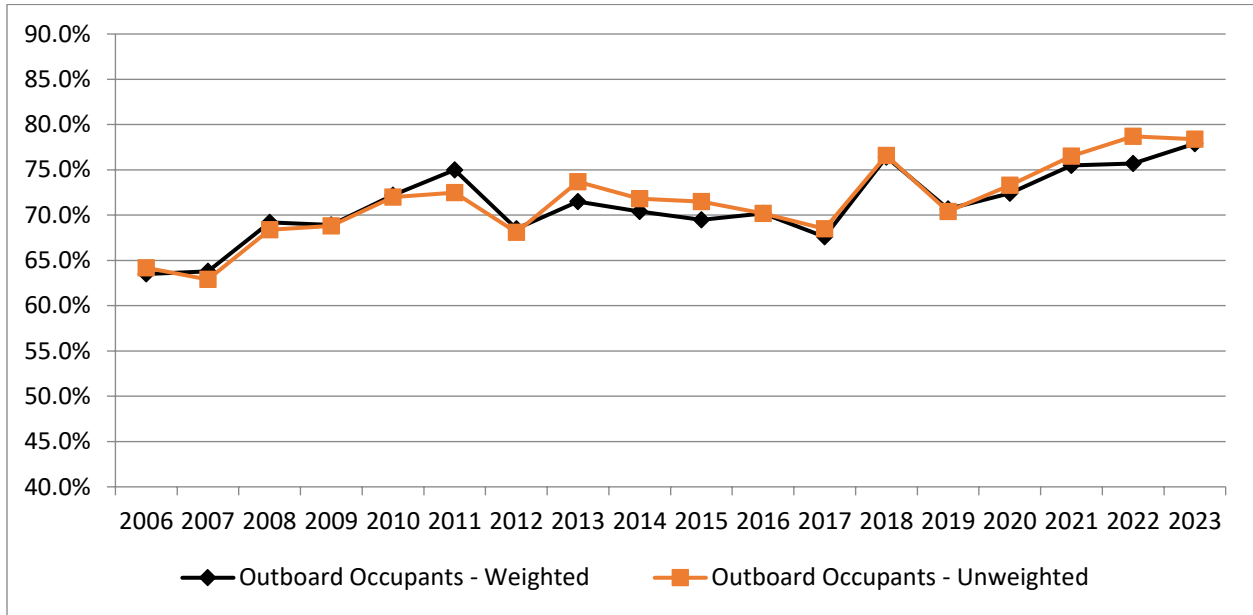
In New Hampshire, during the five-year period 2018-2022 the average seat belt usage rate is 74.2%. From 2018-2022, unrestrained occupant fatalities have accounted for approximately 52 percent of all vehicle occupant fatalities. The latest scientific survey of seat belt observations was conducted in July 2023. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. Observed seat belt use in New Hampshire in 2015 was 69.5 percent, which increased slightly to 70.2 percent in 2016 and then dropped to 67.6% in 2017. Surveys conducted in 2018 saw an increased rate of seatbelt use of 76.4%. In 2019 the usage rate declined 7.46% from 76.4% in 2018 to 70.7% in 2019. In 2020, the seat belt usage rate increased 1.7% to 72.40%, in 2021, increased again (4.28%) to 75.5%, in 2022 the seat belt usage increased to 75.7% and increased again in 2023 to 77.9%.

In March 2022, New Hampshire underwent an Occupant Protection Assessment. The assessment clearly highlighted the recommendation to “enact a seat belt law to cover all occupants of the vehicle, regardless of age, and for all designated seating positions.” In 2023, NH lawmakers considered an adult seat belt bill but it was not made into law. Additionally, it identified the need to expand our current Child Passenger Safety (CPS) program to more rural and urban areas of our state and to ensure that certified child passenger safety technicians are servicing the northern half of the State (Coos, Grafton, and Carroll Counties), so that the citizens of New Hampshire who live in these rural areas can take advantage of car seat checks/education. This will continue in FFY 2025.

The chart below shows observed seat belt use during the 16-year period 2006 to 2023. New Hampshire continues to have the lowest seat belt usage rates in the U.S. and does not have a mandatory adult seat belt law for those 18 years of age and above. However, as the data seems

to suggest there is a consistent positive trend of seat belt use over the years (2019-2023), as shown in the chart below.

Chart 1: NH Weighted Seat Belt Usage Rates: 2006 – 2023



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

Statewide Estimate of Seat Belt Usage

It is not possible to directly compare surveys before 2023 on usage rates with earlier studies because new selection sites were used beginning in 2023. It is also not possible to directly compare usage rates prior to 2012 with later years because of changes in the methodology used. However, usage rates since 2006 are displayed in Table 5. One hundred-twenty (120) randomly selected sites were observed in 2023 and the weighted seat belt usage rate was 77.9% with a relative standard error of 0.77%. The unweighted statewide seat belt usage rate in 2023 was 78.4%.

Table 5: NH Seat Belt Usage Rates: 2006 through 2023¹

Seat Belt Usage (front seat outboard pass.)	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
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¹ Results from 2012-2017 cannot be directly compared with earlier studies because of methodological changes. Care must be used comparing 2018 and later rates to 2012-2017 rates as different sites were observed.

Seat belt usage rate:	63.5%	63.8%	69.2%	68.9%	72.2%	75.0%	68.5%
Unweighted usage rate:	64.2%	62.9%	68.4%	68.8%	72.0%	72.5%	68.1%
Standard error: 5.3%	9.4%	3.4%	2.8%	3.0%	3.0%	3.0%	
95% conf. interval – upper:	73.9%	82.2%	75.9%	74.3%	78.0%	80.8%	74.5%
95% conf. interval – lower:	53.1%	45.4%	62.4%	63.5%	66.4%	69.2%	62.6%

Seat Belt Usage

(front seat outboard pass.)

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

Seat Belt Usage

(front seat outboard pass.)

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Seat belt usage rate:	72.4%	75.5%	75.7%	77.9%
Unweighted usage rate:	73.3%	76.5%	78.7%	78.4%
Standard error:	1.14%	1.04%	1.20%	0.77%
95% conf. interval – upper:	74.6%	77.5%	78.0%	79.4%
95% conf. interval – lower:	70.1%	73.4%	73.3%	76.4%

Observations

	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Observation sites:	150	120	120	120	120	120	120
Vehicles observed:	21,563	17,831	17,214	17,238	17,328	15,929	15,883
Total outboard passengers:	26,305	21,712	20,747	20,647	20,282	18,924	18,916

Observations

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Observation sites:	120	120	120	120	120	120	120
Vehicles observed:	20,193	19,625	21,603	17,933	16,318	17,586	17,018
Total outboard passengers:	25,379	25,015	27,388	22,388	20,826	22,507	21,835

Observations

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Observation sites:	120	120	120	120
Vehicles observed:	14,578	13,718	14,376	15,645
Total outboard passengers:	18,594	17,580	18,275	19,419

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

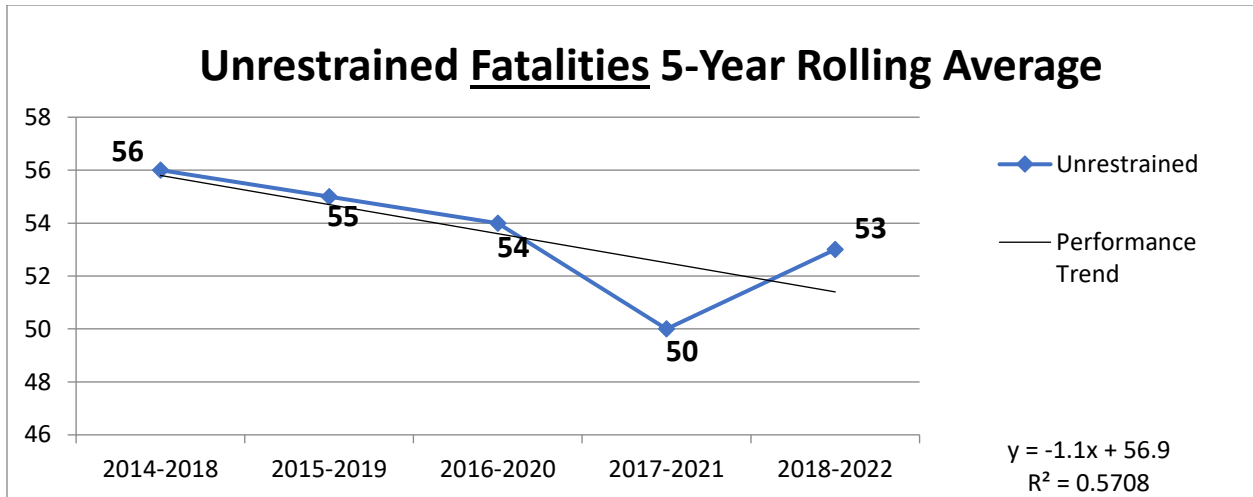
The occupant protection programs that are funded through the NH OHS are programs that can help increase seat belt use throughout the State by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies, as identified in the NHTSA publication "Countermeasures That Work", are effective and are providing measured results. Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FFY 2025 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through the NH Department of Safety, Public Information Officer, who shall also assist the NH OHS in releasing important highway safety media messages, and continued involvement with law enforcement agencies to provide enforcement of the juvenile seat belt law.

Wearing seat belts remains the most effective means of preventing death or injury to occupants involved in a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, NH OHS shall continue to make occupant protection a highway safety program area in FFY 2025.

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

- High Visibility Enforcement of CPS and the under 18 seat belt laws
- Public information and education
- Administration of statewide CPS, Buckle-Up, and Youth Operator, as well as Simulator Programs
- Maximization of the National *Click it or Ticket* Campaign – in NH, *Join the NH Clique*
- Special emphasis on high-risk populations such as Teen drivers, 25-34-year-old MV occupants, and low income/homeless populations
- Continue to conduct public participation and engagement meetings (to include the community outreach and betterment meetings and the development and creation of multilingual New Hampshire driver's manuals to be used as a resource for those with limited English proficiency to learn about safe driving)

This chart shows the unrestrained fatalities, over a rolling average of five-year period:



Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	<ul style="list-style-type: none"> • OP Child Restraint System Inspection Station(s) • OP Education & Outreach • OP Media Campaign • OP Overtime Enforcement Patrols • OP Program Management 	5 Year	2021	2025	48.2
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)		Annual	2025	2025	76.2

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

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

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

Project Safety Impacts

Funds will be provided to the Injury Prevention Center (IPC) at Children’s Hospital at Dartmouth (CHaD) to:

- support the training of CPS technicians, EMS and CPS personnel
- inspection stations
- special needs
- hospital emergency departments
- provide funding for NHTSA certification courses
- CPS Technician update trainings
- Provide funding for renewal fees and instructor fees

This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use, as well as the proper installation and use of Child Passenger Safety (CPS) seats and devices. Through the monitoring, training, and periodic auditing of this countermeasure, it is the goal of the state to maintain unrestrained fatalities at 48.2 (2021-2025). Additional emphasis will be placed on areas with high-risk populations, including, but not limited to, teen drivers, 25-35-year-old MV occupants, and marginalized populations, to ensure that the appropriate message, training, and effective enforcement is achieved in FFY 2025.

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. In 2022, 56 of these fatalities were unrestrained, increasing from 53 in 2021. In 2022, in the 16-20 age group, there were 6 fatalities under this age group with 4 unrestrained fatalities. Through the countermeasure strategy Child Restraint System Inspection Stations, and with the allocation of funds in the planned activity Statewide Child Passenger Safety, this occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use, especially among children required to be in approved child restraint devices. Through this type of education and outreach, along with enforcement and other projects, we hope to continue to maintain unrestrained fatalities at 48.2 (2021-2025 average).

Rationale

The Child Restraint System Inspection Stations countermeasure strategy was selected with the Planned Activity Statewide Child Passenger Safety, as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area. The NH OHS is not currently staffed with an occupant protection specialist nor do we have the requisite training and experience to effectively conduct a program. Funding for this countermeasure will engage a local partner, who already is actively involved in preventing injuries, to provide the level of services to meet our targets. These services will include the certification of needed CPS instructors, all recertification requirements for instructors, EMS personnel, and inspection stations to improve “Best Practice” through media campaigns, training, and education and increase the use of the Digital Car Seat Form for better child seat data.

Planned Activity: Statewide Child Passenger Safety Program

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

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

Planned Activity Description:

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2024 to improve the use of child restraints in New Hampshire. Funding shall support personnel services at \$103,276.46 (CPS Program Coordinator \$63,897.60, Program Assistant \$10,408.32, IPC Program Manager \$3,521.86, benefits \$25,448.68), Current Expenses at \$42,150.00, Public Information & Educational Materials at \$10,000.00 (to include latch manuals), Website Hosting at \$2,000.00, NHTSA Certification Classes to Include Instructor Expense at \$25,000.00, Child Passenger Safety Seats at \$19,297, Media Campaigns at \$18,000.00, indirect costs at \$17,542.77, and travel at \$6,000.00. Programs will include the development and distribution of public information and educational materials (to include the NH OHS survey flier with QR code) along with providing media and advertising using television, radio, and the internet to promote child passenger safety *to include the dangers of “children in hot cars”*. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of and funding for:

- Full Time CPS Professional (CHaD)
- CPS technicians *3 ea. Certification Classes*
- EMS and CPS personnel *4 ea. Introduction Courses*
- Inspection stations *Increase to 61*
- Special needs
- Hospital emergency departments

- NHTSA certification courses
- CPS Technician update trainings
- Renewal fees and instructor fees

Programmed for 260 technicians

Funding through this Planned Activity shall also provide for in-state and out of state travel, and provide funding for instructors, proxies, and technicians to attend regional/national conference(s) with focus on occupant protection. This occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign, and during Statewide efforts using Dynamic Message Boards (DMB) or PSA’s such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc., and may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to provide information to the motoring public of the importance of seat belt use. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. FFY 2025 will see an added emphasis on addressing equity to be more inclusive with all to include high risk populations within our state to ensure that the message, training, education, and effective enforcement, is realized in these pocketed areas.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-266	Injury Prevention Center	Statewide/Lebanon

Project Name	Statewide Child Passenger Safety Program
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through education, communications & and outreach activities.
Project Agreement Number	25-266
Amendment to Add Project Numbers	No
Subrecipients(s)	Mary Hitchcock Memorial Hospital – Injury Prevention Center
Organization Type	Hospital
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21 (Occupant Protection 405b B2CPS_US
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made as planned activity continues to maintain certified CPS technicians and fitting stations to ensure child occupant fatalities stay low.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-08	Statewide Child Passenger Safety Program (CPS)	BIL/SUP/405b Occupant Protection	Occupant Protection 405b B2CPS_US, M2TR, M2CPS, M2CSS, B1CPS	2023/2024/2025	\$240,766.23	\$60,191.60	
25-01-08	Statewide Child Passenger Safety Program (CPS)	BIL/SUP/402 Occupant Protection	Occupant Protection 402 UNATTD	2023/2024	\$2,500	\$625	

Planned Activity: UNH Seat Belt & Attitude Surveys

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

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

Planned Activity Description:

- **UNH Seat Belt Use Survey**

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

- **Behavioral Attitude Survey**

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual attitude statewide survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. This survey will be conducted between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to provide information to the motoring public of the importance of seat belt use.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-238	UNH Survey Center	Statewide/Durham

Project Name	UNH Seatbelt & Attitude Survey
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	25-238
Amendment to Add Project Numbers	No
Subrecipients(s)	UNH Survey Center
Organization Type	University
Federal Funding Source(s)	402/405b
Eligible Use of Funds	23 USC (Occupant Protection 405b M2OP)/1300.21 (Occupant Protection 405b M2OP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. Countermeasures continue to show improvements in the seat belt usage rate and information collected from the attitude survey to understand highway safety concerns to deploy resources.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-06	Seat Belt Use Survey	BIL/SUP/405b Occupant Protection	Occupant Protection 405b M2OP	2023/2024/2025	\$60,000	\$15,000	
25-01-06	Attitude Survey	BIL/SUP/ NHTSA 402	Occupant Protection 405b M2OP	2023/2024	\$11,000	\$2,750	

Countermeasure Strategy: OP Media Campaign

Program Area: Occupant Protection – Adult & Passenger Safety (OP)

Countermeasure Strategy ID: **OP Media Campaign**

Project Safety Impacts

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injuring Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, EVR advertising, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the State.

