



North Carolina Governor's Highway Safety Program FY 2012 Highway Safety Plan

GOVERNOR BEVERLY EAVES PERDUE
STATE OF NORTH CAROLINA

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GOVERNOR'S HIGHWAY SAFETY PROGRAM



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Executive Summary

Each year, the N.C. Governor's Highway Safety Program (GHSP) prepares a Highway Safety Plan (HSP) as a guide for the State's federally funded safety activities. A major component in the production of this document is the identification of safety problems within the state through an analysis of motor vehicle crash data. The results of this problem identification effort are then used as one means of justification for determining where safety improvement funds are allocated. North Carolina strives to ensure that funding is allocated to those areas that can provide the greatest impact on highway safety.

In 2010-11, an extensive data driven problem identification process was undertaken to determine the most critical highway safety priority areas in North Carolina. Various data sources were reviewed to assess the current crash picture, analyze motor vehicle crash and fatality trends, and develop appropriate goals and performance measures for identified priority areas. Based on this data analysis, the North Carolina Governor's Highway Safety Program has identified the following areas as top priorities for program funding for FY 2012:

- Alcohol-Impaired Driving
- Occupant Protection
- Speeding and Police Traffic Services
- Young Drivers
- Older Drivers
- Motorcycles
- Pedestrians
- Traffic Records

As required by 23 CFR Part 1200.12, the Highway Safety Plan, our application for Section 402 highway safety funding, includes the following components:

- Performance Plan
- Highway Safety Plan
- Certification and Assurance Statements
- Program Cost Summary

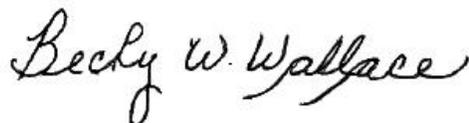
This document also describes the organizational structure of the Governor's Highway Safety Program, the problem identification process employed to determine the priority areas and accompanying goals for FY 2012, and the process to select to sub-grantees for FY 2012. Lastly, the 2012 Highway Safety Plan includes the required performance measures and goals for the eleven core outcome and behavior measures as required by the National Highway Traffic Safety Administration (NHTSA).



Along with our partners, the Governor's Highway Safety Program will be implementing a number of initiatives with the aim of reducing motor vehicle crashes and fatalities in North Carolina. Programs and projects that will be funded in FY 2012 include:

- *Booze It & Lose It* will be implemented throughout FY 2012 and accompanied by substantial public awareness campaigns to increase awareness of drunken driving laws and to decrease the incidence of DWI crashes.
- GHSP is establishing DWI Enforcement Teams in counties that are overrepresented in alcohol-related crashes, injuries, and fatalities.
- The Blood Alcohol Testing (BAT) program is adding a sixth BAT Mobile Unit to assist law enforcement agencies in conducting checkpoints.
- In addition to the statewide mobilization efforts for *Click It or Ticket*, GHSP will conduct a mini-mobilization during April, 2012 that will target survey counties below the 90 percent seat belt threshold.
- The *No Need 2 Speed* campaign will be held in April, 2012. Enforcement efforts and media attention will focus on speeding at night and in counties that are overrepresented in speeding fatalities.
- Teen driver initiatives include *StreetSafe* – a group of police, judges, driver education professionals and Highway Patrol personnel who provide inexperienced young drivers with experiential training to increase their recognition of potential hazards.
- GHSP is funding a Driver Education Consultant with the Department of Public Instruction who will be tasked with implementing a statewide standardized curriculum for driver education and developing a strategic plan for driver education in North Carolina.
- The *Bike Safe North Carolina* program, which offers training in riding techniques to motorcyclists and discusses safety topics, is being expanded.
- A project will investigate the high volume of motorcycle crashes in Graham County where the crash rate is 17 times that of the state average. GHSP seeks to understand the reasons these crashes are occurring and the appropriate combination of countermeasures that can be developed to reduce crashes and the resulting injuries and fatalities.
- A new project will help communities identify areas where a significant proportion of pedestrian motor vehicle crashes occur through the use of geo-coding of crash locations.

We thank our partners and federal counterparts for their continued support and commitment to highway safety, and we look forward to a productive and successful FY 2012.



Becky Wallace, Director
North Carolina Governor's Highway Safety Program



Overview of the North Carolina Governor's Highway Safety Program

Mission Statement

The mission of the Governor's Highway Safety Program is to promote highway safety awareness and reduce the number of traffic crashes and fatalities in the state of North Carolina through the planning and execution of safety programs.

History

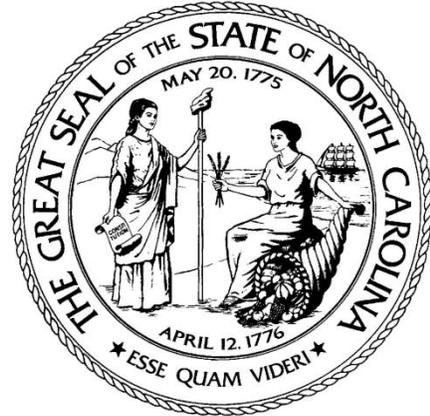
When Congress passed the Highway Safety Act of 1966, the Act provided that:

- Each state shall have a highway safety program approved by the US Secretary of Transportation designed to reduce traffic crashes, and the resulting deaths, injuries and property damage.
- Each state's program shall be in accordance with highway safety standards promulgated by the US Secretary of Transportation.
- At least 40 percent of the federal funds apportioned to the state must be expended to benefit local highway safety activities.
- The Governor shall be responsible for the administration of the program through a state agency, which has adequate powers and is suitably equipped and organized to carry out the program.

In 1967, the North Carolina General Assembly enacted legislation which empowered the Governor to contract with the US Department of Transportation for the purpose of securing funding available through the Highway Safety Act of 1966, Section 402. The Governor then delegated this responsibility to the Director of the Governor's Highway Safety Program (GHSP), who also held the title of the Governor's Representative for Highway Safety. In 1975, the General Assembly gave the responsibility for the Highway Safety Program to the Secretary of Transportation.

Organizational Structure

The GHSP employees are subject to the North Carolina Department of Transportation (DOT) personnel policies and the State Personnel Act. The Governor of North Carolina appoints the Director of the Governor's Highway Safety Program as the official responsible for all aspects of the highway safety program. The Director is the ranking official having authority to administer the highway safety program.



The GHSP is currently staffed with eight professionals and three support personnel. Administration of the program is the responsibility of the Director. There are three primary sections:

1. Planning, Programs and Evaluation Section

The function of the Planning, Programs and Evaluation section is to develop, implement, manage, monitor and evaluate a grants program that effectively addresses highway safety concerns that have been identified as a result of a comprehensive analysis of crash, citation and other empirical data. This program is the basis for the annual Highway Safety Plan. The Planning, Programs and Evaluation section is currently staffed with an Assistant Director and four Highway Safety Specialists. Every project is assigned to a specific Highway Safety Specialist. The Highway Safety Specialist is the Project Director's liaison with the GHSP, NHTSA and other highway safety agencies.

2. Finance Section

The function of the Finance section is to manage and coordinate the financial operations of the GHSP. The Finance section is currently staffed with a Finance Officer, administrative assistant and clerk.

3. Public Information and Education

The function of the Public Information and Education section is to increase the level of awareness and visibility of highway safety issues and the visibility of the GHSP. The Public Information and Education section is currently staffed with a Public Affairs Manager and a Public Affairs Assistant.

State Demographics

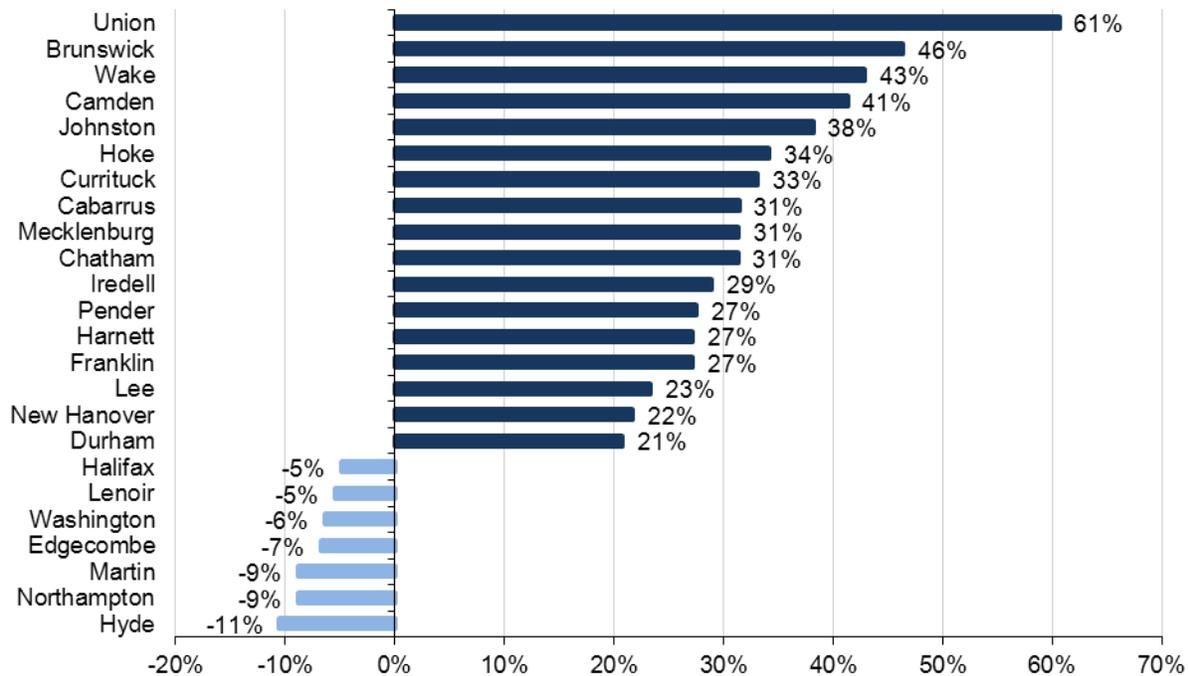
North Carolina is located in the southeastern United States and borders four states: Virginia, Tennessee, Georgia and South Carolina. In terms of land area, North Carolina is the 28th largest state with 53,819 square miles. There are three distinct geographic regions in North Carolina. The Coastal plain occupies the eastern part of the state and includes the Outer Banks. The Mountain region is located in the western part of the state. The highest elevation is Mt. Mitchell at 6,684 feet. In between the Coastal and Mountain regions lies the Piedmont, which is the state's most urbanized and densely populated region. North Carolina's capital (Raleigh) and largest city (Charlotte) are both in the Piedmont.

According to the U.S. Census Bureau, the estimated population of North Carolina was 9,380,884 in 2009. This represents an increase of 16% since 2000. Between 2008 and 2009, North Carolina was the 8th fastest growing state in the U.S., and the fastest growing state east of the Mississippi river. The median age in North Carolina is 36.6 years. Approximately 12% of the state's population is age 65 or older and 24% of the population is under age 18. Overall, males comprise 49% of the state's population. The population is predominantly white (71%) and Black/African American (21%). Seven percent of the population is Hispanic/Latino. The median household income in 2009 was \$45,069.



North Carolina is comprised of 100 counties. As shown in Figure 1, some of the fastest growing counties between 2000 and 2009 include Union County (61% population growth), Brunswick County (46%), Wake County (43%), and Camden County (41%). Eighty-three of North Carolina's 100 counties have experienced population growth since 2000.

Figure 1. Fastest growing and fastest shrinking counties in North Carolina, 2000 to 2009



Source: U.S. Census Bureau

North Carolina has 105,317 miles of roadway, including 1,140 miles of interstate highways and 69,450 miles of rural roads. In 2009, North Carolina had 6,504,269 licensed drivers. There were a total of 6,047,239 registered vehicles, of which 3,417,940 were privately owned automobiles and 127,678 were privately owned motorcycles.

North Carolina has a large number of media outlets including 153 newspapers, 40 television stations, and 71 radio stations.



Project Selection Process

Traffic Safety Project Proposals

All traffic safety project proposals are due to the GHSP by April 30th of each year. Beginning with FY 2012, the GHSP has implemented a new web-based application system that will make it easier for organizations, municipalities and state agencies to apply for highway safety grants. Grants through GHSP will only be available using this new system. As of June, 2011 more than 450 users had signed up to use the new system and submitted more than \$19 million worth of applications.

This system is integrated with NCDOT's Federal Aid, Grants and Financial System. This is the first implementation of Systems Applications and Program's (SAP) Grantor Management System in North America, and will streamline current procedures and allow users to apply online, view the status of an application, and make changes to a contract at any time. In addition to reducing paperwork, because it is automated, GHSP staff can approve applications electronically. Proper authorization is necessary to access the system.

GHSP utilizes an in-house review team to select the best project applications. GHSP Highway Safety Specialists (HSS) conduct the initial review of projects and score the applications based on the applicants' problem identification, goals and objectives, strategies and activities, budget, and past performance. Specialists also consider whether the application is within the top 25 target counties. GHSP then has a review meeting that includes all GHSP HSS, the Director, Assistant Director, Law Enforcement Liaison, and Finance Officer.

GHSP relies heavily on the HSS review of the application, the scoring provided by the HSS, and the actual review conducted in the group setting. All applications were projected individually via an overhead projection system to allow the entire review team to critique the individual applications, provide input, and ask questions concerning the individual proposals. GHSP also received input from the Regional Law Enforcement Liaison (RLEL) network. Each RLEL reviewed the proposals and provided input in the decision making process.

Once a traffic safety project proposal is approved by the GHSP staff, a contract is signed and returned to the applicant agency with an approval letter.

The Highway Safety Plan

The Highway Safety Plan is a compilation of all the approved highway safety projects with a short description of select projects and how they address the identified problems. The GHSP Planning, Programs and Evaluation staff drafts the Highway Safety Plan on the basis of the problems identified and the various approved projects. The Plan is submitted to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) for review. It is also sent to the Governor and to the NCDOT Secretary. After review, the



Highway Safety Plan is implemented on October 1 and is in effect through September 30 of the following year.

For FY 2012, the University of North Carolina Highway Safety Research Center assisted with the preparation of North Carolina's Highway Safety Plan.

Planning Process

Below is a brief overview of the planning process used to identify those projects that will have the greatest impact in promoting highway safety awareness and reducing the number of traffic crashes and fatalities in the state. Please note: the highway safety planning process is circular and continuous. The efforts from each year influence the problem areas and performance goals for the following year.

- **Solicit potential grantees** (January – April): Organizations and agencies who are interested in developing projects that address GHSP identified priority program areas are encouraged to attend one of several webinars offered early in the year. The webinar outlines the priority program areas and the type of grant activities that the GHSP is seeking for the next fiscal year. In addition, instructions and timelines are reviewed for submitting application using the new online system. Grantees who have received funding from GHSP in previous fiscal years as well as potential new applicants are encouraged to attend the webinar.
- **Review highway safety grant applications** (May – June): As described above, the GHSP Highway Safety Specialists review projects and score applications based on the applicants' problem identification, goals and objectives, strategies and activities, budget, and past performance. The GHSP also receives input from others in the decision making process, such as the Regional Law Enforcement Liaison network and UNC Highway Safety Research Center, before final selections are made during a review meeting.
- **Project agreements** (July – August): Applicants are informed about decisions on their applications. During this period, drafts of the Performance Plan are submitted for review by NHTSA and other appropriate officials.
- **Complete the Highway Safety Plan** (September): Submit the final Highway Safety Plan and Performance Plan to NHTSA and FHWA.
- **Monitoring and reporting** (October – December): New grants are implemented beginning October 1. GHSP staff monitor grantees to ensure compliance with standards and project agreements. Throughout the year, grantees are required to submit quarterly progress reports documenting their activities, accomplishments, and any potential problems that may have arisen. Finally, the GHSP begins work on the Annual Report which is due December 31 of each year.



Problem Identification & Goal Setting Process

Problem Identification

North Carolina's Governor's Highway Safety Program conducts extensive problem identification to develop and implement the most effective and efficient plan for the distribution of federal funds. Problem identification is vital to the success of our highway safety program and ensures the initiatives implemented address the crash, fatality, and injury problems within the state. It also provides appropriate criteria for the designation of funding priorities and provides a benchmark for administration and evaluation of the overall highway safety plan.

The GHSP uses the problem identification process and guidelines outlined in the NHTSA Traffic Safety Performance Measures for States and Federal Agencies and the GHSA Guidelines for Developing Highway Safety Performance Plans. Our problem identification process for FY 2012 included:

- **Collection and analysis of traffic crash data:** The GHSP compares current year crash data with crash data from the previous five years. This data is critical to monitoring trends and establishing appropriate goals. Please note that at the time the FY 2012 Highway Safety Plan was prepared, North Carolina crash data for 2010 were incomplete. For this reason, the analysis was limited to 2009 data.
- **Sources of data:** A number of data sources were examined to give the most complete picture of the major traffic safety problems in the state. For FY 2012, the following data sources were included:
 - North Carolina State Crash Data
 - Fatality Analysis Reporting System (FARS)
 - Administrative Office of the Court (AOC) Data
 - Special enforcement data reported to GHSP
 - Census Data (state-wide and by county)
 - State licensure data (state-wide and by county)
 - Registered vehicle data (state-wide and by county)
 - Vehicle miles traveled data

North Carolina is fortunate to have a centralized source for all traffic data. This data is collected from the Department of Motor Vehicles (DMV) as well as from the Department of Transportation (NCDOT) staff members throughout the state. This data is channeled to the State Traffic Safety Engineer within NCDOT and is readily available to the GHSP and the public. Additionally, GHSP has access to the Fatality Analysis Reporting System (FARS) which is another tool for comparison to the national numbers to identify our state's ongoing concerns. North Carolina also has a centralized system of courts administered by the Administrative Office of Courts (AOC). This enables GHSP to obtain accurate and up to the minute data available on citations, status of cases and disposition.



- **Statewide telephone survey:** The GHSP conducted a statewide telephone survey in July, 2010 asking a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of several issues including alcohol-impaired driving, occupant protection, and speeding. The survey included a random sample of 600 North Carolina residents age 15 ½ or older who were licensed to drive a motor vehicle. Findings from the survey were used to identify key problem areas and gauge progress with ongoing enforcement activities in the state.
- **Belt use observational survey:** North Carolina's annual belt use survey was conducted in June, 2010 at 121 locations across the state. Trained observers recorded information from stopped or nearly stopped vehicles. Data were collected during rush hours (weekdays between dawn and 9am or 3:30pm and dusk), non-rush hours (weekdays between 9am and 3:30pm), and on weekends (Saturday or Sunday between 9am and dusk). Data from the annual belt use survey is used to track (1) how belt use has changed over time, and (2) who are the high-risk populations for seat belt non-use.
- **Consultation with other organizations:** The GHSP collaborates with many organizations as part of the problem identification process, including the Division of Motor Vehicles, the Traffic Safety Systems Management Unit of the North Carolina Department of Transportation, and the Highway Safety Research Center at the University of North Carolina at Chapel Hill. The information provided by these agencies is supplemented by data from other state and local agencies and used for the purpose of analyzing the overall statewide problem and conducting detailed analyses of particular problems. Federal mandates and the eight national priority program emphasis areas also influence problem identification.

Crash data are critical for evaluating the effectiveness of highway safety initiatives and establishing goals for future years. Within the crash data, each of the following variables was examined as part of the problem identification process: crash severity (fatal, injury or property damage only); driver age; driver sex; time of day of the crash; vehicle type; whether the crash occurred on an urban or rural road. Crash data were also examined for each of North Carolina's 100 counties. The county-specific data were used to rank the counties in terms of their relative contributions to specific traffic safety problems in North Carolina including alcohol-impaired driving, seat belt non-use, and speeding.

In summary, the GHSP, in conjunction with a team of partner agencies, uses a variety of data sources to identify specific traffic safety problems facing North Carolina. Based on this information, specific goals are established addressing each problem area. The goal setting process is described below.

Goal Setting Process

Many factors were considered when setting performance goals for FY 2012. The overall objective was to set performance goals that were challenging, but obtainable. The ultimate goal is zero deaths from motor vehicle crashes in North Carolina. The factors considered in the goal setting process included the following:



- **Trends in crashes and fatalities:** As mentioned above, trends in crashes and fatalities in North Carolina were examined for the previous five years. For example, motor vehicle fatalities have decreased from a high of 1,676 during 2007, to 1,314 during 2009. During that same period, reductions have also been achieved in fatalities involving a driver with a BAC of .08 or above, unrestrained passenger vehicle occupant fatalities, young driver fatalities, motorcyclist fatalities, and pedestrian fatalities. A primary objective is to build upon this success by setting achievable goals for further reductions in fatalities.
- **Ceiling/floor effects:** As crashes or fatalities become rare, progress becomes increasingly difficult to achieve. For example, the number of unhelmeted motorcycle fatalities in North Carolina has been 15 or fewer each year for the past 5 years. This rate is very low, and would be difficult to improve upon. Rather than spending funds to reduce this rate even further, resources are better spent on other problem areas where greater progress can be achieved.
- **The effect of external forces:** We also considered the extent to which crashes or fatalities may be a function of external forces or factors beyond the ability of law enforcement, safety advocates, educators and others to influence. These may include economic factors, gasoline prices, changes to the population, geographic, topographic and roadway system factors. For example, North Carolina's population has been steadily increasing during the past decade. The larger population – along with resulting increase in licensed drivers and registered vehicles – will elevate the potential for crashes and fatalities. However, other factors such as a slow economy and high gas prices may serve to dampen this effect. To the extent possible, we considered the potential effect of these external forces in setting goals.
- **Effectiveness of known countermeasures:** Another factor we considered when setting goals was whether there are known effective programs/approaches to address the particular problem area. This includes how many effective countermeasures are available and how powerful they are. With some problem areas, such as alcohol-impaired driving, there are a number of proven countermeasures for reducing crashes and fatalities. For example, NHTSA's *Countermeasures that Work* assigns high-visibility sobriety checkpoints a maximum 5-stars for effectiveness. Hence, we set fairly challenging, but achievable goals for this problem area. With regard to young drivers, there is only one proven countermeasure – graduated driver licensing (GDL). North Carolina is fortunate to have an excellent GDL system in place. However, achieving further reductions in young driver crashes may be challenging given the lack of other proven programs currently available. There are several young driver initiatives underway in North Carolina, such as the *StreetSafe* program, but these have not yet been evaluated so their effectiveness is unknown. Our goals for reducing young driver crashes are therefore somewhat lower than for alcohol-impaired driving.

The 2012 Highway Safety Plan goals for North Carolina were established after considering the above factors. The specific performance measures and goals for North Carolina for FY 2012 are described in the next section.



Performance Measures & Goals

Performance Measures

North Carolina has seen several positive trends in crashes, injuries and fatalities over the past few years. Table 1 provides a summary of North Carolina traffic safety indicators from 2005 to 2009. Total fatalities in motor vehicle crashes decreased from a high of 1,676 in 2007, to 1,314 in 2009. The fatality rate per million vehicle miles traveled also decreased noticeably during that period, especially in rural areas. Similar decreased were observed in fatalities related to impaired driving, unrestrained occupants, speeding, motorcyclists, young drivers and pedestrians. Although this broad decrease in fatalities is encouraging, it is likely due, in part, to the economic downturn beginning in 2008. Nonetheless, as part of this Performance Plan, we have set goals to further reduce crashes and fatalities in North Carolina next year.

Table 1. Summary of North Carolina Traffic Safety Indicators	Year				
	2005	2006	2007	2008	2009
Fatalities	1,547	1,554	1,676	1,428	1,314
Fatality Rate /100 million VMT	1.53	1.53	1.62	1.41	1.28
Number of "Disabling" (A) Injuries	3,874	3,632	3,192	2,769	2,473
Number of Fatalities Involving Driver or MC Operator w/ > .08 BAC	429	421	497	423	363
Number of Unrestrained Passenger Vehicle Occupant Fatalities	514	530	538	477	418
Number of Speeding-Related Fatalities	483	482	550	449	443
Number of Motorcyclist Fatalities	152	150	201	169	155
Number of Unhelmeted Motorcyclist Fatalities	11	14	14	14	15
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	271	250	257	221	203
Number of Pedestrian Fatalities	164	172	172	160	146
Observed Belt Use by Passenger Vehicle Drivers & Right Front Seat Occupants	86.7%	88.5%	88.8%	89.8%	89.5%

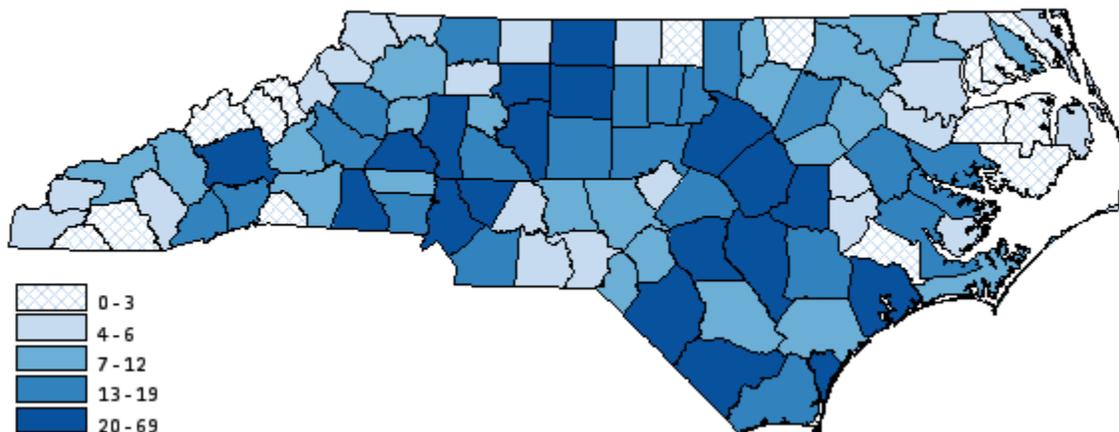


Seat Belt Citations Issued During Grant-Funded Enforcement Activities	49,276	42,084	57,421	50,704	49,495
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	12,674	11,362	15,303	15,789	16,145
Speeding Citations Issued During Grant-Funded Enforcement Activities	127,831	116,023	184,969	175,603	176,100
Rural Fatality Rate /100 million VMT	2.75	2.86	3.19	2.72	2.36
Urban Fatality Rate /100 million VMT	0.78	0.74	0.69	0.65	0.57

There are several other areas where North Carolina has made significant progress and compares quite favorably to other states. For example, there have been 15 or fewer fatalities each year to motorcyclists not wearing helmets. Additionally, North Carolina has strong rates of observed seat belt use by passenger vehicle drivers and right front seat occupants, approaching 90% the past several years. These are strengths which North Carolina can build upon for the future.

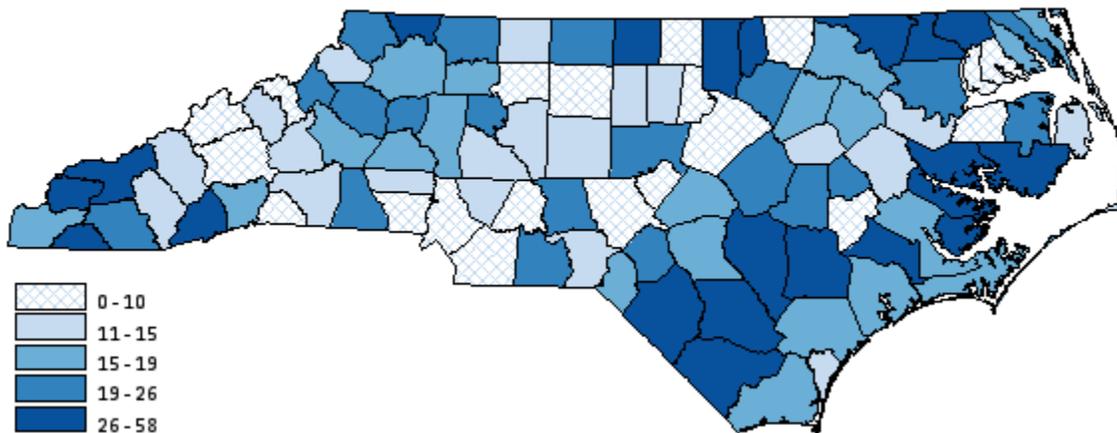
Although there has been a noticeable reduction in motor vehicle crashes and fatalities statewide in recent years, differences between individual counties in North Carolina are sizeable. Figure 2 shows the number of fatalities in each of North Carolina’s 100 counties.

Figure 2. Total fatalities in North Carolina, by county, 2009



The counties with the highest number of fatalities include Wake County (69 fatalities), Mecklenburg County (67), Robeson County (52), Cumberland County (50), Guilford County (44), and Johnston County (35). Not surprisingly, the counties with the most fatalities are also among the most populous counties in the state. Figure 3 shows the fatality rate per 100,000 population.

Figure 3. Fatalities per 100,000 population, by county, 2009



Here, a different pattern emerges. The counties with the highest fatality rate tend to be small counties, primarily in the eastern (coastal) part of the state. This part of the state is a popular tourist destination. Moreover, the I-95 corridor passes through this region. Since most of these counties have relatively small populations, even small numbers of fatalities produce high fatality rates. To achieve statewide goals for decreasing motor vehicle fatalities, both the counties with the highest number of fatalities *and* the counties with a greater than expected contribution of fatalities per population must be considered. Each of the individual sections of the Highway Safety Plan (e.g., alcohol-impaired driving, occupant protection) identify the specific counties in North Carolina where highway safety problems are most significant.

Table 2 presents the total number of fatalities, and fatalities per 100,000 population, during the year 2009 for all 100 counties in North Carolina.



