

**FY 2010**



# ***Highway Safety***

**Annual Report**

## Contact Information

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## Introduction

There are several ways to judge or rate a state on their highway safety programs. The National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) have worked together and arrived at a set of measures that will be used by all fifty (50) states for reporting their activity results. All numbers are taken from FARS with the exception of the number of injuries.

## State Performance Measures

### (A) **Fatalities (Actual)**

To decrease traffic fatalities 10 percent from the 2004 – 2008 average of 1,556 to 1,400 by December 31, 2013.

To decrease traffic fatality deaths to 1,524 by December 31, 2009.

### (B) **Fatality Rate Per 100M VMT**

To decrease fatalities/VMT from the 2004 – 2008 average of 1.55 to 1.30 by December 31, 2013.

To decrease fatalities/VMT to 1.50 by December 31, 2009.

Year	Fatalities	Rate/100 mil VMT
2004	1573	1.64
2005	1547	1.53
2006	1554	1.53
2007	1675	1.62
2008	1433	1.41
2009	1314	1.28

**(C) Number Of Serious Injuries**

To decrease serious traffic injuries 25 percent from the 2004 – 2008 average of 3,525 to 2,644 by December 31, 2013.

To decrease serious traffic injuries to 3,349 by December 31, 2009.

Serious Injury (A Type)	2004	2005	2006	2007	2008	2009
	4,178	3,867	3,627	3,187	2,768	2,462

**(D) Alcohol Impaired Driving Fatalities**

To decrease alcohol impaired driving fatalities 15 percent from the 2004 – 2008 average of 457 fatalities to 389 by December 31, 2013.

To decrease impaired driving fatalities to 443 by December 31, 2009.

	Operator at .08 or higher total fatalities					
	2004	2005	2006	2007	2008	2009
.08 or higher	423	429	421	587	423	363

**(E) Unrestrained Passenger Vehicle Occupant Fatalities**

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 15 percent from the 2004 – 2008 average of 505 to 429 by December 31, 2013.

To decrease unrestrained passenger vehicle occupant fatalities to 490 by December 31, 2009.

Unrestrained Fatalities	2004	2005	2006	2007	2008	2009
	516	522	534	540	416	417

(F) **Speeding Related Fatalities**

To decrease speeding-related fatalities 15 percent from the 2005 – 2008 average of 545 to 467 by December 31, 2013.

To decrease speeding-related fatalities to 490 by December 31, 2009.

Speed-Related	2005	2006	2007	2008	2009
	562	538	622	474	517

(G) **Motorcyclist Fatalities**

To decrease motorcyclist fatalities 20 percent from the 2004 – 2008 average of 162 to 130 by December 31, 2013.

To decrease motorcyclists fatalities to 156 by December 31, 2009.

(H) **Non-helmeted Motorcyclist Fatalities**

To decrease non-helmeted motorcyclist fatalities 33 percent from the 2004 – 2008 average of 15 to 10 by December 31, 2013.

To decrease non-helmeted motorcyclist fatalities to 14 by December 31, 2009.

Year	M/C Fatalis	No Helmet
2004	136	14
2005	152	11
2006	150	14
2007	201	14
2008	170	14
2009	155	15

(I) **Drivers Age 20 Or Younger Involved In Fatal Crashes**

To decrease drivers age 20 or younger involved in fatal crashes 15 percent from the 2004 – 2008 average of 279 to 237 by December 31, 2013.

To decrease drivers age 20 or younger involved in fatal crashes to 271 by December 31, 2009.

Drivers 20 and under involved in fatal crash						
	2004	2005	2006	2007	2008	2009
Drivers =< 20	326	289	267	270	242	206

(J) **Pedestrian Fatalities**

To reduce pedestrian fatalities 10 percent from the 2004 – 2008 average of 166 to 149 by December 31, 2013.

To decrease pedestrian fatalities to 163 by December 31, 2009.

Year	Pedestrian Fatalities
2004	161
2005	164
2006	172
2007	171
2008	160
2009	146

(K) **Seat Belt Use Rate**

To increase statewide observed seat belt use of front outboard occupants in passenger vehicles 2.5 percentage points from the 2009 calendar base year usage rate of 89.5 percent to 92 percent by December 31, 2013.

To increase statewide observed seat belt use of front outboard occupants in passenger vehicles to 90 percent by December 31, 2010.

**Observed Seat Belt Use in North Carolina (%), Weighted**

<b>Survey Periods</b>	<b>Driver (D)</b>	<b>Passenger (RF)</b>	<b>Combined (D+RF)</b>
1999			
Apr <sup>1</sup>	81.0	77.7	79.9
Jun <sup>1</sup>	83.5	80.8	82.3
Nov <sup>2</sup>	79.7	71.0	78.6
2000			
Jun <sup>3</sup>	81.6	76.1	80.5
Sep <sup>3</sup>	80.3	74.7	79.2
2001			
May <sup>3</sup>	80.9	74.8	79.6
Jun <sup>3</sup>	83.6	79.1	82.7
Sep <sup>3</sup>	83.0	77.3	81.9
2002			
Jun <sup>3</sup>	84.9	80.6	84.1
Sep <sup>3</sup>	84.5	76.5	82.7
2003			
Apr <sup>3</sup>	85.1	79.2	84.1
Jun <sup>3</sup>	87.3	81.0	86.1
Sep <sup>3</sup>	85.7	80.4	84.7
2004			
Apr <sup>3</sup>	85.2	79.1	83.8
Jun <sup>4</sup>	87.4	74.7	85.4
2005			
Apr <sup>5</sup>	86.2	82.2	85.4
Jun <sup>4</sup>	86.9	85.6	86.7
2006			
Apr <sup>5</sup>	87.6	84.4	86.9
Jun <sup>4</sup>	88.9	86.3	88.5
2007			
Apr <sup>5</sup>	87.4	74.7	85.4
Jun <sup>4</sup>	89.4	84.7	88.8
2008			
Apr <sup>5</sup>	89.4	82.8	88.4
Jun <sup>4</sup>	90.4	85.5	89.8
2009			
Apr <sup>5</sup>	90.4	83.3	89.2
Jun <sup>4</sup>	89.8	88.8	89.5
2010			
Jun <sup>4</sup>	90.4	86.7	89.7

## State Performance Measures Results

### A. Fatalities. (Actual)

North Carolina was able to exceed both long term and short term goals with a 2009 fatality count of 1,314.

### B. Fatality Rate Per 100M VMT

North Carolina was able to exceed both long term and short term goals with a 2009 fatality rate of 1.28. This brings the state closer to its ultimate goal of 1.0.

### C. Number of Serious Injuries (A Type)

North Carolina was able to exceed both long term and short term goals in 2009 by reducing Serious Injuries (type A) to 2,462.

### D. Alcohol Impaired Driving Fatalities

North Carolina was able to exceed both long term and short term goals with a 2009 alcohol related fatality number of 363.

### E. Unrestrained passenger Vehicle Occupant Fatalities

North Carolina was able to exceed both long term and short term goals with a 2009 number of 417

### F. Speeding Related Fatalities

North Carolina was not able to meet its short term or long term goals for 2009. This is an area that will need additional attention.

### G. Motorcyclist Fatalities

North Carolina was able to meet its short term goal for 2009 with 155 fatalities. The state must continue to address this problem area to reach the long term goal 130 fatalities by 2013.

### H. Non-helmeted Motorcyclist Fatalities

North Carolina was not able to meet its short term or long term goals in 2009 with 15 non-helmeted fatalities.

### I. Drivers Age 20 or Younger Involved In Fatal Crashes

North Carolina was able to exceed its short term and long term goals for 2009 with 206 fatalities.

### J. Pedestrian Fatalities

North Carolina was able to exceed its short term and long term goals in 2009 with 146 pedestrian fatalities.

### K. Seat Belt Use Rate.

North Carolina was not able to meet its short term or long term goals in 2009. The observed seat belt rate for 2010 is 89.7 percent while our short term goal is 90

percent by December 31, 2010 and our long term goal is 92 percent by December 31, 2013.

## **Telephone Survey**

NHTSA and GHSA have collaborated on several new features for the states to perform. One of which is a telephone survey that will be conducted once a year with the results made available to all interested parties and used in the formulation of goals and performance measures and how the states can best carry out their programs. North Carolina conducted the first of these surveys in 2010 and the results are below:

# **FINAL REPORT**

## **NHTSA-GHSA STATEWIDE TELEPHONE SURVEY**

**(July 12 – 21, 2010)**

**August 16, 2010**

### **Survey Methodology**

The NHTSA-GHSA statewide telephone survey, conducted by the Governor's Highway Safety Program of the North Carolina Department of Transportation, was administered by telephone to a randomly selected sample of North Carolina households with a working landline telephone. The survey was conducted between July 12 and July 21, 2010 using a random digit dialing call procedure. The use of random digit dialing provides each household possessing a working landline telephone an approximately equal chance of being selected. Non-household entities that were called during the survey were eliminated as non-eligible members of the sample.

To maintain the randomness of the respondent selection process, a within household random selection procedure was further used to choose a person within the selected household to participate in the survey. This individual needed to meet



the screening requirements of age (15 ½ +), residency (full-time resident of North Carolina) and driving habits (drives a motor vehicle as either a licensed driver, a driver with a learner's permit, or a driver not currently licensed to drive in North Carolina).

The survey was conducted in 10 field sessions over the 10-day period of July 12 to July 21, 2010. Calls were placed during various day-parts throughout the week and on weekends to maximize a cross-section of respondent attributes. Multiple calls were placed to households until an interview was completed or a final disposition code was assigned. The average length of the telephone interview was 15 minutes.

The survey resulted in 600 interviews, yielding a response rate of 52.9 percent using the American Association for Public Opinion Research's COOP1 equation for calculating cooperation rates. For a sample of this size, the margin of error attributable to sampling is plus or minus four percentage points at the 95 percent level of confidence. This means in 95 out of 100 samples among the same target population, the results should differ by no more than four percentage points. The margin of error for survey sub-groups is higher due to the fact that the results for these sub-groups are derived from a smaller number of respondents.

### **Survey Summary**

The results of this survey reveal that North Carolinians profess to being law abiding citizens when it comes to seat belt usage, not mixing alcohol with driving, and obeying a safe driving speed. More than nine out of ten respondents indicate that they wear their safety belt "all of the time." While nearly one half of the survey panel says it has had at least one alcoholic drink during the previous 30 days, more than three out of four in this group say they have not driven a motor vehicle within two hours after having a drink. And in spite of the fact that respondents acknowledge that they sometimes drive faster than they should, a clear majority says that only "occasionally" or "never" do they drive more than five miles per hour over the posted speed limit.

Campaigns and other publicly disseminated information to encourage seat belt usage and warn of the dangers of driving too fast and drinking and driving are reaching some members of the general public. More than four in ten respondents have read, seen or heard information over the past 30 days that promotes the use of seat belts and cautions drivers of the consequences of driving too fast. More than six in ten recall messages relating to driving while impaired.

Respondents believe there is a good likelihood that drivers will be caught if they do not wear their safety belt, if they drink and drive, and if they speed. However, the general sentiment is that the chances of being caught not buckling up are lower, while there is a greater probability of being stopped by law enforcement officers for speeding and driving while impaired.

To promote wider seat belt use and reduce the number of drunk drivers and speeders using the state's roadways, respondents support some measures that will impose greater penalties over what is currently in place. Respondents tend to favor increasing the fine for drivers and passengers who fail to buckle up, but are generally opposed to placing points on a person's driver's license or insurance coverage. Stronger support is evident for increasing the fine and suspending a driver's license for a longer period of time for drivers caught drinking and driving. Respondents also favor extending the revocation period of a driver's license following conviction for drinking while impaired. Moderate support exists for placing a mark or symbol on the license tag of a convicted drunk driver. Moderate support is present as well for the use of automated traffic enforcement efforts, such as red light cameras and speed cameras, to reduce the number of speeders.

Several driver safety programs and campaigns were presented to survey respondents to test their level of familiarity. *Friends Don't Let Friends Drive Drunk* and *Booze It & Lose It* were the two most familiar impaired driving campaigns according to the survey panel. Surprisingly, *Over the Limit, Under Arrest* did not perform as well. *Click It or Ticket* was clearly the most recognized seat belt campaign, followed by *Buckle Up for Safety*.

Some respondents have direct experience with checkpoints used by law enforcement officials to catch drivers who drive while impaired or do not use their safety belt. One-quarter of the respondents have driven through a daytime checkpoint during the past 12 months, while one-third have driven through a nighttime checkpoint during the same period.

The 600 members of the survey panel reflect a diverse and representative mix of North Carolinians. They represent 90 of the state's 100 counties and are spread among large, medium, small, and rural communities alike. Gender and age, which were closely tracked during the study's data collection phase, match the U.S. Census Bureau's 2009 estimate of North Carolina's population. While some over-sampling of white respondents occurred, respondents exhibit wide characteristics among educational attainment, household income, and driving habits.

## Survey Findings

### Safety Belts

A strong majority of respondents (93 percent) wears their seat belt “all of the time.” Five percent wear their seat belt “most of the time.”

More than one-half of those participating in the survey (57 percent) do not recall having read, seen or heard information or messages about seat belt law enforcement programs or campaigns in North Carolina.

Three out of four respondents believe that drivers who do not wear their seat belt will ultimately be stopped and issued a ticket. Thirty-six percent believe it is “very likely” while 40 percent think it is “somewhat likely” a driver will receive a ticket for a seat belt violation.

Chance of Receiving a Ticket for Not Buckling Up	
Very likely	36%
Somewhat likely	40%
Not very likely	20%
Don't know/Not sure	4%

Survey respondents were asked to indicate how familiar they are with four safety belt campaign programs. The results reveal that *Click It or Ticket* is the most widely known program in North Carolina, with 90% of respondents being “very familiar” with it. Fifty-five percent of respondents are “very familiar” with *Buckle Up for Safety*, while 28% are “somewhat familiar” with the program. *Buckle Up America* and *RU Buckled* are not as widely known among the North Carolina survey panel.

Familiarity with Safety Belt Programs				
	<u>Buckle Up America</u>	<u>RU Buckled</u>	<u>Click It or Ticket</u>	<u>Buckle Up for Safety</u>
Very familiar	19%	15%	90%	55%
Somewhat familiar	24%	12%	8%	28%
Not very familiar	14%	13%	1%	6%
Not at all familiar	41%	58%	2%	12%
Don't know/Not sure	2%	3%	0%	0%

Three penalties to encourage greater safety belt usage were tested to determine the level of support by citizens of North Carolina. Increasing the fine for not buckling up beyond the current \$25 penalty is favored by 64 percent of respondents. Forty-four percent of those participating in the survey favor points on a driver's record, while 42 percent favor points applied to a driver's insurance policy.

Support for Stronger Safety Belt Penalties			
	<u>Increase Fine</u>	<u>Points on License</u>	<u>Points on Insurance</u>
Favor	64%	44%	42%
Oppose	34%	54%	54%
Don't know/Not sure	2%	3%	3%

One in three respondents (33 percent) have not driven past or driven through a daytime checkpoint in North Carolina during the past 12 months. These are checkpoints set up by law enforcement personnel to catch drivers for such things as not wearing their seat belt or driving under the influence.

## Driving While Impaired

During the previous 30 days, 45 percent of survey respondents report having consumed at least one alcoholic drink. Among this group, 77 percent report that they have not driven a vehicle within two hours after drinking an alcoholic beverage. However, 14 percent reveal that they have had a drink and driven a vehicle within two hours on one or two days during this 30-day period. An additional 4 percent indicate that they have driven on three to five days out of the past 30 days within two hours of drinking alcohol.

<b>Number of Days Driving Within Two Hours after Drinking Alcohol</b> <i>(among those reporting having a drink in the past 30 days)</i>	
None	77%
1 to 2 days	14%
3 to 5 days	4%
6 to 10 days	1%
11 to 20 days	0%
21 to 30 days	1%
Don't know/Not sure	1%

Slightly more than six in ten respondents (62 percent) have read, seen or heard messages or other information regarding the dangers of drinking and driving.

Most respondents taking part in the survey believe the chances are good that a person who chooses to drink and drive in North Carolina will be arrested. Forty-two percent of the sample believes the chances are “very likely” while 48 percent say the chances are “somewhat likely.” Eight percent of the survey panel suggests that it is “not very likely” a person who drinks and drives will be arrested.

<b>Chance of Being Arrested for Drinking &amp; Driving</b>	
Very likely	42%
Somewhat likely	48%
Not very likely	8%
Don't know/Not sure	2%

Six impaired driving messages and campaigns were presented to survey respondents. They were asked to indicate how familiar they are with each one. *Friends Don't Let Friends Drive Drunk* was the most familiar of the six, with 86 percent of respondents saying they are “very familiar” with this impaired driving campaign. *Booze It & Lose It* was cited as “very familiar” by 76 percent of survey respondents. Respondents were considerably less familiar with the four remaining campaigns, including *Over the Limit*, *Under Arrest* which has aired regularly in North Carolina.

	<u>Friends Don't Let Friends Drive Drunk</u>	<u>Operation Eagle</u>	<u>Checkpoint Strikeforce</u>	<u>Booze It or Lose It</u>	<u>Over the Limit, Under Arrest</u>	<u>Highways or Dieways</u>
Very familiar	86%	6%	10%	76%	21%	21%
Somewhat familiar	11%	12%	18%	55%	20%	19%
Not very familiar	1%	11%	11%	3%	12%	10%
Not at all familiar	2%	70%	60%	6%	46%	48%
Don't know/Not sure	0%	2%	1%	0%	1%	1%

Respondents indicate strong support for three potential penalties for drivers who elect to drink and drive. Eighty-five percent believe fines should be increased for impaired driving, while 79 percent support a longer suspension period of the driver's license and 78 percent favor a longer revocation period following a drunk driving conviction. Mild support exists for placing a symbol on the license tag of a convicted drunk driver (53 percent), while fewer respondents favor lowering the blood alcohol level to be considered driving under the influence (39 percent).