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. In 2022, of the 146 fatalities, 56 were unrestrained fatalities, increasing from 53 in 2021. The 2018-2022, unrestrained fatality data has determined that the 35-44 age group is a high-risk population having the most unrestrained fatalities. In 2022, in the 16-20 age group, there were 6 fatalities under this age group with 4 unrestrained fatalities. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, NH OHS hopes to continue to maintain unrestrained fatalities at 48.2 (2021-2025 average). Additionally, NH OHS would like to measure how effective the messages we are sending are in reducing the number of fatalities due to unrestrained drivers. This can be done through our partners utilizing the existing Attitude Surveys being conducted annually.

Rationale

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

Planned Activity: OP Paid Media

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Media Campaign**

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20 as well as 21-75+ drivers. In 2025, media projects will demonstrate that funding will be used to improve seat belt use for the 35-44 age group. Unrestrained fatality data (2018-2022) has determined that the 35-44 age group is a high-risk population having the most unrestrained fatalities within this timeframe. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, and EVR Advertising, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or media vendor to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Statewide/Concord
25-244	NH Department of Safety	Statewide/Concord
25-256	NH Department of Transportation	Statewide/Concord
25-265	AAA Northern New England	Statewide
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-272	IHEART	Statewide
25-274	Destination Entertainment Inc GSTV	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-281	WMUR TV	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-269	Derry CATS	Derry
25-276	NHIAA	Statewide
25-271	NH Fisher Cats	Statewide/Manchester
25-275	Matrix Entertainment	Statewide
25-287	EVR Advertising	Statewide/Manchester
25-289	NH Motor Speedway	Statewide/Loudon

Project Name	Occupant Protection Paid Media
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through education, communication & outreach activities.
Project Agreement Number	25-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State highway safety office, State departments, universities, companies, organizations, etc.
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21 (Occupant Protection 405b M2PE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The NH OHS is currently working to hire a media vendor to provide highway safety messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-03	Paid Media	BIL/SUP/405b Occupant Protection	Occupant Protection 405b M2PE	2023/2024/2025	\$100,000	\$25,000	

Countermeasure Strategy: OP Overtime Enforcement Patrols

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

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

Project Safety Impacts

The NH OHS provides overtime enforcement patrol grants to the NH State Police, local, and county law enforcement agencies across the state of New Hampshire to conduct focused patrols within the Join the NH Clique Campaign and during non-CIOT timeframes. State Police patrols throughout the state provide statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 and Route 125. These collaborative efforts across the state will help to reduce crash-related unrestrained deaths and injuries.

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. The 2018-2022, unrestrained fatality data, has determined that the 35-44 age group is a high-risk population having the most unrestrained fatalities within this timeframe. In 2022, 56 of these fatalities were unrestrained, increasing from 53 in 2021. In 2022, in the 16-20 age group, there were 6 fatalities under this age group with 4 unrestrained fatalities. Through Overtime Enforcement Patrols with the Planned Activity Join the NH Clique and Sustained Occupant Protection Enforcement, the NH OHS hopes to begin a downward trend to maintain unrestrained fatalities at 48.2 (2021-2025 average).

Rationale

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

Planned Activity: Join the NH Clique (Click It or Ticket) and Sustained Occupant Protection Enforcement

Program Area: Occupant Protection – Adult & Passenger Safety (OP)

Countermeasure Strategy ID: OP Overtime Enforcement Patrols

Planned Activity Description

The NH OHS provides overtime traffic safety enforcement grants to state (NH State Police Troops A, B, C, D, E, F, G, and the special enforcement unit), local, and county law enforcement agencies across the state of New Hampshire to eliminate crash-related unrestrained deaths and injuries. These patrols will occur in four-hour increments and all participating agencies are recommended to have their officers complete the online Occupant Protection course at PSTC. A scope of work will be developed in support of this planned activity specifically outlining the methodology to have the most affect based on our current laws. Within this Planned Activity, law enforcement agencies will participate in the "Join the NH Clique" mobilization, which is the New Hampshire version of “Click It or Ticket” and participate in sustained occupant protection enforcement during non-CIOT timeframes. These occupant protection enforcement efforts will be conducted statewide and will include participation from law enforcement agencies located where at least 70% of the states unrestrained passenger fatalities have occurred (Hillsborough County, Merrimack County, Rockingham County, Strafford County and Grafton County). In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths.

Intended Sub Recipients

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON

25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY

25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK

25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAYERHILL PD	HAYERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH

25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU

25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY

25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK
25	246	NH STATE POLICE	STATEWIDE

Project Name	Join the NH Clique (Click it or Ticket) & Sustained Occupant Protection Enforcement.
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through enforcement activities.
Project Agreement Number	25-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD
Organization Type	State, municipal and county law enforcement.
Federal Funding Source(s)	402/405B
Eligible Use of Funds	23 USC (Occupant Protection 402 OP)/1300.21 (Occupant Protection 405b M2HVE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. Law enforcement participation in occupant protection enforcement efforts continues to increase.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-04	Local Join the NH Clique (Click it or Ticket It) & Sustained Occupant Protection Enforcement	BIL/SUP NHTSA 402	Occupant Protection 402 OP	2023/2024	\$163,200	\$40,800	\$163,200
25-01-04	State Join the NH Clique (Click it or Ticket It) & Sustained Occupant Protection Enforcement	BIL/SUP 405b Occupant Protection	Occupant Protection 405b M2HVE	2022/2023/2024	\$15,000	\$3,750	

Countermeasure Strategy: OP Program Management

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. In 2022, 56 of these fatalities were unrestrained, increasing from 53 in 2021. In 2022, in the 16-20 age group, there were 6 fatalities under this age group with 4 unrestrained fatalities. Funding the Program Management countermeasure strategy to support the planned activities Planning & Administration and NH OHS Staff will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all Planned Activities within the Occupant Protection program area. This will therefore help to continue to meet the performance target to maintain unrestrained related fatalities at 48.2 (2021-2025 average).

Rationale

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

Planned Activity: OP Planning & Administration

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, such as supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, and indirect costs, audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put The Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths. The NH OHS leadership and staff will continue to attend these meetings to receive ideas from the public to implement new programs.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-01-01	NH Office of Highway Safety	Concord

Project Name	Occupant Protection Planning & Administration
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	25-01-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjusted countermeasure to include a sound system to be used at events to provide messaging to the public. Also, funds will allow the NH OHS to conduct PPE meeting in underserved communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-01	Planning & Administration	BIL/SUP NHTSA 402	Planning and Administration 402PA	2023/2024	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new

and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize unrestrained crashes. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.), enforcement, surveys, and child passenger safety initiatives to minimize unrestrained crashes and the resulting injuries and deaths. The NH OHS leadership and staff will continue to attend these meetings to receive ideas from the public to implement new programs.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-01-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	25-01-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Occupant Protection 402OP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will allow the NH OHS to conduct PPE meetings in underserved communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-01-02	NH OHS Staff	BIL/SUP/ NHTSA 402	Occupant Protection 402OP	2023/2024	\$39,250	\$9,813	

Program Area: Police Traffic Services (PTS)

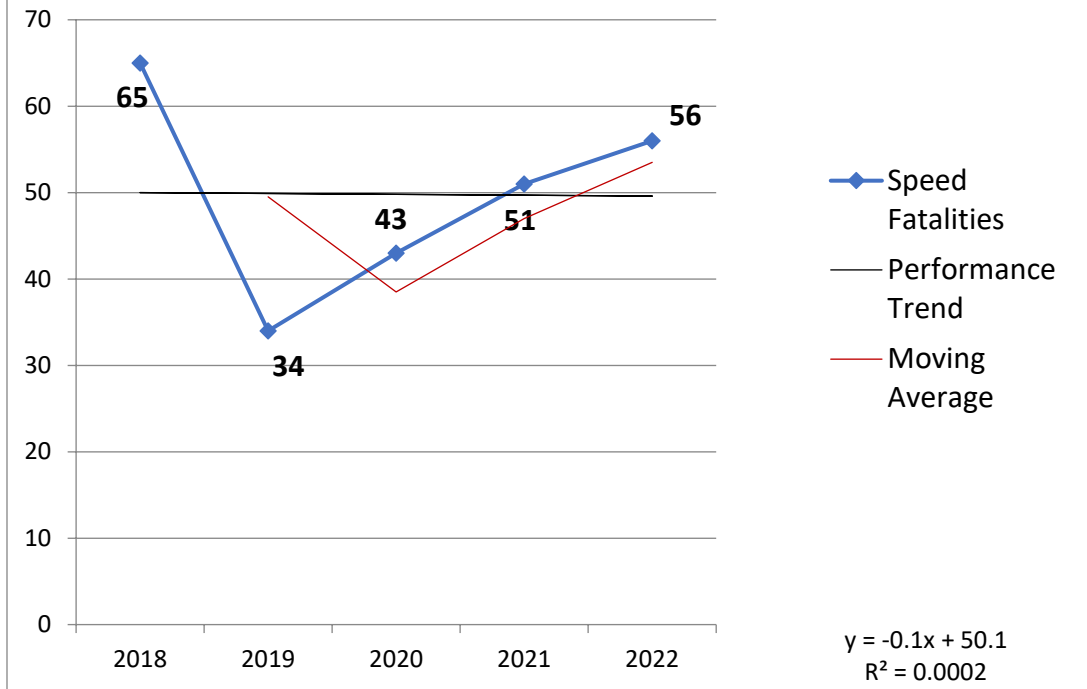
Traffic Safety Problem Identification

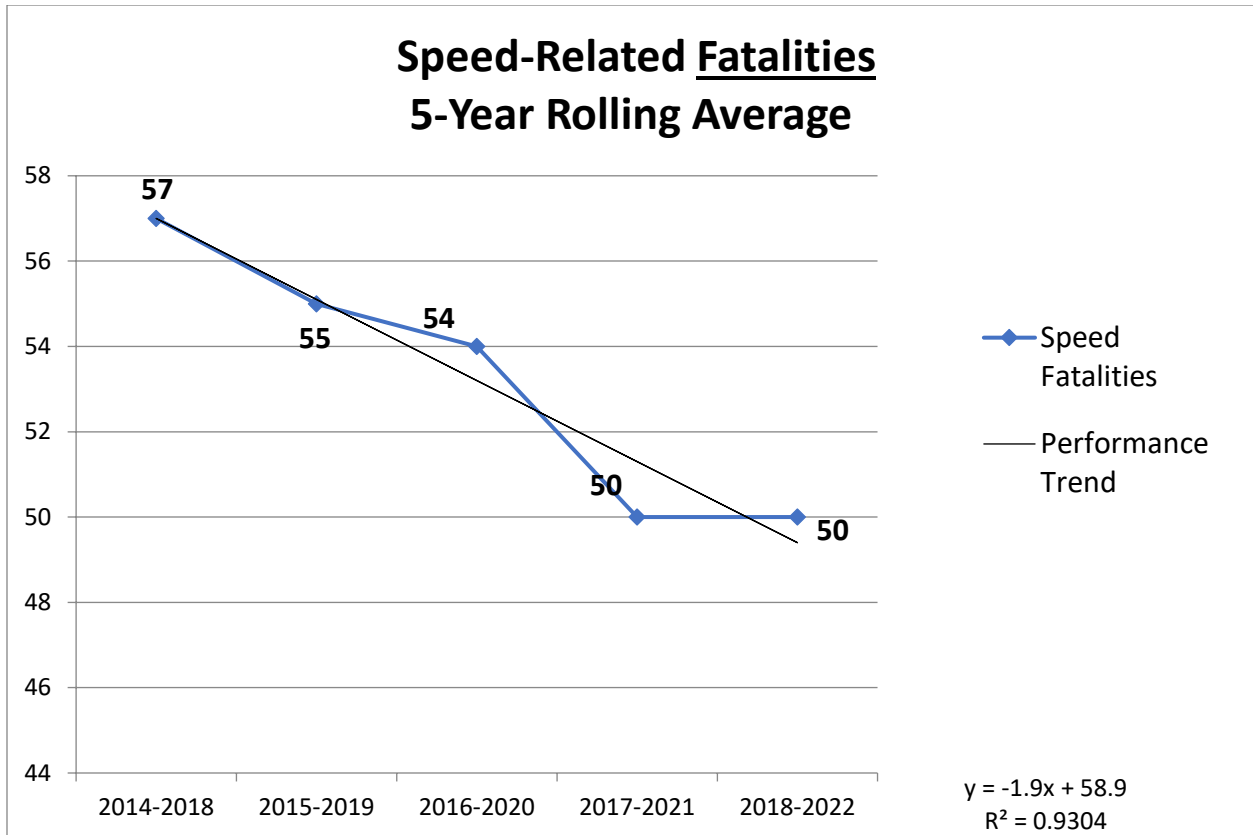
Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2021	2025	502.4
6	C-6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2021	2025	44.00

In 2022, 146 fatalities (56 fatalities were speed related) resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Speed is still a leading causation (see charts below). In 2021, there were 457 non-fatal speed related crashes. Additionally, there were of 28,092 crashes that occurred on New Hampshire roadways resulting in the 507 serious bodily injuries (A). New Hampshire believes that the number of reportable crashes as well as serious bodily injuries is significantly under reported, due to the current crash reports utilized by local and county LE agencies. However, this is beginning to change because as of July 17, 2024, there are 154 LE agencies (an increase from 131 as of June 14, 2023) out of potentially 209 that are currently electronically reporting MMUCC IV or MMUCC V compliant crash reports to the DMV VISION system. The New Hampshire State Police is currently submitting MMUCC V compliant crash reports helping to contribute more detailed crash data to determine trending concerns. The older crash report at times utilized by local and county LE agencies does not affectively account for serious bodily injury or crashes with a contributing factor of distraction.

