

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

Fiscal Year	2019
NHTSA Grant Application	NEW HAMPSHIRE - Highway Safety Plan - FY 2019
State Office	New Hampshire Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	NEW HAMPSHIRE - Highway Safety Plan - FY 2019
Application Version:	4.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	No
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No

S. 1906 Racial Profiling Data Collection:

No

STATUS INFORMATION

Submitted By:	John Clegg
Submission On:	6/29/2018 2:07 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Data Sources for Analyzing Highway Safety Problems

The State of New Hampshire has various data sources that contribute to forming problem identification and project and/or program evaluation. The majority of the data originates from New Hampshire DMV's VISION Crash Records Management System (CRMS), which includes State and Local individual police officer crash reports (Form DSMV-400 for noncommercial vehicles and DSMV- 161 for commercial vehicles). The New Hampshire Department of Safety Office of Highway Safety initiated the planning process for developing the 2019 Highway Safety Plan by gathering data from various sources to determine what highway safety issues are trending (within one-year and five year periods) within areas of the state (Towns, Cities, Municipalities, Counties, etc.).

The following data sources are used to gather important data to analyze as part of the 2019 planning process:

- New Hampshire Department of Safety Division of Motor Vehicles Fatality Analysis Reporting Systems (FARS) - fatalities and fatal crashes
- New Hampshire Department of Safety Division of Motor Vehicles (DMV) Crash Data System (Vision) - crash data/serious injury
- New Hampshire Department of Safety Office of Highway Safety GIS database - motor vehicle/pedestrian enforcement data (arrest, citation, warning, stops , etc.)
- New Hampshire Department of Safety Data Analyst - crash data/serious injury
- New Hampshire Department of Safety Emergency Medical Services/Fire Standards - ems related data
- New Hampshire Department of Transportation - traffic counts of New Hampshire roads
- New Hampshire Police Departments - fatality, serious injury, population, crash, etc.

- National Highway Traffic Safety Administration - vehicle miles traveled (VMT), population, vehicle registration, fatality, crash, and serious injury data, etc
- FHWA Highway Statistics - Vehicle miles traveled (VMT), licensed drivers, and road miles
- University of New Hampshire - seat belt use and attitude survey data
- Injury Prevention Center at Dartmouth - seat belt, teen driver, child passenger safety data

To help determine highway safety problem areas the New Hampshire Office of Highway Safety works with many of our partners during the planning process to include highway safety partners (many listed as data sources above). There are many data elements that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists NHOHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data; included but not limited to, is analyzed as part of the planning process to determine highway safety challenges/problems:

- Fatalities
- Crashes
- Serious injury
- Population
- Gender
- Age
- Demographics
- Roadway traffic counts
- Seat belt usage rate
- High traffic corridors
- Attitude surveys
- Causation
- Roadway design
- Time
- Location

The New Hampshire Department of Safety Office of Highway Safety, the Division of Motor Vehicles, and the New Hampshire Department of Transportation have worked collaboratively to ensure performance targets are identical for fatalities, serious injury, and fatalities per 100 million VMT within New Hampshire's Highway Safety Plan (HSP), the Highway Safety Improvement Plan (HSIP), and the Strategic Highway Safety Plan (SHSP). The Department of Safety Office of Highway Safety has also been working with the Department of Safety Division of Motor Vehicles, State Police, and Local Police Departments to increase the number of local police departments that are submitting crash data electronically to the Division of Motor Vehicle Vision crash records management system to ensure more timely, accurate, crash data in the future to better identify highway safety problems that will provide more evidence based data to support countermeasure strategies. Once all law enforcement agencies are submitting data electronically in a timely manner, it is a goal of the Office of Highway Safety to have "real time" mapping developed to be able to see where highway safety problem areas are occurring within the state to deploy resources to address these issues.

Important fatality data from 2017 was analyzed to identify highway safety problem areas to develop the 2019 Highway Safety Plan.

New Hampshire saw traffic fatalities decrease from 136 fatalities in 2016 to 102 fatalities in 2017 which resulted in being less than the target set of 105 fatalities by December 31, 2017. Looking at fatalities within a 20 year timeline, 2017 was one of the years that had the lowest number of fatalities since 1998 (2011 had 90 fatalities and 2014 had 95 fatalities). There were several contributing factors involved in this increase of fatalities in 2016. Speed related fatalities increased from 49 in 2015 to 72 in 2016 (increase of 47%). In 2016, alcohol impaired fatalities increased from 29 in 2015 to 32 (increase of 11%). New Hampshire's unrestrained fatalities also increased from 47 in 2015 to 70 in 2016 (increase of 49%). On a positive note, distracted driving and inattention fatal crashes continues to drop, as there were only two of these fatal crashes in 2016 down from six in 2015. The NHOHS understands that this number can quickly increase. Education, enforcement, and media efforts must continue to address this issue. The NHOHS is committed to reducing and addressing this increase in fatalities on New Hampshire roads and will continue in FFY 2019 to provide funding to support; enforcement efforts statewide, educating the public on important highway safety issues, messaging to the public in relation to fatalities that continue to occur each year.

The data driven approach to funding projects provides the necessary information to identify highway safety problems and provides important information to assist in determining the who, what, when, where and why a highway safety problem exists within the state or local municipality, as well as, determine the countermeasures that may need to be used to address these highway safety problems. The NHOHS conducts a preliminary review and analysis of each grant application, as well as, analyzes the past performance measures or activity of projects conducted to evaluate measured results or progress as a way to predict and ensure that future projects will also demonstrate measured results. Evaluation of past performance measures of a project helps NHOHS staff determine if a potential grantee's ability to perform measured activities in the future will continue. Examples of specific goal related or performance measured activities include but are not limited to; number of stops per hour, number of traffic violations and arrests, number of CPS technicians certified, number of CPS fitting stations, number of seat belt presentations conducted at schools, number of distracted driving presentations conducted at schools, number of interlock devices that have been installed in vehicles throughout the state, the percentage of seat belt use in the state, the number of DRE certifications in NH, the number of last drink surveys conducted, etc. Additionally, an analysis of the responsible and effective past use of federal funds is conducted to ensure the applicant will maximize available federal funds to accomplish their goals in the future. Most importantly, consideration to obligate funding to projects will depend on not only the grantees identification of a problem but empirical data to support selection and subsequent effectiveness of the countermeasures chosen.

Evidence based countermeasures that are used to address highway safety problems play a very important role in New Hampshire meeting its performance targets. The following countermeasure and target example will be used to address highway safety problems in 2019:

Highway Safety Problem

Speeding Related Fatalities

Countermeasure

Enforcement conducted by local and state police

Media projects conducted by the Office of Highway Safety and grantees to message the public

Speed related equipment projects used in support of enforcement efforts to reduce speed related fatalities

Target

To reduce speed related fatalities by December 31, 2018 to 53.4.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Traffic Safety Planning Participants & Data

Participants/Partners

It is essential that New Hampshire Office of Highway Safety and NH DOT continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems.

The NH OHS staff regularly participates in Traffic Safety Commission meetings with DOT counterparts, community coalitions, highway safety advocacy groups, State and local law enforcement and others. The NH OHS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The NH OHS considers the results of “rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate.

The New Hampshire Office of Highway Safety partnerships include:

The National Highway Traffic Safety Administration (NHTSA)

NH Department of Transportation

NH DOS (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)

NH Department of Justice

Administrative Office of the Courts

NH Liquor Commission

NH Traffic Safety Commission

NH Police Standards & Training Council

NH Traffic Records Committee

NH Health and Human Services

NH Association of Chiefs of Police

NH Sheriffs' Association

NH Police Officers 'Association

Federal Highway Administration

State's U.S. Congressional Representatives and Senators

Governors' Highway Safety Association

Safety & Health Council/Northern New England

Department of Education

The University of New Hampshire

Derry Community Alliance for Teen Safety (CATS)

NH Mothers Against Drunk Driving

The Injury Prevention Center at Dartmouth College

AAA Northern New England

Local Police Departments

Brain Injury Association of New Hampshire

NH Auto Dealers Association

NH Towing Association

Dartmouth College

Plymouth State College

Keene State College

Victim's Inc.

AT&T

Pine Knoll Racing LLC

New Hampshire Fisher Cats Baseball

New Hampshire Monarchs Hockey

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Problem identification

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

In addition, the NHOHS reviews traffic fatality and crash data provided to us by the NH State Police, and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV). Additional data provided by the DMV, Department of Transportation (DOT), Emergency Medical Services/Fire Standards, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual seatbelt survey, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), allow for a detailed analysis. Included in this analysis are other data such as the number of licensed drivers by category, number of motor vehicles and motorcycles registered in the state, population, miles driven, and injury data all of which have the potential to affect highway safety in the state.

The State of New Hampshire, a small state in the Northeast contiguous United States (New England), is bounded by Canada (N), Maine (E), the Atlantic Ocean (SE), Massachusetts (S) and Vermont (W). From North to South New Hampshire stretches 159 miles and from East to West, 69 miles. According to the last official 2010 census, New Hampshire has a population of 1,316,470 residents with a U.S. Census Quick Facts July 1, 2017 estimated population of 1,342,795. According to the NH Office of Energy and planning the total New Hampshire state population is projected to be 1,432,730 in 2040, an increase of 116,260 or 8.8 percent from the 2010 Census population of 1,316,470. NH has a landmass of 9,282.11 square miles which results in a population density of 141.82 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 25 unincorporated places.

Approximately Sixty-four (64) percent of the population (842,389) resides in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located in the southern half

of the State. These three counties cover 2,574 square miles resulting in a population density of 327 people per square mile, more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated with approximately 109,565 and 86,494 residents respectively. Approximately 93.7 percent of the population is white, while the remaining 6.3 percent represents all other populations (i.e. black/African American, Indian, Asian, and Hispanic, all others).

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

In 2017 there were approximately 1,524,734 NH registered vehicles (including 188,016 trailers) and 68,957 NH registered motorcycles and 1,236,288 NH licensed drivers.

New Hampshire had 36,682 total crashes reported, of that 98 were fatal crashes with 102 persons killed. 58 fatalities were Speed Related, 22 of which were age 16-24. 21 fatalities were Alcohol Impairment victims. 50 fatalities were unrestrained, of which 14 were age 16-24.

There were 3,965 injury crashes, with 410 being serious injury crashes, resulting in 5,967 total reported injuries.

There were 43,303 Speeding and 417 Seat Belt Citations issued and 3,394 Impaired Driving Arrests made during 2017

The recent initiative to have all local and county law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data to better predict where or countermeasures will be more effective. As each agency begins to report statistics and data electronically, the NHOHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus annual analysis. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component of effective countermeasures and will continue to be a primary focus of the NHOHS in FFY 2019.

Currently only 6 of the 200+ local and county law enforcement agencies report crashes and citation data electronically. Those who are not currently capable of reporting electronically are also not reporting MMUCC IV compatible data which seriously restricts New Hampshire's ability to utilize predictive enforcement in combating and reducing fatalities and serious bodily injury throughout our state. Analysis of the data that is reported electronically indicates a serious problem related to distracted driving. Of the 39,000 plus crashes reported, 9,997 have been found to have "distraction" as one of the contributing factors in the crash. Considering that New Hampshire State Police was responsible for the reporting of at least 6600 of these crashes electronically (MMUCC IV compliant), it can be assumed that the number of distraction related crashes are under reported.

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

New Hampshire's NHOHS implements a comprehensive highway safety planning process. In addition to statewide crash analysis, the NHOHS utilizes self-reported local crash data and population from local and county law enforcement agencies that apply for funding to support overtime enforcement. NHOHS conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasures strategies and projects for the distribution of federal funds.

The NHOHS conducts a preliminary review and analysis of each grant application to document each grantees merit in terms of current activities and past performance, the potential grantee's ability to perform the activities as well as stops per hour, DUI or other traffic arrests, traffic count and location of high priority corridors. Additionally, other relevant highway safety information is gathered and analyzed to identify behavioral trends.

As we moved towards a data driven approach to funding each applicant was asked to describe their communities traffic safety problems along with when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (speeding, red light running, bus violations, etc.) and any other relevant information to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges etc.). In addition, the NHOHS worked with DOT to provide and identify traffic counts, fatal crash mapping, and Tier Corridors (Roadways with highest traffic crash and traffic activity). Once all that information was reviewed, NHOHS staff held numerous meetings to develop a methodology that would provide consistency to funding communities of similar size and similar crash numbers and to review each grant applicant to determine the appropriate amount of funding allocation each applicant should get.

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

Departments are recommended to conduct a minimum of three (3) documented stops/contacts per hour unless otherwise occupied with an arrest. In order to track this, stops per hour were added to the Patrol Activity Report. Officers conducting NHOHS funded patrols must calculate their stops per hour for their shift, which will allow NHOHS to track the number of stops per hour for NHOHS funded patrols. This will allow NHOHS staff to provide feedback to grantees to assist law enforcement partners in their strategic allocation of manpower.

Enter list of information and data sources consulted.

DATA TYPE	DATA SET	SOURCE/OWNER	YEARS EXAMINED
Fatality & Injury	FARS, NH Crash Data System, NH Trauma & EMS Information System (NH Temsis)	NHTSA, NH Department of Safety Crash Data Unit, NH Emergency Medical System (EMS)	2014 to 2017
Violations	NH Citation Data	NH Department of Motor Vehicles, NH Department of Safety, NH Office of Highway Safety	2014 to 2017
Seat Belt Use	UNH Seat Belt Survey	University of New Hampshire	2014 to 2017
Licensed Drivers, Registrations & Vehicle Miles Traveled (VMT)	Highway Statistics	NH Department of Motor Vehicles, NH Department of Transportation, US Census Bureau	2014 to 2017
Operating Under the Influence	Crime Statistics	NH Department of Motor Vehicles	2014 to 2017

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Coordination with SHSP and HSIP

The NHOHS works closely with the Department of Transportation (DOT) to insure that data systems funded through Traffic Records Coordinating Committee (TRCC) are coordinated with the Highway Safety Improvement Plan (HSIP) and the Highway Safety Plan (HSP). Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS), and the New Hampshire Department of Safety (DOS). Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs and functions correctly when no significant change has occurred in the underlying processes that affect the overall metric. Safety gains are driven by policy and budget and because there has been no recent significant change to policy or budget, trend analysis is appropriate. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five-year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year, rolling averages to determine significant progress. To calculate three individual 5-year rolling averages data would need to be available from 2007. In past years the New Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress

C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
TR Improve Timliness	In Progress
TR Improve Accuracy	In Progress
TR Improve Integration	In Progress
Distracted Driving	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire is working its way toward meeting its 2014-2018 projected goal of 113 fatalities. Traffic fatalities for 2017 were 102, down from 136 in 2016. For 2018 NH is currently 11.5% lower in Fatalities than the same time in 2017. If 2018 produces 119 fatalities or less, the stated 5-year (2014-2018) average goal of 113.2 will be met or exceeded should there be less than 119 fatalities.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire is working its way toward and should meet its 2014-2018 projected goal of 499.8 serious injuries. Serious Injuries for 2017 were 410, down from 477 in 2016. If 2018 produces 700 serious injuries or less, the stated 5-year (2014-2018) projection target of 499.8 will be met or exceeded. Serious injures as of February 2018 are 159.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire is working its way toward and should meet its projected goal of maintaining or increasing slightly the fatality rate from the 2011-2015 average baseline of 0.839 to the 2014-2018 projection target of 0.866. Preliminary data (2014-2018) average is unavailable at this submission.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In 2017 there were 50 unrestrained fatalities giving New Hampshire a 5-year average (2013-2017) of 53. In order to meet our 2014-2018 goal of 48 we will need to have 34 or less unrestrained fatalities in 2018. NH will continue to emphasis through education and messaging the importance of buckling up but without an adult seat belt law this goal may be challenging to meet.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

As of 2017 New Hampshire has met the goal of 32 set for its 2014-2018 5-year average. In order to maintain the goal New Hampshire cannot exceed more than 46 alcohol impaired fatalities (BAC+.08) in calendar year 2018.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's 5-year average for the period of 2013-2017 is 56. This is above the baseline of 53 (2012-2016) that was used. In order for New Hampshire to meet the goal set for 2014-2018 we will have to have no more than 35 speed related fatalities for 2018.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

As of 2017 New Hampshire has met the goal of 22 set for its 2014-2018 5-year average. In order to maintain the goal New Hampshire cannot exceed more than 22 motorcycle fatalities for 2018.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

As of 2017 New Hampshire has met the goal of 13 set for its 2014-2018 5-year average. In order to maintain the goal New Hampshire cannot exceed more than 24 Un helmeted Motorcycle Fatalities for 2018.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's 5-year average for the period of 2013-2017 is 12. This is unchanged from the baseline of 12 (2012-2016) that was used. In order for New Hampshire to meet the goal of not more than 12 age 20 or younger drivers involved in fatal crashes set for 2014-2018, we will have to have no more than 8 Young Drivers involved in a fatality for 2018.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's 5-year average for the period of 2013-2017 is 13. This is unchanged from the baseline of 13 (2012-2016) that was used. In order for New Hampshire to meet the goal of no more than 12 pedestrian fatalities set for 2014-2018 we will have to have no more than 8 Pedestrian fatalities for 2018.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's 5-year average for the period of 2013-2017 is 3. This is slightly above both the baseline of 2 (2012-2016) and goal of 2 set for 2014-2018. To meet the 2014-2018 goal New Hampshire must have no more than 2 Bicycle fatalities in 2018.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's 5-year average for the period of 2013-2017 is 70%. This is unchanged from the baseline of 70% (2012-2016). In order to maintain the baseline, New Hampshire must have a seat belt usage of at least 73% for 2019. This will be a challenge because New Hampshire doesn't have an adult seatbelt law and since 2008 New Hampshire has only been above 72 once in 2011 when the seat belt usage rate was 75%.

TR Improve Timliness

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire's goal for FY 2018 was to reduce the number of days it takes for crash report completed to actual entry into the system of record. This goal was based on only the electronic reports being currently submitted by NHSP and one other local agency. To date, there has been modest reduction in the number of days between completion and acceptance of the system of record. The number of days has trended downward from 12.9 to 12.67. With other local agencies being brought online with electronic crash reporting, this goal will continue to fluctuate. New Hampshire would like to realize a reduction of electronically reported reports to 12.0 days between completion to becoming an official record in the DMV VISION system.

TR Improve Accuracy

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire continues to make progress refining the current EMS records system in use and has successfully enrolled three additional hospital emergency rooms into the statewide project. There has been a demonstrated improvement to date. The baseline period included 186,871 reports submitted with 177,669 that passed editing (95.14%). To date, we have seen 187,019 reports submitted with 186,716 passing the editing process (99.84%). New Hampshire will strive to meet the 99.84% editing pass rate while bringing more emergency rooms on board.

TR Improve Integration

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Hampshire continues to make process in integrating local law enforcement into the electronic reporting of crash and citation data. To date, there are 110 local law enforcement agencies who have established the required VPN connectivity to communicate electronically with the core data bases developed for both crash and e-citation. As a result of this connectivity, there are 6 local law enforcement agencies now submitting crash data electronically. The reason for only having 6 local law enforcement agencies currently reporting electronically centers on the inability of the current vendors utilized by these local agencies to accurately and effectively report the required data fields electronically. New Hampshire will continue to work with these vendors to assist in any way we can to bring all local LE agencies online. For FFY 2018, New Hampshire will strive to bring the number of agencies reporting crash data electronically to 10.

Distracted Driving

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The goal in FY 2018 was to reduce distracted driving related crashes by 40% from 10 (2012-2016 average) to 6 (2014-2018 average). New Hampshire is currently on track to meet this goal. There were 7 distracted driving related fatalities in 2017. Currently in 2018, there are 0 related to distracted driving. Rounding out 2018, if we stay at 5 or less distracted driving related crashes, we will have met our FY 2018 goal.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	433.2
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.879
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	47.5
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	30.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	53.4

C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	19.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	10.3
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	11.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	12.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	2.8
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	68.9
Number of Distraction/Inattention Fatal Crashes	5 Year	2015	2019	6.0
TR E-Ticket Advancement	Annual	2019	2019	12.0
TR Trauma Registry Timeliness	Annual	2019	2019	24.9
TR Crash Timeliness	Annual	2019	2019	0.3
TR EMS Uniformity	Annual	2019	2019	9.3
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	116.4

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 433.2

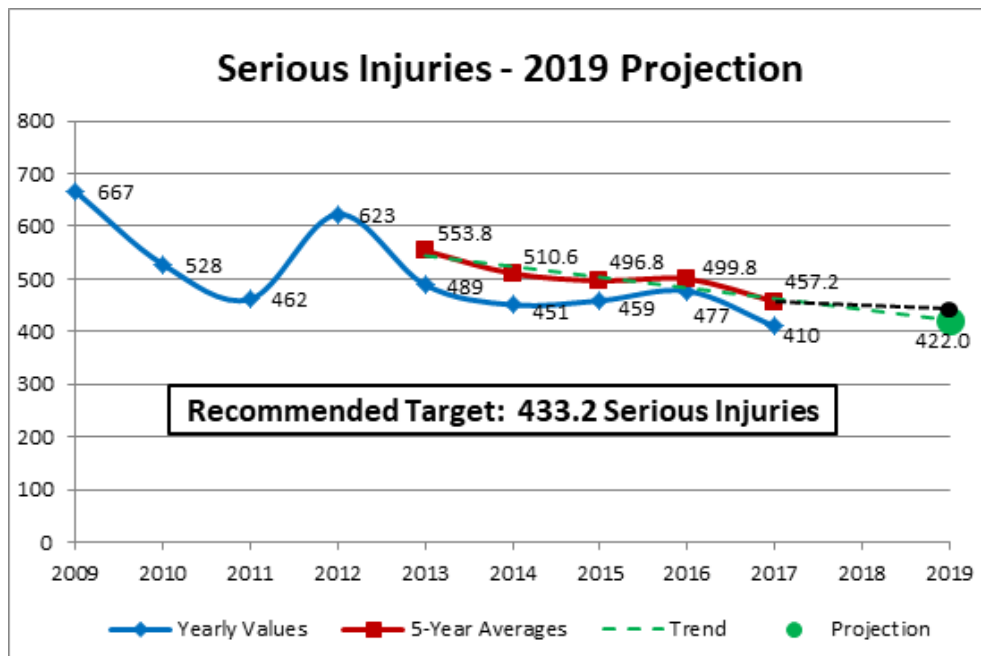
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-2 Projection: To decrease serious injuries from the 5-year average 2013-2017 baseline of 457.2 to the 2015-2019 projection target 433.2. To assess progress towards our 2015-2019 goal, we anticipate a 2.7 percent annual decrease, December 31, 2018 (445.2) and December 31, 2019 (433.2).

The chart below shows the results from trend analysis on the Serious Injury performance measure. The trend lines use the five most recently available finalized values from the respective sources. The NHOHS recognizes that there has been an decrease in serious injuries in 2017 (410), which has affected the performance measure calculation and target. A 2019 target of 433.2 serious injuries is recommended as it would be a more achievable goal consistent with the observed safety performance in recent years. This target represents an annual reduction in the five year average of 2.7%. Additionally, this is the first year that the NHOHS has been able utilize actual full year (2017) reported crash data in lieu of estimating the final 5 months of the 2017 calendar year or utilizing data from a prior year. Based on the availability of complete crash data, in consultation with NHDOT, the NHOHS has recognized and agreed with the projection prepared by NHDOT which presents a more definable and achievable target for FFY 2019. The NHOHS will strive to reduce the number of serious injuries through enforcement of motor vehicle laws, media outreach, and education



Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on the overall serious injury data.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.879

Target Period: 5 Year

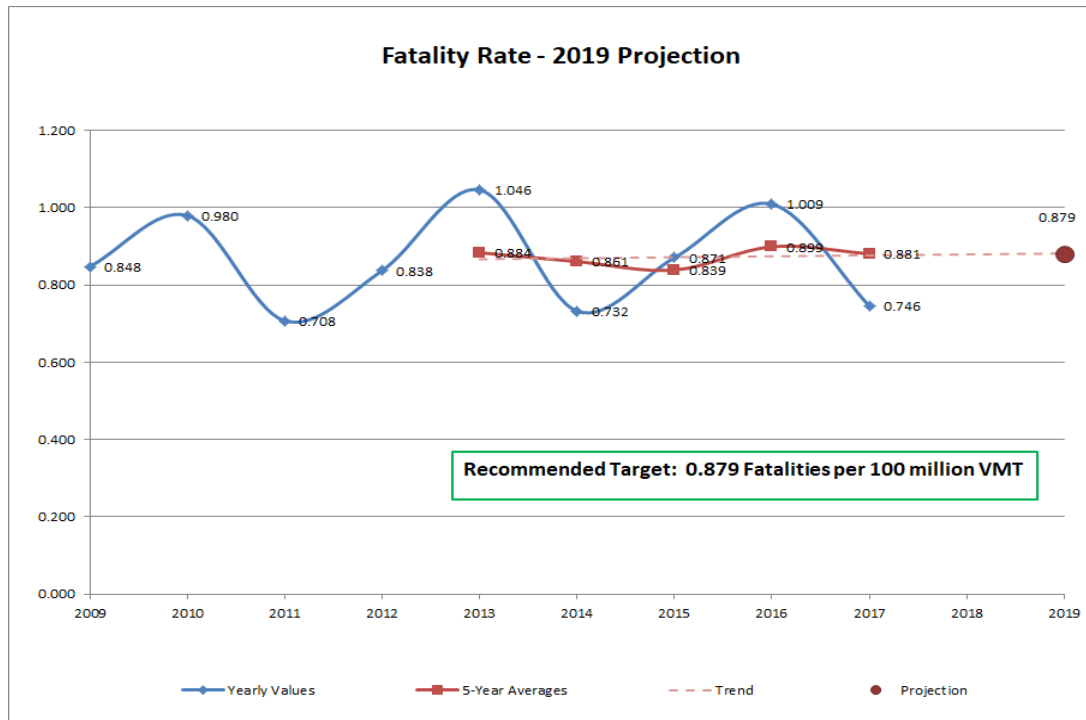
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-3 Projection: Maintain or decrease slightly the fatality rate from the 2013-2017 average baseline of 0.881 to the 2015-2019 projection targets 0.879. To assess progress towards our 2015-2019 goal, we anticipate a .0011 percent annual decrease, December 31, 2018 (.880) and December 31, 2019 (.879).

Trend analysis should be used as a starting point to determine data driven targets for measures wherever possible. However, as has been demonstrated on many occasions, statistical variations in the data can lead to computed target values that are inconsistent with recent performance or violate the basic objectives of the NHOHS and NHDOT's' safety initiatives. In these instances, engineering judgment has been applied to modify the computed target values. The Departments of Transportation and Safety will continue to work together to apply the most appropriate data-driven approaches to target setting.

The chart below shows the results from trend analysis on the Fatality Rate performance measure. The NHOHS recognizes that there has been a decrease in the fatality rate. In 2017, the fatality rate was 0.746, which has affected the 2015-2019 projection targets. A 2019 target fatality rate of 0.879 fatalities per 108 VMT as computed by the trend line is recommended. This target is reasonable and consistent with recent performance. Confidence in the results is further supported by the sources of information that are considered consistent and reliable (NHTSA & HPMS). Trend analysis produces intuitive results that are not politically sensitive for measures dealing with fatalities.



Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on the VMT.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

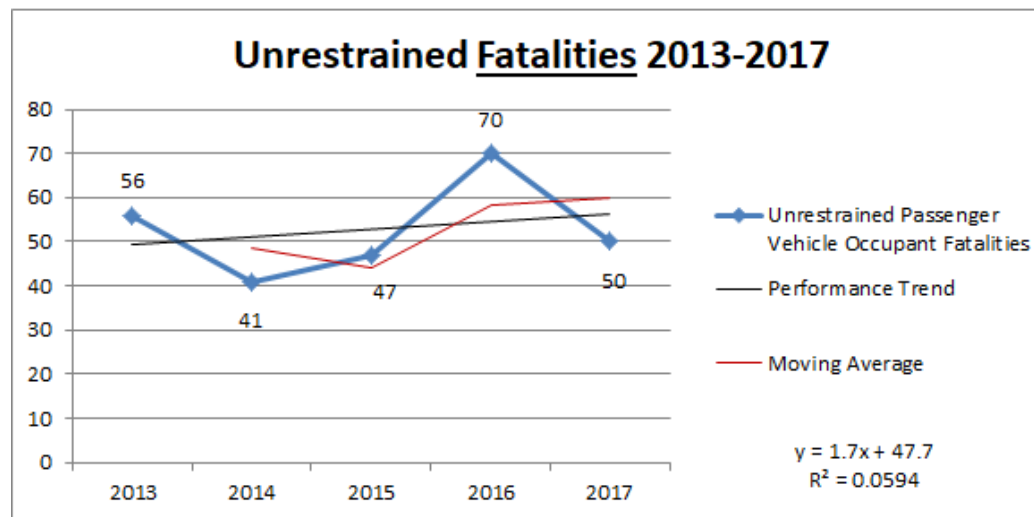
Target Value: 47.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-4 Projection: Reduce unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).



The trend line shows a modest upward trend. Current fatalities recorded to date in 2018 show we are on track for numbers similar to 2017. Therefore, based on the low R-squared value (0.0594 demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction.

NHOHS's seat belt educational programs have become more robust than in past years. In 2017, we identified the age group (24-34 years old) that has the highest unrestrained fatalities and NHOHS plans to allocate greater resources to media outreach and education to this demographic. In addition, NHOHS will continue to put out general messaging about the importance of "Buckling-up" to all age groups including enforcement for occupants up to 18 years of age.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority and will help determine award amounts and strategically target these areas . Awards for enforcement efforts within the "Join the NH Clique" which coincides with the national mobilization "Click It or Ticket" will help achieve a maximum positive impact on Occupant Protection.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

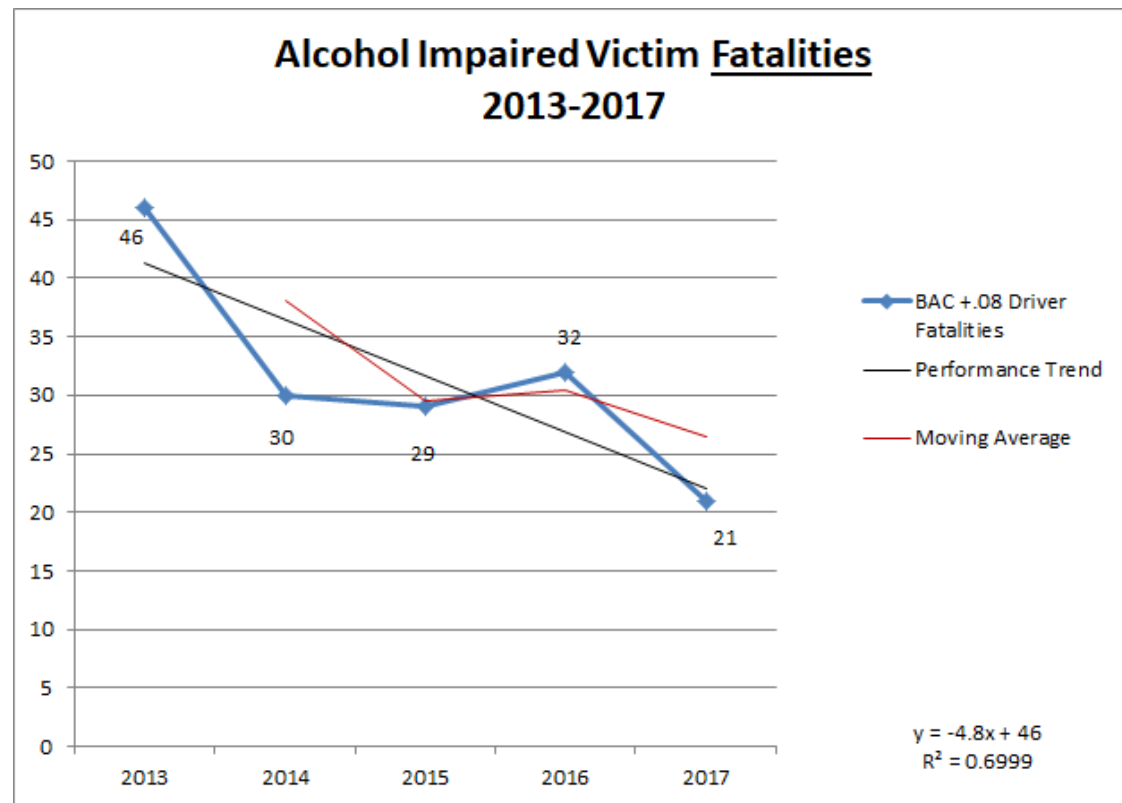
Target Value: 30.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-5 Projection: Reduce alcohol impaired fatalities by 5 percent from 31.6 (2013-2017 average) to 30 (2015-2019 average).



