

**STATE OF NEW HAMPSHIRE**

**STRATEGIC ACTION PLAN**

**FISCAL YEAR 2008**

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

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FISCAL YEAR 2008

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# ***STATE OF NEW HAMPSHIRE***

## **CERTIFICATIONS AND ASSURANCES**

In accordance with 49 CFR 18.11(c), I hereby certify that the State of New Hampshire complies with all applicable federal statutes and regulations, and give assurances that:

- (a) The State of New Hampshire complies with all applicable Federal statutes, regulations and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include: 23 USC Chapter 4 - Highway Safety Act of 1966, as amended; 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments; 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations; 23 CFR Chapter II - (ss1200, 1205, 1206, 1250, 1251 & 1252) Regulations governing highway safety programs; 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals; OMB Circular A-87 Cost Principles for State, local and Indian Tribal Governments; OMB Circular A-21 Cost Principles for Educational Institutions; OMB Circular A-122 Cost Principles for Nonprofit Organizations; OMB Circular A-128 Audit of State and Local Governments; OMB Circular A-133 Audits of Institutions of Higher Education and Nonprofit Institutions; NHTSA Order 462-6C Matching Rates for State and Community Highway Safety Programs; and Highway Safety Grant Funding Policy for Field-Administered Grants (effective 7/14/95).
- (b) The Governor is responsible for the executive direction of the State's highway safety program through the New Hampshire Highway Safety Agency (NH RSA 238) which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management and disposition of equipment) to carry out the program under 23 U.S.C. 402(b)(1)(A);
- (c) The political subdivisions of the State are authorized by NH RSA 238:6, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b)(1)(B));
- (d) At least 40 per centum of all federal funds apportioned to the State under 23 U.S.C. 402 for this fiscal year will be expended by the political subdivisions of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation.
- (e) The State's highway programs provide adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced after July 1, 1976, at all pedestrian crosswalks throughout the state, in accordance with 23 U.S.C. 402 (b)(1)(D).
- (f) The State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 U.S.C. 402(b)(1)(E);
- (g) The State's highway safety program has been specifically exempted from the provisions of Circular A-95 by the Governor of the State of New Hampshire.
- (h) The State's highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. ss 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. ss 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. ss 6101-6107), which

prohibits discrimination on age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended relating to nondiscrimination on the basis of alcohol abuse of alcoholism; g) ss 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. ss 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

- (i) Cash draw downs will be initiated only when actually needed for disbursements, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21 and 18.4. Failure to adhere to these provisions may result in the termination of draw down privileges.
- (j) Arrangements have been made for the required financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle. (Failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of federal funds.)
- (k) This Highway Safety Plan has been submitted for review to the single point of contact designated by the Governor to review federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).
- (l) Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such facilities and equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).
- (m) The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR, Part 18.20.
- (n) Each recipient of Section 402 funds has a procurement system that complies with applicable State procurement procedures.
- (o) The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including: 1) national law enforcement mobilizations, 2) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits; 3) an annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and 4) development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
- (p) The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

#### DRUG-FREE WORKPLACE ACT OF 1988

In accordance with the Drug-Free Workplace Act of 1988 (49 CFR, Part 29, Subpart F) and former Governor Judd Gregg's Executive Order No. 89-6, the State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about: 1) The dangers of drug abuse in the workplace; 2) The grantee's policy of maintaining a drug-free workplace; 3) Any available drug counseling, rehabilitation, and employee assistance programs; and 4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph a);
- d) Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will: 1) Abide by the terms of the statement; and 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted: 1) Taking appropriate personnel action against such an employee, up to and including termination; or 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of the above paragraphs (a), (b), (c), (d), (e), and (f).

#### BUY AMERICA ACT

In accordance with the Buy America Act (23 U.S.C. 101 Note) the State of New Hampshire will comply with the provisions of the Buy America Act. (The DOT reference to the Buy America Act is 23 U.S.C. 101 Note and the Federal government-wide reference is 23 U.S.C. 10a).

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless the State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. ss 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices or Employees".

#### CERTIFICATION REGARDING FEDERAL LOBBYING

##### Certification for Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) and that all such sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000. and not more than \$100,000. for each such failure.

#### RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

In accordance with the provision of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 20, and in all solicitations for lower tier covered transactions.

##### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial or participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective

primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.
6. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

#### Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions

1. The prospective primary participating certifies to the best of its knowledge and belief, that its principals: a) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by a Federal department or agency; b) have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property; c) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and d) have not within a three-year period preceding this application/proposal had one or more public transaction (Federal, State or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (see below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

### Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.



2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for the NH Highway Safety Agency has reviewed the Fiscal Year 2008 Strategic Action Plan and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Date:	
August 27, 2007	Peter M. Thomson, Coordinator

## **MISSION STATEMENT**

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

## **EXECUTIVE SUMMARY**

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas outlined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2008 commencing October 1, 2007, and ending September 30, 2008. Priority funding areas supported with Section 402 funds include: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety. Funds are also included for Community Traffic Safety Programs/Safe Communities and Roadway Safety activities. Prior year Section 157 Innovative funds (if available) will support efforts designed to increase seat belt usage in New Hampshire, and Section 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs.

During the 2007 legislative session HB802 requiring "passenger restraint use by all motor vehicle operators and passengers unless specifically exempt by law" was passed in the House by a vote of 153-140. However, the bill was found inexpedient to legislate on the Senate floor by a vote of 16-8.

HB 334 extending the sale of alcoholic beverages from 1:00 AM to 2:00 AM passed the House but was voted inexpedient to legislate by the Senate.

HB 559 requiring school buses manufactured after January 1, 2008, to be equipped with seat belts was voted inexpedient to legislate.

HB 567 lowering the legal drinking age to 18 years of age was voted inexpedient to legislate by a vote of 234-31 on the House floor.

HB 759 prohibiting the use of cell phones while driving was also voted inexpedient to legislate.

## **PROCESS DESCRIPTION**

The NH Highway Safety Agency (NHSA) sends a letter each January to the mayors, chairmen of boards of selectmen, and police and fire chiefs in each of the 234 towns and cities, the 10 county sheriffs, and to those state agencies and other eligible grantees who have a direct interest in promoting highway safety. This letter defines the federal guidelines and potential funding areas and includes a form for them to complete listing anticipated highway safety projects and funding amounts which they would like to address in the up-coming federal fiscal year. This planning information must be submitted to the NHSA by March 31. To assist in the process, the NHSA staff periodically addresses the police and fire chiefs to clarify federal guidelines, Agency policies, and the application process. During the first quarter of calendar year 2007, the NHSA conducted four "Grant Writing Made Easy" sessions at key geographic areas throughout the state. Attended by chiefs, their grant writers, and administrative assistants, the sessions

provided information on federal funding requirements/restrictions, application processing, reimbursement procedures, reporting requirements, etc. While state agencies submit grant applications for the upcoming fiscal year, the one-page planning forms received from local and county government entities listing anticipated highway safety-related efforts are carefully reviewed for funding based on identified problems and proposed countermeasures. The Agency's two field representatives (one assigned to the northern five counties and one assigned to the southern five counties) then work with the designated contact within each community and assist them in completing grant applications, and the program manager works with representatives of the various state agencies.

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

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

Although applications are received and acted upon throughout the course of the year, priority is given to funding those projects that involve on-going efforts related to the administration/management of the overall highway safety program and those efforts to which the Agency has made a three-year funding commitment. Approval of any application is contingent upon the availability of federal funds. Agency funding guidelines allow for the purchase of replacement equipment in accordance with specific criteria, and careful attention is given to prevent the issue of supplanting.

In addition to the planning letter, the NHHSA uses information provided by the two field representatives and other Agency personnel throughout the year resulting from contacts with grantees and potential grantees. Problem identification and the development of solutions is an on-going process that sometimes necessitates adjustments within program funding areas during the year.

The NHHSA continues to work with a variety of state, county, federal, public and private highway safety agencies and organizations including but not limited to: NH Department of Transportation, NH Department of Safety (State Police, Division of Motor Vehicles and Division of Fire Safety and Emergency Management), NH Department of Justice, Administrative Office of the Courts, NH Liquor Commission, NH Traffic Safety Commission, NH Motorcycle Safety and Awareness Task Force, NH Police Standards & Training Council, NH Association of Chiefs of Police, NH Sheriffs' Association, NH Police Officers' Association, National Highway Traffic Safety Administration, Federal Highway Administration, the state's U.S. Congressional Representatives and Senators, Governors' Highway Safety Association, Safety & Health Council/Northern New England, and the Brain Injury Foundation. It is through these on-going working relationships with these and other partners that the highway safety program in New Hampshire is strengthened.

## IDENTIFY PROBLEMS

The NH Strategic Action Plan (SAP) is developed through problem identification that involves the analysis of crash data, violators ticketed, surveys, and input from other agencies (state, county, local and private) which have a vested interest in advancing the cause of highway safety. Fine tuning of problem identification involves determining what highway safety problems are occurring, when they are occurring, where they are occurring, why they are occurring, and who is involved.

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

Analyses of data for several years from various sources is used to identify problem areas throughout the state, to develop countermeasures in accordance with federal standards (priority areas), to propose projects, establish objectives and performance goals, and to obligate funds. Data reviewed includes analysis of all fatalities (i.e. vehicle, motorcycle, pedestrian/bicycle, age, time of day, cause, alcohol/drug involvement, seat belt usage, etc.). In addition, staff reviews current year efforts and activities in the various program areas for strengths, weaknesses, problems, successes, and failures.

With the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries, and property damage, the problem identification process focuses on the national priority areas and includes: Occupant Protection, Impaired Driving, Police Traffic Services & Speed Control, Traffic Records, Emergency Medical Services, Pedestrian/Bicycle Safety, and Motorcycle Safety, as well as Community Traffic Safety Programs/Safe Communities and Roadway Safety activities.

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

**PSP 08-01 (OP) Occupant Restraints.** To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, conduct a campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, continue the training of CPS technicians, and enforce the CPS law.

**PSP 08-02 (AL) Alcohol and/or Other Drugs.** To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including sobriety checkpoints and “Last Drink” surveys, supporting administration of the DRE program, and creating/producing/distributing a video featuring a former state prison inmate charged with manslaughter resulting from his impaired driving.

**PSP 08-03 (PT) Police Traffic Services.** To achieve and maintain compliance with posted speed limits through enhanced enforcement, public information and education, assisting local/county and State Police with the purchase of equipment, conducting commercial vehicle checks, funding enforcement of red light running and other violations, conducting dedicated school bus enforcement during hours when students are being transported to/from school, the purchase of equipment and crash investigation training, and working with NH State Police to promote the “Move Over for Emergency Vehicles” campaign.

**PSP 08-04 (TR) Traffic Records.** To continue the development and operation of a computerized data processing system that will assure appropriate crash and injury data is available for planning, implementing, and evaluating highway safety programs at state and local levels.

**PSP 08-05 (EM) Emergency Medical Services.** To continue to provide assistance to local providers for the purchase of equipment for the rapid extrication of crash victims.

**PSP 08-06 (PA) Program Management.** To continue a management system based on problem identification through data analysis and the implementation, coordination, and evaluation of countermeasures that will aid in reducing highway crashes.

**PSP 08-07 (PS) Pedestrian and Bicycle Safety.** To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of safety equipment for local safety programs, including enforcement, and to reduce the number of pedestrian and bicycle fatalities and injuries.

**PSP 08-08 (MS) Motorcycle Safety.** Through public information, education, and initiatives of the NH Motorcycle Safety and Awareness Task Force, efforts will be made to reduce the number of motorcycle crashes resulting in injuries and fatalities. Section 2010 funds will support efforts to enhance motorcycle training and safety programs throughout the state.

**PSP 08-09 (SB) Pupil Transportation.** To continue and enhance a comprehensive, statewide pupil transportation program.

**PSP 08-10 (CP/SA) Community Traffic Safety Programs/Safe Communities.** To continue program activity at the local level by initiating and funding at least one new Safe Community program.

**PSP 08-11 (RS) Roadway Safety.** To provide highway safety engineering services through the state and local communities for traffic safety improvements, continue the analysis of all available traffic records, and continue funding the Operation Lifesaver program to promote safety at railroad crossings.

**PSP 08-12 (J8) Section 410 Drunk Driving Prevention Programs.** Using prior year Section 410 funds, programs will continue to elevate the State's efficiency in combating the DWI problems through increased enforcement, sobriety checkpoints and training, continuation of the Department of Justice Traffic Safety Research Prosecutor, training, the purchase of in-cruiser video equipment, and purchase of a mobile DWI/Sobriety Checkpoint Command Vehicle.

## PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,315,000 residents (2005 estimated) and a landmass of 9,282.11 square miles which results in a population density of 156.5 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four and three-tenths (64.3) percent of the population (845,890) reside in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 328.6 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,966 and 87,986 residents respectively. Approximately 96 percent of the population is white, while the remaining 4 percent represents all other populations (i.e. black/African American, Indian, Asian, Hispanic, all others).