Speed-Related Fatalities 2018-2022





Using the funding methodology, the NH OHS will focus heavily on fatal, non-fatal crash, and serious injury crashes to identify communities with the highest priority and will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach, we hope to combat upward concerning trends occurring on roads in our drive toward zero. For FFY 2025, crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data, the team at NH OHS will plan and implement enforcement and media efforts along high crash corridors (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4, as well as all interstates, etc.). Additionally, crash data will be obtained quarterly, as available, to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts.

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

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

- Media campaign
- Education and Awareness campaigns
- Public participation and engagement meetings (to include Community Outreach and Betterment)

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-2) Number of serious injuries in traffic crashes (State crash data files)	<ul style="list-style-type: none"> • PTS Media Campaign • PTS Overtime Enforcement Patrols • PTS Program Management 	5 Year	2021	2025	502.4
C-6) Number of speeding-related fatalities (FARS)		5 Year	2021	2025	44.00

Countermeasure Strategy: PTS Media Campaign

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Media Campaign**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities (56 fatalities were speed related) resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to decrease speed related fatalities to 44.00 (2021-2025 average).

Rationale

The Media Campaign countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. New Hampshire has increased our media and messaging output using the Department of Safety, Public Information Officer (PIO). The rationale for this planned activity is to combine the requisite level of messaging with enforcement to adequately address speed, distraction and other unsafe acts currently occurring on our roadways. The funding allocated to this planned activity is an effort to leverage a source of media that reaches all areas and all demographics of the motoring public with appropriate messaging.

Planned Activity: PTS Paid Media

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Media Campaign**

Planned Activity Description:

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

will provide radio media in the form of 15, 30, and 60 second highway safety related safety messages. Additionally, the vendor will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leveraging other digital platforms such as Facebook and Twitter. NH OHS will work closely with its media partners to produce topic specific PSA's and various other types of media to complement the current NHTSA provided media resources. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants, and alcohol and/or drug impaired driving. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Statewide/Concord
25-244	NH Department of Safety	Statewide/Concord
25-256	NH Department of Transportation	Statewide
25-265	AAA Northern New England	Statewide
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-272	IHEART	Statewide
25-274	Destination Entertainment Inc GSTV	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-281	WMUR TV	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-269	Derry CATS	Derry
25-276	NHIAA	Statewide

25-271	NH Fisher Cats	Statewide/Manchester
25-275	Matrix Entertainment	Statewide
25-287	EVR Advertising	Statewide/Manchester
25-289	NH Motor speedway	Statewide/ Loudon

Project Name	Police Traffic Services (PTS) Paid Media
Countermeasure strategy	Decrease speed-related motor vehicle fatalities through communication, education & outreach activities.
Project Agreement Number	25-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See intended subrecipients above
Organization Type	State highway safety office, state departments, universities, companies, organizations, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic Services 402PM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. However, the NH OHS is working to hire a media vendor to provide highway safety related messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-02-03	Paid Media	BIL/SUP NHTSA 402	Police Traffic Services 402 PM	2023/2024	\$100,000	\$25,000	

Countermeasure Strategy: PTS Overtime Enforcement Patrols/Equipment

Program Area: **Police Traffic Service (PTS)**

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

Project Safety Impacts

The NH OHS will provide overtime traffic enforcement and equipment grants to the NH State Police (Troops A, B, C, D, E, F, G and the special enforcement unit), County and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols and provide

the traffic safety equipment necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

Linkage between Program Area

In 2022, 146 fatalities (56 fatalities were speed related) resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Speed is still a leading causation (see charts below). In 2021, there were 457 non-fatal speed related crashes. Additionally, there were of 28,092 crashes that occurred on New Hampshire roadways resulting in the 507 serious bodily injuries (A), a 1% decrease from 512 in 2020. Using the funding methodology for FFY 2025, the NH OHS will focus efforts primarily on fatal, non-fatal crash, and serious injury crashes to identify communities with the highest priority to determine award amounts and strategically target these areas to change negative driving behavior. In this focused approach through the countermeasure strategy, Overtime Enforcement Patrols, and the Planned Activity Enforcement Patrols/Equipment, we hope to meet our target to maintain speed related fatalities at 44.00 (2021-2025 average) and decrease the serious injury target to 502.4 (2021-2025 average).

Rationale

The Overtime Enforcement Patrols countermeasure strategy was selected for this planned activity as it represented a good opportunity to achieve the stated performance goal within the Police Traffic Services program area. Utilizing overtime enforcement patrols will enable state, county, and local LE agencies to establish a high visibility, active presence on our roadways to continue to change negative driving behavior of motorists in areas such as speed and distraction (two major causes for fatalities and serious bodily injuries) in NH. Funding for the planned activities within this countermeasure will be allocated based on non-fatal crash and fatality data derived from the past five years.

Planned Activity: Enforcement Patrols/Speed Patrols/Equipment

Program Area: **Police Traffic Service (PTS)**

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

Planned Activity Description:

This planned activity will provide funds to support New Hampshire's State (NH State Police Troops A, B, C, D, E, F, G and the special enforcement unit and Trooper in the aircraft used to spot motorists traveling at high speeds), County, and Local law enforcement agencies efforts to conduct statewide enforcement patrols, purchase speed related equipment and receive certification (to use speed-related equipment) training. Funding for speed equipment will be

determined during the grant year based on need, priority, and patrols conducted. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. Enforcement patrols will be scheduled in 4-hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility enforcement during commuting hours in problem areas throughout our state. Patrols (Speed and Distracted Driving) will be conducted primarily around commuting hours and will also be targeted towards high crash corridors (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.) and altered as needed (locations and time of day) to address trending problem areas through proactive monitoring initiatives. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN

25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY

25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME

25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH

25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY

25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK
25	246	NH STATE POLICE	STATEWIDE

Project Name	Enforcement Patrols/Speed Patrols/Equipment
Countermeasure strategy	Decrease speed-related motor vehicle fatalities through enforcement of speeding laws.
Project Agreement Number	25-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipients list above
Organization Type	State, municipal and county
Federal Funding Source(s)	402/405e Flex
Eligible Use of Funds	23 USC (Police Traffic 402SC)/1300.24 (Police Traffic Services 405e M8*SC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. However, it is recommended that law enforcement be visible and active on patrols.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-02-04	Speed Enforcement Patrols/Equipment	BIL/SUP/NHTSA 402	Police Traffic 402SC	2023/2024/2025	\$877,410	\$219,353	\$877,410
25-02-04	Speed Enforcement Patrols/Equipment	BIL/SUP/NHTSA 402/405e Flex	Police Traffic Services 402/405e SC, B8L*SC, B8L*SC	2023/2024/2025	\$500,000	\$125,000	

Countermeasure Strategy: PTS Program Management

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities (56 fatalities were speed related) resulted from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. In 2021, there were 457 non-fatal speed related crashes. Additionally, there were of 28,092 crashes that occurred on New Hampshire roadways resulting in 507 serious bodily injuries (A), a 1% decrease from 512 in 2020. Funding the Program Management countermeasure strategy to support the planned activities of; Planning & Administration, NH OHS Staff and Traffic Safety

Commission will greatly enhance the capabilities of the NH OHS through the implementation and servicing/monitoring of all enforcement, equipment, and other projects. It is anticipated that this planned activity will help to continue to meet the performance targets by decreasing speed related fatalities at 44.00 (2021-2025 average) and projecting a serious injury target of 502.4 (2021-2025 average).

Rationale

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

Planned Activity: Planning & Administration

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social

media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
25-02-01	NH Office of Highway Safety	Concord

Project Name	Planning and Administration
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	25-02-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include funding sound system to provide highway safety messaging to the public during events or initiatives.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-02-01	Planning & Administration	BIL/SUP/NHTSA 402	Planning and Administration 402PA	2024/2025	\$219,750	\$219,750	

Planned Activity: NH OHS Staff

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

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

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
25-02-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	25-02-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic 402PT)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will allow the NH OHS to conduct PPE meetings in underserved communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-02-02	NH OHS Staff	BIL/SUP/ NHTSA 402	Police Traffic 402PT	2023/2024	\$167,500	\$41,875	

Planned Activity: Traffic Safety Commission

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

Funding will be provided to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute RSA 21-P: 64, effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and

recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving Conference and Governor's Traffic Safety Conference. A keynote speaker shall be presenting at this conference to have funds cover the luncheon, plaques, etc. In 2024, an impaired driving taskforce was established as a subcommittee of the Traffic Safety Commission. Also, for 2025, the commission will look to include other partners, stakeholders, and coalitions to increase communication to improve highway safety in New Hampshire. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and enforcement to inform the motoring public of the hazards of these dangerous choices. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths. These ideas from the public to minimize overall crashes will be discussed with the Traffic Safety Commission, Impaired Driving Taskforce, and the Motorcycle Taskforce.

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
25-02-05	NH Office of Highway Safety	Concord

Project Name	Traffic Safety Commission
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	25-02-05
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic 402PT)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The Traffic Safety Commission continues to be a great venue to discuss highway safety topics, concerns, and potential legislative changes and enhancements with all members participating.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-02-05	Traffic Safety Commission	BIL/SUP/ NHTSA 402	Police Traffic 402PT	2023/2024	\$1,000	\$250	

Program Area: Teen Traffic Safety Program (TD)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
9	C-9	C-9) Number of drivers under age 21 involved in fatal crashes (FARS)	5 Year	2021	2025	7.0

Between 2018 and 2022 there were 33 fatal crash victims under the age of 21. Six (6) fatalities occurred among the 16-20 age group in 2022, increasing fatalities that occurred in 2021. Drivers younger than 20 have significantly lower crashes when compared to other age groups. Drivers in the 55-64 age group have moved to the top. Distracted driving is the most likely cause of crashes among teen drivers. With statistics such as these in mind, it is the goal of NH OHS through countermeasure strategies (Media Campaign, Education/Outreach, and Program Management), to achieve the performance target of young driver involved fatalities of 7.0 (2021-2025 average).

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-9) Number of drivers under age 21 involved in fatal crashes (FARS)	<ul style="list-style-type: none"> • TD Education & Outreach • TD Media Campaign • TD Program Management 	5 Year	2021	2025	7.0

Countermeasure Strategy: TD Education & Outreach

Program Area: Teen Traffic Safety Program (TD)

Countermeasure Strategy ID: TD Education & Outreach

Project Safety Impacts

Funds will be provided to the Injury Prevention Center at Children’s Hospital at Dartmouth (ChaD), Matrix Entertainment, and Alliance Sports Marketing to support educational programs to inform teens of the true risks associated with driving. Emphasis areas include seat belt use

(educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. Funds will also be provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youths and families related to distracted driving and safe driving habits to save lives. The collaborative efforts of the planned activities Youth Operator and Community Alliance for Teen Safety, under the countermeasure strategy Education & Outreach, are hoped to reduce crash-related deaths and injuries among those 16-20 years of age across the State of New Hampshire.

Linkage between Program Area

In 2022, 146 fatalities (there were 6 under age 21 fatalities) resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Funding the TD Education and Outreach countermeasure strategy to support the following planned activities will greatly support the overall mission statement of the NH OHS through the implementation of robust enforcement and educational projects and will therefore help to meet the speed-related fatality target at 44.00 (2021-2025 average), the unrestrained fatality target at 48.2 (2021-2025 average), and the serious injury target of 502.4 (2021-2025 average).

Rationale

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

Planned Activity: TD Youth Operator Program

Program Area: **Teen Traffic Safety Program (TD)**

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

Planned Activity Description:

The Injury Prevention Center at CHaD, will coordinate programs to inform teens of the risks associated with driving. Funds shall be used to support Personnel Service at \$95,162.59 and Benefits at \$23,450.01, Current Expenses at \$10,650.00, Indirect cost at \$17,741.26, Contractual Services at \$74,500.00 (i.e. Matrix Entertainment, Think Fast Interactive, media, website hosting, etc.), and travel at \$7,100.00. Teens shall be made aware that their age group has a high crash rate and therefore an increased potential to be involved in a crash. Information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving, and the risks associated with speeding. Approximately 15 schools shall be served through the youth operator program that shall create peer-to-peer groups in these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. These schools and their locations will be chosen based on high crash rates and chosen based on a community that may be underserved and overrepresented by crash data. Risks associated with driving while impaired or distracted will be enhanced through presentations conducted by the youth operator specialists and Matrix Entertainment using driving simulators. The process of identifying participating schools will involve an analysis of risk factors identified in the Youth Risk Behavior Survey (YRBS) results, Department of Safety Crash Data, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This program provides a share to local component through the implementation and presentation of highway safety issues designed for communities throughout the state. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-266	Injury Prevention Center	Lebanon

Project Name	TD Youth Operator Program
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	25-266
Amendment to Add Project Numbers	No
Subrecipients(s)	Injury Prevention Center
Organization Type	Hospital
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. New schools continue to be added to this youth operator program to continue to promote highway safety to minimize crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-08-04	Youth Operator	BIL/SUP/NHTSA 402	Teen Safety Program 402 TSP	2023/2024	\$205,154	\$51,289	

Planned Activity: Parent / Teen Safe Driving Modeling and Education

Program Area: **Teen Traffic Safety Program (TD)**

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

Planned Activity Description:

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate

for parent-teen driving contracts, while emphasizing the importance of a parent’s role in modeling safe driving habits for their children. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving and seat belt consultants, presenters, and travel for teens to attend the Governor’s Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2025. There will be an evaluation component to measure. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-269	Derry CATS	Derry
25-275	Matrix Entertainment	Grand Rapids, Michigan

Project Name	Parent / Teen Safe Driving Modeling and Education
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	25-266, 25-275
Amendment to Add Project Numbers	No
Subrecipients(s)	Derry CATS, Matrix Entertainment
Organization Type	Non-profit, company
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment made. However, parents and guardians should be encouraged included to participate.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-08-05	Parent/Teen Safe Driving Modeling and Education	BIL/SUP/ NHTSA 402	Teen Safety Program 402TSP	2023/2024	\$20,000	\$5,000	

Countermeasure Strategy: TD Media Campaign

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Media Campaign**

Project Safety Impacts

The OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSAs to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization, or association (such as New Hampshire Departments of Safety, Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment, NHIAA, EVR Advertising, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns, focusing on the state’s primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program, to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the State.

Linkage between Program Area

In 2022, 146 fatalities (there were 6 under age 21 fatalities) resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021.

Funding the Teen Driver Safety countermeasure strategy to support the planned activity Teen Driver Media Campaign will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all youth operator education and messaging. It is anticipated that this planned activity will help to meet the speed-related fatality target at 44.00 (2021-2025 average), the unrestrained fatality target at 48.2 (2021-2025 average), the serious injury target at 502.4 (2021-2025 average), and the drivers under age 21 fatality target at 7.0 (2021-2025 average).

