

**STATE OF
NEW HAMPSHIRE
STRATEGIC ACTION PLAN
FISCAL YEAR 2011**



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BY:

"Live Free or Die"

**Governor
John H. Lynch
Executive Director**

**Peter M. Thomson
Highway Safety Coordinator and
Governor's Representative**



STATE OF NEW HAMPSHIRE

STRATEGIC ACTION PLAN

FISCAL YEAR 2011

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

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FISCAL YEAR 2011

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STATE OF NEW HAMPSHIRE

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I certify that 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.

(a) Applicable provisions include, but are not limited to, the following: 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended; 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments; 23 CFR Chapter II - (§§ 1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs; NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs; and Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

Section 402 Requirements

(b) The Governor is responsible for the administration of the State highway safety program through the NH 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 (23 USC 402(b) (1) (A));

(c) The political subdivisions of this State are authorized, under 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 cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs in accordance with 23 USC 402(b) (1) (C), unless this requirement is waived in writing;

(e) This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks throughout the state in accordance with 23 USC 402(b) (1) (D);

(f) 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; 4) Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

(g) 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. (23 USC 402 (b)(1)(E).

Other Federal Requirements

(h) Cash drawdowns will be initiated only when actually needed for disbursement (49 CFR 18.20); cash disbursements and balances will be reported in a timely manner as required by NHTSA (49 CFR 18.21); the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.41); failure to adhere to these provisions may result in the termination of drawdown privileges.

(i) The State has submitted appropriate documentation 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);

(j) 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 equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).

(k) 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 18.20;

(l) 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.

(m) Federal Funding Accountability and Transparency Act
The State will report for each sub-grant awarded:

- 1) Name of the entity receiving the award;
- 2) Amount of the award;
- 3) Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source and an award title descriptive of the purpose of each funding action;
- 4) Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country;
- 5) A unique identifier (DUNS) of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
- 6) The names and total compensation of the five most highly compensated officers of the entity if—
 - (i) The entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - ii) The public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

(n) The State 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. §§ 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. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of 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) §§ 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. §§ 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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-Free Workplace Act of 1988(41 U.S.C. 702)

In accordance with the Drug-Free Workplace Act of 1988 (41 U.S.C. 702) 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 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 paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the State determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Certification Regarding Federal Lobbying

Certification for Contracts, 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 an 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-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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 a clause in all lower tier covered transactions and in solicitations for lower tier covered transactions.

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary 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 of 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 meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary 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 participant further agrees by submitting this proposal that it will include the 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 participant 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 any 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 governmental 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 transactions (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 that 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 those 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 the 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 participant shall attach an explanation to this proposal.


Policy to Ban Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving: a) Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or b) Privately-owned when on official Government business or when performing any work on behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as: a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document 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).

August 4, 2010 Date	 Peter M. Thomson, Coordinator NH Highway Safety Agency
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MISSION STATEMENT

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

EXECUTIVE SUMMARY

This document is the State of New Hampshire's plan to reduce deaths, personal injuries, and property damage resulting from traffic crashes. The plan focuses on programs that address the priority areas out-lined by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) and describes activities scheduled for implementation during Fiscal Year 2011 commencing October 1, 2010, and ending September 30, 2011. 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 2010 Motorcycle Incentive funds will be used for motorcycle training and awareness programs; Section 408 funds will be used to evaluate, improve and link highway safety data and traffic records systems; and Section 410 funds will support the implementation and enforcement of alcohol-impaired driving prevention programs.

During the 2010 legislative session several bills were acted upon by the New Hampshire Senate and House of Representatives.

HB 1143 relative to driver restrictions on persons 16 to 18 years of age, modified provisions of the Youth Operators' License. Effective January 1, 2011, "the holder of a youth operator's license shall not operate a motor vehicle between the hours of 1:00 a.m. and 4:00 a.m." Current law states between the "hours of 1:00 a.m. and 5:00 a.m."

HB 1162 requiring all motorcycle operators and passengers to wear protective headgear (motorcycle helmet) was found inexpedient to legislate by the House.

HB 1517 establishing a DWI victim fatality sign program was adopted by the House and Senate and signed into law by the Governor effective May 19, 2010. The next of kin of an individual fatally injured in a traffic crash occurring after July 1, 2006, where there is substantial evidence presented by law enforcement to prove that the crash was caused by another impaired driver, may apply to the NH Department of Transportation to sponsor a sign memorializing their family member. Following criteria listed in the law, the cost of the sign will be borne by the applicant.

HB 302 relative to notice of driver's license expiration, has been adopted by the House and Senate and signed into law by the Governor effective September 20, 2010. In addition to notifying the holder of a driver's license of its expiration date by mail addressed to the holder's last known address, the Division of Motor Vehicles can now also issue notice of expiration by "electronic, telephonic, or other means" and issue the new license by "any availability of electronic license renewal".

HB 363 relative to the suspension of boating privileges for refusing a blood alcohol test. Adopted by the House and Senate and signed into law by the Governor effective July 1, 2011, this law provides that if a person's license/privilege to drive is suspended for refusing to submit to physical tests or blood, urine or breath alcohol tests, that person's license/privilege to operate a boat on the waters of the state shall also be suspended for the same period of time.

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, an application must clearly identify a traffic safety problem or need as it relates to an identified statewide problem. However, consideration is also given to 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 NHSA 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 NHSA 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 Health and Human Services, NH Association of Chiefs of Police, NH Sheriffs' Association, NH Police Officers' Association, National Highway Traffic Safety Administration, Federal Highway Administration, the state's U.S. Congressional Representatives and Senators, Governors' Highway Safety Association, Safety & Health Council/Northern New England, the University of New Hampshire, 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, the Office of State Planning, NHTSA, and FHWA allows for analysis and comparison of other factors (i.e. number of licensed drivers by category, motor vehicle and motorcycle registrations, population, miles driven, injury data, etc.) that impact highway safety in the state.

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 members review 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 11-01 (OP) Occupant Restraints. To expand the Child Passenger Safety Program to include more children, increase adult and child restraint usage through public information and education, expand the campaign to increase usage by teenagers and pickup truck operators, conduct child seat inspections, measure current usage, and continue the training of CPS technicians. Funds will also support enforcement of the CPS law, contracts with vendors to conduct the annual NHTSA-approved seat belt usage survey and the NHTSA Attitude Survey, and purchase of a teen driver safety guide to be distributed to parents of teen drivers.

PSP 11-02 (AL) Alcohol and/or Other Drugs. To reduce the number of crashes in which alcohol and/or other drugs are primary contributing factors by continuing public information and education, enhanced enforcement including overtime DWI patrols, administration of the DRE program, supporting a high school program featuring a former state prison inmate charged with manslaughter resulting from impaired driving, covering administrative costs associated with the

DWI mobile command van, purchase of Preliminary Breath Testing (PBT) devices, conducting a DWI/drug conference for district court judges, and contracting for the NHTSA Attitude Survey.

PSP 11-03 (PT) Police Traffic Services. To achieve and maintain compliance with posted speed limits and motor vehicle laws through enhanced enforcement, public information and education; assisting local/county and State Police with the purchase of equipment; funding enforcement of red light running and other violations; conducting dedicated school bus enforcement during hours when students are being transported to/from school; the purchase of equipment and crash investigation training; contracting for the NHTSA Attitude Survey; and establishing a State Police aggressive driving enforcement unit.

PSP 11-04 (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. Section 408 funds will support programs to improve collection and accessibility of state data used to identify problems and priorities for highway safety programs.

PSP 11-05 (EM) Emergency Medical Services. To continue to provide assistance to local emergency medical providers for the purchase of equipment for the rapid extrication of crash victims.

PSP 11-06 (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 11-07 (PS) Pedestrian and Bicycle Safety. To increase public awareness of pedestrian and bicycle fatalities and injuries through public information and education, purchase of bicycle safety helmets for local safety programs, and pedestrian and bicycle enforcement patrols to reduce the number of pedestrian and bicycle fatalities and injuries.

PSP 11-08 (MC) 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 11-09 (SB) Pupil Transportation. To continue and enhance a comprehensive, statewide pupil transportation program.

PSP 11-10 (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 or expanding activities of existing Safe Community groups.

PSP 11-11 (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 11-12 (K8) 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, and the purchase of in-cruiser video equipment.

PERFORMANCE PLAN

The State of New Hampshire, located in the upper northeast of the country, has a population of 1,324,575 residents (2009 estimated) and a landmass of 9,282.11 square miles which results in a population density of 142.70 people per square mile. The State is composed of ten (10) counties with 234 cities/towns. Sixty-four and one-tenth (64.1) percent of the population (848,805) reside in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half of the State. These three counties cover 2,574.22 square miles resulting in a population density of 329.7 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 108,625 and 87,566 residents respectively. Approximately 95 percent of the population is white, while the remaining 5 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. (2009 Census estimated—NH Office of Energy and Planning).

CHART NO. 1				
<u>COUNTY & LARGEST CITIES/TOWNS WITHIN COUNTY</u>				
(2009 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	403,288	Manchester	108,625	South Central
		Nashua	87,566	South Central
		Merrimack	25,119	South Central
Rockingham	297,734	Derry	34,318	South Central
		Salem	29,640	South Central
		Londonderry	24,729	Southeast
Merrimack	147,783	Concord	42,360	Central
		Hooksett	13,554	South Central
Strafford	124,005	Rochester	31,072	Southeast
		Dover	28,880	Southeast
Cheshire	77,578	Keene	23,110	Southwest
Sub-Total	1,050,388		448,973	
Northern Counties & Largest Cities/Towns				
Grafton	88,522	Lebanon	13,808	West Central
Belknap	61,585	Hanover	10,878	West Central
		Laconia	17,333	Central
		Gilford	7,429	Central
Carroll	47,693	Conway	9,175	Northeast
		Wolfeboro	6,368	East Central
Sullivan	42,363	Claremont	12,866	West Central
		Newport	6,555	West Central
Coos	34,024	Berlin	10,204	North
		Lancaster	3,407	North
Sub-Total	274,187		98,023	
TOTAL	1,324,575		546,996	

TRAFFIC SAFETY PERFORMANCE MEASURES

CORE OUTCOME MEASURES

- C-1 *Traffic Fatalities (FARS)*. To decrease traffic fatalities 5 percent from the 2009 calendar base year of 110 to 105 by December 31, 2011.
- C-2 *Serious Traffic Injuries (State Crash Data)*. To decrease serious traffic injuries 5 percent from the 2009 calendar base year of 13,106 to 12,450 by December 31, 2011.
- C-3
 - a) *Mileage Death Rate (FARS)*. To decrease the mileage death rate from the 2008 calendar base year of 1.07 to 1.0 by December 31, 2011.
 - b) *Rural Mileage Death Rate (FARS)*. To decrease the rural mileage death rate from the 2008 calendar base year of 2.23 to 2.00 by December 31, 2011.
 - c) *Urban Mileage Death Rate (FARS)*. To decrease the urban mileage death rate from the 2008 calendar base year of .15 to .14 by December 31, 2011.
- C-4 *Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*. To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2008 calendar base year of 71 to 64 by December 31, 2011.
- C-5 *Alcohol Impaired Driving Fatalities (FARS @ .08 and above)*. To decrease alcohol impaired driving fatalities 10 percent from the 2008 calendar base year of 45 to 40 by December 31, 2011.
- C-6 *Speeding Related Fatalities (FARS)*. To decrease speeding-related fatalities 10 percent from the 2008 calendar base year of 40 to 36 by December 31, 2011.
- C-7 *Motorcyclist Fatalities (FARS)*. To decrease motorcyclist fatalities 10 percent from the 2008 calendar base year of 29 to 26 by December 31, 2011.
- C-8 *Unhelmeted Motorcyclist Fatalities (FARS)*. To decrease unhelmeted motorcyclist fatalities 20 percent from the 2008 calendar base year of 18 to 14 by December 31, 2011.
- C-9 *Driver Age 20 or Younger Involved in Fatal Crashes (FARS)*. To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2008 calendar base year of 23 to 20 by December 31, 2011.
- C-10 *Pedestrian Fatalities (FARS)*. To reduce pedestrian fatalities 10 percent from the 2008 calendar base year of 9 to 8 by December 31, 2011.