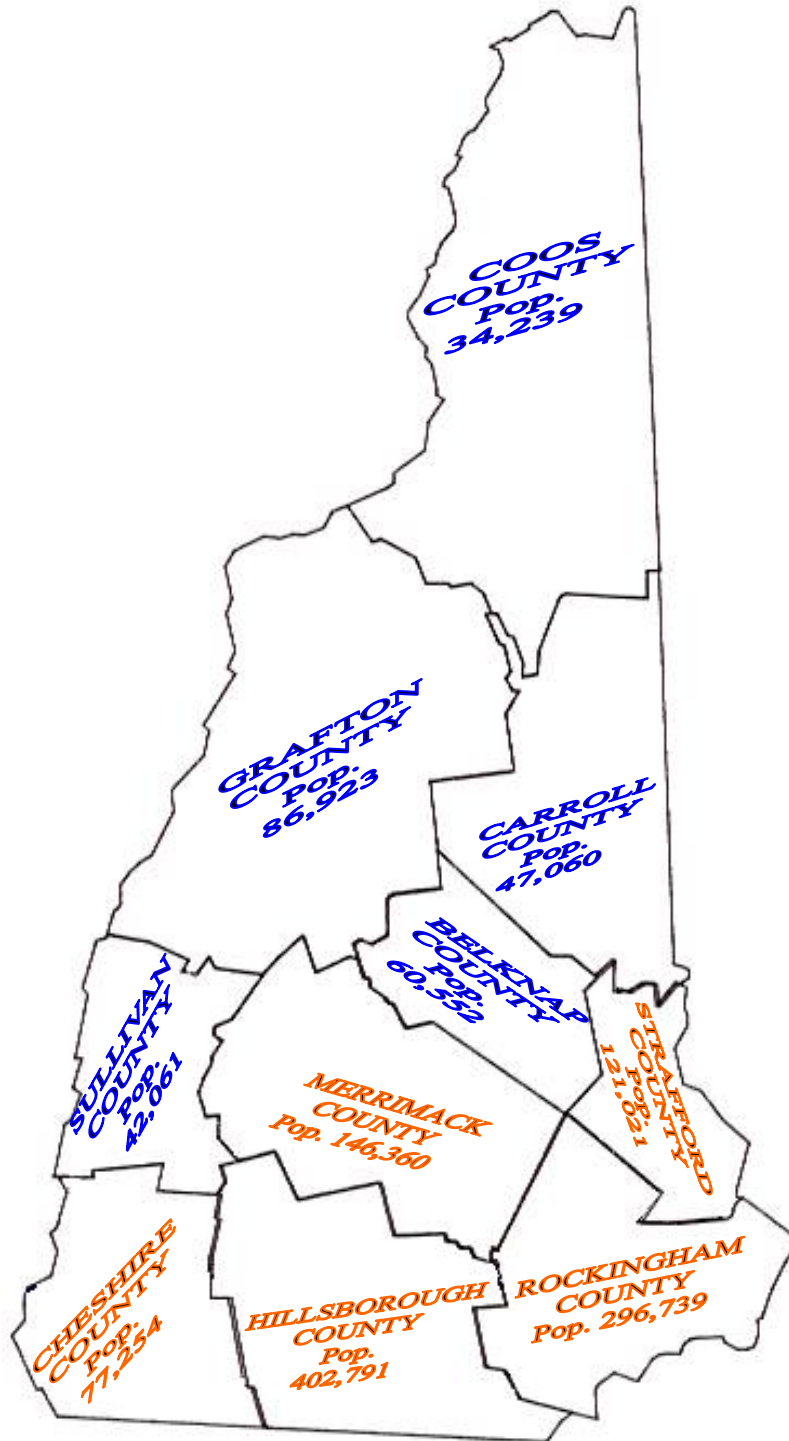
New Hampshire's public road system consists of approximately 17,029 miles, of which 225 miles are interstate highways and 52 miles are non-interstate turnpike highways.

The following chart shows the State's most heavily populated cities/towns and their locations within the State's ten counties. The ten most populated communities are located in the southern five counties of the State. (2006 Census estimated—NH Office of Energy and Planning).

CHART NO. 1				
<u>COUNTY &amp; LARGEST CITIES/TOWNS WITHIN COUNTY</u>				
(2006 ESTIMATED POPULATION FIGURES)				
<u>County</u>	<u>County</u> <u>Population</u>	<u>City/Town</u>	<u>City/Town</u> <u>Population</u>	<u>Location</u>
Southern Counties & Largest Cities/Towns				
Hillsborough	402,791	Manchester	109,966	South Central
		Nashua	87,986	South Central
		Merrimack	26,609	South Central
Rockingham	296,739	Derry	34,655	South Central
		Salem	29,941	South Central
		Londonderry	24,673	Southeast
Merrimack	146,360	Concord	42,221	Central
		Hooksett	13,240	South Central
Strafford	121,021	Rochester	30,684	Southeast
		Dover	28,728	Southeast
Cheshire	77,254	Keene	23,023	Southwest
Sub-Total	1,044,165		451,726	
Northern Counties & Largest Cities/Towns				
Grafton	86,923	Lebanon	13,421	West Central
		Hanover	11,037	West Central
Belknap	60,552	Laconia	17,102	Central
		Gilford	7,287	Central
Carroll	47,060	Conway	9,192	Northeast
		Wolfeboro	6,475	East Central
Sullivan	42,061	Claremont	13,124	West Central
		Newport	6,395	West Central
Coos	34,239	Berlin	10,503	North
		Lancaster	3,418	North
Sub-Total	270,835		97,954	
<b>TOTAL</b>	<b>1,315,000</b>		<b>549,680</b>	

STATE OF NEW HAMPSHIRE  
2006  
COUNTY POPULATION MAP

Northern Counties  
Southern Counties



This section of New Hampshire's Strategic Action Plan (SAP), using data provided by various offices within the NH Department of Transportation, Department of Safety, Office of State Planning and previously identified agencies, summarizes the many highway-safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2008 SAP.

CHART NO. 2						
<u>NH STATISTICAL CRASH SUMMARY</u>						
	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
Fatal Motor Vehicle Crashes	124	117	116	158	156	116
Persons Killed (Fatalities)	142	127	127	171	166	127
Alcohol-Related Fatalities	57	46	47	52	53	44
% of Alcohol-Related Fatalities	40.0	36.2	37.0	30.4	31.9	34.6
Operators Killed	78	88	71	91	87	75
Adult Occupants Killed	26	16	20	28	21	20
Child Occupants Killed	6	4	2	7	4	3
Adult Pedestrians Killed	8	5	16	14	5	5
Child Pedestrians Killed	2	1	4	1	1	1
Motorcycle Operators Killed	19	13	9	25	39	18
Motorcycle Passengers Killed	3	0	0	2	3	3
Moped Operators Killed	1	0	0	0	1	0
OHRV Operators Killed	0	0	3	2	2	0
Adult Bicyclists Killed	1	0	2	1	2	1
Child Bicyclists Killed	0	0	0	0	1	1
Total Crashes Reported	39,639	40,190	41,843	39,555	40,885	34,801
Total Injuries Reported	15,323	15,835	16,486	15,585	15,965	13,712
Travel in MVM	12,315	12,578	14,251	14,701	14,649	17,078
New Hampshire Fatal Rate	1.15	1.01	.89	1.16	1.13	.74
United States Fatal Rate	1.5	1.51	1.48	1.46	1.45	1.42
ALC Related Deaths/MVM	.46	.37	.33	.36	.36	.26
NH Licensed Drivers	948,863	963,986	979,316	991,799	1,021,305	1,028,636
NH Registered Vehicles	1,307,712	1,340,656	1,354,448	1,417,595	1,400,713	1,439,081
NH Registered Motorcycles	49,689	49,462	55,000	62,000	57,273	73,654
Population	1,235,786	1,259,030	1,291,573	1,306,000	1,310,000	1,315,000
Seat Belt Usage (NH Survey)	56.74	59.27	60.18	63.4	58.1	63.5*
CPS Seat/Belt Usage	91.33	90.87	92.80	94.2	94.2	n/a

Travel in MVM is estimated by NH Department of Transportation  
 2004 & 2006 statewide population are estimates based on figures from NH Office of State Planning

\* Seat Belt surveys conducted in 2006 and forward conformed to NHTSA criteria developed under SAFETEA-LU and include drivers and front seat out board passengers of vehicles registered in all states. Prior surveys included only drivers of New Hampshire registered vehicles.



CHART NO. 3  
AGES OF DRIVERS INVOLVED IN ALL CRASHES

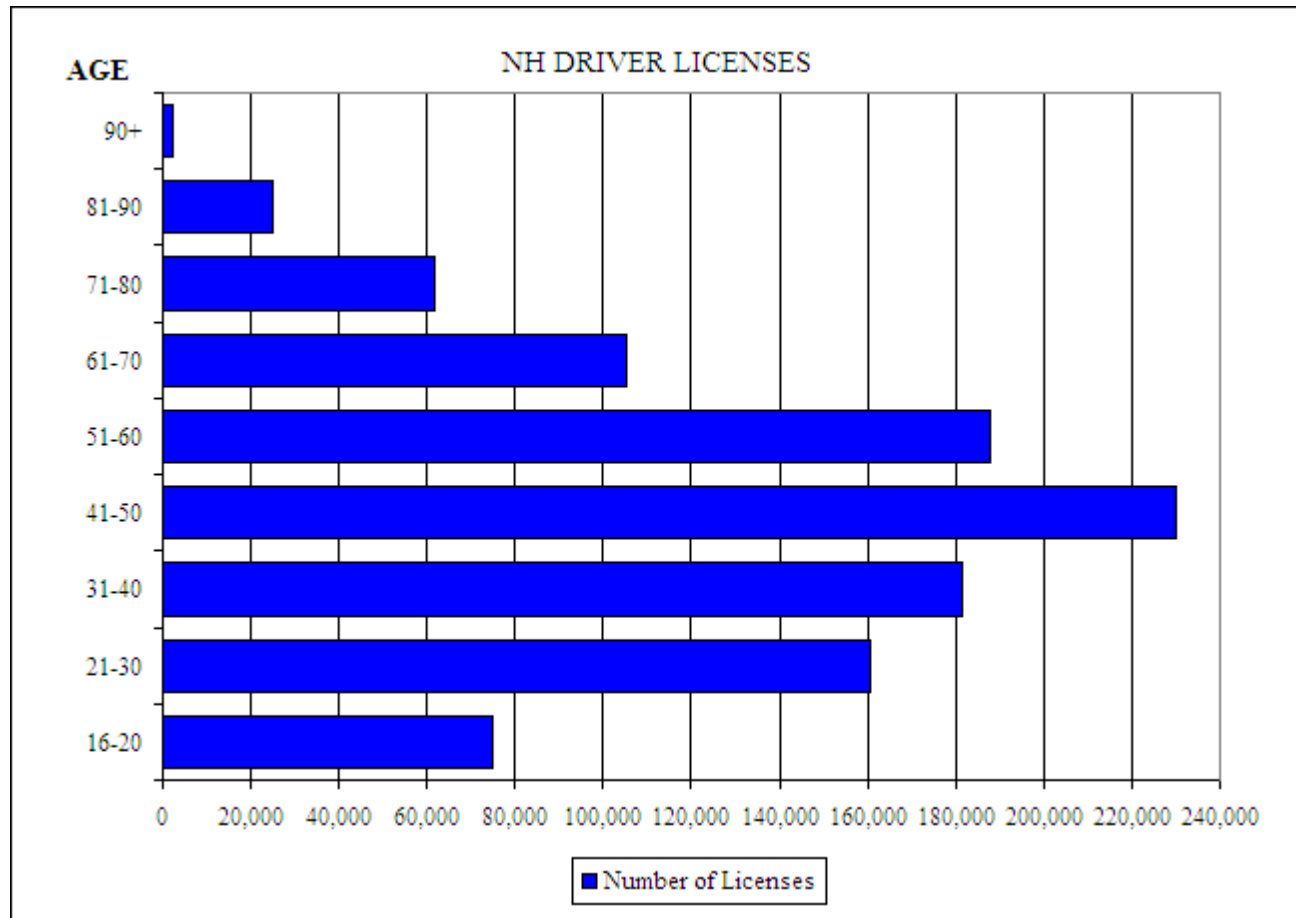
<u>Ages</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
16-20	10,880	11,954	11,504	10,951
21-25	6,880	7,576	7,146	7,387
26-30	5,126	5,191	4,814	5,090
31-35	5,533	5,855	5,271	5,166
36-40	6,139	6,409	5,508	5,683
41-45	5,936	6,515	5,856	5,903
46-50	4,827	5,334	5,137	5,232
51-55	4,051	4,264	3,987	4,174
56-60	2,801	3,287	3,195	3,356
61-65	1,864	2,012	2,168	2,290
66-70	1,456	1,543	1,501	1,545
70 +	3,535	3,653	3,544	3,503
Totals	59,028	63,593	59,631	60,280

CHART NO. 4  
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

<u>Ages</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
16-20	2,798	2,942	2,851	2,719
21-25	1,715	1,915	1,762	1,838
26-30	1,263	1,193	1,212	1,220
31-35	1,383	1,379	1,363	1,240
36-40	1,546	1,509	1,330	1,306
41-45	1,381	1,538	1,431	1,367
46-50	1,137	1,221	1,259	1,184
51-55	964	942	1,007	975
56-60	690	734	786	780
61-65	470	465	503	617
66-70	331	357	352	357
70 +	920	901	841	845
Totals	14,598	15,096	14,697	14,448

CHART NO. 5  
NH DRIVER  
LICENSES

<u>Age</u>	<u>Number of Licenses</u>
16-20	74,985
21-30	160,750
31-40	181,581
41-50	229,949
51-60	187,902
61-70	105,304
71-80	61,082
81-90	25,025
90+	2,058



Source: NH Department of Safety (All License Classifications as of 12/19/06)

## HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire

Number: 08-00

Date: August 27, 2007

Dunn's No. 878-043-769

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/Decrease	Current Balance	
OP 08-01	585.2	97.7				549.6
AL 08-02	345.6	4,963.3				264.0
PT 08-03	647.1	132,256.3				342.5
TR 08-04	104.9					
EM 08-05	20.0	20.0				20.0
PA 08-06	109.9	472.2				
PS 08-07	58.2					58.2
MC 08-08	55.0	797.3				50.0
SB 08-09		114.7				
SA 08-10	10.0					10.0
RS 08-11	15.0					12.0
402 Total	1,950.9	137,924.2				1,306.3
IN3 08-01						
J8 08-12	40.1	9,774.6				40.0
K8 08-12	205.8	3.6				189.3
K6 08-08	100.0					
Total NHTSA	2,296.8	148,499.7				1,535.6
State Official Authorized Signature			NHTSA Official Authorized Signature			
Name:			Name:			
Peter M. Thomson			Title:			
Title: Coordinator			Date:			
Date: August 27, 2007			Effective:			