The trend line shows a modest downward trend however the current fatalities recorded to date in 2018 show we are on track for numbers similar to 2017 therefore based on the low R-squared value (0.6999) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction.

In addition, law enforcement efforts addressing impaired driving will be focused within those communities with a higher concentration of liquor establishments. Media messaging will also become an important countermeasure in our effort to reduce fatalities associated with alcohol impaired driving. In 2018 we implemented an educational program in over twenty high schools. The focus of the program will be to educate high school students on the consequences of impaired driving and the importance of making good choices.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on the overall impaired driving data.

C-6) Number of speeding-related fatalities (FARS)**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

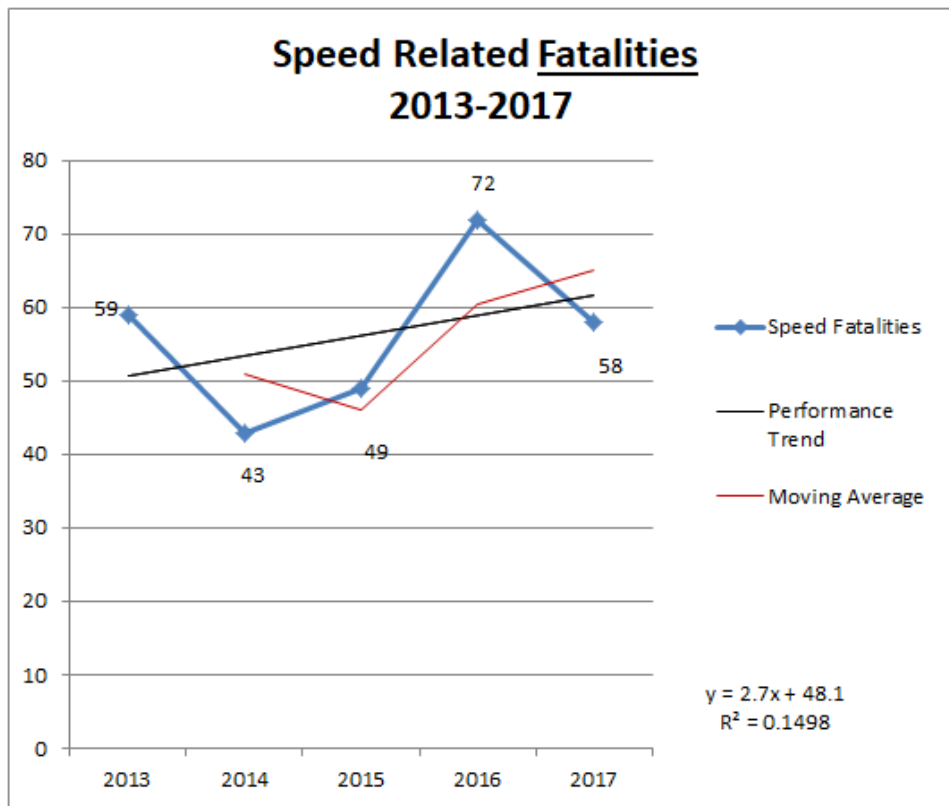
Target Value: 53.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-6 Projection: Reduce-speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average).



The trend line shows an upward trend and with the current fatalities recorded to date in 2018 showing we are on track for numbers similar to 2017. Because of the low R-squared value (0.1498) demonstrating a weak correlation between the projection and real data, we are predicting a very modest reduction.

To help combat the suggested upward trend, enforcement efforts will be focused in the two counties that represent the highest speed-related fatalities. Enforcement efforts will also focus on high population areas and high priority corridors' around the state. Media messaging in conjunction with enforcement will be an important component to our efforts to reduce speed-related fatalities. In addition, educational programs being brought to the high schools will enhance this overall effort to achieve this goal.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on speed related fatalities.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

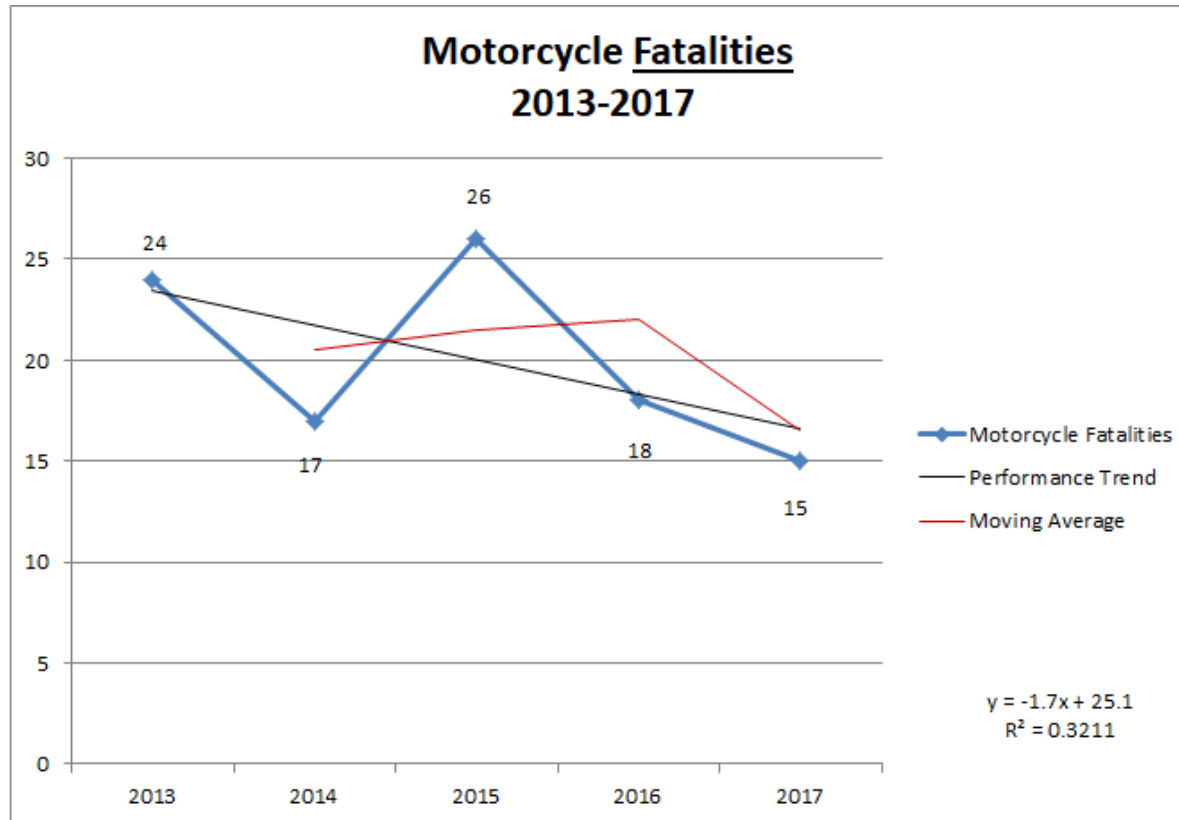
Target Value: 19.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-7 Projection: Reduce motorcycle fatalities by 5 percent from 20 (2013-2017 average) to 19 (2015-2019 average).



The trend line shows a modest downward trend and the current motorcycle fatalities recorded to date in 2018 show we are on track for numbers similar to 2017. Therefore, based on the low R-squared value (0.3211) demonstrating a weak correlation between the projection and real data, we are predicting a modest reduction and a continuation of the downward trend.

Although New Hampshire does not have a motorcycle helmet law, we are predicting a reduction of motorcycle fatalities for 2018. The Division of Motor Vehicles motorcycle rider-training program is offering additional courses and locations as well as informing the public through media outreach about the availability of these courses in 2018.

Additionally, our comprehensive media campaign will include important messaging around motorcycle safety during the summer and early fall months when motorcycles are more prevalent on our roadways.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and help reduce motorcyclist fatalities as well.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

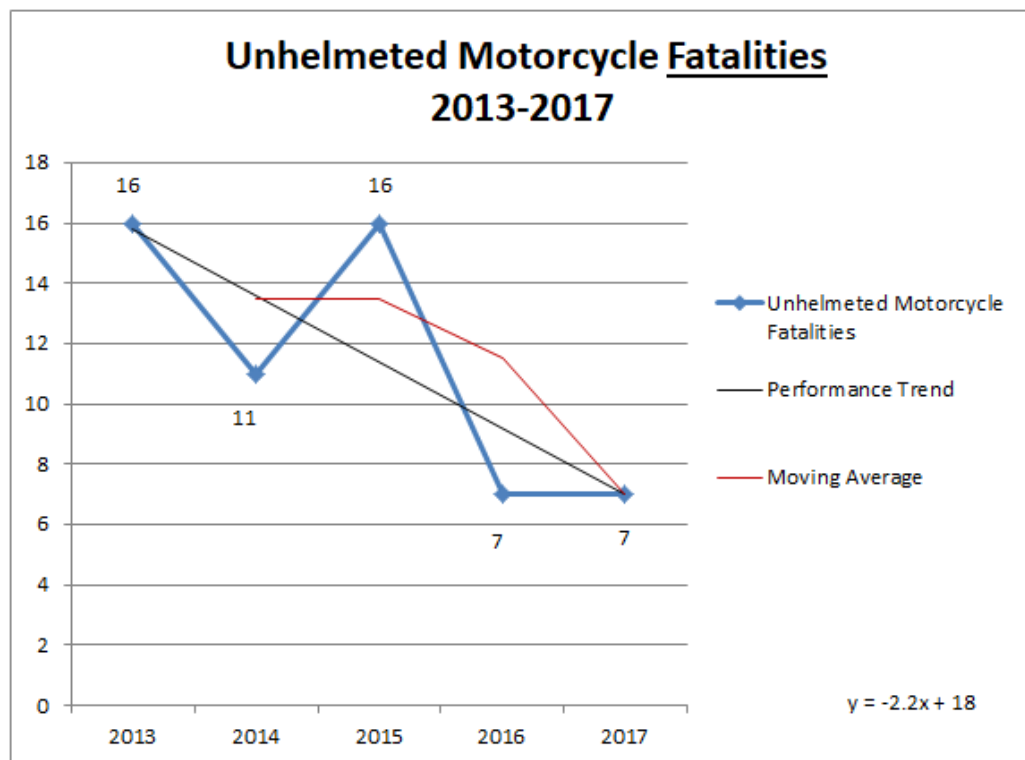
Target Value: 10.3

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-8 Projection: Reduce unhelmeted motorcycle fatalities by 10 percent from 11.4 (2013-2017 average) to 10.3 (2015-2019 average).



The trend line shows a modest downward trend. Current motorcycle fatalities recorded to date in 2018 show we are on track for numbers similar to 2017. Even though the lack of a motorcycle helmet law puts New Hampshire at a disadvantage, we are predicting a modest reduction and a continuation of the downward trend.

The Division of Motor Vehicles Motorcycle Training Program, is offering additional motorcycle training courses and locations as well as informing the public through media outreach about the availability of these courses in 2019. Our comprehensive media campaign will include important messaging around motorcycle safety including the importance of wearing a motorcycle helmet.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce unhelmeted motorcyclist fatalities as well.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

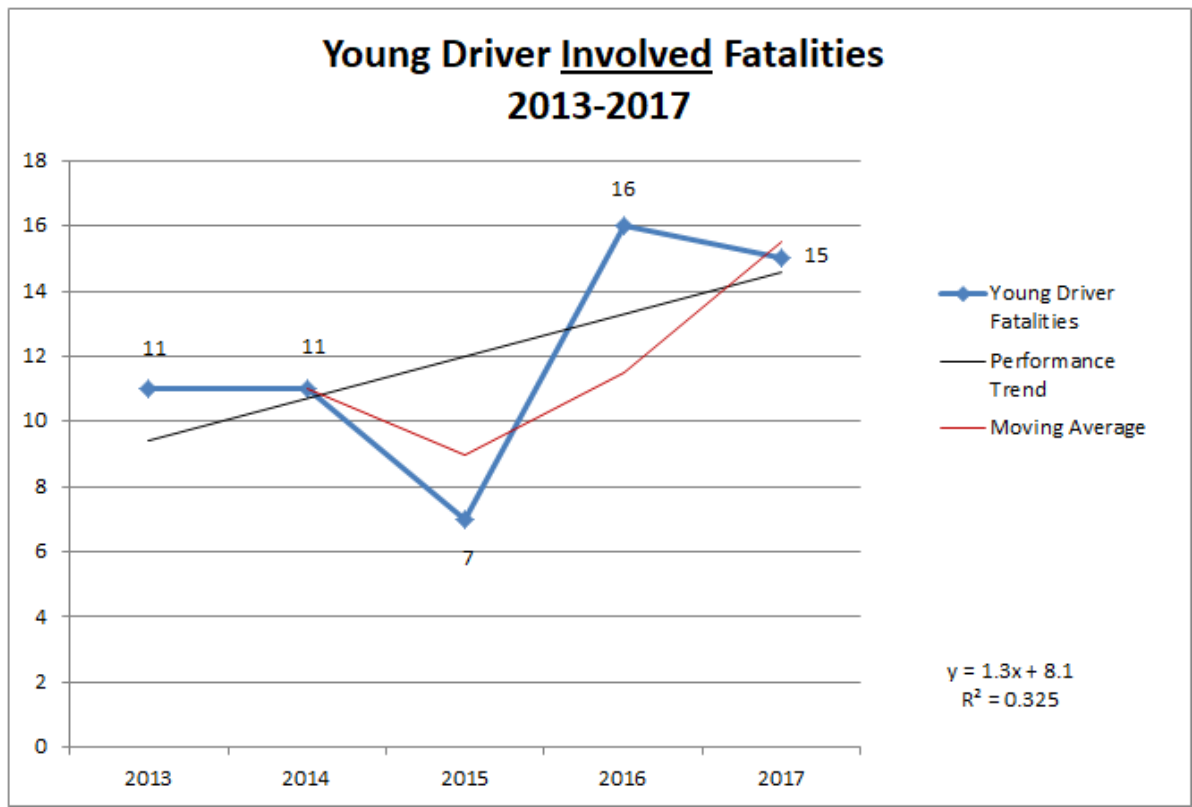
Target Value: 11.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-9 Projection: Reduce young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).



The trend line shows an upward trend, however current fatalities recorded to date in 2018 show an decrease in our 16 and 17-year-old operators killed as compared to the same time last year, This along with the lower R-squared value (0.325) we are predicting a modest reduction.

NHOHS has a number of teen programs geared to addressing highway safety issues for 2019. These important educational programs continue to teach young drivers to make good choices in relation to distracted driving, impaired driving, seat belt use, and speeding. These presentations will include mothers who have lost a young driver on NH roads. In addition, PSA's

through Homeland Security and Emergency Management will message teens and the public on highway safety issues enhancing this overall outreach to teens to reduce these unnecessary deaths.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce the number of young driver involved fatalities as well.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

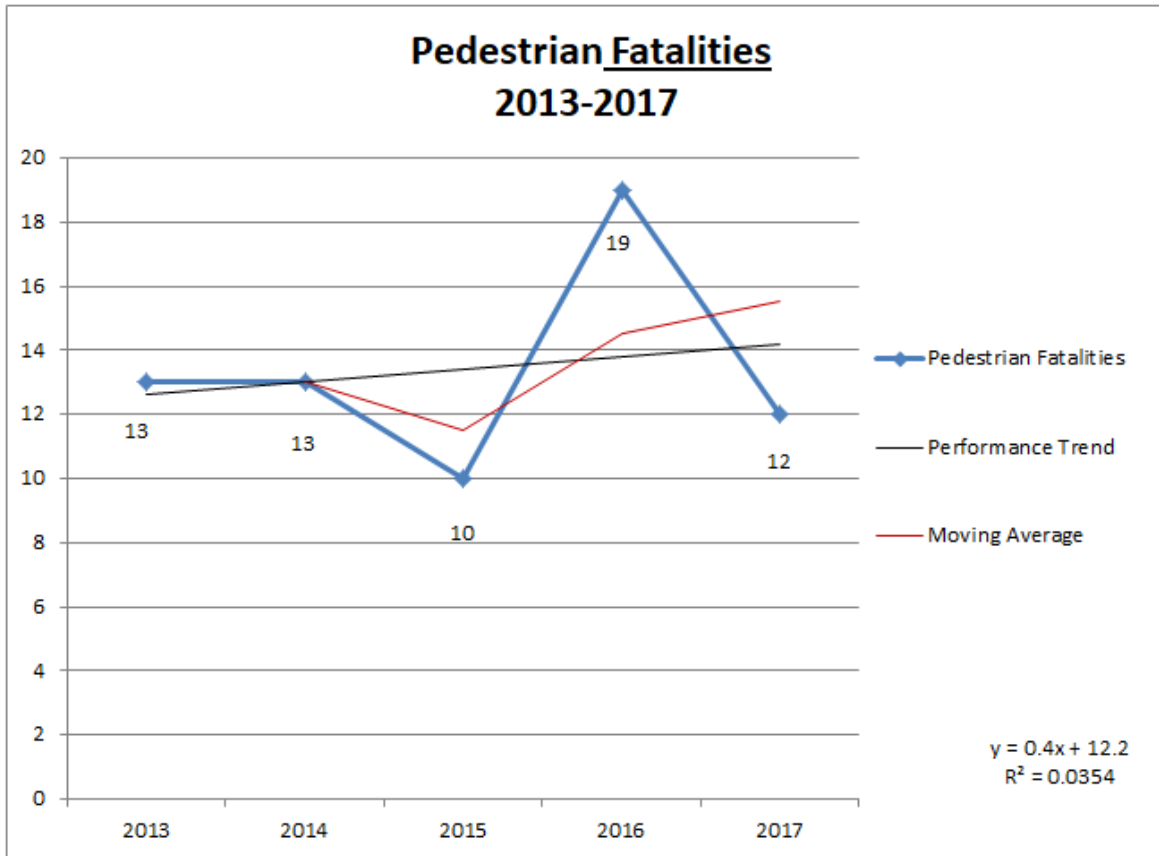
Target Value: 12.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-10 Projection: Reduce pedestrian fatalities by 10 percent from 13.4 (2013-2017 average) to 12 (2015-2019 average).



The trend line shows a modest upward trend. Current pedestrian fatalities recorded to date in 2018 show we are below pedestrian fatalities for the same period last year. Even though the R-squared value (0.4753) demonstrates a moderately confident prediction, we are predicting a modest reduction.

The NHOHS will be providing funding for pedestrian enforcement throughout the state with primary focus on those communities with the highest pedestrian fatalities. In addition, we will coordinate media messaging to support these enforcement efforts with the overall goal to reduce pedestrian fatalities.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce the number of pedestrian fatalities as well.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

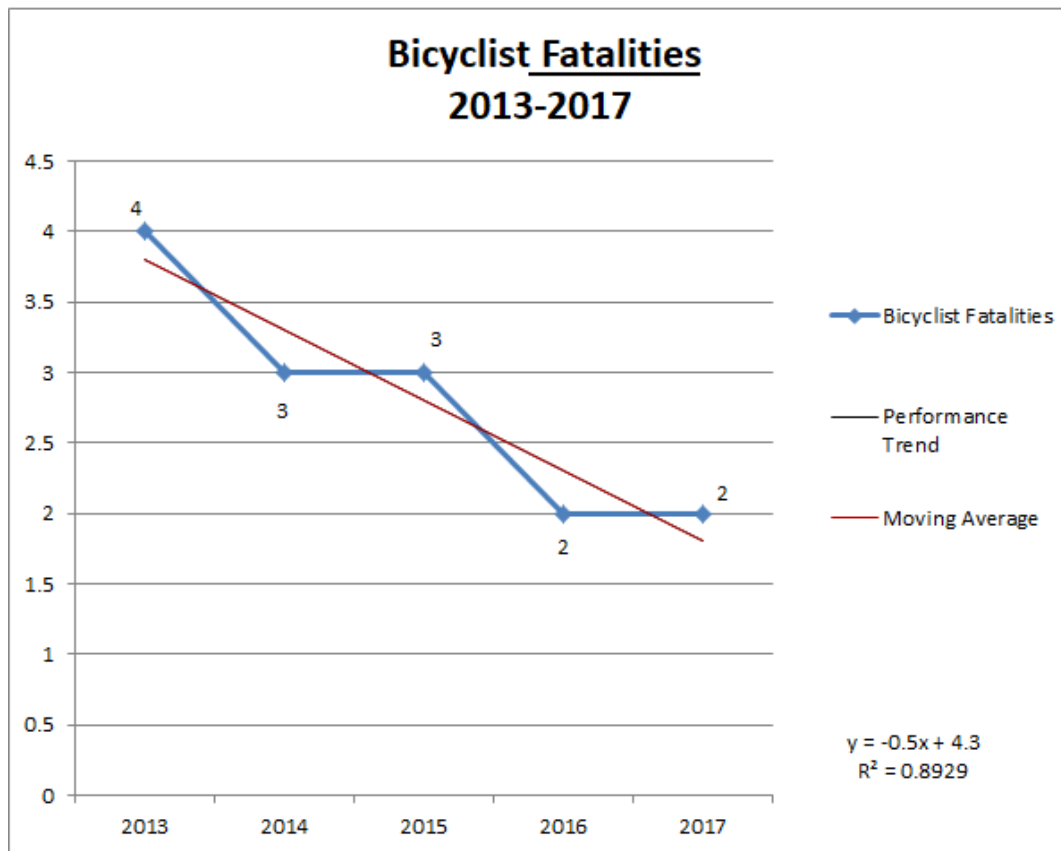
Target Value: 2.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-11 Projection: Maintain bicyclist fatalities at 2.8 (2013-2017 average) for 2015-2019 average of 2.8.



The trend line shows a downward trend. Additionally, the low R-squared value (0.0978) demonstrates a weak correlation between the projection and real data, therefore we are predicting to maintain our average at 2.8.

The NHOHS will be providing funding for bicycle enforcement throughout the state with primary focus on those communities with the highest bicycle fatalities. In addition, we will coordinate media messaging to support these enforcement efforts with the overall goal to reduce bicycle fatalities.

Factors influencing the performance target selection is the anticipated use of the NHOHS new methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority. This will help determine award amounts and strategically target these areas for maximum positive impact on all programs, and therefore help reduce the number of bicyclist fatalities as well.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

Target Value: 68.9

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

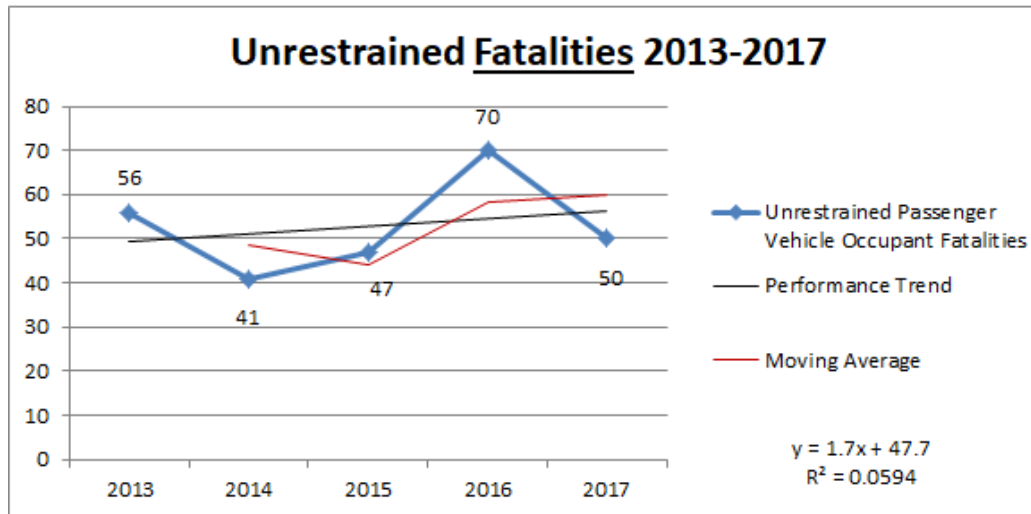
Seat Belt Use. To increase statewide seat belt compliance 1.3 percent from 67.6 in (2015) to 68.9 percent in 2019. \

In 2016, the seat belt usage rate was 70.2%.

The University of New Hampshire Survey Center conducted the annual seat belt use observational survey in June 2017. The reported New Hampshire statewide seat belt usage rate for 2017 is 67.6 % a decrease of 2.6 % from the 2016 seat belt usage rate of 70.2%. This decrease continues to suggest that an adult seat belt law would be important to New Hampshire, to not only increase seat belt usage rates, but to save lives. Ongoing enforcement efforts, education, and media messaging addressing the importance of seat belt use will continue in 2018 to help stabilize or increase this number. There has been discussion among our partners about working to introduce legislation in 2018 for a seat belt law.

New Hampshire is the only state in the country without an adult primary seat belt law and has the lowest seat belt rate nationally. The current seat belt law in New Hampshire Seal Belt law is for age 18 and under. The NHOHS recognizes the difficulty in increasing seat belt usage rates without a law; however, we will continue to inform the public of the importance of "buckling-up" through educational program and media outreach.

One of the factors used to consider a modest target increase of 1.3% in seat belt use for 2019 is the fact that although NH fell short of achieving the target of 72% in 2017, the actual number of unrestrained fatalities fell from 70 in 2016 to 50 in 2017 as seen in the chart below.



Number of Distraction/Inattention Fatal Crashes

Is this a traffic records system performance measure?

No

Number of Distraction/Inattention Fatal Crashes-2019

Target Metric Type: Numeric

Target Value: 6.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Distracted driving fatalities at year end in 2017 totaled 9. Looking at the five year trend from 2014 - 2018, the NHOHS has determined that maintaining the target goal of 6 would be prudent. The State of New Hampshire does not qualify for a Distracted Driving Grant due to the language currently in state law. As a result, money to support distracted driving enforcement has to be supported from 402 funding. This severely limits our ability to combat a known severely under reported factor on fatalities in New Hampshire. As a result of these funding limitations and other factors such as the need to improve crash record timeliness and accuracy through the integration of local law enforcement agencies, data shows that maintaining this target is optimistic at this time. It is suspected that as we bring other law enforcement agencies online with Eticket/crash, the reporting of MMUCC IV compliant crash and enforcement data will reflect a much larger problem.

TR E-Ticket Advancement**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Integration

Core traffic records data system to be impacted: Crash

E-Ticket Advancement-2019

Target Metric Type: Numeric

Target Value: 12.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Currently the State of New Hampshire State Police utilizes an Eticket/Crash electronic reporting system. This system is MMUCC IV compliant and captures all of the needed crash related fields to assist in countermeasure development. Local law enforcement continues to submit manual crash reports to the DMV. These manual crash reports are not MMUCC compliant and therefore skews available crash and enforcement data being reported to the VISION data base at the DMV. In 2018, the Department of Safety working with Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to have 3 additional local law enforcement agencies begin to report MMUCC IV compliant crash data to the DMV. Now that other third party vendors supporting local law enforcement agencies are able to report electronically to the NHDMV VISION database, we project that an additional 9 local law enforcement agencies will begin reporting crash and enforcement data electronically in FFY 2019.

TR Trauma Registry Timeliness**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

TR Trauma Registry Timeliness-2019

Target Metric Type: Numeric

Target Value: 24.9

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure is based on the I-T-1 model.

New Hampshire will improve the timeliness of the Trauma Registry system as measured in terms of a decrease of the average number of days from the admission date to the date the record is entered into the trauma registry database. The state will show measurable progress using the following method: The average number of days from the admission date to the date the report is entered into the trauma registry database using a baseline period of April 1, 2016 to March 31, 2017 and a current period of January 1, 2018 to December 31, 2018.

There were 2,107 reports entered into the trauma registry during the baseline period with an average timeliness of 86.44 days. There were 2,052 reports during the performance period with an average timeliness of 61.57 days.

The result is an increase in timeliness of 24.87 days.

TR Crash Timeliness

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

TR Crash Timeliness-2019

Target Metric Type: Numeric

Target Value: 0.3

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure is based on the C-T-01B model.

New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State. The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018. All numbers in this performance measure are limited to NH State Police crash reports. For 2019, the original baseline period will be adjusted to reflect a full calendar year and the targets for the FFY 2020 HSP will be modeled after the FFY 2018 data. Additionally, as more local law enforcement agencies are brought online, they will be included into the statistics.

There were 6,118 crash reports during the baseline period with an average timeliness of 12.907 days. There were 5,481 crash reports during the performance period with an average timeliness of 12.617 days.

The result is an increase in timeliness of 0.29 days.

TR EMS Uniformity

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Driver

TR EMS Uniformity-2019

Target Metric Type: Percentage

Target Value: 9.3

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure is based on the I-U-02 model performance measure.

New Hampshire will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMSIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases. The state will show measurable progress using the following method: Count the number of NEMSIS V3 reports during the baseline period (April 1, 2016 - 30 March 2017) and compare against the same numbers during the performance period (1 January 2018 - 31 December 2018). This will align this particular performance target for FFY 2020 with a full calendar year as well as establish a full calendar year baseline from 2018 data. This performance measure demonstrates an increase in uniformity of EMS patient care reports to NEMSIS V3 during the performance period as compared to the baseline period.

The result is a 9.27 % increase in uniformity of NEMSIS V3 compliant data reports.