Table 2. Fatalities in motor vehicle crashes, by county, 2009

County	Fatalities	Population	Fatals per 100k	County	Fatalities	Population	Fatals per 100k
Wake	69	897,214	7.69	Rutherford	9	63,415	14.19
Mecklenburg	67	913,639	7.33	Wilson	9	78,353	11.49
Robeson	52	129,559	40.14	Davie	8	41,420	19.31
Cumberland	50	315,207	15.86	Halifax	8	54,582	14.66
Guilford	44	480,362	9.16	Haywood	8	57,109	14.01
Johnston	35	168,525	20.77	Lincoln	8	76,043	10.52
Catawba	29	159,125	18.22	Northampton	8	20,136	39.73
Onslow	29	173,064	16.76	Hertford	7	23,283	30.06
Columbus	28	54,221	51.64	McDowell	7	33,233	21.06
Forsyth	28	359,638	7.79	Montgomery	7	27,745	25.23
Iredell	25	158,153	15.81	Pasquotank	7	41,578	16.84
Buncombe	23	231,452	9.94	Scotland	7	36,292	19.29
Sampson	23	63,713	36.10	Swain	7	13,404	52.22
Wayne	23	113,811	20.21	Anson	6	25,056	23.95
Cabarrus	22	172,223	12.77	Caswell	6	23,004	26.08
Davidson	22	158,582	13.87	Martin	6	43,988	13.64
New Hanover	22	195,085	11.28	Stanly	6	59,794	10.03
Rockingham	21	92,252	22.76	Watauga	6	45,479	13.19
Cleveland	20	99,274	20.15	Yadkin	6	37,713	15.91
Durham	19	269,706	7.04	Ashe	5	25,812	19.37
Pitt	19	159,057	11.95	Bertie	5	19,345	25.85
Rowan	19	140,798	13.49	Dare	5	34,296	14.58
Union	19	198,645	9.56	Gates	5	11,768	42.49
Brunswick	18	107,062	16.81	Greene	5	20,658	24.20
Duplin	18	53,177	33.85	Pamlico	5	12,422	40.25
Caldwell	17	79,914	21.27	Richmond	5	45,970	10.88
Gaston	17	208,958	8.14	Stokes	5	46,150	10.83
Harnett	17	115,761	14.69	Alleghany	4	10,964	36.48
Alamance	16	150,358	10.64	Avery	4	17,932	22.31
Beaufort	16	46,414	34.47	Cherokee	4	26,307	15.21
Craven	16	98,529	16.24	Currituck	4	24,216	16.52
Henderson	16	103,669	15.43	Graham	4	8,001	49.99
Orange	16	129,083	12.40	Jackson	4	36,891	10.84
Randolph	16	142,151	11.26	Lee	4	60,477	6.61
Surry	16	72,496	22.07	Lenoir	4	56,387	7.09
Granville	15	57,639	26.02	Clay	3	10,333	29.03
Burke	14	89,548	15.63	Hyde	3	5,211	57.57
Chatham	14	64,772	21.61	Jones	3	10,071	29.79
Nash	14	94,743	14.78	Madison	3	23,337	12.86
Transylvania	13	30,203	43.04	Person	3	37,667	7.96
Franklin	12	60,088	19.97	Camden	2	9,730	20.55
Vance	12	43,056	27.87	Polk	2	19,255	10.39
Bladen	11	32,343	34.01	Yancey	2	18,548	10.78
Carteret	10	64,423	15.52	Chowan	1	14,784	6.76
Hoke	10	45,148	22.15	Macon	1	20,442	4.89
Pender	10	52,378	19.09	Mitchell	1	15,634	6.40
Wilkes	10	66,555	15.03	Perquimans	1	12,734	7.85
Alexander	9	36,777	24.47	Tyrrell	1	4,078	24.52
Edgecombe	9	51,853	17.36	Warren	1	19,425	5.15
Moore	9	87,158	10.33	Washington	0	12,851	0.00



Program Goals

North Carolina's Highway Safety goals for 2012 are presented in Table 3. The goals established for the individual program areas are also provided in subsequent sections of the report.

Table 3. Summary of North Carolina Traffic Safety Goals for 2012	
Program area	Goal(s)
Overall goals	<ul style="list-style-type: none"> • Decrease the number of fatalities 20% from the 2005-2009 annual average of 1,504 to 1,203 during 2012. • Decrease the fatality rate per 100 million VMT 20% from the 2005-2009 annual average of 1.47 to 1.18 during 2012. • Decrease the number of serious (disabling A) injuries 30% from the 2005-2009 annual average of 3,188 to 2,232 during 2012.
Alcohol-impaired Driving	<ul style="list-style-type: none"> • Decrease the number of fatalities involving drivers with a BAC of .08 or above by 18% from the 2005-2009 annual average of 427 to 350 during 2012.
Occupant Protection	<ul style="list-style-type: none"> • Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 6% from the 2005-2009 annual average of 47.5% to 45% during 2012. • Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 20% from the 2005-2009 annual average of 495 to 396 during 2012. • Increase observed seat belt use by drivers and right front occupants from the 2008-2010 average of 88.7% to 92% by December 2012.
Speeding and Police Traffic Services	<ul style="list-style-type: none"> • Decrease the number of speed-related crash fatalities 10% from the 2005-2009 annual average of 481 to 433 during 2012.
Young Drivers	<ul style="list-style-type: none"> • Decrease the number of young drivers involved in fatal crashes by 20% from the 2005-2009 annual average of 245 to 196 by December 31, 2012.
Older Drivers	<ul style="list-style-type: none"> • Decrease the number of drivers age 65 and older involved in fatal crashes by 10% from the 2005-2009 annual average of 142 to 128 during 2012.



<p>Motorcycles</p>	<ul style="list-style-type: none"> • Decrease motorcyclist fatalities 10% from the 2005-2009 annual average of 165 to 148 during 2012. • Decrease unhelmeted motorcyclist fatalities 23% from the 2005-2009 annual average of 13 to 10 during 2012.
<p>Pedestrians</p>	<ul style="list-style-type: none"> • Decrease the number of pedestrian fatalities by 15% from the 2005-2009 annual average of 163 to 139 by December 31, 2012.
<p>Traffic Records</p>	<ul style="list-style-type: none"> • To establish and maintain a level of coordination between stake holders to maximize utilization; improve functionality; improve data accuracy and linkages; protect privacy; and to minimize redundancies in traffic records systems in order to improve highway safety and to better accomplish individual agencies' goals.



Program Areas

During FY 2012, the GHSP will fund a variety of programs, projects and activities, with federal transportation funds, which are intended to advance the traffic safety goals set forth in this Highway Safety Plan. The North Carolina Governor's Highway Safety Program has identified the following areas as top priorities for program funding for FY 2012:

- Alcohol-Impaired Driving
- Occupant Protection
- Speeding and Police Traffic Services
- Young Drivers
- Older Drivers
- Motorcycles
- Pedestrians
- Traffic Records

The order in which the program areas are discussed generally coincides with their position in the GHSP overall set of priority areas, with the top priorities being alcohol-impaired driving and occupant protection.

Each program area below begins with the goal for the problem area (reductions in fatalities, increases in belt use, etc.). The evidence considered in establishing the goal is then reviewed. This includes crash/fatality data, findings from observational surveys, attitude & awareness questionnaires, and other data sources. Statewide campaigns/programs to address the problem area are then described, followed by a discussion of countermeasures and funding priorities. Finally, a listing is provided of all projects currently approved by the review team for FY 2012.



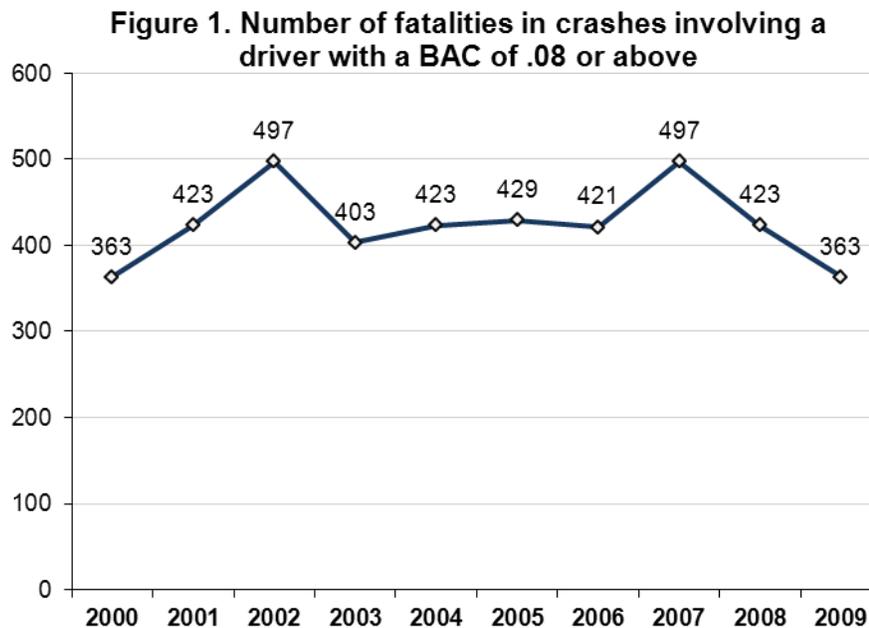
ALCOHOL-IMPAIRED DRIVING

Program Goal: Decrease the number of fatalities involving drivers with a BAC of .08 or above by 18% from the 2005-2009 annual average of 427 to 350 during 2012.

Evidence Considered

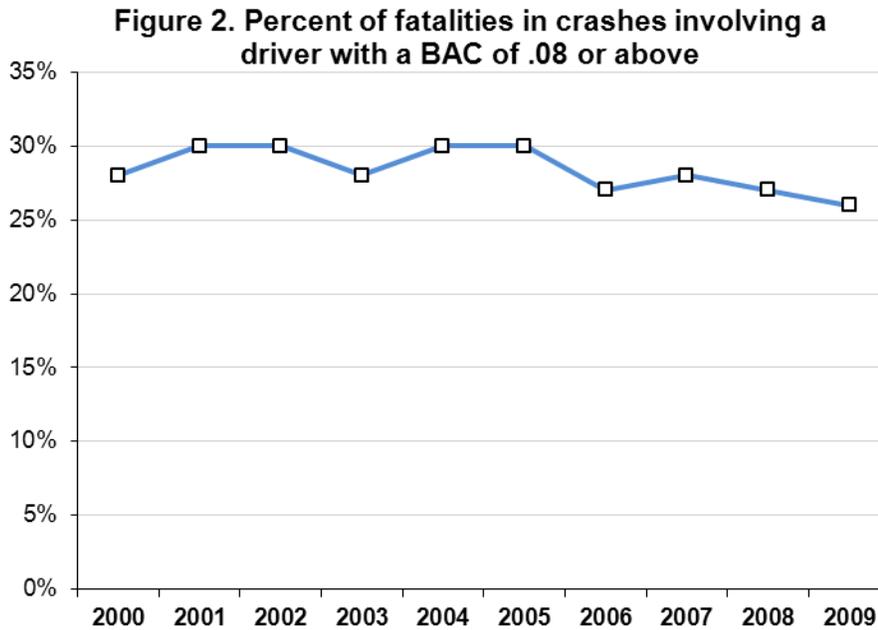
Crashes, deaths, and injuries

In 2009, 363 persons were killed in crashes in North Carolina involving a driver or motorcycle operator with a BAC of .08 or above. Figure 1 shows the number of fatalities from 2000 to 2009 involving an impaired driver. As illustrated, the number of fatalities in alcohol-related crashes increased sharply in 2007 and has declined the past two years.

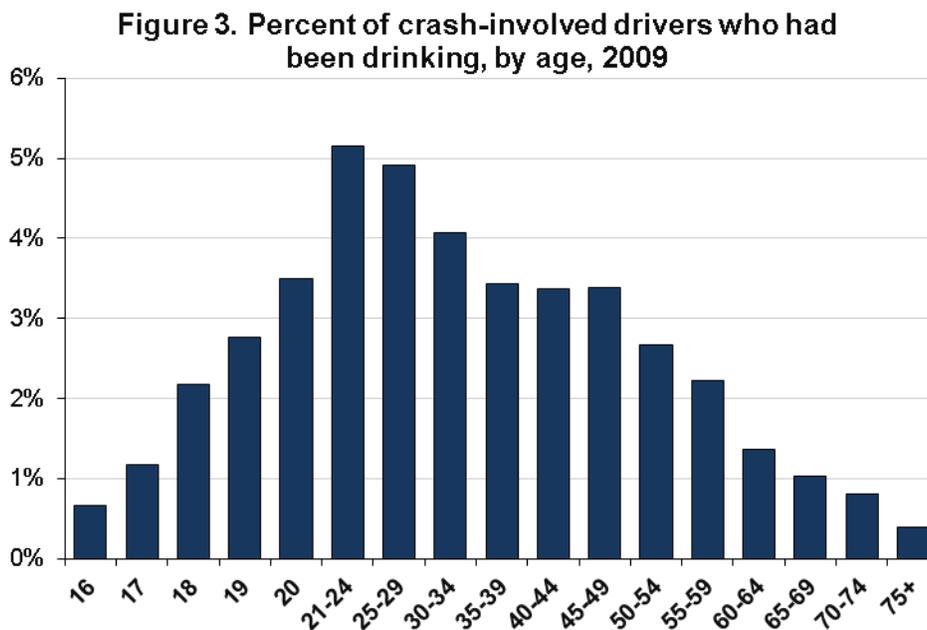


The number of fatalities in alcohol-related crashes depends on the amount of driving as well as the proportion of drivers who were impaired. The sharp decline in alcohol-related fatalities from 2007 to 2009 is due largely to the decline in driving associated with the economic downturn. A clearer picture of the extent of impaired driving is provided by the *percent* of crashes that involve an impaired driver. As shown in Figure 2, the percent of fatalities in crashes involving an impaired driver has changed little in recent years. From 2006 through 2009, approximately 27% of fatalities have occurred in crashes involving a driver with a BAC of .08 or above.





Alcohol is less often involved in non-fatal crashes. Among all drivers in crashes in North Carolina during 2009, 3.2% had been drinking.¹ Male drivers were nearly three times more likely than females to be in an alcohol-related crash. Among drivers in crashes, 4.6% of males had been drinking compared to 1.6% of females. Alcohol-involvement also varies substantially by the age of the driver, as shown in Figure 3.

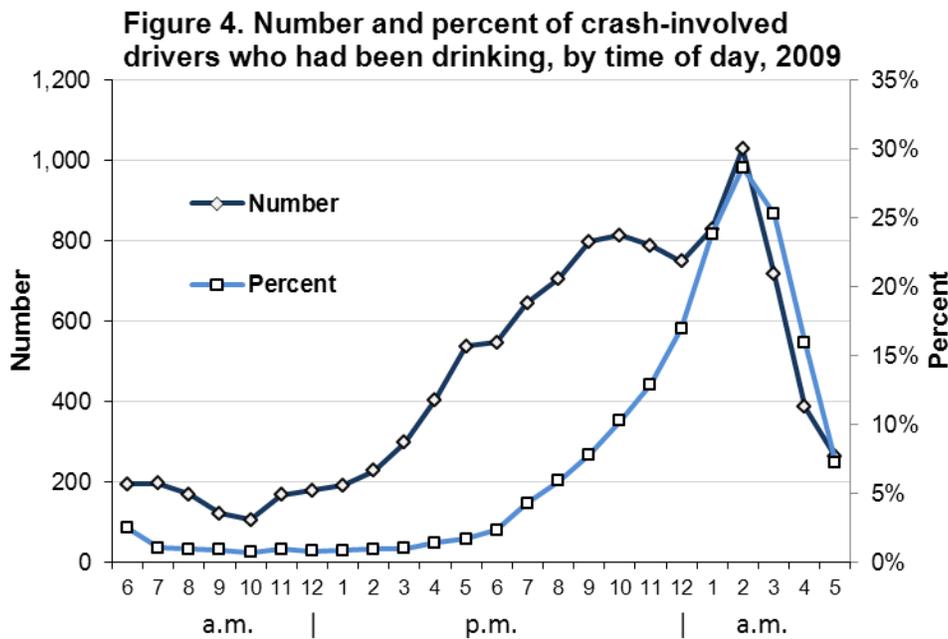


¹ Based on the judgment of the law enforcement officer who completed the crash report form.



Alcohol involvement is highest among drivers 21 to 29. It remains fairly high through age 49, after which it gradually begins to decrease. Contrary to popular notion, North Carolina’s youngest drivers seldom drink and drive. The percent of 16 and 17 year-old crash-involved drivers who had been drinking is comparable to that of drivers ages 65 and older.

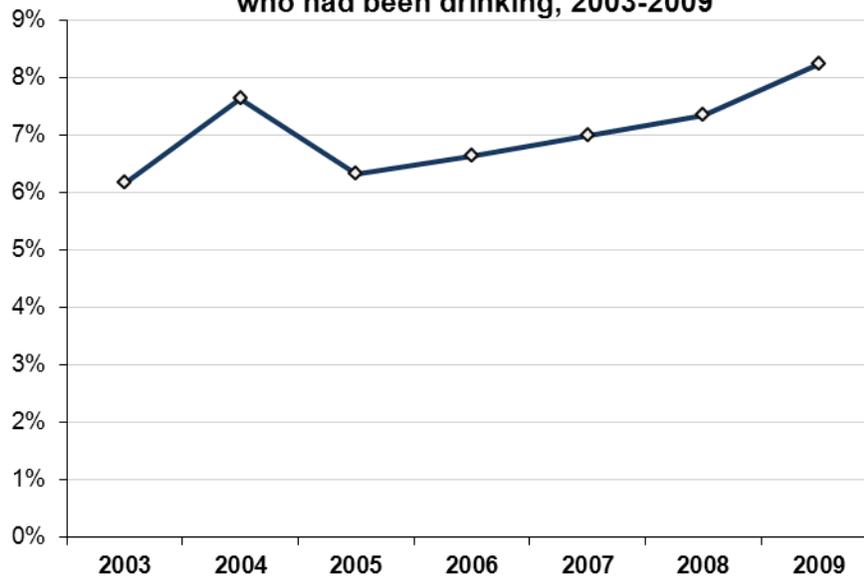
Figure 4 shows the number and percent of drivers in crashes who had been drinking by time of day. The percent of crash-involved drivers who had been drinking is highest late at night and peaks in the hour from 2 to 3 a.m. The *number* of drivers in crashes involving alcohol also peaks from 2 to 3 a.m.; however, there are also large numbers of alcohol-involved crashes during the evening hours (5 p.m. to midnight). There are many more drivers on the road during evening hours than after midnight. The step increase in the *percent* of crashes involving a drinking driver throughout the evening hours reflects both increases in the number of drinking drivers and decreases in the number of non-drinking drivers.



Drivers of different vehicle types also vary in their rate of alcohol-involved crashes. The percent of crash-involved motorcycle (8.2%) and motor-scooter (6.8%) riders who had been drinking is higher than that found for drivers of pickups (4.2%), passenger cars (3.2%), SUVs (3.0%), and all other types of vehicles (2.1%). As shown in Figure 5, the percent of motorcycle riders involved in alcohol-related crashes has gradually increased over the past five years.



Figure 5. Percent of crash-involved motorcycle riders who had been drinking, 2003-2009



Motorcycle riding has increased substantially in recent years (see the chapter on motorcycles). Consequently, there has been a rise in alcohol-involved motorcycle crashes. In 2003, a total of 169 crash-involved motorcycle riders had been drinking. This increased to 303 in 2009. Over this same time period, the *percent* of crash-involved motorcycle riders who had been drinking rose only slightly (Figure 5), suggesting the increase in alcohol-involved crashes is largely due to the recent increases in ridership.

Alcohol involvement is approximately twice as common among drivers involved in rural crashes (4.71%) as urban crashes (2.28%). Rural roadways are inherently more dangerous than urban roadways, and they can be particularly difficult to handle if a driver has been drinking.

Table 1 shows the top 40 counties with the most fatalities in crashes from 2005 to 2009 involving a driver with a BAC of .08 or above. Mecklenburg County had the highest alcohol-involved fatalities during this period, followed by Guilford, Wake, Robeson and Cumberland counties. In total, the 40 counties listed in Table 1 account for 75% of all alcohol-involved fatalities in North Carolina from 2005 to 2009. Note that high per capita rates of alcohol-involved fatalities tend to be most common in the southeastern part of the state (e.g., Bladen, Columbus and Robeson).



Table 1. Fatalities in crashes involving a driver with a BAC of .08 or above, 2005-2009

County	Fatalities in alcohol-involved crashes	Fatalities per 10,000 population	% of all alcohol-involved fatalities
Mecklenburg	123	0.37	5.77%
Guilford	104	0.57	4.88%
Wake	103	0.32	4.83%
Robeson	85	1.74	3.98%
Cumberland	65	0.54	3.05%
Forsyth	56	0.42	2.63%
Johnston	50	0.82	2.34%
Onslow	49	0.75	2.30%
Gaston	46	0.58	2.16%
Davidson	45	0.72	2.11%
Union	45	0.66	2.11%
Catawba	42	0.70	1.97%
Brunswick	40	0.96	1.88%
Columbus	39	1.84	1.83%
New Hanover	38	0.49	1.78%
Buncombe	36	0.40	1.69%
Pitt	34	0.56	1.59%
Iredell	33	0.56	1.55%
Nash	33	0.90	1.55%
Randolph	32	0.58	1.50%
Rockingham	31	0.85	1.45%
Sampson	31	1.24	1.45%
Alamance	30	0.53	1.41%
Durham	30	0.30	1.41%
Cabarrus	28	0.44	1.31%
Wayne	28	0.62	1.31%
Wilson	27	0.88	1.27%
Cleveland	26	0.68	1.22%
Harnett	26	0.63	1.22%
Rowan	26	0.48	1.22%
Bladen	25	1.98	1.17%
Chatham	24	1.01	1.13%
Burke	23	0.65	1.08%
Caldwell	23	0.73	1.08%
Lee	23	1.06	1.08%
Franklin	22	0.98	1.03%
Lincoln	22	0.76	1.03%
Duplin	21	1.03	0.98%
Wilkes	21	0.79	0.98%
Granville	19	0.85	0.89%



Attitudes & Awareness

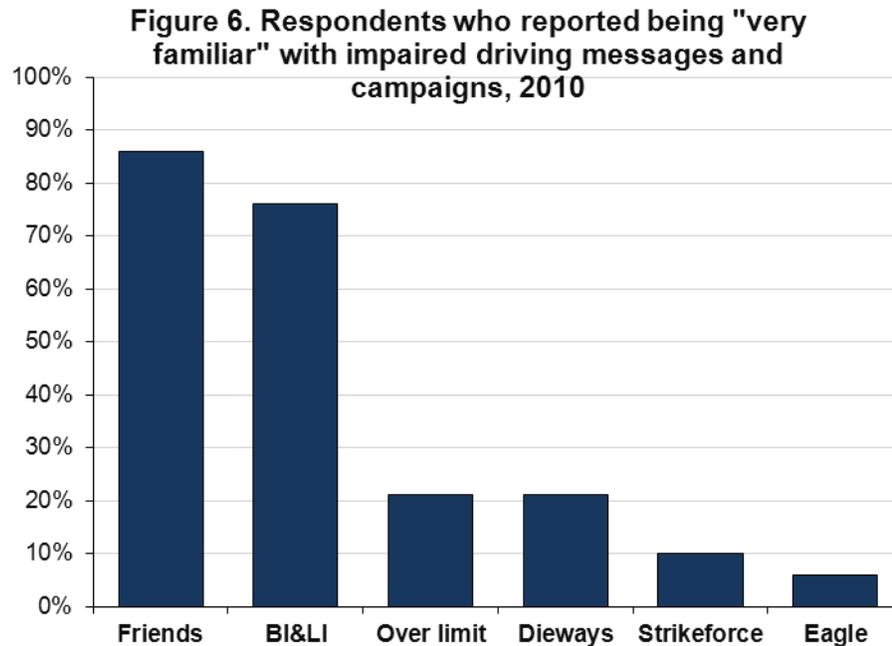
The Governor's Highway Safety Program conducted a statewide telephone survey, asking a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of alcohol-impaired driving issues. A random sample of 600 North Carolina residents age 15 ½ or older who were licensed to drive a motor vehicle were interviewed between July 12 and July 21, 2010.

Forty-five percent (45%) of respondents reported having consumed at least one alcoholic drink during the previous 30 days. Among this group, 23% reported they had driven a vehicle within two hours after drinking.

Almost two-thirds (62%) of respondents reported having read, seen or heard something about drunk driving enforcement by police during the previous 30 days. A quarter (26%) reported driving past or through a nighttime checkpoint in North Carolina during the past year. Most respondents believe the chances are good that drinking drivers will be arrested. Forty-two percent of respondents said drivers are 'very likely' to be arrested if they drive after drinking, while 48% said they are 'somewhat likely' to be arrested. Only 8% of respondents said it is 'not very likely' a person who drinks and drives will be arrested.

Respondents were asked about their familiarity with national impaired driving messages and campaigns, as well as programs unique to North Carolina. The findings are presented in Figure 6. Respondents were most familiar with *Friends Don't Let Friends Drive Drunk*. Eighty-six percent (86%) reported they were 'very familiar' with this message. Seventy-six percent (76%) reported being 'very familiar' with *Booze It and Lose It*. Respondents were considerably less familiar with the other four messages/campaigns, including *Over the Limit, Under Arrest* (21% "very familiar"), *Highways or Dieways* (21%), *Checkpoint Strikeforce* (10%), and *Operation Eagle* (6%).





Finally, respondents were asked whether they favored or opposed five potential penalties for drinking drivers. Most respondents favored increased fines (85%), longer license suspensions (79%), and lengthening the amount of time a license is revoked following conviction for drinking and driving (78%). About half (53%) supported placing a distinguishing mark or symbol on the license plate of someone who has been convicted of drinking and driving, as a way to alert other drivers. Only a minority of respondents (39%) favored lowering the blood alcohol level for driving under the influence.

Statewide Campaigns/Programs

Enforcement Activities

During 2010, law enforcement agencies in North Carolina conducted five waves of the *Booze It & Lose It* campaign:

- St. Patrick's Day *Booze It & Lose It* (March 12-17)
- *Booze It & Lose It: Operation Firecracker* (June 28-July 4)
- Labor Day *Booze It & Lose It* (August 20-September 6)
- Halloween *Booze It & Lose It* (October 29-31)
- Holiday *Booze It & Lose It* (December 3-January 2, 2011)





Across all five waves, 34,457 checkpoints and saturation patrols were conducted, resulting in a total of 10,115 DWI charges (see Table 2). Compared to 2009, approximately 6% fewer DWI charges were issued during *Booze It & Lose It* enforcement waves in 2010. The information in Table 2 was provided to GHSP, as required, by law enforcement agencies participating in *Booze It & Lose It* enhanced enforcement periods.

Table 2. Checkpoints and DWI charges, 2009-2010		
	2009	2010
St. Patrick's Day <i>Booze It & Lose It</i>		
Checkpoints and saturation patrols	2,535	2,876
DWI charges	836	868
<i>Booze It & Lose It: Operation Firecracker</i>		
Checkpoints and saturation patrols	4,815	4,609
DWI charges	1,340	1,291
Labor Day <i>Booze It & Lose It</i>		
Checkpoints and saturation patrols	10,583	11,180
DWI charges	3,514	3,267
Halloween <i>Booze It & Lose It</i>		
Checkpoints and saturation patrols	2,388	2,157
DWI charges	774	816
Holiday <i>Booze It & Lose It</i>		
Checkpoints and saturation patrols	14,662	13,635
DWI charges	4,293	3,873
Totals		
Checkpoints and saturation patrols	34,983	34,457
DWI charges	10,757	10,115

Data for enhanced enforcement periods is reported directly to GHSP from participating law enforcement agencies.



A total of 6,023 additional DWI charges were made during other enhanced enforcement periods in 2010, such as *Click It or Ticket* and *No Need 2 Speed*. This was 13% higher than the 5,346 DWI charges made during other enhanced enforcement periods in 2009.

The FY 2012 annual *Booze It & Lose It* campaigns will be held on the following dates:

October 28-31, 2011 Halloween

December 3, 2011 – January 2, 2012 Holiday (national crackdown)

March 13-18, 2012 St. Patrick's Day

June 29-July 8, 2012 Operation Firecracker

August 17-September 3, 2012 Labor Day (national crackdown)

Summary

The number of fatalities in crashes involving a driver with a BAC of .08 or greater has decreased the last two years in North Carolina. However, this probably reflects an overall decrease in driving as a result of the economic recession. The *percent* of fatalities in crashes involving an impaired driver has changed little in recent years. Alcohol involvement is highest among males, drivers 21 to 29, motorcycle riders, and drivers on rural roadways. Alcohol-involved crashes are most common between 5 p.m. and 3 a.m., peaking at 2 a.m. The counties that account for the most alcohol-involved fatalities are Mecklenburg, Guilford, Wake, Robeson and Cumberland counties.

We believe further reductions in alcohol-impaired crashes and fatalities are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a reduction of 10% in fatalities involving drivers with a BAC of .08 or above.

Countermeasures and Funding Priorities

GHSP is implementing an initiative to establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related crashes, injuries, and fatalities. GHSP crafted the initiative to encourage law enforcement agencies in the identified counties to focus their enforcement efforts on days and times that impaired drivers were most likely to be on the roadways, typically Thursday, Friday, and Saturday nights between 10pm and 6am the following morning. GHSP will encourage more communities to become involved in the DWI Enforcement Team approach and will provide county maps to these communities to communicate the location of impaired driving crashes, injuries, and fatalities, as well as, the time of day and day of week that these are occurring.

GHSP is also committed to supporting enforcement efforts statewide and particularly to the support of agencies that seek assistance to establish impaired driving checking stations. Checking stations have been proven by NHTSA and MADD to be extremely effective in curbing



impaired driving and are supported by an overwhelming percentage of the population. GHSP is also fully supportive of the continued operation and expansion of the North Carolina BAT Mobile Program, operated by the Forensic Tests for Alcohol Branch. This program has been in operation since 1996 and since the program's inception has resulted in almost 2,300 checking stations and netted over 12,000 DWI arrests. The fleet of BAT Mobiles will be increased in FY 2012 to accommodate the ever increasing demand for BAT Mobiles to be present for on-site impaired driver processing by law enforcement.

GHSP is dedicated to the continued prosecution of impaired drivers and will support the North Carolina Conference of District Attorneys' (CDA) efforts to train more prosecutors and law enforcement officers statewide. GHSP supports several DWI Processing Courts and plans to establish and implement more DWI Courts in the state to address the recurring problem of repeat offenders that have chemical dependence issues that are not addressed by the DWI Processing Courts.

Media Plan

GHSP will support all of the fore mentioned FY 2012 impaired driving campaigns with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to draw attention to the campaigns and the enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2012 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, MADD, SHP, local law enforcement, CDA, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of impaired driving issues.