	<u>Increase Fines</u>	<u>Longer Suspension of License</u>	<u>Longer Revocation of License</u>	<u>Lower Blood Alcohol Level</u>	<u>Symbol on License Tag</u>
Favor	85%	79%	78%	39%	53%
Oppose	12%	17%	18%	55%	43%
Don't know/Not sure	3%	4%	4%	6%	3%

Three-quarters of the survey respondents (74 percent) have not driven through a nighttime checkpoint in North Carolina during the previous 12 months set up by law enforcement officials to catch drivers who have been drinking.

### Speeding

Eighty-five percent of survey respondents admit that at least on occasion they drive more than five miles per hour over the limit in a 30 MPH zone. Twenty-two percent say they do so “most of the time,” 17 percent say they speed “about half the time,” and 46 percent indicate they drive more than five miles per hour over the limit “occasionally.” The remaining 15 percent of respondents say they “never” drive more than 5 MPH over the speed limit.

<b>Frequency of Driving More than 5 MPH Over the Limit in a 30 MPH Zone</b>	
Most of the time	22%
About half the time	17%
Occasionally	46%
Never	15%
Don't know/Not sure	1%

When asked about their driving behavior in a 65 MPH speed zone, fewer drivers admit to driving 70 MPH or faster. Fourteen percent say they drive 70 MPH or faster “most of the time,” while 17 percent indicate they drive this fast “about half the time.” Thirty-eight percent say that on occasion they drive 70 MPH or faster in a 65 MPH speed zone. On these faster highways, more respondents (31 percent) indicate that they never drive more than 5 MPH over the speed limit.

<b>Frequency of Driving More than 5 MPH Over the Limit in a 65 MPH Zone</b>	
Most of the time	14%
About half the time	17%
Occasionally	38%
Never	31%
Don't know/Not sure	<1%

The majority of respondents taking part in the survey (55 percent) do not recall having read, seen or heard specific messages or information related to speed enforcement programs by police or other law enforcement agencies.

Most respondents believe there is some likelihood that driving over the speed limit in North Carolina will result in a speeding ticket. Thirty-seven percent say it is “very likely” that speeding drivers will receive a ticket, and 52 percent say it is “somewhat likely.” Still, 10 percent believe that driving over the speed limit is not very likely to result in a speeding ticket for a driver.

<b>Chance of Receiving a Ticket for Speeding</b>	
Very likely	37%
Somewhat likely	52%
Not very likely	10%
Don't know/Not sure	1%

As a way to curb speeding, 25 percent of the participants in the survey “strongly favor” the use of automated traffic enforcement efforts, such as red light cameras and speed cameras. Twenty-eight percent “somewhat favor” these measures. Eighteen percent of respondents are “somewhat opposed” to these types of actions to curtail speeders, while 26 percent are “strongly opposed.”

<b>Support for Automated Traffic Enforcement Efforts</b>	
Strongly favor	25%
Somewhat favor	28%
Somewhat oppose	18%
Strongly oppose	26%
Don't know/Not sure	3%



## Demographics

Interviews for this survey were conducted in 90 of North Carolina's 100 counties. Respondents represent a good mix of community sizes as shown in the table on the following page.

<b>Community Size of survey Respondents</b>	
A large city	21%
A medium sized city	18%
A small city	16%
A small town	22%
A rural area	23%

Gender and age were tracked during the survey to monitor the representativeness of the sample. Females account for 51 percent of the survey sample, which matches the proportion of females in North Carolina according to the U.S. Census bureau's 2009 state estimate.

The survey resulted in a good distribution of age groups that closely reflect the U.S. Census Bureau's 2009 estimate for North Carolina, though a slight under-sampling of 22 to 29 year olds did occur.

<b>Respondent Age Distribution</b>	
15 to 17	3%
18 to 21	6%
22 to 29	10%
30 to 39	18%
40 to 49	20%
50 to 59	19%
60 to 69	14%
70 or over	10%

Respondents' race yielded 86 percent White, 9 percent Black, and 1 percent Hispanic. This proportion results in an over-sampling of White respondents and under-sampling of Blacks and Hispanics.

The distribution of education, household income and weekly miles driven represent good diversity among respondents, as shown in the tables on the following page.

### Respondent Education Distribution

Less than high school	7%
High school diploma	18%
Some school beyond high school	24%
Associate degree or equivalent	11%
Bachelor's degree	26%
Master's degree	12%
Doctorate or professional degree	3%

### Household Income Distribution

Less than \$24,000	11%
\$24,001 to \$36,000	10%
\$36,001 to \$50,000	16%
\$50,001 to \$75,000	19%
\$75,001 to \$100,000	18%
\$100,001 to \$150,000	14%
\$150,001 or above	11%

### Weekly Miles Driven

10 miles or less	4%
11 to 25 miles	7%
26 to 50 miles	18%
51 to 100 miles	24%
101 to 250 miles	27%
251 to 500 miles	12%
More than 500 miles	6%
Don't know/Not sure	2%

## Statewide Citation Results

“Starting with the 2010 Annual Report states must report seat belt citations, impaired driving arrests, and speeding citations from all grant funded enforcement activities – includes both regular and special activities such as high-visibility enforcement campaigns.” This statement is part of the mutually agreed upon criteria from NHTSA and the GHSA. At the time this was published, the State of North Carolina asked the NHTSA Regional Administrator if it would be permissible

to submit numbers for the entire state rather than the limited number from grant agencies. Dr. Baker stated that, this was the information NHTSA was really after but could not require it from agencies that were not receiving funds from them. North Carolina is unique in that our court system is centralized so that all citations written in the state are in one location. Dr. Baker therefore determined that the total citations in each category for the entire state would be acceptable. The following are the results as received from the North Carolina Administrative Office of the Courts for each respective violation area for the period of October 1, 2009 through September 30, 2010.

SEATBELT CITATIONS - 196,561  
IMPAIRED DRIVING CITATIONS - 70,231  
SPEEDING CITATIONS - 721,928

### ***Crash Summary***

Over the past ten years, North Carolina has experienced a fairly stable number of traffic fatalities and mileage death rate. The number of fatalities has been between 1,505 and 1,596 during most of the last ten years. We have experienced a decline during the last two years. In 2008, the fatalities were 1,433 and in 2009 we saw another decline to 1,314 fatalities. At the same time, the fatality rate had dropped from 1.72 to 1.28, with the last four years showing steady but small decreases.

This stability was broken in 2007 with an abnormal increase in the number of fatalities. North Carolina saw a jump to 1,676 fatalities and an increase of less than two percent in the VMT which translated to an increase in the fatality rate to its highest rate since 2004 of 1.62. The 2008 year saw a reversal of the abnormally high numbers with total fatalities dropping to 1,433 and a fatality rate of 1.41. This trend of reductions continued in 2009 with fatalities dropping to 1,314 and the fatality rate dropping to 1.28. This just seems to solidify the belief that the 2007 year numbers were an anomaly without explanation.

North Carolina has been fortunate to see a significant reduction in the number of injuries, dropping from 141,367 in 2000 to 109,397 in 2009. Alcohol-related fatalities have dropped from 465 in 2000 to 363 in 2009. Alcohol fatalities also saw an increase in 2007 to 487. An area of concern in North Carolina, as well as across the country, is the recent rise in motorcycle fatalities. The number of motorcycle fatalities in North Carolina has increased from 106 in 1999 to 201 in 2007 and dropped to 155 in 2009.

### ***Accomplishments***

North Carolina has experienced an increase in safety belt usage over the past ten years from 81.7 percent in 1998 to 89.7 percent in 2010. The 89.7 percent rate is an all time high for North Carolina. This increased safety belt usage rate has helped

stabilize the number of fatalities and the mileage death rate. It has also assisted in the significant drop in overall traffic injuries.

North Carolina established the Executive Highway Safety Committee in 2002. This committee brings together decision-makers from all major entities involved in traffic safety, or that can have an impact on traffic safety. During 2004, this group adopted the AASHTO goal of 1.0 fatalities per 100 million miles traveled goal. The NHTSA and GHSA have also adopted this goal. The EHSC meets periodically and addresses a wide variety of traffic safety issues. Subcommittees have been formed to address several key highway safety issues including occupant protection. A complete report on their activities and a copy of the updated North Carolina Strategic Highway Safety Plan can be found at [www.ncdot.org/doh/preconstruct/traffic/echs/#](http://www.ncdot.org/doh/preconstruct/traffic/echs/#).

The Governor appointed a Task Force on Impaired Driving six years ago. This group met during 2004, developing recommendations on improvements to DWI processes and laws for the Governor's consideration. The final report was presented to the Governor in January 2005. As a result of this task force, companion bills were drafted and presented in both Houses of the N.C. Legislature during the 2005 session. These bills were passed during the 2006 Session of the North Carolina General Assembly (HB 1048) and became law on December 1, 2006.

### ***Challenges***

The challenge for North Carolina in FY 2011 and beyond will be to reach the 1.0 fatality rate, as established by the Executive Committee for Highway Safety. This goal is worthy of striving for and will hopefully be accomplished. However, North Carolina's population, registered vehicles, and miles driven continue to climb and will put pressure on keeping the mileage death rate at a high level. Much work will be required by all those involved in highway safety to get the mileage death rate down to 1.0 per million miles traveled.

### ***Impaired Driving Program Overview***

North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. The GHSP developed a model program, "Booze It & Lose It", that has been in existence for 16 years. This program is modeled after the "Click It or Ticket" program that was also developed in North Carolina in 1993. The "Booze It & Lose It" program focuses on highly visible nighttime impaired driving checkpoints. This program operates year round, utilizing six mobile breath alcohol testing units, or "BAT Mobiles" that allow law enforcement to provide enforcement tools for DWI checkpoints any day of the year.



The BAT Mobile program is administered by the Forensic Tests for Alcohol Branch. Five full-time BAT Mobile operators are scheduled for checkpoints and educational events throughout the state. Each BAT Mobile Unit is equipped with three breath testing instruments, checkpoint signs and cones, lights, DWI processing forms, cell phone, gun/evidence lockers, traffic vests, flashlights, officer work stations, and an office for the Magistrate. The BAT Mobiles are fully functional DWI processing centers.

The most intense periods of enforcement activities for the BAT Mobiles is during the GHSP's annual "Booze It & Lose It" campaigns. Typically, these campaigns run during the weeks surrounding the July Fourth holiday and the Thanksgiving to New Year time period. During 2010, in an effort to coordinate with the National Impaired Driving Campaigns, additional "Booze It and Lose It" campaigns were conducted during St. Patrick's Day, Labor Day and Halloween weekends.

During FY 2010, the weeks of “Booze It & Lose It” in North Carolina consisted of 35,484 checkpoints and saturation patrols. These enforcement efforts yielded 10,535 DWI arrests and over 274,000 total traffic violations. Additionally, the officers arrested 3,360 fugitives, recovered 387 stolen vehicles, discovered 6,776 drug violations, and made a total of 29,349 criminal arrests.

North Carolina will continue to operate “Booze It & Lose It” campaigns in FY 2011 and beyond. During FY 2011, five statewide campaigns are scheduled. The first will be over the St. Patrick’s Day weekend in March. The next crackdown will be over the national Fourth of July holiday period. This will be followed by a “Booze It & Lose It” campaign coinciding with the National Enforcement Crackdown August 19 through September 5. Additionally, another short campaign will run during the weekend of Halloween. North Carolina will also run the traditional holiday campaign December 3, 2010 through January 2, 2011.

Due to the backlog of DWI cases throughout the state, the Governor’s Highway Safety Program has been working with the North Carolina Conference of District Attorneys to encourage the County District Attorney’s offices to create a DWI Court. These DWI Courts would be set up and run according to the guidelines set by the National Association of Drug Court Professionals. North Carolina currently has four such courts in operation that are certified by the NADCP and several additional locations being studied. Additionally, the GHSP provided funding assistance in eight Judicial Districts for assistance in handling DWI case backlogs. These DWI processing courts result in quicker disposition of DWI cases and significantly higher conviction rates.

## ***Occupant Protection – Program Overview***

North Carolina entered its' 17<sup>th</sup> year of "Click It or Ticket" during 2010. The state pioneered "Click It or Ticket" in 1993 as a statewide safety belt enforcement effort and the program is now active in most states across the nation. During 2010, North Carolina continued to press forward with "Click It or Ticket"; with law enforcement still strongly supporting the program. During 2010, North Carolina participated in the NHTSA national mobilization.

Results for the 2010 "Click It or Ticket" mobilization was once again impressive. A total of 9,156 checkpoints and patrols were conducted, resulting in 12,363 safety belt citations and 1,523 child passenger safety violations. In addition to the occupant protection violations, over 2,586 DWI arrests were made, 25,848 speeding citations issued, 90 stolen vehicles recovered, 1,594 drug charges and over 8,400 total criminal violations discovered.



"R U Buckled?" is in its fifth year operating as a partnership between the Governor's Highway Safety Program and 309 North Carolina high schools are currently enrolled. The program was created to reduce the number of teenage injuries and fatalities on our roadways. This program requires all drivers and passengers to buckle their safety belts before leaving school parking lots or risk losing parking privileges at school. At the present time the program is serving over 90,000 student drivers. The future goal of this program is to have the program in every high school in the state. The program was rebranded in FY 2010 to "Click It or Ticket, Securing Your Future" to promote safety belt use among teenage drivers. This rebranding was done to provide a closer tie to law enforcement efforts and to strengthen the message to high school students to buckle up or face the consequences of enforcement.

## ***Speed Enforcement Program Overview***

Speeding continues to be an area that is over-represented in traffic crashes in North Carolina. The GHSP has developed an enforcement campaign titled “No Need 2 Speed” to address this issue, but implementation has been dependent on overcoming several obstacles. A major challenge has been in the courts, after citations are issued. Enforcement areas will be based on speed-related crash zones.

In April 2007, in conjunction with the N.C. State Highway Patrol’s *Operation Slow Down* GHSP asked local law enforcement agencies to participate and report during this combined effort. This effort has grown over the last three years and during 2010 there was a combined NO NEED 2 SPEED/Operation Slowdown. Results were, as usual, quite impressive. The campaign accounted for 16,444 checkpoints and saturation patrols which resulted in 19,448 speeding citations, 1,632 DWI arrests, 7,103 safety belt and child passenger violations, 1,633 drug arrests, and 736 fugitives captured. The overall numbers were total traffic charges – 47,164 and the total traffic and criminal charges were 84,530. It is the plan to continue this campaign and look for continued growth in future years.





## Paid Media FY 2010

### “Click It or Ticket” Media Buy Summary

Budget Allocations:				
Market	COMBINED	Television	Cable	Radio
Production				
Asheville/Western Carolina	\$29,600.00	\$19,015.00	\$5,929.00	\$4,656.00
Charlotte	\$60,575.00	\$43,481.00	\$0.00	\$17,094.00
Fayetteville	\$4,773.00			\$4,773.00
Greensboro/Winston Salem/High Point	\$24,971.00	\$18,239.00	\$0.00	\$6,732.00
Greenville/New Bern/Washington	\$27,821.00	\$14,173.00	\$8,500.00	\$5,148.00
Outer Banks	\$9,476.00		\$4,241.00	\$5,235.00
Raleigh/Durham	\$59,901.00	\$30,620.00	\$9,520.00	\$19,761.00
Rocky Mount	\$2,019.00			\$2,019.00
State of North Carolina	\$16,830.00			\$16,830.00
Wilmington	\$14,034.00	\$9,623.00	\$0.00	\$4,411.00
<b>TOTAL</b>	<b>\$250,000.00</b>	<b>\$135,151.00</b>	<b>\$28,190.00</b>	<b>\$86,659.00</b>

### **NHL Hockey (\$110,000)**

The Carolina Hurricanes will provide the GHSP with the following elements during the 2010-2011 hockey season, which occurs from September-March at the RBC Center in Raleigh and includes 40 home hockey games:

GHSP will receive one in-ice logo on center ice, which will be one of only four logos with an average of 8 to 10 minutes of visibility during televised games. GHSP will sponsor a team poster giveaway night, which includes 15,000 posters with the Click It or Ticket logo. In addition, GHSP will post 20 signs located on the stop signs around the parking lots to encourage motorists to buckle up as they enter and exit the venue.

### **Minor League Baseball (\$59,315)**

**Asheville Tourists will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive half price admission to the game. That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities. GHSP would also have public service announcements during the game and will have the opportunity to sit in with the Asheville Tourist radio crew to highlight programs such as “Click It or Ticket” and “Booze It & Lose It”.
- Space for the “Click It or Ticket” kickoff event May 24 prior to the game.
- Grandstand sign at McCormick Field. The dimensions of the sign are 4’x16’ and will be visible to all through the ballpark.
- Season long on-field promotion-GHSP will sponsor an on-field contest throughout the season where a vehicle is used as a prop to highlight “Click It or Ticket”.

**Durham Bulls will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive half price admission to the game. That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities. GHSP would also have public service announcements during the game.
- Space for the “Click It or Ticket” kickoff event May 24 prior to the game.
- Grandstand sign.
- Exit signs in the concourse.
- Public service announcements throughout each game.

**Greensboro Grasshoppers will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive half price admission to the game (first 200 in free). That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities. GHSP would also have public service announcements during the game.
- Grandstand sign at NewBridge Park Field. The dimensions of the sign are 8’x’20 and is visible to all throughout the ballpark.
- A promotional spot every Friday and Saturday night during home games throughout the season. Prior to the fireworks show, GHSP would have a public service announcement that would appear on the scoreboard to a very captive audience.

**Kinston Indians will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive free admission to the game. That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities. GHSP would also have public service announcements during the game.
- Grandstand sign measuring 8’x20’.
- Nightly public service announcements.