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 116.4

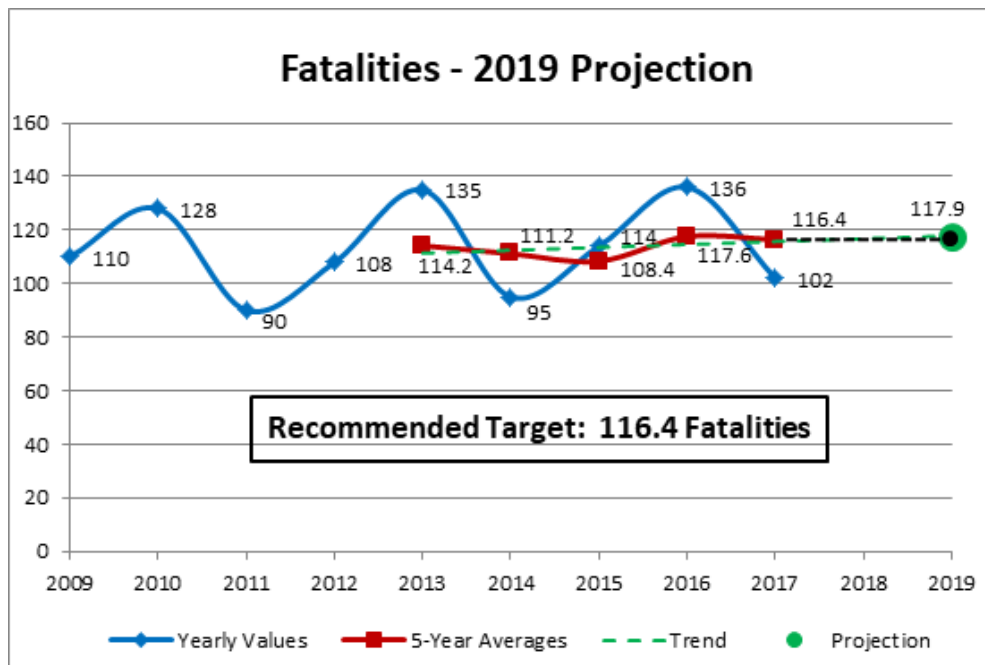
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-1 Projection: Maintain fatalities from 2013-2017 average baseline of 116.4 to the 2015-2019 projection targets 116.4.

The chart below shows the results from trend analysis on the Fatality performance measure. The NHOHS recognizes that there has been an decrease in the fatalities. In 2017 there were 102 fatalities, which has affected the 2015-2019 projection targets A 2019 target projection of 116.4 fatalities (i.e., maintaining the 2017 five-year average) is recommended for the following reasons. First, adopting a rising target as computed by the trend line would be contrary to the purpose of the HSIP and the NHOHS ambitions of achieving performance improvements. Second, analysis of the annual data indicates that next year's five-year average computation will replace the statistically high year of 2013 with a likely lower data point for 2018, which is currently trending slightly lower than 2017. Additionally you see an anomaly in 2016 with the total fatalities at 136. Using the five year average and taking into consideration the two spikes (2013 and 2016) the NHOHS in consultation with NHDOT chose a more realistic target of 116.4 even though the trend line predicts 117.9 fatalities.



The methodology to determine targets is not NH exclusive. Data is collected from the National Highway Traffic Safety Administration (NHTSA), the Highway Performance Monitoring System (HPMS) and the New Hampshire Department of Safety (DOS).

Trend analysis was used to analyze the data. Trend analysis uses past data and patterns to project future outputs. Safety gains are driven by policy and budget and because there has been no recent significant change to policy or budget, trend analysis is appropriate.

New Hampshire Office of Highway Safety has been using data sources to identify areas in the state that have dense populations, high crash numbers, high traffic counts, and major corridors, to deploy resources (i.e. enforcement efforts, highway safety messaging, and education) as a countermeasure to minimize crashes and the resulting injuries and or fatalities.

Sources

Data is collected from several sources. Yearly values are collected from each source and when enough data is available, 5-year rolling averages are created. 5-year rolling averages are valuable for safety analysis because the five-year period generally reduces variability that significantly affects values from year to year and because regulators will use 5-year, rolling averages to determine significant progress. To calculate three individual 5-year rolling averages data would need to be available from 2007.

Data sources are prescribed by the regulations:

- Fatalities: NHTSA
- Serious Injuries: DOS
- Rate of Fatalities (108 VMT): NHTSA & HPMS

NHTSA – Fatality data is posted by NHTSA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

DOS – Serious injury data is provided by DOS. Previously reported values have been inconsistent and duplicated records have been found in the data. Data is not available from 2007, therefore 5-year rolling average values may not be used for trend analysis, and more variable yearly values must be used instead.

HPMS – Traffic volume data is calculated by DOT posted by FHWA. The source is considered consistent and reliable. Data is available from 2007 allowing for the use of 5-year rolling averages for trend analysis.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	154

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	469

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	8386

5 Program areas

Program Area Hierarchy

1. Police Traffic Services

- PTS Program Management
 - NHOHS Staff
 - FAST Act NHTSA 402
 - Traffic Safety Commission
 - FAST Act NHTSA 402
 - Planning & Administration
 - FAST Act NHTSA 402
- PTS Overtime Enforcement Patrols
 - Enforcement Patrols/STEP/Equipment
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Low
- PTS Media Campaign
 - Paid Media
 - FAST Act NHTSA 402

2. Distracted Driving

- DD-Overtime Enforcement Patrols
 - Distracted Driving Enforcement Patrols
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- DD Program Management
 - Planning & Administration
 - FAST Act NHTSA 402
 - NHOHS Staff
 - FAST Act NHTSA 402
- DD Media Campaign
 - Paid Media
 - FAST Act NHTSA 402

3. Occupant Protection (Adult and Child Passenger Safety)

- OP Program Management
 - Planning & Administration
 - FAST Act NHTSA 402
 - NHOHS Staff
 - FAST Act NHTSA 402
 - OP Assessment
 - FAST Act NHTSA 402
 - Traffic Safety Conference
 - FAST Act NHTSA 402
- OP Overtime Enforcement Patrols

- Join The NH Clique (Click It or Ticket)
 - FAST Act 405d Impaired Driving Low
 - FAST Act NHTSA 402
- OP Media Campaign
 - Paid Media
 - FAST Act NHTSA 402
- OP Education & Outreach
 - Buckle Up NH Activities
 - FAST Act NHTSA 402
 - Surveys - UNH Seat Belt Survey / Attitude Survey
 - FAST Act 405d Impaired Driving Low
- OP Child Restraint System Inspection Station(s)
 - Statewide Child Passenger Safety Program
 - FAST Act NHTSA 402

4. Motorcycle Safety

- MC Program Management
 - Planning and Administration
 - FAST Act NHTSA 402
 - NHOHS Staff
 - FAST Act NHTSA 402
- MC Media Campaign
 - Paid Media
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs

5. Non-motorized (Pedestrians and Bicyclist)

- PB- Program Management
 - Planning & Administration
 - FAST Act NHTSA 402
 - NHOHS Staff
 - FAST Act NHTSA 402
- PB- Overtime enforcement patrols
 - Pedestrian and bicycle enforcement patrols
 - FAST Act 405h Nonmotorized Safety
- PB Media Campaign
 - Media Planned Activity
 - FAST Act 405h Nonmotorized Safety

6. Traffic Records

- TR Improve Integration
 - Core Highway Safety Database
 - FAST Act 405c Data Program

TR Improve Completeness

Fatality Analysis Reporting

MAP 21 405c Data Program

TR Improve Accessibility

Data Analysis

FAST Act 405c Data Program

TR Program Management

Traffic Records Consultant

FAST Act NHTSA 402

Planning & Administration

FAST Act NHTSA 402

NHOHS Staff

FAST Act NHTSA 402

TR Improve Timeliness

E-Ticket/Crash Upgrade and J-One Installation Assistance

FAST Act 405c Data Program

J-One VPN Installation Assistance

Crash Data DMV

FAST Act 405c Data Program

Improves accuracy

EMS Records User management

FAST Act 405c Data Program

FAST Act 405c Data Program

7. Impaired Driving (Drug and Alcohol)

Ignition Interlocks

ID INTERLOCK IGNITION PROGRAM

MAP 21 405d Impaired Driving Low

ID PROSECUTION / PARALEGAL

ID PROSECUTORS & PARALEGALS

FAST Act 405d Impaired Driving Low

ID PROGRAM MANAGEMENT

ID IMPAIRED DRIVING ASSESSMENT

FAST Act NHTSA 402

ID PLANNING & ADMINISTRATION

FAST Act NHTSA 402

ID NHOHS STAFF

FAST Act NHTSA 402

ID OVERTIME ENFORCEMENT & EQUIPMENT

ID DWI/DUI/DRE Patrols, Checkpoints, Equipment & National Campaigns

FAST Act 405d Impaired Driving Low

FAST Act NHTSA 402

ID MEDIA CAMPAIGN
 ID PAID MEDIA
 FAST Act 405d Impaired Driving Low
 ID EDUCATION / TRAINING / OUTREACH
 ID TSRP
 FAST Act 405d Impaired Driving Low
 ID IMPAIRED DRIVING CONFERENCE
 FAST Act 405d Impaired Driving Low
 ID DRE TRAINING
 FAST Act 405d Impaired Driving Low
 ID-Intoxilyzer 9000 Training and Support
 FAST Act 405d Impaired Driving Low

8. Teen Traffic Safety Program

TD Program Management

Planning & Administration

FAST Act NHTSA 402

NHOHS Staff

FAST Act NHTSA 402

TD Media Campaign

Paid Media

TD Education & Outreach

Youth Operator

FAST Act NHTSA 402

Parent/Teen Safe Driving Modeling and Education

FAST Act NHTSA 402

Graduated Driver License (GDL) Education Outreach

FAST Act NHTSA 402

5.1 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

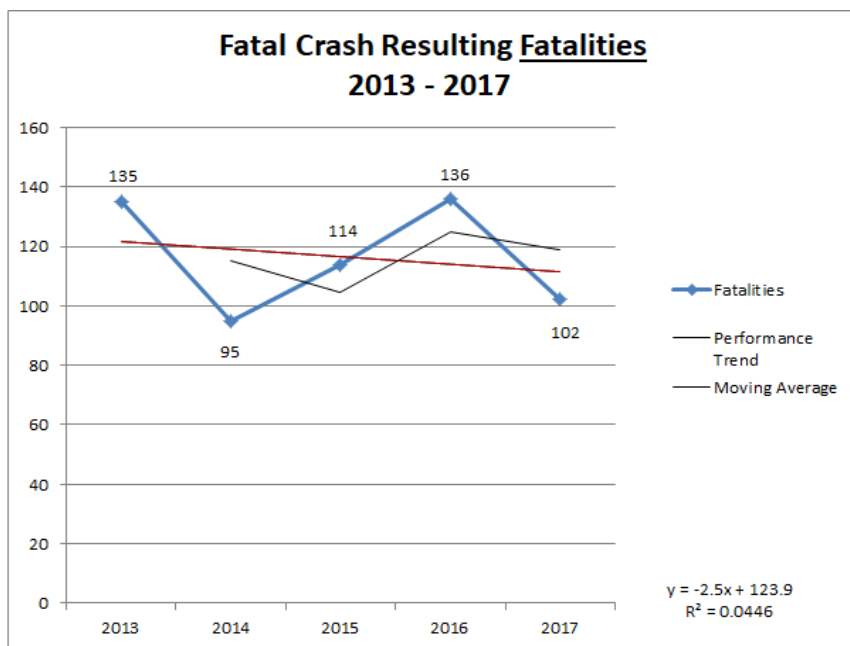
No

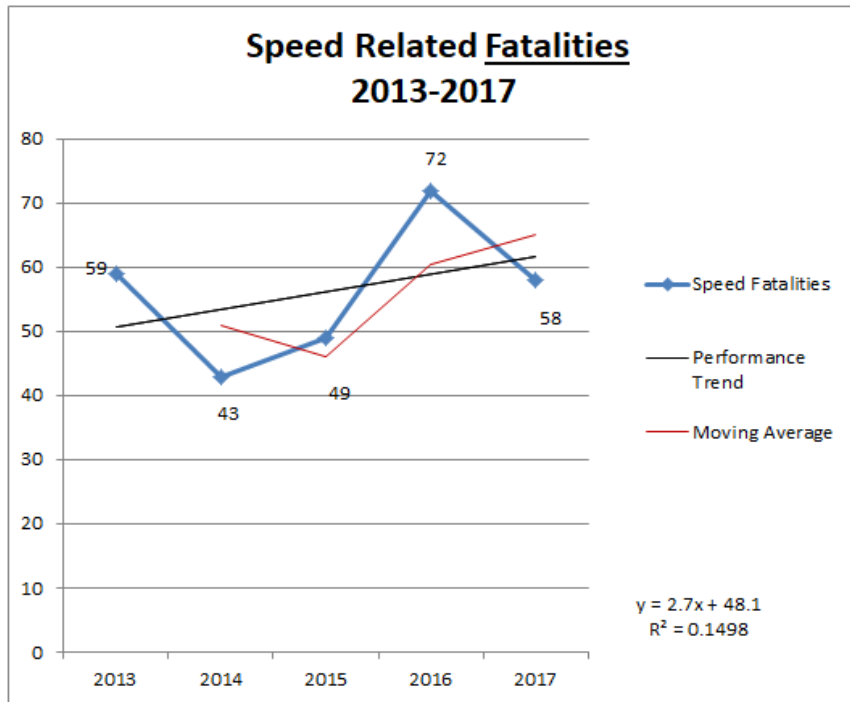
Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. Speed is still a leading causation. See charts below. There were 410 crash related serious injuries in 2017, a 14% decrease from 477 in 2016. Additionally, there were in excess of 37,000 crashes that occurred on New Hampshire road ways resulting in 410 serious bodily injuries. New Hampshire believes that the number of reportable crashes as well as serious bodily injuries is significantly under reported due to the current crash reports utilized by local and county LE agencies. There are only 6 LE agencies currently reporting MMUCC IV compliant crash data. The current crash report utilized by local and county LE agencies does not affectively account for serious bodily injury or crashes with a contributing factor of distraction.





Using a new funding methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to continue this recent downward trend in our drive toward zero. FY 2017 crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data a face to face meeting with our partners will be conducted to verify the validity of the data and have discussions related to the implementation and conduct of selected countermeasures and planned activity to address the problem areas. Additionally, crash data will be obtained quarterly as available to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts.

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

HVE (High Visibility Enforcement Patrols)

Overtime Enforcement Patrols

Funding equipment

Media campaign

Education and Awareness campaigns

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	433.2
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	53.4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PTS Program Management
2019	PTS Overtime Enforcement Patrols
2019	PTS Media Campaign

5.1.1 Countermeasure Strategy: PTS Program Management

Program area Police Traffic Services

Countermeasure strategy PTS Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. There were 410 crash related serious injuries in 2017, a 14% decrease from 477 in 2016. Funding the Program Management countermeasure strategy to support the planned activities of; Planning & Administration, NHOHS Staff and Traffic Safety Commission will greatly enhance the capabilities of the NHOHS through the implementation and servicing/monitoring of all enforcement, equipment and other projects. It is anticipated that this planned activity will help to continue the recent downward trend and help meet the performance targets of reducing speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reducing unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average) and decrease serious injuries from the 5-year average 2013-2017 baseline of 457.2 to the 2015-2019 projection target 433.2.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-02	NHOHS Staff	PTS Program Management
19-02-05	Traffic Safety Commission	PTS Program Management
19-02-01	Planning & Administration	PTS Program Management

5.1.1.1 Planned Activity: NHOHS Staff

Planned activity name	NHOHS Staff
Planned activity number	19-02-02
Primary countermeasure strategy	PTS Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$191,250.00	\$47,813.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.2 Planned Activity: Traffic Safety Commission

Planned activity name Traffic Safety Commission

Planned activity number 19-02-05

Primary countermeasure strategy PTS Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute (RSA 21-P: 64) effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving luncheon and Traffic Safety Conference. A keynote speaker shall be presenting at this luncheon in order to have funds cover the luncheon, plaques, etc. There will be a minimum of three meeting scheduled within the calendar year.

Enter intended subrecipients.

State of New Hampshire

New Hampshire Office of Highway Safety

Selected Keynote Speaker at the Impaired Driving Conference

Recognized individuals

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,000.00	\$250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.1.3 Planned Activity: Planning & Administration

Planned activity name Planning & Administration
Planned activity number 19-02-01
Primary countermeasure strategy PTS Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$78,272.00	\$78,272.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2 Countermeasure Strategy: PTS Overtime Enforcement Patrols

Program area Police Traffic Services

Countermeasure strategy PTS Overtime Enforcement Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The NHOHS will provide overtime traffic enforcement and equipment grants through the Planned Activity Enforcement Patrols/STEP/Equipment to the NH State Police, County and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols and provide the traffic safety equipment necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. There were 410 crash related serious injuries in 2017, a 14% decrease from 477 in 2016. Using a new funding methodology for FFY- 2019 that will focus primarily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach through the countermeasure strategy Overtime Enforcement Patrols and the Planned Activity Enforcement Patrols/STEP/Equipment, we hope to continue this recent downward trend and reduce-speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reduce unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average) and decrease serious injuries from the 5-year average 2013-2017 baseline of 457.2 to the 2015-2019 projection target 433.2.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Overtime Enforcement Patrols countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. Utilizing overtime enforcement patrols will enable state, county and local LE agencies to establish a presence on our roadways and continue to modify the bad behaviors of motorists in areas such as speed and distraction which are two of the three major causes for fatalities and serious bodily injuries in our state. Funding for the planned activities within this countermeasure will be allocated based on 2017 crash data as well as the fatality data derived from the annual fatality report for the past five years.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-04	Enforcement Patrols/STEP/Equipment	PTS Overtime Enforcement Patrols

5.1.2.1 Planned Activity: Enforcement Patrols/STEP/Equipment

Planned activity name Enforcement Patrols/STEP/Equipment

Planned activity number 19-02-04

Primary countermeasure strategy PTS Overtime Enforcement Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will provide funds to support overtime pay for New Hampshire's State, County and Local law enforcement agencies to conduct statewide enforcement patrols, including Operation Safe Commute. These patrols will be scheduled in 4 hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (speed, Distracted driving, Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors and flexed as needed to identified problem areas through proactive monitoring initiatives. Safe Commute will be scheduled monthly and seasonal considerations will be taken into consideration when safe commute details are awarded. This planned activity will also provide funds for traffic safety equipment necessary to effectively enforce the states vehicle and traffic laws, such as RADAR, LIDAR and RADAR Trailers.

Enter intended subrecipients.

NH State Police, County and Local Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Overtime Enforcement Patrols

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$524,000.00	\$131,000.00	\$524,000.00
2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	\$315,350.00	\$78,837.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3 Countermeasure Strategy: PTS Media Campaign

Program area Police Traffic Services

Countermeasure strategy PTS Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt

enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and serious injuries across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. Through an robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to continue this recent downward trend and reduce-speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reduce unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average) and decrease serious injuries from the 5-year average 2013-2017 baseline of 457.2 to the 2015-2019 projection target 433.2.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Media Campaign countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. New Hampshire historically has not leveraged media as well as it could have. The primary focus has been in the enforcement area. The rationale for this planned activity is to combine the requisite level of messaging with enforcement to adequately address speed, distraction and other unsafe acts currently occurring on our roadways. The funding allocated to this planned activity is an effort to leverage a source of media that reaches all areas and all demographics of the motoring public with appropriate messaging.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-03	Paid Media	PTS Media Campaign

5.1.3.1 Planned Activity: Paid Media

Planned activity name Paid Media
Planned activity number 19-02-03
Primary countermeasure strategy PTS Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will meet the requirements within the Grant Funding Policy Part II E by insuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety Office of Highway Safety, Management, University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, Dartmouth College, Keene State College, Bike Walk Alliance, and the New Hampshire Auto Dealers Association, NH Broadcasters Association, NH School Transportation Association or other media sources to conduct public information and education campaigns, electronic media campaigns, or public service announcements, print audio activities etc. to address highway safety problems relative to impaired driving, distracted driving, speeding, seat belts, child passenger safety, pedestrian bicycle, motorcycle, etc. The NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "You Text – You Drive – You Pay", etc.). It is anticipated that a contract will be secured with CAPSTAR that will provide radio media in the form of 15, 30 and 60 second highway safety related safety messages. Additionally it will provide access to other forms of digital messaging using Geo Fencing capabilities to target problem areas throughout the state as well as leverage other digital platforms such as Facebook and Twitter. NHOHS will work closely with its media partners to produce topic specific PSA's and various other types of media to complement the current NHTSA provided media resources. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving.

Enter intended subrecipients.

NH DOS

NH HSEM

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Manchester Monarchs

Fisher Cats

Dartmouth College

Keene State College

WMUR

IHEART Radio

CAPSTAR

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PTS Media Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$110,000.00	\$27,500.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

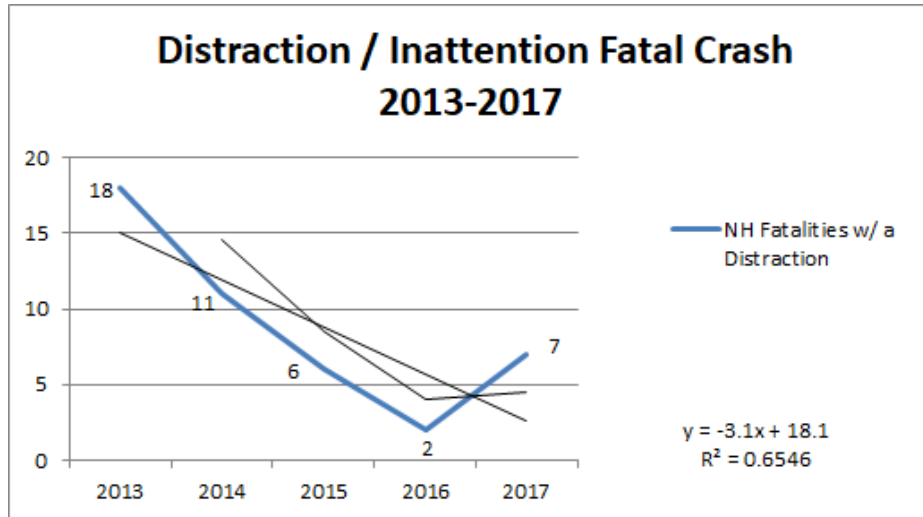
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions. A primary causation is the methods utilized to gather information pointing to distraction such as self-reporting, witness testimony and any other evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among younger drivers. Efforts to curb distracted driving, focusing on all age groups needs to be addressed through the use of effective countermeasures.

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

The following data includes those collisions which we know involved a distracted driver. However we believe distracted driving is a much more significant cause of fatal and serious injury collisions than these numbers indicate. In an analysis of 2017 crash data, it is noted that out of an excess of 37,000 crashes reported, 9,997 of those crashes had distraction listed as a contributing factor. For this reason, distracted driving continues to be a priority that NHOHS will focus enforcement and media campaign efforts on.

The table below shows that from 2013 to 2017 there were 44 fatal crashes related to distraction/inattention. As stated above, we expect that this number is severely under reported for the reasons stated above.



In 2017 there were 36 distraction/inattention injuries. As stated above, this number as well as the fatal number is likely under-reported.

2017 grant funded enforcement data shows that 2,884 youth or adult summons and 5,012 youth or adult warnings were issued for violations of NH's Hands Free Electronic Device Law. There is no data for other violations enforced related to distraction that occurs relative to other types of activities such as eating, talking to other passengers, or adjusting the radio or climate control. All of these are forms of distraction and NH will focus enforcement efforts on reducing all forms of distraction while operating a motor vehicle.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Distraction/Inattention Fatal Crashes	5 Year	2019	6.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	DD-Overtime Enforcement Patrols
2019	DD Program Management
2019	DD Media Campaign

5.2.1 Countermeasure Strategy: DD-Overtime Enforcement Patrols

Program area Distracted Driving

Countermeasure strategy DD-Overtime Enforcement Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds will be provided to support the New Hampshire State Police (NHSP) and local law enforcement agencies to conduct year round overtime distracted driving enforcement patrols aimed at enforcing the state's distracted driving laws. Specific times and locations will be based on local data. In addition, the NHSP and local law enforcement agencies will participate in the annual NHTSA mobilization, 'U Drive. U Text. U Pay.' high visibility campaign. This countermeasure will lead to an increased number of summons and warnings sending a message to the motoring public that distracted driving is dangerous and will be enforced across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As stated previously, the distracted driving fatalities are likely under-reported but anecdotally we know and see driving while distracted on a regular basis and believe the impacts of distracted driving are much greater than the current data shows. In this focused approach through the countermeasure strategy Overtime Enforcement Patrols and the Planned Activity Enforcement Patrols/STEP/Equipment, we hope to continue this recent downward trend to reduce the 5-year average from from nine (9) for the 2013 to 2017 period to six (6) for the 2015 to 2019 period. This target was chosen as it produces a reduction but is relatively conservative because we understand that any changes in behavior are driven by proactive enforcement as well as aggressive efforts to change acceptable norms.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective. Currently NH does not qualify for distracted driving grant funding. Distracted driving however is a key contributor to not only fatalities and serious bodily injury, but has been found to contribute to 25% of our total reported crashes throughout the state.

This particular issue merits specific funding dedicated to reducing crashes as a result of distraction. The use of overtime patrols at the state, county and local LE level will provide the additional patrols to combat the increasing number of motor vehicle crashes resulting from all distractions. New Hampshire will utilize 2017 crash data as well as citation data to assist in identifying where funds can be best allocated to reduce distraction related crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-04-04	Distracted Driving Enforcement Patrols	DD-Overtime Enforcement Patrols

5.2.1.1 Planned Activity: Distracted Driving Enforcement Patrols

Planned activity name Distracted Driving Enforcement Patrols

Planned activity number 19-04-04

Primary countermeasure strategy DD-Overtime Enforcement Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide overtime funds to NHSP and local law enforcement agencies to enforce distracted driving laws throughout NH. Distracted driving enforcement will be conducted year round. Specific times and locations will be based on local crash and violation data. Crash data will be reviewed throughout the year to effectively allocate resources where the crashes are occurring.

Enter intended subrecipients.

NHSP and local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DD-Overtime Enforcement Patrols

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Distracted Driving (FAST)	\$150,000.00	\$37,500.00	\$150,000.00
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$100,000.00	\$25,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2 Countermeasure Strategy: DD Program Management

Program area Distracted Driving

Countermeasure strategy DD Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds shall be provided to support NHOHS staff that work within the planned activities NHOHS Staff and Planning & Administration. Staff members will work to service/monitor distracted driving related projects Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration . Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help reduce distracted driving fatalities and serious injury.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In the period of 2013 -2017 there were a total of 44 fatal crashes related to distraction/inattention. As stated in the previous section, we expect that this number is under reported and even though it appears that looking at the 5-year totals for 2011-2015 (68) and 2012-2016 (52) we see that there has been a consistent reduction in distraction/inattention fatalities. If the primary methods for gathering causation information improves and allows for a more accurate and consistent way to collect distracted driving data we are likely to see a significant increase in the number of fatal and serious injury crashes attributed to distraction/inattention.

Funding the Program Management countermeasure strategy to support the planned activities of NHOHS Staff and Planning & Administration will greatly enhance the capabilities of the NHOHS. It is anticipated that the implementation and servicing of the distracted driving projects will contribute significantly to our ability to meet the performance target of reducing distracted driving related fatalities from 9 (2013-2017 average) to 6 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-04-01	Planning & Administration	DD Program Management
19-04-02	NHOHS Staff	DD Program Management

5.2.2.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	19-04-01
Primary countermeasure strategy	DD Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds

on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DD Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$15,565.00	\$15,565.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2.2 Planned Activity: NHOHS Staff

Planned activity name	NHOHS Staff
Planned activity number	19-04-02
Primary countermeasure strategy	DD Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DD Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$21,250.00	\$5,313.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: DD Media Campaign

Program area Distracted Driving

Countermeasure strategy DD Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The data analysis as described in a previous section identifies the state's highway safety problem around distracted driving fatalities and injuries. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement, we hope to reduce the distracted driving fatalities from the 5-year average of 9 (2013-2017) to 6 (2015-2019).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-04-03	Paid Media	DD Media Campaign

5.2.3.1 Planned Activity: Paid Media

Planned activity name	Paid Media
Planned activity number	19-04-03
Primary countermeasure strategy	DD Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will meet the requirements within the Grant Funding Policy Part II E by insuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety Office of Highway Safety, Homeland Security and Emergency Management, University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, Dartmouth College, Keene State College, Bike Walk Alliance, and the New Hampshire Auto Dealers Association, NH Broadcasters Association, NH School Transportation Association or other media sources to conduct public information and education campaigns, electronic media campaigns, or public service announcements, print audio activities etc. to address distracted driving. The NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "You Text – You Drive – You Pay", etc.). Funding for this planned activity will be specifically targeted towards the distracted driving problem we currently are experiencing throughout the state and will encompass all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving.

Enter intended subrecipients.

NH DOS

NH HSEM

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Manchester Monarchs

Fisher Cats

Dartmouth College

Keene State College

CAPSTAR Radio Operating Company

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DD Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$25,000.00	\$6,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

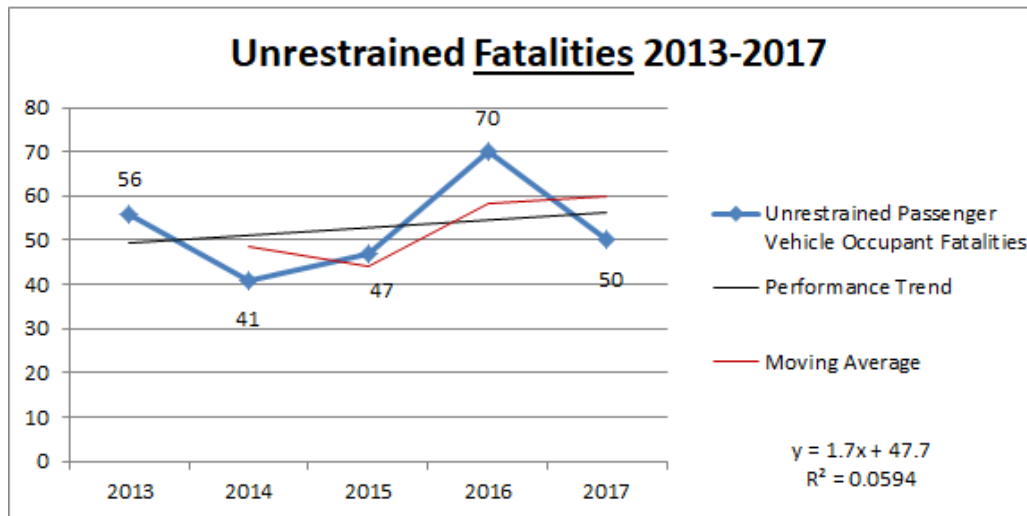
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In New Hampshire, during the five year period 2012-2016, unrestrained occupant fatalities has accounted for approximately 66 percent of all vehicle occupant fatalities. The latest scientific survey of seat belt observations was conducted in June 2017. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. Observed seat belt use in New Hampshire in 2015 was 69.5 percent, which has increased slightly to 70.2 percent in 2016 and then dropped to 67.6% in 2017. The chart below shows observed seat belt use during the 10 year period 2007 to 2017. New Hampshire continues to have the lowest seat belt use rate in the country and does not have a mandatory adult seat belt law for those 18 years of age and above. As the data seems to suggest, it has been difficult to sustain a consistent positive trend over the last five years.