CORE BEHAVIOR MEASURE

- B-1 *Seat Belt Use Rate (Observed Seat Belt Use Survey)*. To increase statewide seat belt compliance 1.10 percentage point(s) from the 2009 calendar base year usage rate of 68.9 percent to 70.0 percent by December 31, 2011.

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, previously identified agencies, NHTSA and FHWA summarizes the many highway-safety related elements that identify a variety of problems/needs that will be addressed through the Fiscal Year 2011.

CHART 2 NEW HAMPSHIRE STATISTICAL CRASH SUMMARY					
Outcome Measure Number		2006	2007	2008	2009
	Fatal Motor Vehicle Crashes	116	122	127	97
C-1	Persons Killed (Fatalities)	127	129	138	110
	Rural Fatalities	75	105	127	
	Urban Fatalities	52	24	11	
	Alcohol-Related Fatalities *	44	41	47	32
	% of Alcohol-Related Fatalities	34.6	31.8	34.1	29.1
	Alc-Related Deaths/VMT (NH @.04)	.26	.24	.28	.19
	Operators Killed	75	70	78	56
	Adult Occupants Killed	20	10	14	15
	Child Occupants Killed	3	7	5	8
C-10	Adult Pedestrians Killed	5	11	9	7
	Child Pedestrians Killed	1	2	0	1
C-7	Motorcycle Operators Killed	18	23	28	16
	Motorcycle Passengers Killed	3	2	1	5
	Moped Operators Killed	0	0	0	0
	OHRV Operators Killed	0	1	1	1
	Adult Bicyclists Killed	1	2	0	0
	Child Bicyclists Killed	1	1	2	1
	Total Crashes Reported	34,801	37,376	34,151	33,265
C-2	Total Injuries Reported (State of NH)	13,712	14,726	13,455	13,106
	Total VMT (millions) (NH DOT)	17,078	17,311	16,790	17,119
	NH Fatal Rate/VMT (FARS)	.93	.96	1.07	
C-3	Rural Fatal Rate/VMT (FARS)	1.25	1.77	2.23	
	Urban Fatal Rate/VMT (FARS)	.69	.32	.15	
	Alc-Related Deaths/VMT (FARS @ .08)	.34	.25	.35	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	46	34	45	
	United States Fatal Rate	1.42	1.36	1.25	
	NH Licensed Drivers	1,028,636	1,030,095	1,029,804	1,033,661
	NH Registered Vehicles	1,439,081	1,439,306	1,460,415	1,425,690
	NH Registered Motorcycles (FHWA)	70,778	75,559	80,689	
	Population (NHTSA)	1,311,821	1,315,256	1,315,809	
	Total Occupant Fatalities	98	87	97	
C-4	Unrestrained Occupant Fatalities	76	61	71	50
C-6	Speed-Related Fatalities (FARS)	42	41	40	
C-8	Unhelmeted Motorcycle Fatalities	15	13	18	13
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	19	24	23	
B-1	Seat Belt Usage (NH Survey)	63.5	63.8	69.2	68.9

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

STATE OF NEW HAMPSHIRE
2009 (estimated - NH Office of Energy and Planning)
COUNTY POPULATION MAP

Northern Counties
Southern Counties

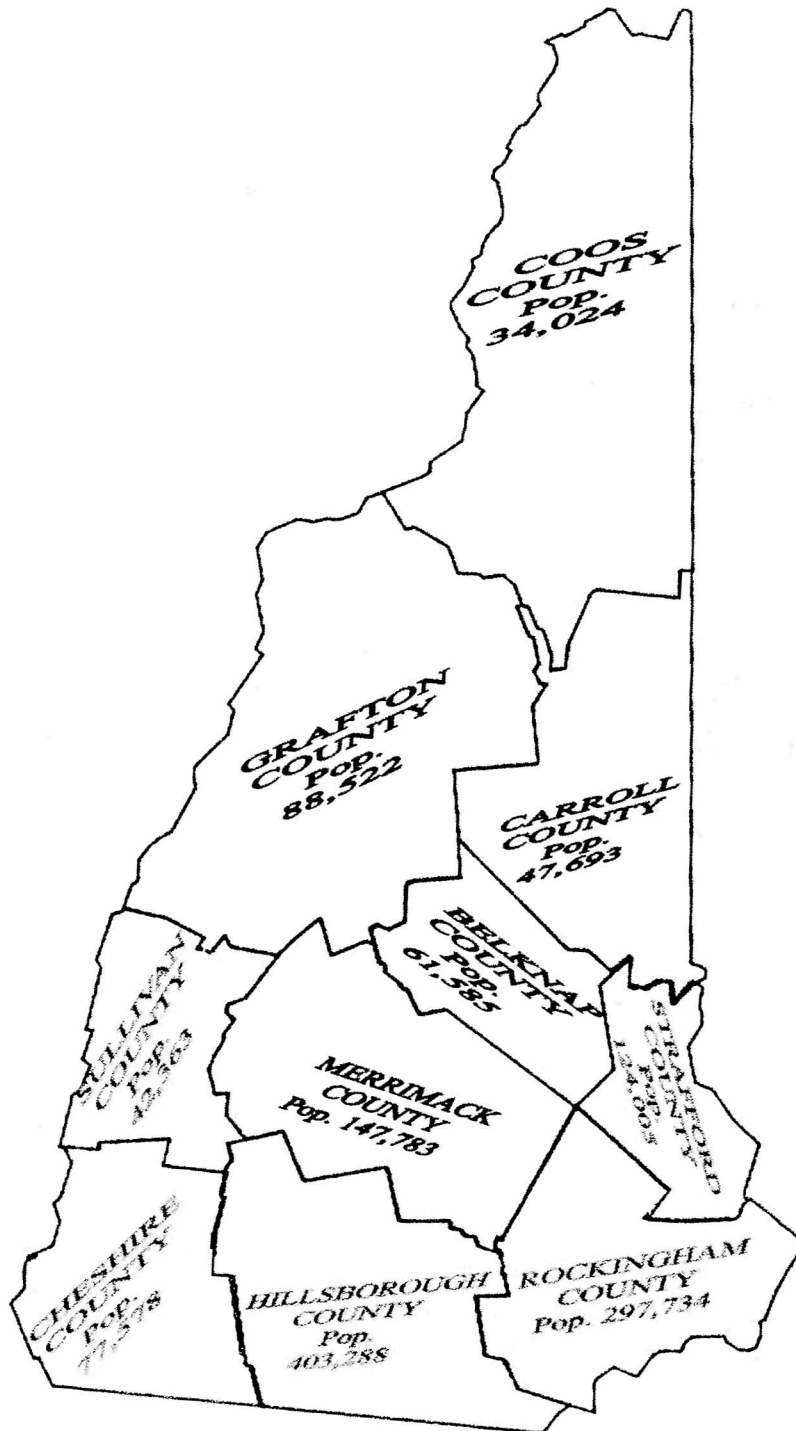


CHART NO. 3
ALL CRASHES - BY TIME OF DAY
2006 - 2009

Time	2006	2007	2008	2009
12:01A - 04:00A	1,839	1,945	1,745	1,771
04:01A - 08:00A	4,783	5,099	5,031	4,613
08:01A - 12:00N	10,132	11,936	11,886	11,690
12:01P - 04:00P	15,749	18,109	17,577	18,414
04:01P - 08:00P	12,959	14,260	14,015	14,540
08:01P - 12:00M	4,592	5,163	4,909	4,974

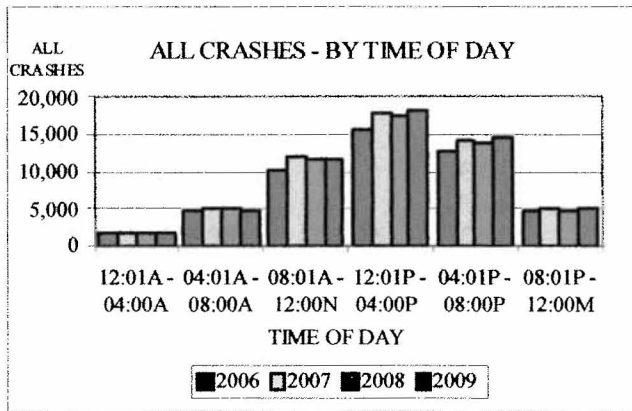


CHART NO. 4
INJURY CRASHES - BY TIME OF DAY
2006 - 2009

Time	2006	2007	2008	2009
12:01A - 04:00A	470	437	394	407
04:01A - 08:00A	1,132	1,049	1,002	924
08:01A - 12:00N	2,491	2,464	2,294	2,182
12:01P - 04:00P	4,152	4,033	3,437	3,953
04:01P - 08:00P	3,460	3,268	2,925	3,238
08:01P - 12:00M	1,186	1,209	1,044	1,028