GHSP will continue partnerships with the Atlantic Coast Conference (ACC) teams in North Carolina, East Carolina University (ECU), and Appalachian State University (ASU) to address tailgating prior to football games that often includes alcohol and often leads to impaired driving. GHSP will promote the "Booze It & Lose It" efforts at these stadiums and partner with local law enforcement in each of the towns and cities these institutions are located to address the impaired driving issues surrounding tailgating.

GHSP also plans to continue the partnership with the National Football League (NFL) Carolina Panthers to address impaired driving associated with tailgating and game attendance at Carolina Panther events. This will consist of venue signage and possibly utilizing radio advertising.

Additional advertising will be done at select movie theaters, gas stations, and in both radio and television markets throughout the state during campaign periods. GHSP will focus the paid media in these outlets during the Holiday, Operation Firecracker, and Labor Day campaigns.



FY 2012 Alcohol Impaired Driving Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: AOC Wake County (022)
Project Number: K8-12-02-06
Project Title: NC Conference of DA's/NC Traffic safety Resource Program
Budget: \$430,425
Project Description: Continue to provide training for prosecutors, law enforcement officers, magistrates and judges on basic and advanced traffic safety topics. Education will be provided through the following conferences: Train the Trainer, fall and Summer Association of District Attorney's Conferences, Lethal Weapon, Prosecuting the Drugged Driver, GHSP Symposium, Magistrate Training, and Legal Updates. Other tasks include: draft and publish four issues of "For the Record", a traffic safety newsletter; prepare and distribute legal memos and briefs on impaired driving and other specialized traffic safety topics; function as a statewide clearinghouse of information and support on impaired driving and traffic safety legal issues; provide immediate response to emerging issues related to impaired driving and other traffic safety issues, particularly as they arise in pending cases and during trials in both the District and Superior Courts.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-12-02-02
Project Title: Breath Alcohol Testing Mobile Unit Program
Budget: \$608,186
Project Description: The Blood Alcohol Testing (BAT) program provides the BAT Mobile Units across the state. The state currently has five of these mobile testing units and is planning to purchase an additional unit this year. This grant also includes the salary for a BAT coordinator. This project will enhance our ability to assist law enforcement agencies across the state in their efforts to remove DWI drivers from the highways by conducting checkpoints upon request from law enforcement agencies.

Agency: Winston Salem Police Department
Project Number: K8-12-02-49
Project Title: Forsyth County DWI Task Force
Budget: \$396,477
Project Description: The goal of this project is to decrease alcohol related fatalities in Forsyth County through concentrated enforcement and education across the county. The project will continue the six man DWI task force for Forsyth County and will continue to address all areas of alcohol-impaired driving.



Another component will be education, particularly at the high school level, where the unit will address traffic related issues such as DWI, speeding, seat belts, aggressive driving, and texting.

Agency: VIP for a VIP
Project Number: K8-12-02-43
Project Title: VIP for a VIP program
Budget: \$16,500
Project Description: The VIP for a VIP program (Vehicle Injury Prevention for a Very Important Person) delivers a strong vehicle injury prevention program to educate high school teen drivers on the dangers of driving impaired or distracted. The mission of the program is to bring the sight, sounds, and smell of a fatal vehicle accident to high school students in a dramatic way in hopes of embedding the consequences of these often senseless events into the minds of teenage drivers. The personnel will focus on reducing the number of serious injuries and fatalities related to driving while impaired and speeding by conducting educational programs within the high schools. An objective for this coming fiscal year will be to increase the VIP for a VIP program availability to high school teen drivers by equipping and training a second team for eastern North Carolina.

Agency: GHSP
Project Number: PM-12-17-01
Project Title: Paid Media and Advertising
Budget: \$680,000
Project Description: The “Booze It & Lose It” campaign is an innovative and dynamic program to increase awareness of drunken driving laws and to decrease the incidence of DWI crashes through stepped-up enforcement and public education. Since 1994, state and local law officers have conducted more than 200,000 checkpoints and stepped patrols across North Carolina. At the same time, there has been extensive media coverage of the campaign because of an intense public service campaign and earned media campaign. Countless newspaper articles, TV news stories and radio reports have carried information about the “Booze It & Lose It” campaign. With the utilization of sports marketing, earned and paid media, GHSP is able to have constant and consistent “Booze It & Lose It” messaging across the state in hopes of reaching a wide audience. To maintain the high rate of awareness regarding DWI laws and the reality of zero-tolerance against impaired driving, the GHSP plans an extensive public information and education campaign.



Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-12-02-03
Project Title: Breath alcohol testing
Budget: \$445,000
Project Description: This grant provides and maintains all the breath alcohol testing instruments for law enforcement officers statewide. The grant also provides all the training for law enforcement officers on these instruments.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-12-02-04
Project Title: Drug Recognition Expert
Budget: \$245,331
Project Description: This grant includes the salary for the DRE coordinator. The DRE coordinator schedules training across the state to help officers detect impaired suspects under the influence of drugs.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-12-02-05
Project Title: Standardized Field Sobriety Testing
Budget: \$153,600
Project Description: This grant provides training to law enforcement officers for SFST and ASTD across the state.

Agency: AOC - Brunswick
Project Number: K8-12-02-13
Project Title: DWI Court
Budget: \$163,504
Project Description: Operate DWI Court to facilitate consistent and effective prosecution of implied consent violations and repeat DWI offenders; screen all cases, in all three counties, to ensure that felonies are properly moved to Superior Court; enhance law enforcement officers' skills in DWI detection, evidence collection, report writing and providing in-court testimony.

Project Number	Project Title	Budget	Budget Source
AL-12-01-01	PI&E	\$72,000	402
AL-12-01-03	North Carolina Alcohol Facts web site	\$34,946	402
PT-12-03-04-35	Traffic Enforcement Unit	\$115,949	402
PM-12-17-01	Paid Media and Advertising	\$680,000	402
K8-12-02-02	Breath Alcohol Testing Mobile Unit Program	\$608,186	410
K8-12-02-03	Breath alcohol testing	\$445,000	410
K8-12-02-04	Drug Recognition Expert	\$245,331	410



K8-12-02-05	Standardized Field Sobriety Testing	\$153,600	410
K8-12-02-06	NC Conference of DA's/NC Traffic safety Resource Program	\$430,425	410
K8-12-02-07	DWI Legal Assistant	\$48,483	410
K8-12-02-08	DWI Court	\$178,255	410
K8-12-02-09	DWI Strike Force	\$46,574	410
K8-12-02-10	New Hanover DWI Court	\$53,774	410
K8-12-02-11	Johnston County DWI Court	\$174,444	410
K8-12-02-12	Special DWI Court	\$142,715	410
K8-12-02-13	DWI Court	\$163,504	410
K8-12-02-14	Special Traffic Safety Equipment	\$24,000	410
K8-12-02-16	DWI Enforcement	\$93,670	410
K8-12-02-17	Columbus Co. DWI Team	\$81,816	410
K8-12-02-18	Checkpoint Equipment	\$5,000	410
K8-12-02-19	Checkpoint Equipment	\$13,500	410
K8-12-02-20	Checkpoint Equipment	\$17,000	410
K8-12-02-21	DWI Enforcement	\$6,000	410
K8-12-02-22	Checkpoint Equipment	\$18,191	410
K8-12-02-24	Checkpoint Grant	\$22,900	410
K8-12-02-26	Checkpoint Equipment	\$16,475	410
K8-12-02-27	Fatal Vision Goggles	\$900	410
K8-12-02-28	Traffic Safety Day and night	\$15,000	410
K8-12-02-30	Durham County Checkpoint Equipment	\$17,525	410
K8-12-02-31	Checkpoint Station Equipment	\$17,750	410
K8-12-02-32	Traffic Safety Officer	\$15,300	410
K8-12-02-33	Sobriety Court	\$46,580	410
K8-12-02-36	DWI Enforcement Officers	\$224,506	410
K8-12-02-37	Operation DWI	\$420,646	410
K8-12-02-38	Mobile In-Car Video Camera Technology	\$198,000	410
K8-12-02-39	DWI Enforcement Officers	\$213,729	410
K8-12-02-41	Drunk Driving and Underage Drinking Outreach	\$163,800	410
K8-12-02-42	Montgomery County Checkpoint Station	\$18,600	410
K8-12-02-43	VIP for a VIP program	\$16,500	410
K8-12-02-44	Forsyth DWI Prosecution	\$147,380	410
K8-12-02-45	Nuestra Seguridad/Highway Safety	\$48,545	410
K8-12-02-46	Checkpoint Station Equipment	\$18,800	410
K8-12-02-47	DWI Equipment	\$9,000	410
K8-12-02-48	Checkpoint Station Equipment	\$22,300	410
K8-12-02-49	Forsyth County DWI Task Force	\$396,477	410
K8-12-02-51	Training DMV Officers	\$46,647	410
K8-12-02-55	Harnett/Lee County DWI Court	\$125,093	410



K8-12-02-56	Checkpoint Station Equipment	\$16,080	410
402 Total		\$902,895	
Total all funds		\$6,090,896	



OCCUPANT PROTECTION

Program Goals:

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 6% from the 2005-2009 annual average of 47.5% to 45% during 2012.

Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions 20% from the 2005-2009 annual average of 495 to 396 during 2012.

Increase observed seat belt use by drivers and right front occupants from the 2008-2010 average of 88.7% to 92% by December 2012.*

* NOTE: NHTSA’s procedure for observing seat belt use will change in 2012. It is unclear what effect this may have on current belt use rates. Consequently, goals may need to be re-evaluated following implementation of the new procedure.

Evidence Considered

Crashes, deaths, and injuries

In 2009, 985 passenger vehicle occupants (720 drivers and 265 passengers) were killed in crashes in North Carolina. Of these, 418 (45%) were reported to be unrestrained. While there has been an overall downward trend in the total number of unrestrained fatalities, the percentage of unrestrained fatally injured passenger vehicle occupants has remained essentially unchanged since 2003.

Table 1. Unrestrained passenger vehicle occupant fatalities as a proportion of total traffic fatalities, 2000-2009

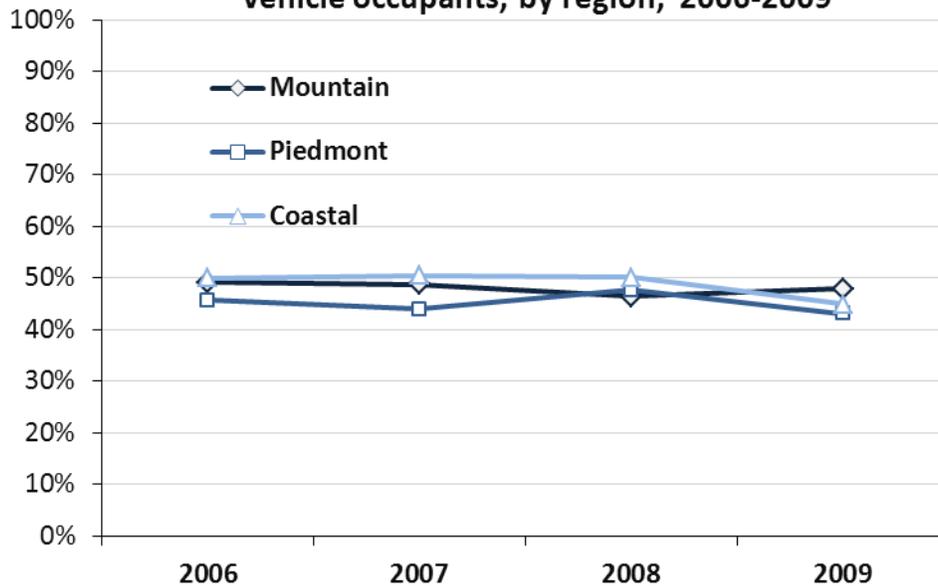
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Passenger Vehicle Occupant Fatalities	1092	1084	1128	1150	1091	1050	1105	1138	985	938
Unrestrained Passenger Vehicle Occupant Fatalities	588	551	589	534	508	514	530	538	477	418
% Unrestrained Fatalities	53.8%	50.8%	52.2%	46.4%	46.6%	49.0%	48.0%	47.3%	48.4%	44.6%

North Carolina has 3 distinct regions – the mountain region, the piedmont (central) region, and the coastal region. There are yearly fluctuations in the proportion of unrestrained fatally injured passenger vehicle occupants in each region. As shown in Figure 1, however, there has been



essentially no change in the proportion of unrestrained fatally injured passenger vehicle occupants by region since 2006. The same trend is evident in observational data from the three regions (see Table 5).

Figure 1. Percent unbelted fatally injured passenger vehicle occupants, by region, 2006-2009



Belt use varies by vehicle type. The proportion of unbelted fatally injured occupants is highest among occupants of pickup trucks (Table 2). As discussed later in this chapter, observational data also supports this trend of lower belt use among pickup truck occupants.

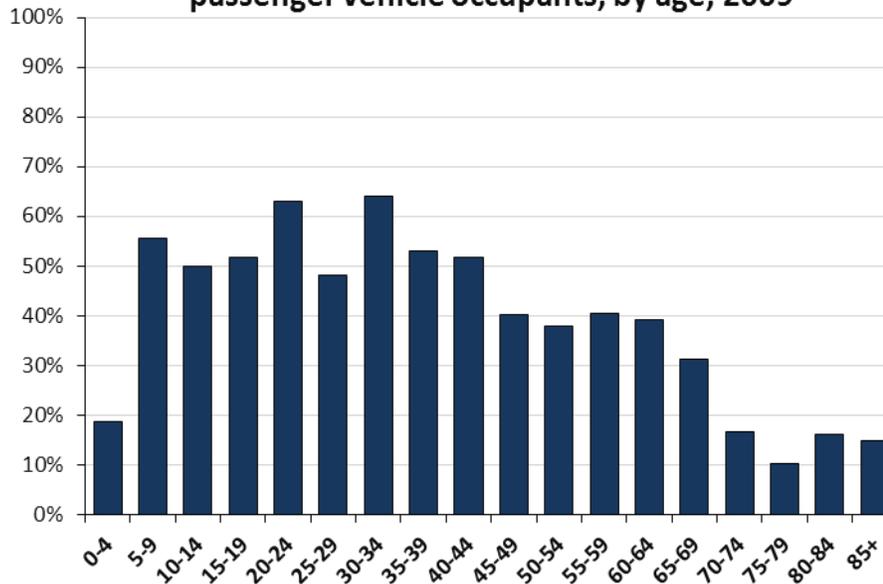
	2006	2007	2008	2009
Vehicle Type				
Passenger cars	41.9%	42.1%	43.8%	39.9%
Pickup trucks	61.1%	59.9%	60.1%	59.2%
Sport utility vehicles	54.9%	58.2%	56.5%	50.6%
Other	54.2%	38.7%	42.9%	35.8%

Approximately half of fatally injured male passenger vehicle occupants were unrestrained in each of the state’s three regions. Fewer fatally injured female passenger vehicle occupants were unrestrained. No meaningful differences were evident regionally.



Over 60% of fatally injured passenger vehicle occupants age 20-24 and 30-34 were unrestrained (see Figure 2).

Figure 2. Proportion of unrestrained fatally injured passenger vehicle occupants, by age, 2009



Forty-nine passenger vehicle occupants ages 15 and under were killed in 2009. Of these, 43% were reported to be unrestrained. North Carolina’s law covers children less than age 16 and further requires that children be restrained in an appropriate child restraint/booster seat until they are age 8 or 80 pounds. Of the 27 children age 7 and younger who were killed in crashes in 2009, 9 were completely unrestrained (33%) and 3 were restrained using the vehicle belt alone (11%).

In 2009, 120 teenagers (ages 15-19) were killed in crashes in North Carolina. Of these, 51% were unrestrained.

In comparison to fatalities, reported belt use among seriously injured passenger vehicle occupants is much higher. This is due, in part, to the protective benefit of belt use, but probably also involves some over-reporting. All motor vehicle occupants in North Carolina are required to be restrained and most belt use data for surviving occupants are self-reported information. Of the 1,772 passenger vehicle occupants (1,235 drivers and 537 passengers) who received A-level injuries² in crashes in North Carolina, 30% were reported to be unrestrained.

During 2009, the majority of unrestrained fatalities and A-level injuries among passenger vehicle occupants occurred in rural areas (75% and 72% respectively).

² In North Carolina, A-level injuries are defined as injuries that are serious enough to prevent the injured person from performing his or her normal activities for at least one day beyond the day of the crash. The injury level judgment is made by a police officer at the time of the crash.



Nighttime belt use among fatally injured passenger vehicle occupants is lower than daytime belt use. From 2005-2009, 58% of fatally injured occupants were unrestrained in crashes occurring between 6pm and 6am, whereas only 38% were unrestrained in crashes occurring the rest of the day. Among occupants with A-level injuries the trend is similar. Approximately 40% of passenger vehicle occupants with A-level injuries were reported to be unrestrained in crashes from 6pm to 6am whereas 23% were reported to be unrestrained in crashes the rest of the day. Between the hours of midnight and 4am, 65% of fatally injured passenger vehicle occupants were unrestrained.

For the county-specific analyses, counts of fatally injured unrestrained passenger vehicle occupants as well as the proportion of the total unrestrained fatalities and total fatalities in each county represent were examined.³ Ten counties had 50 or more unrestrained passenger vehicle fatalities from 2005 to 2009. Many of the counties with the highest number of unrestrained fatalities also contain the largest populations (for instance, Wake and Mecklenburg Counties). In total, the 53 counties listed in Table 3 represent just over 80% of all unrestrained fatally injured passenger vehicle occupants from 2005 to 2009.

Table 3. Unrestrained passenger vehicle fatalities, 2005-2009

County	Total unrestrained fatalities	% total county fatalities who were unrestrained	% total NC unrestrained fatalities
Mecklenburg	127	50.2%	5.0%
Robeson	118	61.1%	4.6%
Guilford	104	49.1%	4.1%
Wake	88	42.3%	3.5%
Cumberland	75	42.4%	3.0%
Johnston	68	46.9%	2.7%
Onslow	57	55.9%	2.2%
Brunswick	55	60.4%	2.2%
Columbus	53	57.0%	2.1%
Davidson	53	44.2%	2.1%
Union	49	53.3%	1.9%
Sampson	47	56.0%	1.8%
Forsyth	44	46.3%	1.7%
Gaston	44	49.4%	1.7%
Nash	42	48.8%	1.7%
Rockingham	41	56.2%	1.6%
Harnett	39	44.8%	1.5%
Rowan	39	38.2%	1.5%
Iredell	38	44.7%	1.5%

³ Seat belt observational data is not available at the county level. Hence, the county-specific analyses focused on fatally injured unrestrained passengers.



Burke	36	53.7%	1.4%
Catawba	36	45.0%	1.4%
Durham	36	51.4%	1.4%
Duplin	35	61.4%	1.4%
Pitt	35	44.3%	1.4%
Buncombe	33	37.1%	1.3%
Randolph	32	38.6%	1.3%
Wayne	32	45.1%	1.3%
Wilson	32	49.2%	1.3%
Alamance	31	50.8%	1.2%
Surry	31	47.0%	1.2%
Wilkes	31	53.4%	1.2%
Bladen	30	57.7%	1.2%
Orange	30	52.6%	1.2%
Cleveland	28	38.4%	1.1%
Halifax	28	56.0%	1.1%
Bertie	27	75.0%	1.1%
Rutherford	27	57.4%	1.1%
Cabarrus	24	33.8%	0.9%
Chatham	24	39.3%	0.9%
Granville	24	52.2%	0.9%
Beaufort	23	52.3%	0.9%
Franklin	23	44.2%	0.9%
Lincoln	23	39.7%	0.9%
Henderson	22	40.0%	0.9%
New Hanover	22	31.9%	0.9%
Pender	22	55.0%	0.9%
Moore	20	35.7%	0.8%
Caldwell	19	44.2%	0.7%
Caswell	19	61.3%	0.7%
Edgecombe	19	55.9%	0.7%
Haywood	18	48.6%	0.7%
Anson	17	63.0%	0.7%
Vance	17	65.4%	0.7%
Watauga	17	63.0%	0.7%

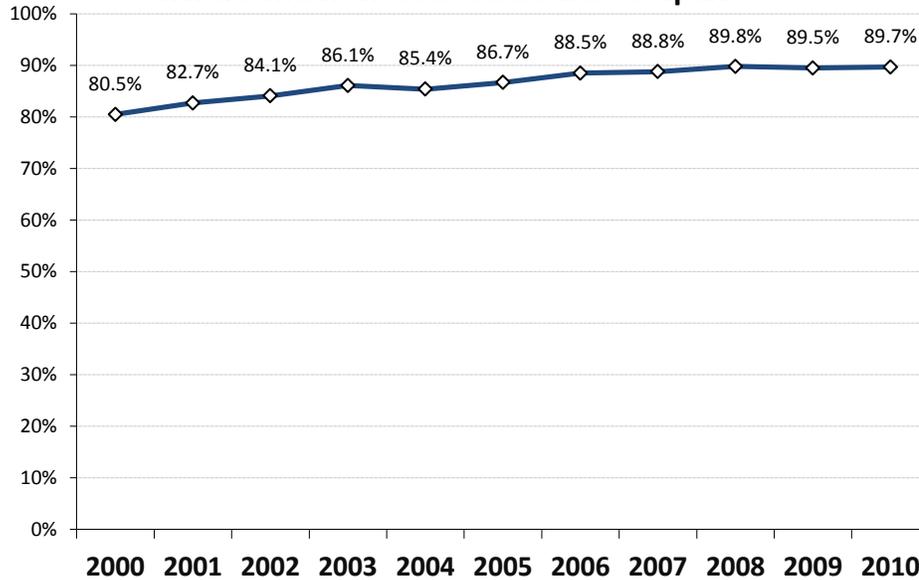
Behaviors

North Carolina’s annual belt use survey was conducted in June 2010 at 121 locations across the state. Trained observers recorded information from stopped or nearly stopped vehicles. Data were collected during rush hours (weekdays between dawn and 9am or 3:30pm and dusk), non-rush hours (weekdays between 9am and 3:30pm), and on weekends (Saturday or Sunday between 9am and dusk).



The 2010 observed belt use rate for drivers and front seat occupants was 89.7%, essentially the same as the June 2009 rate (89.5%). North Carolina’s observed belt use rate has been consistently above the national average. In 2000, North Carolina’s belt use was 80.5%, nearly 10 percentage points higher than the national average. However in recent years this difference has become smaller. In 2010, North Carolina’s observed belt use rate was only 5 percentage points higher than the national average (85%).

Figure 3. Observed belt use by passenger vehicle drivers and front seat outboard occupants



Note. Reported rates were measured during June observational surveys, for years in which more than a single survey was conducted.



Belt use was higher among drivers (90.4%) than front seat passengers (86.7%) as has been the case since at least 2000. Belt use was higher among occupants of minivans (94.5%), sport utility vehicles (91.6%), and cars (91.4%) than among occupants of pickup trucks (84.1%) and vans (79.9%).

	Weighted Use (%)
Overall	
Driver	90.4%
Passenger	86.7%
Combined	89.7%
Urban/Rural	
Urban	90.4%
Rural	89.8%
Vehicle Type	
Car	91.4%
Van	79.9%
Minivan	94.5%
Pickup Truck	84.1%
Sport-Utility Vehicle	91.6%

Note. Margin of error ranges from 1.4% to 3.8% (except for vans where it is 11%)

Regionally there has been essentially no difference in observed belt use rates since 2006.

	2006	2007	2008	2009	2010
Region					
Mountain	88.2%	90.6%	91.3%	89.3%	89.5%
Piedmont	90.2%	88.7%	91.0%	91.2%	91.1%
Coast	85.8%	90.9%	88.0%	86.2%	88.8%



Seatbelt observations were conducted in 15 counties. Observed belt use was at least 86% in all but Robeson County.

Table 6. Observed seat belt use rates by county, June 2010

County	Observed belt use	2012 County Goal
Alamance	87.3%	89.0%
Buncombe	88.0%	89.8%
Burke	92.1%	93.9%
Craven	93.1%	95.0%
Cumberland	86.8%	88.5%
Gaston	91.1%	92.9%
Granville	86.5%	88.2%
Mecklenburg	90.6%	92.4%
New Hanover	88.3%	90.1%
Pitt	90.8%	92.6%
Robeson	76.7%	78.2%
Stanly	91.0%	92.8%
Wake	91.3%	93.1%
Wayne	90.6%	92.4%
Wilkes	92.0%	93.8%

NHTSA’s procedure for observing seat belt use will change in 2012. At this time it is not clear if the same counties listed above will be included as data collection sites. Consequently, while individual county goals have been set, it is possible that no follow-up observations will be conducted in one or more of the counties listed above.

Belt use was higher among female drivers (93.5%) than among males (87.8%) and increased with driver age. The highest use rate was observed among drivers age 65 and older (96.8%). Use was lowest among drivers ages 16-24 (86.6%).



Table 7. Seat belt use rates by driver characteristics, June 2010	
	Weighted Use (%)
Driver Sex*	
Male	87.8
Female	93.5
Driver Race/Ethnicity*	
White	90.3
Black	89.6
Hispanic	95.4
Driver Age*	
16-24	86.6
25-64	90.1
65+	96.8

Note. Margin of error ranges from 0.8% to 2.2%

*All driver variables are judged by trained observers.

Attitudes & Awareness

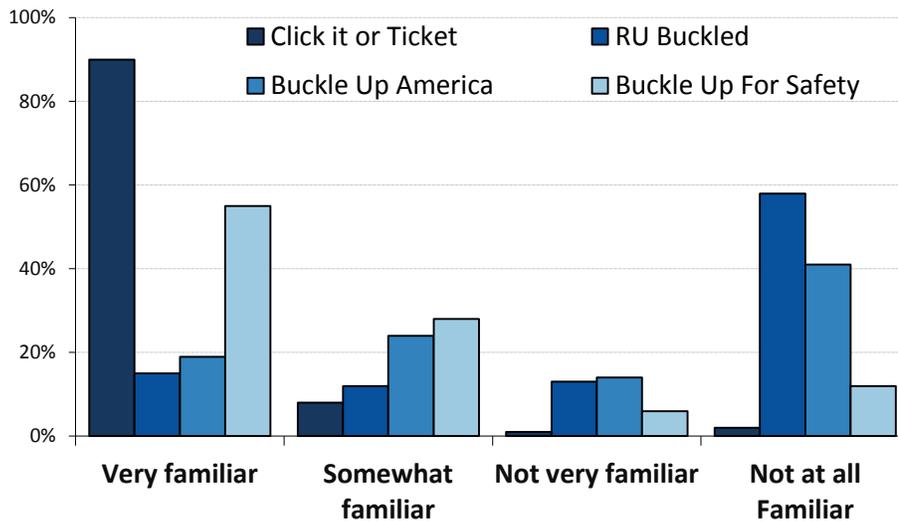
The Governor's Highway Safety Program conducted a statewide telephone survey, including a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of occupant protection issues. A random sample of 600 North Carolina residents age 15 ½ or older who were licensed to drive a motor vehicle were interviewed between July 12 and July 21, 2010.

Ninety-three percent (93%) of respondents reported they wear a seat belt 'all of the time.' Approximately three quarters of respondents felt that drivers who do not wear a seat belt are somewhat likely (40%) or very likely (36%) to receive a ticket for a seat belt violation.

Respondents were asked about their familiarity with four seat belt campaigns (*Buckle Up America*, *RU Buckled*, *Click It or Ticket*, and *Buckle Up for Safety*). Whereas 90% of respondents reported they were 'very familiar' with the *Click It or Ticket* campaign, 55% were very familiar with *Buckle Up for Safety*. The other two campaigns were not well-known to respondents. Only 19% and 15% reported being very familiar with *Buckle Up America* and *RU Buckled*, respectively. The *RU Buckled* campaign targeted high school students. As only 9% of the survey respondents were under age 21, it is not unsurprising that more than half of respondents were not familiar with this program.



Figure 4. Public familiarity with four seat belt programs



Statewide Campaigns/Programs

Child Passenger Safety Programs

North Carolina is very active in the field of child passenger safety. As of January 2011, North Carolina had 2,283 certified child passenger safety technicians and 58 certified instructors in 98 of North Carolina’s 100 counties. (Northampton and Tyrell counties do not currently have a technician or instructor.) Nearly half of these technicians are in the fire services (e.g., fire fighters).

North Carolina has numerous programs that support child passenger safety efforts in the state. *NC Buckle Up Kids (BUK)* is a GHSP funded program administered through the NC Department of Insurance, Office of State Fire Marshal. Currently there are BUK programs in 86 of 100 counties. BUK programs assist parents and other caregivers by providing low-cost child restraints and education on their use to qualifying families. Only trained, qualified personnel are allowed to provide educational and installation assistance to parents/caregivers, including those receiving BUK seats. During FY 2010, over 5,400 child restraints were distributed through NC BUK programs. These included primarily convertible and booster seats, and to a lesser extent rear-facing-only infant seats and combination restraints. In addition to distributing child restraints, local BUK programs and their partners conduct checkup events and other child passenger safety education programs. During FY 2010, 714 child passenger safety events were held and approximately 6,500 seats were checked in local communities through BUK programs.

Presently there are 84 permanent checking station programs, with over 125 locations in 50 counties (some programs have more than one permanent location). Permanent checking stations (PCS) are locations where parents/caregivers can receive information about child passenger safety and have their child restraints and seat belts checked to ensure they are installed and used correctly. During FY2010, NC PCS programs served over 8,500 families and



checked nearly 10,000 child restraints. Nearly two-thirds of these checks were for children less than age two.

North Carolina’s seat belt law (G.S. 20-135.2A) requires drivers and front and rear seat passengers ages 16 and older to wear seat belts in vehicles required to have them. The NC Child Passenger Safety law (G.S. 20-137.1) requires occupants age 15 and younger to be appropriately restrained in all vehicles required to have seat belts and requires an age and size appropriate child restraint or booster seat for children who are younger than age 8 and who weigh less than 80 pounds. Additionally, children who are younger than age 5 and who weigh less than 40 pounds must be in the rear seat in vehicles with active front passenger airbags.

Enforcement Activities

The 2010 *Click it or Ticket* campaign was held from May 24 – June 6, 2010. During this period 11,939 citations were issued for violations of the seat belt law and 1,315 for violations of the child passenger safety law, for a total of 13,254 occupant restraint citations during this enforcement period.