**Carolina Mudcats will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive free admission to the game. That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities. GHSP would also have public service announcements during the game.
- Grandstand sign measuring 10’x20’.
- Muddy’s Entrance (mascot) during each home game. Every home game during the season Muddy makes a grand entrance during the first inning. Muddy rides

around the warning track on his four-wheeler and stops in front of the fans to giveaway T-shirts with his very own T-shirt shooter. Public Service announcement mentions and the “Click It or Ticket logo will appear on the video board during Muddy’s entrance.

**Kannapolis Intimidators will provide the GHSP with the following elements during the 2010 season:**

- Sponsorship of “Click It or Ticket” night. On this night, anyone showing a badge at the box office will receive free admission to the game. That night would include a concourse display, a first pitch, as well as numerous other on-field opportunities.
- Grandstand sign measuring 8’x20’.
- Nightly public service announcements.

**College Athletics (\$137,250)**

**ISP, America's Home for College Sports will provide the GHSP with the following elements during the 2010-2011 football and basketball seasons, which occurs from August-March:**

- During Appalachian’s football season, GHSP will receive two (2):30 spots during the pre and post-game radio broadcast along with a PA announcement during the home games. During the Duke basketball season, GHSP will receive one (1):30 radio spot, a PA announcement during the home games and a web banner on goduke.com. During East Carolina University’s football season, GHSP will receive two (2):30 spots during the pre and post-game radio broadcast along with a PA announcement during the home games. During Wake Forest University’s basketball season, GHSP will receive one (1):30 radio spot, a PA announcement during the home games.

**N.C. State will provide the GHSP with the following elements during the 2010-2011 football and basketball seasons, which occurs from August-March:**

- Sponsorship of “Drive the Game” feature during each (12) football games radio broadcast, one (1):30 second commercials during all 28 regular season basketball games. In addition, GHSP will be a supporting partner for the WITH (Wolfpack In the House) program, who promote safety before the football games in the Fan Zone. This partnership includes signage in the Fan Zone, GHSP logo placement on golf carts used by the WITH team and inclusion on the video board messages as a supporting partner of WITH. GHSP will also receive a replay sponsorship during the 4<sup>th</sup> quarter of each home football game that will include a visual on the message boards in the stadium. For N.C. State basketball, GHSP will receive one (1):30 video board PSA during the second half of all 16 home games, which also includes a live read announcement as well. During all home football and basketball games GHSP will receive logo placement on signage as fans enter and exit Carter-Finley and the RBC center which will include both the “Click It or Ticket” an “Booze It & Lose It” messaging.

**Tar Heel Sports Marketing will provide the GHSP with the following elements during the 2010-2011 UNC-Chapel Hill basketball and football seasons, which occurs from August-March:**

- Two (2):30 second commercials during all 12 football games and one (1):30 second commercial during all 32 basketball games. In addition, one Public Address Announcement at each basketball and football home game will be aired. This year GHSP is adding a new element to the partnership. During the football and basketball season over 100,000 fans attend games via the Park and Ride buses which transport fans from various locations. Each person receives a wrist band, which they wear and serves as their return ticket. GHSP will sponsor the Park and Ride passes and will have the “Click It or Ticket” logo on all the wristbands.

**NASCAR (\$95,000)**

Lowes Motor Speedway will provide the GHSP with the following elements during the 2010 NASCAR season, which occurs from April-October at LMS:

One full page ad in each LMS NASCAR program, a GHSP public service announcement on all 7 jumbro-trons and all 125 close circuit TVs prior to and after driver introductions, public address announcements through out all event weekends, signage at the track exit tunnel and pedestrian bridges, LMS will also provide 50 tickets to each NASCAR race that GHSP will use for law enforcement officers.

LMS will also provide the following elements at the ZMax Dragway during the 2010 race season: banners through out the venue including wing wall signage on located on the track, poll wrap signage located in the concession area, public address announcements during the each event and branding for the designated driver program during the National Hot Rod Association event in September, with all participants receiving a free beverage courtesy of GHSP and ZMax Dragway.

## **Paid Media Report**

The GHSP participated in several media partnerships in FY 2010. The GHSP continued its partnership with the Carolina Hurricanes and the RBC Center in Raleigh, which has over 1.5 million visitors each year. The “Click It or Ticket” awareness campaign features various parking lot signage encouraging fans to buckle up in addition to an in-ice “Click It or Ticket” logo.

GHSP partnered with the following college teams: Duke University, North Carolina State University, University of North Carolina at Chapel Hill, Wake Forest University, Appalachian University and East Carolina University. “Click It or Ticket” and “Booze It & Lose It” radio public service announcements were aired during each game. On average two million people a month tune in to these radio networks and listen to the games, most of who match our 18-44 target demographic. Other elements included advertising during tailgating and on transportation passes to games.

The GHSP continued its partnership with Charlotte Motor Speedway in Charlotte. The venue provided a full page ad in each NASCAR program, a GHSP public service announcement on all jumbo-trons and 125 close circuit TVs prior to and after driver introductions, public address announcements throughout event weekends and “Click It or Ticket” signage around the track. In addition, LMS provided GHSP with 50 tickets to all LMS NASCAR events to use for law enforcement promotional purposes. On average one million people visit the track each year.

The GHSP produced a “Click It or Ticket” public service announcement that featured a “Click It or Ticket” graphic wrapped race car, with the key message that every needs to buckle up. It was placed across the state in various media markets. The spot ran for three weeks during the national “Click It or Ticket” mobilization.

For the fourth year in row the GHSP also published a Law Enforcement Calendar which featured a different law enforcement agency each month. The calendar included all campaign and GHSP event dates. This is very popular calendar that allows for our messages and schedule of activities to reach those who need the information.

### ***Looking to the Future: Significant Challenges to be Addressed***

- Safety belt usage above the 90 percent range is difficult to achieve. North Carolina must get both pickup truck and van drivers and occupants buckled up in greater numbers to achieve a 90 percent statewide safety belt usage rate. Additionally, teenage drivers and passengers continue to buckle up below the statewide average.
- Motorcycle helmet usage continues to be high in North Carolina. However, there is growing pressure from outside groups and motorcycle groups in North Carolina for repeal of the mandatory helmet law. Additionally, many of the current helmets being worn do not comply with FMVSS 218. This issue has been addressed through legislation in 2007 (becoming effective 01/01/08) that mandated that motorcycle helmets worn on North Carolina roads shall be those meeting FMVSS 218 standards.
- Hispanic persons continue to be over-represented in traffic crashes and traffic crash fatalities. GHSP has consolidated all Hispanic focused grants into one statewide coalition for better coordination. The group is known as the Governor's Hispanic Highway Safety Program, or Nuestra Seguridad.



### ***Training, technical assistance, expertise and other resources necessary for success***

- North Carolina will need financial resources to address the issues of speeding and safety belt usage. A concentrated enforcement campaign will be necessary to address the safety belt usage rates throughout the state. Additionally, educational efforts will be necessary. District Attorneys need to be aware of the toll speeding is creating in traffic crashes, and be less tolerant of violators

- North Carolina needs assistance from the federal level to educate legislators about the effectiveness of motorcycle helmets and the negative impact that other states have experienced as a result of a repeal, or downgrade of a mandatory helmet usage law. Legislative leadership will change early in 2011 with a possible push from motorcycle rights groups to repeal the current mandatory helmet law.
- North Carolina needs assistance from the federal level to continue its efforts to upgrade its traffic records to a level that would continue to provide needed improvements in North Carolina's traffic records systems. This would include improvements in providing complete data to the general population as well as those who need the data for their decision making.

## HIGHWAY SAFETY RELATED LAWS – ENACTED 2010 SESSION

For copies of the bills go to: [www.ncleg.net/Legislation/Legislation.html](http://www.ncleg.net/Legislation/Legislation.html)

### **Pedestrian Safety Improvements**

S.L. 2010-37 (SB 595) requires the Department of Transportation to accept and use any funding provided by a municipal government for a pedestrian safety improvement project on a State road within the municipality's limits, provided the municipality funds 100% of the project and the Department of Transportation retains the right to approve the design and oversee the construction, erection, or installation of the pedestrian safety improvement.

This act became effective July 1, 2010. (GSP)

### **DWI Sentencing**

S.L. 2010-97, Sec. 2 (SB 1242, Sec. 2) amends the DWI sentencing law concerning parole for persons who have received an active term of imprisonment, are parole eligible having served the minimum term of imprisonment, and have obtained a required substance abuse assessment.

Under current law, the person may be paroled only after completing any recommended treatment or training program. This section provides an alternative that would allow the person to be paroled into a residential treatment program.

This section became effective July 20, 2010. (GSP)

### **Vehicle Inspection**

S.L. 2010-97, Sec. 3 (SB 1242, Sec. 3) amends the vehicle inspection law to provide that a new or used vehicle that has received a passing inspection within the previous 12 months, whether acquired from a retailer or a private sale, would not be subject to an additional inspection when the current registration expires.

This section provides for the temporary registration of an unregistered vehicle for a period of 10 days to allow for the vehicle to be driven pending inspection. It also allows for the issuance of a 10-day trip permit for a vehicle whose inspection authorization or registration has expired. Prior law provided for a 3-day trip permit for a vehicle whose inspection authorization or registration had expired, and a 10-day temporary permit for vehicles that failed the emissions inspection.

This section became effective July 20, 2010.

### **Highway Patrol Motor Carrier Fines/Local Fees**

S.L. 2010-129 (SB 1214) clarifies what vehicles are regulated under the Motor Carrier Safety Regulation Unit, amends laws pertaining to property-hauling vehicles, makes changes concerning escort fees, and allows local governments to refund assessments in limited circumstances.

Specifically, the act:

- Provides definitions for gross combination weight rating (GCWR), gross vehicle weight (GVW), and gross combined weight (GCW).
- Provides that the authority of a law enforcement officer to seize a motor vehicle for delinquent fines and penalties pursuant to G.S. 20-96 is not



affected by the statutes of limitations set out in Chapter 1 of the General Statutes.

- Adds as a condition for exemption from weight limitations and penalties under G.S. 20-118 a requirement that the property hauling vehicle be registered pursuant to G.S. 20-88 for the maximum weight allowed for the vehicle configuration. This provision is effective October 1, 2010, and applicable to offenses committed on or after that date.
- Allows funds in the Escort Fee Account to be used to pay actual expenses for escorting vehicles when required by the Department of Transportation. Any unexpended fees may be used by the Highway Patrol to pay for vehicle or equipment maintenance. The act also eliminates a requirement that the Department provide quarterly reports to the legislature on the funds in the special account.
- Provides that vehicles are regulated under the Motor Carrier Regulation Unit if the vehicle has a GVWR, GCWR, GVW, or GCW of 26,001 pounds or more, whichever is greater. This provision is effective October 1, 2010, and applicable to offenses committed on or after that date.
- Adds a provision to Chapter 1 of the General Statutes to establish a 3-year time limitation for commencement of a legal proceeding to collect a civil penalty, civil assessment, or civil fine imposed pursuant to the State's motor vehicle laws.
- Authorizes local governments to refund assessments imposed prior to 2007 to finance capital projects that have been assumed by another unit of local government.

This act became effective July 21, 2010, except as specified above. (GSP)

#### **Increase Drivers License Restoration Fee**

S.L. 2010-130 (SB 655) increases the driver's license restoration fee by \$25 for licenses revoked for impaired driving. The additional \$25 from each fee will be transferred to the Forensic Tests for Alcohol Branch of the Chronic Disease and Injury Section of the Department of Health and Human Services.

This act became effective September 1, 2010. (WP)

#### **Drivers License Change Expiration/8 Years through Age 65**

S.L. 2010-131 (SB 181) increases the age cap for persons eligible to be issued an eight-year drivers license, raising it from 54 to 65 years of age. Prior to this act, a drivers license issued to a person at least 18 years old but less than 54 years old would expire on the birthday of the licensee in the eighth year after issuance. A drivers license issued to a person 54 years of age or older would expire in the fifth year after issuance. This act increases the age limit for persons eligible to be issued an eight-year drivers license, raising the age limit from 54 to 65. A license issued to a driver over the age of 65 will continue to be valid for five years only.

This act becomes effective January 1, 2011, and applies to any drivers license issued on or after that date. (WGR)

## **Motor Vehicles Law Changes**

S.L. 2010-132 (HB 1729) makes the following changes to the State's motor vehicle laws:

**Five-year commercial drivers license expiration date.** – The act changes the expiration date of a commercial drivers license to the birth date of the licensee in the fifth year after issuance. It also provides that a renewed commercial drivers license expires five years after the expiration date of the license that is renewed.

**Special registration plates on certain property-hauling vehicles.** – The act specifies that special registration plates issued to vehicles 7,000 lbs. to 26,000 lbs. are not required to include the word "weighted".

**License plate covers.** – The act provides that any operator of a motor vehicle who covers any registration number, registration letter, or the State name on a registration plate, number on a year sticker, or number on a month sticker with any frame or transparent clear or color-tinted cover that makes the registration numbers, registration letters, the State name, or the numbers on the stickers illegible commits an infraction.

**Repeal emergency use of registration plates.** – The act repeals a statute that authorizes the Commissioner of Motor Vehicles to allow emergency use of a registration plate on another vehicle when the vehicle for which it was originally issued is being repaired.

**Dealer plate changes.** – The act makes the following changes to State law governing dealer plates:

- Increases the number of plates that may be issued to most dealers by two, and increases the cap for larger dealers to no more than five times the average number of qualifying sales representatives employed by the dealer.
- Authorizes specified employees to operate vehicles with dealer plates and dealer transporter plates.
- Increases dealer license plate sanctions as follows:
- Increases the penalty imposed on an individual driving a vehicle from \$50 to \$100.
- Increases the penalty imposed on the dealer from \$200 to \$250.

**Transporter plate changes.** – The act makes the following changes to State law governing issuance of transporter plates:

- Clarifies who can obtain a transporter plate: a business or dealer licensed under the Motor Vehicle Dealers and Manufacturers Licensing Law requiring the limited operation of a motor vehicle for the listed purposes.
- Requires a business using a transporter plate for repossession to have proof of garage liability insurance, and limits issuance to a financial institution that is the recorded lien holder.
- Authorizes use of a transporter plate for pick up and delivery of a vehicle that is to be repaired, is to undergo a safety or emissions inspection, or is to be prepared for sale, to road-test the vehicle, if it is repaired or inspected within a 20-mile radius of the place it is repaired or inspected, and to deliver the vehicle to the dealer. Also limits who may perform the

road test. Transporter plates issued to a repair facility are limited to two transporter plates for each business.

- Limits issuance of a transporter plate to move a motor vehicle that is owned by the business, and is a replaced vehicle offered for sale, to a business that has ten or more registered vehicles.
- Limits issuance of transporter plates to move vehicles to and from an auction, to licensed dealers, or to a business contracted by the dealer to deliver vehicles to or from an auction. Any business contracted by the dealer must provide proof of a privilege license and financial responsibility.
- Requires applicants for a transporter plate for use in road testing a repaired truck to show proof of garage liability insurance.
- Authorizes use of a transporter plate to move a newly-manufactured travel trailer, fifth-wheel trailer, or camping trailer between a manufacturer and a dealer, but the transporter plate may not be used on the power unit.
- Authorizes use of a transporter plate to transport a vehicle at least 35 years old to and from a parade or another public event, if the vehicle is titled in this State, and has proof of insurance.
- Restricts the authorized use of transporter plates to move a vehicle that is part of dealer inventory to and from a vehicle trade show or parade in which it is used. Issuance of the plate is limited to licensed dealers.
- Provides that the total number of dealer transporter or dealer plates issued to a dealer may not exceed the total number of plates authorized by statute for licensed dealers.
- Makes transporter plate sanctions applicable to violations of requirements for financial responsibility. Increases the infraction penalties imposed on an individual driving a vehicle from \$50 to \$100; increases the infraction penalty imposed on the person, dealer, or business to whom a plate is issued from \$200 per occurrence to \$250 per occurrence; requires the Division of Motor Vehicles to rescind dealer or transporter plates for violations; and makes unlawful sale or rental of a transporter plate a Class I felony.
- Authorizes a law enforcement officer having probable cause to believe that a transporter plate is being used in violation of this section to seize the plate.
- Authorizes staggered issuance of transporter plates.
- Requires the Division of Motor Vehicles to rescind a transporter plate or dealer transporter plate displayed on a motor vehicle for a purpose that is not authorized.
- Requires any vehicle being operated on the highways of the State using a transporter plate to have liability insurance.

**Repeal \$1 mail-in registration renewal fee.** – The act repeals the postage and handling fee of \$1 for mail-in registration renewal.

**Amend separate registration for logging trucks.** – The act amends the Division of Motor Vehicles' requirement for separately registering logging vehicles

to help the Internal Revenue Service identify these vehicles as logging vehicles and, therefore, subject them to a reduced federal highway use tax.

**Light-traffic road limitations.** – The act amends the light-traffic road limitations as follows:

- Provides that a vehicle's point of origin will be treated as a light-traffic road if the point of origin is a non light-traffic road and that road is blocked by light-traffic roads from all directions and is not contiguous with other non light-traffic roads.
- Exempts from the weight and penalty limitations vehicles hauling animal waste products from the animal waste storage site to a farm or field.
- Adds clarifying language to the exemption for livestock or poultry transported from their point of origins to include transportation to a processing plant (was just to first market.)

**Incident Management Assistance Patrol use of red lights.** – The act authorizes the use of red lights on Incident Management Assistance Patrol vehicles operated by the Department of Transportation.

**Extend move-over law to electric utility restoration vehicles.** – The act extends the requirement to "move-over" when passing a parked emergency vehicle law so that it applies when passing vehicles being used to restore electric utility service due to an unplanned event.