**PSP 08-01**

**OCCUPANT PROTECTION**

CHART No. 6  
FATALITIES AND OCCUPANT PROTECTION USAGE

2004							
FATAL CRASHES: 158 FATALITIES: 171							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	Unk	Percent
0-4	0	0	0.00	0	0.00	0	0.00
5-8	0	0	0.00	0	0.00	0	0.00
9-15	3	2	66.67	1	33.33	0	0.00
16-20	22	4	18.18	17	77.27	1	4.55
21-39	33	7	21.21	26	78.79	0	0.00
40-59	37	15	40.54	22	59.46	0	0.00
60-74	17	5	29.41	12	70.59	0	0.00
75+	14	8	57.14	6	42.86	0	0.00
TOTAL	126	41	32.54	84	66.67	1	.79

2005							
FATAL CRASHES: 156 FATALITIES: 166							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	Unk	Percent
0-4	0	0	0.00	0	0.00	0	0.00
5-8	0	0	0.00	0	0.00	0	0.00
9-15	1	0	0.00	0	0.00	1	100.00
16-20	16	3	18.75	12	75.00	1	6.25
21-39	32	6	18.75	26	81.25	0	0.00
40-59	32	9	28.13	23	71.88	0	0.00
60-74	17	9	52.94	8	47.06	0	0.00
75+	14	5	35.71	9	64.29	0	0.00
TOTAL	112	32	28.57	78	69.64	2	1.79

2006							
FATAL CRASHES: 116 FATALITIES: 127							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4	0						
5-8	0						
9-15	1			1	100.00		
16-20	14	2	14.29	12	85.71		
21-39	26	6	23.08	19	73.08	1	3.45
40-59	29	4	13.79	25	86.21		
60-74	11	4	36.36	7	63.64		
75+	17	5	29.41	12	70.59		
TOTAL	98	21	21.43	76	77.55	1	1.02

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

In 2006, in accordance with provisions of SAFETEA-LU, the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to develop survey methodology in accordance with criteria developed by the Secretary of the US Department of Transportation. The criteria requires that survey results reflect usage by drivers and front seat outboard passengers in vehicles registered in all states (not just drivers of New Hampshire-registered vehicles). The UNH-developed methodology was subsequently approved by NHTSA, and the 2006 survey revealed a usage rate of 63.52 percent (weighted).

CHART No. 7

NEW HAMPSHIRE SEAT BELT USAGE SUMMARY 1984-2006			
Drivers of New Hampshire Registered Vehicles			
Year	Percent Usage	Year	Percent Usage
1984	16.06	1996	56.03
1986	26.30	1998	58.54
1988	37.16	2000	57.98
1990	51.74	2002	59.27
1992	49.70	2004	63.40
1994	53.70	2005	58.10
Drivers and Front Seat Outboard Passengers Vehicles Registered in All States			
2006	63.52*	2007	TBA
*weighted by traffic volume and number of road segments at each site			

CHART NO. 8

SEAT BELT USE/DRIVERS - NH REGISTERED VEHICLES

Year	Total			Male			Female		
	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted
2000	3,001	1,740	58.0%	1,585	789	49.8%	1,416	951	67.2%
2001	2,998	1,701	56.7%	1,600	786	49.1%	1,398	915	65.5%
2002	3,000	1,778	59.3%	1,546	812	52.5%	1,454	966	66.4%
2003	3,001	1,806	60.2%	1,590	860	54.1%	1,411	946	67.0%
2004	3,000	1,902	63.4%	1,525	852	55.9%	1,475	1,050	71.2%
2005	3,000	1,744	58.1%	1,589	806	50.7%	1,411	938	66.5%

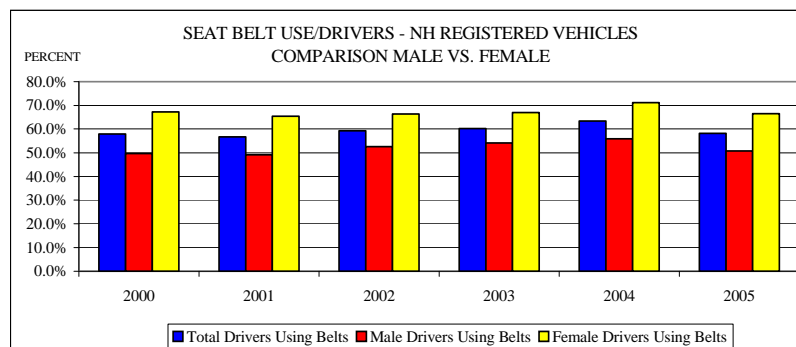


CHART NO. 9  
SEAT BELT USE/PASSENGERS - NH REGISTERED VEHICLES

Year	Total			Male			Female		
	Passengers	Belted	Percent Belted	Passengers	Belted	Percent Belted	Passengers	Belted	Percent Belted
2000	673	401	59.6%	233	120	51.5%	440	281	63.9%
2001	724	459	63.4%	234	132	56.4%	490	327	66.7%
2002	668	430	64.4%	259	143	55.2%	409	287	70.2%
2003	802	525	65.5%	321	183	57.0%	481	342	71.1%
2004	670	444	66.3%	231	135	58.4%	439	309	70.4%
2005	676	433	64.1%	251	124	49.4%	425	309	72.7%

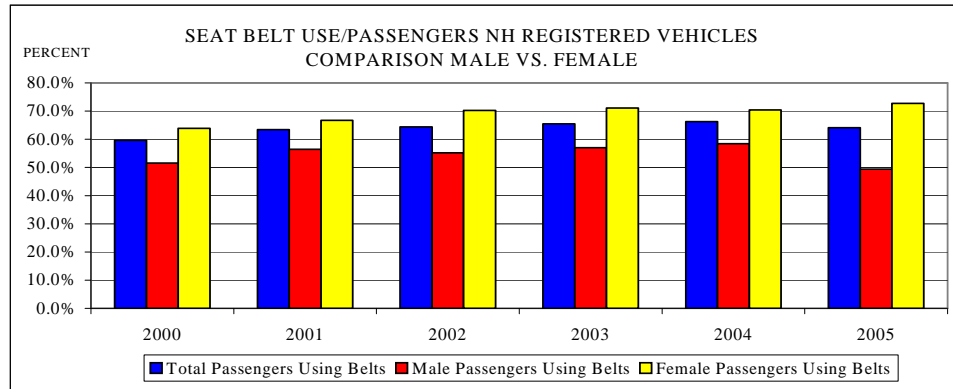


CHART NO. 10

2006 SEAT BELT USAGE COMPARISONS DRIVERS V. PASSENGERS MALES V. FEMALES (unweighted results)						
	Drivers	Passengers	NH Registered Vehicles		Out-of-State Vehicles	
			Drivers	Passengers	Drivers	Passengers
Male	57.7%	67.2%	54.9%	63.4%	71.3%	78.4%
Female	70.6%	69.0%	68.8%	66.0%	82.0%	81.6%

CHART NO. 11

SEAT BELT USE BY VEHICLE TYPE 2003-2005										
Vehicle Size	2003			2004			2005			
	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled	Number Vehicles Surveyed	Number Drivers Buckled	Percent Drivers Buckled	Number Drivers Buckled
Compact	586	364	62.1	555	349	62.9	543	318	58.6	
Mid-Size	828	527	63.6	903	619	68.5	877	559	63.7	
Full-Size	181	109	60.2	126	79	62.7	155	82	52.9	
SUV	574	368	64.1	617	437	70.8	632	389	61.6	
Truck	521	222	42.6	487	209	42.9	514	202	39.3	
Van	311	216	69.5	312	209	67.0	279	194	69.5	
Total	3001	1806	60.18	3000	1902	63.4	3000	1744	58.13	

CHART NO. 12

2006 SEAT BELT USE BY VEHICLE TYPE (unweighted results)		
	Driver	Passenger
Automobile	65.3%	68.0%
Van	68.4%	76.3%
SUV	70.6%	73.2%
Truck	43.2%	50.1%

PROBLEM IDENTIFICATION

*Chart No. 6* shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2004-2006. Of the 336 occupants who died during 2004-2006, only 94, or 28.0 percent, were using safety restraints.

*Charts No. 8, 9, and 10* shows the differences in the percentages of male v. female drivers and passengers who buckle up with females consistently buckling up more than males.

*Charts No. 11 and 12* identify the need to increase seat belt usage by drivers of trucks who consistently have the lowest seat belt usage rates (below 44 percent) in years 2003 – 2006 in comparison to belt use by drivers of all other vehicles (52.9 percent and over).

GOALS AND OBJECTIVES:

To increase the statewide seat belt usage rate for drivers and outboard front seat passengers (vehicles registered in all states) from the 2006 baseline of 63.52 percent to 64.5 percent in 2007 and 65.5 percent in the year 2008.

To increase seat belt usage rates (unweighted) for drivers and outboard front seat passengers of New Hampshire registered vehicles from the 2006 baseline of 61.2 percent and 64.5 percent respectively to 63.2 percent and 66.5 percent.

PROBLEM SOLUTION TASKS:

1. *Child Passenger Safety Conferences and Trainings.* This task will provide funds to cover travel costs associated with sending Agency staff and child passenger safety technicians, trainers, and staff to conferences and training sessions designed to enhance their knowledge in the child passenger safety field.  
Funding: \$5,000.00 (402)
2. *Media and Materials.* This task will enable the NH Highway Safety Agency to develop, purchase, and distribute media and handout materials for an in-house campaign to promote compliance with the state's child restraint law and the overall voluntary use of safety restraints.  
Funding: \$20,000.00 (402)
3. *Convincer Demonstrations.* This task will provide funds to the Dover Police Department to continue to conduct seat belt "Convincer" demonstrations throughout the state.  
Funding: \$15,000.00 (402)

4. *Buckle Up NH Activities.* This task will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition. The Coalition continues to focus educational efforts on increasing voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, and others with a statewide Buckle Up NH Week tentatively scheduled in May 2008. Funds will also be used to organize the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency.  
Funding: \$53,300.00 (402)
5. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. The purpose of a media campaign is to educate the public about the state's primary law requiring all persons up to age 18 to buckle up and to increase belt use by pickup truck drivers. This is part of a total program which also includes funding in PSP 08-02, Alcohol in Relation to Highway Safety; PSP 08-03, Police Traffic Services; PSP 08-07, Pedestrian and Bicycle Safety; and PSP 08-08, Motorcycle Safety.  
Funding: \$25,000.00 (402)
6. *Statewide Child Passenger Safety Program.* This task will provide funds to the Injury Prevention Center at Dartmouth College to continue to coordinate and administer the statewide Child Passenger Safety program and related activities, as well as to purchase a variety of child safety seats for training purposes and use at inspection stations, hospital emergency rooms, for special needs children, etc.  
Funding: \$134,300.00 (402)
7. *"Join the New Hampshire Clique".* This task, using 402 and, if available, prior year Section 157 Innovative funds, will enable the NH Highway Safety Agency to contract with an individual to coordinate the statewide "Join the New Hampshire Clique" program, and to fund overtime patrols dedicated to enforcing New Hampshire's Child Passenger Safety Law. Funding of this contractor will be split between PSP 08-01, Tasks 7 and 10.  
Funding: \$100,000.00 (402)
8. *CPS Enforcement.* This task will provide the funds for overtime patrols to enforce the State's Child Passenger Safety law with special emphasis on the booster seat law.  
Funding: \$20,000.00 (402)
9. *Rollover Convincer Demonstrations.* This task will provide funds to the NH Police Standards & Training Council to support overtime for two employees to continue to conduct demonstrations of the Rollover Convincer at schools and events throughout the state.  
Funding: \$20,000.00 (402)
10. *Statewide Seat Belt Challenge.* This task will cover costs associated with administering the annual Statewide Seat Belt Challenge. Jointly administered by the Dover Police Department and the Highway Safety Agency, funds will cover expenses associated with overtime, purchasing materials and handouts, postage, food, and miscellaneous expenditures incurred by the Dover Police Department. Funds will also enable the NH Highway Safety Agency to contract with an individual to assist with administrative responsibilities. Funding of this contractor will be split between PSP 08-01, Tasks 7 and 10.  
Funding: \$20,000.00 (402)
11. *Seat Belt Use Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual statewide seat belt use survey in accordance with a NHTSA-approved methodology.  
Funding: \$30,000.00 (402)



12. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$600.00 (402)
13. *Teen Driver Education Program.* Funds will enable the NH Department of Education to purchase The Drive™ Program for the State's driver education teachers and to cover costs associated with training teachers in use of the program. The Drive™ Program takes into account how today's teens think, process information, and learn. It is an innovative, participatory, interactive driver education tool that helps teens develop a positive, safe driving attitude. In New Hampshire young drivers aged 16-18 years have the highest incidence of motor vehicle crashes of any age group. During the four-year period 2001-2004 an average of 12.1 percent of all drivers involved in motor vehicle crashes in New Hampshire were 16-18 years of age. During this same period drivers in this age group were involved in an average of 12.4 percent of all injury crashes. Of the 1,028,636 licensed New Hampshire drivers in 2006, only 40,370, or 3.9 percent, were 16-18 years old. Although these inexperienced drivers represent a relatively small percent of licensed drivers, they are over-represented in motor vehicle and injury crashes.  
Funding: \$50,000.00 (402)
14. *Teen Driver Safety Guide.* Funds will cover bulk purchase of "A Family Guide to Teen Driver Safety" published by the National Safety Council. Based on the principles of graduated driver licensing, the publication is designed to assist families in understanding and managing a teen's journey from beginner to independent driver. In FY 2006 a total of 15,000 guides were purchased and distributed to parents and guardians. Due to the continual requests, additional copies will be purchased.  
Funding: \$10,000.00 (402)
15. *Pickup Truck Seat Belt Campaign.* This task will provide funds to the Injury Prevention Center at Dartmouth College to conduct a public information and education campaign designed to increase seat belt use by pickup truck drivers. A pilot program was conducted in two communities in northern New Hampshire in FY 2007, and there are plans to expand the program to include three sites this fiscal year. Funds will also support local police activities to be conducted in conjunction with the pickup campaigns administered by the Injury Prevention Center.  
Funding: \$82,000.00 (402)