Table 8. Seat belt and child passenger safety law citations, 2009-2010		
	2009	2010
Click it or Ticket enhanced enforcement periods		
Seat belt violations	13,654	11,939
Child passenger safety law violations	1,478	1,315
Total	15,132	13,254
Other enhanced enforcement periods (e.g., Booze It and Lose It)		
Seat belt violations	49,495	32,761
Child passenger safety law violations	7,118	5,739
Total	56,613	38,500
All other times of year		
Seat belt violations	140,414	*
Child passenger safety law violations	16,939	*
Total	157,353	*

* Data not yet available

Data for enhanced enforcement periods is reported directly to GHSP from participating law enforcement agencies. Data from non-enforcement periods was obtained through the Administrative Office of the Courts.

Compared to 2009, fewer violations of the seat belt and child passenger safety laws were cited during *Click it or Ticket* and other enhanced enforcement periods in 2010. Comparisons are not yet available for citations during non-enforcement periods.



The 2012 national annual *Click it or Ticket* campaign will be held from May 21, 2012 to June 3, 2012. GHSP will participate in this effort and will also conduct a second statewide “Click It or Ticket” campaign encompassing the 2012 Thanksgiving Holiday November 19-25, 2012.

In addition to the statewide mobilization efforts for “Click It or Ticket”, GHSP will conduct a mini-mobilization during April 2012 that will target survey counties below the 90 percent threshold. Those counties include Cabarrus (89.5%), Caldwell (89.2%), Columbus (74.1%), Franklin (89.8%), Guilford (87.8%), Mecklenburg (89.6%), Nash (86.0%), and Robeson (82.7%). GHSP will be exploring innovative approaches to ramping up efforts in these counties. GHSP will focus particularly attention to nighttime seat belt enforcement and will conduct meetings with all law enforcement agencies in each of these counties to communicate the importance of improving seat belt compliance rates and their role in reaching the goals set for each county.

Summary

Since 2000, the total number of unrestrained passenger vehicle occupant fatalities has decreased. However, this probably reflects an overall decrease in driving as a result of the economic recession. The *percent* of unrestrained fatally injured passenger vehicle occupants has remained essentially unchanged since 2003. Five counties (Mecklenburg, Robeson, Guilford, Wake, and Cumberland) accounted for over 500 unrestrained fatalities (20% of state’s total). Belt use among fatally injured passenger vehicle occupants was less among occupants of sport utility vehicles and pickup trucks. In addition, over 60% of fatally injured occupant age 20-24 and 30-34 were unrestrained.

We believe further reductions in unrestrained passenger vehicle fatalities are possible for 2012. To adjust for the confounding effect of economic conditions, three year averages were used as the baseline for setting goals. During 2012, we anticipate a 6% reduction of unrestrained passenger vehicle occupant fatalities.

Observed restraint use for drivers and front seat occupants in North Carolina currently stands at 89.7%. This is 5 percentage points higher than the national average (85%). Observed restraint use is less among males and occupants of large vans and pickup trucks. Of the 15 counties included in the observational survey, belt use rates were less than the state average in Alamance, Buncombe, Cumberland, Granville, New Hanover and Robeson counties. During 2012, we anticipate observed seat belt use among drivers and right front occupants will increase to 92%.

Countermeasures and Funding Priorities

GHSP will focus law enforcement and media attention on the enforcement of seat belts at night and will require seat belt enforcement efforts by projects to devote at least 50 percent of their



enforcement efforts at night. GHSP will share county maps with agencies in counties that are overrepresented in unbelted fatalities, showing the locations of these crashes and the time of day they are occurring. GHSP will seek buy in from the agencies to address the problem locations and GHSP will offer incentives or funding as needed to enhance the enforcement efforts.

GHSP will work with the Traffic Safety Resource Prosecutor (TSRP) to identify and address any prosecution and adjudication issues concerning seat belt citations and the reduction or dismissal of charges. There does not seem to be a big problem with this occurring in North Carolina, but the issue does need to be looked at closer, especially in counties where the seat belt use is below 90 percent.

Media Plan

GHSP will support all FY 2012 seat belt mobilization efforts with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2012 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law enforcement, Safe KIDS, etc. Typically, the kickoff events feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of occupant protection issues.

GHSP will continue partnerships with the Atlantic Coast Conference (ACC) basketball teams in North Carolina to address seat belt usage for all attendees to games. This effort will provide continued attention to the need for motorists to buckle up on each and every trip and will highlight the strong efforts of law enforcement to ticket motorists and passengers not wearing their seat belt. GHSP will promote the "Click It or Ticket" efforts at these arenas and partner with local law enforcement to address seat belt compliance. GHSP also plans to continue the partnership with the National Hockey League (NHL) Carolina Hurricanes to address seat belt use with their fan base. This will consist of venue signage that will be visible to all fans in attendance or watching on television.

Additional advertising will be done at select movie theaters, gas stations, and in both radio and television markets throughout the state during mobilization periods. GHSP will focus the paid media in these outlets during the Mini-Mobilization, Memorial Day, and Thanksgiving mobilization periods.



FY 2012 Occupant Protection Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: North Carolina Department of Insurance
Project Number: K3-12-06-01
Project Title: NC SafeKids
Budget: \$564,129
Project Description: The goal of this project is to continue to increase the usage of child restraints, booster seats, and seat belts in order to reduce the number of injuries and deaths to motor vehicle occupants by collaborating with local and state child passenger safety programs. NC DOI Safe Kids will offer National Child Passenger Safety (CPS) Technician classes, providing 15 regional CPS courses to fire/rescue, law enforcement, hospital, health care, and other child safety advocates; fund instructors for CPS courses in communities that host technician courses in addition to those staffed by NCDOT-OSFM; offer 10 update/refresher or renewal classes to assist technicians in maintaining certification by acquiring continuing education units and assist Western North Carolina Safe Kids in administering Special Needs classes. NC DOI Safe Kids will also host a CPS Conference in conjunction with the CPS training committee (this will provide continuing education for technicians throughout NC) and distribute child restraints to local Buckle up Kids counties and compile data through quarterly reports. In addition, NC Safe Kids will offer 25 scholarships to local agencies to receive child passenger safety certification.

Agency: Western NC SafeKids
Project Number: OP-12-05-06
Project Title: WNC SafeKids
Budget: \$118,160
Project Description: Western North Carolina Safe Kids will continue to provide leadership for the State to increase the base of CPS Technicians trained in Special Needs Transportation, finalize Transporting Children with Special Needs Curriculum and Develop Process for Special Needs Instructor Candidacy in NC. In addition, WNC Safe kids will target tweens and teens to protect them now and to help them drive more safely later in life. During this grant cycle, WNC Safe Kids will work with OSFM & HSRC to develop a training schedule for the Western Region in 2011-2012; schedule Special Needs Classes for the State; present "Countdown 2:Drive" to tweens and teens through middle schools and other community resources; attend conferences including NC CPS, Safe Kids NC, FLSE, Lifesavers and Edu Pro: Transporting Children with Disabilities.



Agency: UNC Highway Safety Research Center
Project Number: OP-12-05-07
Project Title: NC CPS Resource Center
Budget: \$144,550
Project Description: HSRC will coordinate state and local CPS education, training, distribution and “hands on” technical assistance programs and activities as well as conduct and analyze child restraint observational surveys. HSRC will also provide consumer information to the public through a toll free number, website, and brochures and flyers. In addition, HSRC will provide program and technical assistance to CPS advocates and administrators by keeping the curriculum current, and coordinate all CPS training activities and programs in NC.

Agency: GHSP
Project Number: PM-12-07-01
Project Title: OP Media Buys
Budget: \$335,000
Project Description: Plan for PSA production, placement of PSA’s. Plan and execute Sport Marketing programs for various sports teams. Plan and execute Advertising to promote Click It or Ticket.

Agency: Research Triangle Institute
Project Number: OP-12-05-04
Project Title: 2012 North Carolina Seat Belt Survey
Budget: \$201,540
Project Description: To conduct a NHTSA approved survey of 120 statistically selected sites in June 2012. To conduct GHSP directed analyses on topics such as nighttime seat belt use, cell phone or texting while driving and enhanced data collection in low seat belt usage counties.

Project Number	Project Title	Budget	Budget Source
OP-12-05-01	PI &E	\$118,000	402
OP-12-05-03	Nuestra Seguridad/Highway Safety	\$48,545	402
OP-12-05-04	2012 North Carolina Seat Belt Survey	\$201,540	402
OP-12-05-06	WNC SafeKids	\$118,160	402
OP-12-05-07	NC CPS Resource Center	\$144,550	402
PM-12-07-01	OP Media Buys	\$335,000	405
K2-12-07-02	Checkpoint Equipment	\$16,980	405
K3-12-06-01	Buckle Up Kids/Safe Kids NC	\$564,129	
402 Total		\$630,795	
Total all funds		\$916,109	



SPEEDING AND POLICE TRAFFIC SERVICES

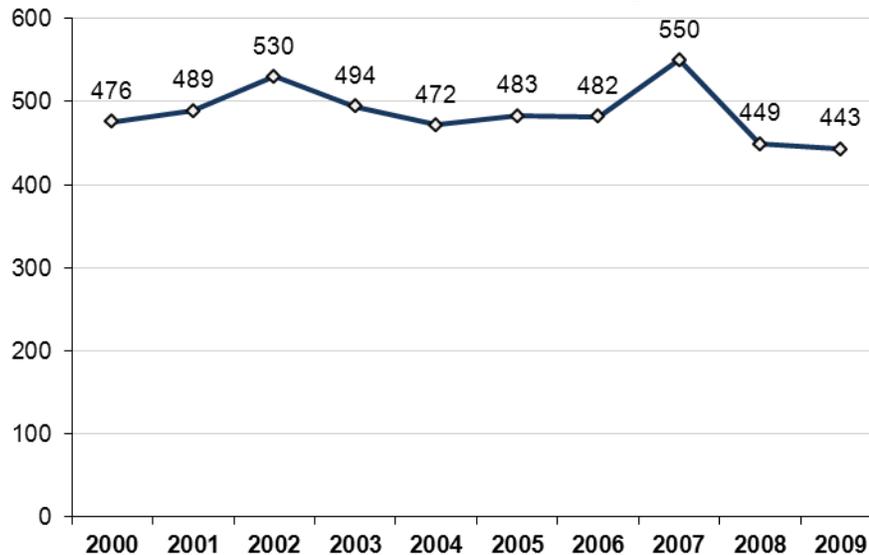
Program Goals: Decrease the number of speed-related crash fatalities 10% from the 2005-2009 annual average of 481 to 433 during 2012.

Evidence Considered

Crashes, deaths, and injuries

In 2009, 476 persons were killed in crashes in North Carolina involving a driver who was speeding. Figure 1 shows the number of speed-related fatalities from 2000 to 2009. As illustrated, the number of fatalities was relatively stable until 2007, at which point it increased sharply. The number of speed-related fatalities dropped in 2008, and for the past two years has remained slightly below the average for the years preceding 2007.

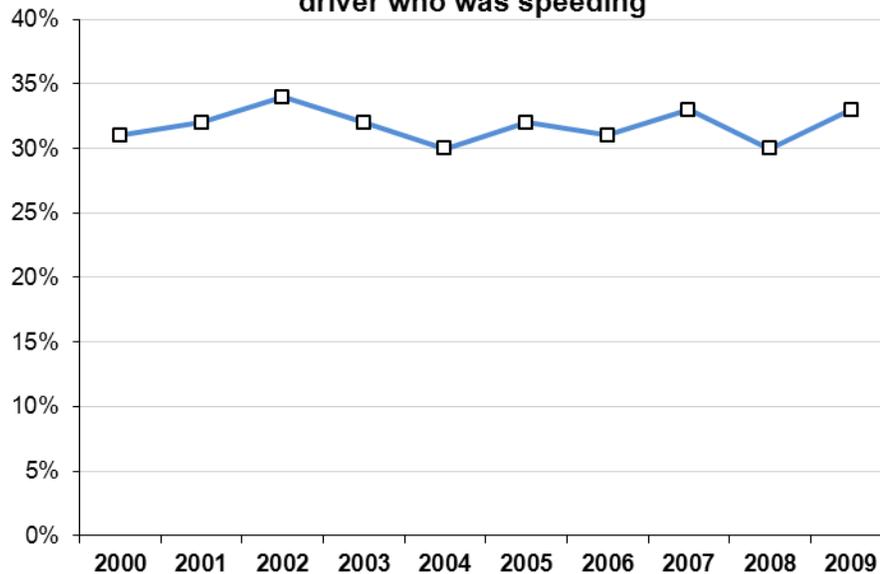
Figure 1. Number of fatalities in crashes involving a driver who was speeding



The decline in fatalities after 2007 is likely due, in part, to the decline in driving associated with the economic downturn. A clearer picture of the extent of speed-related fatalities is provided by the *percent* of crashes that involve a driver who was speeding. As shown in Figure 2, the percent of fatalities in crashes involving a speeding driver has changed little during the past decade, hovering between 30% and 35%.



Figure 2. Percent of fatalities in crashes involving a driver who was speeding

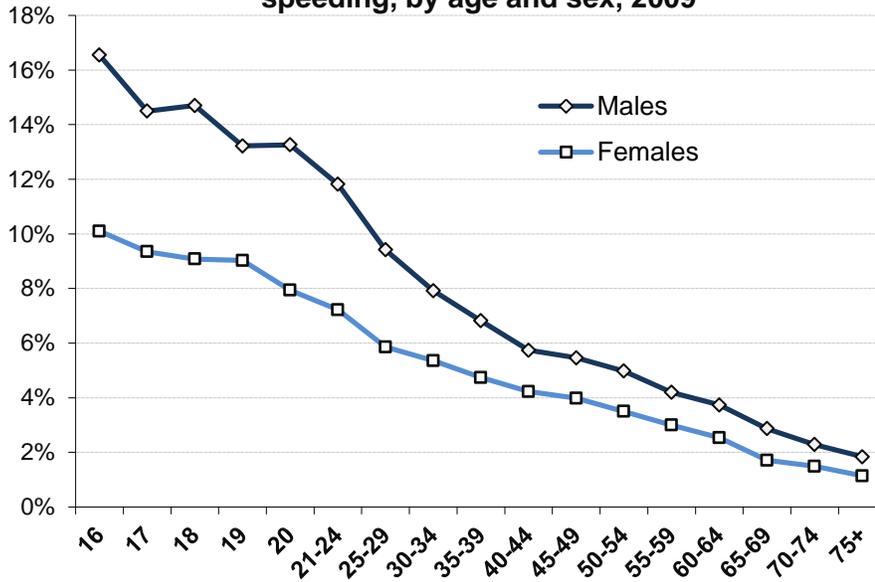


Speed is less often involved in non-fatal crashes. Among all drivers in crashes in North Carolina during 2009, 6.7% were speeding.⁴ Male drivers were 50% more likely to be involved in a speed-related crash than female drivers. Among crash-involved drivers in 2009, 7.9% of males were speeding compared to 5.2% of females. Speeding also varies by the age of the driver. For both males and females, speed involvement in crashes is highest among the youngest drivers and gradually decreases with age. Figure 3 shows the percent of crash-involved drivers who were speeding, based on the age and sex of the driver.

⁴ Based on the judgment of the law enforcement officer who completed the crash report form.



Figure 3. Percent of crash-involved drivers who were speeding, by age and sex, 2009



Vehicle type is generally unrelated to speeding with one exception: 17.5% of motorcycle riders involved in crashes in 2009 were speeding. This was substantially higher than the rate of speeding for drivers of pickup trucks (7.5%), passenger cars (6.8%), SUVs (6.8%), and all other vehicle types (3.6%). Speed-related motorcycle crashes have increased in recent years, largely due to substantial increases in motorcycle ridership. Between 2002 and 2007, speed-related motorcycle crashes increased from 639 to 818. However, the *percent* of crash-involved motorcycle riders who were speeding dropped noticeably over this same time period, as shown in Figure 4.

Figure 4. Percent of crash-involved motorcycle riders who were speeding, 2000-2009

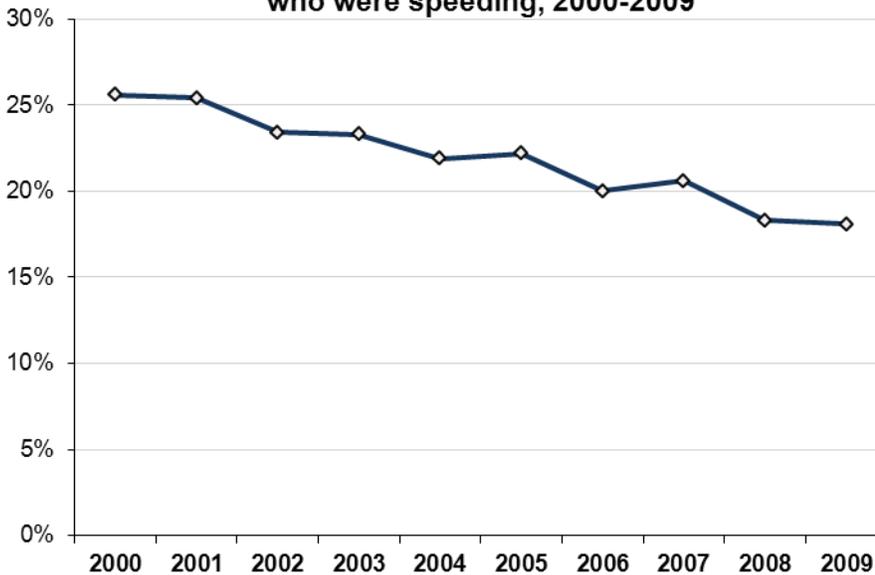
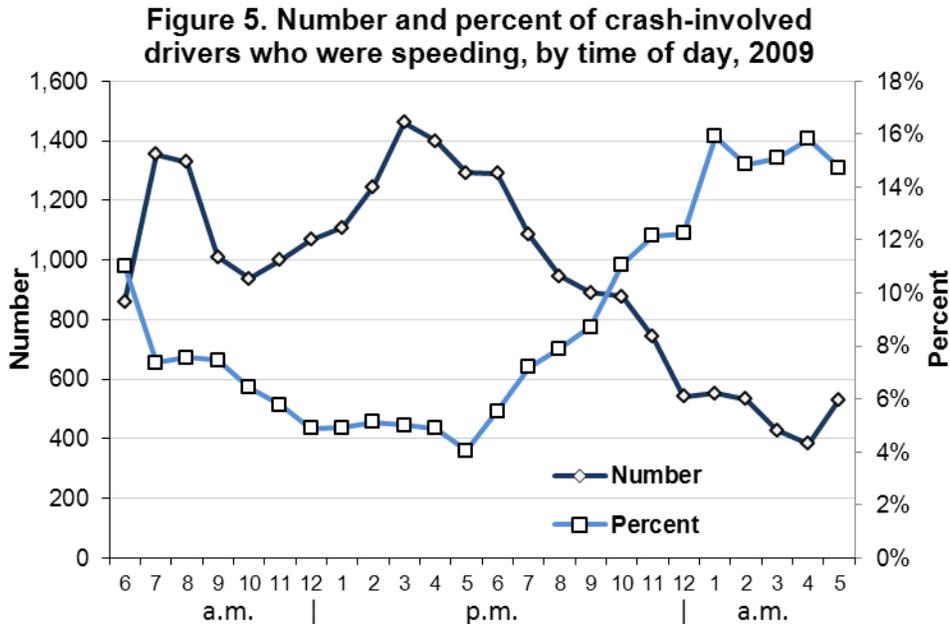


Figure 5 shows the number and percent of drivers in crashes who were speeding by time of day. The percent of crash-involved drivers who were speeding is highest from 1am to 5am. However, the *number* of crash-involved drivers who were speeding is highest during the daytime, especially during the early morning and late afternoon. Hence, even though crashes late at night are the most likely to involve speeding, the vast majority of speed-related crashes occur during commuting hours.



Speeding is also substantially more common in rural crashes than urban crashes. During 2009, 11.7% of drivers in crashes on rural roads were speeding, compared to 3.5% of drivers who crashes on an urban road.

Table 1 shows the 41 counties with the most fatalities in crashes from 2005 to 2009 involving a driver who was speeding. Mecklenburg County had the highest speed-involved fatalities during this period, followed by Wake, Guilford, Cumberland and Robeson counties. In total, the 40 counties listed in Table 1 account for 75% of all alcohol-involved fatalities in North Carolina from 2005 to 2009. Note that high per capita rates of speed-involved fatalities are most common in the eastern part of the state, particularly along the I-95 corridor.



Table 1. Fatalities in crashes involving a driver who was speeding, 2005-2009

County	Fatalities in speed-related crashes	Fatalities per 10,000 population	% of all speed-related fatalities
Mecklenburg	167	0.51	6.49%
Wake	111	0.34	4.32%
Guilford	105	0.58	4.08%
Cumberland	93	0.77	3.62%
Robeson	90	1.85	3.50%
Johnston	71	1.17	2.76%
Onslow	68	1.05	2.64%
Forsyth	64	0.48	2.49%
Buncombe	46	0.51	1.79%
Columbus	46	2.17	1.79%
Iredell	46	0.79	1.79%
Randolph	46	0.84	1.79%
Union	46	0.67	1.79%
Nash	45	1.22	1.75%
Pitt	45	0.75	1.75%
Brunswick	42	1.01	1.63%
Burke	41	1.15	1.59%
Harnett	41	1.00	1.59%
Davidson	39	0.63	1.52%
Cleveland	38	0.99	1.48%
New Hanover	36	0.47	1.40%
Surry	36	1.24	1.40%
Orange	35	0.66	1.36%
Rowan	34	0.63	1.32%
Alamance	33	0.59	1.28%
Lincoln	33	1.14	1.28%
Rockingham	32	0.88	1.24%
Wayne	32	0.71	1.24%
Franklin	31	1.39	1.21%
Gaston	31	0.39	1.21%
Cabarrus	30	0.48	1.17%
Caldwell	30	0.95	1.17%
Catawba	30	0.50	1.17%
Sampson	30	1.20	1.17%
Durham	29	0.29	1.13%
Duplin	28	1.38	1.09%
Granville	27	1.21	1.05%
Halifax	27	1.23	1.05%
Moore	25	0.74	0.97%
Chatham	24	1.01	0.93%
Lee	24	1.11	0.93%

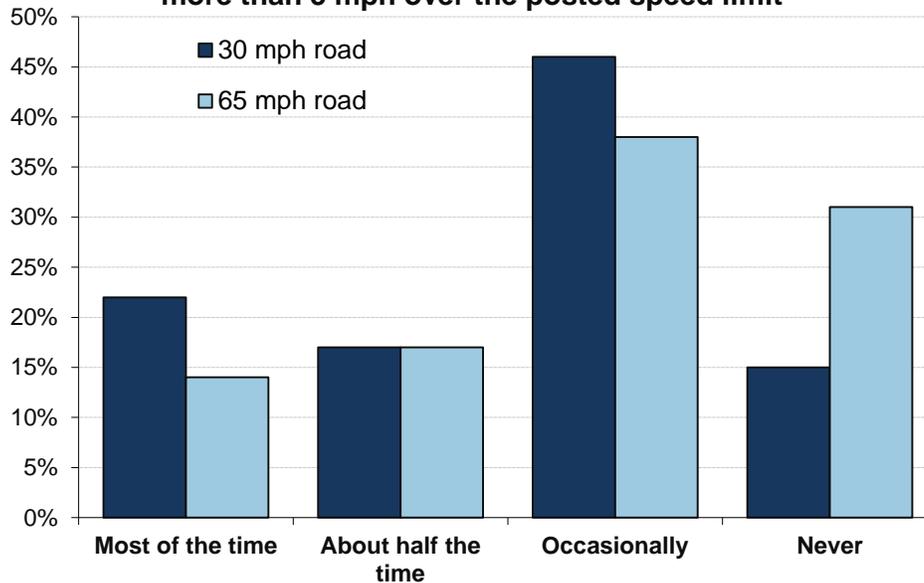


Attitudes & Awareness

The Governor’s Highway Safety Program conducted a statewide telephone survey, asking a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of speed-related issues. A random sample of 600 North Carolina residents age 15 ½ or older who were licensed to drive a motor vehicle were interviewed between July 12 and July 21, 2010.

Respondents were first asked how often they drive faster than 35 mph on a road with a speed limit of 30 mph (that is, 5 mph over the posted speed limit). They were also asked how often they drive faster than 70 mph on a road with a speed limit of 65 mph. The findings are shown in Figure 7.

Figure 7. How often respondents reported driving more than 5 mph over the posted speed limit



Respondents were somewhat more likely to report speeding on roads with lower posted speed limits. A total of 22% of respondents reported driving more than 5 mph “most of the time” on roads with a 30 mph posted speed limit. By comparison, 14% of respondents reported speeding this often on roads with a 65 mph posted speed limit. For both speed limits, however, most respondents said they “occasionally” or “never” exceed the posted speed limit by 5 mph.

Forty-four percent (44%) of respondents reported having read, seen or heard something about speed enforcement by police during the previous 30 days. When asked about the likelihood of getting a ticket in North Carolina if they drive over the speed limit, 37% report it is “very likely,” 52% said “somewhat likely,” and 10% said “not very likely.”

Finally, respondents were asked whether they support the use of automated traffic enforcement efforts, such as red light cameras and speed cameras that carry a fine for violators but no insurance penalties. Respondents were slightly more likely to favor than oppose



automated traffic enforcement: 53% of respondents were in favor of it (25% “strongly favor,” 28% “somewhat favor”), while 44% were opposed (18% “somewhat oppose,” 26% “strongly oppose”).

Statewide Campaigns/Programs

Enforcement Activities

GHSP introduced the safety campaign, *No Need 2 Speed*, in June 2006 to encourage drivers to slow down and follow the speed limit. The initial pilot project was conducted in Robeson, Cumberland, Harnett and Johnston counties.



During 2010, law enforcement agencies in North Carolina conducted two waves of the *No Need 2 Speed* campaign: one in the spring of 2010 (March 29 – April 4) and a second wave during the fall of 2010 (November 15-28). Across both waves, 11,385 special patrols were conducted, resulting in 42,659 speeding charges (see Table 2). Compared to 2009, approximately 6% fewer speeding charges were issued during *No Need 2 Speed* enforcement waves in 2010. The information in Table 2 was provided to GHSP, as required, by law enforcement agencies participating in *No Need 2 Speed* enhanced enforcement periods.

Table 2. Special patrols and speeding charges during <i>No Need 2 Speed</i> , 2009-2010		
	2009	2010
Spring		
Special patrols	3,646	4,280
Speeding charges	13,763	15,789
Fall		
Special patrols	8,052	7,105
Speeding charges	31,760	26,870
Totals		
Special patrols	11,698	11,385
Speeding charges	45,523	42,659

Data for enhanced enforcement periods is reported directly to GHSP from participating law enforcement agencies.

A total of 131,591 additional speeding citations were issued during other enhanced enforcement periods in 2010. This was 1% higher than the 130,577 speeding citations during other enhanced enforcement periods in 2009.



The FY 2012 annual *No Need 2 Speed* campaign will be held from April 3-8, 2012.

Summary

The number of fatalities in crashes involving a driver who was speeding has decreased the last two years in North Carolina. However, this probably reflects an overall decrease in driving as a result of the economic recession. The *percent* of fatalities in crashes involving a speeding driver has changed little in recent years. Speed involvement in crashes is highest among males, drivers under the age of 25, motorcycle riders, and drivers on rural roadways. Although the number of speed-involved crashes is highest during commuting hours, the percent of crash-involved drivers who were speeding is highest from 1am to 5am. The counties that account for the most speed-involved fatalities are Mecklenburg, Wake, Guilford, Cumberland and Robeson counties.

We believe further reductions in speed-impaired crashes and fatalities are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a reduction of 10% in speed-related fatalities in North Carolina.

Countermeasures and Funding Priorities

GHSP will focus law enforcement and media attention on the enforcement of speeding at night and will share county maps with agencies in counties that are overrepresented in speeding fatalities, showing the locations of these crashes and the time of day they are occurring. GHSP will seek buy in from the agencies to address the problem locations and GHSP will offer incentives or funding as needed to enhance the enforcement efforts.

Media Plan

GHSP will support the FY 2012 speed enforcement crackdown effort with earned media to draw attention to the campaign. North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2012 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law enforcement, Conference of District Attorneys, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of speed-related issues.



GHSP will explore the use of new technologies to spread the word on the enforcement crackdown. GHSP will rely on the NC DOT Communications Office to assist in this effort.

FY 2012 Speeding and Police Traffic Services Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: NC Department of Crime Control (SHP)
Project Number: PT-12-03-03-26
Project Title: Reducing Collisions and Speed on North Carolina Roads
Budget: \$241,000
Project Description: This is an equipment grant for 69 dual antenna radars, 10 Lidars, 100 digital cameras and 60 Tracker modules. The goal is to improve the enforcement of the traffic laws and to enable the patrol to provide better service to the motoring public in North Carolina.

Agency: Charlotte-Mecklenburg Police Department
Project Number: PT-12-03-03-23
Project Title: 2011 Traffic Project
Budget: \$82,875
Project Description: This is an equipment grant for 13 Lidars and 26 dual antenna radars. This will reduce speeding and reduce the number of traffic crashes and traffic related injuries in Charlotte's 13 divisions/districts.

Agency: Dare SO
Project Number: PT-12-03-03-29
Project Title: Dare CSO Traffic Safety Unit
Budget: \$165,000
Project Description: The Dare County Sheriff's Office will create a three man Traffic Unit that will be used to increase the number of speeding citations from 1247 in 2010 by a minimum of 10% to a total of 1371 by the end of 2012. This will help to reduce the total number of speed related accidents. The grant will be used for three vehicles, 13 dual-antenna radars, 7 in-car video systems, 3 pole-mounted radars and 3 lidars to equip the Dare CSO with traffic enforcement capability.

Agency: Haywood County Sheriff's Office
Project Number: PT-12-03-04-37
Project Title: Haywood County Selective Traffic Enforcement Team (HC-STEP)
Budget: \$82,537
Project Description: This is a continuation grant for traffic safety. This is the second year of funding and it funds the salary for two Sheriff's Deputies.



Agency: Enfield Police Department
Project Number: PT-12-03-03-12
Project Title: Enfield speeding project
Budget: \$12,750
Project Description: To decrease the number of vehicles speeding and to reduce vehicle crashes by increasing the detection of and the prosecution of speeders with increased issuance of citations. To send two officers per quarter to radar training and to partner with local agencies to conduct at least one speed reduction campaign per quarter.