Rationale

The Media Campaign countermeasure strategy was selected within the Teen Driver program area as it represented a good opportunity to help to achieve the stated program area performance goal, with the funding allocation in the planned activity Paid Media. NH OHS will continue to partner with the Dartmouth Injury Prevention Center to reach out to teen drivers to emphasize the importance of utilizing restraint devices while operating a motor vehicle. The funding in this planned activity will allow the NH OHS to utilize PSA's developed by our partners to reach out to parents and guardians of teen drivers. Teen drivers continue to be involved in crashes related to distraction and have been shown to also be involved in crashes related to excessive speed. Continuing the messaging at all levels will be paramount to our goal of modifying behavior and changing the thought process with teen drivers that speeding and distraction while operating a motor vehicle are not acceptable behaviors.

Planned Activity: Paid Media

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Media Campaign**

Planned Activity Description:

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

specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants, and alcohol and/or drug impaired driving. Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-245	NH Office of Highway Safety	Statewide/Concord
25-256	NH Department of Transportation	Statewide
25-265	AAA Northern New England	Statewide
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-272	IHEART	Statewide
25-274	Destination Entertainment Inc GSTV	Statewide
25-283	NH Association of Broadcasters	Statewide
25-230	Southern NH University	Manchester
25-235	Dartmouth College	Hanover
25-236	Keene State College	Keene
25-237	Plymouth State college	Plymouth
25-238	University of New Hampshire	Durham
25-279	Alliance Sports Marketing	Statewide
25-281	WMUR TV	Statewide
25-285	National Safety Council	Statewide
25-286	Business & Industry Association of NH	Statewide
25-269	Derry CATS	Derry
25-276	NHIAA	Statewide
25-271	NH Fisher Cats	Statewide/Manchester
25-275	Matrix Entertainment	Statewide
25-266	Injury Prevention Center	Statewide
25-287	EVR Advertising	Statewide/Manchester
25-244	NH Department of Safety	Statewide/Concord
25-289	NH Department of Safety	Statewide/Loudon

Project Name	TD Paid Media
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, communication & outreach activities.
Project Agreement Number	25-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State highway safety office, State departments, universities, companies, organizations, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Paid Advertising 402PM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The NH OHS is working to hire a media vendor to provide media messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-08-03	Paid Media	BIL/SUP/ NHTSA 402	Paid Advertising 402PM	2023/2024	\$50,000	\$12,500	

Countermeasure Strategy: TD Program Management

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities (there were 6 under age 21 fatalities) resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, and other projects, and will therefore help to meet the speed-related fatality target at 44.00 (2021-2025 average), the unrestrained fatality target at 48.2 (2021-2025 average), the serious injury target at 502.4 (2021-2025 average), and the drivers under age 21 fatality target at 7.0 (2021-2025 average).

Rationale

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

Planned Activity: Planning & Administration

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior

Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of state traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-08-01	NH Office of Highway Safety	Concord

Project Name	TD Planning and Administration
Countermeasure strategy	Decrease young driver (TD-Teen Driver) motor vehicle fatalities through program management.
Project Agreement Number	25-08-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include a sound system to use during highway safety events to inform the public if highway safety messaging.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-08-01	Planning & Administration	BIL/SUP NHTSA 402	Teen Safety Program 402PA	2023/2024	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (excluding the Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes involving teen drivers. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) and education to inform the teen motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-08-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staffing
Countermeasure strategy	Decrease young driver (TD-Teen Driver) motor vehicle fatalities through program management.
Project Agreement Number	25-08-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will allow the NH OHS to conduct PPE meetings in underserved communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-08-02	NH OHS Staff	BIL/SUP/ NHTSA 402	Teen Safety Program 402 TSP	2023/2024	\$24,660	\$6,165	

Program Area: Community Traffic Safety Program

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
1	C-1	C-1) Number of traffic fatalities (FARS)	5 Year	2021	2025	122.0
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2021	2025	502.4

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022. With statistics such as these, it is the goal of NH OHS through the countermeasure strategy, Community education/outreach, that will help meet the fatality target of 122.0 (2021-2025 average) and serious injuries of 502.4 (2021-2025 average).

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> COB Community Education & Outreach 	5 Year	2021	2025	122.0
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> COB Community Education & Outreach 	5 Year	2021	2025	502.4

Countermeasure Strategy: Community Education & Outreach

Program Area: **Community Traffic Safety Program (COB)**

Countermeasure Strategy ID: **COB Education & Outreach**

Project Safety Impacts

This strategy represents a good opportunity to help to achieve the stated performance goal by utilizing New Hampshire law enforcement agencies and non-profit organizations to conduct important highway safety messaging. Education and outreach are a key component of the annual grant application. The funding for this planned activity is to leverage the expertise and resources of our law enforcement partners and nonprofit organizations to effectively educate drivers in marginalized communities on highway safety to help reduce crashes and save lives. Additionally, In FFY 2021, New Hampshire conducted a Driver Education Program assessment and received recommendations. Within this assessment under the opportunities/recommendations for Section 1: Program Administration, it mentioned, to provide for alternate language options as an accommodation to meet cultural and diverse learning style needs of the citizens of New Hampshire. In FFY 2025, it is possible that this project may be able to assist in making this effort a reality as it is geared towards providing important highway safety messaging to marginalized communities and or drivers.

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022.

Funding the Community Education and Outreach countermeasure strategy to support the following planned activity will greatly support the overall mission statement of the NH OHS by helping to meet the fatality target of 122.0 (2021-2025 average) and serious injuries target of 502.4 (2021-2025 average).

Rationale

This Education and Outreach countermeasure strategy was selected to achieve providing educational highway safety messaging to traditionally marginalized communities and New Hampshire drivers. This strategy represents a good opportunity to help to achieve the stated performance goal by utilizing New Hampshire law enforcement agencies and non-profit organizations to conduct important highway safety messaging. Education and outreach is a key component of the highway safety plan. The funding for this planned activity is to leverage the expertise and resources of our law enforcement partners and non-profit organizations to effectively educate drivers in marginalized communities on highway safety to help reduce crashes and save lives.

Planned Activity: Community Outreach and Betterment (COB)

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

Planned Activity Description:

Funds will be provided to New Hampshire State Police, local law enforcement agencies (in urban and rural locations), and nonprofit organizations to conduct a Community Outreach & Betterment (COB) highway safety grant to communities throughout New Hampshire. Funds will also be used to support interpretation/translation services (also used in the development, creation, and printing of multilingual drivers' education manuals), printing expenses used to provide handouts incorporating highway safety messaging to participants, food (light refreshments), and hall or location fee (if necessary). The purpose of the COB Grant is to educate communities and traditionally marginalized New Hampshire drivers, on important highway safety messaging (i.e. Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.) while encouraging diversity and collaboration among all highway safety partners involved. The NH OHS is very excited to continue this program in FFY 2024 under the Federal Government Executive Order that states "The Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality." Using these federal funds from the National Highway Traffic Safety Administration (NHTSA), invited and awarded agencies and organizations will be able to conduct educational outreach programs to groups in

New Hampshire identified by NH OHS that would best be served by direct and targeted highway safety messaging. Under the COB Grant, these groups are identified as:

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

NHOHS believes highway safety messaging (i.e. Child Passenger Safety, Seat Belt Safety, Impaired Driving, Distracted Driving, Pedestrian & Bicycle Safety, Speeding, Driver Safety, Rules of The Road, etc.) is imperative and should be easily accessible to all persons and communities, regardless of resources or funding. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to reduce crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.), education and enforcement to inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number		Subrecipient(S)	Location
25-265		AAA Northern New England	Statewide
25-246		NH State Police	Statewide/Troop G
25-269		Derry CATS	Derry
<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER

25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN
25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH

25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD
25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE

25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL P.D.	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN
25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY

25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD
25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE

25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY
25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER

25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK

Project Name	Community Outreach and Betterment (COB)
Countermeasure strategy	Decrease motor vehicle fatalities through targeted community -based communication, education, outreach activities.
Project Agreement Number	25-TBD (please see list above of intended subrecipients)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD (above)
Organization Type	State, municipal, county law enforcement, organizations, non-profits, etc.
Federal Funding Source(s)	402/405e
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402CP) 1300.24 (Community Outreach 405e M8*CP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment was made to provide funds to support interpretation/translation services used in the development, creation, and printing of multilingual drivers' education manuals for non english speaking members of underserved communities.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-09-03	Community Outreach & Betterment (COB)	BIL/SUP NHTSA 402	Community Outreach NHTSA 402 402CP	2023/2024	\$56,500	\$14,125	\$56,500
25-09-03	Community Outreach & Betterment	Bill/SUP NHSTA 402 – 405e	Community Outreach NHTSA 402-405e 402CP or 405eM8*CP	2023/2024	\$10,000	\$2,500	
25-09-03	Community Outreach & Betterment	BIL/SUP NHTSA 402	Community Outreach NHTSA 402 402CP, DE	2023/2024	\$45,000	\$11,250	\$45,000

Countermeasure Strategy: COB Program Management

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022. Funding the Program Management countermeasure strategy to support

the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, and other projects, and will therefore help to continue to meet the fatality target of 122.0 (2021-2025 average) and serious injuries target of 502.4 (2021-2025 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Community Outreach and Betterment (COB) program area.

Planned Activity: Planning & Administration

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**
Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). Also, the responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of state traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings

involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-09-01	NH Office of Highway Safety	Concord

Project Name	Planning and Administration
Countermeasure strategy	Decrease motor vehicle fatalities through program management.
Project Agreement Number	25-09-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjusted made to include sound system to provide messaging during events or initiatives.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-09-01	Planning & Administration	BIL/SUP NHTSA 402	Community Outreach NHTSA 402 402PA	2023/2024	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (excluding the Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, providing multilingual driver manuals, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-09 02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease motor vehicle fatalities through program management.
Project Agreement Number	25-09-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402CP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will allow the NH OHS to conduct PPE meetings in underserved communities to document highway safety concerns from the community.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-09-02	NH OHS Staff	BIL/SUP/ NHTSA 402	Community Outreach NHTSA 402 402 CP	2023/2024	\$25,000	\$6,250	

Activity Funding Information:

Program Area: Traffic Records (TR)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
17	A-5	A-5) TR E-Crash/Ticket Advancement	Annual	2025	2025	145

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

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

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

The States' traffic records systems are necessary to provide important information and data to various highway safety partners to be able to justify the implementation of programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities.

This plan includes new projects and updates on ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2025, the selected projects address the recommendations made from the NHTSA Traffic Records Assessment that was conducted on April 23, 2019.

The E-Crash/Ticket equipment project will continue for 2025. This equipment will allow New Hampshire law enforcement agencies to submit citations and crash reports to the State electronically instead of manually. Currently, there is a minimal backlog of these reports that are

entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications (MMUCC 4/5) already developed by vendors and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the state electronically. This will enable the State to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data.

The Mobile Data Terminal Project for locals will also continue for 2025 to assist law enforcement agencies in purchasing Mobile Data Terminals to facilitate the electronic submission of crash and citation data to the State.

The NH OHS is looking forward to the continuation of the E-Crash/Ticket Equipment projects (MDT’s, Printers, Scanners, GPS, and Mounts, and Firewall Software, etc.). Data from this equipment funded through the NH OHS will continue to be submitted electronically to the State “Vision” system. As integration continues, law enforcement agencies in the State will be submitting data to this central repository, which will not only reduce the backlog of crash reports entered manually, but also provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
A-5) TR E-Ticket Advancement	<ul style="list-style-type: none"> • TR Improve Timeliness • TR Program Management • TR Improve Accessibility • TR Improve Completeness • TR Improve Integration 	Annual	2025	2025	145

Countermeasure Strategy: TR Improve Timeliness

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Timeliness**

Project Safety Impacts

Currently the State of New Hampshire maintains two separate methods of obtaining crash related data submitted from State, county and local law enforcement. The use of manually completed crash reports by county and local law enforcement has, in prior years, caused a backlog of crash

data entry at the New Hampshire Division of Motor Vehicles. This backlog repeatedly impeded the ability of the New Hampshire Office of Highway Safety to develop a timely highway safety plan (now referred to as the annual grant application) and impeded the New Hampshire Department of Transportation's (NHDOT) ability to collaborate with the NH OHS during their development of the State Highway Improvement Plan. The NH OHS and our highway safety partners have been working diligently to improve the electronic submission of crash record to the DMV "VISION" reporting system. To date, there are 154 law enforcement agencies utilizing an electronic reporting system submitting MMUCC IV or MMUCC V compliant crash reports to the DMV VISION system. The goal of the NH OHS is to continue progress with migrating all law enforcement agencies throughout the state to the electronic MMUCC IV/V/VI compliant crash reporting system. By continuing to support and fund E Crash/Ticket equipment, a vendor to assist in the establishment of VPN connectivity, as well as funding a crash data analyst, and crash data entry, the state of New Hampshire will see a measurable improvement in the timeliness of the submission of critical crash data.

Linkage between Program Area

The NH OHS is looking forward to the continuation of the E-Crash/Ticket equipment and VPN project. Data from this equipment funded through the NH OHS will be submitted electronically to the State VISION system which is currently the core Highway Safety data system. With this countermeasure using these planned activities, law enforcement agencies in the State will be able to submit crash report data that is MMUCC IV/V/VI compliant, electronically, to reduce the backlog of crash reports entered manually, assisting in meeting our performance measure to provide the necessary data needed. This important data will identify areas where enforcement efforts and other countermeasures need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Rationale

Timeliness and accuracy of crash reporting are critical to being able to evaluate and analyze the effectiveness of the annual grant application. Using demographic data provided, a meta-analysis of the crash data can be performed and the areas in most need of funding support can be identified. Without the funding to continue these planned activities, the state, county, and local law enforcement agencies will not be able to meet the proposed performance targets related to timeliness of crash report submission.