Percent of Operator and Front Seat Outboard Passengers Buckled										
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
63.8%	69.2%	68.9%	72.2%	75%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%

The chart below provides unrestrained fatalities statistics for the 5 year period 2013-2017.



The occupant protection programs that are funded through the NHOHS are programs that can help increase seat belt use throughout the state by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies as identified in the NHTSA publication "Countermeasures That Work" are effective and are providing measured results. Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FY 2019 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through a public information officer who shall also assists the NHOHS in releasing important highway safety media messages, and continued involvement with law enforcement agencies to provide enforcement of the juvenile seat belt law.

Wearing seat belts remains the most effective means of preventing death or injury to occupants involved in a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, the NHOHS shall continue to make occupant protection a major highway safety program area in FFY 2019.

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

High visibility enforcement of CPS and the under 18 seat belt laws.

Public information and education

Administration of statewide CPS, Buckle-Up, and Youth Operator and Simulator Programs

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	47.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Program Management
2019	OP Overtime Enforcement Patrols
2019	OP Media Campaign
2019	OP Education & Outreach

2019 OP Child Restraint System Inspection Station(s)

5.3.1 Countermeasure Strategy: OP Program Management

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy OP Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-

risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016, although there were 50 unrestrained fatalities, down from 70 in 2016. Funding the Program Management countermeasure strategy to support the planned activities Planning & Administration and NHOHS Staff will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all Planned Activities within the Occupant Protection program Area. This will therefore help to continue the recent downward trend and help meet the performance target of reducing unrestrained related fatalities by 10 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reducing unrestrained fatalities by 10% from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-01	Planning & Administration	OP Program Management
19-01-02	NHOHS Staff	OP Program Management
19-01-09	OP Assessment	OP Program Management

5.3.1.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	19-01-01
Primary countermeasure strategy	OP Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$46,963.00	\$46,963.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.2 Planned Activity: NHOHS Staff

Planned activity name NHOHS Staff
Planned activity number 19-01-02
Primary countermeasure strategy OP Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$21,250.00	\$5,312.50	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.3 Planned Activity: OP Assessment

Planned activity name	OP Assessment
Planned activity number	19-01-09
Primary countermeasure strategy	OP Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Occupant Protection Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in April of 2019. This Occupant Protection Assessment would allow for a review of the effectiveness of our current educational/training programs taking place throughout the state and would provide for recommendations of those strategies which could be implemented to improve the use of seatbelts throughout New Hampshire to minimize the potential of injuries and or deaths associated with non-seat belt use. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies).

Enter intended subrecipients.

Contractors, businesses and other subject matter experts to be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$40,000.00	\$10,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.4 Planned Activity: Traffic Safety Conference

Planned activity name Traffic Safety Conference

Planned activity number 19-01-07

Primary countermeasure strategy OP Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Traffic Safety Conference for the NH Office of Highway Safety is an annual one-day, statewide event. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to the issues (i.e. Seatbelt, Child Passenger Safety, and Teen Driver issues and concerns).

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Enter intended subrecipients.

Injury Prevention & Resource Center at Dartmouth College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Education & Outreach

Funding sources**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$30,000.00	\$7,500.00	\$15,000.00

Major purchases and dispositions**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2 Countermeasure Strategy: OP Overtime Enforcement Patrols**Program area** Occupant Protection (Child Passenger Safety)**Countermeasure strategy** OP Overtime Enforcement Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The NHOHS provides overtime enforcement patrol grants to the NH State Police, local and county law enforcement agencies across the state of New Hampshire to conduct focused patrols within the Join the NH Clique Campaign , which coincides with the national HVE Click It or Ticket campaign. State Police patrols throughout the state provide statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 & 125. These collaborative efforts across the state will help to reduce crash-related unrestrained deaths and injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Although this is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016, 50 of these fatalities were unrestrained, down from 70 in 2016. Through Overtime Enforcement Patrols with the Planned Activity Join the NH Clique, the NHOHS hopes to continue the recent downward trend and reduce unrestrained fatalities by 10% from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Overtime Enforcement Patrols countermeasure strategy with the Planned Activity Join The NH Clique was selected as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-04	Join The NH Clique (Click It or Ticket)	OP Overtime Enforcement Patrols

5.3.2.1 Planned Activity: Join The NH Clique (Click It or Ticket)

Planned activity name	Join The NH Clique (Click It or Ticket)
Planned activity number	19-01-04
Primary countermeasure strategy	OP Overtime Enforcement Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The NHOHS provides overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. Within this Planned Activity, patrols will participate in the "Join The NH clique" campaign, to coincide with the "Click It or Ticket" National Mobilization.

Enter intended subrecipients.

State County and Local Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Overtime Enforcement Patrols

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Low	405d Low Occupant Protection	\$15,250.00	\$3,813.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$30,000.00	\$7,500.00	\$30,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3 Countermeasure Strategy: OP Media Campaign

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy OP Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Although this is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016, 50 of these fatalities were unrestrained, down from 70 in 2016. Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to continue this recent downward trend and reduce unrestrained fatalities by 10% from 52.8 (2013-2017 average) to 47.5 (2015-2019 average). Additionally, we would like to measure how effective the messages we are sending are in reducing the number of fatalities due to unrestrained drivers. This can be done through our partners utilizing the existing attitude surveys being conducted annually.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-03	Paid Media	OP Media Campaign

5.3.3.1 Planned Activity: Paid Media

Planned activity name Paid Media
Planned activity number 19-01-03
Primary countermeasure strategy OP Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

New Hampshire's Child Passenger Safety law requires that vehicle occupants up to the age of 18 must be restrained in either a child safety seat or seat belt. However, in the last five years unrestrained fatalities have been as high as 73 percent (2016 FARS data). There is a need to promote the use of seat belts through a media campaign (October – September) to help minimize the potential of these types of fatalities that occur each year. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include close captioning. In addition, they will be evaluated based on the criteria set out in the 402 "Advertising Space Guidance". NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This project will provide funding for a contract with a public relations firm, organization, or association (AAA, NHADA, Pine Knoll Racing, etc.) and Homeland Security and Emergency Management to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage the use of safety restraints. Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with universities, sports teams (i.e. UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, etc.) to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. The NHOHS shall coordinate all local messages to coincide with National mobilizations (New Hampshire occupant protection message to coincide with "Click It or Ticket", etc.). The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speeding, distracted driving, alcohol and/or drug impaired driving, and not wearing seat belts. It is anticipated there will be an increase in seat belt usage by all vehicle occupants that will contribute to saving lives and a reduction in injuries and their severity.

Enter intended subrecipients.

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Manchester Monarchs

Fisher Cats

Dartmouth College

Keene State College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$42,000.00	\$10,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.4 Countermeasure Strategy: OP Education & Outreach

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy OP Education & Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds will be provided to the Injury Prevention & Resource Center at Dartmouth College to support the activities of the Buckle Up NH Coalition throughout FY 2019. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In FY 2019, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. These collaborative efforts within the Planned Activities Buckle Up NH Activities, Child Passenger Safety, UNH Seat Belt and Attitude Surveys and the Traffic Safety Conference are hoped to reduce unrestrained crash-related deaths and injuries across the state of New Hampshire and help meet the stated performance measure within the OP Program Area of reducing unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Although this is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016, 50 of these fatalities were unrestrained, down from 70 in 2016. Through an robust Education and Outreach program with the Planned Activities Buckle Up NH Activities, Child Passenger Safety, UNH Seat Belt & Attitude Surveys, and the Traffic Safety Conference, along with enforcement and other projects, we hope to continue the recent downward trend and reduce unrestrained fatalities by 10% from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Education and Outreach countermeasure strategy was selected with these Planned Activities as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area. New Hampshire will work with our local partners to deliver high quality and innovative approaches to training and messaging among our most

vulnerable population as identified in the 2017 crash data. The NHOHS is not currently staffed to conduct effective education and outreach in this area. There are a number of partners who are more than capable of meeting our requirements and have the ability to positively affect our motoring public. Utilizing their talents and expertise as well as leveraging their resources, the NHOHS will be able properly educate and message the appropriate audiences.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-05	Buckle Up NH Activities	OP Education & Outreach
19-01-06	Surveys - UNH Seat Belt Survey / Attitude Survey	OP Education & Outreach
19-01-07	Traffic Safety Conference	OP Program Management

5.3.4.1 Planned Activity: Buckle Up NH Activities

Planned activity name	Buckle Up NH Activities
Planned activity number	19-01-05
Primary countermeasure strategy	OP Education & Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Planned activity will provide funds to the Injury Prevention & Resource Center at Dartmouth College to support activities of the Buckle Up NH Coalition throughout FY 2019. The Coalition shall continue efforts to educate the public to increase voluntary seat belt use by working with parents, youths, senior citizens, the media, industry, organizations, and other coalitions. In 2019, the Buckle Up program will continue with the development and distribution of educational materials, public service announcements and highway safety messaging on social media. The Traffic Safety For New Hampshire website will also be used and maintained to serve as a resource for educators, law enforcement, and others committed to promoting seat belt use throughout the state. In 2019, there will be a "Buckle Up New Hampshire Week" held during the month of May. Additionally, the "Room to Live" program shall continue to provide presentations statewide in both school and community settings. Funds will also be used to administer and coordinate the annual one-day, statewide, Traffic Safety Conference for the NH Office of Highway Safety. This conference allows for keynote speakers (who often travel from other parts of the country) to educate attendees on important highway safety issues. NHOHS and IPC recognize that it is important for law enforcement, driver educators, businesses and other highway safety partners to attend this conference to understand and stay abreast of the highway safety issues that are of trending importance. Through the partnerships formed during this conference, countermeasures to address the concerns related to occupant protection and distracted driving can be formulated. As part of this project, a variant of Annual Statewide Seat Belt Challenge (TBD) or similar event shall be conducted to hopefully instill a pro seat belt mind set among our youth and increase the use of seatbelts among motor vehicle operators and passengers. This planned activity will incorporate an evaluation component to

measure what is learned. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and will be conducted to coincide with any State or National seat belt campaigns and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time/Somebody Loves You etc.

Enter intended subrecipients.

Injury Prevention & Resource Center at Dartmouth College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Education & Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$160,650.00	\$40,163.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.3.4.2 Planned Activity: Surveys - UNH Seat Belt Survey / Attitude Survey

Planned activity name Surveys - UNH Seat Belt Survey / Attitude Survey
Planned activity number 19-01-06
Primary countermeasure strategy OP Education & Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

UNH Seat Belt Use Survey

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

Behavioral Attitude Survey

This Planned Activity will provide funds to cover expenses related to hiring the Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire, or a contractor, to conduct the annual attitude statewide survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes regarding occupant protection, impaired driving, and speeding. This survey will be conducted between the months of April to September but is typically conducted in the month of July. This program is recommended by NHTSA.

Enter intended subrecipients.

Survey Center of the Institute for Policy and Social Science Research at the University of New Hampshire

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Education & Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Occupant Protection	\$54,500.00	\$13,625.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds will be provided to the Injury Prevention & Resource Center at Dartmouth College to support the training of CPS technicians, EMS personnel and CPS personnel, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and shall include funding for renewal fees and instructor fees. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of Child Passenger safety seats and devices. Through the monitoring, training and periodic auditing of this countermeasure, it is hoped that the state will realize a reduction in unrestrained crash-related deaths and injuries across the state of New Hampshire at least 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Although this is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016, 50 of these fatalities were unrestrained, down from 70 in 2016. Of the 50 unrestrained fatalities, 4 were children under the age of 18. Through the countermeasure strategy Child Restraint System Inspection Stations and with the allocation of funds in the planned activity Statewide Child Passenger Safety, this occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use especially among children required to be in approved child restraint devices. Through this type of education and outreach, along with enforcement and other projects, we hope to continue the recent downward trend and reduce unrestrained fatalities by 10% from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Child Restraint System Inspection Stations countermeasure strategy was selected with the Planned Activity Statewide Child Passenger Safety, as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area. The NHOHS is not currently staffed with an occupant protection specialist nor do we have the requisite training and experience to effectively conduct a program. Funding for this countermeasure will engage a local partner who already is actively involved in preventing injuries to provide the level of services to meet our targets. These services will include the certification of needed CPS instructors as well as meet all recertification requirements for instructors, EMS personnel and inspection stations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-08	Statewide Child Passenger Safety Program	OP Child Restraint System Inspection Station(s)

5.3.5.1 Planned Activity: Statewide Child Passenger Safety Program

Planned activity name	Statewide Child Passenger Safety Program
Planned activity number	19-01-08
Primary countermeasure strategy	OP Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Planned Activity will provide funds to the Injury Prevention & Resource Center at Dartmouth College for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2019 to improve the use of child restraints in New Hampshire. Programs will include the development and distribution of public information and educational materials along with providing media and advertising using television, radio, and the internet to promote child passenger safety. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of: CPS technicians, EMS and CPS personnel, inspection stations, special needs, hospital emergency departments, and provide funding for NHTSA certification courses, CPS Technician update trainings, and shall include funding for renewal fees and instructor fees. Funding through this Planned Activity shall also provide for in-state and out of state travel and provide funding for instructors, proxies, and technicians to attend the regional/national conference. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National or Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. and may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public.

Enter intended subrecipients.

Injury Prevention Center Dartmouth

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 OP Child Restraint System Inspection Station(s)

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$167,575.00	\$41,894.00	\$167,575.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets and as seen from the data below, 47% of the fatalities were not wearing a helmet. Of the 90 motorcycle serious injuries 54% were not using a helmet.

Motorcycle drivers licenses has been steadily on the increase, in 2016 there were 169,314 motor cycles licenses, in 2017 there were 173,723 and thus far in 2018 there are 185,091 motorcycle licenses. Registered motorcycles from July 1, 2015 to June 30, 2016 was 84,783 and increased slightly to 85,304 for the period of July 1, 2016 to June 30, 2017. In both years Hillsborough County and Rockingham County accounted for 50% of the registered motorcycles in New Hampshire. Hillsborough County and Rockingham County also account for approximately 53% of New Hampshire's population. (based on 2015 estimated population figures).

Motorcycle fatality data for 2017 is as follows:

- 15 motorcycle fatalities down 16.7% from 2016.
- No helmet was worn in 47% of the motorcycle fatalities;
- 27% of the motorcycle fatalities were considered to be alcohol-impaired;
- Riders in the age group 45-64 made up 47% of the motorcycle fatalities;
- 40% of motorcycle fatalities occurred between 1500 and 1759;
- 67% occurred on a Saturday or Sunday;
- 80% occurred in either May, June, July, August or September; and
- 53% occur in either Rockingham or Merrimack counties.

Motorcycle serious injury data for 2017 is as follows:

- 90 serious injuries;
- No helmet worn in 54% of the serious injuries;
- 34% of the serious injuries occur between 1500 and 1759;
- 41% occur on a Saturday and Sunday;
- 43% occur in the months of June and July; and
- 59% occur in either Hillsboro or Rockingham county

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	19.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	10.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	MC Program Management
2019	MC Media Campaign

5.4.1 Countermeasure Strategy: MC Program Management

Program area Motorcycle Safety

Countermeasure strategy MC Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, there were 15 motorcycle fatalities and 90 serious injuries. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to reduce motorcycle fatalities from 20 (2013-2017 average) to 19 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-01	Planning and Administration	MC Program Management
19-05-02	NHOHS Staff	MC Program Management

5.4.1.1 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	19-05-01
Primary countermeasure strategy	MC Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 MC Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$15,565.00	\$15,565.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.2 Planned Activity: NHOHS Staff

Planned activity name	NHOHS Staff
Planned activity number	19-05-02
Primary countermeasure strategy	MC Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

NH Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 MC Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$21,250.00	\$5,313.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: MC Media Campaign

Program area Motorcycle Safety

Countermeasure strategy MC Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A media campaign will be created to design, produce, promote and distribute a professionally produced series of radio announcements throughout the state. This campaign will bring motorcycle rider awareness for all drivers. In addition, the media campaign will also bring awareness to the program with the intent to bring in new students and instructors as well as to promote the intermediate and experienced rider course to attract returning students. This activity will directly impact the media campaign countermeasure strategy which will result in an increased awareness of motorcycles for the general public and motorcycle riders, thus reducing the number of fatal and serious injury motorcyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In the 5-year period of 2013 to 2017 there was an average of 20 motorcycle fatalities. In 2017 there were 15 motorcycle fatalities and 90 serious injuries. NHOHS has a performance target to reduce the number of motorcycle fatalities for the period of 2015 to 2019 to 19. The countermeasure chosen and planned activities will provide a statewide media campaign that will bring a heightened awareness to all motorists to be aware of motorcyclists on the road. In addition, it will also bring an increased awareness about the program which will attract students and instructors. Having safer riders and drivers that are more aware of motorcycles on the road will help to meet our 5-year performance target of 19 for 2015-2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-03	Paid Media	MC Media Campaign

5.4.2.1 Planned Activity: Paid Media

Planned activity name	Paid Media
Planned activity number	19-05-03
Primary countermeasure strategy	MC Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Paid Media planning activity will cover costs including, but not limited to scripting, talent, recording time, editing and post-production and materials for two separate but related campaigns. It is estimated that this funding will support the purchase of approximately 3000 advertisements in support of both campaigns. A list of all radio stations where the ads will be aired will be captured to assure that all regions of the state get appropriate exposure to the advertising/public education campaign. This campaign will bring motorcycle rider awareness for all drivers. In addition, the media campaign will also bring awareness to the program with the intent to bring in new students and instructors as well as to promote the intermediate and experienced rider course to attract returning students.

Enter intended subrecipients.

The NH Division of Motor Vehicles will be awarded the grant funding to contract for the paid media.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 MC Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$29,377.00	\$7,345.00	
2018	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$34,938.00	\$8,735.00	
2019	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$33,000.00	\$8,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Walking and biking is a critical component of our transportation system, and keeping pedestrians and bicyclists safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services and there is a large community of racing and recreational bicyclists in NH. Walking and bicycling can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment.

As the table below shows from 2008 through 2017 pedestrian fatalities have increased 33% from 9 in 2008 to 12 in 2017. Bicycle fatalities have remained unchanged and for that reason the main focus is on pedestrian safety because of the increase of pedestrian fatalities over the last 10-years.

Pedestrian & Bicycle Fatalities 2008-2017

Fatalities	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedestrian	9	8	9	5	9	13	13	10	19	12
Bicycle	2	1	0	4	0	4	3	3	2	2

In 2017, pedestrians were 12% of all fatalities in New Hampshire down from 14% in 2016. In 2017, bicyclists were 2% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicycle fatalities in New Hampshire are relatively few compared to the national average, this is a concern NHOHS is treating seriously because of the 33% increase in pedestrian fatalities over a 10-year period.

As the table below depicts, over a 5-year period (2013-2017) Hillsborough county had the highest number of pedestrian fatalities (22) with Rockingham county (13), Merrimack county (8) and Strafford County (7) the next highest counties. Within Hillsborough county the city of Manchester with the largest population in NH, has the greatest number of pedestrian fatalities. Because the bicycle fatality numbers are low there is no individual community that stands out as being at most risk. When looking at the bicycle fatalities by county over the period of 2013 - 2017 Hillsborough county had the highest total of bicycle fatalities with five (5) followed by Rockingham county with three (3) and Strafford with two (2). Because of the small data set it is difficult to draw any statistically significant conclusions from the data. The countermeasures strategies will focus primarily on pedestrian safety while maintaining bicycle fatalities at no more than two for 2019.

Pedestrian Fatal Crash by County 2013-2017

County	Belknap	Carroll	Cheshire	Coos	Grafton	Hillsborough	Merrimack	Rockingham	Strafford	Sullivan	Total
2013	1	0	1	0	1	3	0	6	1	0	13
2014	1	1	0	1	0	9	1	0	0	0	13
2015	0	0	1	0	2	1	2	3	0	1	10
2016	1	0	1	1	1	5	4	2	4	0	19
2017	0	0	2	0	1	4	1	1	2	0	12
Total	3	1	5	2	5	22	8	13	7	1	67
Percent of Total	4.5	1.5	7.5	3.0	7.5	32.8	11.9	19.4	10.4	1.5	

The table below shows that the days of the week with the highest percentage of fatal pedestrian crashes is Friday (22.4%), followed by Saturday (19.4%) and Wednesday (16.4%). This data will help to identify days of the week to focus enforcement patrols.

Pedestrian Fatal Crashes by Day of Week

Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
2013	1	1	1	4	0	4	2	13
2014	1	2	1	3	1	2	3	13
2015	1	2	0	1	4	1	1	10

2016	2	2	4	1	2	7	1	19
2017	2	0	0	2	1	1	6	12
Total	7	7	6	11	8	15	13	67
Percent of Total	10.4	10.4	9.0	16.4	11.9	22.4	19.4	

The table below shows that the months with the highest percent of fatal pedestrian crashes is December followed by January, November and October. New Hampshire is known for its mountains and lakes which provide for a year round influx of tourists throughout the state. Because the summer months provide the highest number of tourists into the state one would have expected the summer months to have a higher percentage of fatal pedestrian crashes. Interestingly, the data below shows that the winter months actually account for the greatest percentage of fatal pedestrian crashes. This is likely due to sidewalks not being plowed/shoveled causing pedestrians to walk in the roadways in areas of high traffic. This information will allow the local police departments that conduct pedestrian patrols to focus their efforts in the months that could yield the greatest benefit to further reducing pedestrian fatalities. Additionally, having this data will help provide appropriate media messaging.

Pedestrian Fatal Crash by Month 2013-2017

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
2013	0	0	0	1	3	0	1	0	1	3	1	3	13
2014	2	2	1	0	0	4	0	0	0	1	3	0	13
2015	1	0	0	0	0	1	2	1	1	0	0	4	10
2016	5	0	1	0	2	0	2	0	2	3	4	0	19
2017	2	1	0	1	0	1	0	0	0	1	1	5	12
Total	10	3	2	2	5	6	5	1	4	8	9	12	67
Percent of Total	14.9	4.5	3.0	3.0	7.5	9.0	7.5	1.5	6.0	11.9	13.4	17.9	

The table below on pedestrian fatal crashes by time of day show that between 12 PM and 12 AM the majority of the fatal pedestrian crashes occur. In the months that have the greatest percentage of pedestrian fatalities is also when we have the least amount of daylight and it's likely that many pedestrians are not sufficiently illuminated for the drivers on the roadway. Again, being able to drill down to confirm this can provide information to be able to message out how pedestrians can be safer on the roadways during winter months when there is low visibility as well as providing information to communities about the importance of making sure sidewalks are plowed/shoveled to provide for safe passage of pedestrians.

Pedestrian Fatal Crash by Time of Day 2013 - 2017

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2013	2	0	0	0	4	2	3	2	13
2014	0	0	1	0	1	5	4	2	13

2015	0	1	1	1	2	1	2	2	10
2016	1	1	2	0	4	4	4	3	19
2017	1	0	2	0	2	0	1	6	12
Total	4	2	6	1	13	12	14	15	67
Percent of Total	6.0	3.0	9.0	1.5	19.4	17.9	20.9	22.4	

Pedestrian serious injury data is only available for calendar year 2017 and shows there were 35 pedestrians with serious injury. As with the pedestrian fatalities Hillsboro county and Rockingham county account for the greatest percentage of pedestrian crashes. In addition, serious injury by time of day tracks very closely with the pedestrian fatal crashes by time of day. An analysis of the data will help to determine what a reasonable performance target is as well as choosing countermeasures that will have the potential for the greatest impact.

Pedestrian Serious Injury by County 2017

County	Belknap	Carroll	Cheshire	Grafton	Hillsborough	Merrimack	Rockingham	Strafford	Total
2017	4	1	2	2	12	5	7	2	35
Percent of Total	11.4	2.8	5.7	5.7	34.2	14.3	20	5.7	

Pedestrian Serious Injury by Time of Day 2017

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2017	2	1	1	3	4	9	8	7	35
Percent of Total	5.7	2.8	2.8	8.6	11.4	25.7	22.8	20	

Grant funded pedestrian/bicycle enforcement in 2017 included 1,095 youth and adult warnings and 23 youth and adult summons.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	12.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	2.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PB- Program Management
2019	PB- Overtime enforcement patrols
2019	PB Media Campaign

5.5.1 Countermeasure Strategy: PB- Program Management

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy PB- Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, pedestrians were 12% of all fatalities in New Hampshire down from 14% in 2016. In 2017, bicyclists were 2% of all fatalities in New Hampshire and have remained minimal over the last several years. Funding the Program Management countermeasure strategy to support the planned activities of NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of pedestrian & bicycle enforcement. This should help to meet the performance target of reducing pedestrian fatalities by 10 percent from 13.4 (2013-2017 average) to 12 (2015-2019 average) and to maintain bicyclist fatalities at 2.8 (2013-2017 average) for 2015-2019 average of 2.8.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-01	Planning & Administration	PB- Program Management
19-06-02	NHOHS Staff	PB- Program Management

5.5.1.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	19-06-01
Primary countermeasure strategy	PB- Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds

on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PB- Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$15,565.00	\$15,565.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.2 Planned Activity: NHOHS Staff

Planned activity name	NHOHS Staff
Planned activity number	19-06-02
Primary countermeasure strategy	PB- Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PB- Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$21,250.00	\$5,313.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2 Countermeasure Strategy: PB- Overtime enforcement patrols

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy PB- Overtime enforcement patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and Bicycle fatalities have historically been low in NH, though pedestrian fatalities have increased 33% over a 10-year period. Pedestrian and bicycle enforcement patrols will continue to focus in those communities that have the highest incidence of pedestrian and bicycle crashes. NHOHS will work with local and County LE agencies to develop more innovative ways to enforce the states bicycle and pedestrian laws. In addition, a focus on educating both Law Enforcement, pedestrians, and bicyclists will become a prerequisite for the conduct of enforcement patrols. Pedestrian and bicycle patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the evening commuting hours. An additional focus area will include the winter months during commuting hours where sidewalks may be non traversable due to snow and ice. Specific times and locations will be based on local data. In FFY 18 sixteen local law enforcement agencies were awarded funding for Pedestrian and Bicycle Patrols. It is anticipated that 15 local and county LE agencies will participate in FFY 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

We will be using a new funding allocation methodology for FFY- 2019 that will focus primarily on fatal and serious injury pedestrian and bicycle crashes to identify communities with the highest priority. By strategically targeting the communities that have the greatest need for enforcement we expect that this will provide a positive impact on our pedestrian and bicycle fatalities. New Hampshire weather dictates that enforcement of our pedestrian laws occur during all months of the year. A careful analysis of the available data indicates that the best approach to meeting our targets will be with the use of overtime patrol funding in the most pedestrian trafficked area of our state. Part of the funding will be utilized to train local and county LE agencies on the current laws related to pedestrian and bicyclists. Participating agencies will be required to document this training and will ensure every officer who works in an

overtime capacity under this grant has been properly trained. A particular approach for FFY 2019 will be allocating overtime patrols during the winter months in the larger cities and towns to patrol when sidewalks are not cleared and pedestrians are subsequently walking on the sides of the roadway. An additional focus for overtime patrols will be when motor vehicle operators will most likely be driving into the sun during the morning and evening commuting hours.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-04	Pedestrian and bicycle enforcement patrols	PB- Overtime enforcement patrols

5.5.2.1 Planned Activity: Pedestrian and bicycle enforcement patrols

Planned activity name	Pedestrian and bicycle enforcement patrols
Planned activity number	19-06-04
Primary countermeasure strategy	PB- Overtime enforcement patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. Pedestrian and bicycle patrols will be conducted year round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours. Specific times and locations will be based on local data.

Enter intended subrecipients.

Local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	PB- Overtime enforcement patrols
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$65,000.00	\$16,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.3 Countermeasure Strategy: PB Media Campaign

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy PB Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrian and bicycle related media efforts will focus on three areas; messaging regarding driver behaviors and sharing the road safely; the importance of proper illumination when walking or biking on the roadways; and education and enforcement of laws relative to pedestrians and bicyclists. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance.

By using this countermeasure strategy and appropriately identifying the primary and secondary audiences for the messaging identified above as well as requiring training for local LE, we expect to see a significant increase in messaging recall as well as a measurable increase in the number of adequately trained LE personnel on NH laws related to bicyclists and pedestrians.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The data analysis as described in the section above, identifying the state's highway safety problem around pedestrian and bicycle fatalities, suggests that in addition to an enforcement effort, a strategy around a media/educational effort that reaches the correct demographic with the appropriate messaging points would benefit New Hampshire in meeting its intended performance targets around pedestrian and bicycle fatalities. As described in an earlier section there has been a 33% increase in pedestrian fatalities from 2008 to 2017 and to effect a sustained downward trend it's important that media messaging/educational efforts involve the motoring public, the pedestrian and bicycling community as well as law enforcement agencies. Appropriated funding will be allocated through the planned activities within this countermeasure strategy based on the type and distribution of the media/educational efforts employed.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-03	Media Planned Activity	PB Media Campaign

5.5.3.1 Planned Activity: Media Planned Activity

Planned activity name	Media Planned Activity
Planned activity number	19-06-03
Primary countermeasure strategy	PB Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity will include paid as well as earned media. The media messaging will be tailored to the motoring public and also address media intended for the pedestrian and bicycling communities. In addition, this office will work with the Bike-Walk Alliance of NH to distribute a reference guide to local law enforcement agencies about enforcing laws that impact roadway safety with respect to pedestrians, bicyclists and motorists. The brochure will include priority violations in hopes that the local law enforcement community will consider making educational and/or enforcement stops thereby providing the requisite level of positive and negative reinforcement to reduce injuries throughout the state.

Enter intended subrecipients.

Bike-Walk Alliance of NH and yet to be determined media outlets that service the areas of the state at most risk for pedestrian and bicycle fatalities.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PB Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.6 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

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

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

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

In order to make data-driven decisions, the States' traffic records systems need to provide the information necessary to the various stakeholders to implement programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities.

This plan includes new projects and updates on on-going projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2019, the selected projects address the recommendations made because of the NHTSA Traffic Records Assessment that concluded in September 2013.

Progress has been made in the last twelve months with deployment of the State's new Statewide Trauma Registry; a core traffic records data system. The State of New Hampshire launched the New Hampshire Statewide Trauma Registry in the first half of 2016. The Registry has started collecting trauma records beginning with three New Hampshire hospitals in 2016 to now

seven hospitals as June 13, 2018 who are now currently submitting records into the system. For 2019, additional hospitals will be solicited to continue to expand the system and the overall number of participating hospitals submitting records into the system.

This section also includes a Trauma Registry Uniformity performance measure for the New Hampshire Statewide Trauma Registry. It tracks the number of reports entered into the database that are National Trauma Data Bank-compliant from the baseline period and compares it to the number of compliant reports entered during the current period.

The E-Ticket equipment project will continue for 2019. This equipment will allow New Hampshire law enforcement agencies to submit citations and crash reports to the State electronically instead of manually. Currently, there is a backlog of these reports that are entered by DMV staff, resulting in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic applications already built by TriTech and use this software and equipment on the road to not only help document motor vehicle activity efficiently, but also submit reports to the state electronically. This will enable the state to have more accurate and timely access to data as well as help reduce the backlog of unrecorded data.

The Mobile Data Terminal Project for locals will also continue for 2019 to assist law enforcement agencies in purchasing Mobile Data Terminals to facilitate the electronic submission of crash and citation data to the State.

