

NORTH CAROLINA

Governor's Highway Safety Program

Annual Report

FY2021



Governor Roy Cooper
State of North Carolina

Secretary J. Eric Boyette
North Carolina Department of Transportation

Director Mark Ezell
Governor's Highway Safety Program



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 29, 2021

Stephanie Hancock, Regional Administrator
National Highway Traffic Safety Administration
George H. Fallon Federal Building
31 Hopkins Plaza, Room 902
Baltimore, Maryland 21201-2825

Dear Ms. Hancock,

North Carolina is pleased to submit the following Annual Report for federal fiscal year 2021. The Annual Report describes the education, enforcement and other safety efforts that have been implemented in North Carolina to reduce motor vehicle crashes and the resulting injuries and fatalities. Specifically, the Annual Report includes an assessment of progress in working toward highway safety performance targets, descriptions of projects and funded activities, and an assessment of communications and media efforts.

We greatly appreciate your review of the report. If you have questions or require additional information, please contact me at (919) 814-3654 or mezzell@ncdot.gov.

As Director of GHSP and Governor's Representative for Highway Safety, I am proud of the Governor's Highway Safety Program and their partners for the work they accomplished during a very challenging FY2021, and I look forward to another productive year ahead.

Sincerely,

A handwritten signature in cursive script that reads "Mark Ezzell".

Mark Ezzell
Director/GR

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Executive Summary

This Annual Report describes the accomplishments and challenges experienced by the North Carolina Governor’s Highway Safety Program (GHSP) during FY2021 (October 1, 2020 – September 30, 2021). GHSP funded a total of 105 projects for state, local and nonprofit agencies with the goal of reducing motor vehicle crashes and the resulting injuries and fatalities. These projects addressed several problem areas including impaired driving, occupant protection, speeding, young drivers, older drivers, motorcycle safety, pedestrians, bicyclists and traffic records.

The federal grant funds administered during this fiscal year included Section 402 (State and Community Highway Safety Grant Program), 405(b) (Occupant Protection Incentive Grants), 405(c) (State Traffic Safety Information System Improvement Grants), 405(d) (Impaired Driving Countermeasure Incentive Grants), 405(f) (Motorcyclist Safety Grants), and 405(h) (Non-Motorist/Bicycle and Pedestrian Safety Grants).

This FY2021 Annual Report includes:

- North Carolina’s progress in meeting the targets set for reductions in overall fatalities and other performance measures
- A description of how GHSP will adjust its upcoming HSP to better meet performance targets for performance targets not met
- A description of North Carolina’s data-driven problem identification process and selection of evidence-based countermeasures
- A description of the State’s evidence-based enforcement program activities
- A list of projects and activities approved during FY2021 including a description of each project, an explanation of how each project contributed to meeting North

Carolina’s targets, and a rationale for projects that were not implemented

- A description of paid media expenditures
- A legislative update

Progress in Meeting Targets

North Carolina experienced 1,538 traffic fatalities during 2020 (the most recent year for which Fatality Analysis Reporting System (FARS) data are available). This was the largest number of fatalities since 2007, and an increase of 5.6 percent from the 1,457 fatalities in 2019. The increase is especially notable in light of the substantial drop in traffic volume on North Carolina roadways due to the COVID-19 pandemic and statewide shutdown beginning in March 2020. Higher fatalities occurred across nearly all performance measures during 2020. This phenomenon was not unique to North Carolina—fatalities increased nationwide and in many states last year.

Despite this, North Carolina met its performance target for speeding-related fatalities. As described in this report, GHSP supports a variety of enforcement and educational campaigns designed to encourage drivers to obey speed limits. Another positive development is that motorcyclist fatalities decreased by 8.6 percent during 2020. For many years, GHSP has supported “BikeSafe North Carolina,” which offers training to new and experienced riders by law enforcement motorcycle officers. Additionally, North Carolina continues to have a very low number of unhelmeted motorcyclist fatalities. North Carolina has a universal helmet law covering all riders. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets.

The June 2021 observed seat belt use rate for North Carolina was 89.6 percent. In comparison to 2020, belt use increased for drivers (from 86.8 percent to 90.1 percent) but decreased for passengers (from 88.3 percent to 87.8 percent). Despite the overall increase in belt use in 2021, the state fell short of its target of 91.5 percent. Of concern, unrestrained passenger vehicle occupant fatalities increased 17 percent in 2020, from 428 to 501. To reverse this trend, GHSP is planning to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP has also reinvigorated the Occupant Protection Task Force and completed an Occupant Protection Assessment with NHTSA.

North Carolina experienced an increase in fatalities on several other performance measures during 2020, including alcohol-impaired driving fatalities, pedestrian fatalities, bicyclist fatalities and drivers age 20 or younger involved in fatal crashes. GHSP remains committed to reversing these trends by using evidence-based approaches as described in NHTSA's *Countermeasures That Work*.

Program Area Highlights

The North Carolina Governor's Highway Safety Program supports a variety of enforcement, educational, and training efforts to decrease motor vehicle crashes and the resulting injuries and fatalities as demonstrated in subsequent sections of this Annual Report. Following are key highlights of GHSP's program areas.



Impaired Driving

GHSP is very aggressive in the fight to remove impaired drivers from our roadways. GHSP supports proven programs such as *Booze It & Lose It* to deter drinking and driving. During FY2021, 89.1 percent of law enforcement agencies in the state participated in the *Booze It & Lose It* campaign, yielding 5,420 DWI arrests and 188,484 charges for other traffic violations. Law enforcement officers in North Carolina use mobile breath-alcohol testing units, better known as BAT Mobiles, to increase the efficiency of on-site DWI processing. Each BAT Mobile is equipped with evidentiary breath test instruments, a Drug Recognition Expert (DRE) evaluation room, and all other necessary equipment and supplies for processing DWI suspects. GHSP also supports the Department of Health and Human Services Forensic Testing for Alcohol's DRE Program in providing training for new and existing DRE's throughout the state.

During FY2021, GHSP supported DWI Enforcement Teams in 10 counties that are 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 are most likely to be on the roadways—typically Thursday, Friday and Saturday nights between 10 p.m. and 6 a.m. GHSP also works to ensure the successful prosecution of impaired drivers through initiatives such as the Traffic Safety Resource Prosecutor (TSRP) program, the creation of dedicated DWI courts and the expansion of blood alcohol testing facilities. Moreover, GHSP expanded and rejuvenated North Carolina’s Impaired Driving Task Force during FY2021.

Occupant Protection

Increasing seat belt use is one of GHSP’s highest priorities. During FY2021, law enforcement agencies in North Carolina conducted two statewide waves of the *Click It or Ticket* campaign, plus a special enforcement campaign held during Child Passenger Safety Week. During these three waves, law enforcement officers conducted 9,144 checkpoints and saturation patrols, resulting in 10,127 safety belt citations, 1,235 child passenger safety violations and 293,807 other traffic citations. Additionally, GHSP

partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in 14 designated high-risk counties. GHSP also funded a pilot seat belt diversion program in Robeson County. Developed through a partnership between a local hospital and the District Attorney’s office, the program allows first-time seat belt violations to be dismissed pending participation in a seat belt use training class. The project is coupled with increased enforcement efforts in the local community. GHSP also

revised communications tactics on occupant protection to help reach younger drivers and passengers, a group that seat belt survey results show use seat belts less often than others.

North Carolina remains very active in child passenger safety training, education and assistance. As of the end of FY2021, North Carolina had 2,951 individuals with Child Passenger Safety Certification, including 46 Instructors and 99 Technician Proxies. The Technician recertification rate was 64 percent for North Carolina (compared to 47 percent nationwide). In FY2021, there were 205 Permanent Car Seat Checking Station programs operating 265 service locations in 88 counties. Almost 3,500 children were served, and 3,458 car seats were checked at North Carolina car seat checking stations. COVID-19 dramatically limited checking station hours and availability. Many stations suspended interactions with the public due to COVID-19 restrictions and some have not yet resumed seat check activities.

GHSP hosted a virtual NHTSA-facilitated assessment of North Carolina's occupant protection program in February 2021. The assessment, conducted by traffic safety experts from around the nation, examined current programs and policies regarding seat belts and occupant protection for children in North Carolina. The assessment identified the program's strengths, accomplishments and challenges, and offered suggestions for improvement, especially in efforts to target persistent seat belt non-users more effectively. The recommendations from the assessment will be the basis for strengthening North Carolina's occupant protection program.



Speeding and Police Traffic Services

Speeding continues to be a major cause of injuries and fatalities on North Carolina roadways and has significant economic, social and personal costs for North Carolinians. Law enforcement agencies in North Carolina conducted the *Speed a Little. Lose a Lot* enforcement campaign from March 29 to April 4, 2021. The campaign reminds drivers there is no reason to speed because the consequences could be more than just getting a ticket. The campaign complements the NC Vision Zero initiative, which seeks to reach zero traffic-related fatalities through coordinated agency-to-agency efforts that help change the overall traffic safety culture.

In a further effort to target speed enforcement, GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. Through support and refinement of the Vision Zero Analytics project, GHSP

facilitated the collection and sharing of data and county maps with agencies in the top 20-25 counties that are overrepresented in speeding fatalities. Additionally, GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic

Safety (DDACTS) enforcement strategies. GHSP has a long-standing partnership with the North Carolina Justice Academy, which provides training in crash investigation and speed measuring instrument certification to law enforcement officers statewide.

Young Drivers

GHSP is supporting and evaluating several innovative approaches to improving young driver safety. During FY2021, GHSP funded teen driver safety initiatives led by University Health Systems of Eastern North Carolina (Vidant Health), the Cabarrus County Health Alliance, the University of North Carolina Highway Safety Research Center (HSRC), and SADD. GHSP also provided continued leadership of the Driver Education Advisory Committee.

GHSP is also prioritizing education about the state's Graduated Drivers Licensing (GDL) system. During 2020, the GDL system faced significant legislative scrutiny in the wake of COVID executive orders that closed driver license

offices, thus creating a backlog of teens (and others) awaiting licenses. An informal group of stakeholders was formed to help answer those questions, and that group, comprised of child advocates, safety groups such as AAA Carolinas, researchers and others will work to educate policymakers and others about the research surrounding GDL's effectiveness.

Motorcycle Safety

Motorcycles are an increasingly popular form of transportation in North Carolina. A key safety initiative to reduce motorcyclist crashes and fatalities is BikeSafe North Carolina. BikeSafe offers training in riding techniques and discusses a variety of safety topics. The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills and the training takes place in the classroom and on the streets. During FY2021, there were 47 host agencies for the BikeSafe program that conducted a total of 130 events with 422 attendees. BikeSafe NC was recently approached by BikeSafe London and asked to collaborate on future updates as a team.

Traffic Records

North Carolina strives to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic safety data. Based on input driven by our Traffic Records Coordinating Committee, recent efforts have focused on linking State data systems to each other and improving the compatibility and interoperability of North Carolina's data systems with national data systems. Such data is needed to identify priorities for Federal, State and local highway



and traffic safety programs, and to evaluate the effectiveness of these programs.

For the past five years, North Carolina has funded a Traffic Records Assessment, helped the North Carolina Administrative Office of the Courts (AOC) continue eCitation® (described below), and funded several ongoing projects to develop data linkage between the crash reporting database and medical databases. Additionally, through the analytical work funded through the Vision Zero program, GHSP has supported efforts to make state crash data readily available to law enforcement, the general public, media representatives and researchers. Efforts are also underway to completely revamp the crash report form (NC DMV 349), the entire NC Crash Data Record System (TEAAS), and each of the data systems involved in the recording and analyses of crash data.

Other Priorities

The North Carolina Governor's Highway Safety Program funds other projects that help North Carolina and GHSP advance the traffic safety goals set forth in the FY2021 Highway Safety Plan. These projects address issues such as older driver safety, pedestrians and bicyclists,

distracted driving and commercial motor vehicle safety. Similar to the high priority areas described above, GHSP focuses on proven countermeasures to reduce traffic-related fatalities and serious injuries.

Statewide Traffic Safety Survey

During 2021, GHSP conducted a telephone survey of a representative sample of approximately 600 adult residents of North Carolina. This was the first traffic safety survey in North Carolina since 2012. The survey examined driving attitudes and behaviors, awareness of traffic safety campaigns, and public support for potential new initiatives. Topics covered in the survey included travel behaviors, seat belts, impaired driving, speeding, distracted driving, and other key traffic safety issues. Findings from the survey are presented throughout this Annual Report.

Ongoing Commitment to Improving Traffic Safety in North Carolina

GHSP will continue serving as a leader for improving traffic safety in North Carolina. GHSP is committed to funding evidence-based, innovative and results-oriented programs to accomplish our mission of reducing crashes, saving lives and decreasing incapacitating injuries. The achievements to date have been the result of a wide range of educational, enforcement and other safety initiatives in our state. These efforts are credited to the hard work and dedication of many agencies and individuals including law enforcement officers, prosecutors, judges, educators, researchers, community groups and safety advocates. We are confident that our efforts during FY2022 and beyond will continue to improve the safety of our streets and highways for all North Carolinians.



About the North Carolina Governor's Highway Safety Program

Mission

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.



Organizational Structure

The North Carolina Governor's Highway Safety Program (GHSP) is housed within the North Carolina Department of Transportation (NCDOT). The GHSP Director is the ranking official with authority to administer North Carolina's highway safety program and is also appointed by the Governor as the Governor's Representative for Highway Safety.

The GHSP has a staff of 11 professionals and two full-time and one part-time support staff. The GHSP director is responsible for the program's administration and directly supervises the communications section. The two assistant directors oversee GHSP's Planning, Programs and Evaluation, and Finance and Administration, and high-profile public outreach. GHSP's traffic safety marketing efforts are funded through a grant to NCDOT to help leverage and coordinate the state's overall transportation marketing efforts.