Agency: Lexington Police Department
Project Number: PT-12-03-04-15
Project Title: Traffic Officer
Budget: \$26,742
Project Description: To provide a full time officer dedicated to traffic enforcement and education. To train in traffic crash investigation and the proper use of radar and LIDAR for improved speed enforcement and to reduce the number of motor vehicle crashes in the city.

Project Number	Project Title	Budget	Budget Source
K4-12-04-01	ACE Team	\$173,655	406
K4-12-04-02	Traffic Safety Officer	\$79,695	406
K4-12-04-03	Traffic Safety Officer	\$97,319	406
K4-12-04-04	Traffic Safety Officer	\$113,173	406
K4-12-04-06	Traffic Safety Unit	\$90,470	406
K4-12-04-07	Traffic Enforcement Officers	\$210,738	406
K4-12-04-08	Traffic Safety Unit	\$217,605	406
PT-12-03-03-01	LEL Grant - R2	\$10,000	402
PT-12-03-03-02	LEL Region 5	\$41,000	402
PT-12-03-03-03	Regional LEL	\$10,000	402
PT-12-03-03-04	LEL (Region 10 Law Enforcement Liaison)	\$10,000	402
PT-12-03-03-05	Great Smokies LEL	\$10,000	402
PT-12-03-03-06	LEL Grant - R1	\$10,000	402
PT-12-03-03-07	Regional LEL	\$10,000	402
PT-12-03-03-08	GHSP Regional Law Enforcement Liaison	\$10,000	402
PT-12-03-03-09	LEL Grant - R3	\$10,000	402
PT-12-03-03-10	LEL Region 6	\$10,000	402
PT-12-03-03-11	Regional LEL	\$10,000	402
PT-12-03-03-12	Enfield speeding project	\$12,750	402
PT-12-03-03-13	Forsyth County DWI Task Force	\$15,750	402



PT-12-03-03-17	Safer Streets in Reidsville using data analysis (DDACTS)	\$11,630	402
PT-12-03-03-19	Special Traffic Safety Equipment	\$87,721	402
PT-12-03-03-21	2011 Traffic Project	\$6,000	402
PT-12-03-03-22	Weaverville PD	\$3,375	402
PT-12-03-03-23	2011 Traffic Project	\$82,875	402
PT-12-03-03-26	Reducing Collisions and Speed on North Carolina Roads	\$241,000	402
PT-12-03-03-28	Hickory Police Department Traffic Enforcement Grant 2011	\$24,000	402
PT-12-03-03-29	Dare CSO Traffic Safety Unit	\$165,000	402
PT-12-03-04-01	Speed Control and Accident Reduction Project	\$66,179	402
PT-12-03-04-02	Traffic Safety Officer	\$21,127	402
PT-12-03-04-03	Troutman Safety Officer Initiative 2011	\$25,274	402
PT-12-03-04-04	(P)ro (A)ctive (C)ollision (E)nforcement - PACE	\$50,890	402
PT-12-03-04-05	Traffic Unit	\$21,073	402
PT-12-03-04-06	Full time traffic officers	\$68,218	402
PT-12-03-04-07	Traffic Safety Officer	\$48,545	402
PT-12-03-04-09	Traffic Safety Officer	\$55,578	402
PT-12-03-04-10	Traffic Unit Project	\$28,804	402
PT-12-03-04-11	Traffic Safety Officer	\$45,826	402
PT-12-03-04-15	Traffic Officer	\$26,742	402
PT-12-03-04-17	Traffic Safety Officer	\$47,726	402
PT-12-03-04-18	Traffic Safety Officer	\$50,662	402
PT-12-03-04-19	Traffic Safety Project FY 11-12	\$57,634	402
PT-12-03-04-20	Traffic Safety Unit	\$92,300	402
PT-12-03-04-21	Wilkesboro Safe Streets	\$22,207	402
PT-12-03-04-22	Highway Safety Program	\$20,930	402
PT-12-03-04-23	Traffic Officer	\$12,131	402
PT-12-03-04-24	Traffic Safety Officer	\$25,986	402
PT-12-03-04-26	Traffic Safety Officers	\$90,007	402
PT-12-03-04-27	Traffic Safety Project	\$22,977	402
PT-12-03-04-28	Traffic Safety Officers	\$48,449	402
PT-12-03-04-29	Traffic Safety Officer	\$57,272	402
PT-12-03-04-30	Operation Highway Safety	\$21,031	402
PT-12-03-04-31	Traffic Safety Unit	\$127,086	402
PT-12-03-04-32	Traffic Officer	\$29,540	402
PT-12-03-04-33	Cornelius Traffic Unit	\$46,550	402
PT-12-03-04-34	SMOKE: Speed Measurement Observation and Crime Enforcement	\$44,483	402
PT-12-03-04-35	ICSO Traffic Project	\$50,762	402



PT-12-03-04-36	Reidsville Traffic Officer	\$30,038	402
PT-12-03-04-37	Haywood County Selective Traffic Enforcement Team (HC-STEP)	\$82,537	402
PT-12-03-04-39	Traffic Safety Project	\$107,993	402
PT-12-03-04-41	Traffic Officer	\$25,510	402
PT-12-03-04-43	2012 GHSP Traffic Unit Grant	\$146,417	402
PT-12-03-04-44	Traffic Safety Officers	\$88,479	402
PT-12-03-04-45	Traffic Safety Officers	\$68,212	402
PT-12-03-04-46	Traffic Enforcement	\$77,140	402
PT-12-03-04-47	GHSP Traffic Officer Grant	\$32,277	402
PT-12-03-04-49	Safe Roads Polk County	\$89,585	402
PT-12-03-04-50	Traffic Enforcement Deputy	\$75,301.50	402
PT-12-03-04-51	Traffic Officer	\$85,411	402
PT-12-03-04-52	Traffic Officer	\$83,340	402
PT-12-03-05-00	2011 Legislative Update Training	\$42,200	402
402 Total		\$3,151,530.50	
Total all funds		\$4,134,185.50	



YOUNG DRIVERS

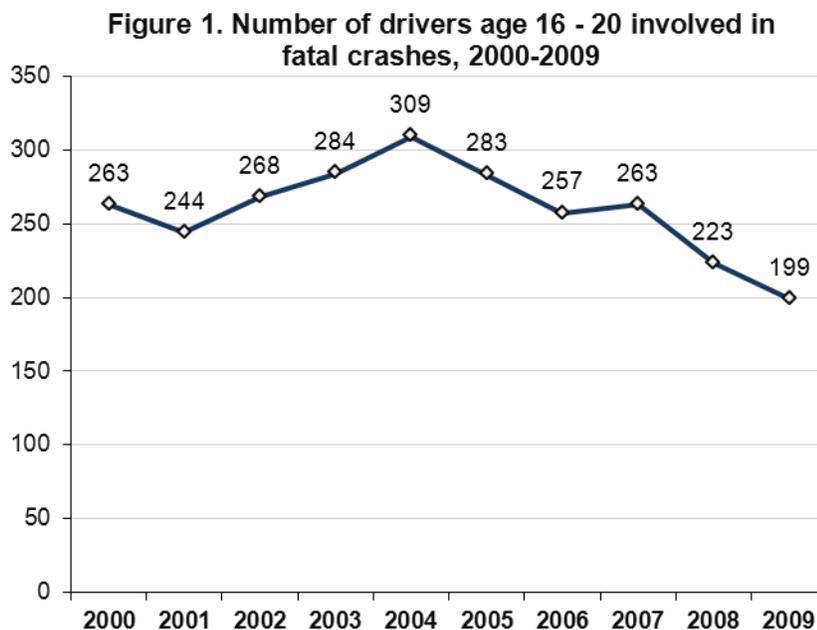
Program Goals:

Decrease the number of young drivers involved in fatal crashes by 20% from the 2005-2009 annual average of 245 to 196 by December 31, 2012.

Evidence Considered

Crashes, deaths, and injuries

In North Carolina, motor vehicle crashes are the leading cause of death among young drivers. In 2009, 6,325 drivers ages 16 to 20 were involved in a crash.⁵ Of those, 199 were involved in a fatal crash. Figure 1 shows the number of young drivers involved in fatal crashes from 2000 to 2009. As illustrated, the number of drivers involved in fatal crashes has declined since 2004, particularly during the years 2007 to 2009, with a 24% reduction.

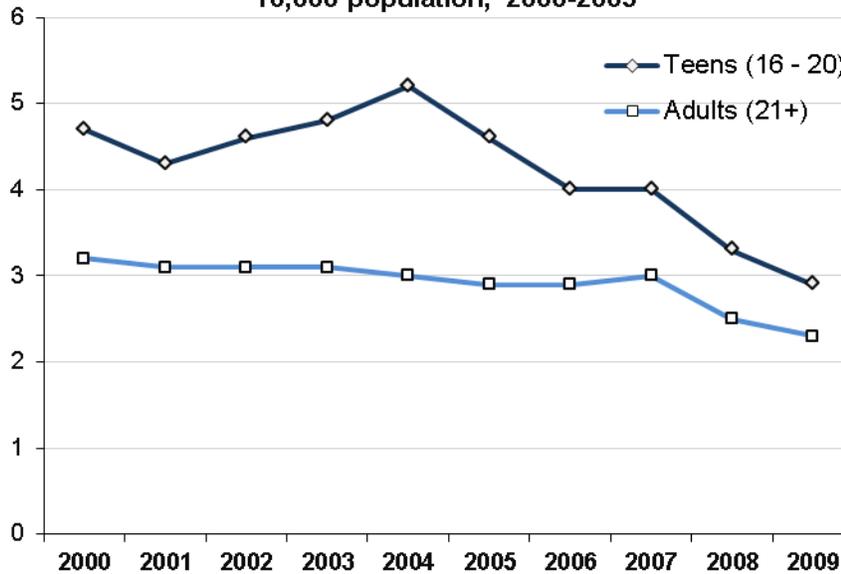


North Carolina’s population increased dramatically from 2000 to 2009. Consequently, a better sense of the trend in crash risk is provided by looking at crash involvements per capita rather than simple counts. Figure 2 shows fatal crash rates per ten thousand population for young drivers and adults. The young driver fatal crash involvement rate declined 28% from 2007 to 2009. This same downward trend is evident among adult drivers, though it is somewhat less pronounced, with a 23% reduction during the same time period.

⁵ Analyses of non-fatal crashes excluded motorcycle/motor scooter riders, which account for approximately 1% of crashes in this age group. These are addressed in the chapter on Motorcycle Safety.

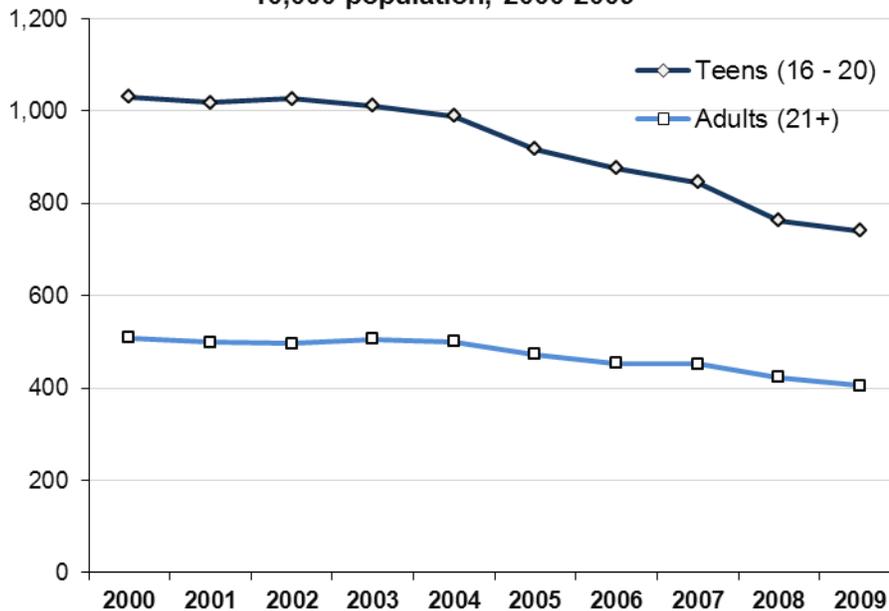


Figure 2. Teenage and adult driver fatal crash rates per 10,000 population, 2000-2009



When considering young driver safety, it is important to consider all crashes and not just fatal crashes. Non-fatal crashes are much more common than fatal crashes and the countermeasures for reducing young driver crashes are not synonymous with those for reducing fatal crashes. As shown in Figure 3, crash rates remained relatively stable from 2000 to 2004 followed by a downward trend until 2007. From 2007 to 2009 there was a substantial decline in young driver crashes with a decrease of 13%.

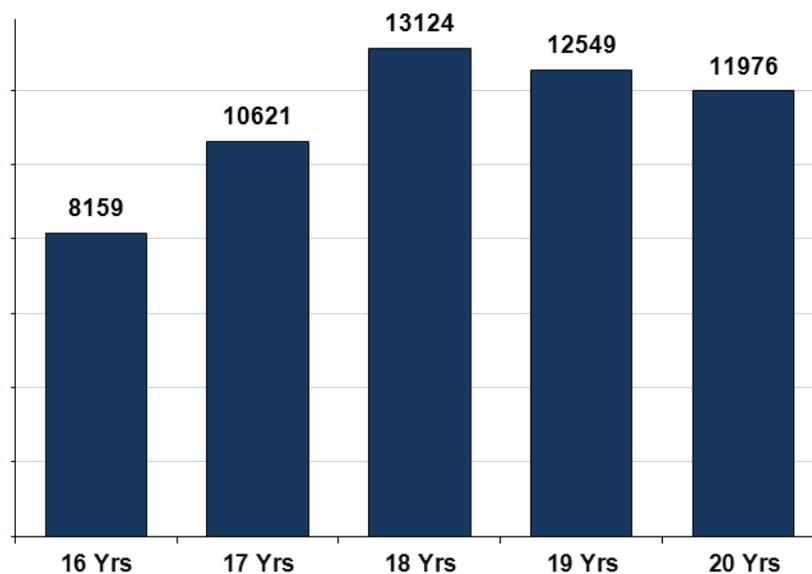
Figure 3. Teenage and adult driver crash rates per 10,000 population, 2000-2009



The downward trend in fatal and non-fatal crashes from 2007 to 2009 is largely a result of the economic recession. Similar declines in crashes have occurred during past recessions. During recessions in the early 1980s and the early 1990s, fatalities in crashes involving drivers of all ages decreased and involvement of young drivers declined even more (NHTSA, 2010a). Young driver crash involvement appears to be more affected by economic conditions. Not only do their crash rates decline more dramatically during economic downturns, but they also exhibit sharper increases when the economy recovers. Following the recessions in the 1980s and 1990s, the rise in crashes involving young drivers was more pronounced than for other age groups.

Young drivers in North Carolina are substantially over-represented in crashes, compared to adult drivers. Although 16 to 20-year-olds comprised only 7% of the population of North Carolina in 2009, 16% of all crashes and 11% of fatal crashes involved a young driver that year. Teen driver crash involvement varies substantially by age (see Figure 4). Drivers ages 18 to 20 crash more often than 16 to 17-year-old drivers. However, crash risk is highest among the youngest, least experienced drivers. Sixteen to seventeen year-olds drive substantially less than 18 to 20-year-olds, so their crash involvement is likely lowered by this decreased exposure. No data are available to accurately estimate the number of vehicle miles traveled by young drivers in North Carolina, so crash risk per mile driven cannot be estimated for North Carolina teenagers.

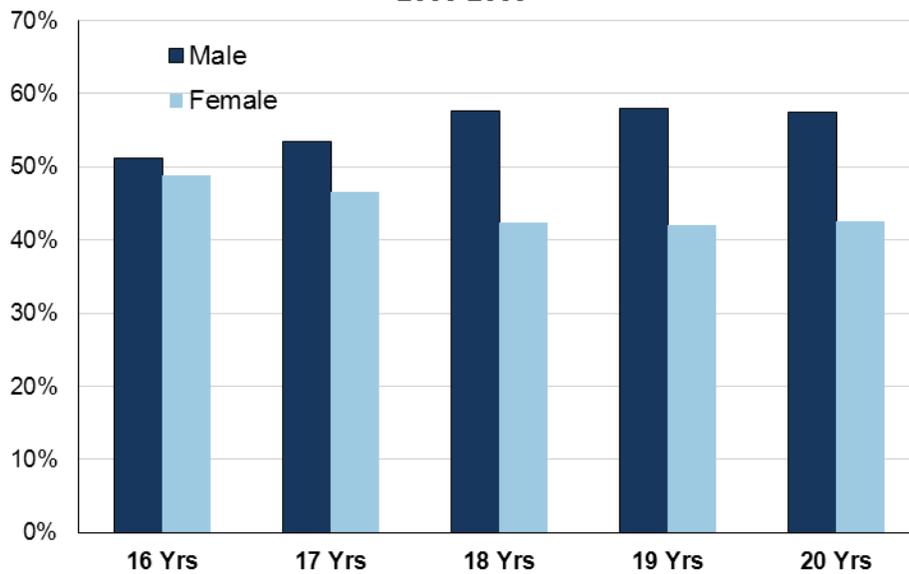
Figure 4. Average annual number of crash involved young drivers by age, 2000-2009



As shown in Figure 5, among 16 to 20-year-olds, male drivers are more often involved in crashes than female drivers. From 2000 to 2009, males drivers were involved in 56% of crashes compared to 44% among female drivers. However, sex differences are less pronounced among 16 to 17-year-olds.



Figure 5. Proportion of total crashes by sex and age, 2000-2009



It is useful to consider the locations where young drivers are more likely to crash. The driving patterns of young drivers in North Carolina and throughout the United States are largely unknown. This limits our ability to know whether high crash conditions represent greater risk or are simply where more driving occurs. As illustrated in Figure 5, with each additional year of age the proportion of crashes that occur in rural locations decreases. Whereas 51% of 16-year-old driver crashes occur on rural roads, that declines to 39% among 20-year-old drivers. The gradual shift from rural to urban crashes is likely because younger, less experienced drivers are not as well-equipped to handle rural roadways, which are inherently more dangerous. It is also possible that as drivers age, a somewhat greater proportion of their driving takes place in urban areas, but there is no evidence of this.



Figure 6. Proportion of total crashes by urban/rural and age, 2000-2009

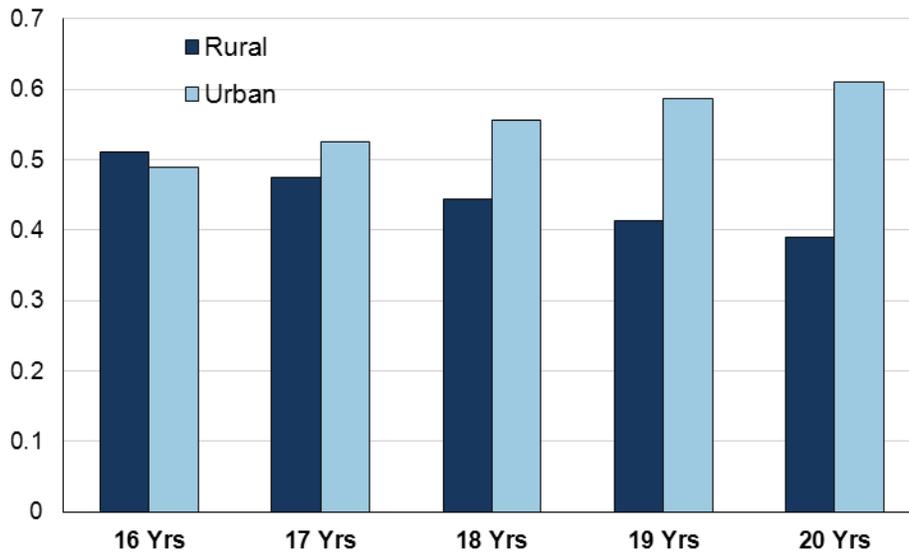


Table 1 lists the 45 counties with the highest number of young drivers involved in fatal crashes from 2005 to 2009. Wake County had the highest number of young drivers involved in fatal crashes, followed by Mecklenburg, Cumberland, Robeson, and Johnston counties. In total, the 45 counties listed in Table 1 account for 80% of all young drivers involved in fatal crashes in North Carolina from 2005 to 2009. The counties with the highest number of young drivers involved in fatal crashes are generally those with the largest populations; however, there are exceptions to this pattern. Robeson and Johnston County are particularly noteworthy in having both a high number of young drivers involved in fatal crashes and a high rate per capita.



Table 1. Young driver involved in fatal crashes, 2005-2009

County	Young drivers involved in fatal crashes	Rate per 10,000 population	% of all 16-20 involved in fatal crashes
Wake	61	2.08	4.98%
Mecklenburg	52	1.90	4.24%
Cumberland	46	3.51	3.76%
Robeson	45	8.66	3.67%
Johnston	43	8.25	3.51%
Guilford	42	2.39	3.43%
Davidson	36	6.70	2.94%
Onslow	32	3.37	2.61%
Harnett	27	6.43	2.20%
Buncombe	26	3.68	2.12%
Rowan	25	5.00	2.04%
Union	25	3.90	2.04%
Pitt	24	2.99	1.96%
Columbus	23	12.43	1.88%
Randolph	23	4.73	1.88%
Wayne	23	5.39	1.88%
Brunswick	21	7.43	1.71%
Orange	21	2.61	1.71%
Catawba	20	3.89	1.63%
New Hanover	19	2.79	1.55%
Cabarrus	18	3.06	1.47%
Chatham	18	10.70	1.47%
Forsyth	18	1.57	1.47%
Gaston	17	2.49	1.39%
Iredell	17	3.34	1.39%
Lincoln	17	6.88	1.39%
Nash	15	4.66	1.22%
Burke	14	4.18	1.14%
Duplin	14	7.57	1.14%
Durham	14	1.49	1.14%
Edgecombe	14	6.61	1.14%
Rockingham	14	4.91	1.14%
Sampson	14	6.23	1.14%
Wilkes	14	7.11	1.14%
Alamance	13	2.33	1.06%
Cleveland	13	3.52	1.06%
Moore	13	5.20	1.06%
Surry	13	5.29	1.06%
Richmond	12	5.91	0.98%
Wilson	12	4.49	0.98%
Bladen	11	10.55	0.90%
Caldwell	11	4.23	0.90%
Franklin	11	5.60	0.90%
Halifax	11	5.34	0.90%
Lee	11	5.54	0.90%



Statewide Campaigns/Programs

As mentioned in the Occupant Protection Chapter, almost half of teens killed in a crash in North Carolina during 2009 were unrestrained. To address this problem, the Governor's Highway Safety Program developed *Click It or Ticket, Securing Your Future* (formerly known as *R U Buckled?*) to encourage safety belt use among teenage drivers.

Click It or Ticket, Securing Your Future began in 53 high schools in 16 counties in the fall of 2005. The program requires drivers and passengers at participating schools to buckle their seat belts before leaving school property or risk losing on campus parking privileges. Participating schools are provided exit signs, a citation booklet, brochures that have parent/student agreements, and promotional items to use as incentives for students who are buckled. As of September, 2010, 303 high schools in over 90 counties in North Carolina were participating in the program. The effectiveness of this program has not yet been measured.



No other programs specifically target young drivers in North Carolina. However, several other initiatives, such as *Booze It & Lose It*, *No Need 2 Speed*, and *Click It or Ticket* encompass young drivers as part of the overall driving population. These are discussed in detail elsewhere in the Highway Safety Plan.

Summary

The number of young drivers involved in fatal crashes in North Carolina has decreased 24% from 2007 to 2009. Overall, young driver crashes are most common among males, 18 to 20-years-old, on urban roads. However, it is important to consider the crash profile of 16 to 17-year-old drivers separately because crash risk is actually highest among this age group. Among 16 to 17-year-olds, crashes are nearly equally as common among males and females and on rural and urban roads.

The counties that account for the highest number of young drivers involved in fatal crashes are Wake, Mecklenburg, Cumberland, Robeson, and Johnston counties. Robeson and Johnston County are particularly noteworthy in having both a high number of young drivers involved in fatal crashes and a high rate per capita.

We believe further reductions in the number of young drivers involved in fatal crashes are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a reduction of 20% in the number of young drivers involved in fatal crashes.



Funding Priorities

GHSP has hired and designated one Highway Safety Specialist as the State Youth Coordinator. This employee has an education background and understands the issues of communicating effectively with youth. The HSS will oversee all teen and youth traffic safety efforts of GHSP and funded by GHSP.

GHSP is also funding a Driver Education Consultant with the Department of Public Instruction. This employee works closely with all driver education groups in the state. He has been tasked with the implementation of a statewide standardized curriculum for driver education and will develop a strategic plan for driver education in North Carolina.

GHSP is committed to exploring and evaluating innovative approaches to training young drivers. GHSP is currently involved in both educational presentation activities and hands on driver training. Both approaches utilize law enforcement and rescue personnel in delivering the training. GHSP is interested in determining the impact of the educational efforts on teen driving crashes.

Media Plan

GHSP will utilize earned media attention for youth and teen driving safety at this time. The media is much attuned with youth issues and media is very responsive at this time to all efforts to better educate and train the state's young drivers.

FY 2012 Young Driver Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: NC Department of Public Instruction
Project Number: DE-12-14-01
Project Title: Drivers Education Consultant
Budget: \$117,980
Project Description: This project funds one full-time Drivers Education Consultant in the North Carolina Department of Public Instruction for facilitation of state and local collaborations to streamline delivery of state-funded driver education via local public high schools.

Agency: StreetSafe
Project Number: DE-12-14-02
Project Title: StreetSafe Driving Program
Budget: \$71,000



Project Description: Street Safe, a group of police, fire, judges, driver education professionals and Highway Patrol personnel works to reduce motor vehicle crashes, injuries, deaths and DWI's by raising awareness of the inexperienced young driver through experiential training, increasing their recognition of potential hazards, and teaching parents the skills they need to make their teens better, safer drivers. The funding supports a mobile office, 2 program vehicles, equipment trailer and cones to conduct and expand the StreetSafe driving program.

Project Number	Project Title	Budget	Budget Source
PT-12-03-03-27	Safety Equipment	\$10,000	402
DE-12-14-01	Drivers Education Consultant	\$117,980	402
DE-12-14-02	StreetSafe Driving Program	\$71,000	402
SB-12-13-01	School Bus Safety	\$40,900	402
K8-12-02-15	Students Against Destructive Decisions Leadership Conference	\$12,000	410
K8-12-02-43	VIP for a VIP	\$16,500	410
402 Total		\$239,880	
Total all funds		\$268,380	



OLDER DRIVERS

Program Goal: Decrease the number of drivers age 65 and older involved in fatal crashes by 10% from the 2005-2009 annual average of 142 to 128 during 2012.

Evidence Considered

Crashes, deaths, and injuries

An average of approximately 27,400 drivers age 65 or older were involved each year in crashes in North Carolina from 2005-2009. This includes nearly 11,000 drivers age 75 or older. Older adults are of particular interest because the number of older drivers will continue to increase over the next 30+ years. In addition, older adults are more vulnerable to injury when they are involved in a crash.

Drivers age 65 and older represent 14.7% of the driving age population in North Carolina. However, over the past 5 years, an average of 8% of drivers in crashes were age 65 or older (see Table 1). This underrepresentation is due, in part, to the fact that older adults drive less than younger adults. Many do not drive at all (especially older women). The number of crash-involved drivers age 65 or older has grown only modestly over the past 5 years. This will begin to increase more rapidly now that the initial cohort of the “baby boom” generation has turned 65 and entered the ranks of “older drivers.”

Table 1. Number and percent of crash-involved drivers by age, 2005-2009		
Age	Number	%
15-24	473,140	27.8%
25-44	674,971	39.7%
45-64	415,035	24.4%
65-74	83,175	4.9%
75-84	44,230	2.6%
85+	9,378	0.6%
Total	1,699,929	100.0%

Figure 1 shows the number of drivers less than age 65 and those age 65 and older killed in crashes from 2000-2009. The number of older drivers involved in fatal crashes has declined somewhat during the past few years. This is likely due, in part, to the decline in driving associated with the economic downturn.



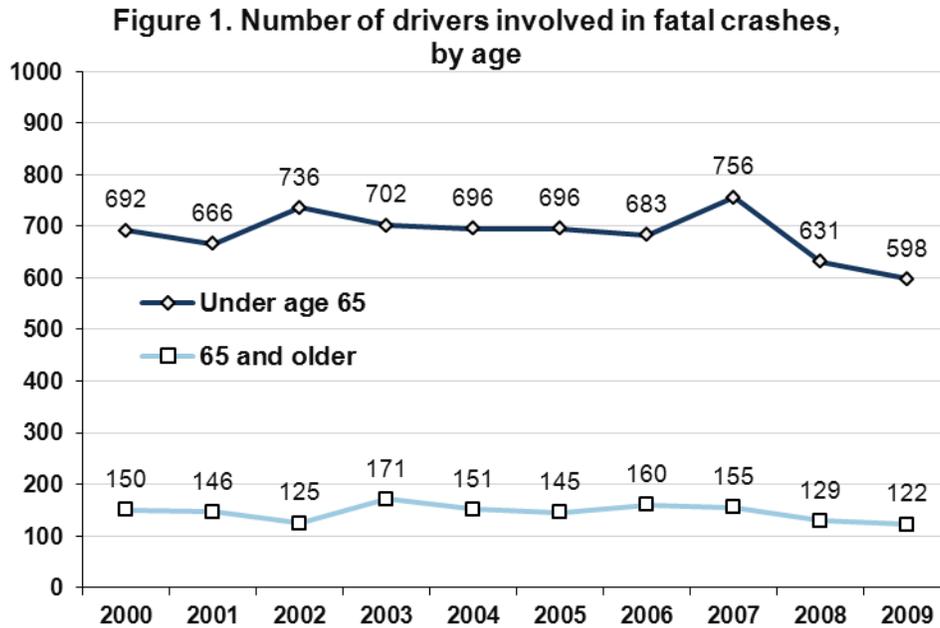


Figure 2 shows the percent of drivers killed for these same age groups from 2000 to 2009. As illustrated, the percent of older drivers killed crashes has declined since 2006. However, the older driver fatality rate has consistently been two to three times higher than for drivers less than 65 years of age. This suggests that when older drivers are involved in a crash, they are much more likely than their younger counterparts to be killed.