The NHOHS is looking forward to the continuation of the E-Ticket and Mobile Data Terminal Equipment projects. Eventually, data from this equipment funded through the NHOHS will continue to be submitted electronically to the State Vision system. As integration continues, the majority of law enforcement agencies in the State will be submitting data to this central repository, which will not only reduce the backlog of crash reports entered manually, but also provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	TR E-Ticket Advancement	Annual	2019	12.0
2019	TR Trauma Registry Timeliness	Annual	2019	24.9
2019	TR Crash Timeliness	Annual	2019	0.3
2019	TR EMS Uniformity	Annual	2019	9.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TR Improve Integration
2019	TR Improve Completeness
2019	TR Improve Accessibility
2019	TR Program Management
2019	TR Improve Timeliness
2019	Improves accuracy

5.6.1 Countermeasure Strategy: TR Improve Integration

Program area Traffic Records

Countermeasure strategy TR Improve Integration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The “Core Highway Safety Database” will integrate external and internal data flows over a virtual mediated schema, resulting in "virtual data integration" of data flows from the DMV, EMS, DOS, and DOT. The “Core Highway Safety Database” will integrate MMUCC compliant crash data, E-Crash, E-Citation Data, EMS crash response injury data, and DOT multi-source roadway & traffic flow data into an integrated analytical format that will identify, sort and classify highway safety vectors which will establish effective and efficient methods for deploying law enforcement and other NHOHS resources.

The “Core Highway Safety Database” will also utilize geo-mapping to identify areas that have high incidences of crashes and traffic violations which by the application of NHOHS resources will directly reduce the incidence of crashes, and traffic violations on New Hampshire roadways.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

C-1) Number of traffic fatalities (FARS)

C-2) Number of serious injuries in traffic crashes (State crash data files)

C-3) Fatalities/VMT (FARS, FHWA)

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

C-6) Number of speeding-related fatalities (FARS)

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

C-10) Number of pedestrian fatalities (FARS)

C-11) Number of bicyclists fatalities (FARS)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-09	Core Highway Safety Database	TR Improve Integration

5.6.1.1 Planned Activity: Core Highway Safety Database

Planned activity name	Core Highway Safety Database
Planned activity number	19-03-09
Primary countermeasure strategy	TR Improve Integration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

The “Core Highway Safety Database” will facilitate identification of areas that have high incidences of crashes and traffic violations. Along with these detailed data points, the expertise of the NHOHS will be deployed to reduce the incidence of crashes, and traffic violations on New Hampshire roadways and will directly impact Performance Targets.

Enter intended subrecipients.

New Hampshire Office of Highway Safety is tentatively the planned sub recipient as a determination as to where this core highway safety database should be housed and maintained is made.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Improve Integration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$114,277.00	\$28,570.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2 Countermeasure Strategy: TR Improve Completeness

Program area Traffic Records

Countermeasure strategy TR Improve Completeness

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

- Police accident reports,
- State vehicle registration files,
- State driver licensing files,
- State highway department data,
- Vital records department data,
- Death certificates,
- Coroner/medical examiner reports, and
- Emergency medical service reports.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Through initiatives such as the countermeasure strategy Improve Completeness and with funds allocated within the the planned activity Fatal Analysis reporting, along with other projects, we hope to contribute greatly to the efficient collection, sharing and analysis of the states traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Highway Safety Plan and therefore help to continue the recent downward trend in crash related fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity (Fatal Analysis Reporting) as it was the best representative of the activity's objective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-07	Fatality Analysis Reporting	TR Improve Completeness

5.6.2.1 Planned Activity: Fatality Analysis Reporting

Planned activity name	Fatality Analysis Reporting
Planned activity number	19-03-07
Primary countermeasure strategy	TR Improve Completeness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Fatality Analysis Reporting System (FARS) gathers data on fatal traffic crashes that occur each year. This data is essential in order to evaluate existing and proposed highway and motor vehicle safety standards, to identify traffic safety problems, and to establish better ways of dealing with these problems. This project will allow for the uniform and timely compilation of data, both statistical and specific information to assist local, state and federal agencies to prevent further loss of life. This task will supplement other federal funds that support the data analyst position.

Enter intended subrecipients.

The Division of Motor Vehicles.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Improve Completeness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$76,200.00	\$19,050.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: TR Improve Accessibility

Program area Traffic Records

Countermeasure strategy TR Improve Accessibility

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In order to make data-driven decisions, the States' traffic records systems need to efficiently collect and provide the information necessary to implement programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities. Within the Traffic Records program area ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2019, the selected projects address the recommendations made because of the NHTSA Traffic Records Assessment that concluded in September 2013. Funds will be provided to the Department of Safety to improve the accessibility of the core highway safety database through the countermeasure strategy Improve Accessibility and within the planned activity Data Analysis, data will be entered into the database for analysis. Improved accessibility to cumulative data and subsequent analysis will provide performance indicators to help determine the levels of support of highway safety projects in order to meet specific goals. This will greatly assist the New Hampshire Office of Highway Safety and its partners (i.e. NHTSA, etc.) to better identify areas where enforcement efforts and media messaging are most needed, thus positively impacting overall traffic safety by helping to decrease traffic crashes, related fatalities and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes and there were 410 crash related serious injuries in the state of New Hampshire, significant reductions from the previous year. Through initiatives such as the countermeasure strategy Improve Accessibility and with funds allocated within the the planned activity Data Analysis, along with other projects, we hope to contribute greatly to the efficient collection, sharing and analysis of the states traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Highway Safety Plan and therefore help to continue the recent downward trend in crash related fatalities and serious injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-08	Data Analysis	TR Improve Accessibility

5.6.3.1 Planned Activity: Data Analysis

Planned activity name	Data Analysis
Planned activity number	19-03-08
Primary countermeasure strategy	TR Improve Accessibility

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve, collect and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging efforts to address the particular issues. This will help support the Office of Highway Safety by also providing performance indicators to better determine support of highway safety projects and to more effectively and efficiently share and disseminate this important traffic records data with other highway safety partners (i.e. NHTSA, etc.) to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FY 2019, the data analyst will begin producing an annual report on serious bodily injury crashes/injuries similar to that which is already prepared for fatalities. This tool will become a principal tool to reduce fatalities.

Enter intended subrecipients.

New Hampshire Department of Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 TR Improve Accessibility

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$17,100.00	\$4,275.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4 Countermeasure Strategy: TR Program Management**Program area** Traffic Records**Countermeasure strategy** TR Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to continue the recent downward trend and help meet the performance target of reducing speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reducing unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-03	Traffic Records Consultant	TR Program Management
19-03-01	Planning & Administration	TR Program Management
19-03-02	NHOHS Staff	TR Program Management

5.6.4.1 Planned Activity: Traffic Records Consultant

Planned activity name	Traffic Records Consultant
Planned activity number	19-03-03
Primary countermeasure strategy	TR Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to (3) TRCC meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NHOHS to update the Traffic Records Strategic Plan, the annual progress report, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c funding.

Support the administration and activities of the Traffic Records Coordinating Committee (TRCC) and its subcommittees. This involves providing expert opinion on traffic records related subjects and insuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state's plan for Traffic Records Improvement.

Enter intended subrecipients.

Consultant (currently Lexus/Nexus)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Traffic Records (FAST)	\$63,000.00	\$15,750.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4.2 Planned Activity: Planning & Administration

Planned activity name Planning & Administration

Planned activity number 19-03-01

Primary countermeasure strategy TR Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor’s Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$15,565.00	\$15,565.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.6.4.3 Planned Activity: NHOHS Staff

Planned activity name NHOHS Staff
Planned activity number 19-03-02
Primary countermeasure strategy TR Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

NH Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$21,250.00	\$5,313.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.5 Countermeasure Strategy: TR Improve Timeliness

Program area Traffic Records

Countermeasure strategy TR Improve Timeliness

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Currently the State of New Hampshire maintains two separate methods of obtaining crash related data submitted from State, county and local law enforcement. The use of manually completed crash reports by county and local law enforcement has caused a significant backlog of crash data entry at the New Hampshire Division of Motor Vehicles. This backlog has repeatedly impeded the ability of the New Hampshire Office of Highway Safety (NHOHS) to develop a timely highway safety plan as well as impeded the New Hampshire Department of

Transportation's (NHDOT) ability to collaborate with the NHOHS during their development of the State Highway Improvement Plan. NHDOS has been working diligently to automate the crash record reporting system. To date, NHSP and five local law enforcement agencies utilize an electronic reporting system. The goal of the NHOHS is to continue progress with migrating all law enforcement agencies throughout the state to the electronic MMUCC IV compliant crash reporting system. By continuing to support and fund Eticket, a vendor to assist in the establishment of VPN connectivity, as well as funding a crash data analyst, the state of New Hampshire will see a measurable improvement in the timeliness of the submission of critical crash data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The NHOHS is looking forward to the continuation of the E-Ticket, VPN and Mobile Data Terminal Equipment projects. Eventually, data from this equipment funded through the NHOHS will be submitted electronically to the State Vision system which is currently the core Highway Safety core crash data system. As this countermeasure matures through the use of these planned activities, law enforcement agencies in the State will begin submitting data that is MMUCC compliant electronically which will not only reduce the backlog of crash reports entered manually, but also assist in meeting our performance measure and more importantly provide the necessary data needed to identify areas where enforcement efforts need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance	TR Improve Timeliness
19-03-05	Crash Data DMV	TR Improve Timeliness

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

Planned activity name E-Ticket/Crash Upgrade and J-One Installation Assistance

Planned activity number 19-03-06

Primary countermeasure strategy TR Improve Timeliness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Funds shall be provided to contract with the vendor NIIT Technologies to continue to enroll local and county law enforcement agencies into a secure VPN enabling them to effectively deploy eCitation and eCrash. This will increase significantly the number of agencies that will be able to participate in the eCitation/eCrash program, resulting in more timely submission of data, as well as reduced errors due to the fact that the applications have edit checks, to ensure that the data captured is what was intended. This, in conjunction with the parallel requests to have existing RMS vendors modify their existing software to allow for electronic submission of data, should result in upwards of 90% of the agencies in the State having the ability to transmit and utilize electronic data.

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners and GPS devices to facilitate electronic data collection of crash and citation data.

Enter intended subrecipients.

NIIT Technologies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Improve Timeliness

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$281,000.00	\$70,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.5.2 Planned Activity: Crash Data DMV

Planned activity name	Crash Data DMV
Planned activity number	19-03-05
Primary countermeasure strategy	TR Improve Timeliness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will enable the NH Division of Motor Vehicles to hire staff (overtime basis) for the manual data entry of crash reports (not including commercial vehicles and fatalities). This will also increase the timeliness of processing reports to allow for accurate, updated data collection and reporting activities that play a critical role in the state being able to identify highway safety problems and causes to develop corrective countermeasures and programs. In addition a Data Analyst will retrieve data that will then be analyzed to produce spreadsheets and graphics for management/program decision making. Specifically data collected from crash or enforcement efforts to include speed and impairment infractions. The data entered into a database will be used for analysis to target areas for enforcement efforts and for budgetary planning. This data will also be used to provide performance indicators to support highway safety projects in order to meet highway safety goals.

Enter intended subrecipients.

NHDMV

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TR Improve Timeliness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$64,000.00	\$16,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5.3 Planned Activity: J-One VPN Installation Assistance

Planned activity name J-One VPN Installation Assistance

Planned activity number 19-03-06

Primary countermeasure strategy TR Improve Timeliness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The purpose of this project is to hire a consultant to provide assistance to county and local law enforcement agencies for the purpose of designing, configuring, and deploying secure Virtual Private Networks (VPN) to carry criminal justice and highway safety data between criminal justice agencies and the State of New Hampshire, and Federal agencies as appropriate.

Enter intended subrecipients.

The New Hampshire Office of Highway Safety.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.6 Countermeasure Strategy: Improves accuracy

Program area Traffic Records

Countermeasure strategy Improves accuracy

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the EMS Records System Users Management Module and the TEMSIS EMS records system under one online umbrella account. The Module will be hosted on the software vendors servers along with the current TEMSIS EMS Records System and can have regular and timely system and security upgrades and management by the software vendor. It can also link to the National Registry of EMT records (required for licensing in NH), online EMS education system records and has a public interface that allows users to review and update their account information in real-time. Users, state EMS staff, EMS service leaders and other types of administrators can add, update or verify user account information electronically and the information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time. Additionally, by getting all state, county and local Law Enforcement agencies to participate in an electronic crash and eticketing system, the use of automated quality control functionality will significantly improve the reliability of crash data being submitted to the DMV and also assist in the validation of that data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

NH Department of Safety's new electronic crash reporting system and proposed EMS records system have automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic systems will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the EMS Records System Users Management Module and the TEMSIS EMS records system under one online umbrella account. The Module will be hosted on the software vendors servers along with the current TEMSIS EMS Records System and can have regular and timely system and security upgrades and management by the software vendor. It can also link to the National Registry of EMT records (required for licensing in NH), online EMS education system records and has a public interface that allows users to review and update their account information in real-time. Users, state EMS staff, EMS service leaders and other types of administrators can add, update or verify user account information electronically and the information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time.

This module also allows for an electronic "license card" that can be accessed via the internet or smart phone at any time to insure that the user license is current at the moment accessed. This electronic license can include a photo ID and barcode that can also store training and certification information that could be used to manage and understand the capabilities of EMS providers available in a disaster situation (i.e. what level EMS provider are they, do they have any special training etc).

Additionally, tablet devices will be purchased allowing several key integration modules to be used in an offline mode. This includes fields license inspections of ambulances and agencies for timely licensing of both to keep them operational and skills exams required for licensing. The purchase of the tablets will include the tablets themselves, a warranty contract to replace damaged devices and a protective case.

The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information and allows users more timely access to the TEMSIS system to enter EMS records. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system. Because of the realtime update capability, this will allow NH to submit demographic information of updates to NEMSIS as changes occur; in accordance with the Version 3 guidance (the current system only requires an update annually).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The EMS project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-04	EMS Records User management	Improves accuracy

5.6.6.1 Planned Activity: EMS Records User management

Planned activity name	EMS Records User management
Planned activity number	19-03-04
Primary countermeasure strategy	Improves accuracy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The proposed program intends to obtain a customizable, Commercial, Off-The-Shelf (COTS) EMS Records System User Management Module through the existing TEMSIS software vendor Image Trend.

The State of NH uses a statewide EMS Patient Care Records system called “TEMSIS” (Trauma and EMS Information System). This system is a centralized database for collecting EMS records. To be able to enter an EMS record, each NH EMS service and provider (collectively referred to as “users” for this proposal) must first have an account in the TEMSIS system. Furthermore, the data elements for these user accounts is primarily defined by the NEMSIS Datasets in the “Demographic” data elements for NEMSIS V3.4, and the information collected by NH for the service and provider demographics must be submitted to NEMSIS as required. The new NEMSIS system business rules prevent submission of records for an EMS agency if the demographic files have not been submitted to NEMSIS first and updated periodically. Therefore, there must be a system to manage user’s accounts to insure TEMSIS is accessible to all users to enter the Patient Care Records and that accurate information is available to submit to NEMSIS, all in a timely manner. On average, there are 290 EMS services, 5000+ EMS providers, 450 ambulances and 26 hospitals contributing to the collection of, and accessing approximately 230,000 EMS patient care records each year in NH.

Currently, the Bureau of EMS manages the user’s records in two overburdened and outdated Microsoft databases. One database manages user education and certification records required to keep an EMS provider license active in NH. The second database manages the actual licenses for services, providers and ambulances, and who works for what services. The data bases are not linked.

The licensing database was created in 2001 and has had very few upgrades, improvements, automation or rules to prevent data entry errors added since it was created. It relies on manual data entry and side-by-side comparison with the education and certification database to remain accurate and current. Furthermore once all license records are updated in the licensing database, the user records must also be manually entered again in TEMSIS before providers can enter records for EMS events. Consequently, there have been a rapidly growing number of data quality issues that have significantly affected timely accessibility and accuracy in the TEMSIS system and accuracy and timeliness of NH demographic data for submission to NEMSIS so records can continue to be submitted to the NEMSIS database.

These systems have far exceeded the capacity and capabilities of the original software and infrastructure that they are built upon, are labor intensive to enter data (many manual steps and opportunities for errors), require a great deal of ongoing maintenance and management, do not provide reliable reports from existing data, do not have the capacity to easily add data elements required in the NEMSIS Version 3 demographic dataset and have limited integration and system stability. All of this has had an impact on accessibility by the users and functionality of the existing the EMS patient care records system.

This module allows for management of EMS Records System Users in a database that integrates collection of NEMSIS demographics elements, state and national registry education and certification records and state EMS licensing records. All users will have one account allowing access to the EMS Records System Users Management Module and the TEMSIS EMS records system under one online umbrella account. The Module will be hosted on the software vendors servers along with the current TEMSIS EMS Records System and can have regular and timely system and security upgrades and management by the software vendor. It can also link to the National Registry of EMT records (required for licensing in NH), online EMS education system records and has a public interface that allows users to review and update their account information in real-time. Users, state EMS staff, EMS service leaders and other types of administrators can add, update or verify user account information electronically and the information will automatically be updated between the User's management module and TEMSIS EMS records system in real-time.

This module also allows for an electronic "license card" that can be accessed via the internet or smart phone at any time to insure that the user license is current at the moment accessed. This electronic license can include a photo ID and barcode that can also store training and certification information that could be used to manage and understand the capabilities of EMS providers available in a disaster situation (i.e. what level EMS provider are they, do they have any special training etc.). Additionally, tablet devices will be purchased allowing several key integration modules to be used in an offline mode. This includes fields license inspections of ambulances and agencies for timely licensing of both to keep them operational and skills exams required for licensing. The purchase of the tablets will include the tablets themselves, a warranty contract to replace damaged devices and a protective case.

The project will improve the accessibility, timeliness, and accuracy of EMS records by allowing EMS users to be managed through an up-to-date and integrated management system that provides for real-time viewing and updates of NEMSIS demographic information and allows users more timely access to the TEMSIS system to enter EMS records. Furthermore, the system will allow the Bureau of EMS to collect new demographic information required by NEMSIS that is not currently possible to collect with the existing user's management system. Because of the real-time update capability, this will allow NH to submit demographic information of updates to NEMSIS as changes occur; in accordance with the Version 3 guidance (the current system only requires an update annually).

Goals:

Obtain a single software system that can be accessed by all internal Division staff for management of users and records.

Be able to manage internal access based upon permissions established by the Division system administrator.

Obtain a system that is hosted and supported external to the limited state OIT resources in order to allow for more timely software, security and infrastructure upgrades.

Obtain a system that is directly integrated with TEMSIS (with minimal management and set up required by state resources) and can share demographic changes between the two systems.

Allow external system users to be able to create their own account electronically, manage their demographic profile and look up their own training, certification and license information.

Allow external service leaders to electronically manage their service and emergency vehicle information, staff affiliations with their service and view all historical training records and current training, certification and license information for all of their staff members.

Increase work efficiency by significantly reducing the amount of manual processing and steps currently required processing all applications and records for training, certification and licenses.

Significantly reduce the amount of paperwork needed to track records, including removing the need to manually enter information from paperwork into electronic form and subsequent storage of the paper files.

Significantly reduce costs for mailing, including postage, paper and envelopes by being able to leverage email and text message functions of the system, to include the ability to create listservs, newsletters and emergency notifications directly from the active system users' profiles.

Be able to maintain an electronic history trail of all users' records for purposes of internal staff training, investigations, reciprocity, troubleshooting and merging of parallel profiles for the same user.

Speed up turnaround and processing time of all applications to the Division to insure users have timely and accurate access to TEMSIS.

Enter intended subrecipients.

Department of Safety, Bureau of EMS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Improves accuracy

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$116,727.00	\$29,182.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$97,273.00	\$24,318.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Impaired fatality data for 2017 and 2013-2017

There were 49 alcohol and/or drug related crashes (50% of the 98 crashes) which claimed 52 victims. The term Related does not imply causation; 27 or 26.5% died as a result of an alcohol related crash;

Drug tests came back positive for 34 operators involved in fatal motor vehicle crashes. This does not imply causation or fault;

52% of the alcohol impaired fatal crashes occurred between 1800 and 2359;

Data for 2013-2017 shows that Friday, Saturday and Sunday are when 62% of the alcohol impaired fatal crashes occur;

Data for 2013 -2017 shows that May (12.7%) has the highest alcohol impaired fatal crashes followed by November (12.1%) and October (9.6%) respectively.

Data for 2013 -2017 shows that Rockingham County (24.8%) has the highest percentage of fatal crashes followed by Hillsborough county (19.7%), Strafford county (12.1%) and Cheshire county (10.8%) respectively.

Using a funding methodology for FFY- 2019 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to continue this recent downward trend in our drive toward zero.

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

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

Funding Training on new Intoxlyzer 9000 devices

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	30.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Ignition Interlocks
2019	ID PROSECUTION / PARALEGAL
2019	ID PROGRAM MANAGEMENT
2019	ID OVERTIME ENFORCEMENT & EQUIPMENT
2019	ID MEDIA CAMPAIGN
2019	ID EDUCATION / TRAINING / OUTREACH

5.7.1 Countermeasure Strategy: Ignition Interlocks

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Ignition Interlocks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This Ignition Interlock countermeasure will support law enforcements efforts to remove impaired drivers and reduce impairment related crashes and the resulting injuries and or deaths on New Hampshire roads.

By implementing this ignition interlock countermeasure the potential for repeat DWI offenders can be minimized through monitoring, investigation, evaluation, and training of law enforcement. Also, information of attempts of a DWI offender to circumvent an ignition interlock is automatically reported to New Hampshire State Police to investigate any suspected tampering. Criminal penalties have been established for DWI offenders who fail to install an interlock when required or circumvent an interlock. An interlock device can only be removed if the Interlock Coordinator issues a certificate of removal.

The number of alcohol ignition interlocks installed in vehicles has increased from 450 in 2013 to 1,212 devices currently in use today. Due to the increased level of monitoring, 1,222 cases were sent to the courts or the Bureau of Hearings to report the violations of the interlock device in 2017 removing many of these DWI offenders from New Hampshire roads.

With this countermeasure many DWI offenders will be removed from the road contributing to the overall mission to continue a downward trend to decrease fatalities and impairment related crashes and resulting injuries and or deaths.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes which is a 25% decrease in fatalities compared to 2016. In 2017, there were 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities).

This alcohol and drug impaired data supports the necessity of this Ignition Interlock countermeasure and the funding to support it and will help to continue the recent downward trend and help meet the performance target of reducing alcohol impaired fatalities by 5 percent from 31.6 (2013 -2017 average) to 30 (2015-2019 average)

Funds under this planned activity will support personnel services, current expenses, and in state/out of state travel.

This countermeasure contributes to the overall mission statement of the NHOHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The impaired driving ignition interlock countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-10	ID INTERLOCK IGNITION PROGRAM	

5.7.1.1 Planned Activity: ID INTERLOCK IGNITION PROGRAM

Planned activity name ID INTERLOCK IGNITION PROGRAM

Planned activity number 19-07-10

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task will provide funds that shall allow the NH DOS to continue the services using two part-time personnel to manage and coordinate the Interlock Ignition Program within the Financial Responsibility/Bureau of Hearings located in the Division of Motor Vehicles. These employees will deploy a training program on ignition interlock for law enforcement; contact the Administrative Office of the Courts and provide information to prosecutors and circuit courts regarding interlocks; establish contact with substance abuse evaluation and treatment providers; obtain information and investigate reports of attempts to circumvent interlocks; etc. Efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2019 shall continue the services of the part-time coordinator and an additional part time position to assist in managing and coordinating the Interlock Ignition Program. Funds under this planned activity will support personnel services (to include benefits), travel (to include in/out of State travel, conferences, lodging, meals, mileage, etc.), current expenses (to include office supplies, toner, paper, etc.), and indirect costs. The Interlock Ignition program positions are funded by the NHOHS and are not considered a supplanting issue. This task is supported by CTW Chapter 1, Section 4.2

Enter intended subrecipients.

DOS DIVISION OF MOTOR VEHICLES

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Ignition Interlocks

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$81,776.00	\$20,444.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: ID PROSECUTION / PARALEGAL

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID PROSECUTION / PARALEGAL

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

New Hampshire continues to struggle with the successful prosecution of drug and alcohol related driving offenses. The reason for this is primarily due to State, Local and County law enforcement having to have the Trooper, Officer or Sheriff prosecute their own arrests in court. These troopers, Officers and Sheriffs are not formally trained in these areas. The continual increase in the requests to dismiss alcohol and drug related motor vehicle arrests due to a failure to adequately respond to defense motions or providing of discovery has proven to be an obstacle that can only be overcome by having the appropriate amount of trained and experienced prosecutors to successfully prosecute arrests.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds shall be provided for this countermeasure to support Prosecutors and a Paralegal that will play an active role in helping to remove impaired drivers from New Hampshire roads through prosecution. This countermeasure also supports the New Hampshire State Police by eliminating trooper prosecution in DWI cases and to allow State Police the ability to more efficiently, efficiently, and proactively enforce the impaired driving laws to remove the impaired driver from New Hampshire roads, ultimately, minimizing impairment related crashes and the resulting injuries and or deaths.

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

Funds shall also be provided to support a Traffic Safety Resource Prosecutor that will provide training, resources and guidance to law enforcement agencies.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes which is a 25% decrease in fatalities compared to 2016. In 2017, there were 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities).

This alcohol and drug impaired data supports the necessity of the Prosecutors and paralegal countermeasure which will help to continue the recent downward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 31.6 (2013 -2017 average) to 30 (2015-2019 average)

Funds under this planned activity will support personnel services, current expenses, and in state/out of state travel.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Prosecutors and Paralegal countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of prosecutors and a paralegal will provide the intellectual resources to effectively prosecute motorists who have operated a motor vehicle while under the influence of drugs and/or alcohol. New Hampshire currently utilizes troopers to prosecute their own DUI cases in the northern reaches of the state where prosecutors have not historically been available. The result has been the dismissal or pleas on many DUI related cases due to motions that troopers are not educated or experienced enough to address. Funding this countermeasure will provide prosecutorial resources to those areas of the state to affectively prosecute violators.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-08	ID PROSECUTORS & PARALEGALS	ID PROSECUTION / PARALEGAL

5.7.2.1 Planned Activity: ID PROSECUTORS & PARALEGALS

Planned activity name	ID PROSECUTORS & PARALEGALS
Planned activity number	19-07-08
Primary countermeasure strategy	ID PROSECUTION / PARALEGAL

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will provide funds to enable the NH Department of Safety Bureau of Hearings/Prosecution to continue the services of two prosecutors and a paralegal that will provide technical support for the prosecutors. The prosecutors and paralegals will provide the following support to State Police:

Prosecutorial Training: The additional prosecutors will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution trainings throughout the year in all troops.

Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI cases including answering legal questions by phone and email, reviewing search warrant applications on DWI cases, reviewing and providing guidance on report writing, court testimony and other technical assistance.

In addition, the DWI grant prosecutors will be able to prosecute the highly technical DWI Drug trials which often involve expert witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DWI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.

This planned activity will also allow for prosecution of all State Police DWI cases in 16 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. Also, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety.

Funds under this planned activity will support personnel services, current expenses, and in state/out of state travel.

Additionally, this planned activity will provide prosecution, training, and resources to support New Hampshire's State Police who will be conducting enforcement efforts in FFY 2019 to remove impaired drivers from New Hampshire roads.

Funds shall also be provided to support a Traffic Safety Resource Prosecutor that will provide training, resources and guidance to law enforcement agencies.

Enter intended subrecipients.

New Hampshire Department of Safety Bureau of Hearings and Prosecution

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID PROSECUTION / PARALEGAL

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$345,850.00	\$86,463.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3 Countermeasure Strategy: ID PROGRAM MANAGEMENT

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID PROGRAM MANAGEMENT

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. Funding the Program Management countermeasure strategy to support the planned activities NHOHS Staff and Planning & Administration will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to continue the recent downward trend and help meet the performance target of reducing speed related fatalities by 5 percent from 56.2 (2013-2017 average) to 53.4 (2015-2019 average) and reducing unrestrained fatalities by 10 percent from 52.8 (2013-2017 average) to 47.5 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-09	ID IMPAIRED DRIVING ASSESSMENT	ID PROGRAM MANAGEMENT
19-07-01	ID PLANNING & ADMINISTRATION	ID PROGRAM MANAGEMENT
19-07-02	ID NHOHS STAFF	ID PROGRAM MANAGEMENT

5.7.3.1 Planned Activity: ID IMPAIRED DRIVING ASSESSMENT

Planned activity name ID IMPAIRED DRIVING ASSESSMENT

Planned activity number 19-07-09

Primary countermeasure strategy ID PROGRAM MANAGEMENT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Impaired Driving Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in November of 2018 (FFY2019). This planned activity will provide the New Hampshire Office of Highway Safety with an assessment that examines significant components of New Hampshire's Impaired Driving Highway Safety Program and recommendations for improvement relating to Impaired Driving to minimize the potential of crashes and the resulting injuries and or deaths associated with Impaired Driving on New Hampshire roads. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies).

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID PROGRAM MANAGEMENT

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$40,000.00	\$10,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3.2 Planned Activity: ID PLANNING & ADMINISTRATION

Planned activity name ID PLANNING & ADMINISTRATION

Planned activity number 19-07-01

Primary countermeasure strategy ID PROGRAM MANAGEMENT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID PROGRAM MANAGEMENT

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$78,272.00	\$78,272.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3.3 Planned Activity: ID NHOHS STAFF

Planned activity name ID NHOHS STAFF
Planned activity number 19-07-02
Primary countermeasure strategy ID PROGRAM MANAGEMENT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID PROGRAM MANAGEMENT

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$106,250.00	\$26,563.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.4 Countermeasure Strategy: ID OVERTIME ENFORCEMENT & EQUIPMENT

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID OVERTIME ENFORCEMENT & EQUIPMENT

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds shall be provided to support law enforcement agencies to conduct overtime impaired driving enforcement patrols (individual cruiser), saturation patrols (multiple cruisers/focused area), DUI checkpoints as well as equipment. Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country. Law enforcement is not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment. These DWI/DUI/DRE enforcement patrols (patrols, saturation, sobriety checkpoints) will be conducted in areas of the state where impaired driving is a problem. This countermeasure will lead to an increased number of impairment related arrest that remove the impaired driver from New Hampshire roads. New Hampshire Fish and Game will be conducting OHRV patrols as part of this impaired driving enforcement effort not only looking for the impaired driver but also looking for OHRV operators transporting drugs using New Hampshire OHRV trails that connect with public roads.

For FFY 2019, the NHOHS has planned high visibility enforcement (HVE) strategies to support national mobilizations and the national highway safety goals to reduce motor vehicle related fatalities. Additionally, planned HVE strategies along with robust media campaigns will include two mobilizations in 2019 to reduce alcohol-impaired or drug impaired operation of motor vehicles; Drive Sober or Get Pulled Over & Buzzed Driving is Drunk Driving. State police and local law enforcement departments will participate in the Drive Sober or Get Pulled Over & Buzzed Driving is Drunk Driving Mobilization in December 1 2018 to January 1 2019. In addition funding will be provided for NH Marine Patrol for DUI sustained enforcement patrols.