**Parking on highway and highway shoulder changes.** – The act makes the following changes to the law pertaining to parking on highways:

- Makes it unlawful to park on the main traveled portion of any highway or bridge with a speed limit posted less than 45 miles per hour.
- Prohibits parking upon the paved or main-traveled portion of any highway or highway bridge with the speed limit posted 45 miles per hour or greater.
- Expands the current prohibition on parking on the shoulder of a highway outside municipalities to all highways, both in and outside of municipalities.

**Transporter plate misuse grounds for revoking motor vehicle dealer license.** – The act specifies that misuse of transporter plates is grounds for revoking a motor vehicle dealer license.

**Yellow light duration at red light camera intersections.** – The act amends the red light camera laws to change the standard used to determine the duration of a yellow light at red light camera intersections, from the yellow light duration specified in the Department of Transportation Signals and Geometrics Section Design Manual to the duration in the traffic signal plan of record signed and sealed by a licensed professional engineer, and in compliance with the Manual on Uniform Traffic Control Devices.

**Removal of abandoned vehicles on streets.** – The act changes the statute that authorizes municipalities to prohibit the abandonment of motor vehicles on public streets and on private property. It allows the removal and disposal of abandoned vehicles left on a public street at any time, if the motor vehicle is determined to

be a hazard to the motoring public (was only if the vehicle had been left for longer than seven days.)

**Inspection Program Call Center.** – The act amends the language in a 2009 session law concerning the replacement of out-of-state contractors with State employees at an existing call center in Bladen County. The provision of this act that clarifies language concerning the move of the inspection program call center to North Carolina became effective July 21, 2010. The remainder of the act becomes effective December 1, 2010, and applies to offenses committed on or after that date. (WGR)

### **Turnpike Authority Toll Enforcement Changes**

S.L. 2010-133 (HB 1685) makes the following changes to the statutes governing collection and enforcement of tolls by the North Carolina Turnpike Authority:

- Repeals a statute that authorizes the Department of Transportation to charge a toll for a bridge of at least three and one-half miles in length, set toll rates, authorizes employment of toll personnel, specifies use of the toll revenue, and requires an annual report.
- Removes a limitation on the size of the discount the Authority may offer to a motor vehicle with a transponder, or that has prepaid its toll.
- Provides that the Authority must send a bill for tolls that are not paid prior to or at the time of travel.
- Provides that a person who receives a bill for an unpaid open road toll must pay or respond within 30 days of the date of the bill from the Authority, and clarifies that a person may not be charged more than \$48 in processing fees in a 12-month period.
- Changes the circumstances in which a person may be subject to a civil penalty for unpaid open road tolls for travel on an Authority facility, as follows:
  - A person who receives two or more bills for unpaid open road tolls and who has not paid within 30 days is subject to a civil penalty of \$25.
  - Only one civil penalty may be assessed in a six-month period.
  - The civil penalty must be paid within 30 days of the date of the notice from the Authority, and is payable to the Authority.
- Removes a provision authorizing the Division of Motor Vehicles to collect Authority tolls, processing fees, and civil penalties when vehicle registration is blocked due to unpaid tolls.
- Provides that a request for review of a bill for an unpaid toll must be sent within 30 days of the date of the bill sent by the Authority.

This act becomes effective December 1, 2010, and applies to offenses committed on or after that date. (WGR)

### **Disabled Sportsmen/All-Terrain Vehicles Exception**

S.L. 2010-146 (HB 617) permits persons who are eligible for participation in the Disabled Sportsmen Program of the Wildlife Commission to use an All-Terrain

Vehicle (ATV) to cross public roads while engaged in licensed hunting or fishing activities. The ATV must be equipped with operable front and rear lights and a horn, and the operator is subject to all State laws regulating operation of ATVs. This act became effective July 22, 2010. (WP)

### **Department of Transportation Powers and Duties Changes**

S.L. 2010-165 (HB 1734), as amended by S.L. 2010-97, Sec. 14 (SB 1242, Sec. 14) changes statutes governing the Department of Transportation (Department) as follows:

- Repeals a requirement that the Department report annually to the Department of Administration, or to the Governor, on its finances and the physical condition of its buildings, depots, and properties.
- Corrects terminology in G.S. 136-16.10, replacing the term "Controller" with "Chief Financial Officer".
- Eliminates references to a seven-year period for the Transportation Improvement Program.
- Clarifies that the Department has authority over all construction, maintenance, and design of transportation projects.
- Authorizes the Department to acquire rights-of-way for the location or relocation of distributed antenna systems (DAS), a network of spatially separated antenna nodes connected to a common source via a transport medium that provides wireless service within a geographic area or structure. The Department would have authority to alter the location or configuration of the systems above or below ground.
- Provides that the Department may enter into agreements with municipalities, counties, governmental entities, or nonprofit corporations to receive funds for right-of-way acquisition.
- Updates references to the North Carolina Turnpike Authority to reflect the transfer of the Authority to the Department.
- Eliminates a requirement that the Department report annually to the Joint Legislative Commission on Seafood and Aquaculture and the Joint Legislative Transportation Oversight Committee on the Department's progress in expanding public access to coastal waters.
- Updates the statute setting out the Department's Disadvantaged Minority-Owned and Women-Owned Businesses Program and extends its sunset from August 31, 2010, to August 31, 2014.
- Transfers the power to make rules and regulations concerning transportation functions assigned to the Department from the Board of Transportation to the Secretary of Transportation or the Secretary's designee.

This act became effective August 2, 2010. (GSP)

The Governor's Highway Safety Program continued efforts to increase safety belt and child safety seat use and reduce drunk driving in North Carolina. Recently, GHSP has:

- **Seatbelt use maintained at 89.7 percent** — through ongoing “Click It or Ticket” public awareness campaign.
- **Rebranded the “R U Buckled” program to “Click It or Ticket, Securing Your Future” to promote safety belt use among teenage drivers.** More than 300 high schools and 90,000 student drivers have participated in the program since its inception in 2005. This rebranding was done to provide a closer tie to law enforcement efforts and to strengthen the message to buckle up.
- **Continued a partnership with NC State Highway Patrol for Operation Slowdown/No Need 2 Speed, a joint speed enforcement effort among state and local law enforcement officers to encourage motorists to slow down and obey the speed limit.** More than 41,000 speeding citations were written during the 2010 campaign periods.
- **More than tripled checkpoints and saturation patrols as part of GHSP's “Booze It & Lose It” campaign over the past six years.** The campaign has included more than 165,000 checkpoints; 73,000 DWI arrests; 431,000 total criminal violations; 3,900 stolen vehicles recovered, and 7,500 fugitive arrests.
- **Continued a partnership with North Carolina Safe Kids** providing funds to assist in their mission to prevent and reduce childhood injuries through education and outreach.
- **Continued a partnership with the Latino non-profit El Pubelo to implement “Nuestra Seguridad,” a highway safety education initiative** aimed at reducing the disproportionate number of highway safety fatalities and injuries among Hispanic drivers in North Carolina.
- **Partnered with N.C. State Highway Patrol to launch the *BikeSafe North Carolina* program.** *BikeSafe* is a rider skills evaluation program aimed at educating new and experienced riders on how to improve their riding performance and safety habits. This is the first program of its type in the United States.
- **Continued a “Points Program” for local Law Enforcement Agencies to encourage their participation in GHSP activities throughout the year.** Local law enforcement agencies receive “points” for participating and reporting selected activities during the year that they can redeem for traffic safety equipment.

## **SPECIAL FUNDING SECTIONS**

Section 405 – Occupant Protection Incentive Grant        \$801,190

These funds were used in conjunction with funds from 402 and 2011 to provide the funding for all “Click It or Ticket” media activities during the year. It is with these funds that the North Carolina Governor’s Highway Safety Program (GHSP) funded part of the GHSP Law Enforcement Points System.

Section 408 – Traffic Safety Information System Improvement Grant  
\$640,557

These funds were used in conjunction with funds from 402 to provide the NC State Highway Patrol and with updated computers for their vehicles so they could better perform on-site electronic crash reporting. Funds were also used to assist the NC Department of Motor vehicles to update and expand their capabilities to handle crash reporting electronically and also to assist in the transmission of data to NHTSA and the FAR’s system. Funds were provided to the North Carolina Administrative Office of the Courts to purchase printers for distribution statewide to law enforcement agencies that had in-car computers and needed the printers to participate in the electronic citation program. Funds were provided to the University of North Carolina – Emergency Medicine Section of the UNC Hospitals to complete the needed activities to link all traffic records together so that the traffic records from the time of a crash all the way through the courts will be accessible to anyone needing the information. North Carolina is committed to improving and modernizing our traffic records collection, storage and dissemination and these funds are providing the state with the ability to continue to improve in this very vital area.

Section 410 – Alcohol Impaired Driving Countermeasure Grant        \$3,301,470

These funds were used in conjunction with 402 funds for the continuation of the very successful “Booze It & Lose It” campaign. These funds were also used to support the DRE program, SFST program, and the BATmobile program with Forensic Tests for Alcohol. Eight District Attorney districts were aided with funds to provide additional personnel to handle DWI cases and the NC Conference of District Attorney’s was given grant funds to provide a full time attorney as the Traffic Safety Resource Prosecutor/State Judicial Educator. Section 410 funds were also used in support of the North Carolina chapter of SADD and a local impaired driving activist group in Southeastern North Carolina, “Justice In Motion”. Funding was provided to the North Carolina Sheriff’s Association for training of Sheriff Offices statewide in new impaired driving and traffic safety



laws. Additionally funding was made available to 48 local law enforcement agencies for improved DWI enforcement.

Section 2010 – Motorcycle Safety Grant                      \$165,640

These funds were used in conjunction with 402 funds to provide funding to the GHSP’s in-house motorcycle safety efforts. A bulk of the funding paid for paid advertising to get the message to motorcyclists of the need to wear proper safety gear.

Section 2011 – Child Seat Safety Grant                      \$432,059

These funds were used to fund a major grant to the N. C. Safe Kids program for training of CPS technicians and the purchase of booster seats for those that qualify.

### **Child Restraint Grant Funds**

A State that receives a child restraint grant is required by SAFETEA–LU to submit a report describing how funds were obligated and expended. Each fiscal year, until all Child Restraint grant funds are expended, a State must include this report in the Annual Report it submits for its highway safety program pursuant to 23 CFR 1200.33.

For each of the eligible uses of grant funds selected by the State, include the following:

**1. For programs to purchase and distribute child restraints for low income families:**

**a. A description of the programs used to purchase and distribute child restraints for low-income families.**

The Buckle Up Kids (BUK) program is intended to assist child passenger safety advocates in each county containing a child passenger safety program by providing a limited number of child restraints purchased through funding from the North Carolina Governor’s Highway Safety Program (GHSP). Training and resources are also provided to insure that trained, qualified personnel are installing the child restraints.

Child restraints that have been purchased through GHSP funds and shipped to the primary contact are for distribution to at-risk children and families in the county. At-risk children are defined as children receiving government assistance

including, but not limited to, those receiving WIC, Medicaid, or Medicare. Local BUK programs are required to distribute their County's allotment of restraints throughout the County and to include all other agencies/programs with certified child passenger safety technicians providing CPS services to parents and caregivers. Child restraints purchased through State of North Carolina funds can only be provided to a permanent checking station (PCS) that meets the criteria for recognition as a PCS by the NC CPS Training Committee ([www.buckleupnc.org/training\\_policies\\_pcs.cfm](http://www.buckleupnc.org/training_policies_pcs.cfm)). It is suggested that the primary contact meet with active technicians in their county to determine the best distribution method.

Quarterly reporting follows the federal fiscal year and are therefore due by the 5th of January, April, July, and October (the federal fiscal year begins on October 1 and ends on September 30) in order to provide this information to the NC GHSP in a timely manner. Local BUK program reports are submitted on-line through the [buckleupnc.org](http://buckleupnc.org) Program Management system. The on-line system, is accessed through [www.buckleupnc.org/restricted.cfm](http://www.buckleupnc.org/restricted.cfm). The BUK primary contact is responsible for ensuring that each report is submitted on-line by the required deadline.

If there have been no CPS activities or child restraints distributed during a reporting period, a quarterly report must still be submitted on-line to NC DOI-OSFM. A policy has been established that all quarterly reports must be submitted by the designated deadline or there will be no shipment of additional child restraints. Funding for this program is provided from the NC Governor's Highway Safety Program (GHSP). To receive this funding, NC DOI-OSFM must provide quarterly reports to GHSP. NC DOI-OSFM must have each BUK counties quarterly reports for our quarterly reports to GHSP. Failure to supply these reports to our office will result in ineligibility for future grant funding for child restraints.

All primary and secondary BUK contacts are required to have and maintain the National Child Passenger Safety Technician Certification. In the event that the primary contact's technician certification expires, the role of program coordination is taken on by the Secondary Contact. In the event that the technician certifications for both the Primary and Secondary contacts expire, the BUK program will be terminated in that particular county and all seats must be returned to NC DOI-OSFM unless other contacts for the BUK program who are currently certified can be identified.

**b. The number of child restraints distributed.**

A total of 5209 child restraints were distributed through the Buckle Up Kids program and reported through the [buckleupnc.org](http://buckleupnc.org) Program Management system. The majority of these seats were convertible seats (2883) followed by high back boosters (870), combination seats (822), backless boosters (673), and

infant seats (219). Nearly all children served by the Buckle Up Kids program were between the ages of 0-5 (2151 age 0-1, 2616 age 1-5).

**2. For programs to support enforcement of child restraint laws:**

**a. A description of the programs used to support enforcement of child restraint laws.**

A law enforcement guide with enforcement guidelines for both the Child Passenger Safety Law and the Seat Belt Law was produced and distributed to law enforcement agencies throughout the state. This guide is designed to provide law enforcement officers, particularly those with little to no training in child passenger safety, a clear outline of how to enforce the law.

A pilot program was started in 3 North Carolina Counties (Nash, Watauga, and Rockingham) and one military base (Ft. Bragg, Cumberland County) to increase enforcement of the child passenger safety law and to provide optional education to drivers who violate the law. North Carolina law states that a person shall not be convicted of a child passenger safety law violation if they show proof satisfactory to the court that an appropriate child restraint has been acquired for the vehicle in which the child is most frequently transported. In these pilot communities, drivers will be required to visit a permanent checking station with their child restraint to receive education and installation help by a certified child passenger safety technician on staff. Once the technician is comfortable with the driver's understanding on how to properly use their child restraint, they give the driver a form which can then be taken to the District Attorney's office to have the ticket dismissed.

The goal of this program is to encourage law enforcement officers to be proactive in identifying and writing tickets for child passenger safety violations and also to provide education and installation assistance to drivers convicted of child passenger safety violations with the ultimate goal of increasing the number of children who are riding properly restrained in an age and size appropriate restraint.

**b. A list of participating law enforcement agencies and the counties they serve.**

Law enforcement guides have been distributed state wide to both state and local agencies.

State and local law enforcement agencies in Nash, Watauga, and Rockingham counties are participating in the CPS Diversion pilot program. Additionally the Military Police on Ft. Bragg are also participating in this program.

**3. For programs to train child passenger safety professionals:**

**a. A description of the training classes conducted and the curricula used to train individuals and groups.**

A number of curricula are used to provide child passenger safety training and education to individuals in North Carolina:

### ***CPS Certification***

The curricula used to train individuals in the child passenger safety technician certification class is the National Child Passenger Safety Certification Training Program (DOT HS 810 731 R01/08) developed by the National Highway Traffic Safety Administration in cooperation with the National Child Passenger Safety Board and Safe Kids Worldwide.

The curricula used to recertify technicians whose certification has expired but who has remained current on child passenger safety knowledge and hands on skills is the Certification Renewal Class (June 2008) designed to verify child passenger safety technical skills through hands-on testing, and assesses child passenger safety knowledge through a written test.

### ***Continuing Education***

Certified Technicians are required to complete at least 6 hours of continuing education credits each certification cycle in order to remain current. The GHSP-sponsored NC Child Passenger Safety Training Committee has continued to work to develop opportunities for Technicians to be able to earn CEUs.

The NC CPS Training Committee developed and periodically updates a CPS Update/Refresher course that provides enough CEUs for recertification by providing certified CPS Technicians with reviews of technical information related to occupant restraints. This class also gives participants an opportunity to view new child restraints and other products and to further improve their CPS Technician skills. The North Carolina Governor's Highway Safety Program and the North Carolina Office of State Fire Marshal sponsored, co-sponsored, or provided training materials for at least 100 students in 4 Update/Refresher training classes throughout the State during FY10.

To ensure that accurate and current information is being delivered through our child passenger safety programs, the North Carolina Governor's Highway Safety Program, NC DOI Office of State Fire Marshal, and the UNC Highway Safety Research Center worked with the NC CPS Training Committee to plan and conduct a State CPS Conference March 11-12, 2010. Nearly 300 Technicians, Instructors, and guests attended the 2010 Conference. The conference is offered at the lowest cost possible to allow more technicians to participate. General session and breakout workshop topics included:

- Airbags and Child Restraint Systems
- Child Passenger Safety and the Aging Caregiver
- Click It or Miss It-Information Too Good To Miss?
- Car Seats 101- CRS: Concept to Market
- Anthropomorphic Test Dummies (ATDs) - What Do They Tell Us?

- Safety Through Standards
- Smaller Vehicles and Child Passenger Safety
- CPS Issues - Birth to Two
- Child Restraint Quiz – Scavenger Hunt
- Right Seat, Right Fit, Why Won't They Stay In It?
- What's in your Toolbox?: Stocking the CPS Technician Toolbox

In addition, representatives from Britax, Chicco, Combi, Evenflo, First Years by Learning Curve and Graco were present and provided updates on new and interesting product features for their product lines.

**b. The number and location of training classes conducted and the individuals or groups trained.**

In FY 2010, 6 state sponsored and 8 state co-sponsored NHTSA Child Passenger Safety Certification classes were held. These courses were held in location throughout the state.