Planning, Programs and Evaluation Section

The Planning, Programs and Evaluation section develops, implements, manages, monitors and evaluates a grants program that addresses highway safety concerns identified through an evidence-based analysis of crash, citation and

other empirical data. The Planning, Programs and Evaluation section staff includes a manager and four Highway Safety Specialists (HSS). One additional specialist coordinates and oversees the law enforcement liaison network in addition to a specific program area. Every project is assigned to a specific Highway Safety Specialist who is the Project Director's liaison with the GHSP, NHTSA and other highway safety agencies. Highway Safety Specialists are responsible for these project areas:

1. Traffic Records
2. Impaired Driving
3. Bicycle/Pedestrian
4. Occupant Protection
5. Youth and Young Drivers
6. Motorcycle Safety
7. Older Drivers
8. Speed

Finance and Administration Section

The Finance and Administration section manages and coordinates the financial operations and administrative support needs of the GHSP. The Finance and Administration section is currently staffed with a Finance Officer and an administrative assistant.

Public Information and Education Section

The Public Information and Education section promotes public awareness and visibility of highway safety issues. The Public Information and Education section is currently staffed with a

Communications Manager and a program assistant. The Communications and Events Coordinator receives additional support and assistance from the NCDOT Communications Office.

GHSP Staff

| | |
|----------------------------|---|
| Mark Ezzell | Director |
| Stacy Deans..... | Assistant Director-Internal Operations |
| Cheryl Leonard..... | Assistant Director |
| Warren Smith | Planning, Programs and Evaluation Manager |
| Jackie Mitchell..... | HSS-Traffic Records/Youth and Young Driver Coordinator |
| David Williams | HSS-Impaired Driving Coordinator |
| Bob Stevens | Law Enforcement Liaison/HSS-Speed Coordinator |
| Kevin Buster..... | HSS-Occupant Protection/Bicycle and Pedestrian Coordinator |
| Jackie Wilson..... | Occupant Protection and Impaired Driving Task Force Coordinator |
| Julia Casadonte..... | Communications Manager |
| Shanon Daniels..... | Finance Officer |
| Kayde-ann Miller-Ford..... | Program Assistant |
| Vacant | Program Assistant |
| Vacant | Program Assistant |

Contact Information

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 Website: www.ghsp.nc.gov

Funded Projects and Activities

The following projects helped to support planning and administration activities by GHSP under the FY2021 Highway Safety Plan:

| | |
|----------------------|--|
| Project Number(s): | PA-21-01-01 |
| Project Title: | GHSP Planning and Administration In-House |
| Agency: | North Carolina Department of Transportation—Governor's Highway Safety Program |
| Project Description: | This was an ongoing project that provided funding for the Director and Assistant Director positions to manage the day-to-day operations of the highway safety office. This project also provided funding for the Finance Officer, Administrative |

Assistant, and Program Assistant positions to carry out the administrative tasks for the office to properly function.

Contribution to Meeting Targets: This project supported salaries and associated costs of five administrative employees to manage the highway safety office.

Project Number(s): SA-21-09-01

Project Title: GHSP Programs and Operations Support In-House

Agency: North Carolina Department of Transportation—Governor's Highway Safety Program

Project Description: This was an ongoing project that provided funding for the Planning, Programs and Evaluation Manager and Highway Safety Specialist positions responsible for administering and monitoring grants, a Law Enforcement Liaison position to coordinate and enhance law enforcement participation, a Communication and Events Coordinator position to promote and assist in managing events, and an administrative position. This project also provided funding for other operational expenses and highway safety events throughout the year.

Contribution to Meeting Targets: This project supported five highway safety specialists and one law enforcement liaison to provide oversight for grants. The highway safety specialists conducted compliance monitoring on over 90 projects funded for FY2021. This project also supported a Communications and Events Coordinator position to promote highway safety campaigns through earned media. There were numerous campaign kickoffs and other media events conducted throughout the year to generate attention to various highway safety efforts.

Project Number(s): SA-21-09-02

Project Title: GHSP Media and Events In-House

Agency: North Carolina Department of Transportation—Governor's Highway Safety Program

Project Description: This was an ongoing project to provide funding for a media campaign to address highway safety issues through advertising and public events. As part of the plan, GHSP utilized our agency of record to supply media buys, to provide placement and distribution of our message using data to target specific locations and identify the most effective methods. Efforts include funding for GHSP's Traffic Safety Conference.

Contribution to Meeting Targets: GHSP conducted earned media events to kick off the *Booze It & Lose It* campaigns during October (Halloween), December/January (Holiday), March (St. Patrick's Day), June/July (Operation Firecracker) and August/September (Labor Day). Other events included the Tree of Life media event in conjunction with Mothers Against Drunk Drivers in December. GHSP conducted earned media

events to kick off the *Click It or Ticket* campaigns during November and May, as well as the Child Passenger Safety Week efforts in September.

Project Number(s): SA-21-09-10
 Project Title: HSP and Annual Report
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This project with HSRC supported and assisted the NC GHSP in organizing and preparing the NC Highway Safety Plan and Annual Report.
 Contribution to Meeting Targets: HSRC provided invaluable support in the preparation and submission of the NC GHSP's Highway Safety Plan and Annual Report. Both documents were submitted prior to the deadlines.

Project Number(s): SA-21-09-08
 Project Title: Vision Zero
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This was a first-year grant to strengthen and expand Vision Zero efforts by working with stakeholders in local communities to improve roadways by expanding Safe Systems efforts.
 Contribution to Meeting Targets: The UNC Team emphasized the importance of diverse sector involvement in Vision Zero coalitions through discussions and use of a partner mapping tool. By March of 2021, six of the N.C. Vision Zero communities had at least three sectors (e.g. planning, engineering, public works, law enforcement, public health) actively involved in Vision Zero. The UNC Team held a four-day, virtual N.C. Vision Zero Leadership Institute with eight community teams. The themes of the institute included Setting the Stage and Preparing for Change, Co-Creating Equitable Transportation Systems, Building a Strong Coalition, and Not a Campaign: Integrating and Sustaining Vision Zero. Throughout the year, UNC hosted quarterly calls with all N.C. Vision Zero communities that included presentations and training on topics such as policy advocacy, use of the partner mapping tool, use of a community readiness assessment, and improving crash data linkages. UNC tracked community progress and established next steps for each community.

Project Number(s): SA-21-09-09
 Project Title: Traffic Safety Survey
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: The objective of this project was to conduct a statewide traffic safety survey in North Carolina. The study measured awareness of statewide traffic safety

campaigns, self-reported risky driving behaviors, perceptions of being caught for traffic safety violations, support for existing programs, policies, and interventions, and support for new countermeasures.

Contribution to Meeting Targets: Telephone interviews were completed with a random sample of 603 North Carolina adults. The results provided valuable information about travel behaviors, seat belt use, impaired driving, speeding, distracted driving, and other issues. Perceptions about the likelihood of getting a ticket have decreased since the previous statewide survey. Although overall awareness is relatively strong for programs such as BILL and CITI, the survey identified subgroups where awareness is lower. These findings will be used to rejuvenate the BILL and CITI programs and to better target future marketing efforts. The survey also revealed strong public support for key new initiatives, such as ignition interlocks for all DWI offenders and a "hands-free" law that would make it illegal to drive while holding and operating a cell phone. These results will be shared with state legislators as bills are being considered in the General Assembly.

Project Number(s): SA-21-09-03

Project Title: GHSP Website and Reporting System Year 7

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center

Project Description: This was an ongoing project to maintain, support and make changes to the STEP system website based on feedback from and collaboration with the GHSP Project team and end users.

Contribution to Meeting Targets: HSRC supported all aspects of the GHSP STEP website throughout the fiscal year.

Project Number(s): SA-21-09-04

Project Title: Conference and Event Support

Agency: North Carolina State University - Institute of Transportation Research and Education

Project Description: This was a continuation grant that provides support to GHSP for the annual NC Traffic Safety Conference and Expo (NCTSC).

Contribution to Meeting Targets: Due to issues brought about by the COVID pandemic, GHSP was unable to hold its Traffic Safety Conference in FY2021. However, ITRE continued its efforts to plan for a full in-person event during FY2022. During this fiscal year, ITRE staff coordinated and hosted three planning committee meetings. The TSC website was routinely updated with current conference information and virtual training. In lieu of the canceled FY2021 conference, ITRE coordinated fifteen webinars reaching 802 participants.

Performance Measures and Targets

NHTSA and the Governor’s Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by states in the development and implementation of behavioral highway safety plans and programs. North Carolina’s performance measures and targets were developed by GHSP in collaboration with a team of partner agencies including the Division of Motor Vehicles, the Traffic Safety Systems Management Unit of the N.C. Department of Transportation, and the University of North Carolina Highway Safety Research Center.

In this section, we describe North Carolina’s progress toward the targets established for the performance measures required by NHTSA and GHSA. The 11 core performance measures and one core behavior measure include:

Core performance measures

- Traffic fatalities
- Serious injuries
- Fatality rate per 100 million VMT
- Unrestrained passenger vehicle occupant fatalities
- Alcohol-impaired driving fatalities
- Speeding-related fatalities
- Motorcyclist fatalities
- Unhelmeted motorcyclist fatalities
- Drivers age 20 or younger involved in fatal crashes
- Pedestrian fatalities
- Pedalcyclist fatalities

Core behavior measure

- Seat belt use rate

For the 10 performance measures related to fatalities, the primary data source is the Fatality Analysis Reporting System (FARS). The North

Carolina State Crash Data file is the source for 2020 fatality data and serious injury data. The annual seat belt observation survey is the source for seat belt use.

For each performance measure, we first present targets for FY2021 and indicate whether these targets have been achieved. We then provide figures showing five-year trends for each performance measure. This is followed by a brief discussion of North Carolina’s overall progress in addressing each performance measure. For those performance targets that were not met, a description is provided of how GHSP will adjust its upcoming Highway Safety Plan (HSP) to better meet future targets. At the end of this section, we present a table that summarizes the results in achieving performance targets for FY2021 and FY2020.

SHSP and HSIP Coordination

In accordance with Federal requirements, GHSP ensures that the overall targets of the North Carolina Highway Safety Plan match the overall targets in the Highway Safety Improvement Program and are aligned with the goals of the North Carolina Strategic Highway Safety Plan (SHSP). The SHSP was first developed in 2004 and most recently revised in 2019 by the North Carolina Executive Committee for Highway Safety.

North Carolina is a Vision Zero state—even one fatality is too many on our roadways. This plan’s vision, mission, and goals guide the development and implementation of strategies and actions to achieve Vision Zero. The working goal of the revised strategic plan is to cut fatalities and serious injuries in North Carolina in half by 2035, achieving zero in 2050.

As required, the targets for total fatalities, the fatality rate per 100 million VMT, and the total number of "disabling" (A) injuries match the overall targets in the Highway Safety Improvement Program and are aligned with the goals of the SHSP. GHSP was a key player in the 2019 update to the SHSP, with Highway Safety Specialists and other GHSP staff serving on many working groups. This helped better align the targets and strategies of the HSP with the goals and strategies of the SHSP.

The COVID-19 pandemic

The current pandemic has touched the lives of all North Carolinians. In addition to health impacts, the pandemic changed the way people move in the state. North Carolina experienced a short term, but dramatic, decrease in vehicle miles traveled (VMT). North Carolina declared a state of emergency on March 10, 2020 in response to COVID-19. Public schools were closed beginning

March 14, and a statewide stay-at-home order took effect on March 27. A gradual lifting of restrictions began on May 20, as the state moved to "Phase II." As a result of these actions, VMT dropped significantly in the spring of 2020 and remained low until mid-summer.

Despite the reduction in travel, North Carolina crash data show that 1,538 people died in traffic crashes—the largest number of fatalities since 2007. Higher fatalities occurred across nearly all performance measures. This phenomenon was not unique to North Carolina—fatalities increased nationwide and in many states during 2020. Available evidence suggests that driving behaviors changed during the pandemic, with drivers engaging in more risky behaviors such as speeding, failure to wear seat belts, and driving under the influence of alcohol. GHSP is working to understand this problem and to address the driving behaviors that have contributed to the recent increase in fatalities.



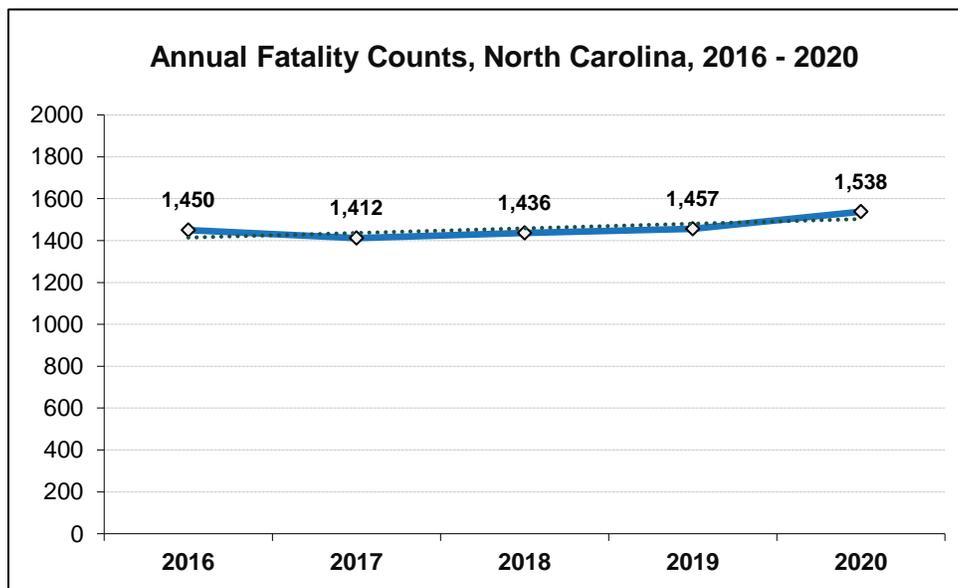
Traffic Fatalities

Target

Reduce traffic-related fatalities by 5.93 percent from the 2014-2018 average of 1,392.4 to the 2017-2021 average of 1,309.9 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of traffic fatalities was 1,458.6, a 4.8 percent increase from the 2014–2018 average of 1,392.4. Through December 17, 2021, there have been 1,677 fatalities, indicating the FY2021 target of 1,309.9 will not be met.