Planned Activity: Crash Data – NH DMV

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Timeliness**

Planned Activity Description:

This planned activity will enable the NH Division of Motor Vehicles to fund the crash related activities associated with crash data input for 2-part time members for the manual data entry of crash reports (not including commercial vehicles and fatalities). Funds shall be used to support Personnel Services and the 3,744 support hours and benefits at \$41,648.00 and indirect costs at \$5,640.00. This will increase the timeliness of processing manually submitted crash reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition, a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered into the DMV VISION database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects to meet highway safety goals. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(S)	Location
25-244	NH Division of Motor Vehicles	Statewide/Concord

Activity Funding Information:

Project Name	Crash Data-DMV
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	25-244
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Division of Motor vehicles
Organization Type	State Department
Federal Funding Source(s)	405c
Eligible Use of Funds	1300.22 (405c Data Program)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. This countermeasure continues to maintain the potential of any crash report backlog that may occur.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-05	Crash Data – DMV	BIL/SUP 405c Data Program	405c Data Program B3DSA, B3TRP	2023/2024	\$50,000	\$12,500	

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

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Timeliness**

Planned Activity Description:

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

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN, enabling them to effectively deploy E-

Citation and E-Crash. This will increase the number of agencies that will be able to participate in the E-Citation/E-Crash program, resulting in more timely submission of data, as well as reduced errors ensuring that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing hardware and software (i.e., security hardware firewall, licenses, CAD RMS software, etc.), mobile data terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment and training for the Crash Analysis Reporting (CAR) for State Police and local LE CAR teams. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources

(enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
25	001	ALEXANDRIA PD	ALEXANDRIA
25	002	ALLENSTOWN PD	ALLENSTOWN
25	003	ALSTEAD PD	ALSTEAD
25	004	ALTON PD	ALTON
25	005	AMHERST PD	AMHERST
25	006	ANDOVER PD	ANDOVER
25	007	ANTRIM PD	ANTRIM
25	008	ASHLAND PD	ASHLAND
25	009	ATKINSON PD	ATKINSON
25	010	AUBURN PD	AUBURN
25	011	BARNSTEAD PD	BARNSTEAD
25	012	BARRINGTON PD	BARRINGTON
25	013	BARTLETT PD	BARTLETT
25	014	BATH PD	BATH
25	015	BEDFORD PD	BEDFORD
25	220	BELKNAP CTY SO	BELKNAP CTY
25	016	BELMONT PD	BELMONT
25	017	BENNINGTON PD	BENNINGTON
25	018	BERLIN PD	BERLIN
25	019	BETHLEHEM PD	BETHLEHEM
25	020	BOSCAWEN PD	BOSCAWEN
25	021	BOW PD	BOW
25	022	BRADFORD PD	BRADFORD
25	023	BRENTWOOD PD	BRENTWOOD
25	024	BRIDGEWATER PD	BRIDGEWATER
25	025	BRISTOL PD	BRISTOL
25	026	BROOKLINE PD	BROOKLINE
25	027	CAMPTON PD	CAMPTON
25	028	CANAAN PD	CANAAN

25	029	CANDIA PD	CANDIA
25	030	CANTERBURY PD	CANTERBURY
25	031	CARROLL PD	CARROLL
25	221	CARROLL CTY SO	CARROLL CTY
25	032	CENTER HARBOR PD	CENTER HARBOR
25	033	CHARLESTOWN PD	CHARLESTOWN
25	034	CHESTER PD	CHESTER
25	035	CHESTERFIELD PD	CHESTERFIELD
25	222	CHESHIRE CTY SO	CHESHIRE CTY
25	036	CHICHESTER PD	CHICHESTER
25	037	CLAREMONT PD	CLAREMONT
25	038	COLEBROOK PD	COLEBROOK
25	039	CONCORD PD	CONCORD
25	040	CONWAY PD	CONWAY
25	223	COOS CTY SO	COOS CTY
25	041	CORNISH PD	CORNISH
25	044	DANBURY P.D.	DANBURY
25	045	DANVILLE PD	DANVILLE
25	046	DEERFIELD PD	DEERFIELD
25	049	DEERING PD	DEERING
25	050	DERRY PD	DERRY
25	051	DOVER PD	DOVER
25	047	DUBLIN PD	DUBLIN
25	048	DUNBARTON PD	DUNBARTON
25	052	DURHAM PD	DURHAM
25	053	EAST KINGSTON PD	EAST KINGSTON
25	054	EFFINGHAM PD	EFFINGHAM
25	055	ENFIELD PD	ENFIELD
25	056	EPPING PD	EPPING
25	057	EPSOM PD	EPSOM
25	058	EXETER PD	EXETER
25	059	FARMINGTON PD	FARMINGTON
25	060	FITZWILLIAM PD	FITZWILLIAM
25	061	FRANCESTOWN PD	FRANCESTOWN
25	062	FRANCONIA PD	FRANCONIA
25	063	FRANKLIN PD	FRANKLIN
25	064	FREEDOM PD	FREEDOM
25	065	FREMONT PD	FREMONT
25	066	GILFORD PD	GILFORD

25	067	GILMANTON PD	GILMANTON
25	068	GOFFSTOWN PD	GOFFSTOWN
25	069	GORHAM PD	GORHAM
25	070	GOSHEN PD	GOSHEN
25	071	GRAFTON PD	GRAFTON
25	224	GRAFTON CTY SO	GRAFTON CTY
25	072	GRANTHAM PD	GRANTHAM
25	073	GREENFIELD PD	GREENFIELD
25	074	GREENLAND PD	GREENLAND
25	075	GROTON PD	GROTON
25	076	HAMPSTEAD PD	HAMPSTEAD
25	077	HAMPTON PD	HAMPTON
25	078	HAMPTON FALLS PD	HAMPTON FALLS
25	079	HANCOCK PD	HANCOCK
25	080	HANOVER PD	HANOVER
25	081	HARRISVILLE PD	HARRISVILLE
25	082	HAVERHILL PD	HAVERHILL
25	083	HEBRON PD	HEBRON
25	084	HENNIKER PD	HENNIKER
25	085	HILL PD	HILL
25	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
25	086	HILLSBORO PD	HILLSBORO
25	087	HINSDALE PD	HINSDALE
25	088	HOLDERNESS PD	HOLDERNESS
25	089	HOLLIS PD	HOLLIS
25	090	HOOKSETT PD	HOOKSETT
25	091	HOPKINTON PD	HOPKINTON
25	092	HUDSON PD	HUDSON
25	093	JACKSON PD	JACKSON
25	094	JAFFREY PD	JAFFREY
25	095	KEENE PD	KEENE
25	096	KENSINGTON PD	KENSINGTON
25	097	KINGSTON PD	KINGSTON
25	098	LACONIA PD	LACONIA
25	099	LANCASTER PD	LANCASTER
25	100	LANGDON PD	LANGDON
25	101	LEBANON PD	LEBANON
25	102	LEE PD	LEE
25	103	LINCOLN PD	LINCOLN

25	104	LISBON PD	LISBON
25	105	LITCHFIELD PD	LITCHFIELD
25	106	LITTLETON PD	LITTLETON
25	107	LONDONDERRY PD	LONDONDERRY
25	108	LOUDON PD	LOUDON
25	109	LYME PD	LYME
25	110	LYNDEBOROUGH PD	LYNDEBOROUGH
25	111	MADBURY PD	MADBURY
25	112	MADISON PD	MADISON
25	113	MANCHESTER PD	MANCHESTER
25	114	MARLBOROUGH PD	MARLBOROUGH
25	115	MARLOW PD	MARLOW
25	116	MASON PD	MASON
25	117	MEREDITH PD	MEREDITH
25	118	MERRIMACK PD	MERRIMACK
25	226	MERRIMACK CTY SO	MERRIMACK CTY
25	119	MIDDLETON PD	MIDDLETON
25	120	MILFORD PD	MILFORD
25	121	MILTON PD	MILTON
25	123	MONT VERNON PD	MONT VERNON
25	124	MOULTONBOROUGH PD	MOULTONBOROUGH
25	125	NASHUA PD	NASHUA
25	126	NELSON PD	NELSON
25	127	NEW BOSTON PD	NEW BOSTON
25	128	NEW CASTLE PD	NEW CASTLE
25	129	NEW DURHAM PD	NEW DURHAM
25	130	NEW HAMPTON PD	NEW HAMPTON
25	131	NEW IPSWICH PD	NEW IPSWICH
25	132	NEW LONDON PD	NEW LONDON
25	133	NEWBURY PD	NEWBURY
25	134	NEWFIELDS PD	NEWFIELDS
25	135	NEWINGTON PD	NEWINGTON
25	136	NEWMARKET PD	NEWMARKET
25	137	NEWPORT PD	NEWPORT
25	138	NEWTON PD	NEWTON
25	139	NORTH HAMPTON PD	NORTH HAMPTON
25	140	NORTHFIELD PD	NORTHFIELD
25	141	NORTHUMBERLAND PD	NORTHUMBERLAND
25	142	NORTHWOOD PD	NORTHWOOD

25	143	NOTTINGHAM PD	NOTTINGHAM
25	144	ORFORD PD	ORFORD
25	145	OSSIPEE PD	OSSIPEE
25	146	PELHAM PD	PELHAM
25	147	PEMBROKE PD	PEMBROKE
25	148	PETERBOROUGH PD	PETERBOROUGH
25	149	PIERMONT PD	PIERMONT
25	150	PITTSBURG PD	PITTSBURG
25	151	PITTSFIELD PD	PITTSFIELD
25	152	PLAINFIELD PD	PLAINFIELD
25	153	PLAISTOW PD	PLAISTOW
25	154	PLYMOUTH PD	PLYMOUTH
25	155	PORTSMOUTH PD	PORTSMOUTH
25	237	PSU PD	PSU
25	157	RAYMOND PD	RAYMOND
25	159	RINDGE PD	RINDGE
25	160	ROCHESTER PD	ROCHESTER
25	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
25	161	ROLLINSFORD PD	ROLLINSFORD
25	162	ROXBURY PD	ROXBURY
25	163	RUMNEY PD	RUMNEY
25	164	RYE PD	RYE
25	165	SALEM PD	SALEM
25	166	SANBORNTON PD	SANBORNTON
25	167	SANDOWN PD	SANDOWN
25	168	SANDWICH PD	SANDWICH
25	169	SEABROOK PD	SEABROOK
25	170	SOMERSWORTH PD	SOMERSWORTH
25	171	SOUTH HAMPTON PD	SOUTH HAMPTON
25	172	SPRINGFIELD PD	SPRINGFIELD
25	174	STODDARD PD	STODDARD
25	175	STRAFFORD PD	STRAFFORD
25	228	STRAFFORD CTY SO	STRAFFORD CTY
25	176	STRATHAM PD	STRATHAM
25	177	SUGAR HILL PD	SUGAR HILL
25	229	SULLIVAN CTY SO	SULLIVAN CTY
25	178	SUNAPEE PD	SUNAPEE
25	179	SUTTON PD	SUTTON
25	180	SWANZEY PD	SWANZEY

25	181	TAMWORTH PD	TAMWORTH
25	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
25	183	THORNTON PD	THORNTON
25	184	TILTON PD	TILTON
25	203	TOWN OF DALTON	DALTON
25	185	TROY PD	TROY
25	186	TUFTONBORO PD	TUFTONBORO
25	238	UNH PD	UNH
25	187	WAKEFIELD PD	WAKEFIELD
25	188	WALPOLE PD	WALPOLE
25	189	WARNER PD	WARNER
25	190	WARREN PD	WARREN
25	191	WASHINGTON PD	WASHINGTON
25	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
25	193	WEARE PD	WEARE
25	194	WEBSTER PD	WEBSTER
25	195	WENTWORTH PD	WENTWORTH
25	196	WHITEFIELD PD	WHITEFIELD
25	197	WILMOT PD	WILMOT
25	198	WILTON PD	WILTON
25	199	WINCHESTER PD	WINCHESTER
25	200	WINDHAM PD	WINDHAM
25	201	WOLFEBORO PD	WOLFEBORO
25	202	WOODSTOCK PD	WOODSTOCK

Project Number	Subrecipient(s)	Location
25-246	NH State Police	Concord

Project Name	E-Ticket/Crash Upgrade and J-One Installation Assistance
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	25- (Please see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	State, municipal, county law enforcement
Organization Type	State Police, Municipal and County
Federal Funding Source(s)	402/405c
Eligible Use of Funds	23 USC (Data Program 402TR)/1300.22(Date Program 405c M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. These funds continue to be used to enhance the states crash data collection through the electronic filing of MMUCC crash reports to the DMV VISION system.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 402 Data Program	402 Data Program 402TR	2023/2024	\$560,000	\$140,000	\$560,000
25-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 405c Data Program	405c Data Program 405c M3DA	2023/2024	\$30,000	\$7,500	

25-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 402 Data Program	402 Data Program 402TR	2023/2024	\$50,000	\$12,500	\$50,000
25-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 405c Data Program	405c Data Program 405c M3DA	2023/2024	\$50,000	\$12,500	

Countermeasure Strategy: TR Program Management

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Project Safety Impacts

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

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022. Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to continue to meet the speed related fatalities target at 44.00 (2021-2025 average), the unrestrained fatalities target at 48.2 (2021-2025 average), and the serious injury target of 502.4 (2021-2025 average).

Rationale

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

Planned Activity: Planning & Administration

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with

the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Project Number	Subrecipient(s)	Location
25-03-01	NH Office of Highway Safety	Concord

Intended Sub Recipients:

Project Name	Planning and Administration
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	25-03-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to include a sound system to use during events to provide training and highway safety messaging to partners and the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-01	Planning & Administration	BIL/SUP NHTSA 402	Planning and Administration 402PA	2024/2025	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions proportional to this program area (excluding Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-03-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	25-03-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	N/A for 2025
Project Name	NH OHS Staff
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	25-03-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)

Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment made. NH OHS staff will continue to encourage law enforcement partners to submit MMUCC complaint crash reports to VISION for the state to be able to collect important crash data.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-02	NH OHS Staff	BIL/SUP NHTSA 402	Traffic Records 402TR	2024/2025	\$48,750	\$12,188	

Planned Activity: Traffic Records Consultant

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description:

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to (3) Traffic Records Coordination Committee (TRCC) meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NH OHS to update the Traffic Records Strategic Plan, the annual report, coordinate and conduct the traffic records assessment and

assessment workshops to address recommendations and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c/402 funding and support the administration and activities of the TRCC and its subcommittees. This involves providing expert opinion on traffic records related subjects and insuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state’s plan for Traffic Records Improvement. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA’s, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of highway safety data was mentioned and location of crashes (to include causation) to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Project Name	Traffic Records Consultant
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	25-273
Amendment to Add Project Numbers	No
Subrecipients(s)	Lexis Nexis
Organization Type	Company
Federal Funding Source(s)	402/405e Flex
Eligible Use of Funds	23 USC (Traffic Records 402TR)/1300.24 (Traffic Records 405e M8*TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The traffic records consultant continues to provide valuable insight to improve the states traffic records system. Also, this countermeasure provides for the development of the traffic records strategic plan to document the states traffic records projects and progress.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-273	Lexis Nexis	Statewide/Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-03	Traffic Records Consultants	BIL/SUP 402 – 405e Flex	Traffic Records 402 TR or 405e M8*TR, B8A*TR	2022/2023/2024	\$70,000	\$17,500	

Countermeasure Strategy: TR Improve Accessibility

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Accessibility**

Project Safety Impacts

The State’s traffic records systems need to efficiently collect and provide the information necessary to implement programs and countermeasures that reduce motor vehicle crashes, injuries, and fatalities. Within the Traffic Records program area, there are ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2025, the selected projects address the recommendations made from the NHTSA Traffic Records Assessment that was conducted in April 2019. Funds will be provided to the Department of Safety to improve the accessibility of the core highway safety database through the countermeasure strategy to Improve Accessibility; within the planned activity Data Analysis, data will be entered into the database for analysis. Improved accessibility to cumulative data and subsequent analysis will provide performance indicators to help determine the levels of support of highway safety projects to meet specific goals. This will greatly assist the NH OHS and its partners to better identify areas where enforcement efforts and media messaging are most needed, thus positively impacting overall traffic safety by helping to decrease traffic crashes, related fatalities, and serious injuries.