Start Date (City)	Student Status			
	Absent	Fail	Pass	Total
<b>CERTIFICATION CLASSES</b>				
<b><i>State Sponsored [1]</i></b>				
November 2, 2009 (High Point)	2	1	29	32
December 14, 2009 (Raleigh)	1	0	29	30
May 3, 2010 (Parkton)	0	5	22	27
May 17, 2010 (Elizabeth City)	2	5	19	26
August 17, 2010 (Kernersville)	0	1	32	33
August 17, 2010 (Wilson)	3	0	17	20
Total #	8	12	148	168
Total %	4.7%	7.1%	88.1%	100%
Total Attending %	--	7.5%	92.5%	100%
<b><i>Cosponsored Classes [2]</i></b>				
November 2, 2009 (Wilson)	0	2	28	30
December 8, 2009 (Winterville)	2	0	22	24
April 6, 2010 (Wilmington)	0	0	24	24
April 19, 2010 (Pinehurst)	3	0	22	25

Start Date (City)	Student Status			
	Absent	Fail	Pass	Total
April 20, (Conover)	0	0	16	16
June 1, 2010 (Mt. Airy)	1	0	18	19
June 21, 2010 (Statesville)	2	0	23	25
August 23, 2010 (Moncure)	4	1	25	30
Total #	12	3	178	193
Total %	6.2%	1.6%	92.2%	100%
Total Attending %	--	1.7%	98.3%	100%
<b>Local Classes [3]</b>				
February 16, 2010 (Durham)	0	1	18	19
April 27, 2010 (Concord)	5	0	16	21
September 21, 2010 (Claremont)	0	0	11	11
Total #	5	1	45	51
Total %	9.8%	2.0%	88.2%	100%
Total Attending %	--	2.2%	97.8%	100%
<b>Independent Classes [4]</b>				
October 27, 2009 (Asheville)	0	0	23	23
December 16, 2009 (Candler)	0	1	16	17
May 3, 2010 (Asheville)	1	1	22	24
Total #	1	2	61	64
Total %	1.6%	3.3%	95.3%	100%
Total Attending %	--	3.2%	96.8%	100%
<b>FY10 CERTIFICATION CLASS TOTALS</b>				
	<b>Absent</b>	<b>Fail</b>	<b>Pass</b>	<b>Total</b>
	26	18	432	476
	5.5%	3.8%	90.8%	100.0%
	--	18	432	450
	--	4.0%	96.0%	100.0%

[1] State = Supported completely by GHSP/OSFM funds - primarily related to instructor expenses

[2] Cosponsored = Supported in part by GHSP/OSFM funds and in part by local CC or other support - primarily related to instructor expenses

[3] Local = No support by GHSP/OSFM funds other than possible use of a training trailer

[4] Independent = No support whatsoever by GHSP/OSFM funds or equipment/supplies

According to the information provided when registering for the Certification classes, two-thirds of the students who passed the course and were certified as CPS Technicians were members of fire services (205 individuals/46% of students who passed) or law enforcement agencies (124/28%) with the remainder being Health Care professionals (37/8%), Family and Social Services agencies (23/5%), Emergency Services (11/2%), Education (8/2%), and other/unknown (42/9%).

Additionally, 3 Certification Renewal classes were held which resulted in 35 technicians becoming recertified.

<b>CERTIFICATION RENEWAL CLASSES</b>				
<b>Start Date (City)</b>	<b>Student Status</b>			
	<b>Absent</b>	<b>Fail</b>	<b>Pass</b>	<b>Total</b>
October 26, 2009 (Asheville)	1	0	12	13
May 13, 2010 (Raleigh)	1	1	15	17
August 25, 2010 (Cornelius)	0	0	8	8
<b>Total #</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>38</b>
<b>Total %</b>	<b>5.3%</b>	<b>2.6%</b>	<b>92.1%</b>	<b>100%</b>
<b>Total Attending %</b>	<b>--</b>	<b>2.8%</b>	<b>97.2%</b>	<b>100%</b>

**c. The number of child passenger safety technicians certified.**

A total of 467 people became certified child passenger safety technicians through classes offered in FY2010. This included 148 in State of NC sponsored CPST classes, 178 in co-sponsored CPST classes, 45 in local CPST classes, 61 in independent CPST classes, and 35 in renewal classes. The Governor’s Highway Safety Program and Office of State Fire Marshal assisted with the state sponsored and co-sponsored classes by providing instructors, materials, incentives, limited travel scholarships, and other support.

**4. For programs to educate the public:**

**a. A description of the programs used to educate the public concerning the proper use and installation of child restraints.**

Refer to Attachment A for a listing of community events entered by local programs on the “NC CPS Events and Activities” calendar on the [buckleupnc.org](http://buckleupnc.org) website. Among the programs listed were 82 car seat clinics that included 37 CPS Week 2010 clinics.

**b. A list of child restraint inspection stations/check-up events/clinics, including their locations.**

There are currently 82 Permanent Checking Station programs operating 130 permanent checking stations in 47 counties. See Attachment B for more information on permanent checking station locations and clinic information.

**c. An estimate of the number of child restraints checked at inspection stations/check-up events/clinics.**

More than 9,300 child restraints were checked at permanent checking stations in FY2010. More than half of these restraints were for children less than 1 year old.

Many child passenger safety clinics and other events were held during child passenger safety week (September 19<sup>th</sup>-25<sup>th</sup>). During these events at least 437 seats were checked and 110 seats were given out.



**Attachment A**  
**FY 2010 Events Listed on the buckleupnc.org Website**

County	Location Name	City	Event Date	Event Type
Burke	Food Lion in Hildebrand NC	Hildebrand	10/4/2009	Other
Davie	Car Seat Clinic	Mocksville	10/5/2009	Car Seat Clinic
Wilson	Kinder Kastle	Elm City	10/8/2009	Car Seat Clinic
Granville	Butner Public Safety	Butner	10/10/2009	Car Seat Clinic
Sampson	Lowes of Clinton	Clinton	10/23/2009	Car Seat Clinic
Granville	Walmart	Oxford	11/7/2009	Car Seat Clinic
Durham	Lenox-Baker Childrens Hospital	Durham	11/21/2009	Car Seat Clinic
Yadkin	Yadkinville Volunteer Fire Department	Yadkinville	11/25/2009	Car Seat Clinic
Durham	Sam's Club	Durham	12/5/2009	Car Seat Clinic
Davie	SMART Start Safety Training	Mocksville	12/17/2009	Safety/Health Fair
Orange	Southgate Mall	Carrboro	1/5/2010	Parent Education Class
Yadkin	Yadkinville VFD	Yadkinville	1/27/2010	Car Seat Clinic
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	2/24/2010	Car Seat Clinic
Davie	Davie County EMS	Mocksville	3/17/2010	Parent Education Class
Duplin	Duplin County Partnership for Children	Kenansville	3/19/2010	Parent Education Class
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	3/24/2010	Car Seat Clinic
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	3/24/2010	Car Seat Clinic
Robeson	University of NC at Pembroke	Pembroke	3/30/2010	Safe Driving Community Event
Duplin	Faison Volunteer Fire Department	Faison	3/31/2010	Car Seat Clinic
Chatham	Seat Clinic	Pittsboro	4/10/2010	Car Seat Clinic
Duplin	Duplin County Partnership for Children	Kenansville	4/16/2010	Parent Education Class
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	4/17/2010	Car Seat Clinic
Yadkin	Yadkinville YMCA	Yadkinville	4/17/2010	Car Seat Clinic
Iredell	Fun Station	Statesville	4/17/2010	Car Seat Clinic

County	Location Name	City	Event Date	Event Type
Duplin	Town and County Shopping Center	Wallace	4/24/2010	Car Seat Clinic
Hertford	Ahoskie Park	Ahoskie	4/24/2010	Safety/Health Fair
Randolph	Lowe's Foods	Ramseur	4/28/2010	Car Seat Clinic
Burke	Collett Street Recreation Center	Morganton	5/15/2010	Car Seat Clinic
Duplin	Duplin County Partnership for Children	Kenansville	5/21/2010	Parent Education Class
Mecklenburg	Britax Child Safety, Inc.	Charlotte	5/21/2010	Car Seat Clinic
Guilford	Target	Greensboro	5/21/2010	Car Seat Clinic
Yadkin	East Bend Vol. Fire Dept.	East Bend	5/26/2010	Car Seat Clinic
Yadkin	East Bend Vol. Fire Dept.	East Bend	5/26/2010	Car Seat Clinic
Randolph	Wal-Mart	Randleman	5/26/2010	Car Seat Clinic
Alexander	Lowe's Foods / Fred's parking lot - Bethlehem	Hickory	6/5/2010	Car Seat Clinic
Duplin	Duplin County Partnership for Children	Kenansville	6/18/2010	Parent Education Class
Mecklenburg	Britax Child Safety, Inc.	Charlotte	6/18/2010	Car Seat Clinic
Robeson	Gift From God's Child Care Facility	Pembroke	6/22/2010	Car Seat Clinic
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	6/23/2010	Car Seat Clinic
Duplin	Wal-Mart	Wallace	6/29/2010	Car Seat Clinic
Mecklenburg	Britax Child Safety, Inc.	Charlotte	7/16/2010	Car Seat Clinic
Duplin	Rose Hill Fire Department	Rose Hill	7/20/2010	Parent Education Class
Rockingham	Tri-City Chevrolet, Buick, Pontiac, GMC	Eden	7/24/2010	Car Seat Clinic
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	7/28/2010	Car Seat Clinic
Buncombe	Buncombe County Sports Complex	Asheville	8/3/2010	Other
Buncombe	Mission Children's Reuter Outpatient Center	Asheville	8/6/2010	Bicycle Helmet Distribution
Buncombe	Woodfin Park	Woodfin	8/7/2010	Other
Buncombe	Riceville Fire Department	Asheville	8/14/2010	Safety/Health Fair
Transylvania	Brevard Walmart	Brevard	8/17/2010	Car Seat Clinic
Mecklenburg	Britax Child Safety, Inc.	Charlotte	8/20/2010	Car Seat Clinic

County	Location Name	City	Event Date	Event Type
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	8/25/2010	Car Seat Clinic
Randolph	Lowe's Foods	Asheboro	8/31/2010	In and Around Cars
Randolph	Lowe's Foods	Asheboro	8/31/2010	In and Around Cars
Burke	Chick-Fil-A	Morganton	9/7/2010	Car Seat Clinic
Burke	R.O. Huffman Recreation Center	Drexel	9/9/2010	Safety/Health Fair
Henderson	WNC Ag Center	Fletcher	9/10/2010	Safety/Health Fair
Henderson	Mountain State Fair	Fletcher	9/10/2010	In and Around Cars
Guilford	Food Lion Shopping Center	Summerfield	9/14/2010	Car Seat Clinic
Greene	Greene County Senoir Center	Snow Hill	9/15/2010	Other
Mecklenburg	Britax Child Safety, Inc.	Charlotte	9/17/2010	Car Seat Clinic
Iredell	Troutman Bank of Amercia	Troutman	9/18/2010	Car Seat Clinic
Lenoir	Vedco Building	Kinston	9/18/2010	Other
Iredell	Troutman Bank of America	Troutman	9/18/2010	Car Seat Clinic
Burke	Morganton Public Library	Morganton	9/20/2010	CPS Week Car Seat Clinic
Lenoir	Lenoir Memorial Hospital	Kinston	9/21/2010	Other
Lenoir	Plaza Shopping Center	Kinston	9/21/2010	CPS Week Car Seat Clinic
Guilford	Piedmont Triad Ambulance & Rescue	High Point	9/21/2010	Car Seat Clinic
Cumberland	Babies 'R Us	Fayetteville	9/21/2010	CPS Week Car Seat Clinic
Yadkin	Yadkinville Vol. Fire Dept.	Yadkinville	9/22/2010	CPS Week Car Seat Clinic
Greene	Bojangles	Snow Hill	9/22/2010	CPS Week Car Seat Clinic
Pitt	Food Lion	Farmville	9/22/2010	CPS Week Car Seat Clinic
Randolph	Randolph County Community Services Building	Archdale	9/23/2010	CPS Week Car Seat Clinic
Lenoir	Pink Hill Volunteer Fire Department	Pink Hill	9/23/2010	CPS Week Car Seat Clinic
Rockingham	City of Reidsville Fire Department Sta.1	Reidsville	9/24/2010	Other

County	Location Name	City	Event Date	Event Type
Alleghany	Alleghany Administrative Building	Sparta	9/24/2010	CPS Week Car Seat Clinic
Wake	Kohl's of Apex	Apex	9/25/2010	Car Seat Clinic
Wayne	Wal-Mart	Goldsboro	9/25/2010	CPS Week Car Seat Clinic
Forsyth	State Highway Patrol Office	Winston Salem	9/25/2010	CPS Week Car Seat Clinic
Rockingham	Woodmont United Methodist Church	Reidsville	9/25/2010	CPS Week Car Seat Clinic
Randolph	Wal-Mart	Randleman	9/25/2010	CPS Week Car Seat Clinic
Guilford	Volvo Trucks North America	Greensboro	9/25/2010	CPS Week Car Seat Clinic
Iredell	Target Shopping Center	Mooresville	9/25/2010	Car Seat Clinic
Jackson	Sylva Walmart - Jackson County NC	Sylva	9/25/2010	CPS Week Car Seat Clinic
Cabarrus	Lowe's Home Improvement	Concord	9/25/2010	CPS Week Car Seat Clinic
Caldwell	Food Lion	Hudson	9/25/2010	CPS Week Car Seat Clinic
New Hanover	Safe Kids Cape Fear	Wilmington	9/25/2010	CPS Week Car Seat Clinic
Mecklenburg	Carolina Place Mall	Pineville	9/25/2010	CPS Week Car Seat Clinic
Cleveland	Shelby Children's Clinic	Shelby	9/25/2010	CPS Week Car Seat Clinic
Gaston	Gaston College	Lincolnton	9/25/2010	CPS Week Car Seat Clinic
Catawba	Lowe's Home Improvement Warehouse	Hickory	9/25/2010	CPS Week Car Seat Clinic
Vance	Henderson Police Station	Henderson	9/25/2010	CPS Week Car Seat Clinic
Johnston	Partnership for Children of Johnston County	Selma	9/25/2010	CPS Week Car Seat Clinic
Richmond	Cordova Fire Department	Rockingham	9/25/2010	CPS Week Car Seat Clinic
Robeson	Jerry Johnson Chevrolet	Lumberton	9/25/2010	CPS Week Car Seat Clinic
Randolph	Lowe's Home Improvement	Forest city	9/25/2010	CPS Week Car Seat Clinic

County	Location Name	City	Event Date	Event Type
Wake	Rex Healthcare	Raleigh	9/25/2010	CPS Week Car Seat Clinic
Union	Emmanuel Baptist Church	Monroe	9/25/2010	CPS Week Car Seat Clinic
Ashe	Farm Bureau	Jefferson	9/25/2010	CPS Week Car Seat Clinic
Rockingham	Woodmont United Methodist Church	Reidsville	9/25/2010	CPS Week Car Seat Clinic
Stokes	Southeastern Middle School	Walnut Cove	9/25/2010	CPS Week Car Seat Clinic
Wake	Wal-Mart	Fuquay Varina	9/25/2010	CPS Week Car Seat Clinic
Burke	Lowe's Hardware	Morganton	9/25/2010	CPS Week Car Seat Clinic
Granville	Butner Public Safety	Butner	9/25/2010	CPS Week Car Seat Clinic
Robeson	Jerry Johnson Chevrolet	Lumberton	9/25/2010	CPS Week Car Seat Clinic
Cumberland	North Post PX parking lot	Ft. Bragg	9/25/2010	CPS Week Car Seat Clinic
Burke	Catawba Meadows Park	Morganton	9/27/2010	Safety/Health Fair
Cabarrus	Super KMart	Concord	9/28/2010	Car Seat Clinic

**Attachment B**  
**North Carolina's Permanent Checking Stations**

<b>Program Name</b>	<b>City</b>	<b>Program County</b>
Burlington Fire Department PCS	Burlington	Alamance
Mebane Fire Department PCS	Mebane	Alamance
Alexander County Partnership for Children PCS	Taylorsville	Alexander
Alexander Co. Sheriff's Office PCS	Taylorsville	Alexander
Alleghany Family Resource Center PCS	Sparta	Alleghany
Anson County Partnership for Children PCS	Wadesboro	Anson
Ocean Isle Beach Police Department PCS	Ocean Isle Beach	Brunswick
Oak Island Fire & Rescue PCS	Oak Island	Brunswick
Reynolds Fire Department PCS	Asheville	Buncombe
Riceville Fire Department PCS	Asheville	Buncombe
Skyland Fire Department PCS	Skyland	Buncombe
Weaverville Fire Department PCS	Weaverville	Buncombe
Enka Candler Fire Rescue PCS	Asheville	Buncombe
Barnardsville Fire Department	Barnardsville	Buncombe
Leicester Fire Department	Asheville	Buncombe
Valdese Fire Department PCS	Valdese	Burke
Burke County Health Department PCS	Morganton	Burke
George Hildebran Fire Rescue PCS	Connelly Springs	Burke
Concord Fire/Life Safety PCS	Concord	Cabarrus
Caldwell County Emergency Services PCS	Lenoir	Caldwell
Western Carteret Fire and EMS PCS	Cedar Point	Carteret
Hickory Fire Department PCS	Hickory	Catawba
Catawba Valley Medical Center PCS	Hickory	Catawba
Conover Fire Department PCS	Conover	Catawba
Pittsboro Fire Rescue Department PCS	Pittsboro	Chatham
North Chatham Volunteer Fire Department PCS	Pittsboro	Chatham
Moncure Fire PCS	Moncure	Chatham
The Chowan/Perquimans Smart Start Partnership PCS	Edenton	Chowan
New Bern Fire Department PCS	New Bern	Craven
Fayetteville Fire Department PCS	Fayetteville	Cumberland
Fort Bragg Fire and Emergency Services/Cumberland County PCS	Fort Bragg	Cumberland
Stoney Point Fire Department PCS	Fayetteville	Cumberland
Kitty Hawk Fire Department PCS	Kitty Hawk	Dare
Davie County EMS PCS	Mocksville	Davie