Source: FARS.

Assessment of State’s Progress: Despite the COVID-19 pandemic, statewide shutdown and reduced travel, North Carolina had 1,538 traffic fatalities in 2020, a six percent increase from 2019. This is similar to national trends. Overall, the five-year trend suggests a slight rise in traffic fatalities, primarily due to the sharp increase last year.

Plans to Meet Performance Targets: GHSP remains committed to reducing traffic fatalities in our state. To meet future performance targets, GHSP is focusing on evidence-based strategies identified in NHTSA’s Countermeasures that Work. This includes high-visibility enforcement of alcohol, speed and occupant protection laws using checkpoints and saturation patrols. Associated media plans will ensure these enforcement efforts are well publicized to the driving public. GHSP is also supporting a variety of educational, training, communications and other activities designed to reduce crashes, serious injuries and fatalities. The Program Area sections of the Annual Report describe planned activities for meeting performance targets.

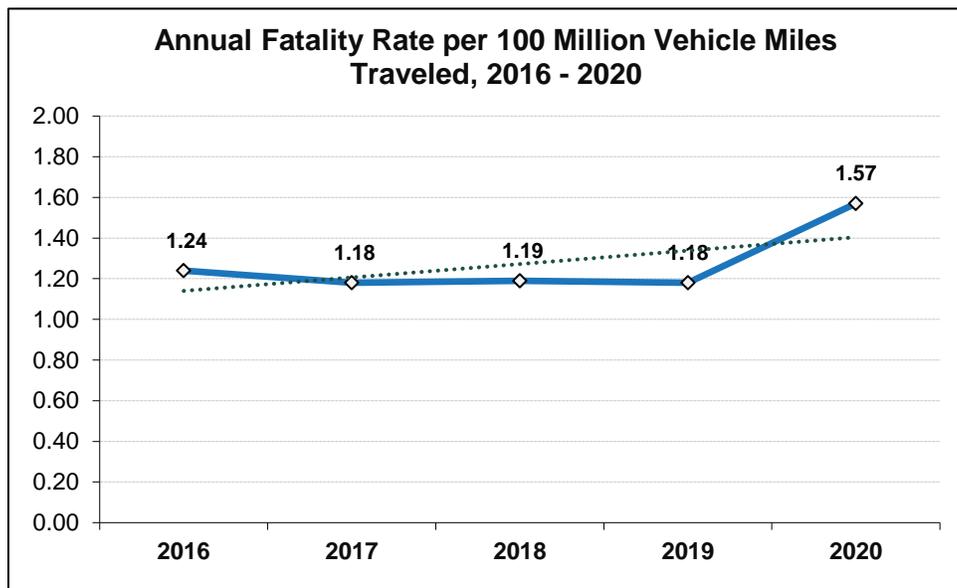
Fatality Rate per 100 Million VMT

Target

Reduce the fatality rate of 100 million VMT by 8.48 percent from the 2014–2018 average of 1.208 to the 2017–2021 average of 1.105 by December 31, 2021.

Outcome

Target not yet achieved. The 2016–2020 average fatality rate per 100 million VMT was 1.272, a 5.3 percent increase from the 2014–2018 average of 1.208.



Source: FARS, 2016–2019; NCDOT, 2020.

Note: The fatality rate for 2020 is based on NCDOT data and will be adjusted once the final rate is published by NHTSA.

Assessment of State’s Progress: During 2020, the annual fatality rate increased markedly to 1.57 per 100 million vehicle miles traveled (VMT). This increase was a result of the rise in fatalities coupled with a substantial drop in VMT due to the COVID-19 pandemic and statewide shutdown. Prior to 2020, the fatality rate was gradually declining in North Carolina.

Plans to Meet Performance Targets: As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives and reducing incapacitating injuries. The Program Area sections of the Annual Report describe planned activities for meeting performance targets.

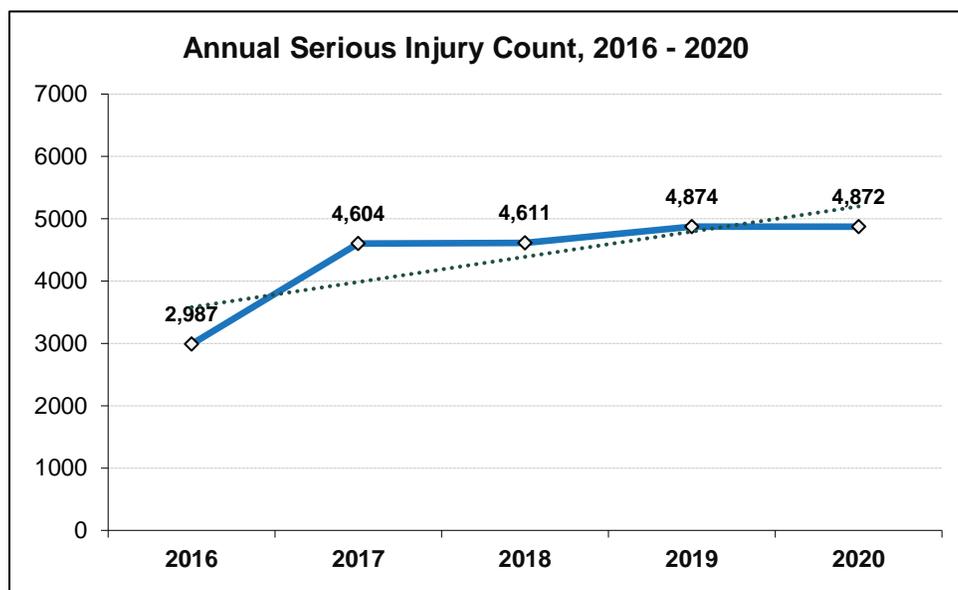
Serious Injuries

Target

Reduce the number of serious injuries by 6.37 percent from the 2014–2018 average of 3,905.0 to the 2017–2021 average of 3,656.1 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of serious injuries was 4,389.6, a 12 percent increase from the 2014–2018 average of 3,905.0. Through October 31, 2021, there have been 4,414 serious injuries in traffic crashes, indicating the FY2021 target of 3,656.1 will not be met.



Source: NCDOT Motor Vehicle Crash Data, 2016–2020.

Note: The definition of “serious injury” was changed during the last 3 months of 2016.

Assessment of State’s Progress: Serious (“disabling”) injuries resulting from traffic crashes did not change in 2020. This stands in contrast to the notable increase in fatalities that occurred during 2020. Overall, serious injuries have risen slightly since 2017. The large increase between 2016 and 2017 is primarily due to the revised definition of “serious injury” in the last quarter of 2016.

Plans to Meet Performance Targets: As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives and reducing incapacitating injuries. The Program Area sections of the Annual Report describe planned activities for meeting performance targets.

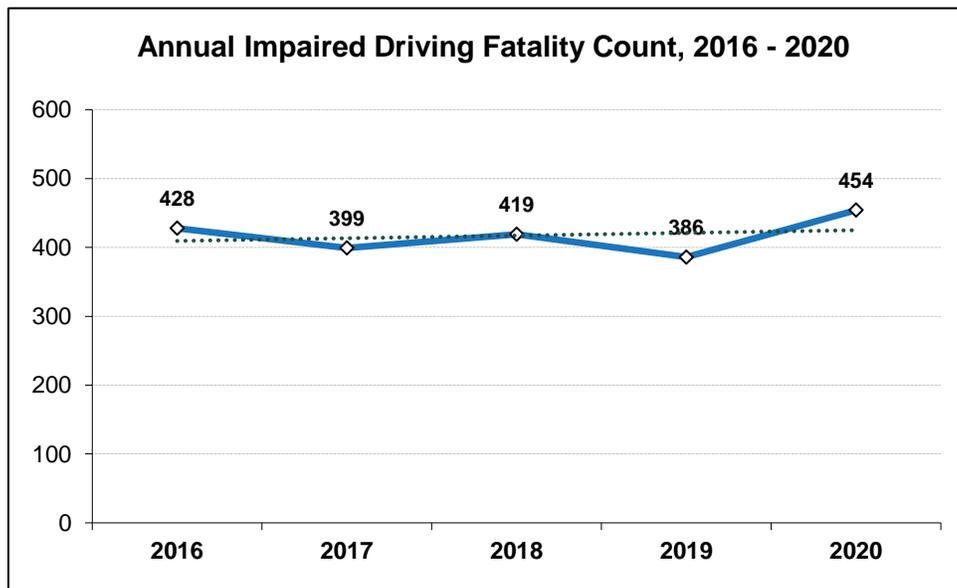
Alcohol-Impaired Driving Fatalities

Target

Decrease alcohol-impaired driving fatalities 10 percent from the 2014–2018 average of 400 to the 2017–2021 average of 360.0 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of fatalities involving drivers with a BAC of .08 or above was 417.2, a 4.3 percent increase from the 2014–2018 average of 400. Through December 17, 2021, there have been 354 alcohol-impaired fatalities, indicating the FY2021 target of 360.0 will not be met.



Source: FARS.

Assessment of State's Progress: Alcohol-impaired driving fatalities increased by 18 percent in 2020, from 386 to 454. As a result, the 5-year trend suggests a small rise in alcohol-impaired fatalities. Each year, approximately 30 percent of all traffic fatalities in North Carolina are alcohol related. Certain groups are over-represented in alcohol-impaired crashes including males, drivers ages 21-34, motorcycle and motor-scooter riders, and drivers on rural roadways. Alcohol-involved crashes are most common at night, especially between 8 p.m. and 3 a.m.

Plans to Meet Performance Targets: North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. To meet performance targets, GHSP is supporting five statewide "Booze It & Lose It" campaigns during the next fiscal year. GHSP is also establishing DWI Enforcement teams in counties that are overrepresented in alcohol-related fatalities. By focusing on these problem counties, GHSP expects to maximize the impact of available resources. Additionally, GHSP is 1) supporting a Drug

Recognition Expert (DRE) coordinator who will schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs, and 2) working to create Regional DRE coordinators in high need areas. GHSP has also reinvigorated the Impaired Driving Task Force by adding additional members, creating a comprehensive Impaired Driving Plan and developing subcommittees to address key topics such as ignition interlock use. See the Alcohol-Impaired Driving program area for more details.

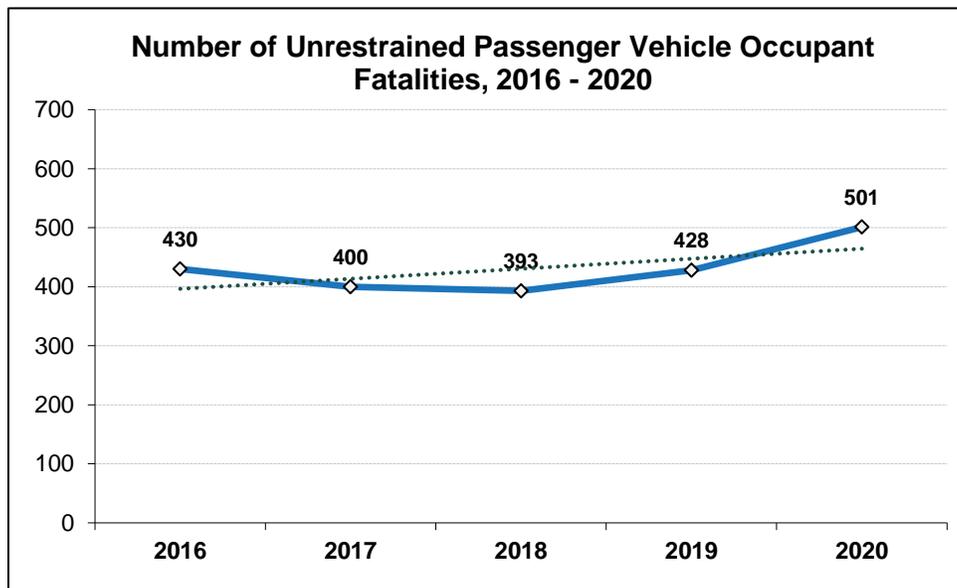
Unrestrained Passenger Vehicle Occupant Fatalities

Target

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 10 percent from the 2014–2018 average of 397 to the 2017–2021 average of 357.3 by December 31, 2021.

Outcome

Target not yet achieved. The 2016–2020 average number of unrestrained passenger vehicle occupant fatalities was 430.4, an 8.4 percent increase from the 2014–2018 average of 397. Through December 17, 2021, there have been 530 unrestrained fatalities, indicating the FY2021 target of 357.3 will not be met.



Source: FARS.

Assessment of State’s Progress: There were 501 unrestrained fatalities in North Carolina during 2020, an increase of 73 fatalities from 2019. Prior to 2019, unrestrained fatalities had been gradually decreasing. Belt use in North Carolina is somewhat lower among males, young adults ages 20-39, occupants of vans and pickup trucks, and at nighttime. An estimated 600 lives are saved each year in North Carolina by passenger restraints. Approximately 100 more lives could be saved each year if all passenger vehicle occupants were properly restrained.