Funds will also be provided 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, educational events, and press events, NHTSA or NHOHS campaigns held in state or out of state. The DUI Van is equipped with an Intoxilyzer 5000, a Drug Recognition Expert examination area, booking stations, holding cell, wireless laptop, wireless printer, wireless fax, flashlights, portable radio chargers, communications equipment, sobriety checkpoint sign packages, and traffic safety vests.

The collection of the place of the "Last Drink" data allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness, and enforcement of underage drinking laws. The fielding and implementation of the intolyzer 9000's will allow collection of this type of data electronically at point of service.

Through the collection of the place of the "Last Drink" data which identifies problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol the Bureau of Liquor Enforcement will be able to track any repeat offenders and take action to eliminate or reduce those problem outlets.

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

23 of the 98 fatal crashes that occurred in 2017 were alcohol related or 23.5%. (0.04% or greater BAC) *The term Related does not imply causation.

25 of the 102 fatalities recorded in 2017 were alcohol related or 24.5%. (0.040% or greater BAC)

Drug tests came back positive for the presence of drugs in 34 operators involved in fatal crash during 2017. This does not imply causation or fault of the fatal crash.

The average BAC of an intoxicated operator with a known BAC result of 0.040% or greater is 0.181%.

September had the highest alcohol related fatal crashes with 4.

The highest BAC level for an operator during 2017, was 0.301%. This is down from 0.321% recorded during 2016.

Of the 21 Operators with a BAC of 0.040% and greater, 17 are deceased as a result of the fatal crash or a death rate of 81%

2 of the 12 pedestrian victims had a BAC recorded at 0.08% or higher.

4 of the 15 motorcyclists killed or 27% were under the influence of alcohol (BAC of 0.040% or greater).

Of the 15 Motorcycle Fatal Crashes occurring in 2017, 13 of those crashes were determined the motorcycle operator to be "at fault" or 90%.

The highest BAC for a person under 21, living or deceased was 0.313% in 2017, up from 0.110% in 2016.

The data shows that the majority of alcohol related fatal crashes on New Hampshire roadways involved a BAC between .160% and .259%

2017 Fatal Crashes

Alcohol Related Operator Death Rates

BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	1	0	100%
.080 - .119%	1	2	57%
.120 - .159%	4	1	40%
.160 - .209%	6	1	100%
.210 - .259%	2	0	100%
.260 + Higher	3	0	50%
Totals	17	4	76.0%

The data indicates that the historical BAC trend of total alcohol related fatal crashes on New Hampshire roadways continues to hold steady at 76% for the past three years.

Historical Comparison of Totals

Deceased Surviving Death Rate

	Operators	Operators	
2012	26	4	87%
2013	33	10	77%
2014	25	4	86%
2015	28	8	76%
2016	26	8	76%

Further data indicates that a large number of the fatal crashes in 2017 also involved drugs

2017 Fatal Crashes

Operator Physical Condition

Reported Condition	Operators		Totals
	Males	Females	
Under the Influence of Alcohol (.080% BAC or above)	8	3	11
Had Been Drinking Alcohol (.079% BAC or below)	2	1	3
Under the Influence of Alcohol (.080% BAC) or above and Drugs	10	1	11
Had Been Drinking Alcohol (.079% BAC) or below and Drugs	0	0	0
Presence of Drugs Only	18	5	23
Normal (Presumed)	67	30	97
Totals	105	40	145



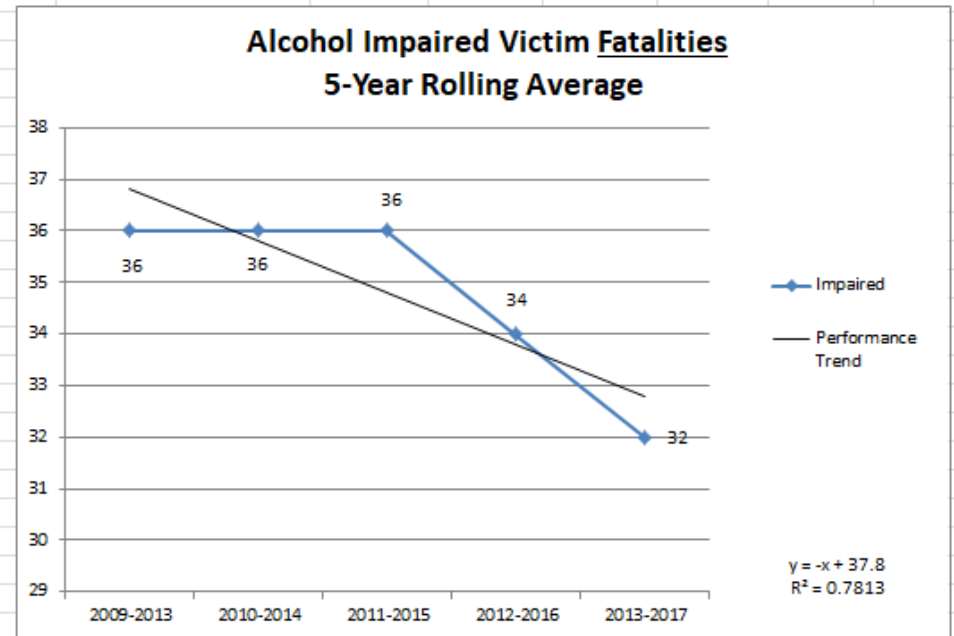
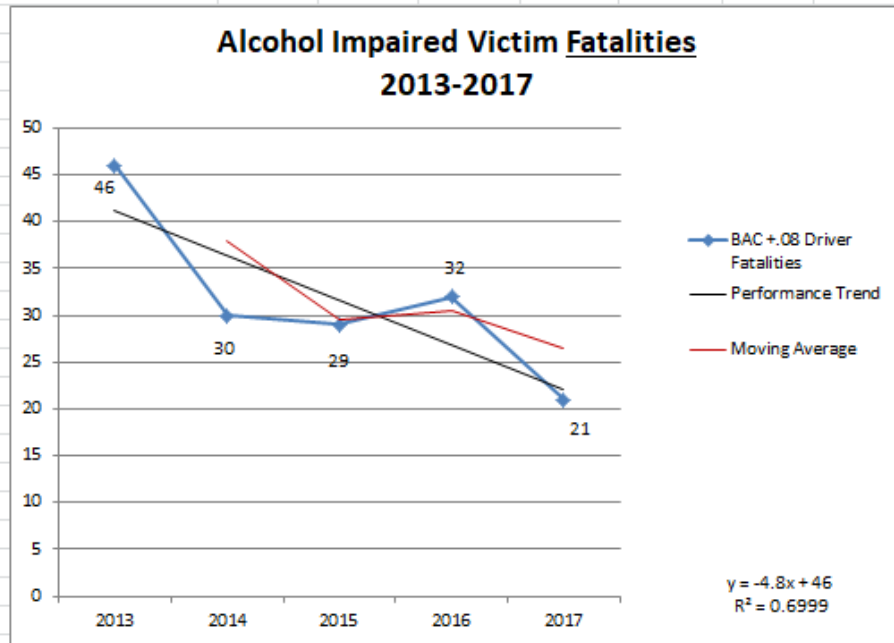
State of New Hampshire Fatal Crash Statistics 2017 Update



Alcohol Impaired Victims of Fatal Crash	2013	2014	2015	2016	2017	Total			5-year Rolling Average	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
	46	30	29	32	21	158				36	36	36	34	32
5 year average:	31.6								2014-2018 projection:	32.4				
3 year average:	27.3													
2018 projection:	39.1													

*BAC 0.08% and above

2017 Update

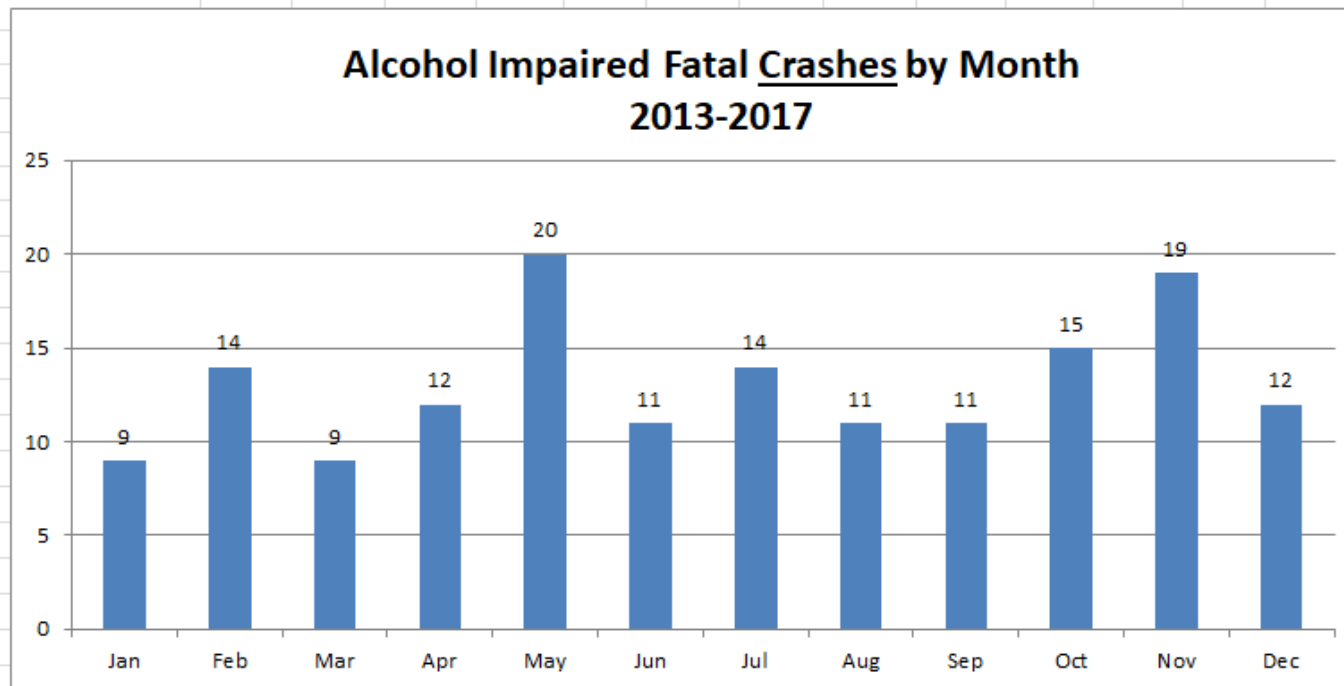


State of New Hampshire

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	2	3	2	4	2	3	6	5	0	7	6	1	41
2014	3	5	2	0	2	5	1	1	0	1	6	3	29
2015	0	1	0	2	9	1	3	3	4	3	6	2	34
2016	2	1	4	4	4	1	3	2	3	2	1	3	30
2017	2	4	1	2	3	1	1	0	4	2	0	3	23
Total	9	14	9	12	20	11	14	11	11	15	19	12	157
Percent of Total	5.7	8.9	5.7	7.6	12.7	7.0	8.9	7.0	7.0	9.6	12.1	7.6	

*BAC 0.08% and Above

2017 Update



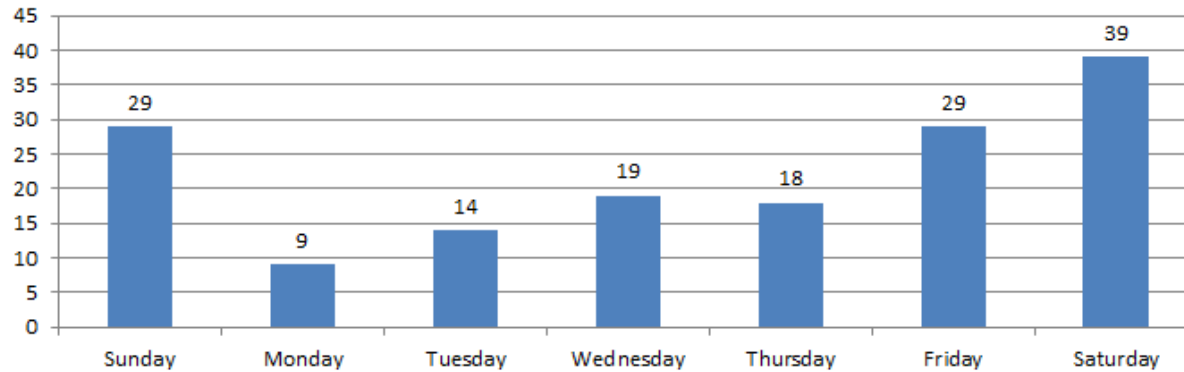
State of New Hampshire

Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
2013	9	3	4	8	1	8	8	41
2014	5	1	0	4	5	7	7	29
2015	6	3	3	2	7	6	7	34
2016	3	2	6	1	3	6	9	30
2017	6	0	1	4	2	2	8	23
Total	29	9	14	19	18	29	39	157
Percent of Total	18.5	5.7	8.9	12.1	11.5	18.5	24.8	

*BAC 0.08% and above

2017 Update

Alcohol Impaired Fatal Crashes by Day of Week 2013-2017



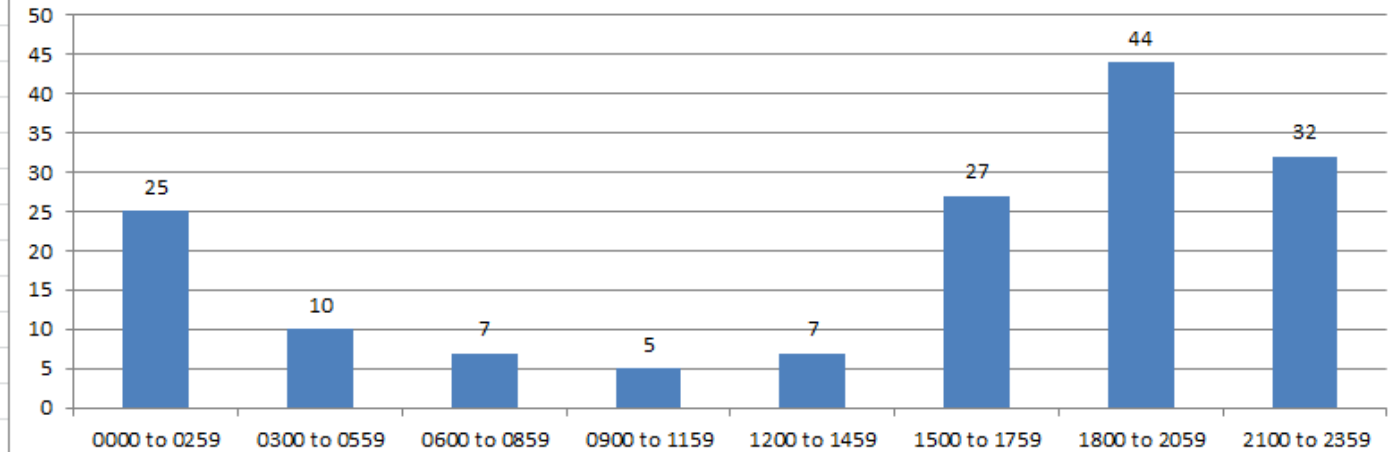
State of New Hampshire

Time of Day	0000 to 0259	0300 to 0559	0600 to 0859	0900 to 1159	1200 to 1459	1500 to 1759	1800 to 2059	2100 to 2359	Total
2013	9	2	1	1	1	9	7	11	41
2014	2	5	2	2	1	3	9	5	29
2015	7	2	0	0	1	6	12	6	34
2016	4	0	2	2	2	6	9	5	30
2017	3	1	2	0	2	3	7	5	23
Total	25	10	7	5	7	27	44	32	159
Percent of Total	15.7	6.3	4.4	3.1	4.4	17.0	27.7	20.1	

*BAC of 0.08% and above

2017 Update

Alcohol Impaired Fatal Crashes by Time of Day 2013-2017

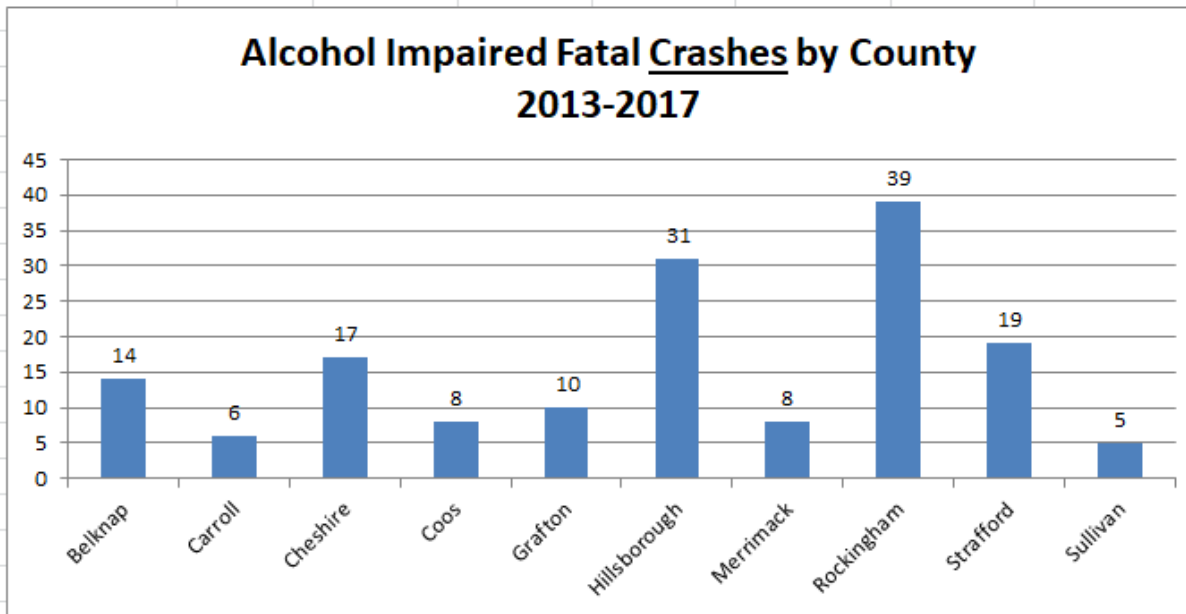


State of New Hampshire

County	2013	2014	2015	2016	2017	Total	Percent of Total
Belknap	4	3	3	1	3	14	8.9
Carroll	1	1	1	1	2	6	3.8
Cheshire	6	2	0	4	5	17	10.8
Coos	1	0	2	2	3	8	5.1
Grafton	1	1	2	6	0	10	6.4
Hillsborough	5	9	10	4	3	31	19.7
Merrimack	1	1	4	2	0	8	5.1
Rockingham	13	8	7	7	4	39	24.8
Strafford	6	4	4	3	2	19	12.1
Sullivan	3	0	1	0	1	5	3.2
Total	41	29	34	30	23	157	

* BAC 0.08% and Above

2017 Update



Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes which is a 25% decrease in fatalities compared to 2016. In 2017, there were 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities). This is a decrease from 2016, which had 73 fatal alcohol and/or drug related crashes (56% of the total 130 fatal crashes) which claimed 78 victims (57% of the total 136 fatalities). In 2017, Drug test came back positive for the presence of drugs in 34 operators involved in a fatal crash in 2017. A five year average (2012 – 2016) of toxicology cases investigated using a chromatograph shows that 74% percent of these cases involved the use of drugs while operating a motor vehicle. Many of these cases investigated lead to an arrest. The newer chromatograph equipment planned for in 2019 will be able to expand the list of drugs that can be identified leading to possibly even more arrest.

The alcohol and drug impaired data supports the necessity of this impaired driving enforcement and equipment countermeasure and the funding to support it and will help to continue the recent downward trend and help meet the performance target. This countermeasure contributes to the overall mission statement of the NHOHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The impaired driving overtime enforcement and equipment countermeasure strategy creates a multi-pronged approach and will help to achieve the stated performance goal within the Impaired Driving program area. Through proactive enforcement and subsequent monitoring, the state through the use of overtime enforcement patrols and funding of other ancillary activities is expected to meet its targets for FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment & National Campaigns	ID OVERTIME ENFORCEMENT & EQUIPMENT

5.7.4.1 Planned Activity: ID DWI/DUI/DRE Patrols, Checkpoints, Equipment & National Campaigns

Planned activity name	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment & National Campaigns
Planned activity number	19-07-04
Primary countermeasure strategy	ID OVERTIME ENFORCEMENT & EQUIPMENT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support New Hampshire's State (to include Fish and Game), Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols (to include OHRV patrols conducted by Fish and Game), saturation patrols, and or sobriety checkpoints throughout the 2019 federal fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the States Fatality Analysis Reporting System. Departments will be required to conduct enforcement of impaired driving laws during the National Drive Sober or Get Pulled over Mobilizations. These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). There is currently no planned equipment purchases during FFY 2019. Should the need arise due to equipment failures, NHOHS has included equipment in the description of the planned activity in the event a HSP amendment is needed to assist with replacement equipment.

Enter intended subrecipients.

DWI/DUI enforcement

Patrols will be conducted by New Hampshire State (to include Fish and Game), Local, and County Police law enforcement agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID OVERTIME ENFORCEMENT & EQUIPMENT

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$561,460.00	\$140,365.00	
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$450,000.00	\$112,500.00	\$450,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.5 Countermeasure Strategy: ID MEDIA CAMPAIGN

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID MEDIA CAMPAIGN

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 advertising Space Guidance. NHTSA's guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety Office of Highway Safety, Homeland Security and Emergency Management, University of New Hampshire Wildcats Sports Program, the Manchester Monarchs, Fisher Cats, AAA, Dartmouth College, Keene State College, Bike Walk Alliance, and the New Hampshire Auto Dealers Association, NH Broadcasters Association, or other media sources to conduct public information and education campaigns, electronic media campaigns, or public service announcements, print audio activities etc. to address highway safety problems relative to impaired driving, distracted driving, speeding, sea belts, child passenger safety, pedestrian bicycle, motorcycle, etc. The NHOHS shall coordinate highway safety messaging with the NHTSA National mobilizations (i.e. "Drive Sober or Get Pulled Over", "Click It or Ticket," Distracted Driving "You Text – You Drive – You Pay", etc.). The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving. This task is supported by CTW Chapter 1, Section 5.2, CTW Chapter 2, Section 3.1 and 3.2, CTW Chapter 3, Section 4.1, CTW Chapter 4 Section 1.2, 1.3 1.4, 2.1 and 2.2, CTW Chapter 5 Sections 3.1, 3.2, 4.1, CTW Chapter 8 Section 4.4. CTW Chapter 9 Section 3.3

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-03	ID PAID MEDIA	ID MEDIA CAMPAIGN

5.7.5.1 Planned Activity: ID PAID MEDIA

Planned activity name	ID PAID MEDIA
Planned activity number	19-07-03
Primary countermeasure strategy	ID MEDIA CAMPAIGN

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

Enter intended subrecipients.

Funds shall support contracts with universities, sports teams (i.e. UNH Wildcats, Dartmouth College, Keene State College, Fisher Cats, Monarchs, NHOHS, etc.) to provide public information and education on Impaired Driving throughout the state.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID MEDIA CAMPAIGN

Funding sources**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$169,000.00	\$42,250.00	

Major purchases and dispositions**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.6 Countermeasure Strategy: ID EDUCATION / TRAINING / OUTREACH**Program area** Impaired Driving (Drug and Alcohol)**Countermeasure strategy** ID EDUCATION / TRAINING / OUTREACH

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

- Felony blood draw training, throughout the State of New Hampshire

- Sobriety Checkpoint Training, throughout the State of New Hampshire

- Medical Records/Blood evidence for prosecution, throughout the State of New Hampshire

- Effective legal research and motion/objection writing for police prosecutors.

- DUI-and Drugged Driver training for prosecutors to address how to effectively deal with these specific cases under the recently amended DUI laws.

- Serve as a resource for police officers and prosecutors on the numerous issues that DUI cases involve. This role includes assisting with trial preparation and serving as co-counsel on DUI cases in the district court level.

- Write briefs and argue issues that deal with alcohol and drug related motor vehicle and highway safety issues to the NH Supreme Court.

- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.

DRE TRAINING: This DRE Administration countermeasure is an important countermeasure that helps address the impaired driving issues New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorist driving on New Hampshire roads.

The devastating effects of the drug epidemic in New Hampshire are widespread. An example of this is in 2015, the City of Manchester, NH alone had 540 overdose calls, 400 of which required administration of Narcan. Of those overdose calls, 65 deaths had been recorded

This countermeasure is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from the roads by training law enforcement to become experts in the field of drug recognition.

As of June 2018, New Hampshire has 88 certified DRE experts including 27 certified instructors, representing law enforcement agencies throughout the state with more law enforcement officers that will be certified as DRE experts and instructors once training is completed by September 30, 2018.

IMPAIRED DRIVING CONFERENCE: This task will provide funding for the Impaired Driver Conference luncheon conducted by the NHOHS. This luncheon will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The Impaired Driving Conference shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This conference allows for keynote speakers (who often travel great distances from other parts of the country to attend the conference) to educate attendees during this luncheon on important highway safety issues.

ITOXILYZER 9000 TRAINING: Training for the staff of the State Police forensic lab on the proper use, maintenance and calibration of the Intoxilyzer 9000 devices will be funded to ensure the testing utilizing these devices remains reliable and valid. This training and attendance at subject related symposiums will strengthen the validity of the states breath testing program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

TSRP: The TSRP's efforts will support law enforcements efforts to remove impaired drivers from New Hampshire roads by enhancing the knowledge and skills of law enforcement and prosecutors to increase the number of impaired drivers who are removed from the road through successful prosecution, thereby enhancing public safety and minimizing impairment related crashes and the resulting injuries and or deaths.

In 2017, 102 fatalities resulted from 98 fatal crashes which is a 25% decrease in fatalities compared to 2016. In 2017, there were 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities).

This alcohol and drug impaired data supports the necessity of this Traffic Safety Resource Prosecutor countermeasure which will help to continue the recent downward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 31.6 (2013 -2017 average) to 30 (2015-2019 average)

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

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

In 2017, 102 fatalities resulted from 98 fatal crashes which is a 25% decrease in fatalities compared to 2016. In 2017, there were 49 fatal alcohol and/or drug related crashes (50% of the total 98 fatal crashes) which claimed 52 victims (51% of the total 102 fatalities). This is a decrease from 2016, which had 73 fatal alcohol and/or drug related crashes (56% of the total 130 fatal crashes) which claimed 78 victims (57% of the total 136 fatalities). In 2017, Drug test came back positive for the presence of drugs in 34 operators involved in a fatal crash in 2017. A five year average (2012 – 2016) of toxicology cases investigated using a chromatograph shows that 74% percent of these cases involved the use of drugs while operating a motor vehicle.

This alcohol and drug impaired data supports the necessity of this DRE Administration countermeasure and the funding to support it to continue the downward trend and help meet the performance target by reducing alcohol impaired fatalities by 5 percent from 31.6 (2013 -2017 average) to 30 (2015-2019 average)

IMPAIRED DRIVING CONFERENCE: This is an important conference for New Hampshire that allows for keynote speakers (who often travel from other parts of the country) to educate attendees during a luncheon on important highway safety issues. This task is supported by CTW Chapter 1, Section 7.3

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

TSRP: The TSRP enhances the NHOHS Impaired Driving program by facilitating DUI prosecutions and is a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

DRE TRAINING: The DRE Training contributes to the overall mission statement of the NHOHS through the facilitation of this countermeasure to save lives and reduce injuries on New Hampshire roads.

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

New Hampshire recently purchased new Intoxilyzers and the training requested will ensure that the state breath test program remains consistent. This will aide in the successful prosecution of impaired operators.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-05	ID TSRP	ID EDUCATION / TRAINING / OUTREACH
19-07-06	ID IMPAIRED DRIVING CONFERENCE	ID EDUCATION / TRAINING / OUTREACH
19-07-07	ID DRE TRAINING	ID EDUCATION / TRAINING / OUTREACH
19-07-11	ID-Intoxilyzer 9000 Training and Support	ID EDUCATION / TRAINING / OUTREACH

5.7.6.1 Planned Activity: ID TSRP

Planned activity name	ID TSRP
Planned activity number	19-07-05

Primary countermeasure strategy ID EDUCATION / TRAINING / OUTREACH

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). 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, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits), current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, and DIOT transfers, etc.), travel expenses (to include in-State/out-of-State travel, etc.) and indirect costs. This task is supported by CTW Chapter 1, Section 3.

This planned activity will provide training and resources to support New Hampshire's State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2019 to remove impaired drivers from New Hampshire roads.

Enter intended subrecipients.

New Hampshire Department of Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID TSRP
2019	ID EDUCATION / TRAINING / OUTREACH

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$145,177.00	\$36,295.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.6.2 Planned Activity: ID IMPAIRED DRIVING CONFERENCE

Planned activity name ID IMPAIRED DRIVING CONFERENCE

Planned activity number 19-07-06

Primary countermeasure strategy ID EDUCATION / TRAINING / OUTREACH

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will provide funding for the Governor's Highway Safety luncheon conducted by the NHOHS. This luncheon will be scheduled at a venue that will support 300 plus attendees and will be held before Thanksgiving. The luncheon shall feature a keynote speaker who will kick off the National Drunk and Drugged Driving Prevention Month (December) in conjunction with the "Safe Family Holidays" campaign. Attendees will include dignitaries, prosecutors, law enforcement, members of the legislature, and other highway safety partners and stakeholders. This luncheon allows for keynote speakers (who often travel great distances from other parts of the country to attend the luncheon) to educate attendees during this luncheon on important highway safety issues. It is important for law enforcement and other highway safety partners to attend this conference to know the highway safety issues that are of trending importance and how to address these concerns through education, enforcement, and highway safety program development to help NH achieve projected performance targets relative to the issues (i.e. seatbelt, impairment, speed, distracted driving, related fatalities, etc.).

Enter intended subrecipients.

NHOHS AND/OR AMERICAN AUTOMOBILE ASSOCIATION

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID EDUCATION / TRAINING / OUTREACH

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$15,000.00	\$3,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.6.3 Planned Activity: ID DRE TRAINING

Planned activity name	ID DRE TRAINING
Planned activity number	19-07-07
Primary countermeasure strategy	ID EDUCATION / TRAINING / OUTREACH

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Currently, New Hampshire is experiencing a drug epidemic that has one of highest overdose cases in the Country. Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also an increase in drug impairment.

Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in the identification of alcohol impairment, the identification of drug impairment is an entirely more complex challenge. Since controlled and uncontrolled (illegal) drugs come in varying classifications and can have profoundly different effects, it is imperative that New Hampshire officers be trained in the detection and classification of that impairment in order to best identify driver

offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education is important for law enforcement officers to have to be able to better understand impairment issues and how to address these issues.

As of 2018, New Hampshire has 88 certified DRE experts including 27 certified instructors, representing law enforcement agencies throughout the state.

This planned activity will allow New Hampshire Liquor Commission's Division of Enforcement to coordinate/administer the state's Drug Recognition Expert (DRE) program and provide law enforcement with the following training: Drug Recognition Expert (DRE), Advanced Roadside Impaired Driver Enforcement (ARIDE), Standard Field Sobriety Testing (SFST), Drug Evaluation and Classification (DEC), and Drug Impairment Training for Educational Professionals (DITEP). This contract will support the following number of classes.