<b>Program Name</b>	<b>City</b>	<b>Program County</b>
Durham County EMS PCS	Durham	Durham
Tarboro Fire Department	Tarboro	Edgecombe
Kernersville Fire Department PCS	Kernersville	Forsyth
Piney Grove Volunteer Fire and Rescue PCS	Kernersville	Forsyth
Downtown Health Plaza PCS	Winston-Salem	Forsyth
Gastonia Fire Department PCS	Gastonia	Gaston
Pleasant Garden Fire Department PCS	Pleasant Garden	Guilford
Guilford County Emergency Services PCS	Greensboro	Guilford
Oak Ridge Fire Department PCS	Oak Ridge	Guilford
Piedmont Triad Ambulance and Rescue PCS	601 North Elm Street	Guilford
Greensboro Police Department PCS		Guilford
Waynesville Fire Department	Waynesville	Haywood
Mooresville Fire Department PCS	Mooresville	Iredell
Partnership for Children PCS	Selma	Johnston
Sanford Fire Department PCS	Sanford	Lee
Lincoln County EMS PCS	Lincolnton	Lincoln
Lincolnton Fire Department PCS	Lincolnton	Lincoln
Matthews Police Department PCS	Matthews	Mecklenburg
Britax Child Safety, Inc. PCS	Charlotte	Mecklenburg
Pinehurst Fire Department PCS	Pinehurst	Moore
Southern Pines Buckle Up Kids	Southern Pines	Moore
Nashville Fire Department PCS	Nashville	Nash
Rocky Mount Fire Department PCS	Rocky Mount	Nash
New Hanover Fire/Rescue PCS	Wilmington	New Hanover
Wilmington Fire Department PCS	Wilmington	New Hanover
Jacksonville Fire Department PCS	Jacksonville	Onslow
Carrboro Fire - Rescue Department PCS	Carborro	Orange
Chapel Hill Fire Department PCS	Chapel Hill	Orange
UNC Highway Safety Research Center PCS	Chapel Hill	Orange
Greenville Fire & Rescue PCS	Greenville	Pitt
Randolph County Health Department PCS	Asheboro	Randolph
Randleman Police Department PCS	Randleman	Randolph
Rockingham Fire Department PCS	Rockingham	Richmond
Hamlet Police Department PCS	Hamlet	Richmond
Eden Fire Department PCS	Eden	Rockingham
Reidsville Fire Department PCS	Reidsville	Rockingham
Salisbury Fire Department PCS	Salisbury	Rowan
Partnership for Children of Sampson County PCS	Clinton	Sampson

<b>Program Name</b>	<b>City</b>	<b>Program County</b>
Surry County EMS PCS	Mount Airy	Surry
Brevard Fire Department PCS	Brevard	Transylvania
Monroe Police Department PCS	Monroe	Union
Town of Apex Fire Department PCS	Apex	Wake
Fuquay-Varina Fire Department PCS	Fuquay-Varina	Wake
Morrisville Fire-Rescue PCS	Morrisville	Wake
Blowing Rock Fire and Rescue PCS	Blowing Rock	Watauga
Safe Kids Wayne County PCS	Goldsboro	Wayne
Wilkesboro Police Department PCS	Wilkesboro	Wilkes
Yadkin County Emergency Services PCS	Yadkinville	Yadkin

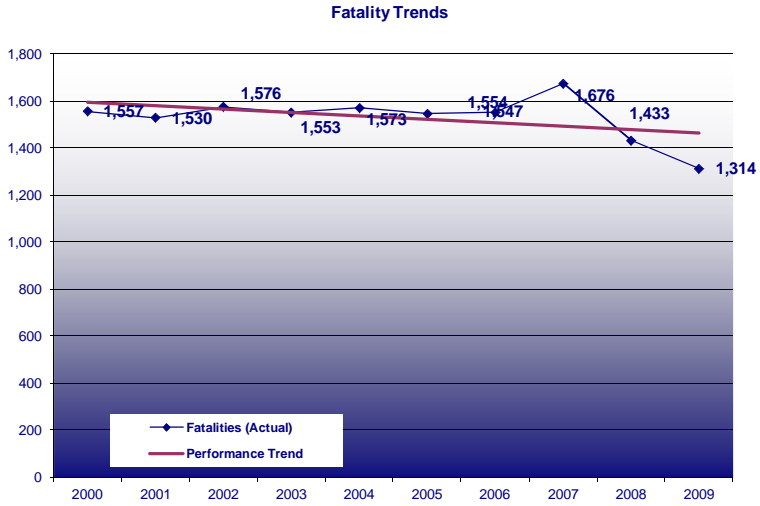


## Crash Data / Trends

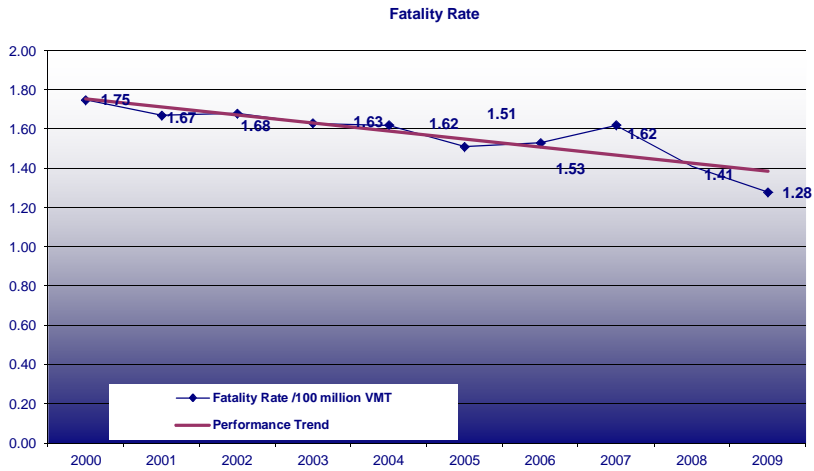
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
	PROGRESS REPORT DATA 2000-2009															
<b>Fatalities (Actual)</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	1,557	1,530	1,576	1,553	1,573	1,547	1,554	1,676	1,433	1,314						
<b>Fatality Rate /100 million VMT</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	1.75	1.67	1.68	1.63	1.62	1.51	1.53	1.62	1.41	1.28						
<b>Injuries (Actual)</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	141,367	132,780	132,090	133,128	131,382	122,449	118,734	118,313	121,121	109,397						
<b>Fatality &amp; Injury Rate(100 million VMT)</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	158.4	145.05	140.91	141.98	137.42	121.43	118.34	115.82	119.38	107.91						
<b>Fatality Rate/100K Population</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	19.42	19.01	19.22	19.11	18.22	17.64	17.55	18.91	16.17	14						
<b>Fatal &amp; Serious Injury Rate/100K population</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	95.2	75.3	70.9	68.11	67.39	62.31	58.5	54.95	47.41	11.8						
<b>Alcohol Related Fatalities</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	465	371	379	354	356	411	379	487	440	363						
<b>Proportion of Alcohol Related Fatalities</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	29.8	24.2	24.1	22.8	22.8	26.9	24.4	29.1	30.7	28.0						
<b>Alcohol Related Fatality Rate<sup>100M VMT</sup></b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	0.52	0.4	0.4	0.38	0.37	0.41	0.43	0.48	0.43	0.35						
<b>Percent of Population Using Safety Belts*</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	80.50%	82.70%	84.10%	86.10%	86.10%	86.70%	88.50%	88.80%	89.50%	89.70%						
<b>Motorcycle Fatalities</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	98	109	123	108	136	152	150	201	170	155						
<b>Pedestrian Fatalities</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	159	149	176	153	161	164	172	172	160	146						
<b>Bicyclists Killed</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009						
	26	24	17	20	25	36	21	18	32	16						

## PERFORMANCE TRENDS

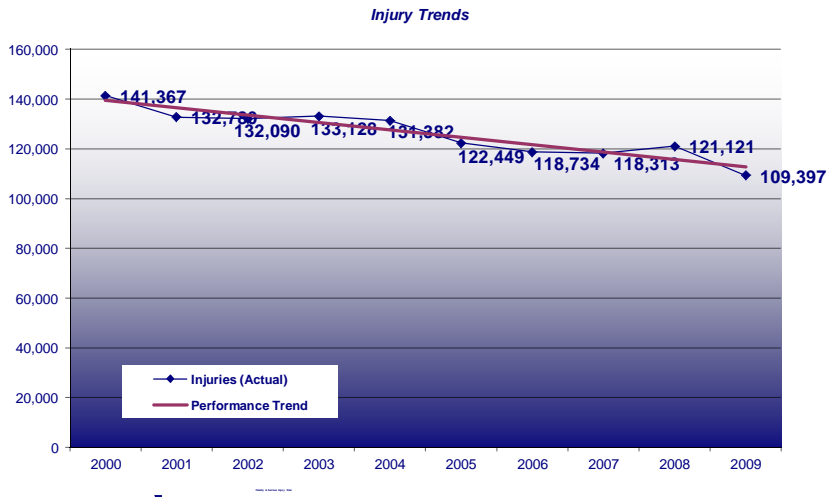
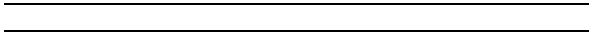
### FATALITIES



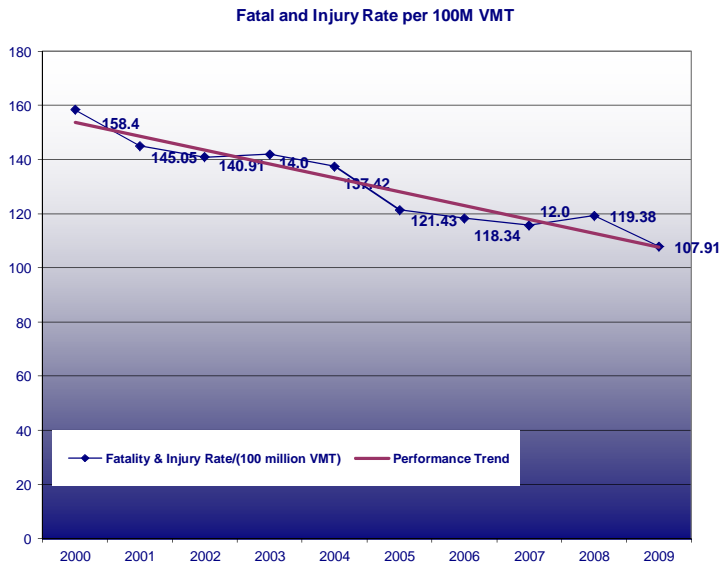
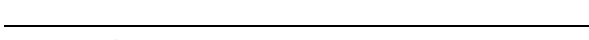
### FATALITY RATE PER VMT



# INJURIES

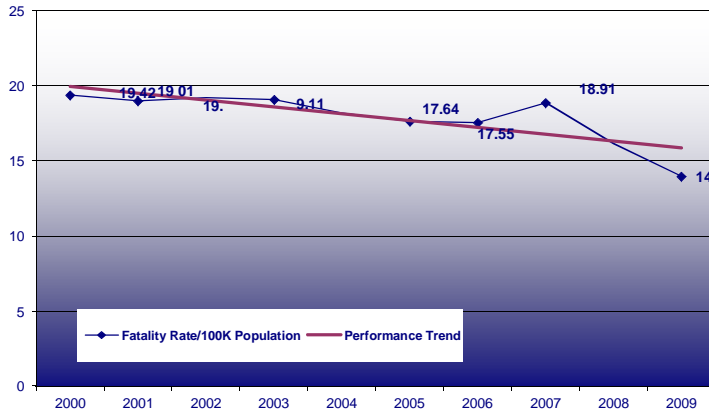


# FATAL AND INJURY RATE PER VMT

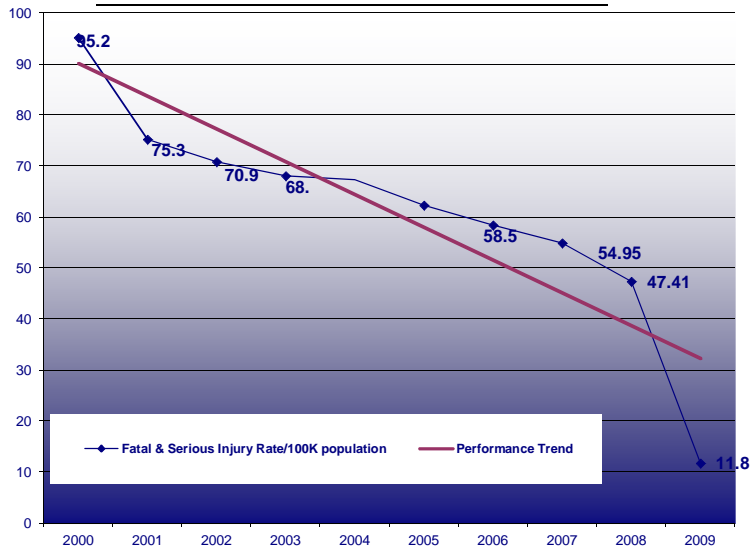


**FATALITY RATE PER 100K POPULATION**

Fatality Rate/100K Population



**FATAL AND SERIOUS INJURY RATE PER 100K POPULATION**



## ALCOHOL FATALITIES

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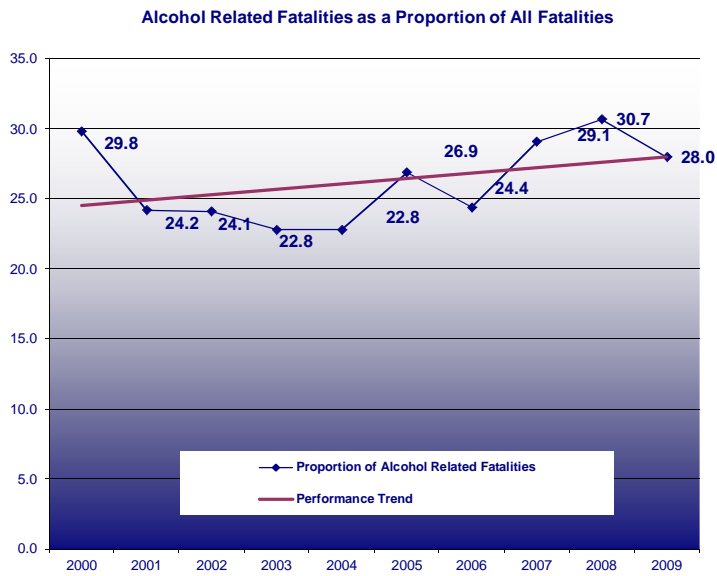
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## ALCOHOL FATALITIES AS A PROPORTION OF ALL FATALITIES

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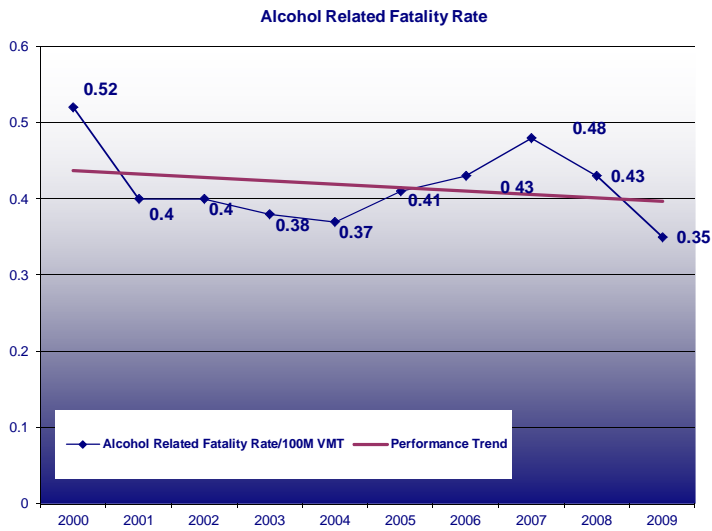
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## ALCOHOL RELATED RATE PER 100M VMT

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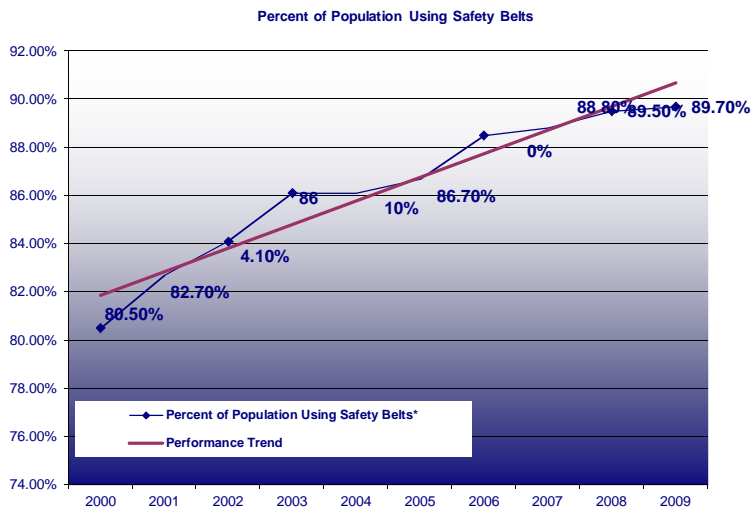
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## SAFETY BELT USE