Plans to Meet Performance Targets: To meet performance targets for unrestrained fatalities, GHSP is planning to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP is supporting two “Click It or Ticket” mobilizations, with additional mini-mobilizations in the 25 counties with the highest number of unrestrained fatalities over the past five years. Efforts will emphasize nighttime enforcement—GHSP will require all law enforcement grantees to conduct a

minimum of one nighttime seat belt enforcement mobilization each month. GHSP is also partnering with the NC State Highway Patrol to fund special operations projects in high priority counties with low belt use rates or high rates of unrestrained fatalities. In addition, the State is expanding its Permanent Car Seat Checking Stations and the number of certified CPS Technicians to assist parents/caregivers about child passenger safety and to ensure that car seats are installed and used correctly. GHSP is also coordinating with community coalitions in low belt use areas of the state to educate citizens about the community health benefits of seat belt use. Finally, GHSP has reinvigorated the Occupant Protection Task Force to include 20 additional members, created a comprehensive Occupant Protection Plan, and is preparing for an Occupant Protection Assessment from NHTSA in the upcoming year. See the Occupant Protection program area for more details.

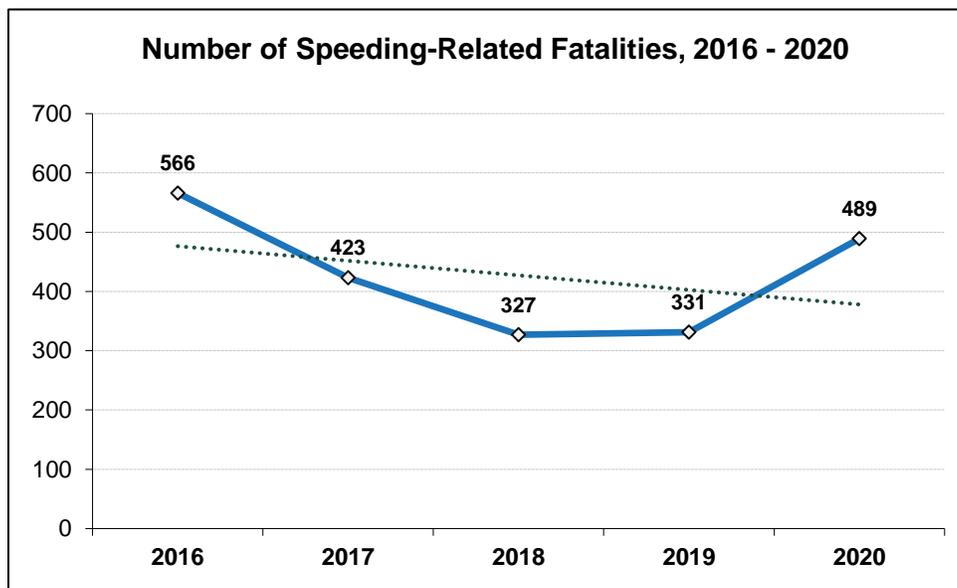
Speeding-Related Fatalities

Target

Decrease speeding-related fatalities by five percent from the 2014–2018 average of 472 to the 2017–2021 average of 448.4 by December 31, 2021.

Outcome

Target achieved. The 2016–2020 average number of speeding-related fatalities was 427.2, a 9.5 percent decrease from the 2014–2018 average of 472. Through December 17, 2021, there have been 408 speeding-related fatalities, indicating the FY2021 target of 448.4 will be met.



Source: FARS.

Assessment of State’s Progress: North Carolina met its target for reductions in speeding-related fatalities. However, these fatalities increased sharply in 2020, despite the pandemic and statewide shutdown. One third (32%) of all fatalities in North Carolina were speeding-related during 2020. Speeding was especially common among drivers ages 16-29, on weekends, among motorcyclists, and among drivers who had been drinking.

Plans to Meet Performance Targets: GHSP is committed to supporting proven countermeasures to reduce speeding-related crashes and fatalities. To meet performance targets, GHSP will support the statewide campaign “Speed a Little. Lose a Lot” during the next fiscal year. In addition, GHSP will provide funds to expand current traffic safety teams, with an emphasis on nighttime speed enforcement and speed enforcement in high crash corridors. Teams will be funded in counties overrepresented in speeding fatalities. GHSP plans to share data with enforcement agencies including the locations of

speed related crashes, day of the week and the time of day they are occurring. See the Police Traffic Services program area for more details.

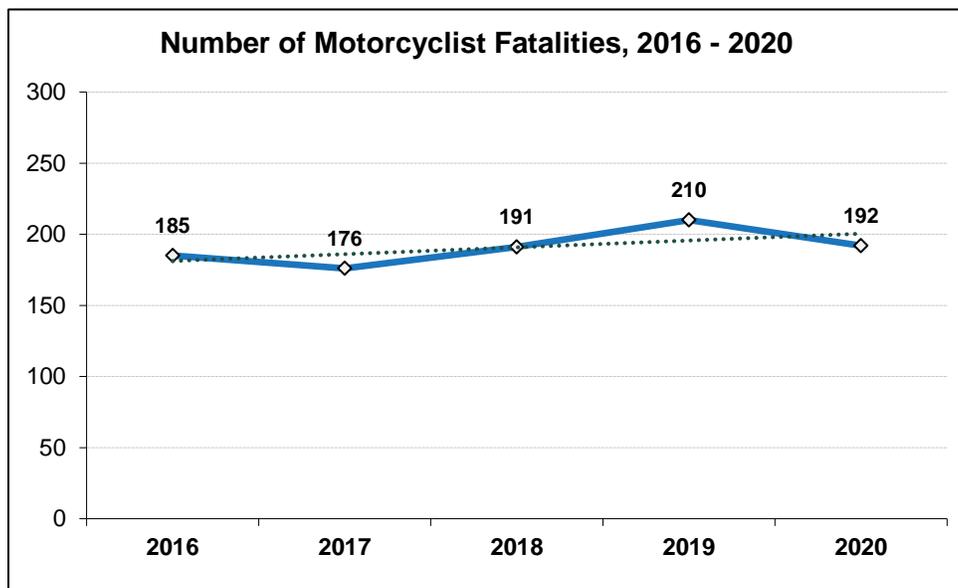
Motorcyclist Fatalities

Target

Decrease motorcyclist fatalities five percent from the 2014–2018 average of 187 to the 2017–2021 average of 177.7 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of motorcyclist fatalities was 190.8, an increase of 2.0 percent from the 2014–2018 average of 187. Through December 17, 2021, there have been 200 motorcyclist fatalities, indicating the FY2021 target of 177.7 will not be met.



Source: FARS.

Assessment of State's Progress: Motorcyclist fatalities were one of the few performance measures that improved in 2020. There were 192 motorcyclist fatalities during 2020, a decrease of 18 fatalities compared to 2019. Each year, motorcyclists account for approximately 15 percent of all traffic fatalities in the state. The popularity of motorcycle riding has grown in North Carolina over the past two decades. There are more riders traveling more miles, resulting in more exposure of motorcyclists to other traffic and potentially dangerous conditions.

Plans to Meet Performance Targets: GHSP strongly supports efforts to provide training to help motorcyclists become safe riders. To meet performance targets, GHSP is expanding its support of "BikeSafe North Carolina" which offers training to new and experienced riders by law enforcement motorcycle officers. The program is updating its curriculum, training new instructors and expanding to six regions of the State. GHSP has also shifted this program to the NC State Highway Patrol, which is working with law enforcement agencies and community colleges to expand participation rates.

Additionally, GHSP will conduct kickoff events for Motorcycle Safety Awareness Month. See the Motorcycle Safety program area for more details.

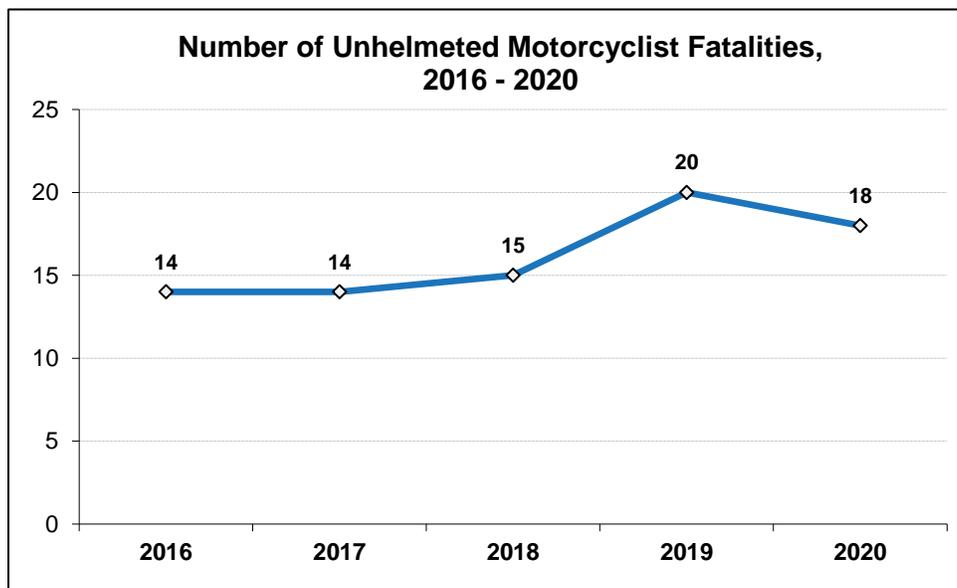
Unhelmeted Motorcyclist Fatalities

Target

Limit the 2017–2021 average number of unhelmeted motorcyclist fatalities to the 2014–2018 average of 14 by December 31, 2021.

Outcome

Target not yet achieved. The 2016–2020 average number of unhelmeted motorcyclist fatalities was 16.2, slightly above the 2014–2018 average of 14. Through October 31, 2021, there have been 11 unhelmeted motorcyclist fatalities, indicating the FY2021 target of 14 may not be met.



Source: FARS.

Assessment of State's Progress: North Carolina has a universal helmet law covering all riders. Consequently, the state has a very low number of unhelmeted motorcyclist fatalities each year. During 2020, only 18 unhelmeted motorcyclists were killed in crashes. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets. Additional lives could be saved if all riders wore helmets.

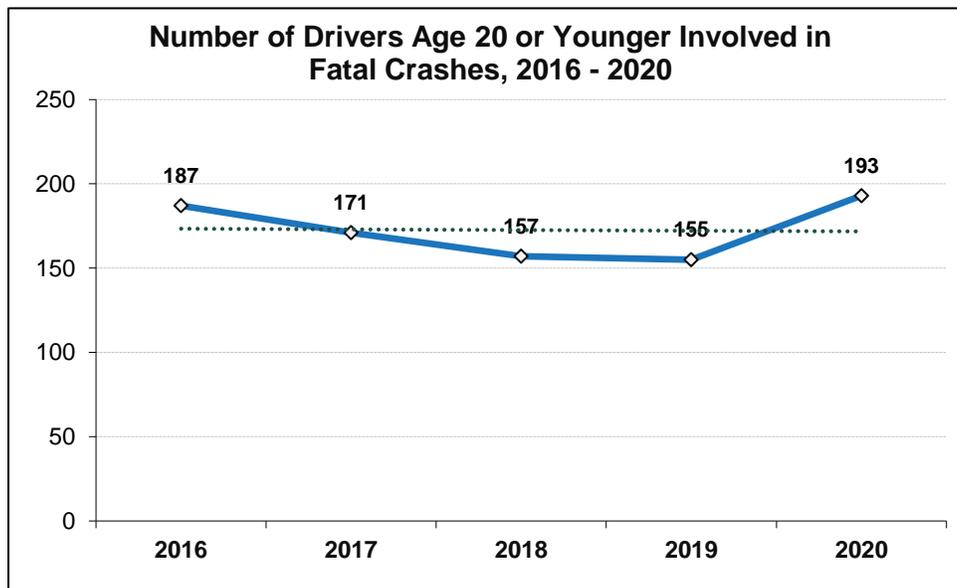
Drivers Age 20 or Younger Involved in Fatal Crashes

Target

Decrease drivers age 20 or younger involved in fatal crashes by 10 percent from the 2014–2018 average of 169 to the 2017–2021 average of 152.1 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of young drivers involved in fatal crashes was 172.6, a 2.1 percent increase from the 2014–2018 average of 169. Through December 17, 2021, there have been 150 fatalities involving young drivers, indicating the FY2021 target of 152.1 will not be met.



Source: FARS.

Assessment of State’s Progress: Motor vehicle crashes are a leading cause of death among teenagers in North Carolina. During 2020, there were 193 fatal crashes involving drivers age 20 or younger, a noticeable increase from the 155 fatal crashes in 2019. Prior to 2020, fatal crashes among young drivers had been steadily declining in North Carolina.

Plans to Meet Performance Targets: GHSP plans to support and evaluate several innovative approaches to improve young driver safety in North Carolina. Additionally, GHSP plans to use the Driver Education Program Assessment Report as the basis for planning driver education program improvements, assessing legislative needs, considering additional training and evaluating funding priorities. GHSP also works closely with other young driver experts through the Drivers Education Advisory Committee to help advance policies and practices to reduce young driver crashes. See the Young Drivers program area for more details.