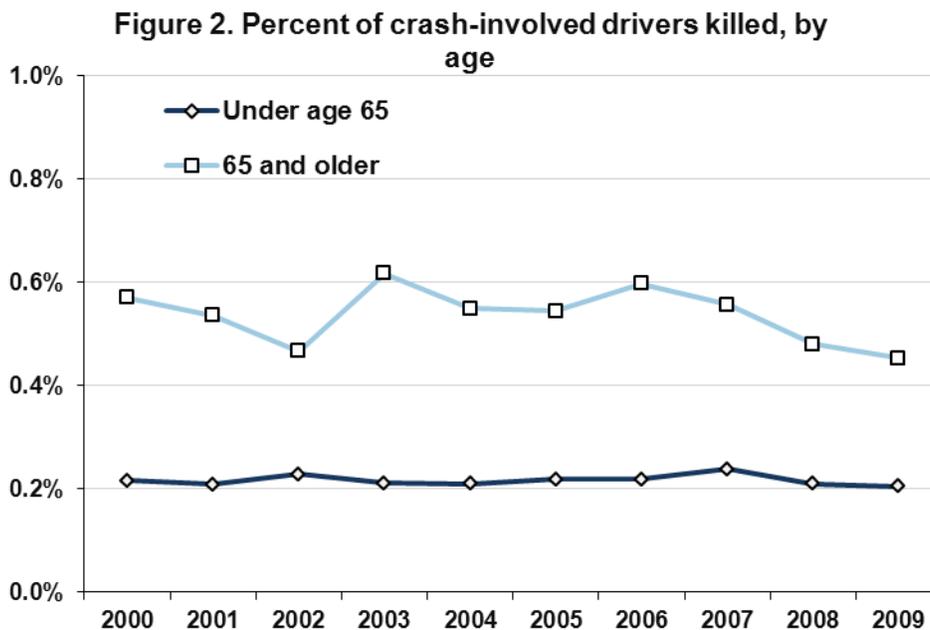


Figure 3 shows the reported restraint use for drivers killed in crashes and further demonstrates the vulnerability of older drivers. Whereas half of the drivers under age 65 were reported to be wearing their seat belts at the time of the crash, three-quarters of the older drivers killed were restrained.

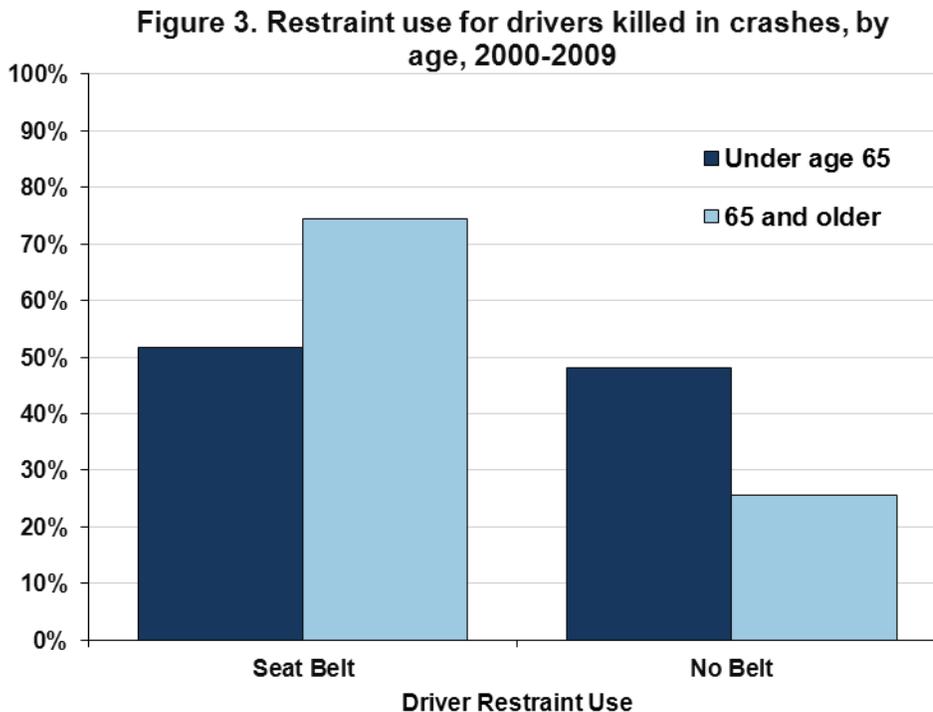


Table 2 lists the 51 counties with the highest number of older drivers killed in crashes from 2005 to 2009. In total, these counties that account for 80 percent of the older drivers killed in crashes over this period. Table 2 also includes the crash rate per 10,000 population for drivers 65 and older. The involvement rate for the State as a whole was 241 per 10,000 population during these years.

Table 2. Older drivers (65+) involved in fatal crashes, 2005-2009

County	Older drivers fatalities	% of all 65+ fatalities	Average number of crashes per year	Rate per 10,000 population
Mecklenburg	30	4.2%	2,208	305
Guilford	25	3.5%	1,483	268
Cumberland	19	2.7%	898	326
Wake	19	2.7%	2,058	332
Davidson	18	2.5%	466	217
Robeson	18	2.5%	391	296
Columbus	17	2.4%	182	237



Buncombe	16	2.3%	748	213
Iredell	16	2.3%	494	271
Johnston	16	2.3%	404	268
Rowan	16	2.3%	441	232
New Hanover	15	2.1%	764	292
Chatham	14	2.0%	143	153
Henderson	14	2.0%	538	234
Cabarrus	13	1.8%	531	303
Randolph	13	1.8%	424	236
Catawba	12	1.7%	636	323
Forsyth	12	1.7%	1,191	274
Harnett	12	1.7%	240	217
Rockingham	12	1.7%	275	195
Sampson	12	1.7%	170	202
Brunswick	11	1.5%	328	155
Cleveland	11	1.5%	333	243
Onslow	11	1.5%	350	284
Pitt	11	1.5%	477	327
Beaufort	10	1.4%	176	219
Lenoir	10	1.4%	207	245
Moore	10	1.4%	353	183
Halifax	9	1.3%	192	229
Union	9	1.3%	412	260
Wayne	9	1.3%	390	272
Carteret	8	1.1%	235	182
Craven	8	1.1%	304	224
Durham	8	1.1%	858	357
Franklin	8	1.1%	112	180
Nash	8	1.1%	328	279
Surry	8	1.1%	252	215
Wilson	8	1.1%	264	251
Gaston	7	1.0%	652	250
Lee	7	1.0%	213	297
Montgomery	7	1.0%	59	147
Richmond	7	1.0%	125	196
Alamance	6	0.8%	555	285
Caldwell	6	0.8%	262	224
Davie	6	0.8%	104	177
Duplin	6	0.8%	150	221
Edgecombe	6	0.8%	125	189
Martin	6	0.8%	64	174
Northampton	6	0.8%	50	133
Scotland	6	0.8%	68	155
Stanly	6	0.8%	192	219



Drivers age 65 and older do not yet represent a large proportion of crashes in North Carolina, but this proportion will change over the next decade as a large number of baby boomers reach age 65. Because of this population shift alone, older driver crashes are likely to more than double during the next 25 years. For this reason, it is imperative North Carolina adopts a comprehensive approach to reduce crashes involving older drivers

Summary

The number of fatalities involving a driver age 65 and older has decreased the last few years in North Carolina. This probably reflects an overall decrease in driving as a result of the economic recession. However, the fatality rate for older drivers involved in crashes is two to three times higher than for drivers less than 65 years of age. This suggests that when older drivers are involved in a crash, they are much more likely than their younger counterparts to be killed. The counties in North Carolina that account for the most older driver fatalities are Mecklenburg, Guilford, Cumberland, Wake, Davidson and Robeson counties.

We believe further reductions in older driver fatalities are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a reduction of 10% in fatalities involving drivers age 65 and older.

Countermeasures and Funding Priorities

GHSP will work with the Older Driver Work Group that functions as part of the Executive Committee for Highway Safety to explore programs and countermeasures that will help improve older driver safety. GHSP is committed to exploring programs and techniques to improve older driver safety.

GHSP will also seek partners within and outside of the Older Driver Work Group to expand the reach and knowledge on the issue of older driver safety.

Media Plan

GHSP will seek opportunities with older driver partners to draw media attention to the increasing issue of older driver safety, particularly in counties where older driver involved crashes are most prevalent. GHSP does not have any planned media events or advertising scheduled for FY 2012, but will evaluate opportunities in the coming months. GHSP will also explore non-traditional media opportunities to bring attention and awareness to older driver safety.



FY 2012 Older Driver Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: UNC Highway Safety Research Center
Project Number: SA-12-16-03
Project Title: Senior Driver Information and Materials Development and Delivery
Budget: \$67,309
Project Description: This grant will provide crash data to support groups and coalitions working with populations of senior drivers. HSRC will provide a quick response to inquiries by the public regarding Senior Traffic issues and provide data summaries to all interested parties by utilizing the “Quick Response” project.

Project Number	Project Title	Budget	Budget Source
SA-12-16-03	Senior Driver Information and Materials Development and Delivery	\$67,309	402
402 Total		\$67,309	
Total all funds		\$67,309	



MOTORCYCLE SAFETY

Program Goals:	Decrease motorcyclist fatalities 10% from the 2005-2009 annual average of 165 to 148 during 2012.
	Decrease unhelmeted motorcyclist fatalities 23% from the 2005-2009 annual average of 13 to 10 during 2012.

Evidence Considered

Crashes, deaths, and injuries

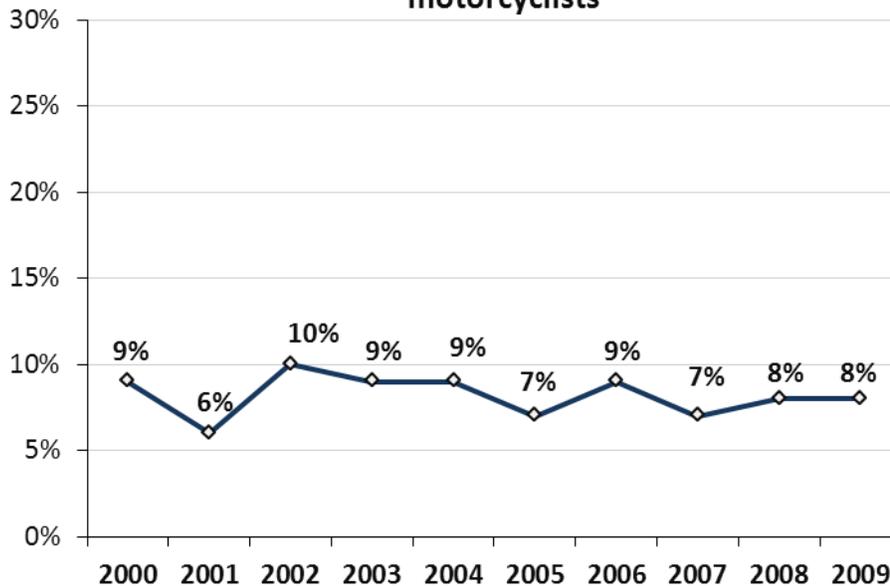
In 2009, motorcycle riders accounted for 11.8% of all traffic fatalities (155 of 1,314). This includes 146 motorcycle operators and 9 passengers. From 2000 to 2007, motorcyclists comprised an increasing proportion of traffic fatalities in North Carolina, as shown in Table 1. For the past three years, motorcyclist deaths have stabilized at about 12% of traffic fatalities.

Table 1. Motorcyclist fatalities as a proportion of total traffic fatalities, 2000-2009										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Traffic Fatalities	1557	1530	1576	1553	1573	1547	1554	1676	1428	1314
Motorcyclist Fatalities	98	109	123	108	136	152	150	201	169	155
% Motorcyclist Fatalities	6.3%	7.1%	7.8%	7.0%	8.6%	9.8%	9.7%	12.0%	11.8%	11.8%

The majority of fatally or seriously injured motorcyclists were wearing a helmet when they crashed. In 2009, only 12 fatally injured motorcycle riders were not wearing a helmet. Among riders with A-level (“Disabling”) injuries, 7% were not wearing a helmet. As shown in Figure 1, the rate of unhelmeted motorcycle fatalities has been relatively consistent since 2000.



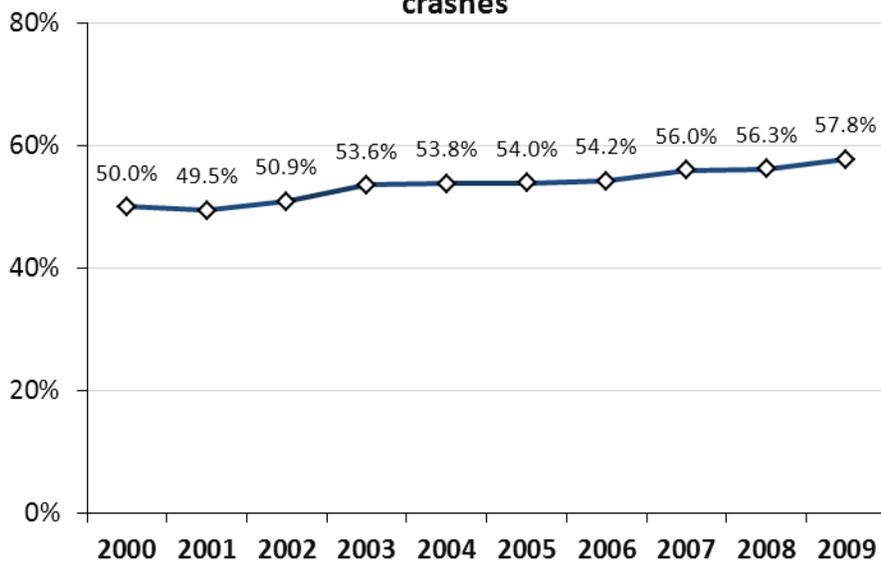
Figure 1. Percent of unhelmeted fatally injured motorcyclists



A recent Centers for Disease Control publication named North Carolina as number 1 in the nation for lives saved due to motorcycle helmet use, and number 2 in the nation for money saved due to helmet use.

Since 2000 an increasing proportion of motorcycle crashes were single vehicle crashes, suggesting that rider actions are contributing to increased crashes among motorcyclists in North Carolina. In 2009, approximately 40% of motorcycle rider fatalities and 54% of A-level injuries occurred in single-vehicle crashes.

Figure 2. Proportion of single-vehicle motorcycle crashes



Alcohol use continues to be an important contributing factor to motorcycle crashes. Alcohol use was suspected in 9% of all motorcyclist crashes and 21% of fatal crashes in 2009. A higher proportion of single vehicle crashes involved alcohol use (11% of all single vehicle crashes and 32% of fatal single vehicle crashes in 2009). See the Alcohol Chapter for more information on alcohol use among motorcyclists.

Although the number of motorcycle rider fatalities increased between 2000 and 2007, both the fatality rate per registered motorcycle and the total crash rate per registered motorcycle have been relatively stable since at least 2003 (see Table 2).

Table 2. Motorcycle crash and fatality rates per registered motorcycle, 2000-2009

	Total crashes	Total fatalities	Registered motorcycles*	Crash rate per 1,000 registered motorcycles	Fatality rate per 10,000 registered motorcycles
2000	2441	98	99,874	24.4	9.81
2001	2541	109	111,051	22.9	9.82
2002	2606	123	121,047	21.5	10.16
2003	2904	108	131,991	22.0	8.18
2004	3350	136	145,450	23.0	9.35
2005	3664	152	160,420	22.8	9.48
2006	4099	150	176,909	23.2	8.48
2007	4390	201	193,486	22.7	10.39
2008	4877	169	210,719	23.1	8.02
2009	4162	155	200,718	20.7	7.72

*Note: Registered motorcycle data are from NC DOT vehicle registration file. These differ substantially from what is reported in the FHWA database. For unknown reasons, FHWA registered motorcycle data appear to be estimated, assuming a 5% annual increase.

Most motorcycle riders in the U.S. and in North Carolina are males. Not surprisingly, therefore, the vast majority of crash-involved motorcycle riders are male. Similarly, most fatally injured motorcycle operators are male. This proportion has remained stable since at least 2000. Over the past decade there has been a gradual shift in the age of both crash involved and fatally injured motorcycle riders. Riders age 50 and older are increasingly involved in crashes.

Each year since 2000, approximately 60% of motorcycle crashes have occurred on rural roads. An even greater proportion of crashes involving a motorcycle operator fatality or A-level injury occur on rural roadways – nearly three quarters of killed or seriously injured motorcyclists in 2009 were on rural roads.

Table 3 shows the counties with the highest number of motorcyclist fatalities from 2005-2009.



Table 3. Motorcyclist fatalities, 2005-2009

County	Motorcyclist fatalities	% of all motorcyclist fatalities
Mecklenburg	43	5.7%
Wake	37	4.9%
Guilford	36	4.8%
Cumberland	35	4.6%
Forsyth	25	3.3%
Buncombe	23	3.0%
Robeson	23	3.0%
Johnston	19	2.5%
Catawba	18	2.4%
Randolph	17	2.2%
New Hanover	16	2.1%
Iredell	15	2.0%
Onslow	15	2.0%
Rowan	15	2.0%
Cabarrus	14	1.8%
Davidson	14	1.8%
Union	14	1.8%
Gaston	13	1.7%
Wayne	13	1.7%
Alamance	12	1.6%
Haywood	12	1.6%
Durham	11	1.5%
Harnett	11	1.5%
Swain	11	1.5%
Caldwell	10	1.3%
Carteret	10	1.3%
Pitt	10	1.3%
Burke	9	1.2%
Bladen	8	1.1%
Brunswick	8	1.1%
Cleveland	8	1.1%
Henderson	8	1.1%
Nash	8	1.1%
Davie	7	0.9%
Granville	7	0.9%
Hoke	7	0.9%
Wilkes	7	0.9%
Beaufort	6	0.8%
Chatham	6	0.8%
Craven	6	0.8%
Lincoln	6	0.8%
Stanly	6	0.8%
Wilson	6	0.8%



Many of the counties with the highest number of motorcyclist fatalities are also highly populated areas. However, many of the counties with the highest crash rates *per registered motorcycle* are located in the less populated mountainous western part of the state. As shown in Figure 4, Graham County has a dramatically higher crash rate than any other county in North Carolina. This is likely due in part to Graham County’s reputation as a popular tourist destination for motorcyclists. In fact, since 2000, nearly 94% of motorcycle crashes in Graham County have occurred on 3 roads known in the motorcycling community for their scenery and challenging curves. In total, 8 of the top 10 counties with the highest rates of motorcycles involved in crashes per registered motorcycles are in the western part of the state.

Table 4. Top 10 counties with highest rate of crash involved motorcyclists per registered motorcycle, 2005-2009

County	Motorcyclist fatalities 2005-2009	Motorcycles involved in crashes 2005-2009	Registered motorcycles 2005-2009	Crash involved motorcycles per 1000 registered motorcycles
Graham	5	380	1183	321.2
Swain	11	189	2568	73.6
Alleghany	3	55	1354	40.6
Macon	4	183	5112	35.8
Madison	4	87	2913	29.9
Jackson	4	120	4157	28.9
Transylvania	3	119	4159	28.6
New Hanover	16	487	17070	28.5
Cherokee	1	105	3882	27.0
Cumberland	35	971	36407	26.7

Statewide Campaigns/Programs

Bike Safe North Carolina is a program sponsored by the State Highway Patrol and Governor’s Highway Safety Program. The program offers training in riding techniques and discusses safety topics. The training is conducted by law enforcement motor officers in a non-threatening, and non-enforcement environment.



Students are typically experienced riders that are interested in improving their riding skills. The training takes place in the classroom and on the streets. Once on the road, students are paired with a motor officer that observes their riding techniques. The motor officer provides feedback on the riding techniques that were observed on the ride and offers instruction on how the rider



can improve his/her techniques to become a safer rider. The on-street assessment is repeated and feedback and instruction are provided a second time.

The program has become extremely popular. In 2011, GHSP established three Regional Bike Safe Coordinators in addition to the Statewide Coordinator. The long range goal is to have the program available to all riders in North Carolina.

Summary

Motorcycles are an increasingly popular form of transportation in North Carolina. From 2000 to 2009, motorcycle registrations per capita increased by 73%. Not surprisingly, the total number of motorcyclist fatalities increased during that period, although fatalities have been dropping since a high of 201 in 2007. This recent downward trend is likely attributable to the overall decrease in traffic crashes as a function of the recent economic recession.

The vast majority of crash-involved and fatally injured motorcycle riders are male. In addition, riders age 50 and older are increasingly involved in crashes. Approximately three quarters of killed or seriously injured motorcyclists were on rural roads. Four counties in North Carolina – Mecklenburg, Wake, Guilford and Cumberland – account for over 20% of the state's motorcyclist fatalities. However, many of the counties with the highest crash rates *per registered motorcycle* are located in the less populated mountainous western part of the state. Graham County has a dramatically higher crash rate than any other county in North Carolina. This is likely due in part to Graham County's reputation as a popular tourist destination for motorcyclists.

The majority of fatally or seriously injured motorcyclists were wearing a helmet when they crashed. In fact, the Centers for Disease Control publication named North Carolina as number 1 in the nation for lives saved due to motorcycle helmet use, and number 2 in the nation for money saved due to helmet use.

Although North Carolina has been highly successful at minimizing the number of motorcyclist fatalities and unhelmeted motorcyclist fatalities, we believe further reductions are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a 10% reduction in motorcyclist fatalities. Additionally, we anticipate a 23% reduction of unhelmeted motorcyclist fatalities.

Countermeasures and Funding Priorities

Motorcycle tourism plays an important role in the high motorcycle crash rate in the western region of the state. Efforts will be made to ensure out-of-state motorcyclists in this region are aware of, and comply with, North Carolina's motorcycle helmet law. Presently, a better



understanding of the nature of the motorcycle crash picture in the western region of the state is needed in order to develop effective countermeasures to address this problem. GHSP is funding a study of the highest crash county in Western North Carolina, Graham County. GHSP is seeking to find the reasons the crashes are occurring and the appropriate combination of countermeasures that can be developed to reduce the number of crashes and the resulting injuries and fatalities.

GHSP conducted two Motorcycle Safety Summits for law enforcement officers statewide during FY 2011. These summits focused on motorcycle specific laws, issues, and enforcement efforts. The summits were attended by over 200 law enforcement officers. GHSP plans to continue these summits every other year.

Media Plan

GHSP will utilize a variety of media modes to draw attention to motorcycle safety efforts in the state.

GHSP will conduct a kickoff event for Motorcycle Safety Awareness month in May 2012. GHSP will seek earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law enforcement, rider groups, Camp Lejune Military Base, etc. Typically, the kickoff event will feature the GHSP Director, state law enforcement, local law enforcement, and Camp Lejune's Marine General. Bike Safe will conduct a training in conjunction with the event.

GHSP will continue a partnership with Bike Fest held in Raleigh. The event draws approximately 75,000 attendees. A majority of the attendees are riders or are interested in becoming riders. GHSP will promote rider safety and the various rider education and training opportunities available to riders in North Carolina.

Additional advertising will be done at select movie theaters, gas stations, and in both radio and television markets throughout the state during Motorcycle Safety Awareness month.

FY 2012 Motorcycle Safety Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency:	Hendersonville PD
Project Number:	MC-12-08-02
Project Title:	BikeSafe Hendersonville
Budget:	\$28,950



Project Description: Hendersonville PD will increase education in the community through Bike Safe NC training courses. The goals of the effort will be: to train two motor officers in Raleigh, NC in the GHSP sponsored Bike Safe NC training; to conduct 1 Bike Safe NC course per quarter; to work closely with the current Henderson County Sheriff's Office certified Bike Safe NC Instructors to promote motorcycle education for our community; and to increase motorcycle operator enforcement initiatives, specifically DOT helmet compliance, speed and DWI.

Agency: NC MSEP

Project Number: K6-12-09-02

Project Title: Motorcycle Safety Training

Budget: \$39,840

Project Description: The North Carolina Motorcycle Safety Education Program strives to offer rider training to meet the needs of a growing population of motorcyclists. They will revisit each range to update certification with the Motorcycle Safety Foundation. The NC MSEP will bring Brunswick Community College on as a training site. Eighteen Motorcycles will be purchased for training sites and 24 new rider coaches will be trained. Rider coaches at existing sites will offset attrition and make rider coaches available for new or expanded sites.

Agency: NC MSEP

Project Number: K6-12-09-03

Project Title: Motorcycle Safety Training

Budget: \$45,800

Project Description: Rider Coaches will conduct training and quality control for the NC Motorcycle Education Safety Program training courses. This will allow the NC MSEP to continue and enhance their Quality Control System by contracting with a team of specially trained Rider coaches around the state to make Quality Assurance Visits to training sites.

Agency: GHSP

Project Number: MC-12-08-01

Project Title: Motorcycle Safety

Budget: \$60,000

Project Description: Plan and execute Motorcycle Safety media events, purchase promotional items, and update materials and brochures.

Agency: UNC Highway Safety Research Center

Project Number: MC-12-08-05

Project Title: Motorcycle Problem ID for Western NC

Budget: \$126,530



Project Description: This project will investigate the high number of motorcycle crashes in Graham County where the crash rate is 17 times that of the state average and more than 4 times greater than that of the next most dangerous county (Swain). Countermeasures to reduce these crashes will be proposed based on the findings from the problem identification.

Agency: Thomasville Police Department

Project Number: PT-12-03-04-42

Project Title: Vehicle Safety awareness relying on officer mobility

Budget: \$75,566

Project Description: To provide two officers full time on traffic enforcement and education through the use of motorcycles. To reduce the number of injuries related to crashes and to reduce the number of alcohol related crashes. To address the issue of motorcycle fatalities through high visibility enforcement of motorcycle and helmet laws.

Project Number	Project Title	Budget	Budget Source
MC-12-08-01	Motorcycle Safety	\$60,000	402
MC-12-08-02	BikeSafe Hendersonville	\$28,950	402
MC-12-08-03	Triad Region BikeSafe Initiative	\$93,500	402
MC-12-08-04	BikeSafe Columbus	\$36,950	402
MC-12-08-05	Motorcycle Problem ID for Western NC	\$126,530	402
PT-12-03-04-42	Vehicle Safety awareness relying on officer mobility	\$75,566	402
K6-12-09-02	Motorcycle Safety Training	\$39,840	
K6-12-09-03	Motorcycle Safety Training	\$45,800	
K6-12-09-04	BikeSafe NC 2012	\$22,000	
402 Total		\$421,496	
Total all funds		\$589,136	



PEDESTRIANS

Program Goal:

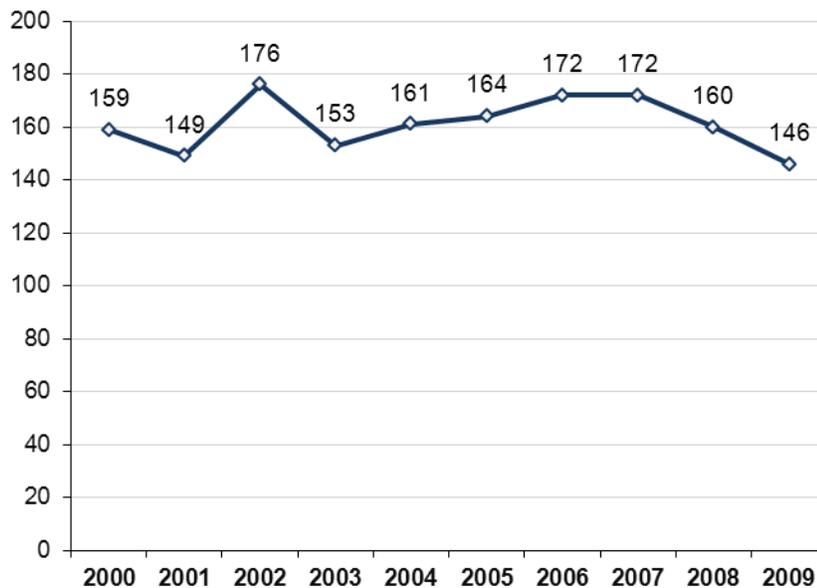
Decrease the number of pedestrian fatalities by 15% from the 2005-2009 annual average of 163 to 139 by December 31, 2012.

Evidence Considered

Crashes, deaths, and injuries

In North Carolina an average of 2,515 pedestrian-motor vehicle crashes were reported to the police each year during the five year period from 2004 to 2008. Although crashes involving pedestrians represent only about 1% of the total reported crashes, pedestrians are highly over-represented in fatal crashes. Pedestrian fatalities consistently account for 10-11% of all traffic fatalities each year. However, as shown in Figure 1, the sheer number of pedestrian fatalities decreased 15% from 2007-2009 with fewer pedestrian fatalities in 2009 than any time in the past decade.

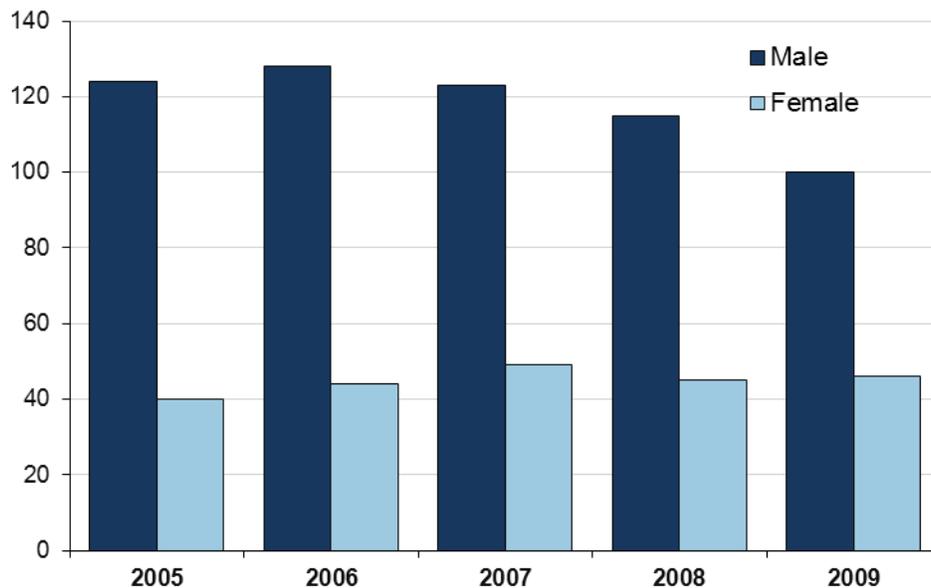
Figure 1. Number of pedestrain fatalities, 2000-2009



As shown in Figure 2, pedestrian fatalities are nearly three times as common among males. From 2005 to 2009, males accounted for 72% of all pedestrian fatalities. However, pedestrian fatalities decreased markedly (19%) among males from 2007 to 2009, with a much smaller decrease among females (6%) during this same time period.