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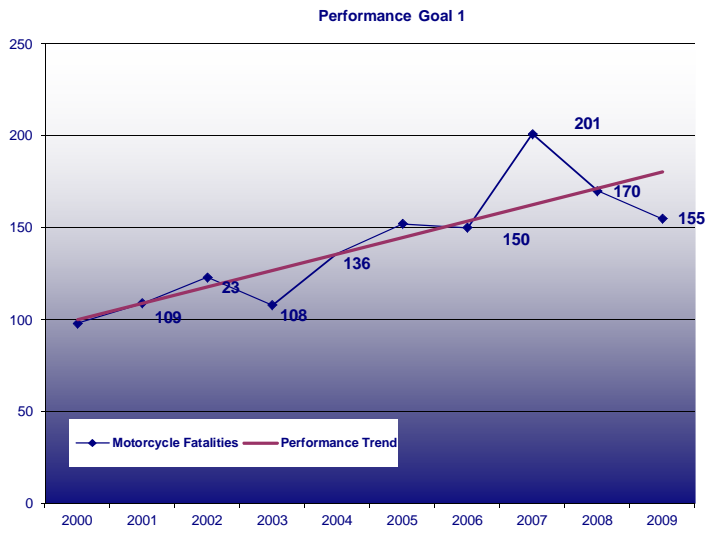
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## MOTORCYCLE FATALITIES

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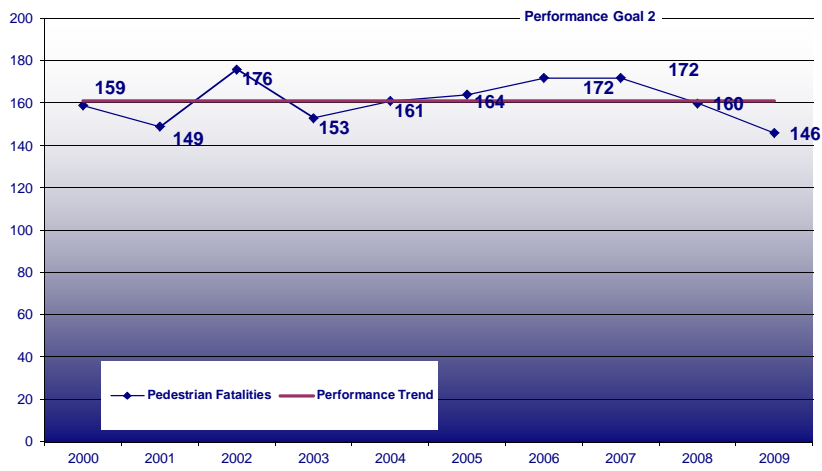
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## PEDESTRIAN FATALITIES

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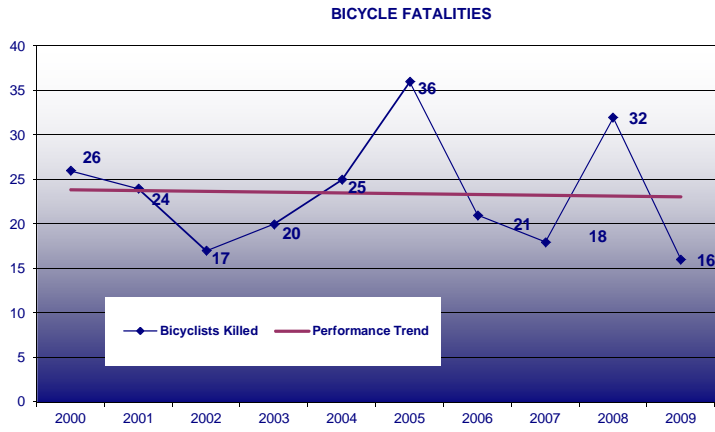
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# BICYCLE FATALITIES

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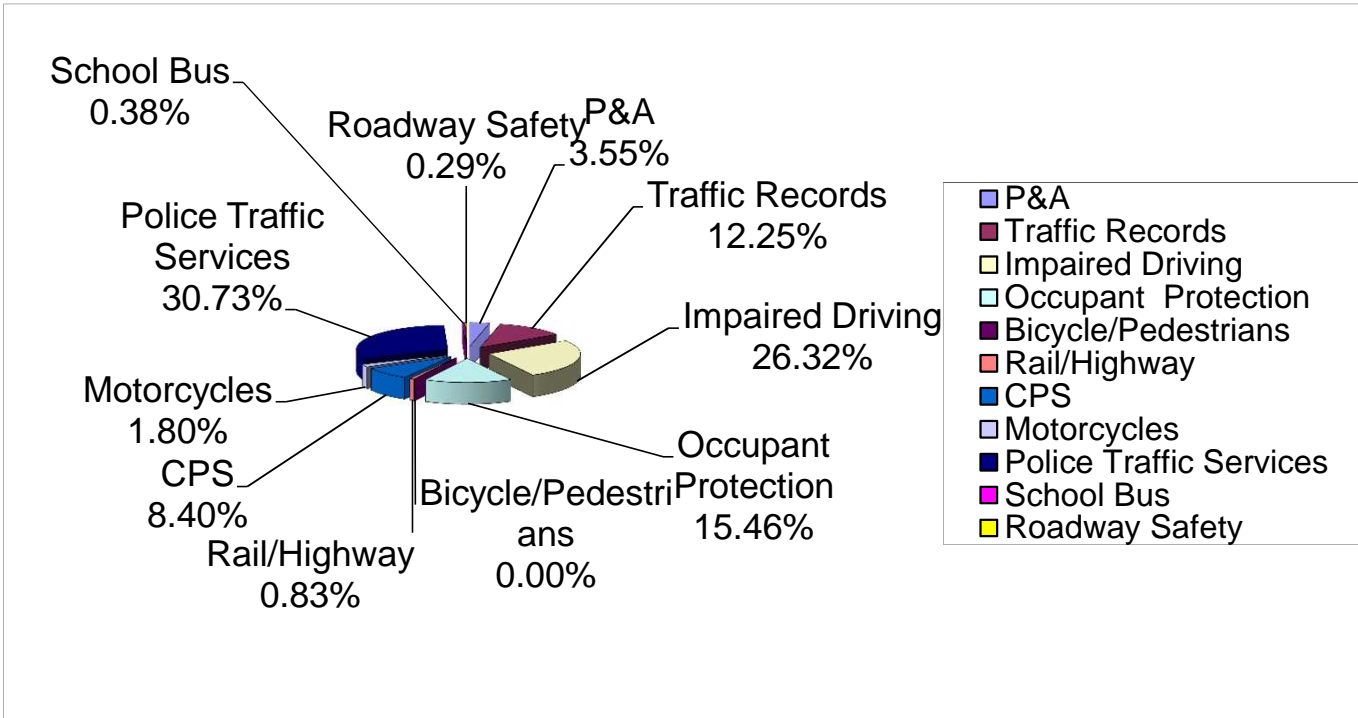


**Financial Summary**

	402	405	410	408	154	406	2010	2011	164	2003b	Total	% of Total
P&A	\$293,870				0					0	\$293,870	3.5%
Traffic Records	\$108,552			906,415	0					0	\$1,014,967	12.2%
Impaired Driving	\$462,252		1,718,726		0					0	\$2,180,978	26.3%
Occupant Protection	\$639,162	641,724			0					0	\$1,280,886	15.5%
Bicycle/Pedestrians	\$0				0					0	\$0	0.0%
Rail/Highway	\$69,145				0					0	\$69,145	0.8%
CPS	\$216,755				0			479,116		0	\$695,871	8.4%
Motorcycles	\$114,356				0		35,084			0	\$149,440	1.8%
Police Traffic Services	\$2,094,724				0	452,303				0	\$2,547,027	30.7%
School Bus	\$31,425				0					0	\$31,425	0.4%
Roadway Safety	\$24,019				0					0	\$24,019	0.3%

**TOTAL**

\$8,287,628



# North Carolina Grant Funded Enforcement Results

Agency Project #	Aberdeen PD K4-10-04-02	Alexander Co. SO K4-10-04-03	Anson Co. SO K4-10-04-04	Avery Co. SO K4-10-04-27	Bridgeton PD K4-10-04-17	Brunswick Co. SO PT-10-03-04-06	Burgaw PD K4-10-04-18
<b>Citations</b>							
DWI	28	26	15	12	19	149	0
DWI Refusal	4	2	2	1	0	38	0
Seat Belt	92	33	28	44	194	73	18
Child Safety Seat	67	25	32	3	37	35	2
Speed	690	171	193	140	419	1499	105
DWLR	89	107	39	14	82	293	15
NOL	86	145	42	43	103	472	17
GDL	4	3	0	0	10	12	0
MC Permit	8	6	0	0	1	2	0
Helmet	25	1	0	1	2	12	0
Other Not Listed	1246	357	220	178	183	922	37
<b>Total Traffic</b>	<b>2335</b>	<b>876</b>	<b>571</b>	<b>436</b>	<b>1050</b>	<b>3507</b>	<b>194</b>
Hours/DWI	57.3	44.0	102.1	96.3	56.9	58.8	0.0
<b>Tot Hrs/Citation</b>	<b>0.7</b>	<b>1.3</b>	<b>2.7</b>	<b>2.7</b>	<b>1.0</b>	<b>2.5</b>	<b>9.5</b>
<b>Miscellaneous</b>							
Misd. Drug	18	39	24	2	61	84	2
Felony Drug	3	5	14	0	6	2	0
Criminal Not Listed	20	7	33	1	78	94	10
<b>Total Criminal</b>	<b>41</b>	<b>51</b>	<b>71</b>	<b>3</b>	<b>145</b>	<b>180</b>	<b>12</b>
Fugitives Arrested	13	19	2	1	15	79	8
Stolen Veh Recovered	0	0	3	2	2	2	2
<b>TOTAL CHARGES</b>	<b>2376</b>	<b>925</b>	<b>5</b>	<b>438</b>	<b>1195</b>	<b>3649</b>	<b>206</b>
<b>Time Worked</b>							
Enforcement Hours	1605.5	1143	1531.5	1155	1082	8761	1837
Training Hours	162	281	124	134.5	205	500	0
Court Hours	62	85	176	53.5	119	351	96
Crash Hours	121	50	96	65.5	27	203	57
Public Information Hrs.	40.5	93	122	24	26	23	0
Other Hours	10	620.5	32.5	785.5	1	0	0
<b>Total Hours</b>	<b>2001</b>	<b>2272.5</b>	<b>2082</b>	<b>2218</b>	<b>1460</b>	<b>9838</b>	<b>1990</b>
<b>Checkpoints</b>							
DWI	13	19	23	4	9	12	0
Seat Belt	16	39	41	25	57	435	31
Motorcycle	0	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>29</b>	<b>58</b>	<b>64</b>	<b>29</b>	<b>66</b>	<b>447</b>	<b>31</b>
<b>Crash Data</b>							
Injury Crashes	21	1	22	0	7	1	11
A/R Crashes	1	0	2	0	0	0	3
Fatal Crashes	0	0	4	1	0	0	0
A/R Fatal Crashes	0	2	0	0	0	0	0
PDO Crashes	98	17	19	37	15	120	34
A/R PDO Crashes	1	1	0	0	0	0	0
<b>Total Crashes</b>	<b>121</b>	<b>21</b>	<b>47</b>	<b>38</b>	<b>22</b>	<b>121</b>	<b>48</b>
<b>PI Data</b>							
No. of Presentations	10	8	41	1	19	6	17
Displays	9	8	43	1	16	3	16
No. People Reached	1359	2432	2430	135	3571	7130	3035

Agency Project #	Cabarrus Co. SO K4-10-04-31	China Grove PD PT-10-03-04-14	Coats PD PT-10-03-04-16	Conover PD K4-10-04-05	Cornelius PD K4-10-04-28	Garner PD K4-10-04-01	Guilford Co. SO PT-10-03-04-15
<b>Citations</b>							
DWI	6	33	4	19	67	16	25
DWI Refusal	1	0	1	1	13	1	3
Seat Belt	61	65	15	48	45	72	253
Child Safety Seat	5	20	26	27	1	5	80
Speed	545	323	582	241	922	1100	1672
DWLR	52	50	95	74	26	44	287
NOL	48	114	203	159	71	116	216
GDL	0	0	0	1	0	0	1
MC Permit	2	0	0	0	0	0	0
Helmet	0	0	0	0	0	0	0
Other Not Listed	221	330	397	269	300	756	1937
<b>Total Traffic</b>	<b>941</b>	<b>935</b>	<b>1323</b>	<b>839</b>	<b>1445</b>	<b>2110</b>	<b>4474</b>
Hours/DWI	409.0	45.8	445.8	38.3	44.7	74.5	110.9
<b>Tot Hrs/Citation</b>	<b>2.6</b>	<b>1.6</b>	<b>1.3</b>	<b>0.9</b>	<b>2.1</b>	<b>0.6</b>	<b>0.6</b>
<b>Misd. Drug</b>							
Misd. Drug	7	6	4	19	5	0	44
Felony Drug	6	2	7	2	0	0	5
Criminal Not Listed	4	0	15	14	11	0	36
<b>Total Criminal</b>	<b>17</b>	<b>8</b>	<b>26</b>	<b>35</b>	<b>16</b>	<b>0</b>	<b>85</b>
Fugitives Arrested	2	2	11	0	0	1	48
Stolen Veh Recovered	1	0	0	1	0	0	5
<b>TOTAL CHARGES</b>	<b>957</b>	<b>943</b>	<b>1348</b>	<b>873</b>	<b>1448</b>	<b>2109</b>	<b>4556</b>
<b>Time Worked</b>							
Enforcement Hours	2454	1511	1783	727	2994	1192	2773.5
Training Hours	427	276	16	128.5	260	307	369.25
Court Hours	180	96	30	15	136	78.5	51
Crash Hours	218	97	14	173	122	207	0
Public Information Hrs.	21	2	4	31	10	56	56
Other Hours	536	52	58	327	12	319	164
<b>Total Hours</b>	<b>3836</b>	<b>2034</b>	<b>1905</b>	<b>1401.5</b>	<b>3534</b>	<b>2159.5</b>	<b>3413.75</b>
<b>Checkpoints</b>							
DWI	7	38	8	7	11	16	10
Seat Belt	12	32	103	36	20	37	27
Motorcycle	0	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>19</b>	<b>70</b>	<b>111</b>	<b>43</b>	<b>31</b>	<b>53</b>	<b>37</b>
<b>Crash Data</b>							
Injury Crashes	40	17	0	8	29	237	0
A/R Crashes	1	0	0	1	3	4	0
Fatal Crashes	0	1	0	1	2	1	0
A/R Fatal Crashes	0	0	0	1	0	0	0
PDO Crashes	190	81	13	70	86	782	0
A/R PDO Crashes	0	0	0	0	0	99	0
<b>Total Crashes</b>	<b>231</b>	<b>99</b>	<b>13</b>	<b>81</b>	<b>120</b>	<b>1123</b>	<b>0</b>
<b>PI Data</b>							
No. of Presentations	6	2	1	8	4	4	29
Displays	6	1	1	11	0	49	4
No. People Reached	264	80	0	5692	360	1413	905

Agency Project #	Henderson Co. SO PT-10-03-04-01	Hickory PD PT-10-03-04-04	Hoke Co. SO K4-10-04-29	Iredell Co. SO K4-10-04-30	Jacksonville PD PT-10-03-03-29	Jones Co. SO K4-10-04-19	Kill Devil Hill PD K8-10-02-36
<b>Citations</b>							
DWI	5	66	22	16	24	32	49
DWI Refusal	1	5	0	1	4	4	8
Seat Belt	6	264	21	78	25	53	78
Child Safety Seat	0	58	23	11	16	4	8
Speed	543	1024	333	221	542	698	292
DWLR	11	180	80	66	17	84	27
NOL	20	185	75	82	20	75	19
GDL	0	9	0	1	0	3	1
MC Permit	0	0	0	2	5	0	0
Helmet	0	2	0	0	0	3	0
Other Not Listed	30	1497	385	918	277	612	351
<b>Total Traffic</b>	<b>616</b>	<b>3290</b>	<b>939</b>	<b>1396</b>	<b>930</b>	<b>1568</b>	<b>833</b>
Hours/DWI	280.6	70.2	81.5	104.0	28.2	56.0	57.5
<b>Tot Hrs/Citation</b>	<b>2.3</b>	<b>1.4</b>	<b>1.9</b>	<b>1.2</b>	<b>0.7</b>	<b>1.1</b>	<b>3.4</b>
<b>Misd. Drug</b>							
Misd. Drug	5	58	3	12	5	25	13
Felony Drug	2	9	1	0	3	24	1
Criminal Not Listed	1	98	2	24	6	27	84
<b>Total Criminal</b>	<b>8</b>	<b>165</b>	<b>6</b>	<b>36</b>	<b>14</b>	<b>76</b>	<b>98</b>
Fugitives Arrested	1	18	30	5	1	45	2
Stolen Veh Recovered	2	2	0	0	0	1	0
<b>TOTAL CHARGES</b>	<b>623</b>	<b>3448</b>	<b>939</b>	<b>1431</b>	<b>940</b>	<b>1640</b>	<b>923</b>
<b>Time Worked</b>							
Enforcement Hours	1403	4632	1792.65	1664.1	676	1793	2815.5
Training Hours	95	1443	130	642.5	89.5	236	268
Court Hours	12	274.5	88	11	17.5	98	95
Crash Hours	0	689	53	21.9	175	159	119.5
Public Information Hrs.	98	330	0	140.5	8	28	12
Other Hours	408	638.5	0	434	392.8	49	24
<b>Total Hours</b>	<b>2016</b>	<b>8007</b>	<b>2063.65</b>	<b>2914</b>	<b>1358.8</b>	<b>2363</b>	<b>3334</b>
<b>Checkpoints</b>							
DWI	11	6	2	12	7	3	4
Seat Belt	9	52	76	23	18.5	52	26
Motorcycle	0	0	0	6	0	0	0
<b>Tot Checkpoints</b>	<b>20</b>	<b>58</b>	<b>78</b>	<b>41</b>	<b>25.5</b>	<b>55</b>	<b>30</b>
<b>Crash Data</b>							
Injury Crashes	0	119	32	10	39	18	17
A/R Crashes	0	6	0	1	1	4	1
Fatal Crashes	0	5	0	1	1	0	0
A/R Fatal Crashes	0	2	0	0	2	0	1
PDO Crashes	0	61	22	13	75	63	119
A/R PDO Crashes	0	3	0	0	1	0	7
<b>Total Crashes</b>	<b>0</b>	<b>196</b>	<b>54</b>	<b>25</b>	<b>119</b>	<b>85</b>	<b>145</b>
<b>PI Data</b>							
No. of Presentations	12	26	6	41	0	7	3
Displays	7	23	3	11	4	1	1
No. People Reached	3285	4518	910	2825	10032	1960	31