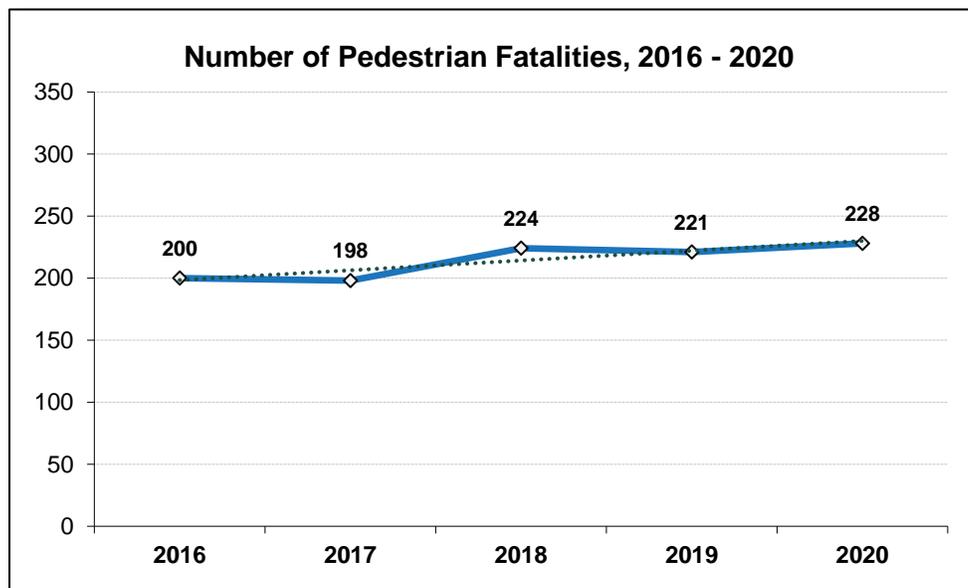
Pedestrian Fatalities

Target

Decrease pedestrian fatalities five percent from the 2014–2018 average of 195 to the 2017–2021 average of 185.3 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of pedestrian fatalities was 214.2, a 9.8 percent increase from the 2014–2018 average of 195. Through December 17, 2021, there have been 240 pedestrian fatalities, indicating the FY2021 target of 185.3 will not be met.



Source: FARS.

Assessment of State’s Progress: North Carolina experienced 228 pedestrian fatalities during 2020, an increase of seven fatalities compared to 2019. Moreover, the long-term trend suggests a steady rise in pedestrian fatalities. This mirrors national trends. Pedestrian fatalities accounted for 15 percent of all traffic fatalities in North Carolina during 2020.

Plans to Meet Performance Targets: GHSP believes reductions in pedestrian fatalities are possible. GHSP is partnering with the Highway Safety Research Center to revise the “Watch for Me” program to better address pedestrian safety needs in our larger cities. In addition, GHSP is working closely with the NC Safety and Mobility Section of NCDOT to align both structural and behavioral funding to address pedestrian safety. GHSP is also working with the NC Office of State Human Resources to pilot “WalkSmartNC,” a comprehensive pedestrian safety campaign targeting state employees but scalable and replicable for other employers. Finally, GHSP targets projects in the coastal region of the state,

which experiences seasonal surges in out-of-state pedestrians. See the Other Highway Safety Priorities section for more details.

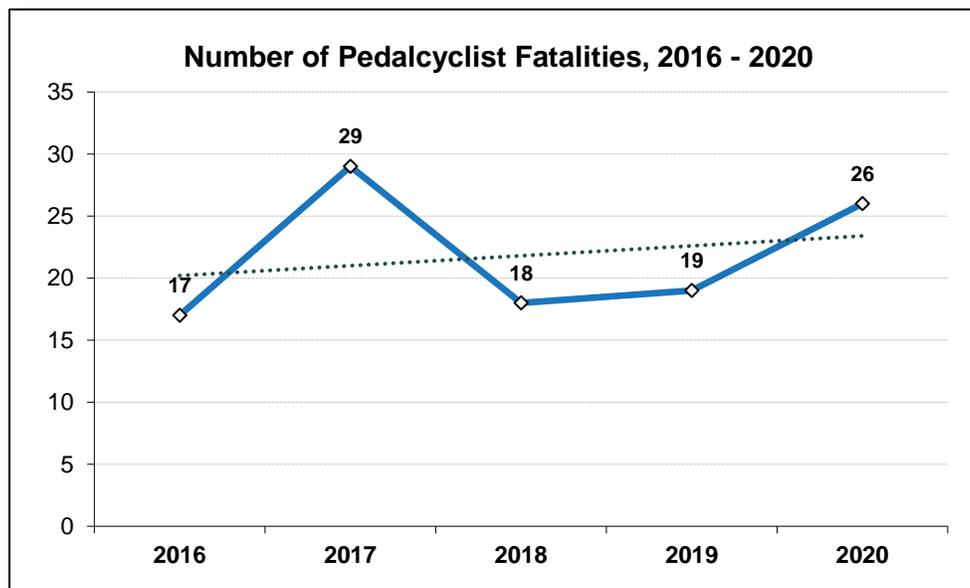
Pedalcyclist Fatalities

Target

Decrease the number of bicyclist fatalities 10 percent from the 2014–2018 average of 21 to the 2017–2021 average of 18.9 by December 31, 2021.

Outcome

Target not achieved. The 2016–2020 average number of bicyclist fatalities was 21.8, a 4 percent increase from the 2014–2018 average of 21. Through December 17, 2021, there have been 23 bicyclist fatalities, indicating the FY2021 target of 18.9 will not be met.



Source: FARS.

Assessment of State’s Progress: The number of pedalcyclist fatalities in North Carolina is much lower than the number of fatalities involving pedestrians, motorcyclists and other types of vulnerable road users. Although the number of fatalities fluctuates from year to year, the long-term trend suggests a slight rise in pedalcyclist fatalities. During 2020, there were 26 pedalcyclists killed in crashes in North Carolina, an increase of seven fatalities in comparison to 2019.

Plans to Meet Performance Targets: GHSP believes further reductions in pedalcyclist fatalities are possible. GHSP is partnering with the Highway Safety Research Center to revise the “Watch for Me” program to better address pedalcyclist safety needs in our state. In addition, GHSP is working closely with the NC Safety and Mobility Section of NCDOT to align both structural and behavioral funding to address pedalcyclist safety. See the Other Highway Safety Priorities section for more details.

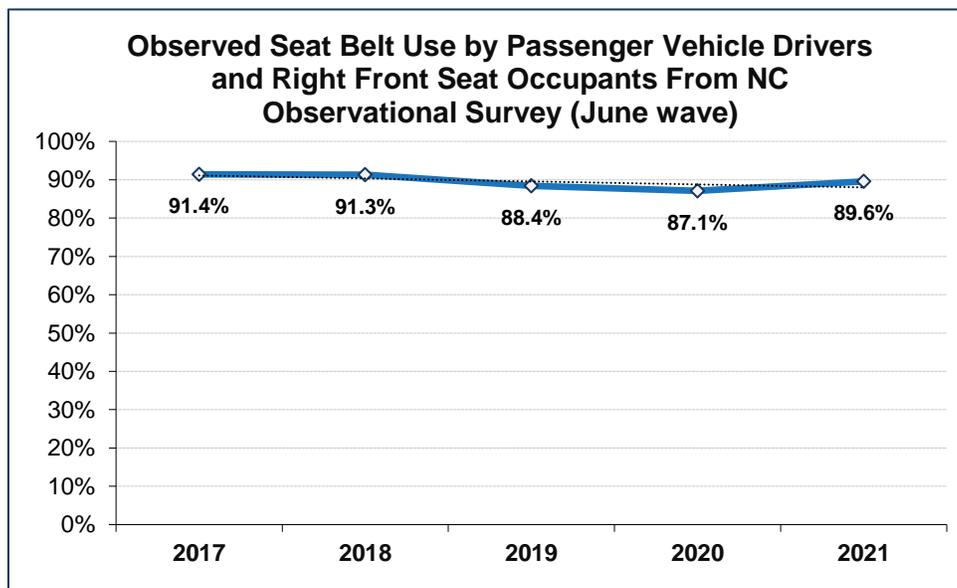
Seat Belt Use Rate

Target

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.1 percentage points from the 2014–2018 average usage rate of 88.4 percent to 91.5 percent by December 31, 2021.

Outcome

Target not achieved. The 2021 observed seat belt use rate was 89.6 percent, below the target of 91.5 percent set for 2021.



Source: North Carolina's annual seat belt use survey.

Note: The 2020 annual seat belt use survey was postponed to September due to COVID-19.

Assessment of State's Progress: North Carolina's seat belt use rate has remained close to 90 percent each of the past five years. Observed seat belt use among passenger vehicle occupants was 89.6 percent in 2021. In comparison to 2020, belt use increased for drivers (from 86.8 percent to 90.1 percent) but decreased for passengers (from 88.3 percent to 87.8 percent). Despite the overall increase in belt use in 2021, the state fell short of its target of 91.5 percent.

Plans to Meet Performance Targets: Increasing seat belt use continues to be one of GHSP's highest priorities. As described earlier, to meet performance targets, GHSP-funded activities will focus on nighttime belt enforcement, low-belt use counties, and child passenger safety. See the Occupant Protection program area for more details.

Assessment of Results in Achieving Performance Targets for FY2021 and FY2020

| Performance Measure | FY2021 | | | | | FY2020 | | | |
|---|---------------|--------------|-----------------------|--|------------------------------|-----------------------|--------------|---------------------------------|-----------------|
| | Target period | Target Years | Target value FY21 HSP | Data Source/ FY21 Progress Results | On Track to Meet FY21 Target | Target Value FY20 HSP | Target Years | Data Source/ FY20 Final Results | Met FY20 Target |
| C-1) Total Traffic Fatalities | 5 year | 2017-2021 | 1,309.9 | 1,458.6 (2016-2020 FARS) | N | 1,227.8 | 2016-2020 | 1,410.2 (2015-2019 FARS) | N |
| C-2) Serious Injuries in Traffic Crashes | 5 year | 2017-2021 | 3,656.1 | 4,389.6 (2016-2020 State) | N | 2,812.8 | 2016-2020 | 3,898.8 (2015-2019 State) | N |
| C-3) Fatalities/VMT | 5 year | 2017-2021 | 1.105 | 1.272 (2016-2019 FARS; 2020 State) | N | 1.084 | 2016-2020 | 1.204 (2015-2019 FARS) | N |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions | 5 year | 2017-2021 | 357 | 430.4 (2016-2020 FARS) | N | 350 | 2016-2020 | 406 (2015-2019 FARS) | N |
| C-5) Alcohol-Impaired Driving Fatalities | 5 year | 2017-2021 | 360 | 417.2 (2016-2020 FARS) | N | 351 | 2016-2020 | 392 (2015-2019 FARS) | N |
| C-6) Speeding-Related Fatalities | 5 year | 2017-2021 | 448 | 427.2 (2016-2020 FARS) | Y | 465 | 2016-2020 | 434 (2015-2019 FARS) | Y |
| C-7) Motorcyclist Fatalities | 5 year | 2017-2021 | 178 | 190.8 (2016-2020 FARS) | N | 177 | 2016-2020 | 190 (2015-2019 FARS) | N |
| C-8) Unhelmeted Motorcyclist Fatalities | 5 year | 2017-2021 | 14 | 16.2 (2016-2020 FARS) | N | 15 | 2016-2020 | 15 (2015-2019 FARS) | Y |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes | 5 year | 2017-2021 | 152 | 172.6 (2016-2020 FARS) | N | 168 | 2016-2020 | 165 (2015-2019 FARS) | Y |
| C-10) Pedestrian Fatalities | 5 year | 2017-2021 | 185 | 214.2 (2016-2020 FARS) | N | 176 | 2016-2020 | 203 (2015-2019 FARS) | N |
| C-11) Bicyclist Fatalities | 5 year | 2017-2021 | 19 | 21.8 (2016-2020 FARS) | N | 20 | 2016-2020 | 21 (2015-2019 FARS) | N |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants | Annual | 2021 | 91.5 | 89.6 State survey | N | 93.4 | 2020 | 87.1 State survey | N |

Summary of North Carolina Enforcement Activity

The table below summarizes citations issued during grant-funded enforcement activities. More details about enforcement activity can be found within the sections of the Annual Report that follow.

| Summary of North Carolina Enforcement Activity* | | | | | |
|--|---------|---------|---------|---------|---------|
| Activity Measures | 2017 | 2018 | 2019 | 2020 | 2021 |
| Occupant Restraint Citations Issued During Grant-Funded Enforcement Activities | 38,765 | 29,679 | 29,869 | 20,942 | 28,136 |
| Impaired Driving Arrests Made During Grant-Funded Enforcement Activities | 11,883 | 9,404 | 9,994 | 8,280 | 9,757 |
| Speeding Citations Issued During Grant-Funded Enforcement Activities | 154,089 | 122,004 | 127,956 | 104,572 | 126,982 |

*Activity measures as reported from law enforcement agencies for all enforcement campaigns.



Program Areas and Selection of Evidence-Based Countermeasures

During FY2021, GHSP used federal highway funds to support a variety of programs, projects and activities to advance the traffic safety targets set forth in the Highway Safety Plan. GHSP focuses on evidenced-based strategies which are proven effective in reducing motor vehicle crashes, injuries, and fatalities.

Evidence-Based Traffic Safety Enforcement Plan

GHSP has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of North Carolina's highway safety program. North Carolina incorporates an evidence-based approach in its statewide enforcement program through the components described below.

Data-driven Problem Identification

GHSP conducts an extensive problem identification process to develop and implement the most effective and efficient plan for the distribution of federal funds. A number of data sources are examined to give the most complete picture of the major traffic safety problems in the State. These sources include FARS data, the North Carolina Crash Database, and enforcement and adjudication data. GHSP focuses its efforts for the selection and implementation of projects in counties ranked in the top twenty-five in fatalities. (North Carolina has 100 counties.) North Carolina also conducts seat belt and cell phone use observational surveys and examines these data for problem identification and evaluation purposes. Additionally, North Carolina conducted a statewide traffic safety survey of North Carolina residents during FY2021—the first such survey since 2012. The problem

identification process helps to ensure the implemented initiatives address the crash, fatality, and injury problems within the State. This process 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 data analyses conducted in the problem identification process identifies which drivers or other road users are under- or overinvolved in crashes and determine when and where crashes are occurring. Behavioral measures, such as alcohol impairment, speeding and seat belt non-use, are also examined. GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. To this end, GHSP promotes training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies to assist local law enforcement agencies to develop their enforcement plans.