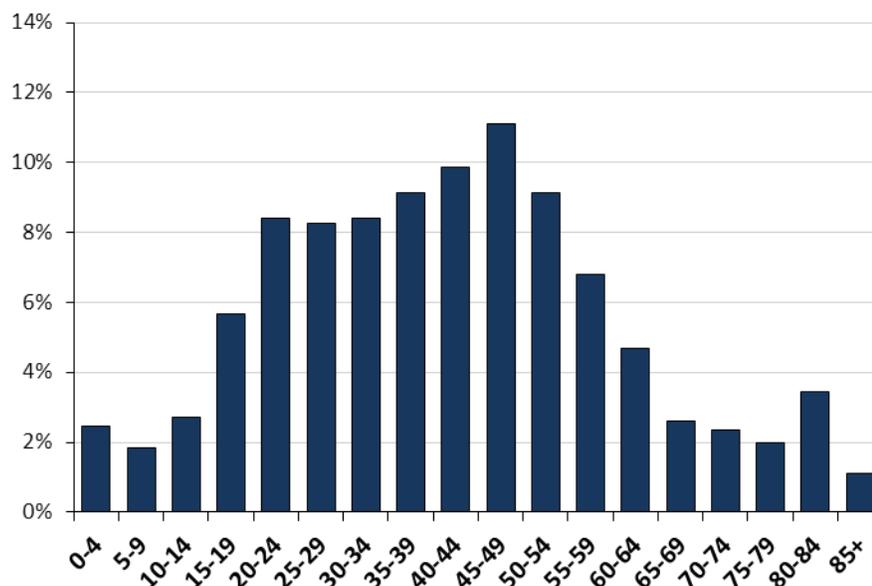


Figure 2. Number of pedestrian fatalities by sex, 2005-2009



Pedestrian fatal crash involvement by age reflects the population, amount of walking near traffic (i.e., exposure), differences in crash location, and types of crashes that differ as a function of age. As shown in Figure 3, the young (< age 15) and the elderly (> 64) account for a relatively small percentage of pedestrian fatalities. The highest proportion of pedestrian fatalities is among 40 to 49 year olds.

Figure 3. Percentage of pedestrian fatalities by age, 2005-2009



Pedestrian-motor vehicle crashes are more likely to occur in urbanized areas. From 2004 to 2008, 70% of pedestrian collisions occurred on urban streets and roads. However, as shown in Figure 3, pedestrian *fatalities* are equally common on urban and rural roads, with 51% of pedestrian fatalities occurring on rural roads and 49% occurring on urban roads from 2000 to 2009.

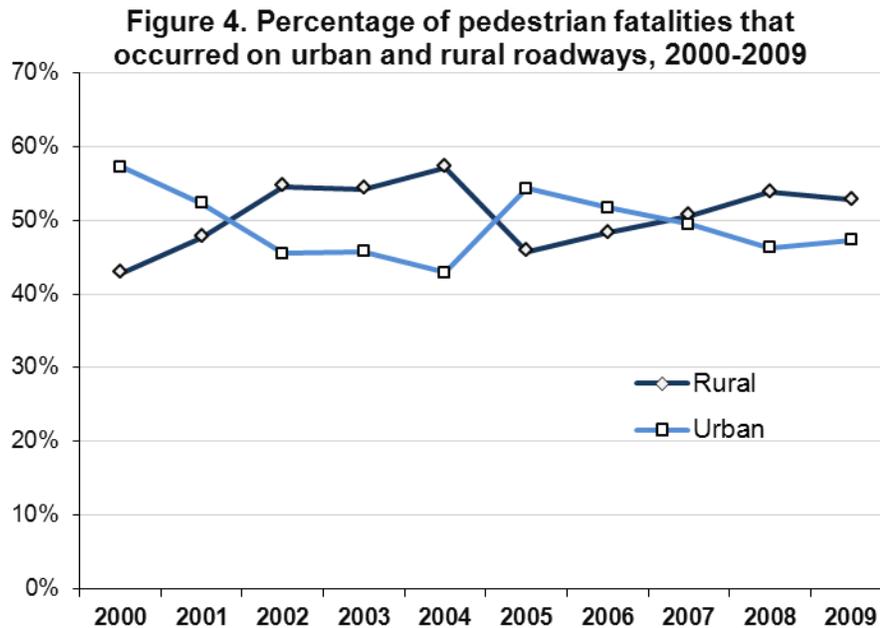


Figure 4 shows the number pedestrian crash fatalities by time of day. As illustrated, pedestrian fatalities are much more common during the nighttime hours. From 2005 to 2009, 74% of pedestrian fatalities occurred between 6 p.m. and 6 a.m.



Figure 5. Pedestrian fatalities by time of day, 2005-2009

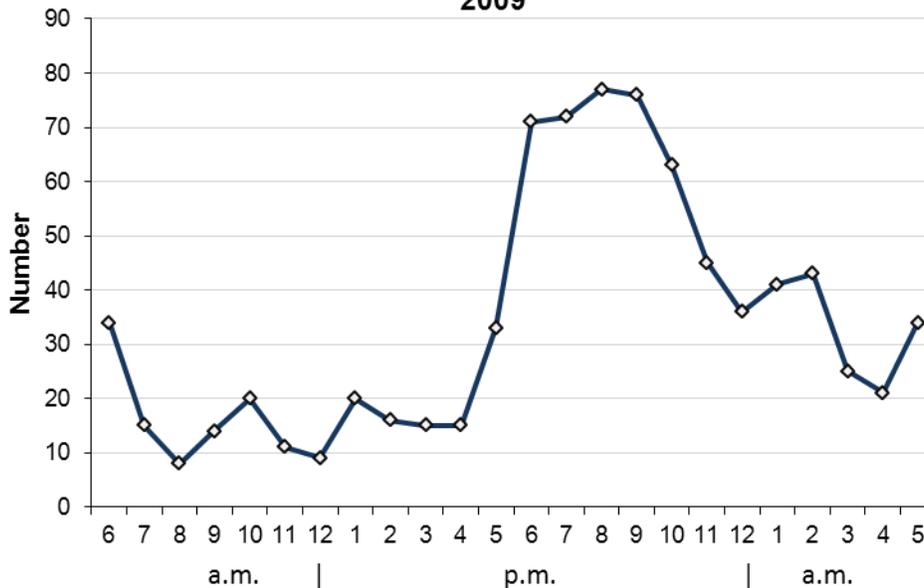


Table 1 shows the top 36 counties with the most pedestrian fatalities from 2005 to 2009. Mecklenburg County had the highest number of pedestrian fatalities during this period, followed by Wake and Robeson counties. In total, the 36 counties listed in Table 1 account for 79% of all pedestrian fatalities in North Carolina from 2005 to 2009. The counties with the highest numbers of pedestrian fatalities are generally those with the largest populations; however, there are exceptions to this pattern. Robeson County is particularly noteworthy in having both a high pedestrian fatality count and a high rate per capita.



Table 1. Pedestrian fatalities , 2005-2009

County	Pedestrian fatalities	Fatalities per 100,000 population	% of all pedestrian fatalities
Mecklenburg	69	1.60	8.5%
Wake	63	1.52	7.7%
Robeson	50	7.83	6.1%
Cumberland	34	2.20	4.2%
Guilford	33	1.42	4.1%
Onslow	24	2.91	2.9%
Buncombe	22	1.95	2.7%
Forsyth	22	1.27	2.7%
New Hanover	21	2.22	2.6%
Pitt	20	2.63	2.5%
Durham	19	1.48	2.3%
Brunswick	16	3.24	2.0%
Catawba	15	1.93	1.8%
Orange	15	2.41	1.8%
Harnett	13	2.39	1.6%
Rockingham	13	2.83	1.6%
Wayne	13	2.30	1.6%
Davidson	12	1.54	1.5%
Iredell	12	1.60	1.5%
Johnston	12	1.53	1.5%
Rowan	12	1.75	1.5%
Gaston	11	1.09	1.4%
Alamance	10	1.38	1.2%
Cleveland	10	2.03	1.2%
Craven	10	2.07	1.2%
Sampson	10	3.17	1.2%
Chatham	9	2.93	1.1%
Halifax	9	3.27	1.1%
Nash	9	1.94	1.1%
Columbus	8	2.96	1.0%
Duplin	8	3.06	1.0%
Edgecombe	8	3.04	1.0%
Franklin	8	2.80	1.0%
Henderson	8	1.59	1.0%
Lee	8	2.76	1.0%
Union	8	0.88	1.0%



Summary

The number of pedestrian fatalities in North Carolina has decreased 15% from 2007 to 2009. However, the percent of traffic fatalities involving a pedestrian fatality has remained relatively unchanged for the past decade, hovering between 10-11%. Pedestrian fatalities are most common among males, persons age 40 to 49, and during nighttime hours. Pedestrian fatalities are equally common on urban and rural roadways. The counties that account for the most pedestrian fatalities are Mecklenburg, Wake, and Robeson counties. Robeson County is particularly noteworthy in having both a high pedestrian fatality count and a high rate per capita.

We believe further reductions in pedestrian fatalities are possible for 2012. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. During 2012, we anticipate a reduction of 15% in pedestrian fatalities.

Funding Priorities

To address this problem area and achieve the goals outlined above, GHSP will fund projects to help communities identify areas where a significant proportion of pedestrian motor vehicle crashes occur through the use of geo-coding of crash locations. Geo-coding can be facilitated by Metropolitan and Rural Planning Organizations, the North Carolina Department of Transportation, and local research institutions. Once problematic pedestrian crash locations are identified, funds can be provided to help communities implement effective pedestrian safety zone programs.

In particular, grant applications are encouraged from those interested in examining pedestrian crashes in high incident counties. Lessons learned from pilot efforts in Durham, Mecklenburg, and Wilson counties will serve as the starting point for enforcement and education efforts. GHSP will work with HSRC, NC DOT, AARP, and other partners to effectively impact pedestrian safety issues.

Media Plan

GHSP will seek opportunities with pedestrian safety partners to draw media attention to issues surrounding pedestrian safety in counties where pedestrian crashes are most prevalent. GHSP does not have any planned media events or advertising scheduled for FY 2012, but will evaluate opportunities in the coming months. GHSP will also explore non-traditional media opportunities to bring attention and awareness to pedestrian safety.



FY 2012 Pedestrian Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: UNC Highway Safety Research Center
Project Number: K9-12-11-14
Project Title: Geocode Pedestrian Crashes Statewide
Budget: \$29,979
Project Description: This grant will create a web-based database that provides information on the locations of pedestrian crashes statewide. HSRC will provide mapping and detailed spatial analysis on all the pedestrian related crashes and will highlight areas of high pedestrian crashes across the state.

Agency: Wilson Police Department
Project Number: PT-12-03-03-18
Project Title: GHSP/HSRC Pedestrian Safety Focus
Budget: \$16,545
Project Description: This project will support the Wilson Police Department’s participation in an HSRC grant from NHTSA on pedestrian safety. This equipment will be used as part of the greater project and will also be a valuable tool for the Wilson PD traffic unit.

Project Number	Project Title	Budget	Budget Source
PT-12-03-03-18	GHSP/HSRC Pedestrian Safety Focus	\$16,545	402
K9-12-11-04	Geocode Pedestrian Crashes Statewide	\$29,979	408
402 Total		\$16,545	
Total all funds		\$46,524	



TRAFFIC RECORDS

Program Goal: To establish and maintain a level of coordination between stake holders to maximize utilization; improve functionality; improve data accuracy and linkages; protect privacy; and to minimize redundancies in traffic records systems in order to improve highway safety and to better accomplish individual agencies' goals.

NC Traffic Records Coordinating Committee (NC TRCC)

On December 3, 2002, the NC Traffic Records Coordinating Committee (NC TRCC) was introduced with the goal of getting all key North Carolina data users together to share information and to provide an opportunity to work together across agencies. The NC TRCC is represented by key contacts from the following organizations:

Table 1. NC Traffic Records Coordinating Committee member organizations
State agencies
NC Administrative Office of the Courts
NC Emergency Medical Services
NC Department of Transportation
NC Department of Transportation: Division of Motor Vehicles
NC Department of Transportation: Geographic Information Systems
NC Department of Transportation: Information Technology
NC Department of Transportation: Traffic Engineering Branch
NC Governor’s Highway Safety Program
NC Office of the Chief Medical Examiner
NC Public Health
NC State Highway Patrol
NC State University Institute for Transportation Research and Education
NC Trauma Registry
UNC Highway Safety Research Center
Federal agencies
US Department of Transportation Federal Highway Administration
US Department of Transportation National Highway Traffic Safety Administration



This group of representatives is made up of the agency data and data system specialists who know how their data records and database systems work. There is an additional NC Executive Committee for Highway Safety Committee which includes the agency leaders and/or senior managers for almost all of the same agencies. The NC TRCC makes recommendations to the NC Executive Committee for Highway Safety Committee, which then makes final policy and financial decisions on any recommendations.

NC Traffic Records Assessment

The NC TRCC conducted a complete NC Traffic Records Assessment in February 2007. An independent assessment panel carefully interviewed all TR agencies, reviewed their traffic records systems, assessed the current state of each agency' traffic records data systems, and made recommendations on improvements to the data or the data systems. The Traffic Records Assessment report has been the blue print for guiding the NC TRCC in looking at improvements and changes to the current data bases and systems.

Each year, the NC Governor's Highway Safety Program provides an updated Highway Safety Plan (HSP) which analyzes the most recent data available to help with setting the priorities for the coming year (with an eye on the coming five years). North Carolina has spent all the 408 monies allocated over the previous 4 years. The money paid for the NC Traffic Records Assessment in 2007 helped NC Administrative Office of the Courts with eCitation, helped the NC State Highway Patrol with updated laptop computers for troopers, provided new printers for the LE officers issuing traffic citations, helped with resolving discrepancies between FARS and NC fatal crashes, helped NC Department of Transportation: Geographic Information Systems with updates to their systems, and allowed NC Emergency Medical Services an opportunity to develop a matching procedure for linking EMS, ED, and NC patient data to the NC crash data.

NC Traffic Records Strategic Planning

For the last five years, NC has overseen the creation of a basic NC traffic records strategic plan document which served as the application to NHTSA for an allocation of NHTSA 408 Data Improvement monies set aside by Congress for all the states. These application/reports have been compiled through the NC Data Coordinator, along with input from the entire NC TRCC membership. As a result, NC has been awarded monies for the NC Data Coordinator to allocate to needed Traffic Record Data Improvements projects for each of the last five years.

Along with this application document, NC updates the annual NC Highway Safety Plan report provided through the NC Governor's Highway Safety Program detailing the current state of traffic safety in NC based on the most recent traffic records data available. The Highway Safety Plan identifies the areas of traffic safety that need the most attention by NC traffic safety agencies, advocates, and LE.



NC TRCC Current Activities

The NC TRCC has been meeting regularly since 2002, has created a TRCC website to detail the minutes of the quarterly meetings, has provided access to the Traffic Records Assessment and NC traffic records strategic plan reports, and has provided the public the names of the key agency contacts within NC. The NC TRCC is currently co-chaired by Brian Mayhew of the NC Department of Transportation Traffic Safety Unit and UNC Highway Safety Research Center Data Specialist Eric Rodgman.

The website has a collection of the key contacts, minutes from all the TRCC meetings, copies of the annual Strategic Plan documents, and all the traffic records assessment documents. The web site address is: <http://www.hsrb.unc.edu/nctrcc/nctrcc.cfm>.

The current NC TRCC has a steering committee working on assisting the DOT DMV Traffic Records Section with revising the NC DMV 349 Crash Report for the first time in 10 years. The first phase of this process is in the midst of being completed with the final recommendations going to the NC Secretary of DOT in the near future.

GHSP does have plans to hire or name a Traffic Records Coordinator very early in FY 2012. This individual will be responsible for coordinating and planning the TRCC meetings, planning and organizing the 2012 Traffic Records Assessment, developing a completely revamped Traffic Records Strategic Plan, and preparing and submitting the FY 2012 Section 408 Traffic Records Data Improvement Application. Funding for this individual will be from Section 408 funds.

FY 2012 Traffic Records Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2012 North Carolina Highway Safety Plan.

Agency: AOC Wake County (117)
Project Number: K9-12-11-05
Project Title: eCitation/NCAWARE Interface for Arrestable Offenses
Budget: \$200,100
Project Description: This project will enhance eCitation to include processing of arrestable offenses, develop an interface from eCitation to NCAWARE to transmit arrestable data, and create a temporary Magistrate's order process for review and approval. This will reduce data entry redundancy and reduce paper citations by allowing arrestable offenses to be prosecuted in eCitation.

Agency: NC Department of Crime Control (SHP)
Project Number: K9-12-11-15
Project Title: In-Car Printers for E-Citation



Budget: \$46,000
Project Description: This is an equipment grant for one-hundred in-car printers. The printers will help Troopers on the road by allowing them to issue traffic citations through E-Citation, by printing out the citations. The project strives to install In-Car Printers as many of the patrol units as possible, with the goal of 100 percent use within a few years.

Agency: UNC Highway Safety Research Center
Project Number: TR-12-10-01
Project Title: Quick Response System
Budget: \$45,537
Project Description: This project will provide quick access to the NC crash data, vehicle information and driver license information when requested by government agencies, the media, or the general public. Data experts will also extract files and information as required by GHSP and other state agencies, and meet with key agents in the state to help facilitate the dissemination of summarized data and information.

Agency: UNC Highway Safety Research Center
Project Number: TR-12-10-02
Project Title: Web site using NC crash data
Budget: \$51,782
Project Description: The goals of this project are: to upgrade the “NC Crash Data Web Site” by adding data from 2011; maintain the web site and correct identified problems; and conduct beta test by users and revise the system.

Agency: GHSP
Project Number: K9-12-11-01
Project Title: Traffic Records
Budget: \$90,000
Project Description: Execute Traffic Records Assessment and Coordinate Statewide Traffic Records efforts.

Project Number	Project Title	Budget	Budget Source
TR-12-10-01	Quick Response System	\$45,537	402
TR-12-10-02	Web site using NC crash data	\$51,782	402
TR-12-10-04	E-citation and electronic crash reporting	\$8,000	402
TR-12-10-05	Public Safety Computers	\$8,000	402
TR-12-10-06	Special Traffic Safety Equipment	\$40,000	402
K9-12-11-01	Traffic Records	\$90,000	408
K9-12-11-05	eCitation/NCAWARE Interface for Arrestable Offenses	\$200,100	408



K9-12-11-14	Geocode Pedestrian Crashes Statewide	\$29,979	408
K9-12-11-15	In-Car Printers for E-Citation	\$46,000	408
402 Total		\$221,537	
Total all funds		\$587,616	



North Carolina Highway Safety Media Plan

The North Carolina Governor's Highway Safety Program (GHSP) media plan will target two areas of immediate concern: occupant protection and alcohol-impaired driving. All media for these areas will include paid and earned media.

In the area of occupant protection, North Carolina will participate in the national *Click It or Ticket* mobilization in FY 2012. A primary focus of media efforts will be counties and demographic groups which demonstrate low seat belt usage as indicated in the Occupant Protection section of the Highway Safety Plan. Paid media spots will convey an enforcement message to compliment the national media placement. In addition to paid public service announcements on television and radio, the spot will be strategically placed in movie theaters across the state airing prior to the feature presentation. The GHSP will also use gas station advertising in low seat belt usage counties to promote the *Click It or Ticket* message. Finally, earned media will be conducted statewide with planned campaign kickoffs and approximately 1,500 checkpoints planned for the mobilization.

North Carolina will also participate in all national impaired driving mobilizations. A state specific public service announcement will be placed across the state during the holiday campaign (Dec 2011 – Jan 2012). In addition, the spot will be strategically placed in movie theaters across the state airing prior to the feature presentation. The GHSP will also use gas station advertising in high alcohol-related crash areas to promote the *Booze It & Lose It* message during each impaired driving mobilization. Earned media will be gained from kickoff events as well as high visibility checkpoints throughout the campaigns.

North Carolina will continue to implement the *Click It or Ticket, Securing your Future* (formally known as R U BUCKLED?) initiative, which targets high school age drivers. This program was launched in the fall of 2005 in 53 high schools across the state and is now in more than 260 schools, reaching more than 85,000 student drivers. North Carolina's goal is to eventually have this initiative in every high school in North Carolina.

GHSP will also use sports marketing to reach our target demographics. Currently, GHSP has commitments from the National Hockey League team, the Carolina Hurricanes, all four Atlantic Coast Conference teams in North Carolina as well as East Carolina and Appalachian Universities to provide advertising to reach their fan base. Advertising will target all three areas of traffic safety mentioned.

Additional information about GHSP's media plan can be found in the sections of the Highway Safety Plan that address specific program areas.



Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).



Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities



Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.



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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.



CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.



2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.



8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.



Instructions for Lower Tier Certification

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



9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC



4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Betsy W. Wallace

Governor's Representative for Highway Safety

North Carolina

State or Commonwealth

FY 2012

For Fiscal Year

September 8, 2011

Date



Equipment Requests of \$5,000 or More

Project #	Agency	Quantity	Description	Unit amount	Total amount
DE-12-14-02	StreetSafe	1	Mobile Office	\$40,000	\$40,000
DE-12-14-02	StreetSafe	2	Program Vehicle	\$10,000	\$20,000
DE-12-14-02	StreetSafe	1	Equipment Trailer	\$5,000	\$5,000
K2-12-07-02	NC State University (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K2-12-07-02	NC State University (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K4-11-04-12	Holly Springs PD (YR2 Continuation)	1	Crash Reconstruction Equipment	\$12,000	\$12,000
K4-11-04-17	Spring Lake PD (YR2 Continuation)	1	Pole Mounted Radar System	\$4,500	\$4,500
K4-12-04-01	Wilson County Sheriff's Office	2	Vehicles	\$30,000	\$60,000
K4-12-04-01	Wilson County Sheriff's Office	2	MDT's	\$8,000	\$16,000
K4-12-04-01	Wilson County Sheriff's Office	2	In-car cameras	\$6,000	\$12,000
K4-12-04-02	Columbus Police Department	1	Patrol Vehicle	\$30,000	\$30,000
K4-12-04-02	Columbus Police Department	1	MDT (Mobile,Data,Terminal)	\$8,000	\$8,000
K4-12-04-02	Columbus Police Department	1	In-Car Video System	\$6,000	\$6,000
K4-12-04-03	Troutman Police Department	1	Patrol Vehicle	\$30,000	\$30,000
K4-12-04-03	Troutman Police Department	1	MDT (Mobile,Data,Terminal)	\$8,000	\$8,000
K4-12-04-03	Troutman Police Department	1	In-Car Video System	\$6,000	\$6,000
K4-12-04-04	Rolesville PD (Initial FY12)	1	Police Car	\$30,000	\$30,000
K4-12-04-04	Rolesville PD (Initial FY12)	1	MDT's	\$8,000	\$8,000
K4-12-04-04	Rolesville PD (Initial FY12)	1	Pole Mounted Radar System	\$4,500	\$4,500
K4-12-04-04	Rolesville PD (Initial FY12)	1	In Car Video System	\$6,000	\$6,000
K4-12-04-04	Rolesville PD (Initial FY12)	1	Uniforms Sets	\$5,000	\$5,000
K4-12-04-06	Mount Gilead PD (Initial FY12)	1	Police Car	\$30,000	\$30,000



Equipment Requests

K4-12-04-06	Mount Gilead PD (Initial FY12)	1	MDT's	\$8,000	\$8,000
K4-12-04-06	Mount Gilead PD (Initial FY12)	1	In Car Video System	\$6,000	\$6,000
K4-12-04-06	Mount Gilead PD (Initial FY12)	1	Uniforms Sets	\$5,000	\$5,000
K4-12-04-07	Montgomery County Sheriff (Initial FY12)	2	Police Cars	\$30,00	\$60,000
K4-12-04-07	Montgomery County Sheriff (Initial FY12)	2	MDT's	\$8,000	\$16,000
K4-12-04-07	Montgomery County Sheriff (Initial FY12)	2	In Car Video System	\$6,000	\$12,000
K4-12-04-07	Montgomery County Sheriff (Initial FY12)	2	Uniforms Sets	\$5,000	\$10,000
K4-12-04-08	Apex PD (Initial FY12)	2	Police Cars	\$30,000	\$60,000
K4-12-04-08	Apex PD (Initial FY12)	2	MDT's	\$8,000	\$16,000
K4-12-04-08	Apex PD (Initial FY12)	2	In Car Video System	\$6,000	\$12,000
K4-12-04-08	Apex PD (Initial FY12)	2	Uniforms Sets	\$5,000	\$10,000
K4-12-04-08	Apex PD (Initial FY12)	1 set	Laser Tech Unit Kit/Software	\$7,107	\$7,107
K8-12-02-02	NC Dept. Of Health & Human Svs. (FTA)	1	BAT Mobile Unit	\$450,000	\$450,000
K8-12-02-02	NC Dept. Of Health & Human Svs. (FTA)	1	BAT Vehicle Graphics	\$12,000	\$12,000
K8-12-02-02	NC Dept. Of Health & Human Svs. (FTA)	1	MDT (Mobile,Data,Terminal)	\$8,000	\$8,000
K8-12-02-05	NC Dept. Of Health & Human Svs. (FTA)	1	HGN Camera	\$10,000	\$10,000
K8-12-02-14	Town of Smithfield PD (Initial FY12)	4	In Car Video System	\$6,000	\$24,000
K8-12-02-18	Creedmoor Police Department	1	Trailer	\$5,000	\$5,000
K8-12-02-19	Dobson Police Department	1	trailer	\$5,000	\$5,000
K8-12-02-19	Dobson Police Department	1	Light tower	\$8,000	\$8,000
K8-12-02-20	Enfield Police Department	1	Light tower	\$8,000	\$8,000
K8-12-02-20	Enfield Police Department	1	Trailer	\$5,000	\$5,000
K8-12-02-21	Enfield Police Department	2	In car camera systems	\$6,000	\$12,000
K8-12-02-22	Granite Falls Police Department	1	Trailer	\$5,000	\$5,000
K8-12-02-22	Granite Falls Police Department	1	Generator	\$5,000	\$5,000
K8-12-02-24	Wilson Police Department	1	Trailer	\$5,000	\$5,000



Equipment Requests

K8-12-02-24	Wilson Police Department	1	Light tower	\$8,000	\$8,000
K8-12-02-26	China Grove Police Department	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-26	China Grove Police Department	1	Light Tower	\$8,000	\$8,000
K8-12-02-28	Brevard Police Department	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-28	Brevard Police Department	1	Light Tower	\$8,000	\$8,000
K8-12-02-30	Durham County Sheriff (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-30	Durham County Sheriff (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-31	Holly Springs PD (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-31	Holly Springs PD (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-32	Tyrell CSO	1	Light Tower & Generator	\$8,000	\$8,000
K8-12-02-32	Tyrell CSO	1	Checkpoint Trailer	\$5,000	\$5,000
K8-12-02-36	Brunswick CSO	2	Vehicle	\$30,000	\$60,000
K8-12-02-36	Brunswick CSO	2	MDT	\$8,000	\$16,000.
K8-12-02-36	Brunswick CSO	2	In-car Video System	\$6,000	\$12,000
K8-12-02-36	Brunswick CSO	1	Light Tower & Generator	\$8,000	\$8,000
K8-12-02-37	New Hanover CSO	4	Vehicle	\$30,000	\$120,000
K8-12-02-37	New Hanover CSO	4	MDT	\$8,000	\$32,000
K8-12-02-37	New Hanover CSO	4	In-car Video System	\$6,000	\$24,000
K8-12-02-38	NC Dept. Of Crime Control (SHP)	33	In-Car Video Systems	\$6,000	\$198,000
K8-12-02-39	Cary PD (Initial FY12)	2	Police Cars	\$30,000	\$60,000
K8-12-02-39	Cary PD (Initial FY12)	2	MDT's	\$8,000	\$16,000
K8-12-02-39	Cary PD (Initial FY12)	2	In Car Video System	\$6,000	\$12,000
K8-12-02-39	Cary PD (Initial FY12)	2	Uniforms Sets	\$5,000	\$10,000
K8-12-02-42	Montgomery County Sheriff (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-42	Montgomery County Sheriff (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-46	Monroe PD (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000



K8-12-02-46	Monroe PD (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-47	Emerald Isle PD	3	In-car Video System	\$6,000	\$18,000
K8-12-02-48	Princeton PD (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-48	Princeton PD (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-56	Micro PD (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
K8-12-02-56	Micro PD (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-57	Spring Lake PD (Initial FY12)	1	Light Tower/Generator	\$8,000	\$8,000
K8-12-02-57	Spring Lake PD (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
MC-12-08-02	Hendersonville PD	1	Motorcycle	\$25,000	\$25,000
MC-12-08-03	Durham PD	2	Motorcycle	\$25,000	\$50,000
MC-12-08-03	Durham PD	2	MDT	\$8,000	\$16,000
MC-12-08-03	Durham PD	2	In-car Video System	\$6,000	\$12,000
MC-12-08-03	Durham PD	1	Motorcycle Trailer	\$10,000	\$10,000
MC-12-08-04	Columbus PD	1	Motorcycle	\$25,000	\$25,000
PT-12-03-03-05	Jackson County Sheriff's Office	1	In-Car Video System	\$5,000	\$5,000
PT-12-03-03-12	Enfield Police Department	1	Speed monitor trailer	\$12,000	\$12,000
PT-12-03-03-14	Kernersville Police Department	1	Speed Monitor trailer	\$12,000	\$12,000
PT-12-03-03-17	Reidsville Police Department	1	ARC Editor Software user lic & trning	\$6,890	\$6,890
PT-12-03-03-17	Reidsville Police Department	1	ARC-GIS spatial Analyst software	\$5,050	\$5,050
PT-12-03-03-18	Wilson Police Department	1	InstAlert message display board	\$9,045	\$9,045
PT-12-03-03-19	Raleigh PD (Initial FY12)	1	dBInnovations VOCAR Police Laser Equipment/Certification	\$15,000	\$15,000
PT-12-03-03-24	Cumberland County Sheriff (Initial FY12)	5	In Car Video System	\$6,000	\$30,000
PT-12-03-03-25	Person County Sheriff (Initial FY12)	1	Equipment Trailer	\$5,000	\$5,000
PT-12-03-03-29	Dare CSO	3	Vehicle	\$30,000	\$90,000
PT-12-03-03-29	Dare CSO	3	MDT	\$8,000	\$24,000