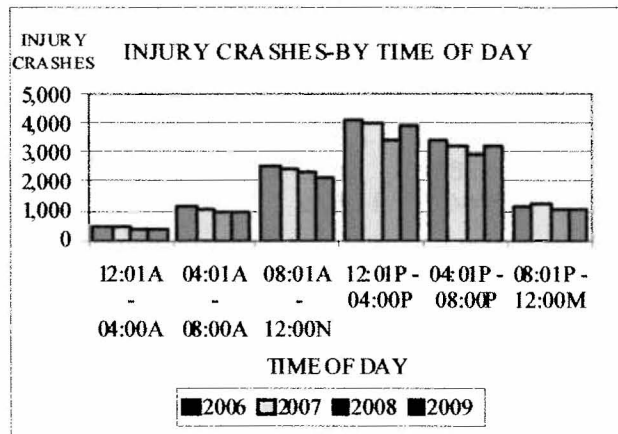


CHART NO. 5
AGES OF DRIVERS INVOLVED IN ALL CRASHES

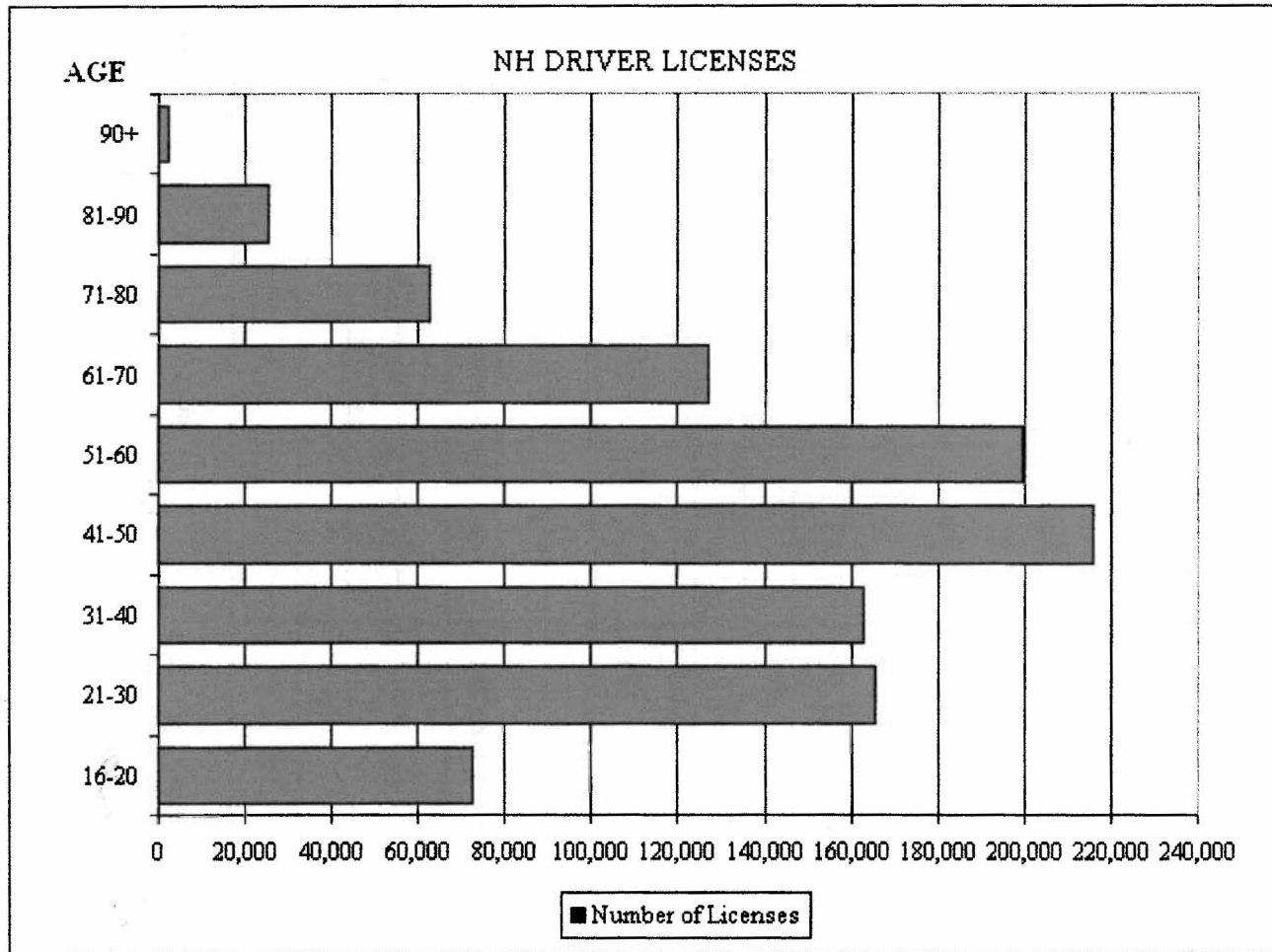
<u>Ages</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
16-20	8,961	9,619	8,673	8,620
21-25	6,209	6,487	6,120	6,438
26-30	4,091	4,678	4,556	4,645
31-35	3,885	4,090	3,774	3,718
36-40	4,302	4,747	4,467	4,319
41-45	4,680	5,265	4,929	4,753
46-50	4,390	4,898	4,715	4,789
51-55	3,493	4,029	4,179	4,227
56-60	2,880	3,187	3,290	3,311
61-65	1,888	2,353	2,503	2,513
66-70	1,181	1,411	1,606	1,710
70 +	4,678	39	27	21
Totals	50,638	50,803	48,839	49,064

CHART NO. 6
AGES OF DRIVERS INVOLVED IN INJURY CRASHES

<u>Ages</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
16-20	2,387	2,165	1,815	1,942
21-25	1,632	1,525	1,346	1,405
26-30	1,086	1,085	988	1,085
31-35	1,000	932	774	878
36-40	1,130	1,063	947	961
41-45	1,204	1,187	1,033	1,039
46-50	1,100	1,062	941	1,044
51-55	930	940	916	886
56-60	745	713	663	739
61-65	442	502	516	510
66-70	310	340	300	344
70 +	978	12	1260	1,401
Totals	12,944	11,526	11,499	12,234

CHART NO. 7
 NH DRIVER LICENSES

<u>Age</u>	<u>Number of Licenses</u>
16-20	72,602
21-30	165,370
31-40	162,843
41-50	216,155
51-60	199,544
61-70	127,007
71-80	62,598
81-90	25,466
90+	2,076




Source: NH Department of Safety (All License Classifications as of 12/31/09)

HIGHWAY SAFETY PROGRAM COST SUMMARY – HS-217

State: New Hampshire Number: 11-00 Date: August 4, 2010 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 11-01	686.3	159.0				572.0
AL 11-02	631.9	4,948.9				510.6
PT 11-03	752.7	134,514.8				462.4
TR 11-04	113.0					
EM 11-05	23.5	23.5				23.5
PA 11-06	176.2	434.6				
PS 11-07	38.0					38.0
MC 11-08	41.0	1,089.8				40.0
SB 11-09		123.6				
SA 11-10	10.0					10.0
RS 11-11	35.0					28.0
402 Total	2,507.6	141,294.2				1,684.5
K9 11-04	1,130.0	282.5				
K6 11-08	344.3					
K8 11-12	2,050.0	10,601.2				2,013.3
Total NHTSA	6,031.9	152,177.9				3,697.8

State Official Authorized Signature	NHTSA Official Authorized Signature
Name:  Peter M. Thomson Title: Coordinator Date: August 4, 2010	Name: Title: Date: Effective:

PSP 11-01

OCCUPANT PROTECTION

CHART NO. 8
FATALITIES AND OCCUPANT PROTECTION USAGE

2007							
FATAL CRASHES: 122 FATALITIES: 129							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4							
5-8	4	4	100.00				
9-15							
16-20	13	3	23.08	10	76.92		
21-39	29	7	24.14	22	75.86		
40-59	18	3	16.67	15	83.33		
60-74	17	7	41.18	10	58.82		
75+	6	2	33.33	4	66.67		
TOTAL	87	26	29.89	61	70.11		

2008							
FATAL CRASHES: 127 FATALITIES: 138							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4							
5-8							
9-15	2	1	50.00	1	50.00		
16-20	17	2	11.76	15	88.24		
21-39	28	7	25.00	21	75.00		
40-59	27	8	29.63	19	70.37		
60-74	10	4	40.00	6	60.00		
75+	13	4	30.77	9	69.23		
TOTAL	97	26	26.80	71	73.20		

2009							
FATAL CRASHES: 97 FATALITIES: 110							
VEHICLE OCCUPANT FATALITIES							
Ages	TOTAL	SEAT BELT USE					
		Yes	Percent	No	Percent	UNK	Percent
0-4	1	1	100.0	0			
5-8	1	0		1	100.0		
9-15	1	1	100.0	0			
16-20	10	3	30.0	7	70.0		
21-39	14	2	14.29	12	85.71		
40-59	28	8	28.57	20	71.43		
60-74	15	7	46.67	8	53.33		
75+	9	7	77.78	2	22.22		
TOTAL	79	29	36.71	50	63.29		

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

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

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

Drivers of New Hampshire Registered Vehicles			
Year	Percent Usage	Year	Percent Usage
1984	16.06	1996	56.03
1986	26.30	1998	58.54
1988	37.16	2000	57.98
1990	51.74	2002	59.27
1992	49.70	2004	63.40
1994	53.70	2005	58.10
Drivers and Front Seat Outboard Passengers Vehicles Registered in All States			
2006	63.52*	2008	69.2*
2007	63.79*	2009	68.9*

*weighted by traffic volume and number of road segments at each site

CHART NO. 10
SEAT BELT USE/DRIVERS - NH REGISTERED VEHICLES

Year	Total			Male			Female		
	Drivers	Belted	Percent Belted	Drivers	Belted	Percent Belted	Drivers	Total 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%

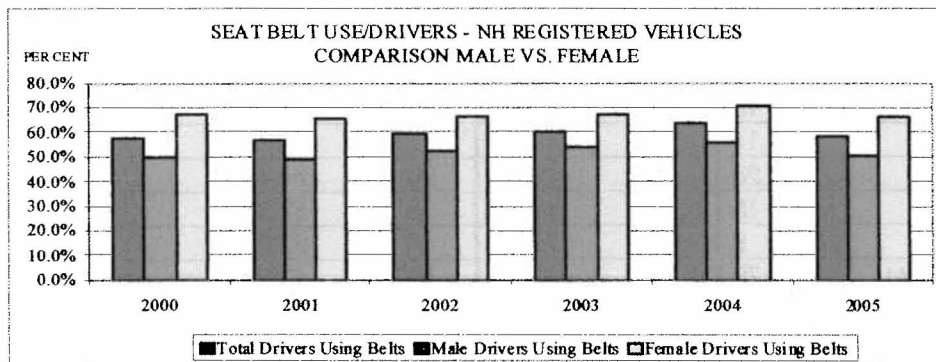


CHART NO. 11
SEAT BELT USE/PASSENGERS - NH REGISTERED VEHICLES

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%

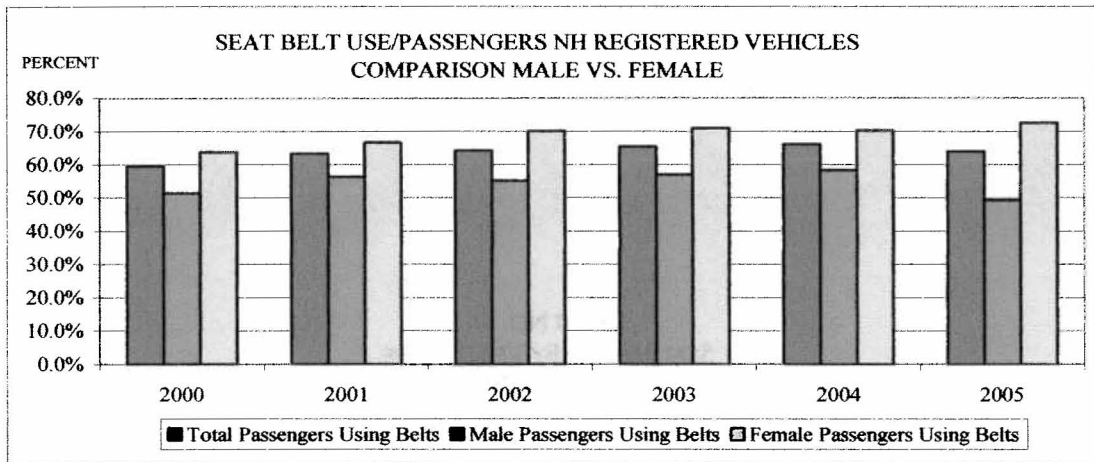


CHART NO. 12

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

2006						
	NH Registered Vehicles		Out-of-State Vehicles			
	Drivers	Passengers	Drivers	Passengers	Drivers	Passengers
Male	57.7%	67.2%	54.9%	63.4%	71.3%	78.4%
Female	70.6%	69.0%	68.8%	66.0%	82.0%	81.6%
2007						
Male	56.5%	52.5%	54.0%	57.4%	69.1%	75.4%
Female	69.7%	69.5%	67.7%	64.1%	82.6%	79.0%
2008						
Male	63.3%	59.7%	61.0%	65.5%	75.4%	78.8%
Female	74.0%	74.5%	72.9%	68.2%	82.4%	82.2%
2009						
Male	63.6%	58.8%	62.0%	65.5%	73.3%	80.9%
Female	75.4%	74.8%	74.6%	67.6%	81.8%	83.3%