PSP NO. 08-01 OP  
OCCUPANT RESTRAINTS

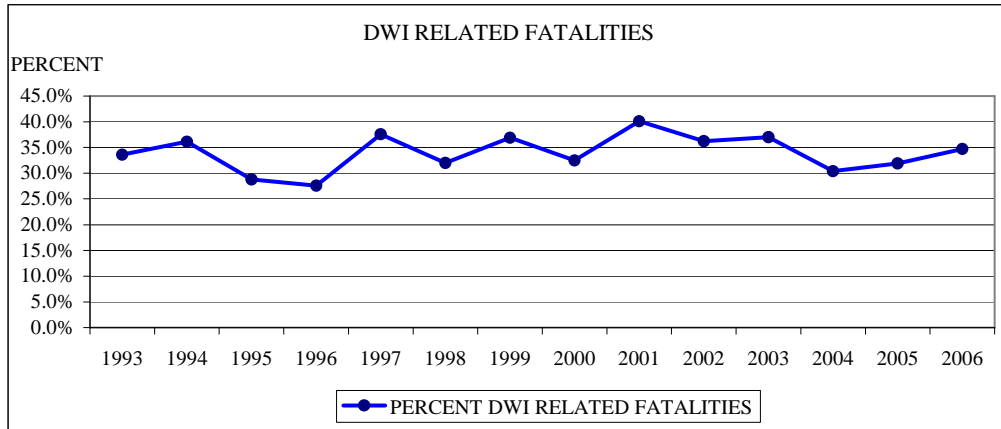
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Prior Year Section 157 Funds	(4) Prior Year J3Funds (2003b)	(5) State/ Local Share	(6)  Total	(7) Amount To Local
1. CPS Conferences and Training	1.3	3.7				5.0	
2. Media and Materials (HSA)		20.0				20.0	20.0
3. Convincer Demonstrations	10.0	5.0			3.8	18.8	15.0
4. BUNH Activities	38.3	15.0			26.7	80.0	53.3
5. Highway Safety Media Campaign (PM)		25.0				25.0	25.0
6. Statewide CPS Program	67.2	67.1			67.2	201.5	134.3
7. "Join the NH Clique"	35.0	65.0				100.0	100.0
8. CPS Enforcement	20.0					20.0	20.0
9. Rollover Convincer Demonstrations (PS&TC)		20.0				20.0	20.0
10. Statewide Seat Belt Challenge	10.0	10.0				20.0	20.0
11. Seat Belt Use Survey		30.0				30.0	
12. Audit Expense	.4	.2				.6	
13. Teen Driver Education Program		50.0				50.0	50.0
14. Teen Driver Safety Guides	10.0						
15. Pickup Truck Seat Belt Campaign	60.0	22.0				82.0	82.0
Totals	252.2	333.0			97.7	682.9	549.6

**PSP 08-02**

**ALCOHOL IN RELATION TO HIGHWAY SAFETY**

CHART NO. 13  
ALCOHOL-RELATED FATALITIES

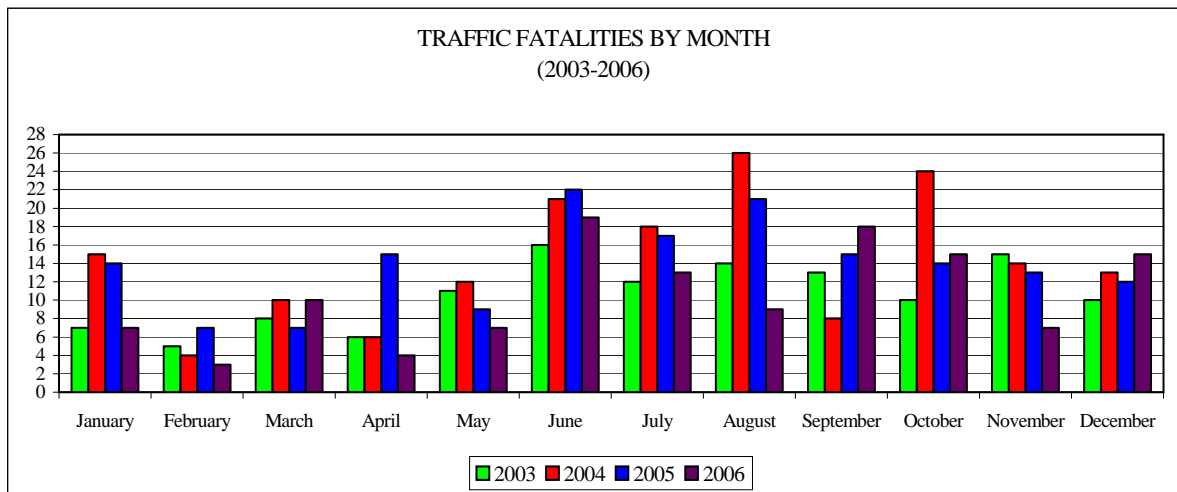
<u>Year</u>	<u>Fatalities</u>	<u>DWI Related Fatalities</u>	<u>Percent DWI Related</u>
1993	122	41	33.6%
1994	119	43	36.1%
1995	118	34	28.8%
1996	134	37	27.6%
1997	125	47	37.6%
1998	128	41	32.0%
1999	141	52	36.9%
2000	126	41	32.5%
2001	142	57	40.1%
2002	127	46	36.2%
2003	127	47	37.0%
2004	171	52	30.4%
2005	166	53	31.9%
2006	127	44	34.7%



Tracking of alcohol-related fatalities prior to 1989 was at .06 BAC.  
Beginning in 1989, in conformance with the Commercial Driver Licensing Standards, they are tracked at .04 BAC.

CHART NO. 14  
ALCOHOL-RELATED FATALITIES  
 BY MONTH

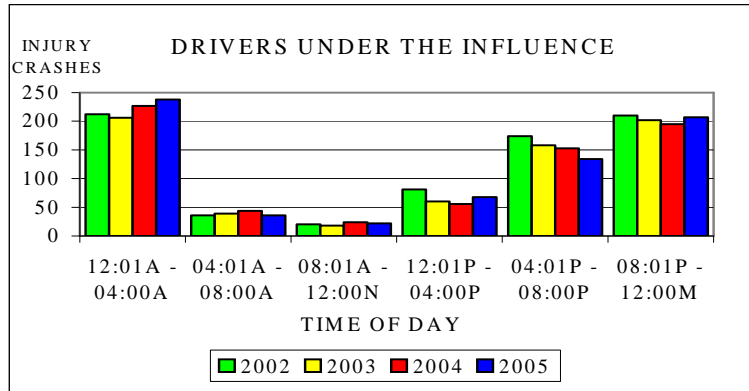
MONTH	2003		2004		2005		2006	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	7	2	15	4	14	1	7	2
February	5	1	4	1	7	2	3	1
March	8	2	10	1	7	3	10	2
April	6	3	6	1	15	3	4	1
May	11	3	12	2	9	2	7	6
June	16	9	21	7	22	12	19	1
July	12	4	18	4	17	9	13	5
August	14	6	26	6	21	6	9	2
September	13	5	8	2	15	4	18	7
October	10	3	24	10	14	3	15	4
November	15	4	14	5	13	5	7	6
December	10	5	13	9	12	3	15	7
<b>TOTALS</b>	<b>127</b>	<b>47</b>	<b>171</b>	<b>52</b>	<b>166</b>	<b>53</b>	<b>127</b>	<b>44</b>



**CHART NO. 15**  
**DRIVERS UNDER THE INFLUENCE**

Injury Crashes

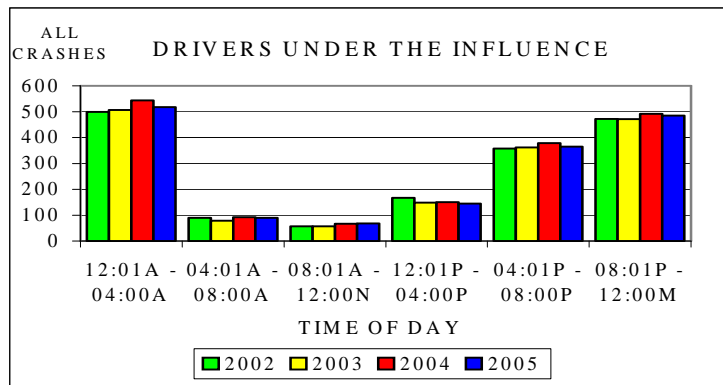
<u>Time</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
12:01A - 04:00A	212	206	227	238
04:01A - 08:00A	36	39	44	36
08:01A - 12:00N	20	18	24	22
12:01P - 04:00P	81	60	56	68
04:01P - 08:00P	174	158	153	134
08:01P - 12:00M	210	202	195	207



**CHART NO. 16**  
**DRIVERS UNDER THE INFLUENCE**

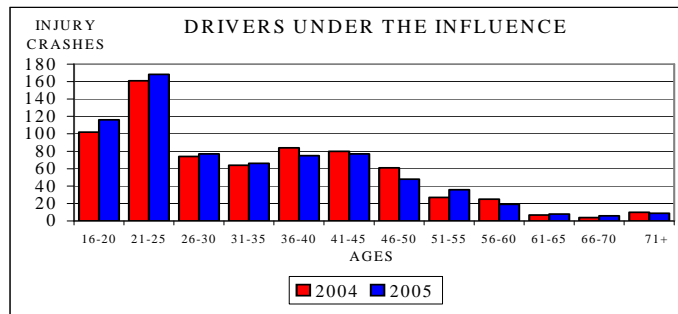
All Crashes

<u>Time</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
12:01A - 04:00A	499	507	544	518
04:01A - 08:00A	90	78	92	90
08:01A - 12:00N	57	57	67	68
12:01P - 04:00P	167	148	150	145
04:01P - 08:00P	357	362	379	365
08:01P - 12:00M	472	471	492	485



**CHART NO. 17**  
**DRIVERS UNDER THE INFLUENCE - BY AGE**  
**INJURY CRASHES**

<u>Ages</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
16-20	135	107	102	116
21-25	140	151	161	168
26-30	78	70	74	77
31-35	89	78	64	66
36-40	96	84	84	75
41-45	84	67	80	77
46-50	45	48	61	48
51-55	23	30	27	36
56-60	15	24	25	19
61-65	12	10	7	8
66-70	8	8	4	6
71+	8	6	10	9



**CHART NO. 18**  
**DRIVERS UNDER THE INFLUENCE - BY AGE**  
**ALL CRASHES**

<u>Ages</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
16-20	265	240	219	228
21-25	365	355	401	406
26-30	176	169	199	196
31-35	194	180	163	155
36-40	212	197	200	174
41-45	185	174	175	194
46-50	98	129	146	131
51-55	59	78	94	76
56-60	35	42	68	49
61-65	22	25	20	25
66-70	12	16	16	17
71+	19	18	19	20

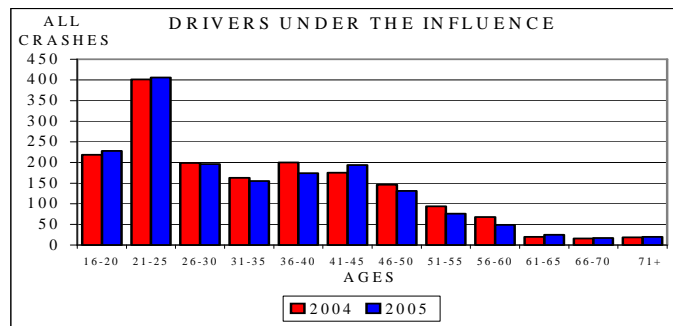


CHART NO. 19  
DRIVERS UNDER THE INFLUENCE - DAYS OF WEEK  
INJURY CRASHES

<u>Day</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
Sunday	136	128	140	148
Monday	67	78	57	62
Tuesday	70	63	55	55
Wednesday	70	68	63	74
Thursday	85	75	104	84
Friday	135	128	109	127
Saturday	170	143	171	155

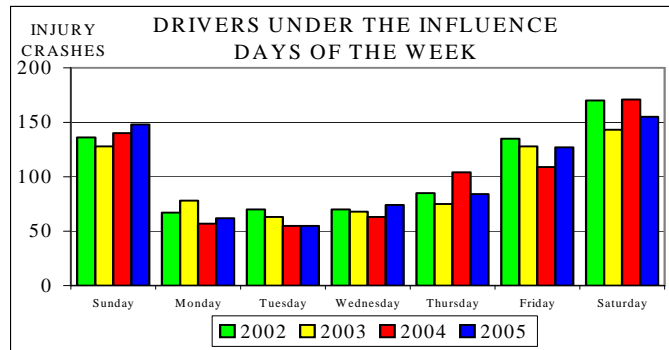
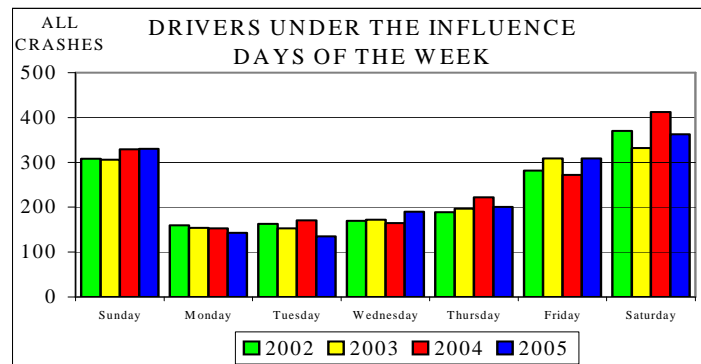


CHART NO. 20  
DRIVERS UNDER THE INFLUENCE - DAYS OF WEEK  
ALL CRASHES

<u>Day</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
Sunday	308	306	329	330
Monday	160	154	153	143
Tuesday	163	153	171	135
Wednesday	170	172	165	190
Thursday	189	197	222	201
Friday	282	309	272	309
Saturday	370	332	412	363



## PROBLEM IDENTIFICATION

*Chart No. 14* comparing fatalities by month for the years 2003-2006 indicates that the greatest number of alcohol-related deaths occurred during the summer months (June, July, and August).