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022. Through initiatives, such as the countermeasure strategy Improve

Accessibility, and with funds allocated within the planned activity Data Analysis, along with other projects, we hope to contribute greatly to the efficient collection, sharing, and analysis of the State's traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Annual Grant Application and therefore help to minimize crashes and the resulting injuries and or fatalities.

Rationale

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

Planned Activity: Data Analysis

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Accessibility**

Planned Activity Description:

Funds shall be provided to the Department of Transportation for a Data Analyst who will retrieve, collect, and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging. This will help support the NH OHS by providing performance indicators to better determine support of highway safety projects more effectively and efficiently to share and disseminate important traffic records data with other highway safety partners to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FFY 2025, the data analyst will continue to produce an annual non-fatal crash report. This tool will become a principal tool to reduce fatalities and injuries. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in

the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-256	NH Department of Transportation	Statewide/Concord

Project Name	Data Analyst
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	25-256
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Transportation
Organization Type	State Department
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment. This important countermeasure will provide the most updated non-fatal crash data needed to determine where highway safety concerns are occurring.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-08	Data Analysis	NHTSA 402	Traffic Records 402 TR	2023/2024	\$17,100	\$4,275	

Countermeasure Strategy: TR Improve Completeness

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Completeness**

Project Safety Impacts

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

- Police crash reports
- State vehicle registration files
- State driver licensing files

- State highway department data
- Vital records department data
- Death certificates
- Coroner/medical examiner reports
- Emergency medical service reports

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

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 in 2022. Through initiatives such as the countermeasure strategy to Improve Completeness and with funds allocated within the planned activity Fatal Analysis Reporting, along with other projects, we hope to contribute greatly to the efficient collection, sharing, and analysis of the State's traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area, and the overall annual grant application, and therefore help to minimize crashes and the resulting injuries and or fatalities.

Rationale

The countermeasure was chosen for this planned activity, Fatal Analysis Reporting, as it was the best representative of the activity's objective. Consistent and frequent monitoring of fatalities, to include location and causation of fatalities, will allow the NH OHS to deploy the necessary countermeasures and planned activities throughout the year to not only meet our established goals for FFY 2025, but also significantly reduce fatalities and SBI statewide.

Planned Activity: Fatality Analysis Reporting

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Completeness**

Planned Activity Description:

The Fatality Analysis Reporting System (FARS) gathers data on fatal traffic crashes that occur each year. This data is essential to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This project will allow for the uniform and timely compilation of data, both

statistical and specific information to assist local, state, and federal agencies to prevent further loss of life. This task will supplement other federal funds that support the data analyst position. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education and enforcement to help inform the motoring public of the hazards of dangerous choices (speeding, driving impaired, not wearing a seat belt, distracted driving, etc.). Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-248	NH Division of Motor Vehicles	Statewide/Concord

Project Name	Fatality analysis reporting
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	25-248
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Division of Motor Vehicles
Organization Type	State Department
Federal Funding Source(s)	405c
Eligible Use of Funds	1300.22 (Data Program 405C M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made at this time; however, timely, accurate fatality data is needed to understand when and where to deploy resources, etc. The NH OHS will continue to work with all highway safety partners to ensure the timely submission of this data.

Account Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-07	Fatality Analysis Reporting	405c Data Program	405c Data Program 405C M3DA	2022/2023/2024	\$78,000	\$19,500	

Countermeasure Strategy: TR Improve Integration

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Integration**

Project Safety Impacts

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

Linkage between Program Area

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

- C-1) Number of traffic fatalities (FARS)
- C-2) Number of serious injuries in traffic crashes (State crash data files)
- C-3) Fatalities/VMT (FARS, FHWA)
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-6) Number of speeding-related fatalities (FARS)
- C-9) Number of drivers age 21 or younger involved in fatal crashes (FARS)
- C-10) Number of pedestrian fatalities (FARS)
- C-11) Number of bicyclists’ fatalities (FARS)

Rationale

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

Planned Activity: Core Highway Safety Database

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Integration**

Planned Activity Description:

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

The “Core Highway Safety Database” will facilitate identification of areas that have high incidences of crashes and traffic violations. Along with these detailed data points, the expertise of the NH OHS will be deployed to reduce the incidence of crashes, and traffic violations on New Hampshire roadways and will directly impact Performance Targets. Funding will support this database and the implementation of a data warehouse and portal to ensure highway safety data is confirmed/accurate “scrubbed” and that all law enforcement partners will have the ability to submit crash reports electronically throughout the state and have access to this important core highway safety database. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, public participation meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included collecting data to better understand highway safety concerns and who, what, when, and where may be contributing to the overall problem of crashes. Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public has guided the NH OHS in the implementation of this project to help minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
25-248	NH Division of Motor Vehicles	Statewide/Concord
25-245	NH Office of Highway Safety	Statewide/Concord

Project Name	Core Highway Safety Database
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	25-248/25-245
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Division of Motor Vehicles, NH Office of Highway Safety
Organization Type	State Department
Federal Funding Source(s)	405c
Eligible Use of Funds	1300.22 (Data Program 405C M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments were made to include the data warehouse and portal to increase the ability to collect all important highway safety data.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-03-09	Core Highway Safety Database	405c Data Program	405c Data Program 405c M3DA	2023/2024	\$474,223	\$118,555.75	
25-03-09	Core Highway Safety Database	405c Data Program	405c Data Program 405c B3DSA, B3C, B3T	2024/2025	\$278,428	\$69,607.00	

Program Area: Police Emergency Medical Services/Equipment (EMS)

Traffic Safety Problem Identification

Associated Performance Measures

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> EMS & Equipment 	5 Year	2021	2025	122.0
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> EMS & Equipment 	5 Year	2021	2025	502.4

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 serious bodily injuries (A) in 2022.

Using the funding methodology will allow the NH OHS to focus heavily on fatal, non-fatal and serious injury crashes to identify communities with the highest priority and will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach, we hope to combat upward concerning trends occurring on roads in our drive toward zero. For FFY 2025, crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data and extrication data, the team at NH OHS will plan and implement EMS related equipment projects for the safety of first responders and to ensure that victims of a crash are removed from a motor vehicle in a timely efficient manner to receive medical care. Studies have shown that those extricated from a crash who have received medical care within an hour, “the golden hour”, are more likely to survive a crash. Additionally, crash data will be obtained quarterly, as available, to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed.

Providing our first responders with equipment essential to ensuring the safety of first responders and that victims of a crash receive medical care in a timely manner is crucial to saving lives.

Strategy to achieve this goal:

- Funding extrication equipment

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> EMS and Equipment 	5 Year	2021	2025	122.0
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> EMS and Equipment 	5 Year	2021	2025	502.4

Countermeasure Strategy: Emergency Medical Services/Equipment

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services/Equipment**

Project Safety Impacts

The NH OHS will provide new extrication equipment grants through the Planned Activity Emergency Medical Services/Equipment to fire department across the state of New Hampshire, to be able to extricate victims of a crash in a timely manner (“within the golden hour”) to receive medical attention to survive a crash. This new equipment will reduce crash-related deaths and serious injuries.

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 serious bodily injuries (A) in 2022.

Using the funding methodology for FFY 2025 will help to focus efforts primarily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact of the overall fatality and injury data. In this focused approach through the countermeasure strategy, Emergency Medical Services/Equipment, and the Planned Activities Emergency Medical Services/Equipment, we hope to meet our fatality target of 122.0 (2021-2025 average) and serious injury target of 502.4 (2021-2025 average).

Rationale

The Emergency Medical Services/Equipment countermeasure strategy was selected for this planned activity as it represented a good opportunity to use to achieve the stated performance goal within the Emergency Medical Services program area. Utilizing this very important equipment will ensure the safety of first responders responding to a crash and ensure victims of a crash are removed from a motor vehicle in a safe, timely, and efficient manner to receive medical care. Studies have shown that those extricated from a crash who have received medical care within an hour, “the golden hour”, are more likely to survive a crash. Funding for the planned activities within this countermeasure will be allocated based on overall crashes, serious injuries, fatalities, and extrication data that communities can provide to identify a highway safety problem.

Planned Activity: Emergency Medical Services/Equipment

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services/Equipment**

Planned Activity Description:

This planned activity will support our goal of fulfilling the Safe Systems approach of Post Crash Care by providing funds to support New Hampshire's fire departments with the purchase of extrication equipment (i.e., spreaders, cutters, stabilization, combi tools, etc.). Utilizing this EMS related equipment will allow first responders to ensure that victims of a crash are removed from a motor vehicle in a safe, timely, and efficient manner to receive medical care. Studies have shown that those extricated from a crash who have received medical care within an hour, “the golden hour”, are more likely to survive a crash. There is only one level 1 trauma facility in New Hampshire (Dartmouth Hitchcock Medical Center in Lebanon) that is also a level II Pediatric Trauma Center and the only air ambulance service (DHART) in New Hampshire. Being the only level I trauma center in New Hampshire adds to the importance of enhancing the ability of first responders to extricate victims of a crash in a timely manner. Additionally, new extrication equipment is important for fire departments to have to update or replace old or outdated extrication equipment that does not work well on newer vehicles constructed with newer metals. Funding for extrication equipment will be determined during the grant year based on need, priority, and data (to include the number of extrications conducted). Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize fatalities relating to speeding, distraction, seat belt use, impairment, etc. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) enforcement and equipment (to

include extrication equipment). Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Departments receiving **FIRE EXTRICATION EQUIPMENT** funds:

Intended Subrecipients

25		Acworth Volunteer Fire and Rescue	Acworth
25		Alexandria Fire Department	Alexandria
25		Allenstown Fire Department	Allenstown
25		Alstead Fire Department	Alstead
25		Alton Fire Department	Alton
25		Amherst Fire Rescue	Amherst
25		Andover Fire Department	Andover
25		Antrim Fire & Ambulance	Antrim
25		Ashland Fire Department	Ashland
25		Atkinson Fire Department	Atkinson
25		Auburn Fire Department	Auburn
25		Barnstead Fire	Barnstead
25		Barrington Fire & Rescue	Barrington
25		Bartlett Fire Department	Bartlett
25		Bath Fire Department	Bath
25		Bedford Fire Department	Bedford
25		Beecher Falls Fire Dept	Beecher
25		Belmont Fire Department	Belmont
25		Bennington Fire Rescue	Bennington
25		Berlin Fire Department	Berlin
25		Bethlehem Fire Department	Bethlehem
25		Boscawen Fire Department	Boscawen
25		Bow Fire Department	Bow
25		Bradford Fire Rescue	Bradford
25		Brentwood Fire Department	Brentwood
25		Bridgewater Fire Rescue & EMS	Bridgewater
25		Bristol Fire Department	Bristol
25		Brookline Fire Department	Brookline

25		Campton- Thornton Fire Rescue	Campton- Thornton
25		Canaan Fire Department	Canaan
25		Candia Fire & Rescue	Candia
25		Canterbury Fire & Rescue	Canterbury
25		Center Conway Fire	Center Conway
25		Center Harbor Fire Rescue	Center Harbor
25		Center Ossipee Fire & Rescue	Center Ossipee
25		Charlestown Fire Department	Charlestown
25		Chester Fire Department	Chester
25		Chesterfield Fire & Rescue	Chesterfield
25		Chichester Fire- Rescue	Chichester
25		Claremont Fire Department	Claremont
25		Colebrook Fire Department	Colebrook
25		Concord Fire Department	Concord
25		Conway Fire Department	Conway
25		Cornish Fire Department	Cornish
25		Croydon Fire & Rescue	Croydon
25		Dalton Fire Rescue	Dalton
25		Danbury Fire Department	Danbury
25		Danville Fire Department	Danville
25		Deerfield Fire & Rescue	Deerfield
25		Deering Fire / Rescue	Deering
25		Derry Fire Department	Derry
25		Dover Fire & Rescue	Dover
25		Dublin Fire Department	Dublin
25		Dunbarton Fire Department	Dunbarton
25		Durham Fire Department	Durham
25		East Conway Fire Department	East Conway
25		East Kingston FD	East Kingston
25		Easton Fire Department	Easton
25		Eaton Fire	Eaton
25		Effingham Fire Rescue	Effingham
25		Enfield Fire Department	Enfield
25		Epping Fire & Rescue Department	Epping
25		Epsom Fire	Epsom
25		Errol Volunteer Fire Department	Errol
25		Exeter Fire Department	Exeter

25		Farmington Fire & Rescue	Farmington
25		Fitzwilliam Fire	Fitzwilliam
25		Francestown Volunteer Fire Department	Francestown
25		Franconia Fire Department	Franconia
25		Franklin Fire Department	Franklin
25		Freedom Fire- rescue department	Freedom
25		Fremont Fire/Rescue	Fremont
25		Gilford Fire-Rescue	Gilford
25		Gilmanton Fire Rescue	Gilmanton
25		Gilsum Fire & Rescue	Gilsum
25		Goffstown Fire	Goffstown
25		Gorham Fire/EMS	Gorham
25		Goshen Rescue	Goshen
25		Grafton Volunteer Fire Department	Grafton
25		Grantham Fire-EMS	Grantham
25		Greenfield Fire and Rescue	Greenfield
25		Greenland Fire Department	Greenland
25		Greenville Fire & Rescue	Greenville
25		Groveton Fire Department	Groveton
25		Hampstead Fire Department	Hampstead
25		Hampton Falls Fire Department	Hampton Falls
25		Hampton Fire Rescue	Hampton
25		Hancock Fire Department	Hancock
25		Hanover Fire Department	Hanover
25		Harrisville Fire Department	Harrisville
25		Haverhill Fire Department	Haverhill
25		Hebron Fire Department	Hebron
25		Henniker Fire Department	Henniker
25		Hill Fire Department	Hill
25		Hillsboro Fire Rescue	Hillsboro
25		Hinsdale Fire Department	Hinsdale
25		Holderness Fire	Holderness
25		Hollis Fire	Hollis
25		Hooksett Fire Rescue Department	Hooksett
25		Hopkinton Fire Department	Hopkinton
25		Hudson Fire	Hudson
25		Jackson Fire Department	Jackson

25		Jaffrey Fire Rescue	Jaffrey
25		Jefferson Fire and EMS	Jefferson
25		Keene Fire Department	Keene
25		Kensington Fire Rescue	Kensington
25		Kingston Fire & Rescue	Kingston
25		Laconia Fire Department	Laconia
25		Lancaster Fire Department	Lancaster
25		Landaff Volunteer Fire Department	Landaff
25		Langdon Fire and Rescue	Langdon
25		Lebanon Fire Department	Lebanon
25		Lee Fire and Rescue	Lee
25		Lempster Fire Department	Lempster
25		Lincoln Fire Department	Lincoln
25		Lisbon Fire & EMS	Lisbon
25		Litchfield Fire Rescue	Litchfield
25		Littleton Fire Rescue	Littleton
25		Londonderry Fire Rescue	Londonderry
25		Loudon Fire Department	Loudon
25		Lyman Fire Department	Lyman
25		Lyme Fire & EMS / Fast Squad	Lyme
25		Lyndeborough Fire	Lyndeborough
25		Madbury Fire	Madbury
25		Madison Fire Rescue	Madison
25		Manchester Fire	Manchester
25		Marlborough Fire Department	Marlborough
25		Marlow Fire & EMS	Marlow
25		Mason Fire	Mason
25		Meredith Fire Department	Meredith
25		Merrimack Fire	Merrimack
25		Middleton Fire Rescue	Middleton
25		Milan Fire Department	Milan
25		Milford Fire Department	Milford
25		Milton Fire- Rescue	Milton
25		Monroe Fire Department	Monroe
25		Mont Vernon Fire Department	Mont Vernon
25		Moultonborough Fire Rescue	Moultonborough
25		Nashua Fire Rescue	Nashua