CHART NO. 13
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
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. 14
SEAT BELT USE BY VEHICLE TYPE
2006-2009
(unweighted results)

Vehicle Type	Drivers				Passengers			
	2006	2007	2008	2009	2006	2007	2008	2009
Automobile	65.3%	63.6%	69.2%	70.8%	68.0%	61.2%	69.3%	69.6%
Pickup Truck	43.2%	42.6%	47.8%	51.9%	50.1%	45.7%	48.8%	49.5%
SUV & Van	69.9%	67.9%	75.1%	74.3%	74.3%	73.3%	75.9%	75.9%

PROBLEM IDENTIFICATION

Chart No. 8 shows seat belt usage by vehicle occupants who were victims in fatal crashes for the years 2007-2009. Of the 263 occupants who died during 2007-2009, only 81, or 30.8 percent, were using safety restraints.

Charts No. 9, 10, 11, and 12 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. 13 and 14 identify the need to increase seat belt usage by drivers of pickup trucks who consistently have the lowest seat belt usage rates (below 51.9 percent) in years 2003-2009 in comparison to belt use by drivers of all other vehicles (60.2 percent and over).

GOALS AND OBJECTIVES:

To increase statewide seat belt compliance 1.1 percentage points from the 2009 calendar base year usage rate of 68.9 to 70.0 percent by December 31, 2011.

To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2009 calendar base year of 71 to 64 by December 31, 2011. (C-4)

PROBLEM SOLUTION TASKS:

1. *CPS Enforcement/"Join the NH Clique.* This task will provide funds for overtime patrols dedicated to enforcing the state's Child Passenger Safety law which will include patrols to be conducted during NHTSA national enforcement mobilization (May/June 2011).
Funding: \$130,000.00 (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 a police department or contractor to conduct seat belt "Convincer" demonstrations throughout the state.
Funding: \$18,000.00 (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 2011. Funds will also be used to administer and coordinate the annual one-day, statewide Traffic Safety Conference for the NH Highway Safety Agency.
Funding: \$70,000.00 (402)
5. *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. Funds will also cover registration fees to enable instructors and technicians to attend the NHTSA Region I and II CPS Training.
Funding: \$160,000.00 (402)
6. *Rollover Convincer Demonstrations.* This task will provide funds to a contractor or the NH Police Standards & Training Council to support overtime for employees to conduct demonstrations of the Rollover Convincer at schools and events throughout the state.
Funding: \$5,000.00 (402)
7. *Statewide Seat Belt Challenge.* This task will cover costs associated with administering the annual Statewide Seat Belt Challenge. Jointly administered by a 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 police department.
Funding: \$9,000.00 (402)

8. *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 NHTSA-approved methodology.
Funding: \$45,000.00 (402)
9. *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: \$700.00 (402)
10. *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, in one site in both FY 2008 and FY 2009, and in four (4) sites in 2010. Plans are to expand the program to four additional 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: \$80,000.00 (402)
11. *NHTSA Attitude Survey*. This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 11-02, Alcohol in Relation to Highway Safety, and PSP 11-03, Police Traffic Services.
Funding: \$3,000.00
12. *HSA Photocopier*. This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 11-02, Alcohol in Relation to Highway Safety, and PSP 11-03, Police Traffic Services.
Funding: \$600.00 (402)
13. *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. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program which also includes funding in PSP 11-02, Alcohol in Relation to Highway Safety; PSP 11-03, Police Traffic Services; and PSP 11-08, Motorcycle Safety. Funds will also support a contract with the New Hampshire Fisher Cats minor league baseball team for a public information and education campaign focusing on the state's primary law requiring all persons up to age 18 to buckle up. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$80,000.00 (402)
14. *Teen Driver Safety Guide*. Funds will cover bulk purchase of the updated "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: \$65,000.00

**PSP NO. 11-01 OP
OCCUPANT RESTRAINTS**

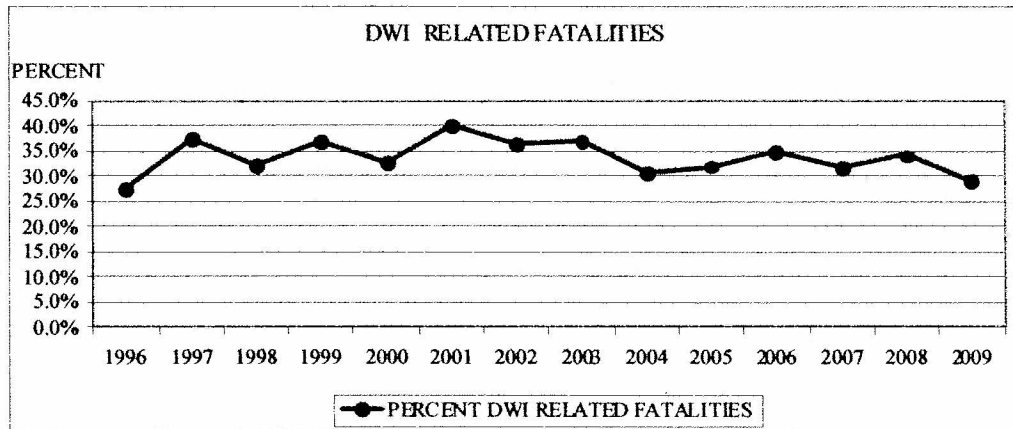
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Prior Year Section 157 Funds	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. CPS Enforcement/"Join the NH Clique"	30.0	100.0				130.0	130.0
2. Media and Materials (HSA)	20.0					20.0	20.0
3. Convincer Demonstrations	13.0	5.0			4.0	22.0	18.0
4. BUNH Activities	35.0	35.0			35.0	105.0	70.0
5. Statewide CPS Program	90.0	70.0			80.0	240.0	160.0
6. Rollover Convincer Demonstrations (PS&TC)		5.0				5.0	5.0
7. Statewide Seat Belt Challenge		9.0				9.0	9.0
8. Seat Belt Use Survey		45.0				45.0	
9. Audit Expense	.6	.1				.7	
10. Pickup Truck Seat Belt Campaign	40.0	40.0			40.0	120.0	80.0
11. NHTSA Attitude Survey		3.0				3.0	
12. HSA Photocopier	.6					.6	
13. Highway Safety Media Campaign (PM)	70.0	10.0				80.0	80.0
14. Teen Driver Safety Guide	30.0	35.0				65.0	
Totals	329.2	357.1			159.0	845.3	572.0

PSP 11-02

ALCOHOL IN RELATION TO HIGHWAY SAFETY

CHART NO. 15
ALCOHOL-RELATED FATALITIES

Year	Fatalities	DWI Related Fatalities	Percent DWI Related
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	34.6%
2007	129	41	31.8%
2008	138	47	34.1%
2009	110	32	29.1%



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. 16
ALCOHOL-RELATED FATALITIES
BY MONTH

MONTH	2006		2007		2008		2009	
	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL	FATALITIES	ALCOHOL
January	7	2	9	3	3	1	6	4
February	3	1	12	4	10	1	5	0
March	10	2	6	0	2	0	5	0
April	4	1	17	8	14	2	13	4
May	7	6	14	4	10	5	12	5
June	19	1	10	3	23	10	7	1
July	13	5	13	2	17	6	10	5
August	9	2	12	3	23	9	13	2
September	18	7	11	4	8	2	8	2
October	15	4	9	4	12	4	14	2
November	7	6	11	4	8	3	10	4
December	15	7	5	2	8	4	7	3
TOTALS	127	44	129	41	138	47	110	32

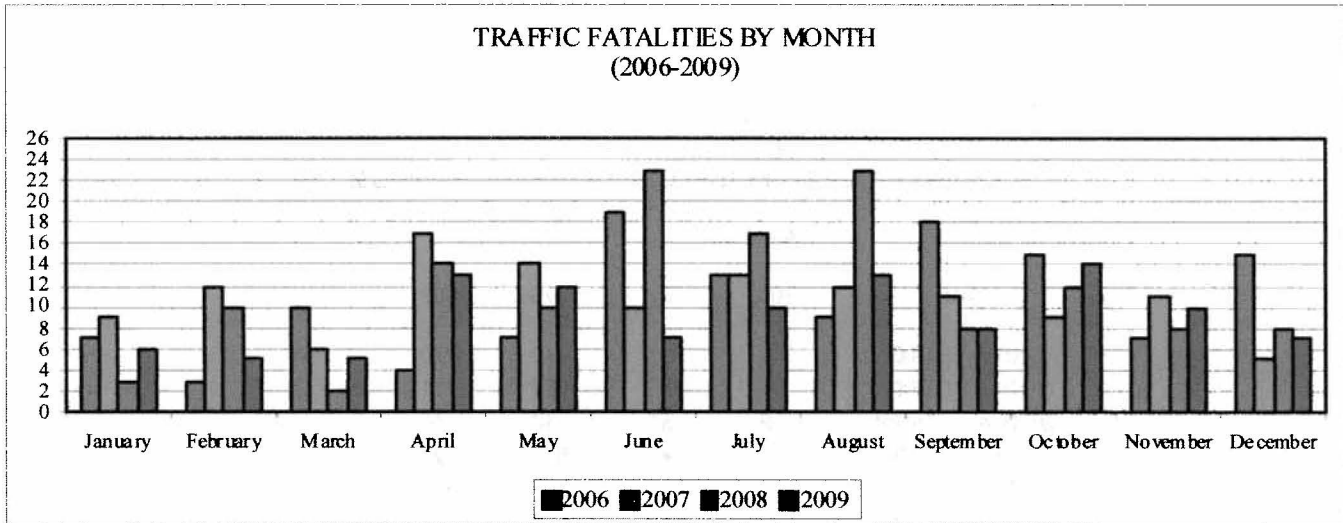


CHART NO. 17
DRIVERS UNDER THE INFLUENCE (ALCOHOL/DRUGS)

Injury Crashes

Time	2006	2007	2008	2009
12:01 A - 04:00A	194	177	138	148
04:01 A - 08:00A	36	41	27	21
08:01 A - 12:00N	24	19	23	16
12:01 P - 04:00P	61	60	31	40
04:01 P - 08:00P	144	133	111	102
08:01 P - 12:00M	208	194	156	129