GHSP utilizes an in-house review team and input from partners to review project applications and prioritize the applications based on the applicants' problem identification, goals and objectives, use of evidence-based strategies and activities, budget, and past performance.

Selection of Evidence-based Countermeasures

To meet North Carolina's targets, GHSP focuses on strategies that are proven effective in reducing motor vehicle crashes, injuries, and fatalities, including evidence-based enforcement. To assist in this process, GHSP uses the 10th Edition of NHTSA's Countermeasures that Work (CMTW). CMTW was designed to assist State Highway Safety Offices in selecting evidence-

based countermeasures for addressing major highway safety problem areas.

Countermeasures include high-visibility enforcement of alcohol, speed, and occupant protection laws using checkpoints and saturation patrols. Associated media plans ensure these enforcement efforts are well publicized to the driving public.

Continuous Monitoring

To ensure projects remain committed to their stated plans, various tracking mechanisms are used to assist GHSP Highway Safety Specialists in monitoring the progress of each project.

Quarterly progress reports are required from each agency receiving grant funding to assess whether goals and outcomes are met. Projects that fund enforcement personnel are further required to report on monthly enforcement actions taken, educational programs delivered, and hours worked. During each statewide enforcement campaign, GHSP requires grant-funded law enforcement agencies to provide weekly, online reports of their citation totals. GHSP also solicits non-grant funded law enforcement agencies to participate in these campaigns and report their activities. Reports of checkpoints and saturation patrols include data on the locations and times worked, the number of officers present, and the number and types of citations issued. Project monitoring allows GHSP to determine if adjustments to plans are necessary to provide the greatest use of resources to address targeted traffic safety problems.

Program Areas

During FY2021, GHSP funded a variety of programs, projects, and activities with federal transportation funds to advance the traffic safety

targets set forth in the Highway Safety Plan. The North Carolina Governor's Highway Safety Program has identified the following top priorities for program funding:

- Alcohol-Impaired Driving
- Occupant Protection
- Speeding and Police Traffic Services
- Young Drivers
- Motorcycles Safety
- Traffic Records
- Other Highway Safety Priorities: Older Drivers, School Bus Safety, Pedestrians, Bicyclists, Distracted Driving and Commercial Motor Vehicles

The order in which the program areas are discussed in this Annual Report generally coincides with their position in GHSP's overall set of priorities, with the top priorities being alcohol-impaired driving and occupant protection. Each program area begins with a brief background, followed by a discussion of programs funded during FY2021 and their results.

It should be noted that the COVID-19 pandemic had varying effects on these results. Overall, the early months of the pandemic and the subsequent Executive Orders curtailing activity resulted in lower traffic volume on North Carolina roads. This decrease was especially noticeable from mid-March until May when restrictions were eased. However, like most states, decreased traffic volume did not always correspond with decreased crashes. All grantees, including traffic safety enforcement grantees, made appropriate modifications to adjust to public health conditions and continued their work throughout the pandemic.

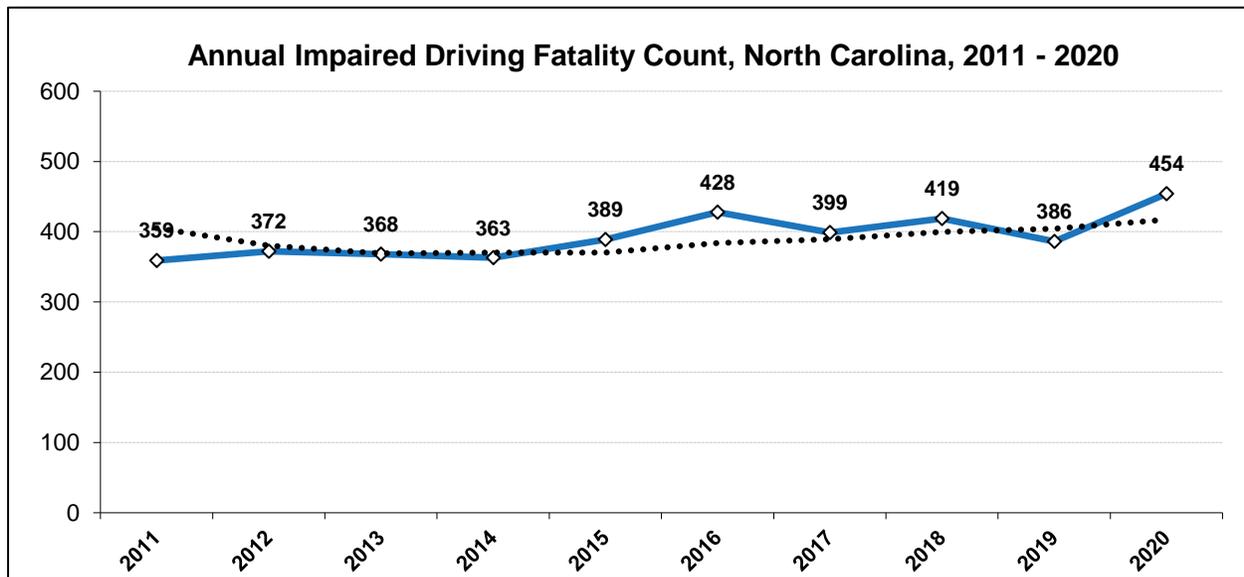
Impaired Driving

Background

In 2020, there were 454 fatalities in crashes involving alcohol. This was a 17% increase from the 386 fatalities in 2019. Alcohol was involved in 4.6% of all crashes during 2020, 7.0% of all traffic injuries, and 29.5% of all traffic fatalities.

Even prior to the sharp increase last year, fatalities involving alcohol were gradually rising in North Carolina. Based on the 5-year moving average (the dotted line in the figure below), fatalities involving alcohol have increased each year since 2015.

FARS data show that alcohol involvement is more common in fatal crashes involving males, drivers ages 20-54, motorcycle and moped riders, and drivers on rural roadways. Alcohol-involved fatal crashes are most common at nighttime, especially between the hours of 7 p.m. and 3 a.m. The counties that account for the most alcohol-related fatalities are Mecklenburg, Wake, Guilford, Robeson, Cumberland and Forsyth counties. Together, these six counties comprise approximately 30 percent of all alcohol-related fatalities in the state. (North Carolina has 100 counties.)



Source: FARS.

Noteworthy Programs

Enforcement

High Visibility Enforcement (HVE)

According to NHTSA's Countermeasures that Work, high visibility enforcement (HVE) is one of the most effective approaches for reducing impaired driving. The high visibility aspect is key

because the largest benefit from such campaigns comes from deterring the general driving population from violating traffic safety laws. When drivers believe impaired driving is likely to be detected and violators punished, fewer will engage in this behavior. To ensure the general driving population is aware of law enforcement

campaigns, they must be highly visible and publicized extensively.

North Carolina has developed a comprehensive program to combat impaired driving and to maximize the likelihood of detecting, investigating, arresting, and convicting impaired drivers. The state has implemented the “Booze It & Lose It” campaign every year since 1994. This is a statewide campaign stressing enforcement and media coverage. During 2021, law enforcement participation rates continued to be high despite the COVID-19 pandemic. The statewide participation rate for all highway safety campaigns was 89%, and statewide participation in Booze It & Lose It campaigns averaged 89.1%. GHSP continues to utilize an online reporting system for law enforcement agencies. This system allows each department to enter their activity each week during campaigns. Enforcement numbers are then immediately available in the statewide totals. All law enforcement agencies funded by GHSP are required to participate in a minimum of one DWI enforcement activity each month and in all high visibility enforcement campaigns.

North Carolina utilizes a variety of communication strategies to draw attention to Booze It & Lose It and the enforcement efforts in the state. This year, GHSP held few in-person campaign kickoff events due to the COVID-19 pandemic. Those events have been held virtually instead and have still provided statewide coverage. GHSP uses innovative paid media strategies to reach young adult audiences, a key



demographic according to market research. This includes media buys on internet radio, digital video, digital displays on microtargeted web sites, TV advertising on cable stations, and customizable advertising such as in movie theaters. GHSP has created new digital video ads, including cartoons and animation, to use as digital video and displays. GHSP also uses free social media such as Facebook, Twitter and Instagram. Social media site engagement has doubled and will continue to be a key part of our advertising strategy. Marketing and advertising efforts are becoming more strategic with the ability to micro-target our audience and utilize a variety of mediums to ensure Booze It & Lose It makes the most effective use of messaging.

During FY2021, GHSP partnered with the Insurance Institute for Highway Safety (IIHS) and the UNC Highway Safety Research Center (HSRC) to update the 26-year-old Booze It & Lose It program. This partnership mirrors the coordinated public-private collaboration that gave birth to this program in North Carolina almost thirty years ago. Preliminary plans are to incorporate rideshare partnerships and innovative social media marketing with



traditional proven approaches such as high visibility enforcement to create a more effective program that can be replicated in other states.

Law Enforcement Liaisons Network

GHSP coordinates a statewide Law Enforcement Liaisons (LELs) network. The state has been divided into 11 regions, with each region consisting of multiple counties. GHSP chooses one law enforcement officer from each region to serve as the regional LEL. The regional LELs appoint one officer per county to serve as Law Enforcement County Coordinator (LECC) in each of North Carolina's 100 counties. Working together, the LELs and LECCs promote the Booze It & Lose It program, encourage checking stations, and relay campaign reporting opportunities to each agency in the state. With the support of the regional LELs, several counties have organized DWI task forces that are made up of officers from each agency in the county. By organizing agencies at the county level, more checking stations are being conducted. Additionally, an increased number of smaller towns in these counties are now able to host checking stations.

Breath Alcohol Testing Unit Program (B.A.T. Mobile Program)

Law enforcement officers in North Carolina use seven mobile breath-alcohol testing units, better known as "BAT Mobiles," to increase the efficiency of on-site DWI processing. The BAT Mobiles are fully functional DWI processing centers. Each BAT Mobile is equipped with evidentiary breath test instruments, a DRE evaluation room, cellular

telephones, computers, officers' workstations, magistrates' work area, lavatory, DWI checkpoint signs, traffic cones, traffic vests, search batons, screening test devices, and all other necessary equipment and supplies for processing DWI suspects. Since its inception in 1996, the BAT Mobile program has played a major role in assisting law enforcement officers at DWI checking stations and in raising awareness of the dangers of impaired driving at education and safety events. Each year, the BAT Mobile Program receives approximately 450 - 500 requests to participate in enforcement and educational events. Approximately 35% of those requests are for educational events that promote safety across the state. Each BAT mobile unit displays the logos of "Booze It & Lose It" and ".08 It's The Law."

During FY2021, GHSP continued its support of the BAT Mobile program by funding portable fingerprint capturing devices and applicable software to further assist law enforcement processing of arrestees at checking stations. GHSP also continued funding for a database application system for the FTA to support the

business processes associated with scheduling, enrollment and delivery of training programs, tracking certification history, as well as scheduling and tracking special events for the BAT mobile program.

GHSP's annual Booze It & Lose It campaigns are the most intense periods of enforcement activities for the BAT Mobiles. Typically, these campaigns run during periods prone to increased drinking and driving including the Saint Patrick's Day weekend, the Fourth of July holiday, Labor Day, Halloween and Christmas to New Years.

DWI Enforcement Teams

GHSP continues to establish DWI Enforcement Teams in counties that are 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 are most likely to be on the roadways—typically Thursday, Friday, and Saturday nights between 10 p.m. and 6 a.m. During FY2021, GHSP provided funds to support DWI Enforcement Teams in Buncombe, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, Robeson, Union and Wake counties. Collectively, these ten counties accounted for 31.4% of the alcohol-involved fatalities in North Carolina during the past five years, and they include the seven counties with the highest number of fatalities. These agencies have set goals to reduce the number of alcohol-related crashes and fatalities, increase the number of officers trained to use breath testing equipment and administer field sobriety tests, and educate the public about the dangers of driving while impaired. GHSP also provided access to data and county maps in 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 partnered with the North Carolina State Highway Patrol to conduct impaired driving enforcement in designated high-risk counties.

Drug Recognition Expert Program

During FY2021, GHSP continued to support the Drug Recognition Program through the N.C. Department of Health and Human Services' Forensic Testing for Alcohol section. This grant funds both a DRE Program Coordinator to administer the program and a DRE Training Coordinator to schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE Training Coordinator also provides training for DRE's and DRE instructors to ensure state-of-the-art training for all certified DRE personnel in North Carolina. The GHSP continued to fund the Data Entry and Management System, which allows for increased management proficiency in the DRE Program.

GHSP is also the lead agency for a National Governor's Association (NGA) group collaborative working to expand testing, data collection and data sharing on the extent of drugged driving in North Carolina. This collaborative includes representatives of the Governor's Office, NC Conference of District Attorneys, NC Office of Chief Medical Examiner's Office, NC Division of Public Health and others.