*Chart No. 15* shows that during the years 2002-2005 in injury crashes where a driver was under the influence of alcohol or drugs, 2,316 (82.1 percent) occurred between the hours of 4:01P-4:00A, with 1,697 (60.2 percent) occurring between 8:01P – 4:00A.

*Chart No. 16* shows that during the years 2002-2005 in all crashes where a driver was under the influence of alcohol or drugs, 5,451 (81.8 percent) occurred during the hours of 4:01P-4:00A, with 3,988 (59.9 percent) occurring between 8:01P-4:00A.

*Chart No. 17* shows that for the years 2002-2005 of the drivers under the influence of alcohol or drugs involved in injury crashes, 460 (16.3 percent) were ages 16–20. Licenses issued to drivers aged 16-20 years represent approximately 7.2 percent of all licenses issued (Chart 5). For the years 2002-2005, drivers 16-20 years were also involved in 18.7 percent of all crashes (Chart No. 3). These drivers also represent 19.2 percent of drivers involved in all injury crashes (Chart No. 4).

*Chart No. 18* shows that for the years 2002-2005 the drivers under the influence in all crashes, 952 (14.3 percent) were ages 16-20.

*Chart No. 19* shows that during the years 2002-2005 in injury crashes where a driver was under the influence of alcohol or drugs, 1,690 (59.9 percent) occurred during the period Friday–Sunday.

*Chart No. 20* shows that for the years 2002-2005 in all crashes where a driver was under the influence of alcohol or drugs, 3,922 (58.9 percent) occurred during the period Friday – Sunday.

## GOALS AND OBJECTIVES

To reduce alcohol-related fatalities from 34.7 percent in 2006 to 31.0 percent in the year 2008.

## PROBLEM SOLUTION TASKS

1. *New Hampshire Traffic Safety Commission.* On June 30, 1982, Governor Hugh Gallen created the "Governor's Task Force on Drunken Driving" by executive order. After a five-month study of the problem, the task force made 21 recommendations to the legislature. One of those recommendations was the creation of a permanent commission on DWI. The legislature refused the suggestion saying that the NH Traffic Safety Commission, in existence since 1967, was well suited to the task. The 15-member Commission is composed of New Hampshire residents representing both the public and private sectors. The Commission meets regularly to discuss potential highway safety problems and make recommendations to the Coordinator of the Highway Safety Agency. The commissioners, appointed by the Governor and Executive Council, serve five-year staggered terms. This task will meet the expenses of that Commission.

Funding: \$1,000.00 (402)



2. *Liquor Server Responsibility Workshops.* Since 1988 the NH Liquor Commission has supported four training programs. The "TEAM" (Total Education in Alcohol Management) Course stresses: NH Liquor Laws, identification procedures and techniques, civil liability, and seller/server intervention. This program requires seven hours of training to meet seller/server certification standards. The four-hour "GETS" (Grocer's Education Training Seminar) is for grocers and others who sell for off-premise consumption. "MTS" (Management Training Seminar) is a four-hour program for new owners and management, "LOTS" (Liquor Outlet Training Seminar) is a four-hour program for liquor store employees. In 2006 a total of 1,493 hours of instruction were presented at 302 programs to 6,076 individuals covering these four programs.

The Liquor Commission also presents specialty-type programs to police personnel, high schools, colleges, and civic organizations that provide in-service training for their personnel. During 2006 the Commission trained an additional 357 law enforcement personnel and others in the area of liquor laws and fake identification. In addition, public outreach programs (i.e. Fatal Choices, "Brandon Tells His Story", and "The Ripple Effect" featuring State Prison Inmate Ryan Murphy) and appearances at DARE Programs, semi-professional sports events, etc., were offered at 65 different events and reached 28,566 people.

3. *National Drunk and Drugged Driving Awareness Month.* This task will provide funding for the annual Governor's Highway Safety luncheon to kick off National Drunk and Drugged Driving Awareness Month in conjunction with "Safe Family Holidays". It is anticipated attendance will consist of approximately 200 local prosecutors, police chiefs and members of the legislature.  
Funding: \$8,000.00 (402)
4. *Media and Materials.* This task will provide funding for the production and distribution of media and handout materials designed to raise the public's awareness of the hazards of drinking and driving.  
Funding: \$20,000.00 (402)
5. *Chemical Free Celebrations.* This task will provide assistance to schools throughout the state interested in holding chemical-free prom/graduation parties designed to expose students to a memorable, fun-filled evening free of alcohol and other drugs. Use of federal funds will be limited to reimbursement for transportation, security, and facility rental.  
Funding: \$1,500.00 (402)
6. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses to: allow Agency staff members and others to attend NHTSA conferences/training sessions, the GHSA and WHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.  
Funding: \$5,000.00 (402)
7. *Vehicular Homicide/DWI Conference.* This task will provide the funds to send: a) county attorneys and/or local police prosecutors to the vehicular homicide/DWI conference sponsored by the Traffic Institute of Northwestern University and b) judges to seminars offered by the ABA Judicial Division.  
Funding: \$8,000.00 (402)
8. *Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar. It is anticipated that it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI.  
Funding: \$10,000.00 (402)

9. *State Police – DWI Patrols.* The State Police made approximately 1,419 DWI arrests in 2006, an average of 7 for each of the Traffic Division's 220 personnel. This task will provide funds for the State Police to conduct overtime DWI Enforcement Patrols. For every overtime detail hour the state incurs approximately \$20.00 to cover additional related expenses. For 1,000 hours of overtime DWI patrols this equates to approximately \$20,000.00.  
Funding: \$50,000.00 (402)
10. *Local Police - DWI Patrols.* The local police departments are currently making more than 3,720 DWI arrests annually by approximately 2,994 full-time personnel. This will be augmented with overtime patrols that will focus on DWI and other offenses such as open container, illegal possession, underage drinking, etc. This task will provide funds to local and county law enforcement agencies to conduct overtime DWI patrols, if funding levels exceed the amount set aside in PSP 08-12.  
Funding: \$61,500.00 (402)
11. *Sobriety Checkpoints/DWI Saturation Patrols.* This task will provide funds to enable state, county, and local law enforcement agencies to work together to conduct overtime sobriety checkpoints and saturation patrols in designated locations throughout the state, if funding levels exceed the amount set aside in PSP 08-12.  
Funding: \$50,000.00
12. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$600.00 (402)
13. *Driver and Safety Education.* This project is included for informational purposes only. Thirty hours of classroom instruction and eight hours behind the wheel are required of all 16-17 year-olds who wish to apply for a driver's license. Effective September 14, 1999, students must also complete an additional 20 hours of driving time under the direct supervision of a licensed parent or guardian. The NH Departments of Education and Safety jointly administer the driver education program and prescribe the curriculum that is required to be used by all certified teachers. In 2006 approximately 11,446 students attended driver's education. Effective January 1, 2003, all non-U.S. citizens who do not have a license in their home country and who are not residents of the United States must complete the driver education course.
14. *High School Impaired Driving Program.* This task will cover costs (current expenses, travel, etc.) associated with offering an impaired driving education program to high schools throughout the State. Presented by the NH Highway Safety Agency in cooperation with the NH Liquor Commission and the NH Departments of Correction and Education, students will hear the personal account of a paroled State Prison inmate who served time for driving impaired and causing the death of a motorcyclist.  
Funding: \$5,000.00 (402)
15. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of alcohol-related motor vehicle crashes that result in death and injury. This is part of a total program that includes funding in PSP 08-01, Occupant Protection; PSP 08-03, Police Traffic Services; PSP 08-07, Pedestrian and Bicycle Safety; and PSP 08-08, Motorcycle Safety.  
Funding: \$25,000.00 (402)

16. *Video Equipment.* This task will provide funds to assist fifty (50) local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$50,000.00 (402)
17. *NH Liquor Commission "Last Drink Survey".* Funds provided under this task will allow officers of the NH Liquor Commission's Enforcement Bureau to conduct "Place of Last Drink" surveys at sobriety checkpoints. Officers will collect data during roadside interviews at sobriety checkpoints that will be used to identify establishments associated with the highest number of DWI's or highest BAC readings recorded among those drivers arrested for DWI.  
Funding: \$20,000.00 (402)
18. *DRE Program Administration.* This task will provide funds to cover out-of-state travel associated with two (2) New Hampshire DRE instructors attending the annual IACP DRE training conference on Drugs, Alcohol, and Impaired Driving and printing of instructor and student manuals for the DRE Instructor schools to be conducted by the NH Police Standards and Training.  
Funding: \$5,000.00 (402)
19. *Sobriety Checkpoint Signs.* This task will provide for the purchase of fifteen (15) sets of collapsible, fabric "sobriety checkpoint ahead" warnings signs that will meet national standards for work zone areas. The signs will be loaned to law enforcement agencies throughout the state when conducting sobriety checkpoints.  
Funding: \$15,000.00 (402)
20. *"Ripple Effect" Video.* This task will provide funds for creation, production, and distribution of a video featuring former State Prison inmate Ryan Murphy who was sentenced to serve a 7-1/2 to 15-year sentence for manslaughter...the result of alcohol and his decision to drive after drinking. Ryan's story is powerful as he speaks about the events that led to the tragic day in June 2001 during Motorcycle Weekend when, driving impaired, he struck a motorcycle head on killing the operator. Ryan speaks of the "Ripple Effect" of his decision and how it changed many lives in the blink of an eye. The resulting video will be distributed to high schools and driver education programs throughout the state, courts, highway safety offices nationwide, etc.  
Funding: \$10,000.00 (402)

PSP NO. 08-02 AL  
ALCOHOL IN RELATION TO HIGHWAY SAFETY

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. NH Traffic Safety Commission		1.0				1.0	
2. Liquor Server Responsibility							
3. National DDD Awareness Month		8.0				8.0	8.0
4. Media and Materials (HSA)		20.0				20.0	20.0
5. Chemical-Free Celebrations	1.5				6.0	7.5	1.5
6. HSA Conferences/Training	5.0					5.0	
7. Vehicular Homicide/DWI Conference	8.0					8.0	8.0
8. Prosecutorial Seminar	10.0					10.0	10.0
9. State Police DWI Patrols		50.0		20.0		70.0	
10. Local Police DWI Patrols	61.5				4,887.3	4,948.8	61.5
11. Sobriety Checkpoints/Saturation Patrols	50.0					50.0	50.0
12. Audit Expense	.4	.2				.6	
13. Driver/Safety Education							
14. High School Impaired Driving Program		5.0				5.0	5.0
15. Highway Safety Media Campaign (PM)		25.0				25.0	25.0
16. Video Equipment		50.0			50.0	100.0	50.0
17. "Last Drink" Survey	20.0					20.0	
18. DRE Program Administration		5.0				5.0	
19. Sobriety Checkpoint Signs	15.0					15.0	15.0
20. "Ripple Effect" Video		10.0				10.0	10.0
Totals	171.4	174.2		20.0	4,943.3	5,308.9	264.0

**PSP 08-03**

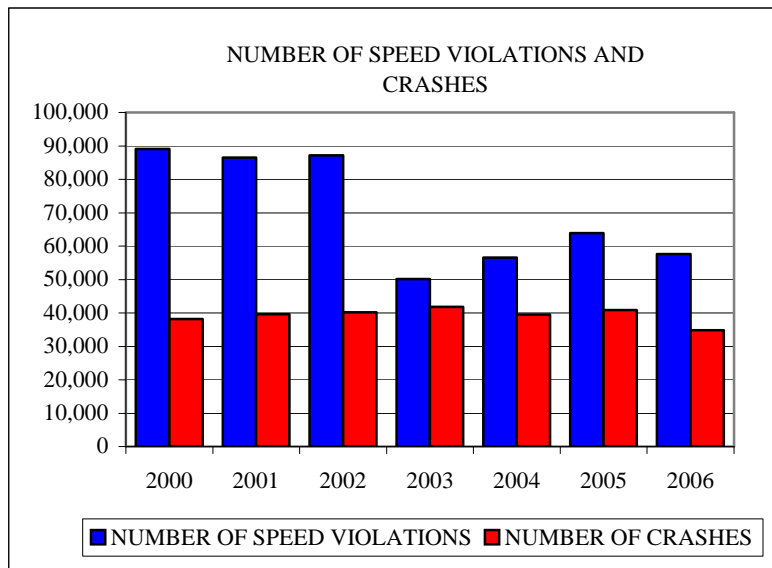
**POLICE TRAFFIC SERVICES**

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

<u>Contributing Factors</u>	<u>INCAPACITATING INJURIES</u>				<u>NON-INCAPACITATING INJURIES</u>			
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
Centerline Encroachment	40	20	34	39	84	93	105	135
Defective Equipment	13	7	15	8	59	55	79	83
Disregard Traffic Control Device	25	29	25	20	233	254	233	267
Driver Inattention/Distraction	142	122	139	117	1,305	1,427	1,396	1,369
Driver Inexperience	16	24	25	17	142	157	190	168
Failure to Yield ROW	116	99	104	106	935	967	1,021	894
Following Too Close	20	28	29	17	301	387	471	396
Illegal/Unsafe Speed	138	115	134	112	729	747	847	898
Impeding Traffic	2	3	0	2	15	23	28	17
Improper Park/Start/Stop	6	1	7	3	64	53	54	79
Improper Passing/Overtaking	12	21	15	22	49	56	79	64
Improper Turn	13	5	12	5	107	108	88	71
Improper/Unsafe Lane Use	17	20	18	28	124	105	155	141
Other	74	40	66	56	460	475	499	472
Pedestrian Violation/Error	11	5	7	7	12	19	37	35
Physical Impairment	88	88	99	82	325	340	377	348
Skidding	57	48	33	44	446	407	440	588
Unsafe Backing	8	1	2	6	51	47	52	45
Vision Obsecurement	26	35	26	18	207	195	188	230
Total	824	711	790	709	5,648	5,915	6,339	6,300

CHART NO. 22

<u>Year</u>	<u>Number of Speed Violations</u>	<u>Number of Crashes</u>
2000	89,138	38,156
2001	86,494	39,639
2002	87,176	40,190
2003	50,181 *	41,843
2004	56,564 *	39,555
2005	63,912	40,885
2006	57,576	34,801



\* Number of Speed Violations and crashes reported has incomplete data due to personnel shortages.