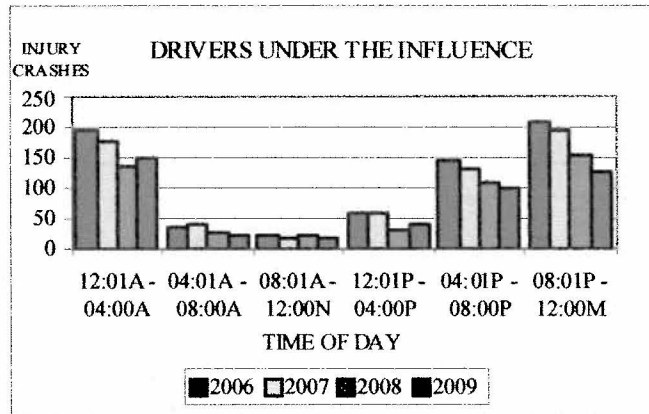


CHART NO. 18
INJURY CRASHES - BY TIME OF DAY (ALCOHOL/DRUGS)

All Crashes

Time	2006	2007	2008	2009
12:01 A - 04:00A	513	505	430	420
04:01 A - 08:00A	92	89	75	61
08:01 A - 12:00N	58	62	58	50
12:01 P - 04:00P	131	143	106	125
04:01 P - 08:00P	356	325	307	288
08:01 P - 12:00M	492	448	419	382

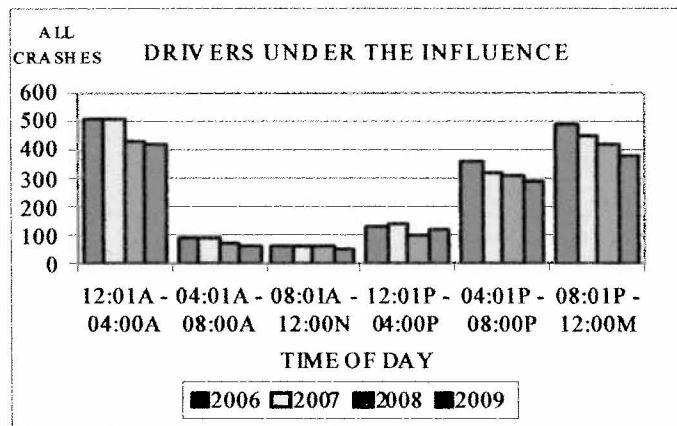


CHART NO. 19
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
 BY AGE - INJURY CRASHES

Ages	2006	2007	2008	2009
16-20	97	76	59	54
21-25	167	167	113	104
26-30	80	70	68	63
31-35	52	65	46	40
36-40	69	60	48	53
41-45	73	58	46	48
46-50	57	69	37	49
51-55	38	25	40	25
56-60	21	18	14	14
61-65	7	9	7	5
66-70	2	4	5	0
71+	16	6	3	8

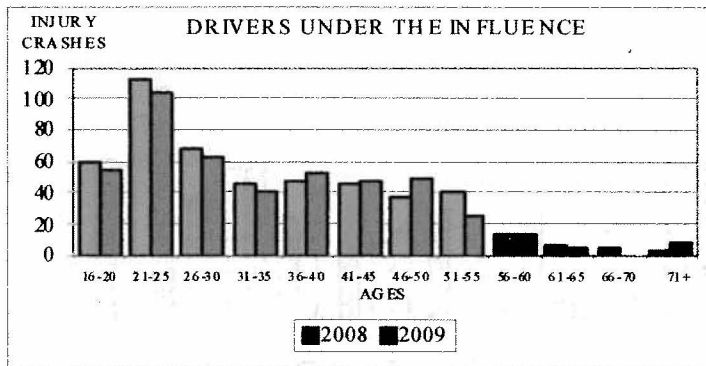


CHART NO. 20
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
 BY AGE - ALL CRASHES

Ages	2006	2007	2008	2009
16-20	236	196	162	151
21-25	426	397	322	306
26-30	193	193	183	186
31-35	139	144	124	118
36-40	144	146	142	118
41-45	176	158	140	141
46-50	143	160	120	133
51-55	89	74	105	172
56-60	46	42	43	92
61-65	26	28	22	46
66-70	9	9	19	10
71+	20	20	27	21

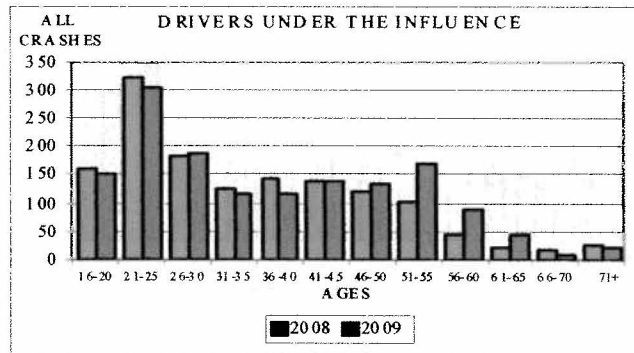


CHART NO. 21
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
 DAYS OF WEEK - INJURY CRASHES

Day	2006	2007	2008	2009
Sunday	120	123	100	90
Monday	76	57	43	41
Tuesday	71	62	57	34
Wednesday	69	76	56	49
Thursday	81	81	53	66
Friday	101	97	78	77
Saturday	151	131	100	104

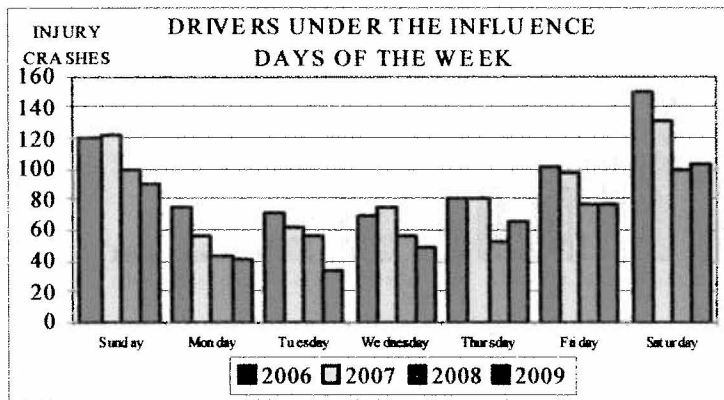
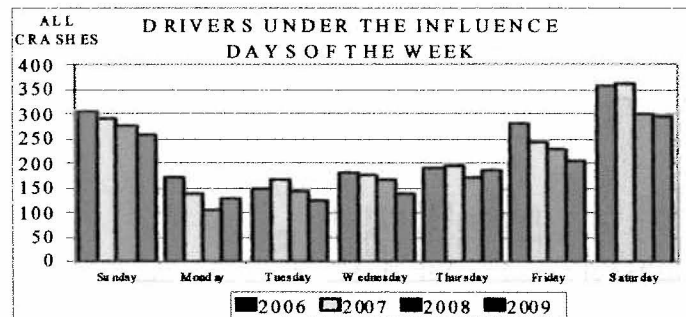


CHART NO. 22
 DRIVERS UNDER THE INFLUENCE - ALCOHOL/DRUGS
 DAYS OF WEEK - ALL CRASHES

Day	2006	2007	2008	2009
Sunday	308	293	277	256
Monday	174	140	107	131
Tuesday	147	165	142	122
Wednesday	180	177	167	137
Thursday	193	194	173	187
Friday	284	243	230	206
Saturday	360	364	303	295



PROBLEM IDENTIFICATION

Chart No. 16 comparing fatalities by month for the years 2006-2009 indicates that the greatest number of alcohol-related deaths occurred in May and July and were consistent in the second and third quarters of the calendar year.

Chart No. 17 shows that during the years 2006-2009 in injury crashes where a driver was under the influence of alcohol or drugs, 1,834 (82.1 percent) occurred between the hours of 4:01P-4:00A, with 1,344 (60.2 percent) occurring between 8:01P – 4:00A.

Chart No. 18 shows that during the years 2006-2009 in all crashes where a driver was under the influence of alcohol or drugs, 4,885 (82.3 percent) occurred during the hours of 4:01P-4:00A, with 3,609 (60.8 percent) occurring between 8:01P-4:00A.

Chart No. 19 shows that for the years 2006-2009 of the drivers under the influence of alcohol or drugs involved in injury crashes, 286 (12.7 percent) were ages 16-20. Licenses issued to drivers aged 16-20 years represent approximately 7.0 percent of all licenses issued (Chart 7). For the years 2006-2009, drivers 16-20 years were also involved in 18.0 percent of all crashes (Chart No. 5). These drivers also represent 17.2 percent of drivers involved in all injury crashes (Chart No. 6).

Chart No. 20 shows that for the years 2006-2009 the drivers under the influence in all crashes, 745 (12.4 percent) were ages 16-20.

Chart No.21 shows that during the years 2006-2009 in injury crashes where a driver was under the influence of alcohol or drugs, 1,272 (56.7 percent) occurred during the period Friday-Sunday.

Chart No. 22 shows that for the years 2006-2009 in all crashes where a driver was under the influence of alcohol or drugs, 3,419 (57.4 percent) occurred during the period Friday-Sunday.

GOALS AND OBJECTIVES

To decrease alcohol impaired fatalities 10 percent from the 2009 calendar base year of 32 to 29 by December 31, 2011.

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 five hours of training to meet seller/server certification standards. "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, and "LEST" (Liquor Establishment Security Training) is a two-hour program for employees of liquor establishments focusing on security issues. In 2009 a total of 1,085 hours of instruction were presented at 247 programs to 5,086 individuals covering these programs.