Prosecution

GHSP is dedicated to the successful prosecution of impaired drivers. North Carolina has expanded the Traffic Safety Resource Prosecutor (TSRP) program with the N. C. Conference of District Attorneys. These positions are liaisons with NHTSA, National Association of Prosecutor Coordinators (NAPC), GHSP, North Carolina State Highway Patrol, NC court system and other agencies, and provide both general and specific technical assistance to prosecutors, law enforcement, judges and other highway safety

professionals. Some of the TSRP activities include:

- Distributing a DWI Primer, Checkpoint Primer, Criminal Procedure Manual, Cannabis Impairment Quick Assessment, and DWI Manual for law enforcement.
- Publishing the tri annual "For the Record," a traffic safety newsletter distributed to every prosecutor in North Carolina, as well as legal assistants and law enforcement officers. The newsletter is a resource providing case law, important traffic safety topics, and procedural updates on highway safety issues.
- Managing a listserv known as the NC Traffic Law Forum which has 599 participating law enforcement officers, judges, magistrates and prosecutors throughout North Carolina. The NC Traffic Law Forum lets officers, prosecutors, judges and magistrates obtain professional advice at any time and to track defense arguments that are being used throughout the State.
- Maintaining a webpage for highway safety issues that includes a training calendar for prosecutors, judges, magistrates, and law enforcement officers as well as information about publications and contact information for the TSRP.
- Providing highway safety training courses for prosecutors, law enforcement officers, magistrates, and judges such as: DWI Boot Camps, Train the Trainer, New Prosecutor's School, Legal Updates, Summer and Fall Association Meetings, Lethal Weapon, GHSP Traffic Safety Conference, Cross Examination, Understanding Toxicology in Impaired Driving, and webinars.

The Conference of District Attorneys funds five regionally based TSRPs through a GHSP grant. They will continue to assist with prosecuting cases and providing technical assistance to prosecutors, law enforcement, judicial officials and other professionals in their regions.

In addition, the Region 3 Judicial Outreach Liaison (a North Carolina resident) has worked closely with judges, prosecutors and others to help expand judicial knowledge of highway safety issues, and to provide a judicial perspective on highway safety planning efforts.

Adjudication

DWI Treatment Courts

GHSP supports the implementation of DWI Treatment Courts to address the recurring problem of repeat offenders who have chemical dependence issues. North Carolina presently has six DWI treatment courts. In FY2021, GHSP supported dedicated DWI Treatment Courts in Buncombe and Robeson counties. Research shows these courts result in quicker disposition of DWI cases, significantly higher conviction rates, and lower rates of offender recidivism. These DWI treatment courts are designed and operated according to the guidelines set by the National Association of Drug Court Professionals. The DWI treatment court identifies DWI offenders for participation in the program. The overall goal of the DWI treatment court is to reduce the recidivism rate for the habitual DWI offenders.

Blood Alcohol Testing Facilities

Although the North Carolina State Bureau of Investigation (SBI) laboratory does the blood alcohol testing for most law enforcement agencies in North Carolina, other labs exist as well. During FY2021, GHSP funded a laboratory in New Hanover County to expand their existing blood alcohol testing facilities and to expedite the blood alcohol analysis. With the establishment of the regional blood alcohol testing labs, the turnaround time for a blood analysis is less than 30 days in participating counties.

Administrative Sanctions

Ignition Interlocks

Currently, approximately 10,000 ignition interlocks are installed in the vehicles of DWI offenders in North Carolina. In 2020, GHSP provided funding to DMV to develop a web-based system to track all interlock program participants. Funding was provided in 2021 to complete development of this system. The web-based system can track reporting for all participants, including participants in the medical program for ignition interlock. The system also transmits correct restrictions to service providers at time of install system for all approved ignition interlock service providers in North Carolina. Prior to implementation of the web-based system, the NCDMV had been implementing the ignition interlock program through a labor intensive, manual processes. In addition to the web-based system to monitor participants on the program, the system can track data regarding service providers.

Legislation that will likely increase use of ignition interlock passed the NC General Assembly in October 2021. This legislation removes time/place restrictions on ignition interlock users, creates an indigent fund financed by ignition interlock manufacturers, and creates a study group to explore ways to expand ignition interlock use in NC.

Administrative Hearings

For the past several years, GHSP has funded the NC Division of Motor Vehicles (NCDMV) to properly train their Administrative Hearing Officers, who oversee hearings about driving privilege restorations after convictions for driving while impaired, driving while license revoked, and licensees required to drive with ignition interlock devices. The Division's hearing officers are expected to conduct administrative hearings, make evidentiary findings, draft findings of facts, and reach and draft conclusions of law. The

findings of fact and conclusions of law made by the hearing officers are subject to judicial review. It is imperative that the hearing officers receive training on conducting fair and impartial administrative hearings and drafting orders that will withstand judicial scrutiny. The National Judicial College (NJC) offers certification in Administrative Law Adjudication Skills, Dispute Resolution Skills, General Jurisdiction Trial Skills, and Special Court Trial Skills. The certification program is typically completed over the course of a two-week period on-site at the NJC campus. As a cost saving measure the NJC sends instructors to North Carolina to conduct the training. In addition to the training and instruction provided by the NJC, they also trained their hearing officers and support staff on legislative changes, policy and procedure changes, and recent judicial decisions pertinent to their work. The NCDMV found that it was more effective to deliver this message to all hearing officers and support staff simultaneously.

Impaired Driving Task Force

GHSP has continued to expand and rejuvenate the Statewide Impaired Driving Task Force. The Task Force is charged with reducing the number of impaired driving fatalities in the State by developing new strategies and initiatives to address the problem. The Task Force has over 20 experts including police chiefs, local sheriffs, emergency room personnel, substance use disorder treatment providers, judicial officials, public health experts, state officials and others. The Task Force has previously developed an Impaired Driving Plan for the State of North Carolina. The Plan described North Carolina's current and future initiatives regarding enforcement, media and outreach, adjudication, and treatment and rehabilitation as described in NHTSA's Highway Safety Program Guideline No. 8 Impaired Driving.

During FY2021, the Impaired Driving Plan was updated by the Impaired Driving Task Force. The Task Force has successfully championed policy efforts this General Assembly session to increase use of ignition interlock devices among those charged and/or convicted of impaired driving offenses.

Program Results

Booze It & Lose It

During FY2021, law enforcement agencies in North Carolina conducted five Booze It & Lose It campaigns:

- Halloween Booze It & Lose It (October 26 – November 1, 2020)
- Holiday Booze It & Lose It (December 14, 2020 – January 3, 2021)
- St. Patrick's Day Booze It & Lose It (March 15 – 21, 2021)
- Booze It & Lose It: Operation Firecracker (June 28 – July 4, 2021)
- Labor Day Booze It & Lose It (August 30 – September 12, 2021)

During these five campaigns, law enforcement officers conducted 16,821 checkpoints and saturation patrols, yielding 5,420 DWI arrests and over 188,484 other traffic violations. Additionally, officers arrested 5,570 fugitives, recovered 622 stolen vehicles, discovered 7,119 drug violations, and made a total of 12,634 criminal arrests. Detailed results from Booze It & Lose It activities in FY2021 are presented below.

***BOOZE IT
& LOSE IT.***



Results of "Booze It & Lose It" Activities During FY2021

| | Campaign | | | | | Totals |
|---|-------------------|-----------------|------------------------------|-----------------------------------|----------------------|----------------|
| | Halloween BILL | Holiday BILL | St. Patrick's Day BILL | BILL: Operation Firecracker | Labor Day BILL | |
| Participating Agencies | 457 | 457 | 457 | 457 | 457 | N/A |
| Campaign Participation Rate | 89.5% | 98.5% | 93.7% | 91.9% | 93.0% | N/A |
| Checkpoints | 101 | 206 | 138 | 538 | 560 | 1,543 |
| Saturation patrols | 1,751 | 5,970 | 1,555 | 2,224 | 3,778 | 15,278 |
| Total checkpoints and patrols | 1,852 | 6,176 | 1,693 | 2,762 | 4,338 | 16,821 |
| Under 21 DWI charges | 60 | 129 | 56 | 59 | 110 | 414 |
| 21 and over DWI charges | 548 | 1,476 | 561 | 805 | 1,164 | 4,554 |
| DWI Drugs | 39 | 145 | 50 | 75 | 143 | 452 |
| DRE Evaluations | 5 | 17 | 12 | 7 | 12 | 53 |
| Total DWI charges | 647 | 1,750 | 667 | 939 | 1,417 | 5,420 |
| Safety belt violations | 1,094 | 2,821 | 1,194 | 2,621 | 3,480 | 11,210 |
| Child passenger safety | 178 | 408 | 187 | 352 | 468 | 1,593 |
| Total occupant restraint charges | 1,272 | 3,229 | 1,381 | 2,973 | 3,948 | 12,803 |
| Drug violations | 992 | 2,637 | 927 | 905 | 1,658 | 7,119 |
| Stolen vehicles recovered | 75 | 255 | 42 | 82 | 168 | 622 |
| Fugitives arrested | 708 | 1,839 | 599 | 860 | 1,564 | 5,570 |
| Felony arrests | 491 | 1,260 | 379 | 469 | 936 | 3,535 |
| Other criminal violations | 1,337 | 3,734 | 954 | 1,148 | 2,387 | 9,560 |
| Total criminal violations | 2,329 | 6,371 | 1,881 | 2,053 | 4,045 | 16,679 |
| Total other traffic violations¹ | 21,097 | 56,254 | 19,672 | 28,478 | 50,180 | 175,681 |
| Total traffic & criminal violations | 26,619 | 70,958 | 24,621 | 35,854 | 62,258 | 220,310 |

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

¹Total Other Traffic Violations include speeding, DWLR, GDL, work zone violations and other traffic violations.

Statewide Traffic Safety Survey

A number of questions on the 2021 Statewide Traffic Safety Survey examined driver attitudes, beliefs and behaviors about alcohol-impaired driving. Self-reported drinking and driving was very low. Within the past 30 days, only 1% of people admitted to driving after having enough alcohol that they thought they might be at or above the legal limit.

Perceptions about the likelihood of getting caught and arrested for drinking and driving are virtually unchanged from the previous statewide survey conducted in 2012. In both surveys, 49% said it was “very likely” a person would be arrested if they drove after drinking. Forty-four percent (44%) reported hearing or seeing something about drunk driving enforcement by police. This was lower than in 2012, when 62% said they heard or saw something about drunk driving enforcement. Awareness of the Booze It and Lose It program was 59%. One in five (20%) people reported driving through a checkpoint during the past 12 months.

The survey also asked about support for potential new initiatives to address impaired driving. Support was strong for ignition interlocks for all DWI offenders. A total of 85% support (71% strongly) requiring all persons convicted of drunk driving to use an ignition interlock.

Future Strategies

North Carolina will continue to operate Booze It & Lose It campaigns in FY2022 and beyond. Next year, five statewide campaigns are scheduled:

- Halloween Booze It & Lose It (October 25-31, 2021)
- Holiday Booze It & Lose It (December 13, 2021 – January 2, 2022)
- St. Patrick’s Day Booze It & Lose It (March 17-20, 2022)

- Booze It & Lose It, Operation Firecracker (June 27 – July 10, 2022)
- Labor Day Booze It & Lose It (August 29 – September 11, 2022)

GHSP will continue to establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related fatalities. During FY2022, GHSP is funding DWI Enforcement Teams in Buncombe, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, Robeson and Wake counties. By focusing proven enforcement strategies in this select group of counties, GHSP expects to maximize the impact with the resources available. GHSP will encourage more communities that are overrepresented in alcohol-related fatalities to be involved in the DWI Enforcement Team approach. GHSP is also funding traffic enforcement teams in Cabarrus, Columbus, Durham, Edgecombe, Gaston, Harnett, Iredell, Johnston, Mecklenburg, Nash, Pender, Rowan, Union, and Wake counties where enforcement strategies will focus on alcohol-related offenses in addition to occupant protection and speeding.

North Carolina’s Blood Alcohol Testing (BAT) program is housed in the Forensic Tests for Alcohol Branch (FTA) and provides BAT Mobile Units for DWI activities across the state. The state has seven mobile testing units currently in use. The FTA will continue to diversify the fleet which now has two smaller versions: one for the mountain region to better navigate the terrain and a recently acquired unit stationed in the eastern area of the state. Upon request from law enforcement agencies the BAT program has the capability to provide assistance across the state with efforts to remove DWI drivers from the highways during checkpoints.

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 continues to fund DWI treatment courts to address the recurring problem of repeat offenders that have chemical dependence issues. During FY2021, GHSP continued support for the Drug Recognition Program through the N.C. Department of Health and Human Services' Forensic Testing for Alcohol section. This grant funds both a DRE Program Coordinator to administer the DRE program and a DRE Training Coordinator to schedule trainings across the

state to help officers detect impaired driving suspects under the influence of drugs. The DRE Training Coordinator will also provide training for DRE's and DRE instructors to ensure state-of-the-art training for all certified DRE personnel in North Carolina.

GHSP will continue to refine paid media through highly targeted marketing efforts. GHSP, along with our new agency of record, will continually reassess paid media efforts ensuring the strategic use of limited funding.