DRE 2 Classes of 9 Students

ARIDE 5 Classes of 30 students

Funding for this planned activity will cover personnel services (to include benefits) for the administration of the DRE Program, current expenses (to include DRE student and instructor course manuals, DRE Kits, DRE flip charts Posters-Reprint, ARIDE course manuals, and DITEP course manuals), travel associated with in-state/out of state training for DECP, ARIDE, DITEP, DRE, SFST (to include travel to Phoenix, Arizona, Los Angeles California, Miami Florida, or other available out of state venue for DRE field evaluations/certification training, and travel to the annual conference on drugs and impaired driving), and indirect cost. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3.

Enter intended subrecipients.

New Hampshire Liquor Commission's Division of Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID EDUCATION / TRAINING / OUTREACH

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$99,000.00	\$24,750.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.6.4 Planned Activity: ID-Intoxilyzer 9000 Training and Support

Planned activity name ID-Intoxilyzer 9000 Training and Support
Planned activity number 19-07-11
Primary countermeasure strategy ID EDUCATION / TRAINING / OUTREACH

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Training will be provided for the Intoxilyzer 9000 program to accommodate three forensic lab employees to attend at least two required trainings, an ANAB certification program for calibration laboratories (1 staff member), and attendance at the International Association for Chemical Testing symposium in an effort to ensure the Breath Testing Program is as strong as possible for the State of New Hampshire.

Enter intended subrecipients.

State Police Forensic Lab

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID EDUCATION / TRAINING / OUTREACH

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$22,000.00	\$5,500.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Teen Traffic Safety Program

Program area type Teen Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Between 2013 and 2017 there were 53 crash related fatalities among those age 16-20 or 9.1% of the total of 582 for that same time period. 14 fatalities occurred among this age group in 2017, a 27% increase from 11 in 2016 and a 75% increase from 8 in 2015. Drivers younger than 20 have the highest crash rate of all age groups, and drivers in the 20-24 age group have the second highest crash rate. Distracted driving is the most likely cause of crashes among teen drivers; of crashes involving a driver under 20 between 2010 and 2014, 24 percent were due to distracted driving. With statistical analysis such as this in mind, it is the goal of NHOHS through the countermeasure strategies, Program Management, Media Campaign and Education / Outreach to meet the performance target of reducing young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	11.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TD Program Management
2019	TD Media Campaign
2019	TD Education & Outreach

5.8.1 Countermeasure Strategy: TD Program Management

Program area	Teen Traffic Safety Program
Countermeasure strategy	TD Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. This is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. However, 14 of those fatalities were between the ages of 16-20, a 27% increase from 11 in 2016 and a 75% increase from 8 in 2015. Funding to support the Planned Activities NHOHS Staff and Planning & Administration within the Program Management countermeasure strategy will greatly support the overall mission statement of the NHOHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to continue the recent overall downward trend and help to meet the performance target of reducing young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-01	Planning & Administration	TD Program Management
19-08-02	NHOHS Staff	TD Program Management

5.8.1.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	19-08-01
Primary countermeasure strategy	TD Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity will support NHOHS positions of Commander, Program Manager, Accountant, and Administrative Supervisor that are involved in the Office of Highway Safety Planning and Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment, materials, indirect costs, proportional to this program area. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) Governor's Traffic Safety Advisory Commission rests with position(s) funded under this planned activity. Also, position(s) under planning and administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation and analysis of State traffic safety programs, etc.

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TD Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$46,963.00	\$46,963.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: NHOHS Staff

Planned activity name NHOHS Staff

Planned activity number 19-08-02

Primary countermeasure strategy TD Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

New Hampshire Office of Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TD Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$21,250.00	\$5,312.50	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2 Countermeasure Strategy: TD Media Campaign

Program area Other

Countermeasure strategy TD Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. Although this is a 25% decrease in fatal crashes and a 25% decrease in fatalities as compared to 2016. Between 2013 and 2017 there were 53 crash related fatalities among those age 16-20 or 9.1% of the total of 582 for that same time period. 14 fatalities occurred among this age group in 2017, a 27% increase from 11 in

2016 and a 75% increase from 8 in 2015. Through an robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to meet the performance target for this Program Area of reducing young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Media Campaign countermeasure strategy was selected within the Teen Driver program area as it represented a good opportunity to help to achieve the stated program area performance goal, with the funding allocation in the planned activity Paid Media. NHOHS will continue to partner with the Dartmouth Injury Prevention Center to reach out to teen drivers to emphasis the importance of utilizing restraint devices while operating a motor vehicle. The funding in this planned activity will allow the NHOHS to utilize PSA's developed by our partners and reach out to a wider audience such as the parents and guardians of teen drivers. Teen drivers continue to be involved in crashes related to distraction and have been shown to also be involved in crashes related to excessive speed. Continuing the messaging at all levels will be paramount to our goal of modifying behavior and changing the thought process with teen drivers that speeding and distraction while operating a motor vehicle are acceptable behaviors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-03	Paid Media	TD Media Campaign

5.8.2.1 Planned Activity: Paid Media

Planned activity name	Paid Media
Planned activity number	19-08-03
Primary countermeasure strategy	TD Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The NHOHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts, among teen drivers ages 16-20. Funds shall be used to contract with a public relations firm, organization or association (AAA, New Hampshire Auto Dealers Association, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

Enter intended subrecipients.

AAA

New Hampshire Auto Dealers Association

UNH Wildcats

Manchester Monarchs

Fisher Cats

Dartmouth College

Keene State College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 TD Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.3 Countermeasure Strategy: TD Education & Outreach

Program area Teen Traffic Safety Program

Countermeasure strategy TD Education & Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funds will be provided to the Injury Prevention & Resource Center at Dartmouth College to support educational programs to inform teens of the true risks associated with driving. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. Funds will also be provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youths and families related to distracted driving and safe driving habits, in an effort to save lives. The collaborative efforts of the planned activities Youth Operator and Community Alliance under the countermeasure strategy Education & Outreach are hoped to reduce crash-related deaths and injuries among those 16-20 years of age across the state of New Hampshire.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, 102 fatalities resulted from 98 fatal crashes. 14 of the fatalities were among the 16-20 age group, this is a 27% increase from 11 in 2016 and a 75% increase from 8 in 2015. Between 2013 and 2017 there were 53 crash related fatalities among those age 16-20 or 9.1% of the total of 582 for that same time period. Through an robust Education and Outreach countermeasure with the Planned Activities Youth Operator and Community Alliance, along with enforcement and other projects, we hope to meet our performance measure under the Teen Driver program area and reduce young driver involved fatalities by 10 percent from 12 (2013-2017 average) to 11 (2015-2019 average).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-04	Youth Operator	TD Education & Outreach
19-08-05	Parent/Teen Safe Driving Modeling and Education	TD Education & Outreach
19-08-07	Graduated Driver License (GDL) Education Outreach	TD Education & Outreach

5.8.3.1 Planned Activity: Youth Operator

Planned activity name Youth Operator
Planned activity number 19-08-04
Primary countermeasure strategy TD Education & Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Injury Prevention Center at Dartmouth is provided funding to support educational programs to inform teens of the true risks associated with driving. Teens shall be made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 50 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding. This programs youth operator specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately over 20 schools shall be served through this youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety crash data involving teen drivers within a given area, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using electronic message boards (EMB's) or PSA's such as: Live to Do Great Things/Buckle Up Every Time or Somebody Loves You/ Buckle Up Every Time, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities.

Enter intended subrecipients.

Injury Prevention Center at Dartmouth College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TD Education & Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$136,000.00	\$34,000.00	\$136,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.3.2 Planned Activity: Parent/Teen Safe Driving Modeling and Education

Planned activity name Parent/Teen Safe Driving Modeling and Education

Planned activity number 19-08-05

Primary countermeasure strategy TD Education & Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents and to advocate for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. This project shall also allow for the project director to attend the Lifesavers Conference in April 2019 to learn more on the latest distractive driving initiatives. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSA's developed by students), distracted driving consultants, presenters, and travel for teens to attend the Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through the use of social media, radio and educational Power Point presentations that will be used in High schools and/or driver education classes in FFY 2019. There will be an evaluation component to measure what is learned. Any flyers and/or brochures produced will be distributed through sources such as police contact, town meetings, and high school presentations.

Enter intended subrecipients.

Community Alliance (CATS)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TD Education & Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$6,000.00	\$1,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.3.3 Planned Activity: Graduated Driver License (GDL) Education Outreach

Planned activity name Graduated Driver License (GDL) Education Outreach

Planned activity number 19-08-07

Primary countermeasure strategy TD Education & Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

One of the most important decisions parents can make to reduce young driver risk is to impose limits on high risk driving conditions – including driving at night, with teen passengers, in poor weather conditions, while using electronic devices – during the first 6 – 12 months after licensure by implementing graduated driver licensing (GDL). In an effort to increase parental

involvement in graduated driver licensing by developing mechanisms for distributing information about GDL, the Brain Injury Association of New Hampshire will receive funds to conduct a pilot project in 10 communities statewide, led by the local police department, to distribute information to parents about graduated driver licensing (GDL). This will be organized as a public-private partnership, involving community-based organizations, local foundations and funders. Any product developed under this initiative will be subsequently delivered through driver educators, high school events, town meetings and local, state and county law enforcement.

Project Evaluation: The Brain Injury Association will contract with the public policy research firm Jackson, Jackson & Wagner to assess the number of parents targeted in this project that actually participated in GDL, and to what extent the toolkit and parent-teen driving agreement were helpful. This will be done through a sample survey of parent's participating in each of the 10 targeted communities.

Enter intended subrecipients.

Brain Injury Association of New Hampshire

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TD Education & Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$22,000.00	\$5,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-02	NHOHS Staff	PTS Program Management
19-02-04	Enforcement Patrols/STEP/Equipment	PTS Overtime Enforcement Patrols
19-07-03	ID PAID MEDIA	ID MEDIA CAMPAIGN
19-06-03	Media Planned Activity	PB Media Campaign
19-01-01	Planning & Administration	OP Program Management
19-01-02	NHOHS Staff	OP Program Management
19-01-03	Paid Media	OP Media Campaign
19-01-04	Join The NH Clique (Click It or Ticket)	OP Overtime Enforcement Patrols
19-01-05	Buckle Up NH Activities	OP Education & Outreach
19-01-06	Surveys - UNH Seat Belt Survey / Attitude Survey	OP Education & Outreach
19-07-05	ID TSRP	ID EDUCATION / TRAINING / OUTREACH
19-06-04	Pedestrian and bicycle enforcement patrols	PB- Overtime enforcement patrols
19-07-04	ID DRIVE SOBER OR GET PULLED OVER	
19-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment & National Campaigns	ID OVERTIME ENFORCEMENT & EQUIPMENT
19-01-08	Statewide Child Passenger Safety Program	OP Child Restraint System Inspection Station(s)

19-03-03	Traffic Records Consultant	TR Program Management
19-03-07	Fatality Analysis Reporting	TR Improve Completeness
19-03-08	Data Analysis	TR Improve Accessibility
19-03-04	EMS Records User management	Improves accuracy
19-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance	TR Improve Timeliness
19-03-06	J-One VPN Installation Assistance	TR Improve Timeliness
19-03-09	Core Highway Safety Database	TR Improve Integration
19-03-05	Crash Data DMV	TR Improve Timeliness
19-05-01	Planning and Administration	MC Program Management
19-05-02	NHOHS Staff	MC Program Management
19-07-04	ID BUZZED DRIVING IS DRUNK DRIVING	
19-03-01	Planning & Administration	TR Program Management
19-03-02	NHOHS Staff	TR Program Management
19-08-04	Youth Operator	TD Education & Outreach
19-08-05	Parent/Teen Safe Driving Modeling and Education	TD Education & Outreach
19-08-03	Paid Media	TD Media Campaign
19-08-01	Planning & Administration	TD Program Management
19-08-02	NHOHS Staff	TD Program Management
19-04-03	Paid Media	DD Media Campaign
19-07-07	ID DRE TRAINING	ID EDUCATION / TRAINING / OUTREACH
19-08-07	Graduated Driver License (GDL) Education Outreach	TD Education & Outreach
19-02-03	Paid Media	PTS Media Campaign
19-02-01	Planning & Administration	PTS Program Management
19-04-04	Distracted Driving Enforcement Patrols	DD-Overtime Enforcement Patrols
19-06-01	Planning & Administration	PB- Program Management
19-06-02	NHOHS Staff	PB- Program Management

19-07-02	ID NHOHS STAFF	ID PROGRAM MANAGEMENT
19-04-01	Planning & Administration	DD Program Management
19-04-02	NHOHS Staff	DD Program Management

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

In the charts provided below, Manchester, Concord and Salem are experiencing the highest risk of fatal crashes. This data reflects the data collected and provided for the period of 2015-2017. Using the below data, as well as data for 2017 on serious bodily injury crashes and all crashes, New Hampshire will build its highway safety TSEP through a data driven approach that includes fatalities, serious bodily injuries, EMS data and the availability of effective resources of our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2017 reflected 410 serious bodily injuries as a result of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for 25% of all crashes that occurred on New Hampshire roadways. Although the three agencies listed above reflect the highest risk as it relates to fatalities and SBI, the NHOHS will partner with as many willing participants who avail themselves to continue to reduce fatalities and SBI throughout our entire state.

CRASHES BY COMMUNITY

Town/City	2015 Fatal	2016 Fatal	2017 Fatal	Total Fatal
	Crashes	Crashes	Crashes	Crashes
Total Crashes	0	0	0	0
Manchester	5	9	4	18
Concord	4	4	3	11
Salem	3	5	1	9
Londonderry	2	3	3	8
Nashua	3	2	3	8
Canterbury	1	4	2	7
Milton	2	1	4	7
Rochester	1	5	1	7
Bedford	1	4	1	6
Keene	1	1	4	6
Gilford		2	3	5
Hampton	3		2	5

Laconia		2	3	5
Alton		2	2	4
Brentwood	1	1	2	4
Candia	1	3		4
Claremont	2	1	1	4
Derry	3		1	4
Durham		3	1	4
Hooksett	2	1	1	4
Hudson	1	1	2	4
Jefferson	2		2	4
Newmarket	2	2		4
Ossipee		2	3	4
Portsmouth	3		1	4
Barrington	1	2		3
Brookline	1	2		3
Colebrook	1	2		3
Deerfield	1	2		3
Dover		2	1	3
Enfield		2	1	3
Epsom	2		1	3
Exeter	3			3
Henniker	2	1		3
Lancaster	1		2	3
Lee	2		1	3
Lincoln	1	1	1	3
Littleton		2	1	3
Merrimack	2	1		3
Milford	1	2		3
Somersworth	1		2	3
Strafford		1	2	3

Weare	1	1	1	3
Wilton	1		2	3
Windham	1	1	1	3
Antrim	1		1	2
Barnstead	1		1	2
Belmont	2			2
Charlestown		2		2
Chichester		1	1	2
Farmington	1	1		2
Franconia		2		2
Franklin	1		1	2
Freedom		2		2
Gilmanton	1		1	2
Goffstown	2			2
Hampstead		2	0	2
Haverhill	1		1	2
Hillsboro			2	2
Holderness		1	1	2
Jaffery		1	1	2
Kensington		1	1	2
Loudon	1	1		2
New Ipswich		2		2
Northwood			2	2
Pelham			2	2
Sanbornton	2			2
Seabrook	1	1		2
Stoddard		2		2
Swanzey		2		2
Tilton		2		2
Wakefield	1		1	2

Winchester		2	2
Woodstock	1	1	2
Albany	1	0	1
Amherst		1	1
Andover		1	1
Ashland		1	1
Atkinson		1	1
Auburn		1	1
Berlin		1	1
Bethlehem	1		1
Bow		1	1
Bradford	1		1
Brookfield		1	1
Campton	1		1
Carroll		1	1
Chester	1		1
Chesterfield	1		1
Columbia		1	1
Conway		1	1
Croydon		1	1
Danville		1	1
Dixeville		1	1
Dunbarton		1	1
Eaton		1	1
Effingham		1	1
Erroll		1	1
Fitzwilliam		1	1
Gorham	1		1
Grantham		1	1
Greenland		1	1

Hancock		1	1
Hanover		1	1
Harts Location		1	1
Hopkinton	1		1
Jackson	1		1
Kingston		1	1
Lebanon		1	1
Lisbon	1		1
Lyndeborough		1	1
Meredith			1
New Boston	1		1
New Durham	1		1
Newport	1		1
Newton	1		1
North Hampton			1
Pinkhams Grant	1		1
Pittsfield	1		1
Plymouth	1		1
Raymond	1		1
Rindge			1
Rumney		1	1
Sandown			1
sandwich		1	1
Shelburne		1	1
Stark			1
Sugar Hill	1		1
Surry			1
Sutton		1	1
Tamworth		1	1
Thornton		1	1

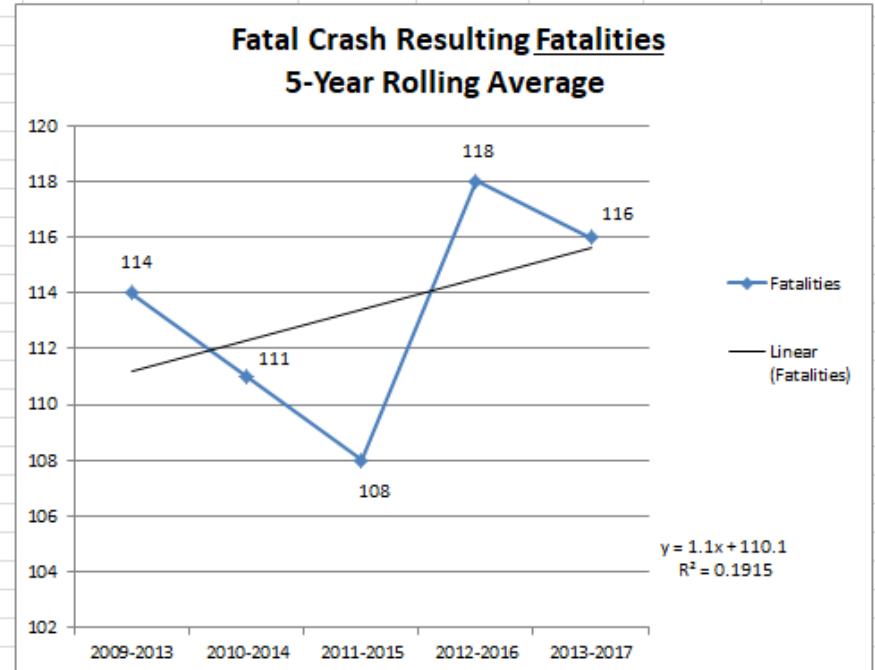
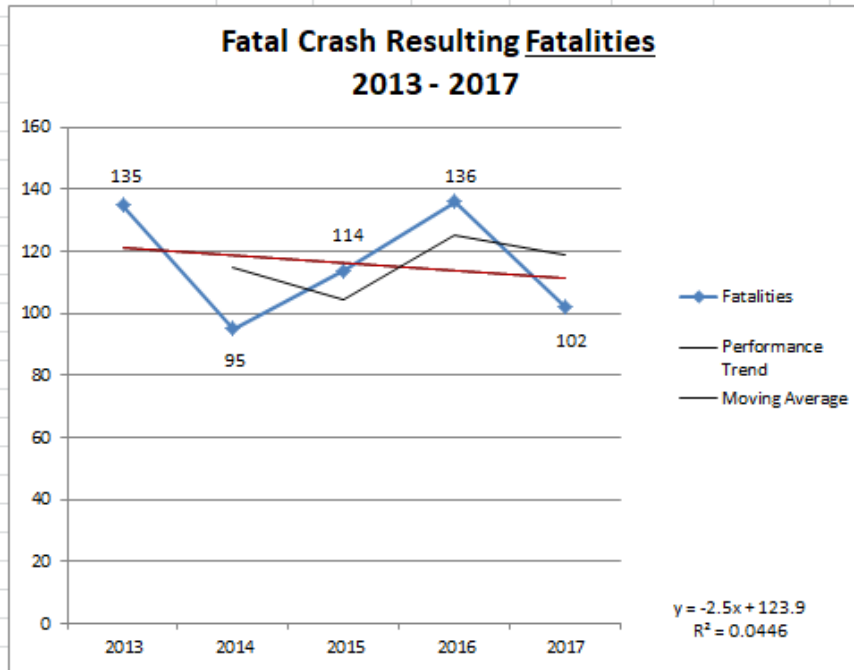
Tuftonboro	1		1
Warner		1	1
Westmoreland		1	1
Wolfeboro	1		1
Woodsville	1		1
Allenstown	0	0	0
Bartlett			0
Canaan			0
Deering			0
Freemont			0
Groveton			0
Hampton Falls			0
Moultonboro			0
Peterborough			0
Rye			0
Salisbury			0
Stratham			0
Unity			0



State of New Hampshire Fatal Crash Data Charts 2017 Update



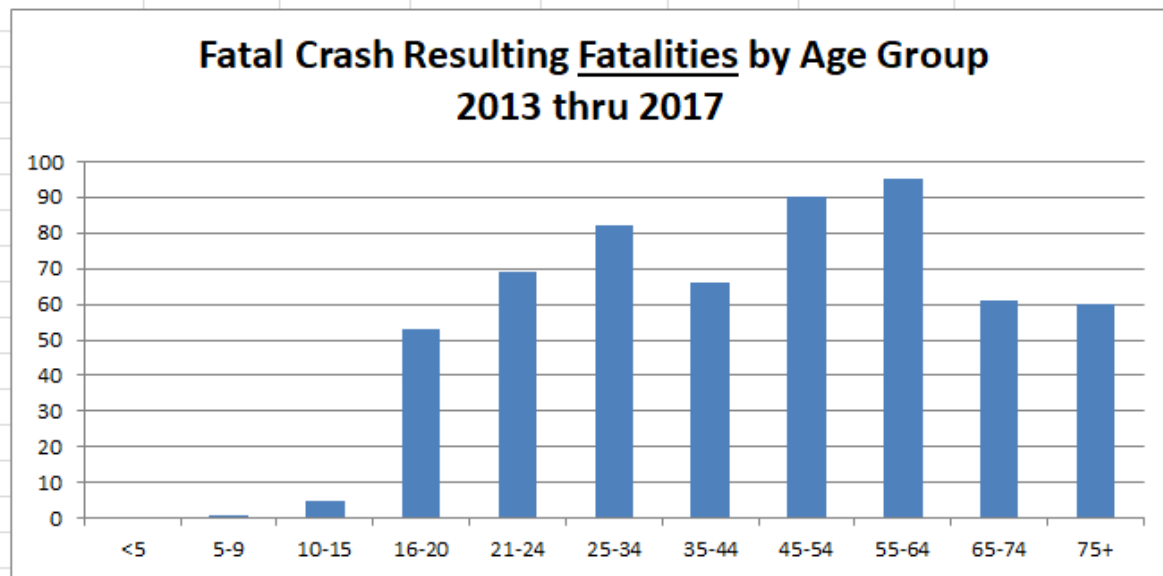
Fatal Crash Resulting Fatalities	2013	2014	2015	2016	2017	Total		5-year Rolling Average	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
	135	95	114	136	102	582			114	111	108	118	116
5 year average:	116.4							2014-2018 projection:	101.8				
3 year average:	117.3												
2018 projection:	119.2						2017 Update						



State of New Hampshire

Age	2013	2014	2015	2016	2017	Total Fatalities	Percent of Total
<5	0	0	0	0	0	0	0.0
5-9	0	1	0	0	0	1	0.2
10-15	2	1	0	0	2	5	0.9
16-20	11	9	8	11	14	53	9.1
21-24	12	15	9	20	13	69	11.9
25-34	20	13	17	22	10	82	14.1
35-44	17	7	14	18	10	66	11.3
45-54	21	18	19	16	16	90	15.5
55-64	21	13	24	23	14	95	16.3
65-74	16	7	8	15	15	61	10.5
75+	15	11	15	11	8	60	10.3
Total	135	95	114	136	102	582	

2017 Update



Enter explanation of the deployment of resources based on the analysis performed.

Highway safety program area problem identification, countermeasure strategies, planned activities:

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process begins when the local police departments electronically transmit crash data via E-Crash technology to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or complete a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) and submit the hard copy to the NH DMV which is then entered into the VISION database. Currently, the State Police use the Crash Records Management System (CRMS) to electronically submit a MMUCC 4 crash report to DMV which is then entered into the electronic crash database system (VISION). In addition NHOHS is on track to mandate all local law enforcement agencies are to be MMUCC compliant as a condition of receiving NHOHS funding. This central electronic crash VISION database is then accessed by the Department of Safety (DOS) Data Analysts who then mines and categorizes the crash data accordingly by several data points such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants are required to submit town/city crash and traffic enforcement data for three (3) previous years on their grant application as well as present a strategic data driven plan to address the traffic safety issues plaguing their community;

1. Has the problem/need been clearly identified? Is the problem supported by State or local data or documentation? Are Goals and Objectives clearly stated? Are they realistic and measurable? Are statewide crash statistics regarding impaired driving, distracted driving, occupant protection, and speeding being utilized? Is grant application and budget complete, correct, and relevant?

The following criteria are also considered in the allocation process;

1. Overtime Enforcement grants are activity based, therefore the application's merit in terms of current activities, past performance and the potential grantee's ability to perform the activities is considered. Stops per hour are also considered along with DUI or other traffic arrests.
2. Traffic Count- traffic count is a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or intersection.
3. Location of High Priority Corridors (DOT Tiers 1 & 2), defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes to include Interstates, Turnpikes, Routes and Statewide Corridors that have the highest traffic volumes and speeds in the entire state. Multi-lane, divided highways that convey the majority of commuter, tourist, and freight traffic throughout the state.

This data along with our DOS/NHOHS crash data, NHOHS internal traffic enforcement data and EMS data is aggregated and then checked for alignment with federal and state objectives to identify communities that have the greatest need for overtime traffic enforcement patrols as well as which traffic enforcement projects would be most effective in that specific community. This data profile allows our office to create an evidence based directed traffic enforcement response to specific areas of the state utilizing the appropriate programmatic funding mechanisms. The NHOHS traffic enforcement funding allocation process utilizes a formula driven, community specific, data set consisting of both fatal and serious injury crashes to determine the level of need for the use of overtime to conduct STEP, DUI, Distracted Driving and/or Bike-Ped enforcement. Additionally, the utilized formula is useful in potentially funding equipment such as speed radar, In-Cruiser Video, PBT's, E-Ticket printers, hand held scanners and GPS devices, and as needed Mobile Data Terminals (MDT) in support of the use of overtime as a countermeasure and planned activities. For communities that do not qualify for sustainment funding based on the fatal and serious injury crash criteria; a base level of funding is provided which will allow for and enable participation in the mandated national and state traffic enforcement mobilizations. NHOHS funding is also directed toward driver safety education in areas such as motorcycle operation, teen driver safety as well as supporting the Child Passenger Safety Program. Due to a known and documented problem with drugged and drunk driving funding is also directed towards a Traffic Safety Resource Prosecutor (TSRP) program as well as provides additional DUI specific prosecutorial support to enhance successful prosecution as a result of these increased law enforcement activities. In support of DUI enforcement efforts, funding is also directed to support additional mass spectrometers to facilitate the processing of materials/evidence integral to DUI prosecution.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Another data source that has recently emerged is E-CRASH/E-CITATION data where state and local police departments submit all crashes and traffic citations electronically into the VISION database where the data is then harvested and analyzed for location, vehicle type, time of year, time of day, violation type, causation, age, gender etc. This crash and traffic violation and demographic data profile also allows our office to hyper-focus media campaigns thereby tailoring the media messaging to the specific audience. Specific traffic violation data provides a feedback mechanism that provides the ability to analyze the effects of directed enforcement and media efforts over time allowing for the NHOHS to make needed and necessary resource adjustments. To further refine the allocation of resources, the collection of grant funded traffic enforcement activity sheet (HS-200) on each individual officer is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics to ensure compliance with federal and state objectives as well as allow for adjustment or redirection of grantee funding. Additionally total crash statistics by community are drawn on a quarterly basis and analyzed for trend to ensure grantees are on track with their crash reduction targets. Funding efforts are also directed towards the Law Enforcement Division NH Fish & Game dealing with OHRV traffic enforcement to mitigate impaired driving crashes that occur on the public roadways. Further resource allocation is directed toward Motorcycle rider training courses that are based on specific requirements and national standards which are intended to reduce motorcycle crashes and serious injuries. Additional NHOHS resources are directed toward targeted Pedestrian and Bicycle enforcement projects which will reduce the number of pedestrian and bicyclists crashes and serious bodily injuries.

An additional tool that assists in monitoring and analyzing progress through the use of these planned activities, enhances problem identification, and provides a feedback mechanism is the "Driver Attitude Survey" and "Seat Belt Survey" which are conducted throughout the State of New Hampshire. The context and results of these surveys provide observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, and Distracted Driving. When utilized correctly, these surveys provided an additional gauge on effectiveness of enforcement and media efforts. Analysis of all pertinent data enables identification of vulnerable populations such as "Teen Drivers" within the State of New Hampshire and respond with appropriate programs.

Funding is also allocated for a DUI Van which not only participates in the national DUI mobilizations but also collects "Last Drink" data which allows the Bureau of Enforcement to identify and target problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol. The DUI Van may also be used for events regarding alcohol education, awareness, and enforcement of underage drinking laws. Through the collection of the place of the "Last Drink" data which identifies problem outlets that may be in violation of the law prohibiting sales to intoxicated people or drink specials that encourage over consumption of alcohol the Bureau of Liquor Enforcement will be able to track any repeat offenders and take action to eliminate or reduce those problem outlets.