In addition, public outreach programs (i.e. Fatal Choices, "Brandon Tells His Story", and "Choices vs. Consequences" featuring State Prison Inmate Jeremiah Johnson) and appearances at DARE Programs, semi-professional sports events, etc., were offered at 95 different events and reached 75,854 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. *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 NAWHSL 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)
6. *Vehicular Homicide/DWI Drug Conferences.* 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: \$5,000.00 (402)
7. *J. B. McDuffee Prosecutorial Seminar.* This task will cover the expenses incurred by the Department of Justice in conducting the annual prosecutorial seminar (two days). It is anticipated it will provide up to 200 prosecutors with state-of-the-art legal training in the field of DWI (alcohol and drugs).
Funding: \$12,000.00 (402)
8. *State Police – DWI Patrols.* The State Police made approximately 1,232 DWI arrests in 2009, an average of 5 for each of the Traffic Division's 251 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 \$12.60 per hour to cover additional related expenses. For 1,400 hours of overtime DWI patrols this equates to approximately \$17,640.00.
Funding: \$100,000.00 (402)

9. *Statewide DWI Hunter Patrols*. Local and county police departments are currently making more than 3,382 DWI arrests annually by approximately 2,887 full-time personnel. This task will provide funds to local and county law enforcement agencies and the State Police to conduct overtime DWI Hunter patrols throughout the state that will focus on DWI and other offenses such as open container, illegal possession, underage drinking, etc.
Funding: \$165,000.00 (402)
10. *DUI Van Administration/"Last Drink Survey"*. This task will provide funds to the Enforcement Bureau of the NH Liquor Commission to cover administrative costs (i.e. overtime, transportation, etc.) associated with making the DUI van available at sobriety checkpoints and educational events throughout the state, as well as covering van upgrades. Funds will also enable the Enforcement Bureau to conduct "Last Drink Surveys" on an overtime basis at sobriety checkpoints.
Funding: \$40,000.00
11. *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: \$800.00 (402)
12. *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. 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 2009 15,457 students attended driver's education.
13. *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 State Prison inmate serving time for driving impaired and causing the death of another person.
Funding: \$2,000.00 (402)
14. *Video Equipment*. This task will provide funds, if funding levels exceed the amount set aside in PSP 11-12, 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.
Funding: \$ (402)
15. *DRE Program Administration*. This task will enable the NH Liquor Commission's Bureau of Enforcement to continue the services of a part-time person to coordinate/administer the state's Drug Expert Recognition (DRE) program. In addition to salary and related costs, funding will cover the purchase of DRE kits, training costs, the purchase or printing of the necessary training manuals, and travel to the Annual DRE Conference in Montreal, Canada, scheduled for July 2011.
Funding: \$73,000.00 (402)

16. *NHTSA Attitude Survey*. This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 11-01, Occupant Protection, and PSP 11-03, Police Traffic Services.
Funding: \$3,000.00 (402)
17. *HSA Photocopier*. This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 11-01, Occupant Protection, and PSP 11-03, Police Traffic Services.
Funding: \$600.00 (402)
18. *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. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 11-01, Occupant Protection; PSP 11-03, Police Traffic Services; and PSP 11-08, Motorcycle Safety. Funds will also support a contract with University of New Hampshire (UNH) sports program for a public information and education campaign focusing on alcohol and drug impaired driving. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$97,000.00 (402)
19. *Preliminary Breath Testing (PBT) Devices*. NH RSA 265:92-a provides law enforcement officers the opportunity to use preliminary breath testers (PBT's) to determine at the roadside if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. This task will provide funds for the bulk purchase of PBT units, at a cost of approximately \$500/unit, to be distributed to state, county, and local law enforcement agencies.
Funding: \$75,000.00 (402)
20. *Chemical-Free Celebrations*. This task will provide assistance to schools throughout the state interested in holding chemical-free prom/graduation parties that will 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)
21. *Portable Driving Simulator*. Funds provided under this task will enable the Injury Prevention and Resource Center at Dartmouth College to purchase up to two (2) portable driving simulators utilizing software that simulates impaired driving, testing, and cell phone use. The equipment will be made available on a loan basis to employers utilizing fleet vehicles or private vehicles for work-related travel, driver education programs, school nurses, school resource officers, etc. Acquisition will include a train-the-trainers session, and the simulator will only be loaned to those individuals who are properly trained. At a cost of approximately \$10,000.00 per unit (which exceeds the \$5,000.00 federal threshold), permission is requested to purchase this equipment.
Funding: \$23,000.00 (402)

PSP NO. 11-02 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. HSA Conferences/Training		5.0				5.0	
6. Vehicular Homicide/DWI Conference		5.0				5.0	5.0
7. J. B. McDuffee Prosecutorial Seminar	12.0					12.0	12.0
8. State Police DWI Patrols	25.0	75.0		17.6		117.6	
9. Statewide DWI Hunter Patrols	165.0			5.4	4,925.9	5,096.3	165.0
10. DUI Van Administration/Last Drink Survey	40.0					40.0	40.0
11. Audit Expense	.6	.2				.8	
12. Driver/Safety Education							
13. High School Impaired Driving Program		2.0				2.0	2.0
14. Video Equipment							
15. DRE Program Administration	73.0					73.0	62.1
16. NHTSA Attitude Survey		3.0				3.0	
17. HSA Photocopier	.6					.6	
18. Highway Safety Media Campaign (PM)	67.0	30.0				97.0	97.0
19. Preliminary Breath Testing (PBT) Devices	75.0					75.0	75.0
20. Chemical-Free Celebrations	1.5					1.5	1.5
21. Portable Driving Simulator	23.0					23.0	23.0
Totals	502.7	129.2		23.0	4,925.9	5,580.8	510.6

PSP 11-03

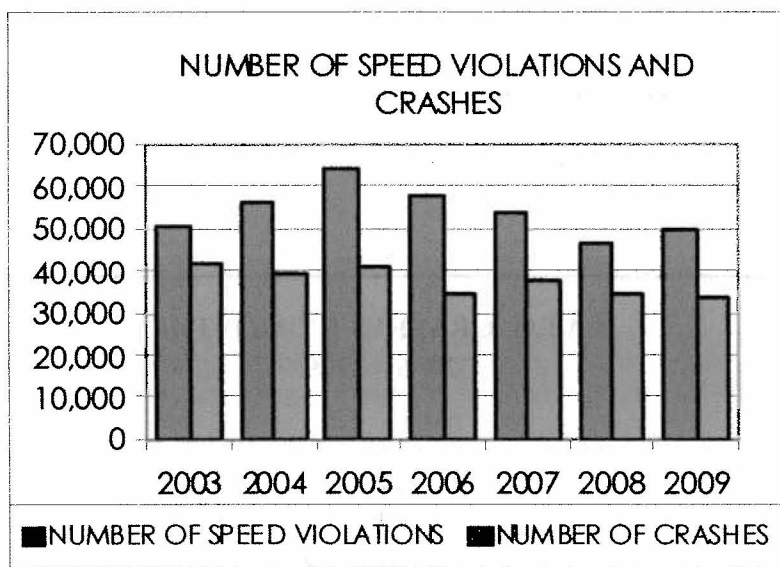
POLICE TRAFFIC SERVICES

CHART NO. 23
CONTRIBUTING FACTORS TO
INCAPACITATING AND NON-INCAPACITATING INJURIES

<u>Contributing Factors</u>	<u>INCAPACITATING INJURIES</u>				<u>NON-INCAPACITATING INJURIES</u>			
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Centerline Encroachment	36	23	25	39	103	99	113	97
Defective Equipment	6	2	3	11	57	73	57	76
Disregard Traffic Control Device	24	22	12	21	262	241	229	209
Driver Inattention/Distracted	103	112	99	81	1,239	1,323	1,205	1,254
Driver Inexperience	14	14	15	15	171	142	151	140
Failure to Yield ROW	83	59	70	89	895	738	744	819
Following Too Close	13	22	28	51	316	390	344	435
Illegal/Unsafe Speed	135	107	98	62	1,314	741	663	589
Impeding Traffic	0	2	0	3	31	16	10	24
Improper Park/Start/Stop	7	9	2	4	49	51	56	72
Improper Passing/Overtaking	13	6	6	19	55	54	47	54
Improper Turn	11	6	6	13	92	73	61	69
Improper/Unsafe Lane Use	31	15	11	16	135	111	101	91
Other	55	50	35	75	473	431	359	346
Pedestrian Violation/Error	6	6	4	3	19	27	22	19
Physical Impairment	67	81	52	59	338	312	256	226
Skidding	36	33	55	117	393	454	361	1,152
Unsafe Backing	2	0	3	4	35	39	49	46
Vision Obsecurement	11	16	14	18	122	152	147	161
Total	653	585	538	700	6,099	5,467	4,975	5,879

CHART NO. 24

Year	Number of Speed Violations	Number of Crashes
2003	50,181 *	41,843
2004	56,564 *	39,555
2005	63,912	40,885
2006	57,576	34,801
2007	53,788	37,376
2008	46,765	34,151
2009	49,746	33,265



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

CHART NO. 25
FATAL CRASHES BY MONTH
 2006-2009

Year	January	February	March	April	May	June	July	August	September	October	November	December
2006	7	3	9	4	6	14	12	9	16	15	7	14
2007	8	9	6	15	14	9	13	12	11	9	11	5
2008	3	10	2	14	10	23	17	23	8	12	8	8
2009	6	4	5	12	10	7	8	11	8	11	9	6
Total	24	26	22	45	40	53	50	55	43	47	35	33
4-Year Average	6	7	6	11	10	13	13	14	11	12	9	8

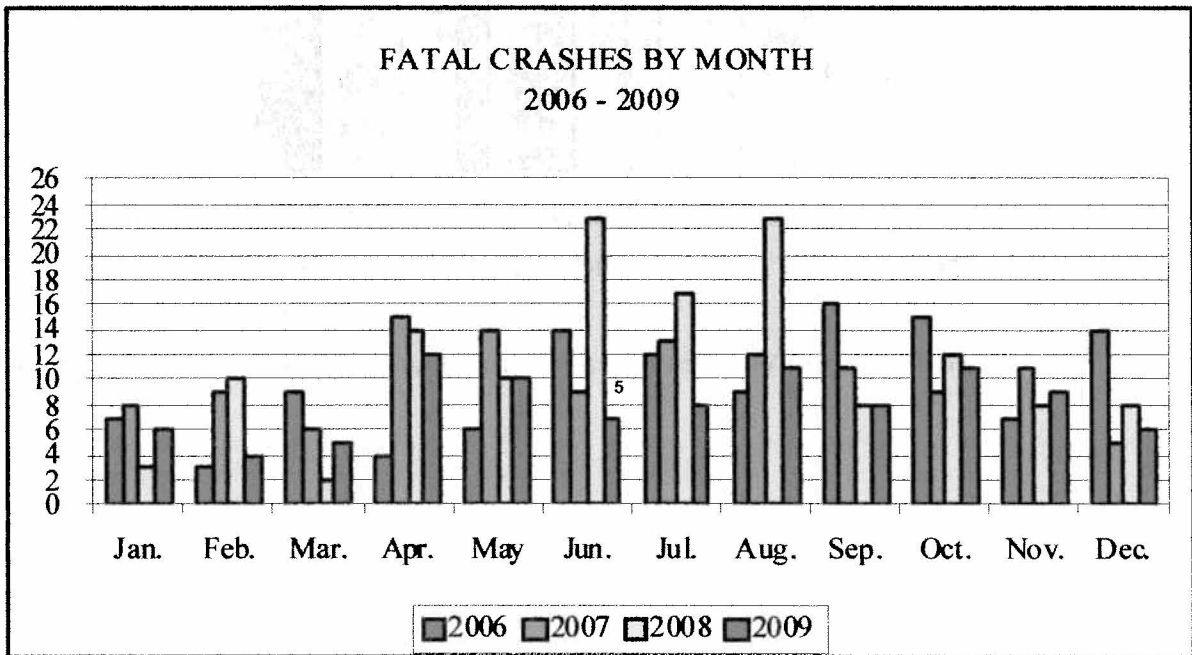


CHART NO. 26
FATAL CRASHES – PRIMARY CAUSES

CAUSES	2006		2007		2008		2009	
	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS	CRASHES	VICTIMS
Alcohol/Drugs	49	51	39	43	51	58	33	35
Speed	15	17	15	16	17	19	10	12
Road/Weather	1	1	5	5	3	3	2	2
Inattention/Distraction/Emotion	11	12	9	10	15	15	11	12
Fatigue/Illness	16	16	12	13	4	4	9	10
Other	3	3	4	4	8	8	4	4
Pedestrian Error	3	3	6	6	3	3	5	5
Failure to Yield Right of Way	10	11	10	10	8	8	8	9
Unknown	1	2	2	2	2	2	1	1
Driver Error	7	11	20	20	16	18	14	20
	116	127	122	129	127	138	97	110

PROBLEM IDENTIFICATION

The leading contributing factors in crashes involving both incapacitating and non-incapacitating injuries (Chart 23) were driver inattention/distraction, 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 25)

Alcohol/drugs, speed, driver error, and inattention/distraction are the leading causes in fatal crashes (Chart 26).