CHART NO. 23  
FATAL CRASHES BY MONTH  
2003-2006

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
2003	5	5	7	6	11	15	11	13	13	9	13	8
2004	14	4	9	5	12	19	18	26	7	19	13	12
2005	14	7	5	13	9	20	16	21	15	13	12	11
2006	7	3	9	4	6	14	12	9	16	15	7	14
Total	40	19	30	28	38	68	57	69	51	56	45	45
4-Year Average	10	5	8	7	10	17	14	17	13	14	11	11

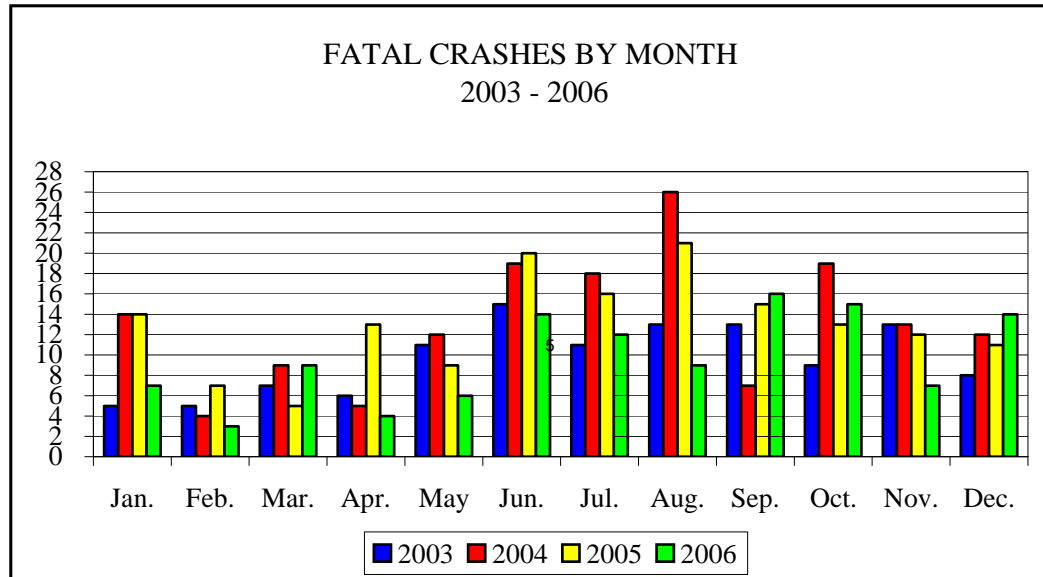


CHART NO. 24  
FATAL CRASHES – PRIMARY CAUSES

CAUSES	2003		2004		2005		2006	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	46	54	58	61	60	66	49	51
Speed	14	14	20	20	17	17	15	17
Road/Weather	7	9	3	4	11	12	1	1
Inattention/Distracted/Emotion	7	7	5	5	16	16	11	12
Fatigue/Illness	15	15	16	21	9	9	16	16
Other	1	1	6	6	5	5	3	3
Pedestrian Error	7	7	8	8	3	3	3	3
Failure to Yield Right of Way	6	6	5	5	14	14	10	11
Unknown	1	1	3	3	1	1	1	2
Driver Error	12	13	34	38	20	23	7	11
	116	127	158	171	156	166	116	127

PROBLEM IDENTIFICATION

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 21) were driver inattention/distracted, illegal/unsafe speed, and failure to yield the right of way.

On average, the greatest number of fatal motor vehicle crashes occur during the months of June and August, followed by July and October. (Chart 23)

Alcohol/drugs, speed, fatigue/illness, and driver error consistently are leading causes in fatal crashes (Chart 24).

GOALS AND OBJECTIVES

To decrease the number of crashes resulting in incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2002-2005) of 125 to 120 in 2006 and 115 by the year 2007.

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2002-2005) of 805 to 795 in 2006 and 785 by the year 2007.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2003-2006) of 61 to 58 in 2007 and 55 by the year 2008.

To decrease the number of fatal crashes where speed was the primary cause from 15 in 2006 to 13 in 2007 and 11 in 2008.



PROBLEM SOLUTION TASKS:

1. *State Police Enforcement.* This task will provide funds to support overtime pay for 1,600 hours of State Police patrols. Primary emphasis will be on speed enforcement; however, adherence to all traffic laws will be monitored and enforced. The State Police budget for FY 2008 provides approximately \$25,387,352 for the Traffic Division which covers regular traffic enforcement activities. PSP 08-02 (Alcohol) includes \$2,538,735 of this amount for the cost of DWI surveillance and arrests, leaving approximately \$22,848,617 for other enforcement activities. It is estimated that for every hour of overtime, the state expends an additional \$20.00 in other expenses representing a state match of \$32,000.00.  
Funding: \$80,000.00 (402)
2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 90 local police departments to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that handle larger traffic volumes. It is estimated that the local cities and towns expend approximately \$61,214.00 for each of the 2,994 full-time police officers – a total of \$183,274,716. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this would amount to an expenditure of \$146,619,773. PSP 08-02 (Alcohol) includes \$4,887,326 of this amount as the estimated cost of DWI surveillance and arrests, and PSP 08-12 (Drunk Driving Prevention Programs) includes \$9,774,651, leaving approximately \$131,957,796 for other selective enforcement activities.  
Funding: \$60,000.00 (402)
3. *Radar Equipment.* This task will provide funds to assist sixty (60) local, county, and state law enforcement agencies with the purchase of new and replacement radar units (hand-held, dash-mounted, laser, and/or radar/display trailers including traffic data recorders). Ranging in price from \$2,000.00 for a radar unit to \$9,000-\$12,000 for a radar/display trailer, office policy limits federal funding assistance for a radar unit to 50 percent not to exceed \$1,000 per unit, with a funding level of 50 percent not to exceed \$6,000 per unit for a radar display trailer. Approval of this task for radar equipment exceeding the \$5,000 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$122,000.00 (402)
4. *Computer Equipment and Software.* This task will provide assistance to police departments in Chester, Moultonboro, Newton, Pittsburg, Portsmouth, Roxbury, Rumney, Salem, Salisbury, Winchester, and other law enforcement agencies for the purchase of computers (including laptops) and software used in highway safety-related activities. Agency policy limits federal funding assistance for computers to 50 percent not to exceed \$2,500 per unit and software to 50 percent with a \$1,500 per unit ceiling. Approval of this task for computer equipment exceeding the \$5,000 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$25,000.00 (402)
5. *Highway Safety Conferences/Training.* This task will provide funds to cover expenses associated with Agency staff and others attending NHTSA conferences/training sessions, GHSA and NAWHSL Annual Conferences, Lifesavers, National CARE, etc.; enable state and local officials to attend highway safety related conferences and training sessions; and the NH Highway Safety Agency to conduct regional training sessions for local and county law enforcement agencies relative to highway safety programs and the use of highway safety funds.  
Funding: \$5,000.00 (402)

6. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$600.00 (402)
7. *Motorcycles.* This task will provide funding for the lease of motorcycles for a six-month period for local police departments during summer months when traffic is extremely congested.  
Funding: \$15,500.00 (402)
8. *Media and Materials.* This project will provide funding for the production and distribution of media and handout materials to enhance the public's awareness of the consequences of violating speed limits and other motor vehicle laws, as well as researching and developing educational materials aimed at curbing crashes involving moose and motor vehicles.  
Funding: \$20,000.00 (402)
9. *TAR Equipment.* This task will provide funds to assist fifteen (15) local, county, and state law enforcement agencies with the purchase of equipment (cameras, total station computer/laser equipment) to be used to reconstruct traffic crashes. Agency policy limits funding assistance to 50 percent for the purchase of this equipment. Approval of this task for equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$40,000.00 (402)
10. *Tire Deflation Devices.* This task will provide funds to assist fifteen (15) local, county, and state law enforcement agencies (including departments in Amherst, Bedford, Canaan, Candia, Deering, Meredith, Northwood, Pembroke and the State Police) in the purchase of tire deflation devices to be used to stop vehicles attempting to elude police.  
Funding: \$35,000.00 (402)
11. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of motor vehicle crashes resulting from speed, red light running, road rage, etc. This is part of a total program that includes funding in PSP 08-01, Occupant Protection; PSP 08-02, Alcohol in Relation to Highway Safety; PSP 08-07, Pedestrian and Bicycle Safety; and PSP 08-08, Motorcycle Safety.  
Funding: \$25,000.00 (402)
12. *PS&TC Officer Training.* This task will enable the NH Police Standards & Training Council to contract for training to be offered to local, county, and state law enforcement officers in areas related to highway safety. Based on the identification of need, funds will cover trainings costs for two (2) courses ("Investigating Motorcycle Crashes", "Advanced Commercial Crash Investigation", "Medical Foundations of Visual System Testing", Advanced Pedestrian/Bicycle Crash Investigation", or others to be determined).  
Funding: \$20,000.00 (402)
13. *Commercial Vehicle Enforcement.* This task will provide funds to enable the Motor Vehicle Inspectors' Unit within the NH Division of Motor Vehicles to conduct up to 1,000 hours of overtime enforcement dedicated to removing commercial vehicles and drivers from service for safety violations, as well as issuing citations to passenger vehicle operators for driving in an aggressive manner around commercial vehicles. For every overtime detail hour, the state incurs approximately \$20.00 per hour to cover additional related expenses. For 1,000 hours of overtime this equates to approximately \$20,000.00.  
Funding: \$52,000.00 (402)

14. *Red Light Running Enforcement Patrols.* This task will support overtime to enable the Bedford, Berlin, Dover, Lebanon, and Portsmouth Police Departments and other law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.  
Funding: \$30,000.00 (402)
15. *School Bus Enforcement Patrols.* This task will provide funds to local law enforcement agencies and the Bureau of Highway Patrol and Enforcement to conduct up to 500 hours of overtime enforcement. These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in “school zones” during the morning and afternoon hours when students are being transported to and from school. For every overtime detail hour, the state incurs approximately \$20.00 per hour to cover additional related expenses. For 450 hours of overtime this equates to approximately \$9,000.00  
Funding: \$25,000.00 (402)
16. *State Police “Move Over Campaign”.* This task will provide funds to the NH State Police to develop and conduct a public information and education campaign designed to educate the motoring public of the provisions of RSA 265:37-a (effective January 2005) requiring motorists to “move over” when approaching emergency personnel.  
Funding: \$25,000.00 (402)
17. *Judicial Traffic Court Training.* This task will provide funds to enable up to three newly appointed district court judges to attend the “Learn What’s New in Traffic Court” conference sponsored by the ABA Judicial Division. In addition to discussing developments in scientific evidence, effects of drugs, and traffic court law, sessions include: Speed Check Instrument and Admissibility of Speed Evidence; Drug Recognition Evidence; Legal Issues Concerning Photo Enforcement; and Innovative Sentencing and Technologies/Strategies with Teens, Elders, Chronic Offenders and Ethnic Groups.  
Funding: \$7,000.00 (402)
18. *DOS Prosecuting Paralegal.* This task will provide funds to enable the NH Department of Safety to continue to employ a paralegal for the Prosecution Unit within the Bureau of Hearings. This employee provides prosecution support for the Unit’s five attorneys who handle cases in primary and secondary district courts throughout the State.  
Funding: \$50,000.00 (402)

PSP NO. 08-03 PT  
POLICE TRAFFIC SERVICES

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) Federal or State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. State Police Overtime Enforcement Patrols (SC)		80.0		32.0		112.0	
2. Local Police Overtime Patrols (SC)		60.0			131,957.8	132,017.8	
3. Additional Radars (SC)	122.0				122.0	244.0	122.0
4. Computer Equipment/Software	20.0	5.0			25.0	50.0	25.0
5. HSA Conferences/Training		5.0				5.0	
6. Audit Expense	.5	.1				.6	
7. Motorcycles	15.5				15.5	31.0	15.5
8. Media & Materials (HSA)		20.0				20.0	20.0
9. TAR Equipment	30.0	10.0			40.0	80.0	40.0
10. Tire Deflation Devices	25.0	10.0			35.0	70.0	35.0
11. HSA Media Campaign (PM)	10.0	15.0				25.0	25.0
12. PS&TC Training		20.0				20.0	20.0
13. Commercial Vehicle Enforcement	52.0			20.0		72.0	
14. Red Light Running Enforcement	30.0					30.0	30.0
15. School Bus Enforcement	25.0	10.0		9.0		44.0	10.0
16. State Police "Move Over" Campaign	25.0					25.0	
17. Judicial Traffic Court Training		7.0				7.0	
18. DOS Prosecuting Paralegal	50.0					50.0	
Totals	405.0	242.1		61.0	132,195.3	132,903.4	342.5

## PSP 08-04

### TRAFFIC RECORDS

#### GOALS AND OBJECTIVES

To improve the Highway Safety Agency's computer capabilities, work with other agencies in maintaining and updating the State's traffic records system, and to conduct a traffic records assessment to assess the status of the State's overall program.