Agency Project #	Landis PD K4-10-04-06	Laurinburg PD K4-10-04-07	Lexington PD K4-10-04-08	Locust PD K4-10-04-09	Marshville PD PT-10-03-04-11	Mint Hill PD K4-10-04-10	Mooreville PD PT-10-03-04-02
<b>Citations</b>							
DWI	8	36	12	13	9	32	34
DWI Refusal	0	0	1	3	2	6	2
Seat Belt	12	40	110	208	95	222	142
Child Safety Seat	6	79	23	35	16	4	13
Speed	205	306	614	311	442	477	196
DWLR	34	132	34	37	45	68	69
NOL	34	117	34	63	53	96	93
GDL	0	13	0	54	0	4	2
MC Permit	0	2	0	0	2	0	0
Helmet	0	1	4	0	7	0	1
Other Not Listed	301	338	233	695	334	374	584
<b>Total Traffic</b>	<b>600</b>	<b>1064</b>	<b>1065</b>	<b>1419</b>	<b>1005</b>	<b>1283</b>	<b>1136</b>
Hours/DWI	169.4	44.3	131.4	140.6	203.6	91.3	45.0
<b>Tot Hrs/Citation</b>	<b>2.3</b>	<b>1.5</b>	<b>1.5</b>	<b>1.3</b>	<b>1.8</b>	<b>2.3</b>	<b>1.3</b>
<b>Misd. Drug</b>							
Misd. Drug	1	88	9	16	6	30	11
Felony Drug	0	30	1	4	0	3	2
Criminal Not Listed	5	125	30	87	8	9	8
<b>Total Criminal</b>	<b>6</b>	<b>243</b>	<b>40</b>	<b>107</b>	<b>14</b>	<b>42</b>	<b>21</b>
Fugitives Arrested	5	35	0	5	3	2	0
Stolen Veh Recovered	0	1	0	0	2	5	0
<b>TOTAL CHARGES</b>	<b>606</b>	<b>1307</b>	<b>1104</b>	<b>1461</b>	<b>1017</b>	<b>1319</b>	
<b>Time Worked</b>							
Enforcement Hours	1354.85	1596	1576.5	1827.5	1832	2922	1530.75
Training Hours	232.3	112	148.5	108	40	274	230.75
Court Hours	115	12	55.5	144	84	130	9
Crash Hours	22.75	54	130.5	22	29	140	200.5
Public Information Hrs.	45.5	22	28	6	10	6	25.5
Other Hours	373.55	256	84.5	36	21	500	44.25
<b>Total Hours</b>	<b>2143.95</b>	<b>2052</b>	<b>2023.5</b>	<b>2143.5</b>	<b>2016</b>	<b>3972</b>	<b>2040.75</b>
<b>Checkpoints</b>							
DWI	6	17	6	12	4	8	7
Seat Belt	16	40	31	18	24	11	13
Motorcycle	0	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>22</b>	<b>57</b>	<b>37</b>	<b>30</b>	<b>28</b>	<b>19</b>	<b>20</b>
<b>Crash Data</b>							
Injury Crashes	0	7	54	1	1	21	41
A/R Crashes	2	1	5	0	0	4	5
Fatal Crashes	0	0	1	0	1	0	0
A/R Fatal Crashes	0	0	0	0	0	0	0
PDO Crashes	19	34	109	27	17	72	143
A/R PDO Crashes	1	0	0	0	0	7	5
<b>Total Crashes</b>	<b>22</b>	<b>42</b>	<b>169</b>	<b>28</b>	<b>19</b>	<b>104</b>	<b>194</b>
<b>PI Data</b>							
No. of Presentations	7	10	11	31	1	1	11
Displays	2	2	3	11	2	0	0
No. People Reached	1925	4994	329	69	3075	6	317

Agency Project #	Morehead City PD K4-10-04-21	Nash Co. SO PT-10-03-04-07	Nashville PD K4-10-04-22	New Bern PD PT-10-03-03-22	New Hanover Co. SO K8-10-02-16	Oxford PD PT-10-03-04-08	Pittsboro PD K4-10-04-24
<b>Citations</b>							
DWI	9	10	15	50	115	8	30
DWI Refusal	0	3	0	8	11	1	4
Seat Belt	49	145	216	112	658	39	9
Child Safety Seat	4	40	12	23	83	1	2
Speed	43	707	246	757	952	131	292
DWLR	22	240	76	93	270	37	25
NOL	38	146	85	112	372	21	30
GDL	0	3	3	5	0	0	0
MC Permit	1	0	0	2	0	0	0
Helmet	0	0	0	1	0	7	0
Other Not Listed	164	1506	702	926	651	110	105
<b>Total Traffic</b>	<b>330</b>	<b>2800</b>	<b>1355</b>	<b>2089</b>	<b>3112</b>	<b>355</b>	<b>497</b>
Hours/DWI	172.5	596.9	206.7	34.9	63.8	209.8	41.4
<b>Tot Hrs/Citation</b>	<b>4.7</b>	<b>2.1</b>	<b>2.3</b>	<b>0.8</b>	<b>2.4</b>	<b>4.7</b>	<b>2.5</b>
<b>Misc. Drug</b>							
Misc. Drug	6	7	7	43	29	12	15
Felony Drug	3	54	1	7	8	0	2
Criminal Not Listed	5	121	0	496	10	20	9
<b>Total Criminal</b>	<b>14</b>	<b>182</b>	<b>8</b>	<b>546</b>	<b>47</b>	<b>32</b>	<b>26</b>
Fugitives Arrested	0	7	2	9	1	1	2
Stolen Veh Recovered	0	0	1	5	1	1	0
<b>TOTAL CHARGES</b>	<b>342</b>	<b>2979</b>	<b>1363</b>	<b>2627</b>	<b>3145</b>	<b>361</b>	<b>519</b>
<b>Time Worked</b>							
Enforcement Hours	1552.5	5969	3101	1744.4	7340	1678	1242
Training Hours	126	344	40	1489	209	64	230
Court Hours	60	128	50	218	335	76	78
Crash Hours	196.5	43	76	876	0	27	12
Public Information Hrs.	39	74	0	17	2	0	1
Other Hours	128.5	777	0	2101	0	610	24
<b>Total Hours</b>	<b>2102.5</b>	<b>7335</b>	<b>3267</b>	<b>6445.4</b>	<b>7886</b>	<b>2455</b>	<b>1587</b>
<b>Checkpoints</b>							
DWI	5	7	6	5	46	4	3
Seat Belt	15	52	21	8	87	17	10
Motorcycle	1	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>21</b>	<b>59</b>	<b>27</b>	<b>13</b>	<b>133</b>	<b>21</b>	<b>13</b>
<b>Crash Data</b>							
Injury Crashes	31	15	27	228	0	0	0
A/R Crashes	1	2	0	12	0	0	1
Fatal Crashes	0	2	0	0	0	0	0
A/R Fatal Crashes	0	0	0	0	0	0	0
PDO Crashes	173	12	152	1067	0	27	11
A/R PDO Crashes	3	0	1	18	0	0	2
<b>Total Crashes</b>	<b>208</b>	<b>31</b>	<b>180</b>	<b>1325</b>	<b>0</b>	<b>27</b>	<b>14</b>
<b>PI Data</b>							
No. of Presentations	11	15	0	18	19	1	1
Displays	3	12	0	5	15	0	1
No. People Reached	106	1925	0	905	1005	15	125

Agency Project #	Richmond Co. SO K4-10-04-32	Scotland Co. SO K4-10-04-11	Sharpsburg PD K410-04-25	Statesville PD K4-10-04-12	Transylvania K4-10-04-13	Troutman PD PT-10-03-04-12	UNCG PD PT-10-03-03-12
<b>Citations</b>							
DWI	60	61	5	23	17	16	70
DWI Refusal	16	7	0	3	1	0	7
Seat Belt	35	115	5	70	5	20	330
Child Safety Seat	81	111	2	109	0	8	32
Speed	713	581	238	685	53	223	406
DWLR	221	87	22	78	30	33	120
NOL	234	38	24	116	33	37	122
GDL	0	0	0	1	0	0	2
MC Permit	0	11	0	0	0	1	2
Helmet	0	0	1	0	0	0	1
Other Not Listed	405	147	78	674	49	388	991
<b>Total Traffic</b>	<b>1765</b>	<b>1158</b>	<b>375</b>	<b>1759</b>	<b>188</b>	<b>726</b>	<b>2083</b>
Hours/DWI	49.3	28.0	435.8	65.0	223.2	95.2	16.4
<b>Tot Hrs/Citation</b>	<b>1.7</b>	<b>1.5</b>	<b>5.8</b>	<b>0.9</b>	<b>20.3</b>	<b>2.1</b>	<b>0.6</b>
<b>Misc. Drug</b>							
Misd. Drug	76	39	0	12	25	9	241
Felony Drug	14	13	0	2	5	0	33
Criminal Not Listed	79	49	20	21	126	12	315
<b>Total Criminal</b>	<b>169</b>	<b>101</b>	<b>20</b>	<b>35</b>	<b>156</b>	<b>21</b>	<b>589</b>
Fugitives Arrested	29	15	0	12	0	3	66
Stolen Veh Recovered	2	8	0	0	0	0	1
<b>TOTAL CHARGES</b>	<b>1918</b>	<b>1252</b>	<b>395</b>	<b>1791</b>	<b>343</b>	<b>747</b>	<b>2665</b>
<b>Time Worked</b>							
Enforcement Hours	2959	1707	2179	1494.58	3794	1523	1150.5
Training Hours	326	192	36	828.43	156	212	1383.5
Court Hours	302	96	0	20.68	78	8	234.5
Crash Hours	0	7	25	588.66	0	56	6
Public Information Hrs.	164	36	0	28.03	4	28	14
Other Hours	285	8	33	562.35	0	4	3327
<b>Total Hours</b>	<b>4036</b>	<b>2046</b>	<b>2273</b>	<b>3522.73</b>	<b>4032</b>	<b>1831</b>	<b>6115.5</b>
<b>Checkpoints</b>							
DWI	2	16	7	9	16	7	11
Seat Belt	71	39	16	27	14	42	52
Motorcycle	2	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>75</b>	<b>55</b>	<b>23</b>	<b>36</b>	<b>30</b>	<b>49</b>	<b>63</b>
<b>Crash Data</b>							
Injury Crashes	0	0	1	76	0	5	0
A/R Crashes	0	0	0	5	0	2	0
Fatal Crashes	0	0	0	1	0	0	0
A/R Fatal Crashes	0	0	0	0	0	0	0
PDO Crashes	0	0	12	325	0	28	4
A/R PDO Crashes	0	0	0	2	0	0	2
<b>Total Crashes</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>409</b>	<b>0</b>	<b>35</b>	<b>6</b>
<b>PI Data</b>							
No. of Presentations	23	9	0	11	0	12	2
Displays	32	10	0	0	0	2	1
No. People Reached	2159	3033	0	372	0	610	1550

Agency Project #	Wadesboro PD K5-10-04-14	Wake Co. SO PT-10-03-04-09	Waxhaw PD PT-10-03-04-13	Wendell PD K4-10-04-26	Whispering Pines PD PT-10-03-04-05	Whiteville PD K4-10-04-23	Wilmington PD PT-10-03-04-10	Wingate PD K4-10-04-16
<b>Citations</b>								
DWI	17	210	10	8	2	7	164	21
DWI Refusal	3	20	2	0	1	1	8	0
Seat Belt	258	246	34	92	36	26	63	33
Child Safety Seat	179	97	4	5	10	5	3	44
Speed	811	1776	280	964	133	128	407	245
DWLR	114	287	34	85	9	26	90	40
NOL	70	548	66	157	19	18	56	97
GDL	5	6	1	1	0	0	0	0
MC Permit	1	3	0	0	0	1	0	0
Helmet	4	3	0	0	0	2	1	0
Other Not Listed	525	898	328	647	190	228	202	208
<b>Total Traffic</b>	<b>1987</b>	<b>4094</b>	<b>759</b>	<b>1959</b>	<b>400</b>	<b>442</b>	<b>994</b>	<b>688</b>
Hours/DWI	193.7	23.4	169.3	376.7	674.8	130.6	21.8	69.4
<b>Tot Hrs/Citation</b>	<b>1.7</b>	<b>1.2</b>	<b>2.2</b>	<b>1.5</b>	<b>3.4</b>	<b>2.1</b>	<b>3.6</b>	<b>2.1</b>
<b>Misd. Drug</b>								
Misd. Drug	19	60	26	12	23	5	6	6
Felony Drug	8	9	2	0	2	1	6	9
Criminal Not Listed	74	110	15	10	2	10	47	30
<b>Total Criminal</b>	<b>101</b>	<b>179</b>	<b>43</b>	<b>22</b>	<b>27</b>	<b>16</b>	<b>59</b>	<b>45</b>
Fugitives Arrested	14	4	3	4	1	0	0	6
Stolen Veh Recovered	2	0	1	0	1	1	0	0
<b>TOTAL CHARGES</b>	<b>2085</b>	<b>4253</b>	<b>800</b>	<b>1979</b>	<b>406</b>	<b>457</b>	<b>1045</b>	<b>730</b>
<b>Time Worked</b>								
Enforcement Hours	3293	4916.5	1693	3013.5	1349.5	914	3581	1457.4
Training Hours	154	226.5	333	229	173.5	64	186	132.75
Court Hours	173	252	57	49	9	10	194	34.5
Crash Hours	91	3	107.5	34	5	47.02	207	15.5
Public Information Hrs.	44	55.5	61	127	6.5	0	15	68.5
Other Hours	237	901	83	195.5	591.5	0	0	504.5
<b>Total Hours</b>	<b>3992</b>	<b>6354.5</b>	<b>2334.5</b>	<b>3648</b>	<b>2135</b>	<b>1035.02</b>	<b>4183</b>	<b>2213.15</b>
<b>Checkpoints</b>								
DWI	31	41	14	11	8	1	14	6
Seat Belt	25	34	37	16	22	12	4	30
Motorcycle	0	0	0	0	0	0	0	0
<b>Tot Checkpoints</b>	<b>56</b>	<b>75</b>	<b>51</b>	<b>27</b>	<b>30</b>	<b>13</b>	<b>18</b>	<b>36</b>
<b>Crash Data</b>								
Injury Crashes	76	0	25	7	0	13	19	1
A/R Crashes	0	0	3	0	0	13	12	0
Fatal Crashes	0	0	0	0	0	0	1	0
A/R Fatal Crashes	0	0	0	0	0	0	1	0
PDO Crashes	358	0	129	31	6	0	74	16
A/R PDO Crashes	0	0	5	1	0	0	20	0
<b>Total Crashes</b>	<b>434</b>	<b>0</b>	<b>162</b>	<b>39</b>	<b>6</b>	<b>26</b>	<b>127</b>	<b>17</b>
<b>PI Data</b>								
No. of Presentations	15	28	5	20	4	0	1	6
Displays	16	35	4	5	1	0	4	6
No. People Reached	5074	1616	1175	358	477	0	1225	1170



	All Grant	NCSHP	Combined
	Agencies		
<b>Citations</b>			
DWI	1705	51343	53048
DWI Refusal	200	0	200
Seat Belt	4991	120218	125209
Child Safety Seat	1516	27578	29094
Speed	25577	415315	440892
DWLR	4190	208781	212971
NOL	5240	0	5240
GDL	145	0	145
MC Permit	52	0	52
Helmet	79	0	79
Other Not Listed	24404	322411	346815
<b>Total Traffic</b>	<b>68095</b>	<b>1145646</b>	<b>1213741</b>
Hours/DWI	67.8	24.0	25.4
<b>Tot Hrs/Citation</b>	<b>1.7</b>	<b>1.1</b>	<b>1.1</b>
<b>Misd. Drug</b>			
Misd. Drug	1275	0	1275
<b>Felony Drug</b>			
Felony Drug	311	3118	3429
<b>Criminal Not Listed</b>			
Criminal Not Listed	2418	0	2418
<b>Total Criminal</b>	<b>4004</b>	<b>3118</b>	<b>7122</b>
Fugitives Arrested	532	0	532
Stolen Veh Recovered	55	0	55
<b>TOTAL CHARGES</b>			
	<b>69988</b>	<b>1148764</b>	<b>1218752</b>
<b>Time Worked</b>			
Enforcement Hours	115617.23	1231387	1347004.23
Training Hours	14374.48	0	14374.48
Court Hours	5137.18	0	5137.18
Crash Hours	5689.83	0	5689.83
Public Information Hrs.	2052.53	0	2052.53
Other Hours	16551.45	0	16551.45
<b>Total Hours</b>	<b>159422.7</b>	<b>0</b>	<b>159422.7</b>
<b>Checkpoints</b>			
DWI	552	0	552
Seat Belt	1971.5	0	1971.5
Motorcycle	9	0	9
<b>Tot Checkpoints</b>	<b>2532.5</b>	<b>0</b>	<b>2532.5</b>
<b>Crash Data</b>			
Injury Crashes	1278		1278
A/R Crashes	96		96
Fatal Crashes	23		23
A/R Fatal Crashes	9		9
PDO Crashes	4761		4761
A/R PDO Crashes	179		179
<b>Total Crashes</b>	<b>6346</b>		<b>6346</b>
<b>PI Data</b>			
No. of Presentations	524		524
Displays	390		390
No. People Reached	85982		85982