GOALS AND OBJECTIVES

To decrease speeding-related fatalities 10 percent from the 2008 calendar base year (FARS) of 40 to 36 by December 31, 2011. (C-6)

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 (2006–2009) of 827 to 744 in 2010.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2006-2009) of 50.25 to 45.22 in 2010.

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 state fiscal year 2010 provides approximately \$25,153,654. for the Traffic Division which covers regular traffic enforcement activities. It is estimated that for every hour of overtime, the state expends an additional \$12.60 per hour in other expenses representing a state match of \$20,160.
Funding: \$115,000.00 (402)
2. *Local Police Enforcement Patrols.* This task will provide funds to approximately 100 local and county law enforcement agencies to conduct overtime enforcement patrols in two to six-hour blocks based on identified need. Saturated enforcement patrols involving multiple police agencies will also be conducted along major corridors (routes) that carry larger traffic volumes. It is estimated that local/county law enforcement agencies expend approximately \$64,631. per year for each of the 2,887 full-time police officers – a total of \$186,589,697. On the assumption that an officer spends approximately 80 percent of his/her time in traffic-related activities, this amounts to an annual expenditure of \$149,271,758. PSP 11-02 (Alcohol) includes \$4,925,968. of this amount as the estimated cost of DWI surveillance and arrests, and PSP 11-12 (Drunk Driving Prevention Programs) includes \$10,001,207., leaving approximately \$134,334,583. for other selective enforcement activities.
Funding: \$106,372.50 (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. for a radar unit to \$9,000-\$15,000 for a radar/display trailer, office policy limits federal funding assistance for a radar unit to 50 percent not to exceed \$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: \$110,000.00 (402)
4. *Computer Equipment and Software.* This task will provide assistance to police departments in Bedford, Brookline, Center Harbor, Dover, Exeter, Franklin, Lee, Meredith, Milton, Rockingham County, Rollinsford, South Hampton, and Sullivan County, as well as 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: \$40,000.00 (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: \$700.00 (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: \$15,000.00 (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, etc.) 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. 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)
10. *Tire Deflation Devices.* This task will provide funds to assist twenty (20) local, county, and state law enforcement agencies (including departments in Amherst, Bedford, Canaan, Deering, Farmington, Meredith, Moultonborough, Northwood, Rollinsford, Rye, Salem, Winchester, and others) in the purchase of tire deflation devices to be used to stop vehicles attempting to elude police.
Funding: \$10,000.00 (402)
11. *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 to be determined.
Funding: \$40,000.00 (402)
12. *Red Light Running Enforcement Patrols.* This task will support overtime to enable the Bedford, Dover, Greenland, Lebanon, Manchester, Merrimack, Plaistow, Salem, and Somersworth Police Departments and other law enforcement agencies to conduct enforcement of traffic lights, stop signs, and other motor vehicle violations.
Funding: \$50,000.00 (402)
13. *School Bus Enforcement Patrols.* This task will provide funds to the Manchester Police Department and other local law enforcement agencies to conduct overtime enforcement of RSA 265.54 (overtaking and passing school buses). These patrols, dedicated to enforcing motor vehicle laws relating to school bus and pupil safety, will be conducted along school bus routes and in "school zones" during the morning and afternoon hours when students are being transported to and from school.
Funding: \$20,000.00 (402)
14. *Judicial Traffic Court Training.* This task will provide funds to enable newly appointed district court judges to attend conferences sponsored by the ABA Judicial Division focusing on effects of drugs, traffic court law, speed, drug recognition evidence; legal issues concerning photo enforcement; innovative sentencing, etc.
Funding: \$ (402)

15. *NHTSA Attitude Survey.* This task will provide funds to cover expenses related to hiring a contractor to conduct the annual attitude survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. Funding for this attitude survey is also provided in PSP 11-01, Occupant Protection and PSP-11-02, Alcohol in Relation to Highway Safety.
Funding: \$3,000.00
16. *HSA Photocopier.* This task will provide for the lease of a photocopier with color and scanning capabilities for the Highway Safety Agency. Funds are also provided in PSP 11-01, Occupant Protection and PSP 11-02, Alcohol in Relation to Highway Safety.
Funding: \$600.00 (402)
17. *TAR Training.* This task will cover costs associated with training county attorneys and prosecutors, as well as law enforcement personnel in traffic accident reconstruction.
a) The NH State Police TAR Unit has expanded its reconstruction capabilities to include the use of photogrammetry. Utilizing the photographs to recreate crashes on a computer requires TAR team members to be trained in the use of Basic and Advance Crash Zone software. As officers become proficient in use of the software, the resulting crash recreations will be used as documentation in court cases. b) Attorneys and prosecutors from the Merrimack County Attorney's office who work with the Regional Crash Reconstruction Team will attend national negligent homicide prosecution training. Subsequently they will conduct on-site training for law enforcement personnel within the county who conduct traffic accident investigations/reconstruction.
Funding: \$32,000.00 (402)
18. *State Police Aggressive Driving Enforcement.* Funds provided under this task will enable the NH State Police to equip up to ten (10) unmarked cruisers with equipment (i.e. radar, video equipment, etc.) necessary to prosecute the aggressive driver. These unmarked cruisers will be assigned to the interstate/turnpike system throughout the state during peak traffic hours when troopers will target aggressive drivers.
Funding: \$100,000.00
19. *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. Funds will support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 11-01, Occupant Protection; PSP 11-02, Alcohol in Relation to Highway Safety; and PSP 11-08, Motorcycle Safety. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$65,000.00 (402)

**PSP NO. 11-03 PT
POLICE TRAFFIC SERVICES**

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. State Police Overtime Enforcement Patrols (SC)	90.0	25.0		20.2		135.2	
2. Local Police Overtime Patrols (SC)	106.4				134,344.6	134,451.0	106.4
3. Additional Radars (SC)	110.0				65.0	175.0	65.0
4. Computer Equipment/Software	20.0	20.0			40.0	80.0	40.0
5. HSA Conferences/Training		5.0				5.0	
6. Audit Expense	.5	.2				.7	
7. Motorcycles	7.5	7.5			15.0	30.0	15.0
8. Media & Materials (HSA)	20.0					20.0	20.0
9. TAR Equipment	10.0	10.0			20.0	40.0	20.0
10. Tire Deflation Devices	6.0	4.0			10.0	20.0	10.0
11. PS&TC Training		40.0				40.0	40.0
12. Red Light Running Enforcement	40.0	10.0				50.0	50.0
13. School Bus Enforcement	10.0	10.0				20.0	20.0
14. Judicial Traffic Court Training							
15. NHTSA Attitude Survey		3.0				3.0	
16. HSA Photocopier	.6					.6	
17. TAR Training	32.0					32.0	11.0
18. State Police Aggressive Driving Enforcement	100.0					100.0	
19. HSA Media Campaign (PM)	35.0	30.0				65.0	65.0
Totals	588.0	164.7		20.2	134,494.6	135,267.5	462.4

PSP 11-04

TRAFFIC RECORDS

GOALS AND OBJECTIVES

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

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. All 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.
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: \$41,000.00 (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. per unit, while contracting to upgrade the Agency's grants management database system is estimated at \$10,000-\$15,000.
Funding: \$20,000.00 (402)
4. *DMV Traffic Crash Records Update.* This task will enable the NH Division of Motor Vehicles to hire staff (part-time or overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). Accurate data collection and reporting activities play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs.
Funding: \$40,000.00 (402)
5. *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)
6. *Section 408 State Traffic Safety Information System Improvement Grant.* This task will provide funds to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs.
Funding: \$1,130,000.00 (408)

**PSP NO. 11-04 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)	21.0	20.0				35.0	76.0	
3. HSA Computerization	15.0	15.0					30.00	
4. DMV Traffic Crash Records Update	20.0	20.0					40.0	
5. HSA Conferences/Training		2.0					2.0	
6. Section 408 Traffic Data Grant Audit				1,128.9 1.1	282.5		1,412.5	
Totals	56.0	57.0		1,130.0	282.5	35.0	1,560.5	

PSP 11-05

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 4,424 EMTs in the state who have to be recertified every two years at a cost ranging from approximately \$250-\$500 each. There are 296 licensed EMS services (171 transporting and 125 non-transporting) in the state that utilize 451 licensed and inspected ambulances.

2. *Extrication Equipment.* This task will provide funds to assist the communities of Deering, Newport and Swanzy, as well as others that may be identified, in the purchase of extrication equipment (spreaders, cutters, rams, airbags, related accessories, etc.). The cost of pieces of extrication equipment ranges from \$500.00 for accessories to over \$5,000.00 for a set of airbags or a combination cutter/spreader. Agency policy limits federal funding assistance to 50 percent, not to exceed \$4,500.00 of the total cost, with the applicant agency responsible for providing the balance. 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: \$23,500.00 (402)

**PSP NO. 11-05 EM
EMERGENCY MEDICAL SERVICES**

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. Emergency Medical Services							
2. Extrication Equipment	13.5	10.0			23.5	47.0	23.5
Totals	13.5	10.0			23.5	47.0	23.5

PSP 11-06

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. Agency staff will continue to work with local, county, and state agencies to provide information on federal highway safety programs, Highway Safety Agency procedures, and to assist in applying for grant funds.

PROBLEM SOLUTION TASKS

1. *Planning and Administration.* Funds provided under this task cover a portion of the costs associated with administering the Highway Safety Agency (salaries, operating expenses, etc.). Highway Safety Agency staff will review and evaluate the 2010 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 2012 Strategic Action Plan.
Funding: \$176,152.50 (402)

**PSP NO. 11-06 PA/FPA
PROGRAM MANAGEMENT**

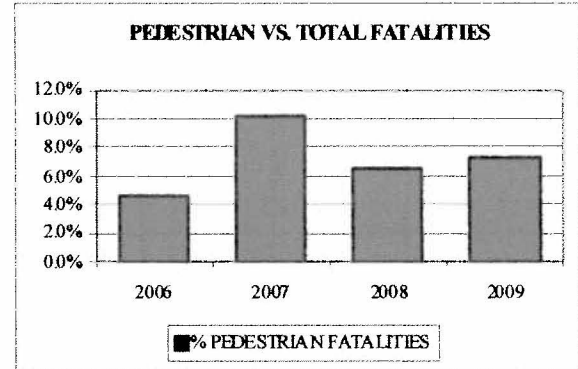
Project Titles	(1) 402 Current Year	(2) 402 Prior Year	(3) Transfer Funds Prior Year	(4) State Share	(5) Local Share	(6) Total	(7) Amount To Local
1. Program Management	176.2			434.6		610.8	
Totals	176.2			434.6		610.8	

PSP 11-07

PEDESTRIAN AND BICYCLE SAFETY

CHART NO. 27
PEDESTRIAN FATALITIES

Year	Child	Adult	Total	Total Fatalities	Pedestrian % Of Total
2006	1	5	6	127	4.7%
2007	2	11	13	129	10.1%
2008	0	9	9	138	6.5%
2009	1	7	8	110	7.3%
Totals	4	32	36	504	7.1%



PROBLEM IDENTIFICATION

There was an average of 9.0 pedestrian fatalities during the four-year period 2006-2009 (Chart No. 27).