25		Nelson Fire & Rescue	Nelson
25		New Boston Fire Department	New Boston
25		New Castle Fire	New Castle
25		New Durham Fire	New Durham
25		New Hampton Fire	New Hampton
25		New Ipswich Fire	New Ipswich
25		New London Fire Department	New London
25		Newbury Fire Department	Newbury
25		Newfields Fire & Rescue	Newfields
25		Newington Fire	Newington
25		Newmarket Fire and Rescue	Newmarket
25		Newport Fire Department	Newport
25		Newton Fire Department	Newton
25		North Conway Fire/Rescue Department	North Conway
25		North Hampton Fire	North Hampton
25		North Walpole Fire Department	North Walpole
25		North Walpole Fire Department	North Walpole
25		Northwood Fire Rescue	Northwood
25		Nottingham Fire Rescue	Nottingham
25		Orford Fire Department	Orford
25		Ossipee Corner Fire Department	Ossipee
25		Pelham Fire	Pelham
25		Pembroke Fire Department	Pembroke
25		Peterborough Fire and Rescue	Peterborough
25		Piermont Fire Department	Piermont
25		Pittsburg Fire Department	Pittsburg
25		Pittsfield Fire Department	Pittsfield
25		Plainfield Fire Department	Plainfield
25		Plaistow Fire	Plaistow
25		Plymouth Fire- Rescue	Plymouth
25		Portsmouth Fire Department	Portsmouth
25		Randolph Fire Department	Randolph
25		Raymond Fire Department	Raymond
25		Richmond Fire Department	Richmond
25		Rindge Fire Department	Rindge
25		Rochester Fire Department	Rochester
25		Rollinsford Fire Department	Rollinsford

25		Roxbury Fire Department	Roxbury
25		Rumney Fire Department	Rumney
25		Rye Fire & Rescue	Rye
25		Salem Fire Department	Salem
25		Salisbury Volunteer Fire & Rescue Dept	Salisbury
25		Sanbornton Fire & Rescue	Sanbornton
25		Sandown Fire Rescue	Sandown
25		Sandwich Fire Department	Sandwich
25		Seabrook Fire Department	Seabrook
25		Sharon Town Emergency Management	Sharon
25		Shelburne Fire Department	Shelburne
25		Somersworth Fire	Somersworth
25		South Hampton Fire & Rescue	South Hampton
25		Spofford Fire & Rescue	Spofford
25		Springfield Fire-Rescue	Springfield
25		Stark Fire Department	Stark
25		Stoddard Fire	Stoddard
25		Strafford Fire	Strafford
25		Stratford Fire Department	Stratford
25		Stratham Volunteer Fire Department	Stratham
25		Sugar Hill Fire-Rescue	Sugar Hill
25		Sullivan Fire & Rescue	Sullivan
25		Sunapee Fire Dept.	Sunapee
25		Surry Fire Department	Surry
25		Sutton Fire Department	Sutton
25		Swanzey Fire Department	Swanzey
25		Tamworth Fire/Rescue Department	Tamworth
25		Temple Volunteer Fire & Rescue	Temple
25		Tilton-Northfield Fire & EMS	Tilton-Northfield
25		Troy Fire Department	Troy
25		Tuftonboro Fire Rescue Department	Tuftonboro
25		Twin Mountain Fire Rescue	Twin Mountain
25		Unity Fire	Unity
25		Wakefield Fire Department	Wakefield
25		Walpole Fire- EMS	Walpole
25		Warner Fire Rescue	Warner
25		Warren Volunteer Fire Department	Warren Volunteer

25		Washington Fire & Rescue	Washington
25		Waterville Valley Department of Public Safety	Waterville Valley
25		Weare Fire Rescue	Weare
25		Webster Fire Department	Webster
25		Wentworth Fire Department	Wentworth
25		Westmoreland Fire/ Rescue	Westmoreland
25		Whitefield Fire and Rescue	Whitefield
25		Wilmot Volunteer Fire Department	Wilmot
25		Wilton Fire Department	Wilton
25		Winchester Fire EMS	Winchester
25		Windham Fire	Windham
25		Windsor Fire Department	Windsor
25		Wolfeboro Fire-Rescue Department	Wolfeboro
25		Woodstock Fire Department	Woodstock
25		Woodsville Fire Department	Woodsville

Project Name	Emergency Medical Services/Equipment
Countermeasure strategy	To reduce fatalities and serious injuries through the use of extrication equipment.
Project Agreement Number	25- TBD (please see list of potential subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	Fire Departments
Organization Type	Municipal
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (EMS 402EM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. This extrication equipment is vital to the survival of victims of a crash who need medical care within the golden hour. A must to prevent further loss of life and to save lives on NH roads.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-10-04	EMS Extrication Equipment	BIL/SUP/NHTSA 402	EMS 402 EM	2024/2025	\$100,000	\$25,000	\$100,00

Countermeasure Strategy: Emergency Medical Service Program Management

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services/Equipment**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service extrication equipment related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing to reduce crashes and the resulting injuries and or fatalities.

Linkage between Program Area

In 2022, 146 fatalities resulting from 137 fatal crashes. This is a 29% increase in fatal crashes and a 24% increase in fatalities as compared to 2021. Serious injury crashes increased from 482 in 2021 to 626 serious bodily injuries (A) in 2022.

Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to meet the fatalities target at 122.0 (2021-2025 average), and the serious injury target of 502.4 (2021-2025 average).

Rationale

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

Planned Activity: Emergency Medical Services Planning & Administration

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, indirect costs and audit fees, proportional to this program area. Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “Put the Phone Away or Pay”, “Buckle-Up NH”, “Share the Road”, “Look Twice Save a Life”, etc.). In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Commission rests with position(s) funded under this planned

activity. Also, position(s) under Planning & Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education, enforcement, and equipment to help save lives. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
25-10-01	NH Office of Highway Safety	Concord

Project Name	Emergency Medical Services Planning & Administration
Countermeasure strategy	To reduce fatalities and serious injuries through program management.
Project Agreement Number	25-10-01
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402 PA
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include a sound system to use during events to provide important highway safety information to partners and the public.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-10-01	Planning & Administration	BIL/SUP NHTSA 402	EMS 402 PA	2024/2025	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions proportional to this program area (excluding Program Manager, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police and fire departments to promote strategies and policies to strengthen our mission to save lives and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, indirect costs and audit fees. In 2024, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize crashes and the resulting fatalities and serious injuries. Some of these ideas included increased messaging (PSA's, electronic message board displays, billboards, geofencing, social media posts, etc.) education, enforcement, and equipment to help save lives. Additionally, the importance of improving highway safety data was mentioned (having all law enforcement agencies submitting crash reports electronically and improvements to the VISION system to accept MMUCC VI crash reports) and where crashes were occurring to implement resources (enforcement, messaging, education, outreach) to minimize crashes. Meetings involving NH OHS leadership and staff with the public will continue each year to help guide the NH OHS in the implementation of projects to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
25-10-02	NH Office of Highway Safety	Concord

Project Name	Emergency Medical Services/ NH OHS Staff
Countermeasure strategy	To reduce fatalities and serious injuries through program management
Project Agreement Number	25-10-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (EMS 402EM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. NH OHS staff will continue to work with partners and NHTSA to secure funding for equipment.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
25-10-02	NH OHS Staff	BIL/SUP NHTSA 402	EMS 402EM	2024/2025	\$25,000	\$6,250	

Evidence-Based Traffic Safety Enforcement Program (TSEP)

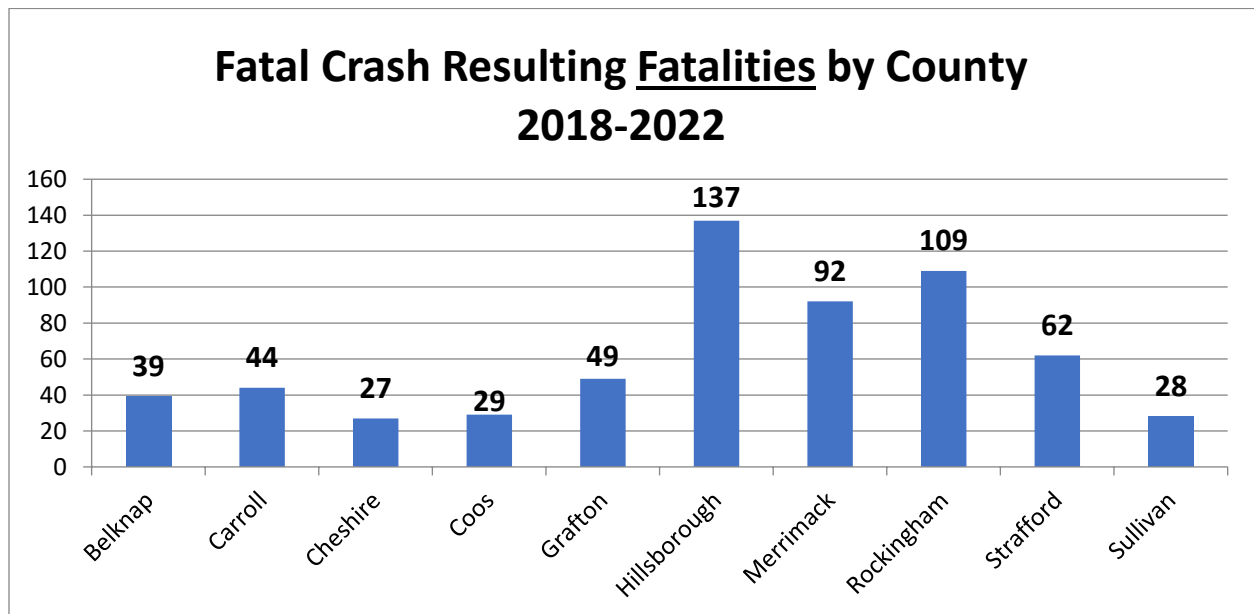
Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
25-04-04	Distracted Driving Enforcement Patrols
25-04-11	Distracted Driving Mobilizations
25-02-04	Enforcement Patrols/Speed Patrols/Equipment
25-07-04	ID DWI/DUI/DRE Patrols, Checkpoints,
25-07-11	Impaired Driving National Campaigns
25-01-04	Join The NH Clique (Click It or Ticket)
25-06-04	Pedestrian and Bicycle Enforcement Patrols

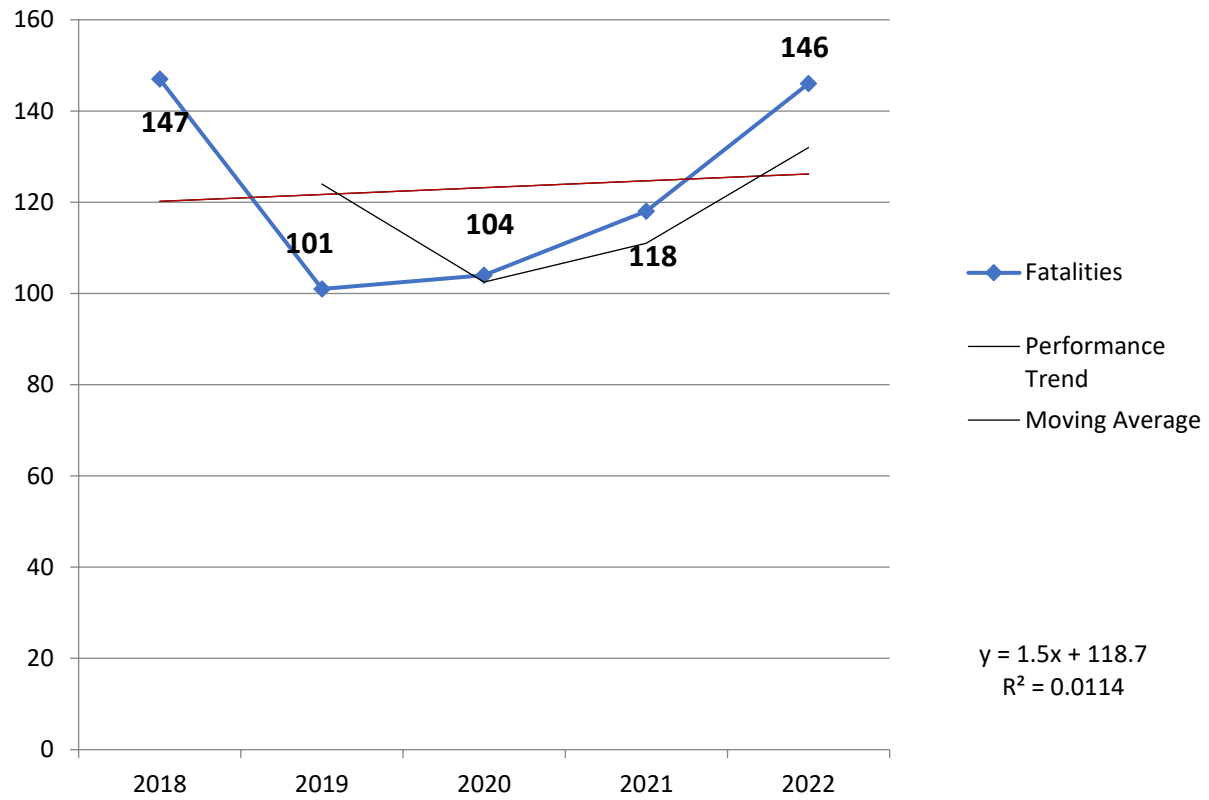
Crash Analysis

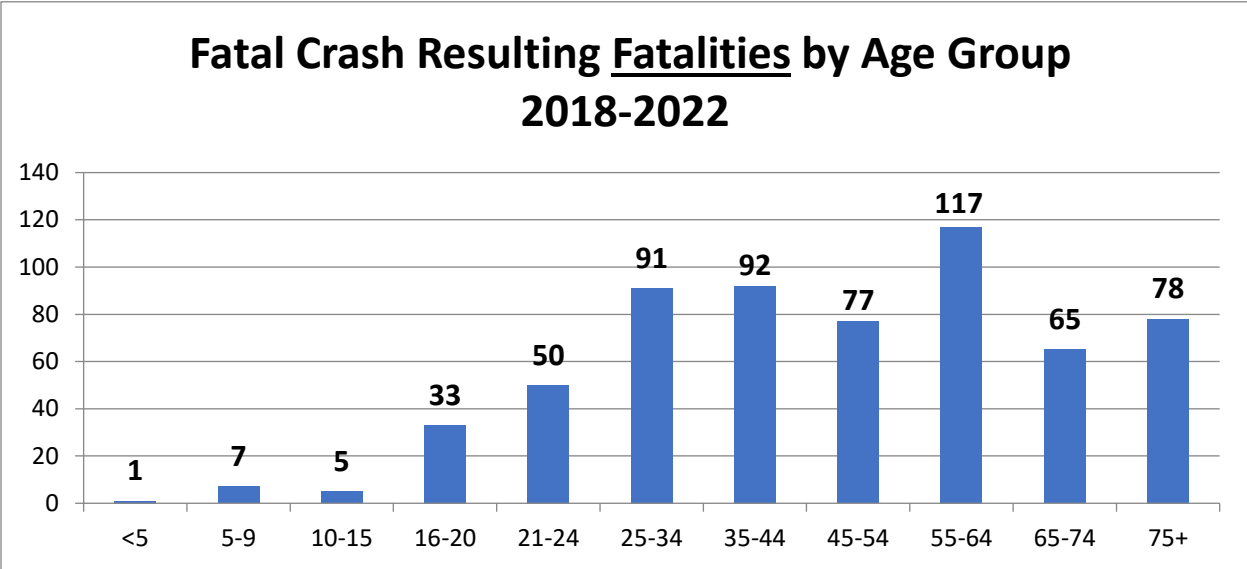
Analysis of crashes, crash fatalities, and injuries in areas of highest risk:

Hillsborough, Rockingham, and Merrimack counties represented the highest number of fatal crashes (see chart below) that occurred within New Hampshire in 2018-2022. In 2022, Hillsborough County had the most fatal crashes at 28. Fatal crash data has also been collected from 2018-2022 which also shows Hillsborough having the most fatal crashes within these years totaling 137. Using the below data, as well as data from 2018-2022 on serious bodily injury crashes and all crashes, New Hampshire will build its Traffic Safety Enforcement Program (TSEP) through a data driven approach that includes fatalities, serious bodily injuries, EMS data, and the availability of effective resources of our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2021 reflected 482 serious bodily injuries (A) because of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 15% or potentially more (about 3,400 crashes were unknown in 2021) of all crashes that occurred on New Hampshire roadways. Although, the three counties listed below reflect the highest risk as it relates to fatalities and SBI, the NH OHS will partner with as many willing participants who avail themselves to continue to reduce fatalities and SBI throughout our entire State.



Fatal Crash Resulting Fatalities 2018-2022





Deployment of Resources

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

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments electronically transmit crash data via E-Crash technology to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or complete a hard copy of the New Hampshire Uniform Police Crash Report (Form DSMV 159) and submit the hard copy to the NH DMV, which is then entered into the VISION database. Since July 1, 2021, the State Police have been using the Crash Records Management System (CRMS) to electronically submit MMUCC V crash reports to the DMV and the electronic crash database system (VISION). The NH OHS is continuously informing all law enforcement agencies on the importance of submitting MMUCC compliant crash reports to improve the data that the state receives to identify trending highway safety issues to better deploy resources. There are currently, 154 law enforcement agencies out 209 (74%), submitting MMUCC IV/V compliant crash reports to VISION (as of June 28, 2024).

The central electronic crash VISION database is accessed by a representative of DMV Financial Responsibility who provides the redacted crash data file to the Data Analysts (currently within the Department of Transportation) who mines and categorizes crash data accordingly by several data points, such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants are required to submit a strategic data driven plan to address the traffic safety issues plaguing their community, and answer the following questions:

- ❖ Has the problem/need been clearly identified?
- ❖ Is the problem supported by State or local data or documentation?
- ❖ Are Goals and Objectives clearly stated?
- ❖ Are they realistic and measurable?
- ❖ Are statewide crash statistics regarding impaired driving, distracted driving, occupant protection, and speeding being utilized?
- ❖ Are MMUCC compliant crash reports being electronically submitted to the DMV VISION database?
- ❖ Is grant application and budget complete, correct, and relevant?

The following criteria are also considered in the allocation process:

1. **Overtime Enforcement Grants are activity based**, therefore the application's merit, in terms of current activities, past performance, and the potential grantee's ability to perform the activities is considered. Stops per hour are also considered along with DUI or other traffic arrests.
2. **Traffic Count**- this a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or intersection.
3. **Location of High Priority Corridors** (DOT Tiers 1 & 2), defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes to include Interstates, Turnpikes, Routes, and Statewide Corridors, that have the highest traffic volumes and speeds in the entire State, as well as multi-lane divided highways that convey the majority of commuter, tourist, and freight traffic throughout the State.

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

enforcement mobilizations. NH OHS funding is also directed toward driver safety education in areas such as motorcycle operation, teen driver safety, child passenger safety, and the newer Community Outreach and Betterment project that focuses on highway safety messaging being presented to marginalized communities in urban and rural locations throughout New Hampshire. Due to a known and documented problem with drugged and drunk driving, funding is also directed towards an Investigative Paralegal/Traffic Safety Resource Prosecutor (TSRP) program, as well as provides additional DUI specific prosecutorial support to enhance successful prosecution as a result of these increased law enforcement activities. Also, in support of DUI enforcement efforts, our in-house DRE coordinator is working diligently to provide Drug Recognition Expert (DRE) training to law enforcement to increase the number of certified DRE's in New Hampshire and improving DRE data collection through a DRE Database using tablets and software.

Effectiveness Monitoring

Another data source that continues to be developed is E-Crash/E-Citation data where state and local police departments submit all crashes and traffic citations electronically into the VISION database where the data is then harvested and analyzed for location, vehicle type, time of year, time of day, violation type, causation, age, gender, etc. This crash and traffic violation and demographic data profile also allows our office to hyper-focus media campaigns thereby tailoring the media messaging to the specific audience. Specific traffic violation data provides a feedback mechanism that provides the ability to analyze the effects of directed enforcement and media efforts over time, allowing for the NH OHS to make needed and necessary resource adjustments. To further refine the allocation of resources, the collection of grant funded traffic enforcement activity form (HS-200) filled out by each individual officer conducting an enforcement effort is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics, to ensure compliance with federal and state objectives, as well as allow for adjustment or redirection of grantee funding. Additionally, total crash statistics by community are drawn on a quarterly basis and analyzed for trends to ensure grantees are on track with their crash reduction targets. Additional NH OHS resources are directed toward targeted Pedestrian and Bicycle enforcement projects, which will reduce the number of pedestrian and bicyclists' crashes and serious bodily injuries.

An additional tool that assists in monitoring and analyzing progress and enhances problem identification through a feedback mechanism is the "Driver Attitude Survey" and "Seat Belt Survey" which are conducted throughout the State of New Hampshire. The context and results of these surveys provide observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, Distracted Driving, and Seat Belt Use. When utilized correctly, these surveys provided an additional gauge on effectiveness of enforcement and media efforts. Analysis of all pertinent data enables identification of vulnerable populations such as "Teen Drivers" within the State of New Hampshire that is used by the NH OHS to help in the development and implementation of new highway safety programs.

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

High Visibility Enforcement (HVE) Strategies

Planned HVE strategies to support national mobilizations:

Unique Identifier	Countermeasure Strategy
25-04	DD-Overtime Enforcement Patrols
25-07	ID Overtime Enforcement & Equipment
25-01	OP Overtime Enforcement Patrols
25-02	PTS Overtime Enforcement Patrols

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

Unique Identifier	Planned Activity Name
25-01-04	Join The NH Clique (Click It or Ticket) Mobilizations
25-04-11	Distracted Driving Mobilizations
25-07-11	Impaired driving National Campaigns (Mobilizations)

Targets and Goals:

The leadership of the NH OHS has set a goal to have full and part time employees certified as Highway Safety Specialist before the close of FFY 2025. Due to COVID and some personnel turnover it has been a challenge to accomplish this but one that the entire staff looks forward to achieving.

All NH OHS employees who attend the required TSI sponsored Grant Management Classes will increase the opportunity for certification.

Acknowledgments & Resources Consulted

As Program Manager of the NH Office of Highway Safety, I would be remiss if I did not take the time to acknowledge the hard work of the following members of the NH Department of Safety and Office of Highway Safety Team and those individuals who helped in the preparation of this Annual Grant Application.

Robert Quinn	Commissioner
Eddie Edwards	Assistant Commissioner
Jeffrey Landi	Law Enforcement Liaison, NH OHS
Paul Ruggiero	Law Enforcement Liaison, NH OHS
Roger Beauchamp	Field Representative/LEL, NH OHS
James Gilbert	Field Representative, NH OHS
Stephen Fisher	Field Representative, NH OHS
Catherine Thompson	Program Assistant, NH OHS
Julia Wayland	Accountant (Program Specialists), NH OHS
Dave Martinelli	NH DECP Coordinator, NH OHS
Justyne Hoyt	Internship, NH OHS
Christopher Storm	Lieutenant, NH State Police, Highway Safety Liaison
Tyler Dumont	Public Information Officer, Department of Safety
Annie Bullis	Purchasing Assistant, NH Department of Safety
Victor Muzzy	Captain, NH State Police, Commander, Justice Information Bureau
Jennifer Hackett	Administrator III, J-One Program, Justice Information Bureau
Jeffrey Leong	J-One VPN, Department of Safety
Ian Marsh	Fatal Analysis Reporting System (FARS) Supervisor, NH DMV
Jennifer Bailey	Supervisor, Bureau of Financial Responsibility, NH DMV
Larry Crowe	State Coordinator, Motorcycle Rider Education Program, NH DMV
William Lambert	Highway Safety Administrator, NH DOT

Without these folks working collaboratively together, this plan would not have been possible.

The team at NH OHS would also like to extend a special thank you to the NHTSA Region 1 Staff for all their continued support in reducing fatalities and assisting us administratively throughout the year. The Region 1 Team is staffed by true professionals with excellent customer service and in our opinion sets the standard for all other regions to emulate.

My sincerest appreciation,

John

John Clegg Program Manager

New Hampshire Office of Highway Safety

CPS FFY 2025

CPS Program Child Seat Check Stations: 69 locations broken down by Weekly, Bi-Weekly or by appointment.

Weekly or Bi-Weekly

1. Londonderry FD Twice Monthly. Urban/Suburban
2. Concord Hospital/Concord FD. Twice Monthly.
Urban-at risk populations. Many immigrants
3. DHMC Women's resource Center, Lebanon, checking seats weekly. Urban/Suburban- At risk folks because of resource center's resources.

The remaining 66 Locations are by appointment only. Contact information is available at www.beseatsmartNH.org

NH currently has 69 fitting stations and 256 certified CPS technicians. Support continues to maintain this number in 4 ways in FFY 2025:

1. *To continue to conduct at least 3 certification classes during the FFY 2025 grant period to train approximately 40 new technicians. 4 classes were completed in FFY 2024 with 55 new technicians during this current grant cycle. At least one recertification class will be held for expired technicians to become recertified. 4 technicians were recertified in 2024.*
2. *To provide training sessions called CEU Update classes to certified technicians to assist them with their recertification requirements. At least 2 of these trainings shall be conducted during the FFY 2025 grant period.*
3. *To provide assistance with required seat signoffs for technicians. These will be done remotely or in person. This is a Safe Kids requirement for technicians to renew their certification.*
4. *To help technicians pay for their recertification if needed.*

Note: Planned inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician

FFY2025 State Traffic Safety Information Systems

Notable achievements include the following:

- **Crash Timeliness - (DMV Data Entry):** The average number of days for crash reports to be entered at DMV has decreased from 136 days in April 2017 to just 2 days in March 2024, demonstrating a substantial improvement in timeliness.
- **Crash Timeliness - (Crash Date to VISION):** The average number of days from the crash date to the entry of crash reports in VISION has been reduced from 327 days in April 2017 to 19 days in March 2024. This improvement in timeliness ensures more efficient processing and analysis of crash data.
- **Crash Accessibility: Agencies Submitting Crashes Electronically:** The percentage of agencies in New Hampshire submitting crashes electronically has seen a remarkable increase, rising from 0.04% in April 2017 to 73% in March 2024. This enhancement in accessibility facilitates streamlined data collection and reporting across the state.
- **EMS Uniformity - NEMSIS Compliance:** New Hampshire has achieved significant progress in ensuring EMS uniformity by achieving a 100% NEMSIS 3.4 compliance rate in March 2021 and continued at 100% in CY2023. In 2024, the New Hampshire Bureau of EMS is transitioning their Emergency Services Reporting system from NEMSIS 3.4 to NEMSIS 3.5, and a new NEMSIS 3.5 performance measure has been added to this plan.

New Hampshire Distracted Driving Questions (automated)

1. What are the two leading causes of fatal crashes among young drivers?
 - a. Not knowing the rules and laws
 - b. Driving late at night and Driving in the rain
 - c. Driving in the snow and Driving too fast
 - d. **Cellular phones and Speeding**

2. Distracted Driving is which of the following?
 - a. Drinking coffee
 - b. Talking on the phone
 - c. Talking to passengers
 - d. **All of the above**

3. Texting while driving is safe when?
 - a. At slow speeds
 - b. Late at night when traffic is light
 - c. On long straight sections of the road
 - d. **Never**

4. A hand held portable device is okay to use for?
 - a. Looking at text message while you drive as long as you don't answer
 - b. Streaming music and changing songs while you drive
 - c. Taking pictures while driving
 - d. **New Hampshire Law prohibits the use of hand held portable devices while driving with the exception of making an emergency call for help**

5. When can you use your cell phone in a commercial motor vehicle?
 - a. When coordinating your next stop
 - b. During heavy traffic at slow speeds
 - c. **Never, It is against Federal Motor Carrier Regulations**

FFY 2025 Motorcycle Rider Training Program

Demand for motorcycle training continues to exceed availability due to staffing shortages in 2024. Recruitment and retention of motorcycle instructors remains a priority. Interest in becoming a coach appears to be on an upswing and the program added 8 new coaches to the school rosters from the 2024 Spring RiderCoach Preparation Workshop. Currently, in 2024, there are 174,954 MC endorsements compared to 164,059 in 2023. As of July 18, 2024, there are 73,491 motorcycles registered in the state. Please see below for a list of NH counties in which the NH Division of Motor Vehicles plans to conduct Motorcycle Rider Training (MRT) Courses throughout the remainder of 2024 and through the end of FFY 2025.

Complete List of Counties in the State	Planned Training Site Information by County		Registered Motorcycles In Each County
	Is there a Training Site Planned in County?	Number of Planned Training Sites per County	
Belknap County	No	-	5,713
Carroll County	No	-	2,582
Cheshire County	No	-	4,475
Coos County	Yes	1	2,123
Grafton County	Yes	1	5,201
Hillsborough County	Yes	1	16,581
Merrimack County	Yes	3	8,687
Rockingham County	Yes	2	18,701
Strafford County	Yes	1	6,409
Sullivan County	No	-	3,005
TOTALS	6	8	73,491