#### PROGRAM SOLUTION TASKS

1. *Integrated Statewide Traffic Records System.* The Department of Safety's mainframe computer allows the Department to migrate all data and data systems from the host computers at the Division of Information Services and the Department of Transportation, and to integrate all major data system functions that are appropriate into the Integrated Statewide Traffic Records System (ISTRS). The data base fully integrates across all major data files and utilizes IDMS/R as the data base management system. All five major files (Driver License File, Accident Violation File, Integrated Accident File, Motor Vehicle Registration File, and Motor Vehicle Title File) are on line. This explanation of the ISTRS is for informational purposes only to demonstrate that the State has a comprehensive computerized traffic record keeping system and to show the state's financial commitment.
2. *Fatal Accident Reporting System.* The Fatal Accident Reporting System (FARS) gathers data on the most severe traffic crashes that occur each year – those that result in loss of human life. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This task will supplement other federal funds that support the data analyst position.  
Funding: \$39,000.00 (402)
3. *Highway Safety Computerization.* This task will provide funds if needed, to enable the Highway Safety Agency to upgrade the integration of its grants management system and computer equipment (hardware, software, supplies, personnel training, etc.). It is estimated a personal computer or laptop will not exceed \$2,000.00 per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000-\$15,000.  
Funding: \$25,000.00 (402)
4. *DMV Traffic Crash Records Update.* This task will enable the NH Division of Motor Vehicles to hire staff on an overtime basis for the manual data entry of crash reports (not including commercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes and to develop corrective countermeasures and programs.  
Funding: \$18,865.00 (402)
5. *Traffic Records Assessment.* This task will provide monies for the NHTSA Traffic Records Assessment Team to assess the status of traffic records in the State and to make recommendations for updating the system.  
Funding: \$20,000.00 (402)
6. *Highway Safety Conferences/Training.* This task will provide funds to cover travel expenses associated with Agency staff and others attending conferences/training sessions related to traffic records improvement.  
Funding: \$2,000.00 (402)

PSP NO. 08-04 TR  
TRAFFIC RECORDS

Project Titles	(1) 402 Current Year	(2) Prior Year	(3) Section 408 (K9)		(4) State Share	(5) Other Federal Funds	(6) Total	(7) Amount To Local
			Current Year	Prior Year				
1. Integrated Statewide TR System								
2. Fatal Accident Reporting System (FARS)	9.0	30.0				33.2	72.2	
3. HSA Computerization	25.0						25.0	
4. DMV Traffic Crash Records Update	18.9						18.9	
5. Traffic Records Assessment	20.0						20.0	
6. HSA Conferences/Training		2.0					2.0	
Totals	72.9	32.0				33.2	138.1	

## PSP 08-05

### EMERGENCY MEDICAL SERVICES

#### PROBLEM IDENTIFICATION

Time is of the essence in reaching the victims of highway crashes and providing definitive care and treatment. Sometimes it is nearly impossible to remove victims from heavily damaged vehicles without the use of special extrication equipment, and it is imperative that it be moved to the scene without delay. Frequently such equipment is only available from other communities which may be some distance away. Therefore, it is the purpose of this countermeasure to assist in locating extrication equipment strategically throughout the state.

#### GOALS AND OBJECTIVES

To continue to provide assistance to local entities in the purchase of extrication equipment.

#### PROBLEM SOLUTION TASKS

1. *Emergency Medical Services.* The goal of the Bureau of Emergency Medical Services is to ensure adequacy and appropriateness of all emergency medical services throughout the state. This task is included to show the cost to local entities in maintaining services. There are approximately 4,334 EMTs in the state who have to be recertified every two years at a cost ranging from approximately \$250-\$500 each.
2. *Extrication Equipment.* This task will provide funds to assist the communities of Deering, Dover, Hebron, and Salem, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories, etc.). The cost of pieces of extrication equipment ranges from \$550.00 for accessories to \$4,500.00 for a set of airbags to \$4,000.00 for a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed \$4,500.00 of the total cost, with the applicant agency responsible for providing the balance. Approval of this task for extrication equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application.  
Funding: \$20,000.00 (402)

PSP NO. 08-05 EM  
EMERGENCY MEDICAL SERVICES

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State/Federal Other Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Emergency Medical Services							
2. Extrication Equipment	10.0	10.0			20.0	40.0	20.0
Totals	10.0	10.0			20.0	40.0	20.0



## PSP 08-06

### PROGRAM MANAGEMENT

#### GOALS AND OBJECTIVES

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

#### PROBLEM SOLUTION TASKS

1. *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, etc.). Highway Safety Agency staff will review and evaluate the 2007 Strategic Action Plan, analyze all available traffic records data and identify highway safety problems, implement state and local projects designed to solve these problems, monitor and evaluate current projects, audit completed projects, and develop the Year 2009 Strategic Action Plan.  
Funding: \$99,935.00 (402)
2. *Highway Safety Conferences and Dues.* This task will provide funds to cover payment of the NH Highway Safety Agency annual membership dues to the Governors' Highway Safety Association (GHSA) and the National Association of Women Highway Safety Leaders (NAWHSL). Funds will also cover travel expenses associated with Agency staff attending GHSA and NAWHSL Executive Board Meetings.  
Funding: \$10,000.00 (402)

PSP NO. 08-06 PA/EPA  
PROGRAM MANAGEMENT

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Program Management Personnel Services/Other Expenses	99.9			472.2		572.1	
2. Highway Safety Conferences/Training/Dues	10.0					10.0	
Totals	109.9			472.2		582.1	

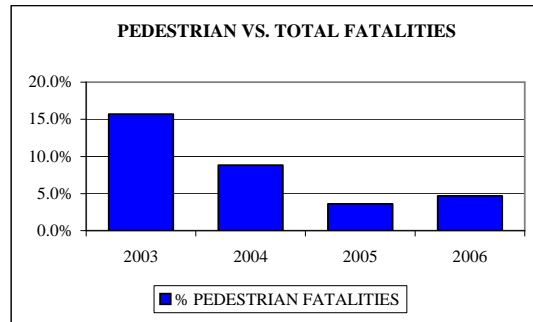
**PSP 08-07**

**PEDESTRIAN AND BICYCLE SAFETY**

CHART NO. 25

**PEDESTRIAN FATALITIES**

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Pedestrian % Of Total</u>
2003	4	16	20	127	15.7%
2004	1	14	15	171	8.8%
2005	1	5	6	166	3.6%
2006	1	5	6	127	4.7%
Totals	7	40	47	591	8.0%



**PROBLEM IDENTIFICATION**

There was an average of 11.75 pedestrian fatalities during the four-year period 2003-2006 (Chart No. 26).

**GOALS AND OBJECTIVES (PEDESTRIANS)**

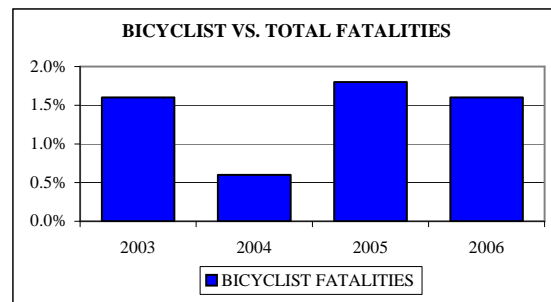
To reduce the number of pedestrian fatalities from 20 in 2003 to 5 in 2007 and 4 in 2008.

During the 2005 session the New Hampshire Legislature adopted HB 118 mandating the use of bicycle helmets by persons “no less than 16 years of age” when riding a bicycle on any public way. The NHHSA continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006. However, the law enforcement community has expressed the need to have this law amended in order to make it enforceable.

CHART NO. 26

**BICYCLIST FATALITIES**

<u>Year</u>	<u>Child</u>	<u>Adult</u>	<u>Total</u>	<u>Total Fatalities</u>	<u>Bicyclist % of Total</u>
2003	0	2	2	127	1.6%
2004	0	1	1	171	0.6%
2005	1	2	3	166	1.8%
2006	1	1	2	127	1.6%
Totals	2	6	8	591	1.4%



NOTE: Child is 15 years old or younger.

CHART NO. 27  
BICYCLE CRASHES AND RESULTING INJURIES

Year	Bicycle Crashes	Injuries					
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	Fatality
2002	113	9	85	1	16	2	0
2003	120	17	68	7	16	10	2
2004	129	15	68	15	22	8	1
2005	136	15	75	11	25	7	3
Total	498	56	296	34	79	27	6
4-Year Average	125	14	74	9	20	7	2

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 2.0 bicycle fatalities during the four-year period 2003-2006 (Chart No. 26).

There was an average of 125 crashes involving bicycles during the four-year period 2002-2005 (Chart No. 27) resulting in 14 bicyclists suffering incapacitating injuries and 74 suffering non-incapacitating injuries.

GOALS AND OBJECTIVES (BICYCLISTS)

To have no bicyclist fatalities through the year 2008 but not to exceed 1 bicycle fatality.

PROBLEM SOLUTION TASKS

1. *Media and Materials.* This task will provide funding for the production and distribution of media and materials for an in-house program to increase public awareness of the need for bicycle and pedestrian safety.  
Funding: \$20,000.00 (402)
2. *Captain SMYLE Repairs.* This task will provide funds needed to maintain "Captain SMYLE", the Agency's motorized robot, in proper working condition.  
Funding: \$200.00 (402)
3. *Bicycle Helmets.* This task will enable the NH Highway Safety Agency to purchase approximately 700 bicycle helmets to be distributed by local law enforcement agencies while conducting bicycle safety programs.  
Funding: \$8,000.00 (402)
4. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable the Berlin, Dover, Durham, Goffstown, Hampton, Jaffrey, Meredith, and UNH police departments and others to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws.  
Funding: \$25,000.00 (402)

5. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of pedestrians and bicyclists who are injured or killed as the result of motor vehicle crashes. This is part of a total program that includes funding in PSP 08-01, Occupant Protection; PSP 08-02, Alcohol in Relation to Highway Safety; PSP 08-03, Police Traffic Services; and PSP 08-08, Motorcycle Safety.  
Funding: \$5,000.00 (402)

PSP NO. 08-07 PS  
PEDESTRIAN & BICYCLE SAFETY

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Media & Materials (HSA)		20.0				20.0	20.0
2. Captain SMYLE Repairs		.2				.2	.2
3. Bicycle Helmets	8.0					8.0	8.0
4. Pedestrian/Bicycle Enforcement Patrols	25.0					25.0	25.0
5. Highway Safety Media Campaign (PM)		5.0				5.0	5.0
Totals	33.0	25.2				58.2	58.2

**PSP 08-08**

**MOTORCYCLE SAFETY**

CHART NO. 28 MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS 2003 – 2006						
Year	Operators	Passengers	Total	Percent of Fatalities	No. Victims Wearing Helmets	No. Victims NH Residents
2003	9	0	9	7.1	5	7
2004	25	2	27	15.8	12	21
2005	39	3	42	25.3	8	32
2006	18	3	21	16.5	6	12
Total	91	8	99		31	72
4-Year Average	23	2	25		8	64

CHART NO. 29 FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED 2003 – 2006			
Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2003	9	3	33.3
2004	25	9	36.0
2005	41	12	29.3
2006	17	10	58.8
Total	92	34	
4-Year Average	23	9	39.1

CHART NO. 30 MOTORCYCLE CRASHES & INJURIES ALCOHOL-RELATED & HELMET USE 2002 - 2005								
Year	All Motorcycle Crashes			Injury Crashes Involving Motorcycles				
	Total Motorcycle Crashes	Alcohol-Related Crashes	Percent Alcohol-Related	Motorcycle Injury Crashes	Alcohol-Related Injury Crashes	Percent Alcohol-Related	Helmet Used	Percent Helmet Used
2002	786	63	8.0	566	52	9.2	236	41.7
2003	807	46	5.7	593	43	7.3	250	42.2
2004	966	62	6.4	687	48	7.0	275	40.0
2005	945	43	4.6	675	37	5.5	313	46.4
Total	3,504	214	6.1	2,521	180	7.1	1,074	42.6

During calendar years 2004 and 2005 motorcycle crashes and the resulting deaths increased substantially in New Hampshire, although the total number of motorcycle crashes and injury crashes involving motorcycles decreased slightly.

Concerned with the increasing number of motorcycle fatalities in the regions and across the Nation, NHTSA (New England and Eastern Regions) hosted a two-day (December 1-2, 2004) "Motorcycle Safety Forum" in Lake George, New York, attended by traffic safety professionals, state motorcycle coordinators, and citizen motorcycle advocates. This forum afforded NHSA staff the opportunity to establish contacts with the state's motorcycle training director, as well as three individuals who contract with the state to offer the state-sanctioned training program. As a result of this networking, the NH Motorcycle Safety and Awareness Committee was formed in January 2005 including representatives of the NHSA, the state motorcycle rider program and its contractors, a state senator, a state representative, the Department of Transportation's public information officer, and a local law enforcement officer. Now a Task Force, the group hosts the annual Motorcycle Safety and Awareness Month Rally each year. On the last Saturday of April Governor John Lynch, along with state, local, and federal government officials and motorcycle safety educators and enthusiasts, gather at the State House Plaza to proclaim May as Motorcycle Awareness and Safety Month in New Hampshire. Designed to increase awareness by both motorcycle operators and the general motoring public, attendees receive safe rider information and are given the opportunity to sign up for rider education programs.