New Hampshire will continually monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis as crash data is received from the DMV. NHOHS staff will take a proactive approach to monitoring our partners activity and will have frequent interaction with those partners who experience an increase in fatalities and serious bodily injuries throughout the year. Areas identified as having an increase in crashes will be analyzed for potential causation and the appropriate resources to mitigate the problem will be directed as needed. Additionally, current crash data will be reported at all of the Traffic Safety Commission Meetings to leverage our partnerships with legislative representatives, local businesses and other state agencies.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

OP Overtime Enforcement Patrols

ID OVERTIME ENFORCEMENT & EQUIPMENT

ID MEDIA CAMPAIGN

ID EDUCATION / TRAINING / OUTREACH

DD-Overtime Enforcement Patrols

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-04	Join The NH Clique (Click It or Ticket)	OP Overtime Enforcement Patrols
19-07-04	ID DRIVE SOBER OR GET PULLED OVER	
19-07-04	ID BUZZED DRIVING IS DRUNK DRIVING	
19-04-04	Distracted Driving Enforcement Patrols	DD-Overtime Enforcement Patrols

8 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

11/9/2017

5/10/2018

3/1/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Name: Mr. John Clegg Title: Program Manager Agency: Department of Safety, Office of Highway Safet

Title of State's Traffic Records Coordinator: Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

2.3 TRCC Committees

2.3.1 Executive Committee

Name	Title	Organization	Function
John Barthelmes	Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash
Richard Bailey	Assistant Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash
William Cass	Assistant Commissioner & Chief Engineer	NH DOT	Crash/Roadway
Glen Drolet	President/Chief	NH Chiefs of Police Association	Law Enforcement
Christopher Keating	Executive Director	NH Administrative Office of the	Citation

Courts

Roger A. Seigny	Commissioner	NH Insurance Department	Crash
Jeffrey A. Meyers	Commissioner	NH Department of Health & Human Services	Injury Surveillance System
Robert Quinn	Assistant Commissioner	NH Department of Safety	Law Enforcement/ Citation/Crash

2.3.2 Technical Committee

Name	Title	Organization	Function
John Clegg (Chairman)	Program Manager	NH Office of Highway Safety	Traffic Records Coordinator/ Highway Safety
Richard Cooper	Regional Coordinator	NH Bureau of EMS	Injury Surveillance System
Glenn Davison	Civil Engineer	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway
Michael Dugas	Highway Safety Engineer	NH DOT Bureau of Highway Design	Crash/Roadway
Paul Hardcastle	Captain NHSP	NH State Police	Commander Support Services Bureau
William Haynes, Jr.	Captain NHSP	NH State Police/NH Office of Highway Safety	Law Enforcement/Crash/ Citation

Name	Title	Organization	Function
Jim Irwin	Civil Engineer	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway
Monica Kohli	J-One Project Manager	NH AOC	Citation/Adjudication
William Lambert	Administrator	NH DOT Bureau of Traffic	Crash/Roadway
Lisa Lienhart	Administrator	Division of Motor Vehicles	Vehicle
John Marasco	Major NHSP	NH State Police	Law Enforcement/Crash/Citation
Jim Marshall	Administrator	NH DOT Bureau of Highway Design	Crash/Roadway
Michelle Marshall	Division Safety & Area Engineer	FHWA	FHWA
Rodney Martinez	Info Tech Manager III	NH Department of Safety	Crash
Gail Matson	Examiner	NH Insurance Department	Crash
Nick Mercuri	Chief	NH Bureau of EMS	Injury Surveillance System

Name	Title	Organization	Function
JoAnne Miles Holmes	Program Coordinator	Maternal and Child Health Section, Injury Prevention Program, NH Division of Public Health Services	Injury Surveillance System
Charlene Oakley	Program Manager	NHTSA Region 1	NHTSA
William Oldenburg	Assistant Director of Project Development	NH DOT	Crash/Roadway
Brian Parker	Sergeant	NH State Police	Crash
Barbara Rizzuti	Program Manager	NHTSA Region 1	NHTSA
Brittany Shute	Supervisor IV	Division of Motor Vehicles	Vehicle
LuAnne Speikers	Field Representative	NH Office of Highway Safety	Highway Safety
Christopher Tilley	Safety Engineer	FHWA	FHWA
Jacquelin (Goonan) Waters	IT Consultant Systems Analyst	State of New Hampshire Administrative Office of the Courts	Citation
William Watson	Administrator	NH DOT Bureau of Planning & Community Assistance	Crash/Roadway

Name	Title	Organization	Function
Glen Wilder	FARS Supervisor	NH DOS / Fatal Crash	Driver/Vehicle/FARS
Roberta Witham	Business Systems Analyst	NH State Police	Driver/Vehicle/Crash

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2) (ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Section B

7.1.1 Crash Recommendations

1. *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is in the planning stages of updating their Crash procedures and process flows documentation and consolidating into a formal document.

Countermeasure Strategy: Improves Timeliness

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Timeliness - Result is a increase of timeliness of 28.7 days by March 31, 2019.

1. *Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is currently in the process of improving interfaces with local RMS vendor's crash data system. A contract currently exists with Zuercher-IMC that will provide the ability of up to 70% of the local law enforcement agencies in the State to transmit crash data electronically by September, 2016. This effort will result in improved timeliness and data quality. Other efforts are underway within the State that will interface new systems with the new electronic crash reporting system. The system will also be MMUCC compliant and will conform to the NIEM (National Information Exchange Model) standards.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-11 – Crash Interface – Vendor 1

Related Performance Measure: Crash Integration

1. *Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety's new electronic crash reporting system has automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic system will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Accuracy

7.1.2 Vehicle Recommendation

1. *Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire Department of Safety, Division of Motor Vehicles advises that the design / testing and implementation of the new computer system called "VISION" is an active program and progressing through the various development benchmarks. The system is currently in final design and programming stages. Internal program testing and employee training is currently underway in various program areas. The VISION system is expected to come on line and become operational during the 4th Quarter of 2017. VISION will encompass the DMV Bureau of Licensing and Financial Responsibility in addition to dealer inspections and inventory. VISION will replace an outdated IDMS (Integrated Data Management System) with enhancements to screen layout, data collection, overall data quality, and reporting.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Vehicle Accuracy

7.1.3 Roadway Recommendations

1. *Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire has begun implementing a data governance program with GIS leading the first stages.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

1. *Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The current data collected meets the business needs of the DOT and federal highway.

Countermeasure Strategy: Improves Uniformity

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Uniformity

1. *Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH send maps out to the local agencies for review, update, and correction on an annual basis and has developed formal documentation for this process.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

1. *Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH puts roadway data through an extensive quarterly review (i.e. approximately 120 checks). NH updates the quality control program on an on-going basis as a result of the reviews. NH has a new tracking system in place to monitor changes in mileages and to help report what roads have changed.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Accuracy

7.1.4 Citation/Adjudication Recommendations

1. *Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Once this project is completed, no additional improvements are anticipated.

Response: NH is currently deploying an electronic citation system. This system is currently in production for the NH State Police, and by September, will be in production and available for the ~70% of Departments utilizing Zuercher IMC software. These systems are improving the accuracy and efficiency of the citation process. NH has recently added an interface between the citation application and the Driver's Licensing System to allow queries directly from the citation application. In addition, NH is updating the system used by the Division of Motor Vehicles (DMV) and direct interfaces are being built between the end-user systems and this new system.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-16 – J-One VPN Installation Assistance

Related Performance Measure: Citation Integration

1. *Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Once this project is completed, no additional improvements are anticipated..

Response: NH has a data validation program built into the interface between the end-user systems and DMV that features Level 1 data validation where checks are made to ensure records exist at various levels (e.g. courts, disposition, DMV, and originating agency). Level 2 validations check 10 critical data elements to ensure values are correct and consistent is also in place for electronically transmitted data. Finally, all MV dispositions are received from the Courts to either DMV and/or the Criminal History Repository electronically.

Countermeasure Strategy: Improves Completeness

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: Citation Completeness

7.1.5 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH implemented a Statewide Trauma Registry in October 2015 and, as of April 14, 2017, there have been 1,729 records entered into the system. Coordination with the larger, long-standing trauma hospitals in NH is being conducted to import legacy trauma registry record, which may easily add somewhere between 5000-8000 records into the system in a short amount of time with data going back a number of years. Once records have been integrated and become part of the performance improvement system, further linkage with crash records will be investigated.

Countermeasure Strategy: Improves Uniformity

Related Project: NH-P-13 – Trauma Registry

Related Performance Measure: EMS Uniformity - Result is a 9.27% increase in Uniformity of NEMSIS V3 compliant data by March 31, 2019.

1. *Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: As stated in the assessment results, NH's EMS data quality control checks and error corrections can be accomplished at the State and local agency levels. NH plans to evaluate the other Injury Surveillance data systems for improvements in data quality. The state has transitioned to NEMIS V3.4 and has implemented further data quality controls and is seeing improved data quality since the transition. Furthermore, trauma data is now being evaluated by the state's Trauma Medical Review Committee for performance improvement for injury care.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-25 – EMS Records User Management

Related Performance Measure: EMS Accuracy

7.1.6 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: In conjunction with the eCitation program, the State is initiating a means for electronically transmitted motor vehicle citations. Currently, electronic citation are transmitted by State Police. Four municipal law enforcement agencies began sending eCitations in late 2017 and early 2018. The number of local law enforcement agencies delivering eCitations is expected to begin increasing dramatically in 2019.

Presently, Law enforcement agencies using Zuercher-IMC software (about 70% of the local law enforcement agencies in the State) will be the initial agencies to adopt this capability. There are efforts currently underway to expand the opportunity to municipal agencies that are not Zuercher-IMC customers.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: EMS Integration

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

0

Section B

7.1.1 Crash Recommendations

1. *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is in the planning stages of updating their Crash procedures and process flows documentation and consolidating into a formal document.

Countermeasure Strategy: Improves Timeliness

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Timeliness

1. *Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is currently in the process of improving interfaces with local RMS vendor's crash data system. A contract currently exists with Zuercher-IMC that will provide the ability of up to 70% of the local law enforcement agencies in the State to transmit crash data electronically by September, 2016. This effort will result in improved timeliness and data quality. Other efforts are underway within the State that will interface new systems with the new electronic crash reporting system. The system will also be MMUCC compliant and will conform to the NIEM (National Information Exchange Model) standards.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-11 – Crash Interface – Vendor 1

Related Performance Measure: Crash Integration

1. *Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety's new electronic crash reporting system has automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic system will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Accuracy

7.1.2 Vehicle Recommendation

1. *Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire Department of Safety, Division of Motor Vehicles advises that the design / testing and implementation of the new computer system called "VISION" is an active program and progressing through the various development benchmarks. The system is currently in final design and programming stages. Internal program testing and employee training is currently underway in various program areas. The VISION system is expected to come on line and become operational during the 4th Quarter of 2017. VISION will encompass the DMV Bureau of Licensing and Financial Responsibility in addition to dealer inspections and inventory. VISION will replace an outdated IDMS (Integrated Data Management System) with enhancements to screen layout, data collection, overall data quality, and reporting.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Vehicle Accuracy

7.1.3 Roadway Recommendations

1. *Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire has begun implementing a data governance program with GIS leading the first stages.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

1. *Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The current data collected meets the business needs of the DOT and federal highway.

Countermeasure Strategy: Improves Uniformity

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Uniformity

1. *Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH send maps out to the local agencies for review, update, and correction on an annual basis and has developed formal documentation for this process.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

1. *Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH puts roadway data through an extensive quarterly review (i.e. approximately 120 checks). NH updates the quality control program on an on-going basis as a result of the reviews. NH has a new tracking system in place to monitor changes in mileages and to help report what roads have changed.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Accuracy

7.1.4 Citation/Adjudication Recommendations

1. *Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: No additional improvements at this time.

Response: NH is currently deploying an electronic citation system. This system is currently in production for the NH State Police, and by September, will be in production and available for the ~70% of Departments utilizing Zuercher IMC software. These systems are improving the accuracy and efficiency of the citation process. NH has recently added an interface between the citation application and the Driver's Licensing System to allow queries directly from the citation application. In addition, NH is updating the system used by the Division of Motor Vehicles (DMV) and direct interfaces are being built between the end-user systems and this new system.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-16 – J-One VPN Installation Assistance

Related Performance Measure: Citation Integration

1. *Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: No additional improvements at this time.

Response: NH has a data validation program built into the interface between the end-user systems and DMV that features Level 1 data validation where checks are made to ensure records exist at various levels (e.g. courts, disposition, DMV, and originating agency). Level 2 validations check 10 critical data elements to ensure values are correct and consistent is also in place for electronically transmitted data. Finally, all MV dispositions are received from the Courts to either DMV and/or the Criminal History Repository electronically.

Countermeasure Strategy: Improves Completeness

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: Citation Completeness

7.1.5 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH implemented a Statewide Trauma Registry in October 2015 and, as of April 14, 2017, there have been 1,729 records entered into the system. Coordination with the larger, long-standing trauma hospitals in NH is being conducted to import legacy trauma registry record, which may easily add somewhere between 5000-8000 records into the system in a short amount of time with data going back a number of years. Once records have been integrated and become part of the performance improvement system, further linkage with crash records will be investigated.

Countermeasure Strategy: Improves Uniformity

Related Project: NH-P-13 – Trauma Registry

Related Performance Measure: EMS Uniformity

1. *Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: As stated in the assessment results, NH's EMS data quality control checks and error corrections can be accomplished at the State and local agency levels. NH plans to evaluate the other Injury Surveillance data systems for improvements in data quality. The state has transitioned to NEMIS V3.4 and has implemented further data quality controls and is seeing improved data quality since the transition. Furthermore, trauma data is now being evaluated by the state's Trauma Medical Review Committee for performance improvement for injury care.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-25 – EMS Records User Management

Related Performance Measure: EMS Accuracy

7.1.6 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: In conjunction with the eCitation program, the State is initiating a means for electronically transmitted motor vehicle citations. Currently, electronic citation are transmitted by State Police. Four municipal law enforcement agencies began sending eCitations in late 2017 and early 2018. The number of local law enforcement agencies delivering eCitations is expected to begin increasing dramatically in 2019.

Presently, Law enforcement agencies using Zuercher-IMC software (about 70% of the local law enforcement agencies in the State) will be the initial agencies to adopt this capability. There are efforts currently underway to expand the opportunity to municipal agencies that are not Zuercher-IMC customers.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: EMS Integration

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure Strategy

19-03-03	Traffic Records Consultant	TR Program Management
19-03-07	Fatality Analysis Reporting	TR Improve Completeness
19-03-04	EMS Records User management	Improves accuracy
19-03-06	E-Ticket/Crash Upgrade and J-One Installation Assistance	TR Improve Timeliness
19-03-06	J-One VPN Installation Assistance	TR Improve Timeliness
19-03-05	Crash Data DMV	TR Improve Timeliness

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Traffic Records Assessment Update

7.1 State of New Hampshire Traffic Records Assessment Update

The State of New Hampshire underwent a NHTSA sponsored Traffic Records Assessment that concluded on August 26, 2013. New Hampshire is tentatively scheduled to start the required five year Traffic Records Assessment in early 2019.

The State's response to each recommendation is listed below.

7.1.1 Crash Recommendations

- 1. Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is in the planning stages of updating their Crash procedures and process flows documentation and consolidating into a formal document.

Countermeasure Strategy: Improves Timeliness

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Timeliness

This area will not be addressed in the FY 2019 Highway Safety Plan (HSP). Recently New Hampshire brought online the VISION system which incorporated a replacement crash data system. This new system will continue to be validated as more local LE agencies are brought onboard electronically. Once the system has been validated and is stable, an analysis will be conducted to determine if this particular recommendation needs to be addressed further.

- 1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH Department of Safety is currently in the process of improving interfaces with local RMS vendor's crash data system. A contract currently exists with Zuercher-IMC that will provide the ability of up to 70% of the local law enforcement agencies in the State to transmit crash data electronically by September, 2016. This effort will result in improved timeliness and data quality. Other efforts are underway within the State that will interface new systems with the new electronic crash reporting system. The system will also be MMUCC compliant and will conform to the NIEM (National Information Exchange Model) standards.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-11 – Crash Interface – Vendor 1

Related Performance Measure: Crash Integration

New Hampshire has recently implemented the VISION system at the Division of Motor Vehicles. Once the system went live, it provided the ability of local law enforcement agencies to report MMUCC IV crash reports electronically. The project that was implemented to assist Zuercher-IMC to accurately and effectively report MMUCC IV compliant data electronically was completed. The current challenges affecting local law enforcement agencies is programmatic at the vendor level. For this reason, this particular recommendation will not be directly addressed in the FY 2019 HSP.

1. **Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: NH Department of Safety's new electronic crash reporting system has automated edit checks and validation rules. There are limited resources available to provide for state level corrections by quality control staff so these resources typically target errors in severe crash reports. The new electronic system will automate the process of rejecting reports that do not meet the validation rules criteria. The state has limited resources to track performance measures for each of the six criteria for crash therefore, timeliness and completeness performance measures will be tracked. This capability will be replicated in the Zuercher-IMC software as well.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-18 – Crash Upgrade

Related Performance Measure: Crash Accuracy

New Hampshire has designed and developed a MMUCC IV compliant E-Crash system utilized by the Division of State Police. This system has addressed both the timeliness and accuracy concerns for crash reports submitted by NHSP. As stated in the response to the previous recommendation, efforts have been made and we have successfully funded and implemented a MMUCC IV compliant crash reporting system within the Zuercher-IMC software suite that is currently utilized by approximately 70% of our local law enforcement agencies. Our success in obtaining this capability was the contributing rationale for not continuing to address this recommendation in the FY 2019 HSP.

7.1.2 Vehicle Recommendation

1. *Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire Department of Safety, Division of Motor Vehicles advises that the design / testing and implementation of the new computer system called "VISION" is an active program and progressing through the various development benchmarks. The system is currently in final design and programming stages. Internal program testing and employee training is currently underway in various program areas. The VISION system is expected to come on line and become operational during the 4th Quarter of 2017. VISION will encompass the DMV Bureaus of Licensing and Financial Responsibility in addition to dealer inspections and inventory. VISION will replace an outdated IDMS (Integrated Data Management System) with enhancements to screen layout, data collection, overall data quality, and reporting.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Vehicle Accuracy

This recommendation is not addressed in the FY 2019 HSP as the VISION system is fully operational and is conducting necessary quality control measures on electronically reported crash reports.

7.1.3 Roadway Recommendations

1. *Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: New Hampshire has begun implementing a data governance program with GIS leading the first stages.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

This particular recommendation is not being addressed in the FY 2019 HSP due to limited funding and resulting prioritization of needed countermeasures to reduce fatalities and serious bodily injuries.

1. *Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The current data collected meets the business needs of the DOT and federal highway.

Countermeasure Strategy: Improves Uniformity

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Uniformity

The current MMUCC IV compliant crash record reporting system is updated and in use by the New Hampshire State Police and six other local law enforcement agencies. As New Hampshire continues to bring other local law enforcement agencies online, the issues addressed in the 2013 assessment will be adequately addressed. The NHOHS is in the process of bringing its current crash electronic data base to the new MMUCC V requirements.

1. *Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH send maps out to the local agencies for review, update, and correction on an annual basis and has developed formal documentation for this process.

Countermeasure Strategy: Improves Completeness

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Completeness

1. *Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: NH puts roadway data through an extensive quarterly review (i.e. approximately 120 checks). NH updates the quality control program on an on-going basis as a result of the reviews. NH has a new tracking system in place to monitor changes in mileages and to help report what roads have changed.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded project.

Related Performance Measure: Roadway Accuracy

7.1.4 Citation/Adjudication Recommendations

1. *Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: No additional improvements at this time.

Response: NH is currently deploying an electronic citation system. This system is currently in production for the NH State Police, and by September, will be in production and available for the ~70% of Departments utilizing Zuercher IMC software. These systems are improving the accuracy and efficiency of the

citation process. NH has recently added an interface between the citation application and the Driver's Licensing System to allow queries directly from the citation application. In addition, NH is updating the system used by the Division of Motor Vehicles (DMV) and direct interfaces are being built between the end-user systems and this new system.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-16 – J-One VPN Installation Assistance

Related Performance Measure: Citation Integration

This area is not being addressed in the FFY 2019 HSP as it is an area that will continue to be worked on however is not a priority that can be funded at this time.

1. **Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: No additional improvements at this time.

Response: NH has a data validation program built into the interface between the end-user systems and DMV that features Level 1 data validation where checks are made to ensure records exist at various levels (e.g. courts, disposition, DMV, and originating agency). Level 2 validations check 10 critical data elements to ensure values are correct and consistent is also in place for electronically transmitted data. Finally, all MV dispositions are received from the Courts to either DMV and/or the Criminal History Repository electronically.

Countermeasure Strategy: Improves Completeness

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: Citation Completeness

This area will not be addressed in the FFY 2019 HSP as it is complete and those agencies reporting electronically are meeting the quality control expectations at this time.

7.1.5 EMS/Injury Surveillance Recommendations

1. **Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: NH implemented a Statewide Trauma Registry in October 2015 and, as of April 14, 2017, there have been 1,729 records entered into the system. Coordination with the larger, long-standing trauma hospitals in NH is being conducted to import legacy trauma registry record, which may easily add somewhere between 5000-8000 records into the system in a short amount of time with data going back a

number of years. Once records have been integrated and become part of the performance improvement system, further linkage with crash records will be investigated.

Countermeasure Strategy: Improves Uniformity

Related Project: NH-P-13 – Trauma Registry

Related Performance Measure: EMS Uniformity

This recommendation will not be addressed in the FFY 2019 HSP due to a competing accuracy countermeasure directly related to EMS records.

1. **Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: As stated in the assessment results, NH's EMS data quality control checks and error corrections can be accomplished at the State and local agency levels. NH plans to evaluate the other Injury Surveillance data systems for improvements in data quality. The state has transitioned to NEMIS V3.4 and has implemented further data quality controls and is seeing improved data quality since the transition. Furthermore, trauma data is now being evaluated by the state's Trauma Medical Review Committee for performance improvement for injury care.

Countermeasure Strategy: Improves Accuracy

Related Project: NH-P-25 – EMS Records User Management

Related Performance Measure: EMS Accuracy

This recommendation is not being addressed in the FFY 2019 HSP as NH has met the requirement directly related to this recommendation. Recent data reflects an accuracy rate of 99.84%.

7.1.6 Data Use and Integration Recommendation

1. **Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: In conjunction with the eCitation program, the State is initiating a means for electronically transmitted motor vehicle citations. Currently, electronic citation are transmitted by State Police. Four municipal law enforcement agencies began sending eCitations in late 2017 and early 2018. The number of local law enforcement agencies delivering eCitations is expected to begin increasing dramatically in 2019. Presently, Law enforcement agencies using Zuercher-IMC software (about 70% of the local law enforcement agencies in the State) will be the initial agencies to adopt this capability. There are efforts currently underway to expand the opportunity to municipal agencies that are not Zuercher-IMC customers.

Countermeasure Strategy: Improves Integration

Related Project: NH-P-28 – E-Ticket Upgrade

Related Performance Measure: EMS Integration

New Hampshire has prioritized the electronic crash reporting system as its first choice. Limited funding and competing priorities as well as recent analysis of needs determined that the specific area of motor vehicle citations will be further addressed after significant progress is made in electronic crash reporting.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Section C

3.1 Traffic Records Performance Measures

3.1.1 EMS Uniformity

Label: I-U-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 18-May-2018

Narrative

This performance measure is based on the I-U-02 model performance measure.

New Hampshire will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMESIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases.

This performance measure demonstrates an increase in uniformity of EMS patient care reports to NEMESIS V3 during the performance period as compared to the baseline period.

The result is a 9.27 % increase in uniformity of NEMESIS V3 compliant data reports.

Measurements

Start Date	End Date	NEMESIS V2 Reports	NEMESIS V3 Reports	NEMESIS V3 Percentage
April 1, 2015	March 31, 2016	242,184	0	0%
April 1, 2016	March 31, 2017	102,333	136,160	57.09%
April 1, 2017	March 31, 2018	84,132	165,980	66.36%

Supporting Materials (Backup)

Version	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Total	% of Total
V2										6994	6429	6915		
V3										13908	13252	13895		

Version	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Total	% of Total
V2	6678	7046	6868	7229	6813	7285	7966	7699	7983	7646	7105	6988	87306	34.47%
V3	12939	13684	14838	15142	14189	13955	14147	13007	13837	14418	12938	12886	165980	65.53%
													253286	

V2

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015				18730	20135	19831	20977	21550	20783	20238	18349	19910	242184
2016	21178	20475	20028										

V2

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016				17347	18854	7521	7206	6906	6519	6357	5996	6320	102333
2017	6633	6093	6581										

V2

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2017				6394	6703	6548	6914	6528	6936	7574	7234	7562	84132
2018	7646	7105	6988										

V3

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016				1221	1754	13056	13902	14255	13724	13236	12868	14089	139160
2017	13908	13252	13895										

V3

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2017				12939	13684	14838	15142	14189	13955	14147	13007	13837	165980
2018	14418	12938	12886										

3.1.2 Trauma Registry Timeliness

Label: I-T-1

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 18-May-2018

Narrative

This performance measure is based on the I-T-1 model.

New Hampshire will improve the timeliness of the Trauma Registry system as measured in terms of a decrease of the average number of days from the admission date to the date the record is entered into the trauma registry database.

The state will show measureable progress using the following method: The average number of days from the admission date to the date the report is entered into the trauma registry database using a baseline period of April 1, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018.

There were 2,107 reports entered into the trauma registry during the baseline period with an average timeliness of 86.44 days. There were 2,052 reports during the performance period with an average timeliness of 61.57 days.

The result is an increase in timeliness of 24.87 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2016	March 31, 2017	2,107	86.44
April 1, 2017	March 31, 2018	2,052	61.57

Supporting Materials (Backup)

Row Labels	Average days from Admitted to Record Entered		
16-17	86.43948742		
17-18	61.57463415		24.86485328
Count of Count Incidents	Grant Year Apr-Mar		
Row Labels	16-17	17-18	Grand Total
CATHOLIC MEDICAL CENTER (NH)	298	550	848
CHESHIRE MEDICAL CENTER (NH)	362	178	540
EXETER HOSPITAL (NH)		2	2
SAINT JOSEPH HOSPITAL (NH)		126	126
SOUTHERN NEW HAMPSHIRE MEDICAL CENTER (NH)	821	571	1392
UPPER CONNECTICUT VALLEY HOSPITAL (NH)	8	4	12
WENTWORTH DOUGLASS HOSPITAL (NH)	618	621	1239
Grand Total	2107	2052	4159
	16-17 5/26 = 19%		
	17-18 7/26 = 27%		

3.1.3 Crash Timeliness

Label: C-T-01B

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 15-June-2018

Narrative

This performance measure is based on the C-T-01B model.

New Hampshire will improve the timeliness of the Crash system as measured in terms of a decrease of the average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measureable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018.

All numbers in this performance measure are limited to NH State Police crash reports.

There were 6,118 crash reports during the baseline period with an average timeliness of 12.907 days. There were 5,481 crash reports during the performance period with an average timeliness of 12.617 days.

The result is an increase in timeliness of 0.29 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2013	March 31, 2014	5,442	14.98
April 1, 2014	March 31, 2015	5,733	11.50
April 1, 2015	March 31, 2016	4,720	12.95
April 1, 2016	March 31, 2017	6,118	12.907
April 1, 2017	March 31, 2018	5,481	12.617

Supporting Materials (Backup)

Listed below are the SQL queries run against the crash database to obtain the values for this performance measure:

-- crms_info

-- crms statistics

-- number of accident reports with crash date in the given date range **that are not canceled**

```
SELECT COUNT(*)
FROM CRS_REPORT_TBL
WHERE TRUNC(CRASH_DT) BETWEEN TO_DATE('04012017', 'MMDDYYYY') AND TO_DATE('03312018', 'MMDDYYYY')
AND REPORT_STATUS_CDE NOT IN ('40'); -- CANCELED
```

```
-- number of approval days - difference between crash date and the date it was approved
```

```
SELECT NUM_DAYS,
COUNT(*)
FROM
(SELECT CRASH_REPORT_CASE_NBR,
CRASH_DT,
APPROVAL_DT,
TRUNC(APPROVAL_DT - CRASH_DT) AS "NUM_DAYS"
FROM CRS_REPORT_TBL
WHERE TRUNC(CRASH_DT) BETWEEN TO_DATE('04012017', 'MMDDYYYY') AND TO_DATE('03312018', 'MMDDYYYY')
AND REPORT_STATUS_CDE = '100' -- COMPLETE
)
GROUP BY NUM_DAYS
ORDER BY NUM_DAYS;
```

```
--Data
```

```
-- number of approval days - difference between crash date and the date it was approved
```

0	292
1	383
2	372
3	295
4	312
5	320
6	337
7	345
8	326
9	292
10	245
11	211
12	143
13	132
14	133

15	125
16	117
17	111
18	96
19	102
20	56
21	48
22	46
23	39
24	46
25	30
26	29
27	34
28	25
29	16
30	15

31	16
32	13
33	12
34	18
35	18
36	15
37	15
38	16
39	9
40	9
41	9
42	5
43	9
44	1
45	8

46	11
47	8
48	7
49	5
50	9
51	4
52	8
53	7
54	1
55	7
56	6
57	8
58	4
59	8
60	2
61	5

62	5
63	3
64	6
65	2
66	4
67	3
68	2
69	2
70	4
71	9
72	2
73	1
74	1
76	3
77	1

78	4
79	2
80	2
81	3
82	3
83	5
84	3
85	1
87	2
88	1
89	2
90	1
92	5
93	1
96	1
97	1

98	1
99	1
100	1
103	2
105	1
109	1
110	1
111	1
113	2
114	2
116	2
118	2
123	3
126	1
128	1

129	1
130	1
132	1
133	1
141	1
142	1
147	1
148	1
153	1
155	1
162	1
163	1
165	1
166	1
181	1
184	1

192	1
215	1
222	2
235	1
263	2
268	1
278	1
319	1
336	1
340	1

3.2 Traffic Records Performance Targets

3.2.1 EMS Uniformity

Increase the percentage of NEMSIS V3 reports entered into the database from 66.36% during the baseline period of April 1, 2017 through March 31, 2018 to 70% during the performance period of April 1, 2018 through March 31, 2019.

3.2.2 Trauma Registry Timeliness

Increase the timeliness of Trauma Registry reports from the average of 61.57 days during the baseline period of April 1, 2017 through March 31, 2018 to 58 days during the performance period of April 1, 2018 through March 31, 2019.

3.2.3 Crash Timeliness

Increase the timeliness of crash reports from the average timeliness of 12.617 days during the period of April 1, 2017 through March 31, 2018 to 12 days during the performance period of April 1, 2018 through March 31, 2019.

3.2 Traffic Records Performance Targets for 2019

3.2.1 EMS Uniformity

Increase the percentage of NEMSIS V3 reports entered into the database from 66.36% during the baseline period of April 1, 2017 through March 31, 2018 to 70% during the performance period of April 1, 2018 through March 31, 2019.

3.2.2 Trauma Registry Timeliness

Increase the timeliness of Trauma Registry reports from the average of 61.57 days during the baseline period of April 1, 2017 through March 31, 2018 to 58 days during the performance period of April 1, 2018 through March 31, 2019.

3.2.3 Crash Timeliness

Increase the timeliness of crash reports from the average timeliness of 12.617 days during the period of April 1, 2017 through March 31, 2018 to 12 days during the performance period of April 1, 2018 through March 31, 2019.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

NH_FY19_405c.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 8/26/2013

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

9 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

New Hampshire Distracted Driving Questions (automated)

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

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

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

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

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

1.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2010

Date Amended: 7/1/2015

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

Prohibition on texting while driving.

265:105-a

NH RSA Title XXI, Chapter 265

265:79-c

Definition of covered wireless communication devices.

265:79-c

Minimum fine of at least \$25 for an offense.

265:79-c

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation Amended Date

265:79-c 7/1/2015

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2010

Date Amended: 7/1/2015

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

Prohibition on youth cell phone use while driving.

265:105-a

Definition of covered wireless communication devices.

265:79-c

Minimum fine of at least \$25 for an offense.

265:79-c

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation Amended Date

265:79-c 7/1/2015

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Department of Safety, Division of Motor Vehicles

State authority name/title: John J Barthelmes, Commissioner of Safety and Elizabeth Bielecki, Director of Motor Vehicles

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle

records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Coos	2213
Cheshire	4614
Merrimack	9637
Hillsborough	21984
Grafton	5581
Rockingham	20696
Strafford	7350

Enter the total number of registered motorcycles in State.

72075

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

263:34-b, 263:34-e, 263:34-i

The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

263:34-e

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

NEW HAMPSHIRE - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

New Hampshire Certification and Assurances 2019.pdf

New Hampshire Certification and Assurances Appendix B.pdf