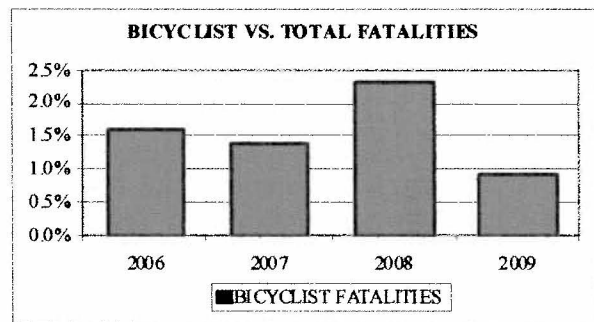
GOALS AND OBJECTIVES - PEDESTRIANS

To reduce pedestrian fatalities 10 percent from the 2009 calendar base year of 8 to 7 by December 31, 2011. (C-10)

CHART NO. 28

BICYCLIST FATALITIES

Year	Child	Adult	Total	Total Fatalities	Bicyclist % of Total
2006	1	1	2	127	1.6%
2007	1	2	3	129	1.4%
2008	2	0	2	138	2.3%
2009	1	0	1	110	0.9%
Totals	5	3	8	504	1.6%



NOTE: Child is 15 years old or younger.

CHART NO. 29
BICYCLE CRASHES AND RESULTING INJURIES

Year	Bicycle Crashes	Injuries					
		Incapacitating	Non-Incapacitating	No Apparent	Possible	Unknown	Fatality
2006	119	10	62	11	30	4	2
2007	115	3	71	17	13	8	3
2008	131	9	89	15	14	3	1
2009	138	6	85	0	30	16	1
Total	503	28	307	43	87	31	7
4-Year Average	126	7	77	11	22	8	2

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 NH Highway Safety Agency continues to work with law enforcement to educate parents, children, and the general public about the requirements of this law which became effective January 1, 2006.

PROBLEM IDENTIFICATION (BICYCLISTS)

There was an average of 2.0 bicycle fatalities during the four-year period 2006-2009 (Chart No. 28).

There was an average of 126 crashes involving bicycles during the four-year period 2006-2009 (Chart No. 29) resulting in 7 bicyclists suffering incapacitating injuries and 77 suffering non-incapacitating injuries.

GOALS AND OBJECTIVES (BICYCLISTS)

To have no bicyclist fatalities through the year 2011 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 Program.* This task will provide funds needed to maintain "Captain SMYLE", the Agency's motorized robot, in proper working condition and to hire a part-time employee or contractor to assist in presenting school programs in Grades 1-3.
 Funding:

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: \$6,000.00 (402)

4. *Pedestrian/Bicycle Enforcement Patrols.* This task will provide funds to enable the Dover and Keene Police Departments and others to conduct overtime patrols aimed at enforcing the state's pedestrian/bicycle laws.
Funding: \$12,000.00 (402)

**PSP NO. 11-07 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 Program							
3. Bicycle Helmets	4.0	2.0				6.0	6.0
4. Pedestrian/Bicycle Enforcement Patrols	6.0	6.0				12.0	12.0
Totals	30.0	8.0				38.0	38.0

PSP 11-08

MOTORCYCLE SAFETY

CHART NO. 30
MOTORCYCLE FATALITIES/HELMET USE/NH RESIDENTS
 2006 – 2009

Year	Operators	Passengers	Total	Percent of Fatalities	No. Victims Wearing Helmets	No. Victims NH Residents
2006	18	3	21	16.5	6	12
2007	23	2	25	19.4	12	20
2008	28	1	29	21.7	11	24
2009	16	5	21	19.1	8	11
Total	85	11	96		37	67
4-Year Average	21	3	24		9	17

CHART NO. 31
FATAL MOTORCYCLE CRASHES – ALCOHOL-RELATED
 2006 – 2009

Year	Number of Fatal Motorcycle Crashes	Number of Crashes Alcohol-Related	Percent of Crashes Alcohol-Related
2006	17	10	58.8
2007	23	5	21.7
2008	29	12	41.4
2009	20	4	20.0
Total	89	31	34.8
4-Year Average	22	8	36.4

CHART NO. 32
MOTORCYCLE CRASHES & INJURIES
ALCOHOL-RELATED & HELMET USE
 2006 – 2009

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
2006	853	57	6.7	652	54	8.3	280	42.9
2007	876	53	6.1	641	45	7.0	267	41.7
2008	910	57	6.3	634	30	4.7	267	42.1
2009	851	35	4.1	626	30	4.8	292	46.6
Total	3,490	202	5.8	2,553	159	6.2	1,106	43.3

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 the NHTSA Region I and II offices 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 NHTSA 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, the NH Motorcycle Safety and Awareness Committee was formed in January 2005 including representatives of the NHTSA, 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 meets on a regular basis.

PROBLEM IDENTIFICATION

During the four-year period 2006-2009 there were 96 motorcycle fatalities; 37, or 38.5 percent, were wearing helmets (Chart No. 30).

During the four-year period 2006-2009 there were 89 fatal crashes involving motorcycles; 31, or 34.8 percent, involved alcohol (Chart No. 31).

Of the 3,490 crashes in the years 2006-2009 involving motorcycles, 202, or 5.8 percent, were alcohol-related (Chart No. 32).

During the years 2006-2009 of the 3,490 motorcycle crashes, 2,553, or 73.2 percent, resulted in injury crashes (Chart No. 32).

During the years 2006-2009 alcohol was involved in 159, or 6.2 percent of the 2,553 motorcycle crashes resulting in injuries (Chart No. 32).

During the years 2006-2009 helmets were worn in 1,106, or 43.3 percent of the 2,553 motorcycle crashes resulting in injuries (Chart No. 32).

GOALS AND OBJECTIVES

To decrease motorcyclists fatalities 10 percent from the 2009 calendar base year of 21 to 19 by December 31, 2011. (C-7)

To decrease unhelmeted motorcyclist fatalities 20 percent from the 2009 calendar base year of 13 to 10 by December 31, 2011. (C-8)

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 3,029 in 2006, 3,024 in 2007, 2,991 in 2008, and 2,927 in 2009.

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. Funds will support a contract to coordinate print and audio activities that will include the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. This is part of a total program that includes funding in PSP 11-01, Occupant Protection; PSP 11-02, Alcohol in Relation to Highway Safety; and PSP 11-03, Police Traffic Services. The outcome of our comprehensive paid media efforts will be best measured by a reduction in motor vehicle and motorcycle crashes and the deaths and injuries that result from speed, distracted driving, and alcohol and/or drug impaired driving. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to the saving of lives and a reduction in injuries and their severity.
Funding: \$30,000.00 (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: \$10,000.00 (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: \$1,000.00 (402)
5. *Motorcyclists Safety Grant.* Section 2010 will be used for motorcyclist safety training and motorcyclist awareness programs throughout New Hampshire.
Funding: \$344,300.00 (2010)

**PSP NO. 11-08 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				1,089.8		1,089.8	
2. Highway Safety Media Campaign (PM)	30.0					30.0	30.0
3. Motorcycle Awareness Month Activities		10.0				10.0	10.0
4. Highway Safety Conferences/Training	1.0					1.0	
5. Motorcyclist Safety Grant			343.7			344.3	
Audit			.6				
Totals	31.0	10.0	344.3	1,089.8		1,475.1	40.0

PSP 11-09

PUPIL TRANSPORTATION

CHART NO. 33 <u>SCHOOL BUS CRASHES/INJURIES</u> 2006-2009		
Year	Number of Crashes*	Number of Injuries
2006	63	12
2007	45	15
2008	49	21
2009		

*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

Currently there is no data available on the severity of injuries. There has been only one on-board fatality in New Hampshire in the last 33 years (a teenager stuck his head out of the window and struck a utility pole).

CHART NO. 34 <u>NUMBER OF SCHOOL BUSES INSPECTED</u> 2006-2009				
Year	2006	2007	2008	2009
Number	2,818	2,949	2,648	2,255

Source: NH Department of Safety

PROBLEM IDENTIFICATION

The number of school buses inspected by the Department of Safety fluctuates, and 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 2009 the Enforcement Bureau at the Department of Safety inspected 2,255 school buses that transport New Hampshire's children to and from school.

**PSP NO. 11-09 SB
PUPIL TRANSPORTATION 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. Pupil Transportation Safety				123.6		123.6	
Totals				123.6		123.6	

PSP 11-10

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 law enforcement agencies 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 community level.

PROBLEM IDENTIFICATION (SAFE COMMUNITIES)

In 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. Eight 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 the Safety and Health Council of Northern New England is now administering the program.

GOALS AND OBJECTIVES

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

PROBLEM SOLUTION TASKS

1. *Safe Communities.* If interest can be generated at the local level, 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. 11-10 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. Safe Communities		10.0				10.0	10.0
Totals		10.0				10.0	10.0

PSP 11-11

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 and/or regional conferences.
Funding: \$35,000.00 (402)

**PSP NO. 11-11 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"	35.0					35.0	28.0
Totals	35.0					35.0	28.0

PSP 11-12

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 from a high of 37.0 percent in 2003 to a low of 29.1 percent in 2009. (New Hampshire alcohol-related fatalities: .02 BAC drivers under age 21 and .04 BAC for all other drivers conforms with National CDL level)

GOALS AND OBJECTIVES

Prior year Section 410 Incentive Grant funds will enable state, county, and local law enforcement agencies to conduct overtime patrols dedicated to the detection and apprehension of impaired drivers. In addition, the state, county, and local law enforcement community will coordinate their activities and conduct sobriety checkpoints throughout the state. Funding will assist in the purchase of additional in-cruiser video equipment, support attendance at appropriate conferences, and continue the services of a traffic safety resource prosecutor at the NH Department of Justice.

PROBLEM SOLUTION TASKS

1. *Video Equipment.* This task will provide the funds to assist 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: \$600,000.00 (410)
2. *Local and County DWI Overtime Patrols.* This task will provide funds for county and local police departments to conduct overtime DWI patrols.
Funding: \$700,000.00 (410)
3. *Sobriety Checkpoints.* 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 throughout the state.
Funding: \$615,849.90 (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: \$2,150.10 (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: \$2,000.00 (410)

6. *Department of Justice Traffic Safety Resource Prosecutor.* This task will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community.
Funding: \$130,000.00 (410)

PSP NO. 11-12 K8
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	600.0				600.0	1,200.0	600.0
2. DWI Enforcement – Local & County	700.0				10,001.2	10,701.2	700.0
3. Sobriety Checkpoints	615.8					615.8	615.8
4. Audit Expense	2.2					2.2	
5. Conferences	2.0					2.0	
6. Department of Justice Traffic Safety Resource Prosecutor	130.0					130.0	97.5
Totals	2,050.0				10,601.2	12,651.2	2,013.3