During the 2006 session the New Hampshire Legislature passed legislation that requires that: 1) driver education courses "include 45 minutes of a nationally-recognized motorcycle safety education course"; 2) any person who fails the motorcycle driver examination twice must successfully complete the state's motorcycle rider education program; and 3) any person seeking to obtain a learner's permit must either pass a written basic motorcycle knowledge test or successfully complete the state's motorcycle rider education program.

#### PROBLEM IDENTIFICATION

During the four-year period 2003-2006 there were 99 motorcycle fatalities; 31, or 31.3 percent, were wearing helmets (Chart No. 28).

During the four-year period 2003-2006 of the 99 motorcycle fatalities; 72 or 72.7 percent, were New Hampshire residents (Chart No. 28).

During the four-year period 2003-2006 there were 92 fatal crashes involving motorcycles; 34, or 37.0 percent, involved alcohol (Chart No. 29).

Of the 3,504 crashes in the years 2002-2005 involving motorcycles, 214, or 6.1 percent were alcohol-related (Chart No. 30).

During the years 2002-2005 of the 3,504 motorcycle crashes, 2,521, or 71.9 percent, resulted in injury crashes (Chart No. 30).

During the years 2002-2005 alcohol was involved in 180, or 7.1 percent of the 2,521 motorcycle crashes resulting in injuries (Chart No. 30).

During the years 2002-2005 helmets were worn in 1,074, or 42.6 percent of the 2,521 motorcycle crashes resulting in injuries (Chart No. 30).

Of the 18 motorcycle operators involved in a fatal crash in 2006, none had completed a motorcycle rider safety course.



## GOALS AND OBJECTIVES

To reduce the number of motorcycle fatalities (operators and passengers) from the four-year average (2003-2006) of 25 to 21 in 2007 and 19 in 2008.

To increase the awareness of the state's motorcycling public on the value of wearing helmets and the hazards of driving or riding on a motorcycle while impaired by alcohol and/or drugs.

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

## PROBLEM SOLUTION TASKS

1. *Motorcycle Rider Education Program.* This task is provided for informational purposes. The Rider Education Program within the Division of Motor Vehicles, NH Department of Safety, is responsible for offering the 20-hour Basic Rider Course, one-day Intermediate Rider Course, and one-day Experienced Rider Course. In order to make the courses available to more riders, the state contracts with two vendors (Meredith Harley Davidson and the Motorcycle Operator Safety Training (MOST) program) that also offer the various training courses. In 2002 a total of 2,382 operators completed the courses compared to 2,489 in 2003, 3,516 in 2004, 3,840 in 2005, and 3,029 in 2006.
2. *Highway Safety Media Campaign.* This project will provide funding for a contract with a public relations firm to conduct a public information and education campaign, an electronic media campaign, or an in-house program aimed at reducing the number of motorcyclists who are injured or killed as the result of motor vehicle crashes. This is part of a total program that includes funding in PSP 08-01, Occupant Protection; PSP 08-02, Alcohol in Relation to Highway Safety; PSP 08-03, Police Traffic Services; and PSP 08-07, Pedestrian & Bicycle Safety.  
Funding: \$20,000.00 (402)
3. *Motorcycle Awareness Month Activities.* Funds will cover expenses associated with activities of the Motorcycle Safety and Awareness Task Force in promoting Motorcycle Safety Month (May), as well as efforts to increase the number of operators who complete the motorcycle operator courses, and to increase awareness and safety by motorcycle operators and the general motoring public who must share the road.  
Funding: \$20,000.00 (402)
4. *Highway Safety Conference/Training.* This task will provide funds to cover travel expenses associated with Agency staff, Task Force members, and others attending conferences/training sessions related to motorcycle safety.  
Funding: \$5,000.00 (402)
5. *Driver Education, Motorcycle Component.* This task will cover the purchase of "nationally-recognized motorcycle safety education course" for use by the state's driver education instructors (approximately 250) during the classroom portion of the driver education course.  
Funding: \$10,000.00 (402)
6. *Motorcyclists Safety Grant.* Section 2010 will be used to purchase motorcycles and helmets to replace those currently being used by the State's Motorcycle Rider Education Program at training sites throughout New Hampshire and to present instructor training aimed at improving the various levels of motorcycle education programs.  
Funding: \$100,000.00 (2010)

PSP NO. 08-08 MC  
MOTORCYCLE SAFETY

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) 2010 (K6) Prior Year Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Motorcycle Rider Education				797.3		797.3	
2. Highway Safety Media Campaign (PM)		20.0				20.0	20.0
3. Motorcycle Awareness Month Activities	10.0	10.0				20.0	20.0
4. Highway Safety Conferences/Training	5.0					5.0	
5. Driver Education Video	10.0					10.0	10.0
6. Motorcyclist Safety Grant			99.9			100.0	
Audit			.1				
Totals	25.0	30.0	100.0	797.3		952.3	50.0

**PSP 08-09**

**PUPIL TRANSPORTATION**

CHART NO. 31 <u>SCHOOL BUS CRASHES/INJURIES</u> 2003-2006		
Year	Number of Crashes	Number of Injuries
2003	*61	10
2004	*40	8
2005	*26	10
2006		

\*All school bus crashes, regardless of amount of property damage and/or injury, are reported to the Division of Motor Vehicles.

Source: NH Department of Safety

There is no data available on the severity of injuries. There has been only one on-board fatality in New Hampshire in the last 31 years (a teenager stuck his head out of the window and struck a utility pole).

CHART NO. 32 <u>NUMBER OF SCHOOL BUSES INSPECTED</u> 2003-2006				
Year	2003	2004	2005	2006
Number	2,696	2,726	2,747	2,818

Source: NH Department of Safety

**PROBLEM IDENTIFICATION**

Although the number of school buses inspected by the Department of Safety has increased, New Hampshire continues to have a very safe record in the pupil transportation area. However, personal observations by state officials, school bus drivers, and the New Hampshire School Transportation Association confirm there are an increasing number of motorists disregarding laws governing proper driving in the vicinity of school buses where students are boarding or exiting buses.

**GOALS AND OBJECTIVES**

To continue to work with those interested in improving the safety of pupil transportation and enforcing the laws regarding school bus and pupil transportation.

**PROBLEM SOLUTION TASKS**

1. *Pupil Transportation Safety.* This task is included for informational purposes to show the state's annual expenditure for school bus inspections and driver training/certification. In 2005 the Enforcement Bureau at the Department of Safety inspected approximately 2,747 school buses that transport New Hampshire's children to and from school.



## PSP 08-10

### COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

#### PROBLEM IDENTIFICATION (COMMUNITY TRAFFIC SAFETY PROGRAMS)

In recent years there has been a growth in programs at the community level to address highway safety issues such as safety belt/child seat use, pedestrian/bicycle safety, school bus safety, and impaired driving.

#### GOALS AND OBJECTIVES

To provide assistance for local officers to conduct programs on occupant protection, pedestrian/bicycle safety, school bus safety, impaired driving, bicycle patrols, and the development of public information to promote highway safety at the local level.

#### PROBLEM IDENTIFICATION (SAFE COMMUNITIES)

In FY 1997, following the death of several teenagers in motor vehicle crashes in the Derry, Windham and Salem areas, the Community Alliance for Teen Safety (CATS) was formed to address the problem and funds were provided for four years. During the same period, Parents Against Speeding Teens (PAST) was formed in Exeter following the death of two teenagers in a high-speed crash, and funding was provided during their first year. Seven years ago, an injury prevention group was formed in Concord to focus on problem areas on Loudon Road where two child pedestrians had been struck by motor vehicles. The program, expanded to cover activities throughout the city, continues to grow and has been successful in securing funds from other sources.

#### GOALS AND OBJECTIVES

Funds will be allocated to assist at least one community in establishing a Safe Community organization.

#### PROBLEM SOLUTION TASKS

1. *Community Traffic Safety Programs (CTSPs)*. This task will provide assistance to those addressing specific highway safety problems at the local level.
2. *Safe Communities*. This task will provide funding to establish a safe community group in at least one community in the state.  
Funding: \$10,000.00 (402)

PSP NO. 08-10 CP/SA  
 COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Community Traffic Safety Programs							
2. Safe Communities	10.0					10.0	10.0
Totals	10.0					10.0	10.0

## PSP 08-11

### ROADWAY SAFETY/FHWA

This PSP encompasses the areas of Traffic Engineering Services; Identification of Accident Locations; and Highway Design, Construction and Maintenance.

#### GOALS AND OBJECTIVES

Educate the public regarding potential hazards at railroad crossings and promote safety at railroad crossings through a contractual agreement with the Safety and Health Council of Northern New England.

Educate the motoring public of roadway construction zones and location of incident areas (motor vehicle crashes, changed traffic patterns, etc.)

#### PROBLEM SOLUTION TASKS

1. “*Operation Lifesaver*”. This task will provide funds through a contractual agreement with the Safety and Health Council of Northern New England in assisting “*Operation Lifesaver*” to promote safety at railroad crossings. This will involve distribution of such items as lapel pins, key rings and activity books to the motoring public and school children, and attendance by the state coordinator at the *Operation Lifesaver* annual conference.  
Funding: \$15,000.00 (402)

PSP NO. 08-11 RS/FRS  
ROADWAY SAFETY/FHWA

Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. "Operation Lifesaver"	10.0	5.0				15.0	12.0
Totals	10.0	5.0				15.0	12.0



**PSP 08-12**

**SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS**

PROBLEM IDENTIFICATION

There is a continued need to address the highway safety problem of the alcohol/drug-impaired driver. The percentage of alcohol/drug-related fatalities has fluctuated over recent years. In 1996, 27.6 percent of the state's motor vehicle crash fatalities were alcohol-related. Since that time they have been as high as 40.1 percent in 2001. In 2006 the percentage of alcohol-related fatalities stands at 34.6 percent.

GOALS AND OBJECTIVES

New Hampshire will use the prior year Section 410 Incentive Grant funds to direct efforts toward additional enforcement that will concentrate on overtime alcohol patrols conducted by state, local, and county law enforcement agencies. Additionally, the efforts of local, county, and State Police will be coordinated to conduct saturated DWI Patrols and Sobriety Checkpoints throughout the State. The state's in-cruiser video program will be continued, attendance at appropriate conferences will be supported, and funds will be used to purchase a fully equipped mobile DWI command vehicle to be used at sobriety checkpoints. Section 410 NHTSA contract funds will continue to support a traffic safety resource prosecutor at the Department of Justice.

PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds to assist local, county, and state law enforcement agencies with the purchase of video equipment (including in-cruiser systems) that historically cost between \$2,000.00 and \$5,000.00 per unit. Throughout the fiscal year applications are received and approved based on identified need. Agency policy limits funding assistance to 50 percent, not to exceed \$2,500.00 per unit, for the purchase of video equipment. Approval of this task for video equipment exceeding the \$5,000.00 federal threshold will allow the Agency to provide assistance in a timely manner and eliminate the need to solicit NHTSA approval for each application. Should available Section 402 funds be depleted for purchase of video equipment, Section 410 funds will be utilized.  
Funding:
2. *Local and County Police/State Police – DWI Overtime Patrols.* This task will provide funds for state, county, and local police departments to conduct overtime DWI patrols.  
Funding: \$40,000.00 (410)
3. *Sobriety Checkpoints/Saturated DWI Patrols.* This task will provide funds to enable the State Police, county sheriff's, and local police departments to work together to conduct overtime sobriety checkpoints and saturation patrols throughout the state.  
Funding: 40,400.00 (410)
4. *Audit Expense.* This task will provide for the payment of audit funds to the NH Department of Administrative Services as the Agency's share of the audit of federal assistance programs as required by the Office of Management and Budget Circular A-133 and NH RSA 124:16.  
Funding: \$300.00 (410)

5. *Conferences.* This task will provide funds for prosecutors, police officers, public health laboratory personnel, and others involved to attend conferences/seminars related to alcohol/drug impaired driving.  
Funding:
6. *Mobile DWI Command Vehicle.* This task will provide funds for the purchase of a fully-equipped mobile DWI command vehicle to be used by law enforcement agencies throughout the state when conducting overtime DWI sobriety checkpoints. A committee will be established with membership representing state, county, and local law enforcement to oversee this process and administration of the vehicle. Approval of this task for the vehicle and related equipment exceeding the \$5,000.00 federal threshold will enable the Agency to purchase the vehicle and equipment in a timely fashion and eliminate the need to solicit NHTSA approval for individual pieces.  
Funding: \$100,000.00 (410)
7. *Department of Justice Traffic Safety Resource Prosecutor.* This task will provide funds (Section 410 and NHTSA contract funds) to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community.  
Funding: \$65,200.00 (410); \$37,500 (NHTSA Cooperative Agreement)

PSP NO.08-12 J8

SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

Project Titles	(1) 410 (K8) Prior Year Funds	(2) 410 (J8) Prior Year Funds	(3) Other NHTSA Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Video Equipment							
2. DWI Enforcement – Local		40.0			9,774.6	9,814.6	40.0
3. Sobriety Checkpoints/Saturated DWI Patrols Local State Police	40.4			3.6		44.0	40.4
4. Audit Expense	.2	.1				.3	
5. Conferences							
6. Mobile DWI Command Vehicle	100.0					100.0	100.0
7. Department of Justice Safety Resource Prosecutor	65.2		37.5			102.7	48.9
Totals	205.8	40.1	37.5	3.6	9,774.6	10,061.6	229.3