PT-12-03-03-29	Dare CSO	7	In-car Video System	\$6,000	\$42,000
PT-12-03-04-49	Polk County Sheriff's Office	1	Patrol Vehicle	\$30,000	\$30,000
PT-12-03-04-49	Polk County Sheriff's Office	1	MDT (Mobile,Data,Terminal)	\$8,000	\$8,000
PT-12-03-04-49	Polk County Sheriff's Office	1	In-Car Video System	\$6,000	\$6,000
PT-12-03-04-50	Camden CSO	1	Vehicle	\$30,000	\$30,000
PT-12-03-04-50	Camden CSO	1	In-car Video System	\$6,000	\$6,000
PT-12-03-04-50	Camden CSO	1	MDT (Mobile,Data,Terminal)	\$8,000	\$8,000
PT-12-03-04-51	King Police Department	1	Vehicles	\$30,000	\$30,000
PT-12-03-04-51	King Police Department	1	MDT's	\$8,000	\$8,000
PT-12-03-04-51	King Police Department	1	In-car cameras	\$6,000	\$6,000
PT-12-03-04-52	Youngsville Police Department	1	Vehicles	\$30,000	\$30,000
PT-12-03-04-52	Youngsville Police Department	1	MDT's	\$8,000	\$8,000
PT-12-03-04-52	Youngsville Police Department	1	In-car cameras	\$6,000	\$6,000
PT-12-03-04-54	Garner PD (Initial FY12)	1	Plotter Printer	\$6,000	\$6,000
SB-12-13-01	NC DPI	1	Buster the Bus	\$9,000	\$9,000
TR-12-10-04	Enfield Police Department	2	MDT's	\$8,000	\$16,000
TR-12-10-06	Roxboro PD (Initial FY12)	5	MDT's	\$8,000	\$40,000



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Report Date: 09/01/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-00-01-00	GHSP In-House	\$.00	\$273,093.00	\$.00	\$273,093.00	\$273,093.00	\$.00
Planning and Administration Total			\$.00	\$273,093.00	\$.00	\$273,093.00	\$273,093.00	\$.00
Alcohol								
	AL-2012-01-01-00	GHSP In House	\$.00	\$.00	\$.00	\$72,000.00	\$72,000.00	\$.00
	AL-2012-01-03-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$34,946.00	\$34,946.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$106,946.00	\$106,946.00	\$.00
Motorcycle Safety								
	MC-2012-08-02-00	Hendersonville Police Department	\$.00	\$.00	\$.00	\$28,950.00	\$28,950.00	\$28,950.00
	MC-2012-08-03-00	Durham County Sheriff's Office	\$.00	\$.00	\$.00	\$93,500.00	\$93,500.00	\$93,500.00
	MC-2012-08-04-00	Columbus Police Department	\$.00	\$.00	\$.00	\$36,950.00	\$36,950.00	\$36,950.00
	MC-2012-08-05-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$126,530.00	\$126,530.00	\$126,530.00
Motorcycle Safety Total			\$.00	\$.00	\$.00	\$285,930.00	\$285,930.00	\$285,930.00
Occupant Protection								
	OP-2012-05-01-00	GHSP In-House	\$.00	\$.00	\$.00	\$118,000.00	\$118,000.00	\$.00
	OP-2012-05-03-00	El Pueblo	\$.00	\$.00	\$.00	\$36,950.00	\$36,950.00	\$36,950.00
	OP-2012-05-04-00	RTI	\$.00	\$.00	\$.00	\$201,540.00	\$201,540.00	\$.00
	OP-2012-05-06-00	Western Safe Kids	\$.00	\$.00	\$.00	\$118,160.00	\$118,160.00	\$118,160.00
	OP-2012-05-07-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$144,550.00	\$144,550.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$619,200.00	\$619,200.00	\$155,110.00
Police Traffic Services								
	PT-2012-03-02-00	NC Justice Academy	\$.00	\$.00	\$.00	\$83,690.00	\$83,690.00	\$.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
	PT-2012-03-03-01	Ayden Police Department	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-02	Garner Police Department	\$.00	\$.00	\$.00	\$41,000.00	\$41,000.00	\$41,000.00
	PT-2012-03-03-03	Guilford County Sheriff's Office	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-04	Henderson County Sheriff's Office	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-05	Jackson County Sheriff's Office	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-06	Kitty Hawk Police Department	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-07	Lenoir Police Department	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-08	Charlotte-Mecklenburg Police Department	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-09	New Hanover County Sheriff's Office	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-10	Rockingham Police Department	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-11	Wilson County Sheriff's Office	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2012-03-03-12	Enfield Police Department	\$.00	\$4,250.00	\$.00	\$12,750.00	\$12,750.00	\$12,750.00
	PT-2012-03-03-13	Winston Salem Police Department	\$.00	\$5,250.00	\$.00	\$15,750.00	\$15,750.00	\$15,750.00
	PT-2012-03-03-14	Kernersville Police Department	\$.00	\$4,750.00	\$.00	\$14,250.00	\$14,250.00	\$14,250.00
	PT-2012-03-03-15	Morganton Police Department	\$.00	\$3,500.00	\$.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2012-03-03-16	GHSP In-House	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$500,000.00
	PT-2012-03-03-17	Reidsville Police Department	\$.00	\$11,630.00	\$.00	\$11,630.00	\$11,630.00	\$11,630.00
	PT-2012-03-03-18	Wilson Police Department	\$.00	\$.00	\$.00	\$16,545.00	\$16,545.00	\$16,545.00
	PT-2012-03-03-19	Raleigh Police Department	\$.00	\$21,930.00	\$.00	\$65,791.00	\$65,791.00	\$65,791.00
	PT-2012-03-03-21	Shelby Police Department	\$.00	\$2,000.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2012-03-03-22	Weaverville Police Department	\$.00	\$1,125.00	\$.00	\$3,375.00	\$3,375.00	\$3,375.00
	PT-2012-03-03-23	Charlotte-Mecklenburg Police Department	\$.00	\$27,625.00	\$.00	\$82,875.00	\$82,875.00	\$82,875.00
	PT-2012-03-03-24	Cumberland County Sheriff's Office	\$.00	\$10,875.00	\$.00	\$32,625.00	\$32,625.00	\$32,625.00
	PT-2012-03-03-25	Person County Sheriff's Office	\$.00	\$.00	\$.00	\$9,965.00	\$9,965.00	\$9,965.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2012-03-03-26	NC State Highway Patrol	\$.00	\$.00	\$.00	\$241,000.00	\$241,000.00	\$.00
	PT-2012-03-03-27	NC State University Police Department	\$.00	\$5,000.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2012-03-03-28	Hickory Police Department	\$.00	\$8,000.00	\$.00	\$24,000.00	\$24,000.00	\$24,000.00
	PT-2012-03-03-29	Dare County Sheriff's Office	\$.00	\$5,500.00	\$.00	\$165,000.00	\$165,000.00	\$165,000.00
	PT-2012-03-04-01	Cabarrus County Sheriff's Office	\$.00	\$66,179.00	\$.00	\$66,179.00	\$66,179.00	\$66,179.00
	PT-2012-03-04-02	Marshville Police Department	\$.00	\$21,126.00	\$.00	\$21,127.00	\$21,127.00	\$21,127.00
	PT-2012-03-04-03	Troutman Police Department	\$.00	\$25,273.00	\$.00	\$25,274.00	\$25,274.00	\$25,274.00
	PT-2012-03-04-04	Waxhaw Police Department	\$.00	\$50,890.00	\$.00	\$50,890.00	\$50,890.00	\$50,890.00
	PT-2012-03-04-05	China Grove Police Department	\$.00	\$21,073.00	\$.00	\$21,073.00	\$21,073.00	\$21,073.00
	PT-2012-03-04-06	Guilford County Sheriff's Office	\$.00	\$68,218.00	\$.00	\$68,218.00	\$68,218.00	\$68,218.00
	PT-2012-03-04-07	Coats Police Department	\$.00	\$24,272.00	\$.00	\$24,273.00	\$24,273.00	\$24,273.00
	PT-2012-03-04-08	Garner Police Department	\$.00	\$83,236.00	\$.00	\$83,236.00	\$83,236.00	\$83,236.00
	PT-2012-03-04-09	Aberdeen Police Department	\$.00	\$27,789.00	\$.00	\$27,789.00	\$27,789.00	\$27,789.00
	PT-2012-03-04-10	Alexander County Sheriff's Office	\$.00	\$28,803.00	\$.00	\$28,804.00	\$28,804.00	\$28,804.00
	PT-2012-03-04-11	Anson County Sheriff's Office	\$.00	\$22,913.00	\$.00	\$22,913.00	\$22,913.00	\$22,913.00
	PT-2012-03-04-12	Conover Police Department	\$.00	\$25,049.00	\$.00	\$25,049.00	\$25,049.00	\$25,049.00
	PT-2012-03-04-13	Landis Police Department	\$.00	\$24,200.00	\$.00	\$24,200.00	\$24,200.00	\$24,200.00
	PT-2012-03-04-14	Laurinburg Police Department	\$.00	\$26,855.00	\$.00	\$26,855.00	\$26,855.00	\$26,855.00
	PT-2012-03-04-15	Lexington Police Department	\$.00	\$26,742.00	\$.00	\$26,742.00	\$26,742.00	\$26,742.00
	PT-2012-03-04-16	Locust Police Department	\$.00	\$21,618.00	\$.00	\$21,619.00	\$21,619.00	\$21,619.00
	PT-2012-03-04-17	Mint Hill Police Department	\$.00	\$47,426.00	\$.00	\$47,426.00	\$47,426.00	\$47,426.00
	PT-2012-03-04-18	Scotland County Sheriff's Office	\$.00	\$25,331.00	\$.00	\$25,331.00	\$25,331.00	\$25,331.00
	PT-2012-03-04-19	Statesville Police Department	\$.00	\$57,633.00	\$.00	\$57,634.00	\$57,634.00	\$57,634.00
	PT-2012-03-04-20	Wadesboro Police Department	\$.00	\$46,150.00	\$.00	\$46,150.00	\$46,150.00	\$46,150.00



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	PT-2012-03-04-21	Wilkesboro Police Department	\$0.00	\$22,206.00	\$0.00	\$22,207.00	\$22,207.00	\$22,207.00
	PT-2012-03-04-22	Wingate Police Department	\$0.00	\$20,929.00	\$0.00	\$20,930.00	\$20,930.00	\$20,930.00
	PT-2012-03-04-23	Bridgeton Police Department	\$0.00	\$12,131.00	\$0.00	\$12,131.00	\$12,131.00	\$12,131.00
	PT-2012-03-04-24	Burgaw Police Department	\$0.00	\$25,985.00	\$0.00	\$25,986.00	\$25,986.00	\$25,986.00
	PT-2012-03-04-25	Jones County Sheriff's Office	\$0.00	\$25,924.00	\$0.00	\$25,925.00	\$25,925.00	\$25,925.00
	PT-2012-03-04-26	Henderson County Sheriff's Office	\$0.00	\$38,575.00	\$0.00	\$90,007.00	\$90,007.00	\$90,007.00
	PT-2012-03-04-27	Morehead City Police Department	\$0.00	\$22,977.00	\$0.00	\$22,977.00	\$22,977.00	\$22,977.00
	PT-2012-03-04-28	Nashville Police Department	\$0.00	\$48,446.00	\$0.00	\$48,449.00	\$48,449.00	\$48,449.00
	PT-2012-03-04-29	Pittsboro Police Department	\$0.00	\$28,636.00	\$0.00	\$28,636.00	\$28,636.00	\$28,636.00
	PT-2012-03-04-30	Sharpsburg Police Department	\$0.00	\$21,030.00	\$0.00	\$21,031.00	\$21,031.00	\$21,031.00
	PT-2012-03-04-31	Wendell Police Department	\$0.00	\$63,543.00	\$0.00	\$63,543.00	\$63,543.00	\$63,543.00
	PT-2012-03-04-32	Avery County Sheriff's Office	\$0.00	\$29,540.00	\$0.00	\$29,540.00	\$29,540.00	\$29,540.00
	PT-2012-03-04-33	Cornelius Police Department	\$0.00	\$46,550.00	\$0.00	\$46,550.00	\$46,550.00	\$46,550.00
	PT-2012-03-04-34	Hoke County Sheriff's Office	\$0.00	\$22,241.00	\$0.00	\$22,243.00	\$22,243.00	\$22,243.00
	PT-2012-03-04-35	Iredell County Sheriff's Office	\$0.00	\$50,761.00	\$0.00	\$50,762.00	\$50,762.00	\$50,762.00
	PT-2012-03-04-36	Reidsville Police Department	\$0.00	\$12,873.00	\$0.00	\$30,038.00	\$30,038.00	\$30,038.00
	PT-2012-03-04-37	Haywood County Sheriff's Office	\$0.00	\$35,373.00	\$0.00	\$82,537.00	\$82,537.00	\$82,537.00
	PT-2012-03-04-38	Holly Springs Police Department	\$0.00	\$36,363.00	\$0.00	\$84,847.00	\$84,847.00	\$84,847.00
	PT-2012-03-04-39	Harnett County Sheriff's Office	\$0.00	\$32,398.00	\$0.00	\$75,595.00	\$75,595.00	\$75,595.00
	PT-2012-03-04-40	Knightdale Police Department	\$0.00	\$42,180.00	\$0.00	\$98,420.00	\$98,420.00	\$98,420.00
	PT-2012-03-04-41	Franklinton Police Department	\$0.00	\$25,509.00	\$0.00	\$25,510.00	\$25,510.00	\$25,510.00
	PT-2012-03-04-42	Thomasville Police Department	\$0.00	\$32,386.00	\$0.00	\$75,566.00	\$75,566.00	\$75,566.00
	PT-2012-03-04-43	Wilson Police Department	\$0.00	\$62,750.00	\$0.00	\$146,417.00	\$146,417.00	\$146,417.00
	PT-2012-03-04-44	Lumberton Police Department	\$0.00	\$37,920.00	\$0.00	\$88,479.00	\$88,479.00	\$88,479.00



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	PT-2012-03-04-45	Pembroke Public Safety	\$.00	\$29,234.00	\$.00	\$68,212.00	\$68,212.00	\$68,212.00
	PT-2012-03-04-46	Robeson County Sheriff's Office	\$.00	\$16,530.00	\$.00	\$93,670.00	\$93,670.00	\$93,670.00
	PT-2012-03-04-47	Newton Police Department	\$.00	\$13,833.00	\$.00	\$32,277.00	\$32,277.00	\$32,277.00
	PT-2012-03-04-48	Spring Lake Police Department	\$.00	\$20,773.00	\$.00	\$48,469.00	\$48,469.00	\$48,469.00
	PT-2012-03-04-49	Polk County Sheriff's Office	\$.00	\$15,809.00	\$.00	\$89,585.00	\$89,585.00	\$89,585.00
	PT-2012-03-04-50	Camden County Sheriff's Office	\$.00	\$22,147.00	\$.00	\$66,443.00	\$66,443.00	\$66,443.00
	PT-2012-03-04-51	King Police Department	\$.00	\$15,072.00	\$.00	\$85,411.00	\$85,411.00	\$85,411.00
	PT-2012-03-04-52	Youngville Police Department	\$.00	\$14,707.00	\$.00	\$83,340.00	\$83,340.00	\$83,340.00
	PT-2012-03-04-53	Kill Devil Hills Police Department	\$.00	\$115,949.00	\$.00	\$115,949.00	\$115,949.00	\$115,949.00
	PT-2012-03-05-00	NC Sheriff's Association	\$.00	\$.00	\$.00	\$42,200.00	\$42,200.00	\$.00
Police Traffic Services Total			\$.00	\$1,913,491.00	\$.00	\$4,139,410.00	\$4,139,410.00	\$3,772,520.00
Traffic Records								
	TR-2012-10-01-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$45,537.00	\$45,537.00	\$.00
	TR-2012-10-02-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$51,782.00	\$51,782.00	\$.00
	TR-2012-10-04-00	Enfield Police Department	\$.00	\$8,000.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	TR-2012-10-05-00	Morganton Police Department	\$.00	\$8,000.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	TR-2012-10-06-00	Roxboro Police Department	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00
Traffic Records Total			\$.00	\$36,000.00	\$.00	\$133,319.00	\$133,319.00	\$36,000.00
Driver Education								
	DE-2012-14-01-00	NC Department of Public Instruction	\$.00	\$.00	\$.00	\$117,980.00	\$117,980.00	\$.00
	DE-2012-14-02-00	Street Safe	\$.00	\$.00	\$.00	\$71,000.00	\$71,000.00	\$71,000.00
Driver Education Total			\$.00	\$.00	\$.00	\$188,980.00	\$188,980.00	\$71,000.00
Railroad/Highway Crossings								
	RH-2012-12-01-00	Operation Lifesaver	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$40,000.00



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Railroad/Highway Crossings Total			\$.00	\$.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
Safe Communities								
	SA-2012-16-01-00	GHSP In-House	\$.00	\$.00	\$.00	\$ 447,000.00	\$ 447,000.00	\$.00
	SA-2012-16-02-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$ 76,251.00	\$ 76,251.00	\$.00
	SA-2012-16-03-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$ 67,309.00	\$ 67,309.00	\$.00
	SA-2012-16-04-00	UNC Highway Safety Research Center	\$.00	\$.00	\$.00	\$ 106,992.00	\$ 106,992.00	\$.00
	SA-2012-16-05-00	GHSP In-House	\$.00	\$.00	\$.00	\$ 160,000.00	\$ 160,000.00	\$.00
Safe Communities Total			\$.00	\$.00	\$.00	\$ 857,552.00	\$ 857,552.00	\$.00
School Bus								
	SB-2012-13-01-00	NC Department of Instruction	\$.00	\$.00	\$.00	\$ 40,900.00	\$ 40,900.00	\$ 40,900.00
School Bus Total			\$.00	\$.00	\$.00	\$ 40,900.00	\$ 40,900.00	\$ 40,900.00
Paid Advertising								
	PM-2012-17-01-00	GHSP In-House	\$.00	\$.00	\$.00	\$ 680,000.00	\$ 680,000.00	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$ 680,000.00	\$ 680,000.00	\$.00
NHTSA 402 Total			\$.00	\$ 2,222,584.00	\$.00	\$ 7,365,330.00	\$ 7,365,330.00	\$ 4,401,460.00
405 OP SAFETEA-LU								
	K2-2012-07-02-00	NC State University Police Department	\$.00	\$.00	\$.00	\$ 16,980.00	\$ 16,980.00	\$ 16,980.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 16,980.00	\$ 16,980.00	\$ 16,980.00
405 Paid Media								
	K2PM-2012-07-01-00	GHSP In-House	\$.00	\$.00	\$.00	\$ 335,000.00	\$ 335,000.00	\$.00
405 Paid Media Total			\$.00	\$.00	\$.00	\$ 335,000.00	\$ 335,000.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 351,980.00	\$ 351,980.00	\$ 16,980.00
NHTSA 406								
	K4-2012-04-01-00	Wilson County Sheriff's Office	\$.00	\$ 30,645.00	\$.00	\$ 173,655.00	\$ 173,655.00	\$ 173,655.00



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	K4-2012-04-02-00	Columbus Police Department	\$.00	\$14,064.00	\$.00	\$79,695.00	\$79,695.00	\$79,695.00
	K4-2012-04-03-00	Troutman Police Department	\$.00	\$17,174.00	\$.00	\$97,319.00	\$97,319.00	\$97,319.00
	K4-2012-04-04-00	Rolesville Police Department	\$.00	\$16,976.00	\$.00	\$96,197.00	\$96,197.00	\$96,197.00
	K4-2012-04-06-00	Mount Gilead Police Department	\$.00	\$13,570.00	\$.00	\$76,900.00	\$76,900.00	\$76,900.00
	K4-2012-04-07-00	Montgomery County Sheriff's Office	\$.00	\$31,610.00	\$.00	\$179,128.00	\$179,128.00	\$179,128.00
	K4-2012-04-08-00	Apex Police Department	\$.00	\$34,832.00	\$.00	\$197,380.00	\$197,380.00	\$197,380.00
	406 Safety Belts Incentive Total		\$.00	\$158,871.00	\$.00	\$900,274.00	\$900,274.00	\$900,274.00
	NHTSA 406 Total		\$.00	\$158,871.00	\$.00	\$900,274.00	\$900,274.00	\$900,274.00
	408 Data Program SAFETEA-LU							
	K9-2012-11-01-00	GHSP In-House	\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	K9-2012-11-04-00	UNC HSRC	\$.00	\$.00	\$.00	\$29,979.00	\$29,979.00	\$.00
	K9-2012-11-05-00	AOC-Ecitations	\$.00	\$.00	\$.00	\$200,100.00	\$200,100.00	\$.00
	K9-2012-11-15-00	NC State Highway Patrol	\$.00	\$.00	\$.00	\$46,000.00	\$46,000.00	\$46,000.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$366,079.00	\$366,079.00	\$46,000.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$366,079.00	\$366,079.00	\$46,000.00
	410 Alcohol SAFETEA-LU							
	K8-2012-02-02-00	FTA-BatMobile Program	\$.00	\$.00	\$.00	\$608,186.00	\$608,186.00	\$.00
	K8-2012-02-03-00	FTA-Science Research Program	\$.00	\$.00	\$.00	\$445,000.00	\$445,000.00	\$.00
	K8-2012-02-04-00	FTA-DRE Program	\$.00	\$.00	\$.00	\$245,331.00	\$245,331.00	\$.00
	K8-2012-02-05-00	FTA-SFST Program	\$.00	\$.00	\$.00	\$153,600.00	\$153,600.00	\$.00
	K8-2012-02-06-00	NC Conference of DA's	\$.00	\$.00	\$.00	\$178,255.00	\$178,255.00	\$178,255.00
	K8-2012-02-07-00	AOC-Pitt County	\$.00	\$.00	\$.00	\$48,483.00	\$48,483.00	\$.00
	K8-2012-02-08-00	AOC-Wayne County	\$.00	\$.00	\$.00	\$178,255.00	\$178,255.00	\$178,255.00
	K8-2012-02-09-00	AOC-Buncombe County	\$.00	\$.00	\$.00	\$46,574.00	\$46,574.00	\$.00



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	K8-2012-02-10-00	AOC-New Hanover County	\$.00	\$.00	\$.00	\$53,774.00	\$53,774.00	\$.00
	K8-2012-02-11-00	AOC-Johnston County	\$.00	\$.00	\$.00	\$177,643.00	\$177,643.00	\$.00
	K8-2012-02-12-00	AOC-Wake County	\$.00	\$.00	\$.00	\$142,715.00	\$142,715.00	\$.00
	K8-2012-02-13-00	AOC-Columbus County	\$.00	\$.00	\$.00	\$215,222.00	\$215,222.00	\$215,222.00
	K8-2012-02-14-00	Smithfield Police Department	\$.00	\$12,000.00	\$.00	\$12,000.00	\$12,000.00	\$12,000.00
	K8-2012-02-15-00	NCDOA-SADD	\$.00	\$.00	\$.00	\$12,000.00	\$12,000.00	\$12,000.00
	K8-2012-02-16-00	Robeson County Sheriff's Office	\$.00	\$16,530.00	\$.00	\$93,670.00	\$93,670.00	\$93,670.00
	K8-2012-02-17-00	Columbus County Sheriff's Office	\$.00	\$14,438.00	\$.00	\$81,816.00	\$81,816.00	\$81,816.00
	K8-2012-02-18-00	Creedmoor Police Department	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	K8-2012-02-19-00	Dobson Police Department	\$.00	\$.00	\$.00	\$13,500.00	\$13,500.00	\$13,500.00
	K8-2012-02-20-00	Enfield Police Department	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$17,000.00
	K8-2012-02-21-00	Enfield Police Department	\$.00	\$6,000.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00
	K8-2012-02-22-00	Granite Falls Police Department	\$.00	\$.00	\$.00	\$18,191.00	\$18,191.00	\$18,191.00
	K8-2012-02-23-00	Norlina Police Department	\$.00	\$15,780.00	\$.00	\$89,420.00	\$89,420.00	\$89,420.00
	K8-2012-02-24-00	Wilson Police Department	\$.00	\$.00	\$.00	\$22,900.00	\$22,900.00	\$22,900.00
	K8-2012-02-25-00	Taylorsville Police Department	\$.00	\$.00	\$.00	\$15,350.00	\$15,350.00	\$15,350.00
	K8-2012-02-26-00	China Grove Police Department	\$.00	\$.00	\$.00	\$16,475.00	\$16,475.00	\$16,475.00
	K8-2012-02-27-00	Salisbury Police Department	\$.00	\$.00	\$.00	\$900.00	\$900.00	\$900.00
	K8-2012-02-28-00	Brevard Police Department	\$.00	\$.00	\$.00	\$1,500.00	\$1,500.00	\$1,500.00
	K8-2012-02-30-00	Durham County Sheriff's Office	\$.00	\$.00	\$.00	\$17,525.00	\$17,525.00	\$17,525.00
	K8-2012-02-31-00	Holly Spring Police Department	\$.00	\$.00	\$.00	\$17,750.00	\$17,750.00	\$17,750.00
	K8-2012-02-33-00	Fayetteville Police Department	\$.00	\$6,987.00	\$.00	\$39,593.00	\$39,593.00	\$39,593.00
	K8-2012-02-34-00	Justice In Motion	\$.00	\$.00	\$.00	\$2,025.00	\$2,025.00	\$2,025.00
	K8-2012-02-36-00	Brunswick County Sheriff's Office	\$.00	\$.00	\$.00	\$224,506.00	\$224,506.00	\$224,506.00



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	K8-2012-02-37-00	New Hanover County Sheriff's Office	\$.00	\$.00	\$.00	\$420,646.00	\$420,646.00	\$420,646.00
	K8-2012-02-38-00	NC State Highway Patrol	\$.00	\$.00	\$.00	\$198,000.00	\$198,000.00	\$198,000.00
	K8-2012-02-39-00	Cary Police Department	\$.00	\$.00	\$.00	\$213,729.00	\$213,729.00	\$213,729.00
	K8-2012-02-40-00	NC State Highway Patrol	\$.00	\$.00	\$.00	\$55,000.00	\$55,000.00	\$.00
	K8-2012-02-41-00	MADD-North Carolina	\$.00	\$.00	\$.00	\$163,800.00	\$163,800.00	\$163,800.00
	K8-2012-02-42-00	Montgomery County Sheriff's Office	\$.00	\$.00	\$.00	\$18,600.00	\$18,600.00	\$18,600.00
	K8-2012-02-43-00	VIP for VIP	\$.00	\$.00	\$.00	\$16,500.00	\$16,500.00	\$16,500.00
	K8-2012-02-44-00	AOC-Forsyth County	\$.00	\$.00	\$.00	\$147,380.00	\$147,380.00	\$.00
	K8-2012-02-45-00	El Pueblo	\$.00	\$.00	\$.00	\$36,950.00	\$36,950.00	\$36,950.00
	K8-2012-02-46-00	Monroe Police Department	\$.00	\$.00	\$.00	\$18,800.00	\$18,800.00	\$18,800.00
	K8-2012-02-47-00	Emerald Isle Police Department	\$.00	\$9,000.00	\$.00	\$9,000.00	\$9,000.00	\$9,000.00
	K8-2012-02-48-00	Princeton Police Department	\$.00	\$.00	\$.00	\$22,300.00	\$22,300.00	\$22,300.00
	K8-2012-02-49-00	Winston Salerm Police Department	\$.00	\$69,967.00	\$.00	\$396,477.00	\$396,477.00	\$.00
	K8-2012-02-51-00	NCDMV	\$.00	\$.00	\$.00	\$46,647.00	\$46,647.00	\$.00
	K8-2012-02-55-00	AOC-Harnett County	\$.00	\$.00	\$.00	\$125,093.00	\$125,093.00	\$.00
	K8-2012-02-56-00	Micro Police Department	\$.00	\$.00	\$.00	\$16,080.00	\$16,080.00	\$16,080.00
	K8-2012-02-57-00	Spring Lake Police Department	\$.00	\$.00	\$.00	\$16,195.00	\$16,195.00	\$16,195.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$150,702.00	\$.00	\$5,121,356.00	\$5,121,356.00	\$2,429,453.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2012-02-53-00	GHSP In-House	\$.00	\$.00	\$.00	\$330,000.00	\$330,000.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$330,000.00	\$330,000.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$150,702.00	\$.00	\$5,451,356.00	\$5,451,356.00	\$2,429,453.00
	2010 Motorcycle Safety							
	K6-2012-09-02-00	NC Motorcycle Safety Education Program	\$.00	\$39,840.00	\$.00	\$39,840.00	\$39,840.00	\$39,840.00



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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	K6-2012-09-03-00	NC Motorcycle Safety Education Program	\$.00	\$.00	\$.00	\$45,800.00	\$45,800.00	\$45,800.00
	K6-2012-09-04-00	NC State Highway Patrol	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$22,000.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$39,840.00	\$.00	\$107,640.00	\$107,640.00	\$107,640.00
	2010 Motorcycle Safety Total		\$.00	\$39,840.00	\$.00	\$107,640.00	\$107,640.00	\$107,640.00
	2011 Child Seats							
	K3-2012-06-01-00	NC Department of Insurance	\$.00	\$.00	\$.00	\$564,129.00	\$564,129.00	\$564,129.00
	2011 Child Seat Incentive Total		\$.00	\$.00	\$.00	\$564,129.00	\$564,129.00	\$564,129.00
	2011 Child Seats Total		\$.00	\$.00	\$.00	\$564,129.00	\$564,129.00	\$564,129.00
	NHTSA Total		\$.00	\$2,571,997.00	\$.00	\$15,106,788.00	\$15,106,788.00	\$8,465,936.00
	Total		\$.00	\$2,571,997.00	\$.00	\$15,106,788.00	\$15,106,788.00	\$8,465,936.00