Funded Projects and Activities

The following alcohol-impaired driving related projects and activities were funded by GHSP under the FY2021 Highway Safety Plan:

| | |
|----------------------------------|--|
| Project Number(s): | M5BAC-21-15-01 |
| Project Title: | Breath Alcohol Testing Mobile Unit Program |
| Agency: | North Carolina Department of Health and Human Services—Forensic Tests for Alcohol Branch |
| Project Description: | This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Blood Alcohol Testing (BAT) program. This program provided the BAT Mobile Units stationed regionally across the state. This project also included the salary for three existing BAT coordinators and the salary for two part-time BAT coordinators. This project enhanced their ability to assist law enforcement agencies across the state in their efforts to remove impaired drivers from the highways by conducting checkpoints upon request from law enforcement agencies. |
| Contribution to Meeting Targets: | North Carolina experienced a 22.5% decrease in alcohol related fatalities in FY2021 from the 2014-2018 average of 400.5 to 310. The BAT Mobile Program contributed to these efforts by participating in 128 high visibility engagement presentations and educational events reaching 28,215 people during the fiscal year. BAT Mobiles participated in 312 DWI checking stations and 382 high visibility patrol events. |

| | |
|--------------------|---------------------------------|
| Project Number(s): | M5BAC-21-15-02 |
| Project Title: | Drug Recognition Expert Program |

| | |
|----------------------------------|---|
| Agency: | North Carolina Department of Health and Human Services—Forensic Tests for Alcohol Branch |
| Project Description: | This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Drug Recognition Expert (DRE) Program. This project included funding for the DRE Training Coordinator and added a DRE Program Coordinator position this fiscal year. The DRE Training Coordinator scheduled training across the state to help officers detect impaired suspects under the influence of drugs. The coordinator also provided instruction for DRE's and DRE instructors to ensure state of the art training for all certified DRE personnel. The newly created DRE Program Coordinator oversaw all of the DRE programs and helped to develop effective education programs and strategies that were provided to all DREs in the North Carolina. |
| Contribution to Meeting Targets: | The number of DRE's statewide fluctuated due to retirements and promotions. There are currently 167 DRE's in the state, down from 168 at the end of FY2020. However, thirteen certifications are currently pending. The FTA conducted two DRE pre-schools, one DRE instructor course, four Technical Advisory Committee on Impaired Driving (TACID) meetings, one DRE Instructor Training workshop, twenty-four ARIDE training classes, annual in-service training for all certified DRE's in North Carolina, and forty-one Introduction to Drugged Driving classes. DRE's in North Carolina conducted 460 enforcement evaluations and 364 training evaluations during FY2021. |

| | |
|----------------------------------|---|
| Project Number(s): | M5TR-21-15-01 |
| Project Title: | Science Program |
| Agency: | North Carolina Department of Health and Human Services—Forensic Tests for Alcohol Branch |
| Project Description: | This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Science Program. This project provided and maintained the breath alcohol testing instruments statewide. The project also conducted all the training for law enforcement officers on these instruments. |
| Contribution to Meeting Targets: | Funding allowed the FTA to maintain and service 406 EC/IR II evidential breath alcohol testing instruments and 700 ASTD's for law enforcement officers statewide. The instruments are used in the detection and apprehension of impaired drivers and provide North Carolina courts with reliable evidence of impaired driving. The FTA conducted initial EC/IR II operator training for 978 law enforcement officers and conducted recertification for no fewer than 2,076 law enforcement officers. The FTA created, edited, and published FTA training manuals, brochures, policies, and other publications related to these instruments. |

Project Number(s): M5TR-21-15-02
 Project Title: Standardized Field Sobriety Testing Program
 Agency: North Carolina Department of Health and Human Services—Forensic Tests for Alcohol Branch
 Project Description: This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Standardized Field Sobriety Testing Program (SFST). This project provided training to law enforcement officers for SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) across the state.
 Contribution to Meeting Targets: The FTA conducted ninety-three basic SFST classes and 105 SFST refresher training classes. COVID affected efforts to meet its goal of training 2,500 officers. The FTA trained 1,834 officers in SFST. Two SFST Instructor classes were conducted and nine instructor refresher classes were held. The FTA maintained the minimum of 140 specialized SFST instructors.

Project Number(s): AL-21-02-01
 Project Title: Forsyth County DWI Task Force Continuation
 Agency: Kernersville Police Department
 Project Description: This ongoing project expanded the Forsyth County DWI Task Force. Forsyth County is ranked sixth in alcohol-related fatalities. This Task Force is a multi-agency effort between the police departments of Kernersville and Winston-Salem and the Forsyth County Sheriff's Office.
 Contribution to Meeting Targets: As a result of the efforts of the Kernersville Police Department and other members of the Forsyth County DWI Task Force, Forsyth County totaled three alcohol-related fatalities in FY2021, down from the 2014-2018 average of 13.8 fatalities. DWI arrests in Forsyth County increased 22.17% from 1,740 in 2019 to 1,914 during the FY2021 fiscal year. The Forsyth County DWI Task Force accounted for 342 DWI arrests. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): M5HVE-21-15-03
 Project Title: Lumberton DWI Enforcement Team
 Agency: Lumberton Police Department
 Project Description: This was a continuation project that funded two traffic officers for the Lumberton Police Department. Robeson County is ranked 5th for alcohol-related fatalities and 2nd for unrestrained fatalities. In addition to enforcement efforts, the officers educated students by giving seminars at local high schools and attending driver education classes around the county.

Contribution to Meeting Targets: Lumberton was unable to staff the two grant funded positions during the fiscal year due to staffing issues within the agency. The existing traffic unit totaled 279 impaired driving arrests, 314 seatbelt citations, and 158 child restraint citations. Robeson County did see a decrease in alcohol related fatalities from the 2014-2018 average of 14.2 to 11 during FY2021.

Project Number(s): AL-21-02-02
Project Title: Onslow County SO DWI Team
Agency: Onslow County Sheriff's Office
Project Description: This was the third year of a grant for the Onslow County Sheriff's Office to fund activity hours for three deputies and a supervisor to conduct traffic safety enforcement. Onslow County is ranked 20th in overall fatalities, 14th in alcohol related fatalities, and 15th in speed related fatalities.
Contribution to Meeting Targets: Since the inception of the grant funded Onslow County DWI Team three years ago, the agency has seen a dramatic increase in DWI arrests. According to agency records, the Onslow County Sheriff's Department has increased DWI arrests over 500% as an agency in three years. During FY2021, the DWI Team accounted for 342 impaired driving arrests. This includes 271 alcohol-related offenses, twenty-four drug-related offenses, fifteen under-21 offenses, and thirty-two refusals. The DWI Team utilized crash data information to determine where to focus saturation patrols, checking stations, and seat belt initiatives. The DWI Team conducted eighteen impaired driving outreach/educational events during FY2021. Onslow County experienced a 43% reduction in alcohol-related fatalities in FY2021.

Project Number(s): M5HVE-21-15-01
Project Title: Booze It & Lose It 2021
Agency: NC State Highway Patrol
Project Description: This was a continuation project funding the NC State Highway Patrol for overtime enforcement of driving while impaired offenses. The NCSHP strategically placed Troopers in counties ranked in the the top twenty-five counties for impaired driving fatalities. The agency focused on driving while impaired suspects during the peak night time hours and on the weekends.
Contribution to Meeting Targets: As a result of the efforts of the North Carolina State Highway Patrol, there was a 15.5% decrease in alcohol-related fatalities from the 2014-2018 average of 400 to 338 in FY2021. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-03
 Project Title: Public Info Program/Mobile Enforcement Grant
 Agency: N.C. Department of Public Safety—Alcohol Law Enforcement
 Project Description: This project allowed North Carolina Alcohol Law Enforcement (NC ALE) Agents to conduct their Keys to Life Programs and Mobile Enforcement Operations while focusing on the top 25 counties for young driver-alcohol related crashes.
 Contribution to Meeting Targets: The NC ALE conducted fourteen presentations across the state to a variety of high school and college classes, scout troops, and driver's education classes. The NC ALE also conducted 451 Be a Responsible Seller/Server (B.A.R.S.) programs reaching 2,083 employees at ABC permitted establishments. The NC ALE conducted twenty-nine mobile enforcement campaigns throughout the state focused on alcohol-related arrests for underage consumption and possession, false identification, aiding and abetting underage offenses, DWI, and open container violations.

Project Number(s): M5CS-21-15-02
 Project Title: Buncombe County DWI Treatment Court
 Agency: Buncombe County
 Project Description: This was a continuation project that provides funding for the Buncombe County DWI Treatment Court's Treatment Court Coordinator position.
 Contribution to Meeting Targets: The Buncombe County DWI Court Coordinator screened all DWI arrestees deemed eligible for the court by the District Attorney's Legal Assistant. A total of thirty-six referrals were made to the DWI Court. Four were referral were deemed inappropriate for various reasons. The remaining thirty-two referrals were screened and by the Coordinator and deemed appropriate. Twenty-four new participants entered the program. The remaining eight referrals will enter the program in FY2022. During the FY2021 fiscal year, the DWI Treatment Court supported forty-three participants and graduated twelve participants.

Project Number(s): M5X-21-15-01
 Project Title: Impaired Driving & Underage Drinking Prevention
 Agency: NC Mothers Against Drunk Driving
 Project Description: This was an ongoing project to fund the MADD Program Specialist and Court Monitor Specialist positions and to provide materials and support for public education and awareness events.
 Contribution to Meeting Targets: During FY2021, MADD N.C. staff and volunteers participated in, hosted, or supported, sixty-five community community events with over 3,700 people in attendance, fifty-eight DWI checkpoints or saturation patrols, and one statewide

and seventeen regional or county law enforcement recognition events. MADD volunteers committed 396 hours to court monitoring in twelve counties. Over 1300 volunteer hours were dedicated to MADD sponsored programs. MADD staff and volunteers conducted 475 Power of Youth programs reaching 9,309 young people. An additional six Power of Parents programs were conducted reaching forty-nine adults.

Project Number(s): SA-21-09-06
 Project Title: Repeat Offenders
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This was the third year of a project to better understand the contribution of repeat offenders to traffic crashes, injuries and fatalities and to identify approaches to mitigate this problem. Repeat offenders can include drinking drivers, speeders, aggressive drivers, and those who show a general disregard of traffic laws.
 Contribution to Meeting Targets: HSRC completed an analysis of the linked datasets prior to the end of the 2020 calendar year in an effort to understand the contribution of repeat offenders to traffic crashes, injuries, and fatalities. The datasets included the N.C. Crash File, the N.C. Driver License History file, and the N.C. Administrative Office of the Courts file containing information about charges for violations of the N.C. motor vehicle code. HSRC prepared a detailed report documenting the findings and identifying promising policy and other interventions. This report was provided to GHSP and NHTSA.

Project Number(s): M5CS-21-15-01 OP-21-04-02
 Project Title: NCCDA 2020 TSRP Program
 Agency: NC Conference of District Attorneys
 Project Description: This was an ongoing project with the Conference of District Attorneys to educate law enforcement personnel, prosecutors, magistrates and judges on basic and advanced traffic related safety topics and their daily job duties/responsibilities. This grant also funded Traffic Safety Resource Prosecutors (TSRP) to alleviate the increased caseloads, provide technical assistance, train prosecutors, law enforcement, judicial officials, and other allied officials in the counties with DWI Task Forces.
 Contribution to Meeting Targets: The Conference of District Attorneys completed and assisted several traffic safety and prosecutorial related trainings during FY2021, to include DWI Bootcamps, DWI checkpoint webinars, new prosecutors training, toxicology topics, and more. Regional Traffic Safety Resource Prosecutors responded to 410 direct requests for technical assistance. RTSRP's disposed of 372 DWI cases in District Court, 51 DWI cases in Superior Court, and 585 other traffic related

cases. Subject matter publications were disseminated to 4500 prosecutors, victim advocates, legal assistants, and investigators.

Project Number(s): AL-21-02-14
 Project Title: Impaired Driving 2.0
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This was new project to evaluate the current Booze It & Lose It initiative in North Carolina and assist with developing and administering innovations for the program's next phase to be developed in conjunction with The Insurance Institute for Highway Safety (IIHS) and GHSP.
 Contribution to Meeting Targets: During the FY2021 fiscal year, the project team participated in meetings with GHSP, IIHS, and others to support the development of a new program. HSRC assisted in identifying effective, evidence-based strategies to reduce impaired driving and to lower impaired driving deaths in North Carolina. Efforts are ongoing.

Project Number(s): AL-21-02-05
 Project Title: Guilford County DWI Task Force
 Agency: Guilford County Sheriff's Office
 Project Description: This was a continuation grant to fund a multi-agency DWI Task Force (Guilford County Sheriff's Office, and High Point Police Department). Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and third in unrestrained fatalities. The grant also funds a DWI Educator, who educates the public on impaired driving.
 Contribution to Meeting Targets: Guilford County ended the FY2021 fiscal year with nineteen alcohol-related fatality crashes, which is consistent with the 2014-2018 average of 19.2. Guilford County did experience a slight reduction in alcohol-related crashes. However, Guilford County did identify five alcohol-related crash locations and conducted targeted enforcement efforts at those locations a minimum of three times per month. Guilford County conducted no fewer than three checkpoints per quarter using the BAT Mobile and conducted high visibility patrol campaigns in high DWI corridors. Guilford County participated in numerous educational and outreach events during the fiscal year. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-06
 Project Title: Guilford County DWI Task Force Expansion
 Agency: Guilford County Sheriff's Office

Project Description: This grant expanded the impaired driving enforcement project for the Guilford County DWI Task Force by funding two additional Task Force members. Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and third in unrestrained fatalities.

Contribution to Meeting Targets: Guilford County ended the FY2021 fiscal year with nineteen alcohol-related fatality crashes, which is consistent with the 2014-2018 average of 19.2. Guilford County did experience a slight reduction in alcohol-related crashes. However, Guilford County did identify five alcohol-related crash locations and conducted targeted enforcement efforts at those locations a minimum of three times per month. Guilford County conducted no fewer than three checkpoints per quarter using the BAT Mobile and conducted high visibility patrol campaigns in high DWI corridors. Guilford County participated in numerous educational and outreach events during the fiscal year. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): M5BAC-21-15-04

Project Title: NCSCL Toxicology Enhancement

Agency: NC Department of Justice SBI

Project Description: This was a new project with the North Carolina Department of Justice/North Carolina State Crime Laboratory to fund 3 one-year preventative maintenance or service contracts for the three Liquid Chromatograph/Quadrupole-Time-of-Flight (LC/Q-TOF) instruments. These instruments allow for the screening of blood sample extracts for compounds with known molecular formulas, which includes over a thousand drugs and metabolites. These agreements are needed to keep the instrumentation running at optimal conditions.

Contribution to Meeting Targets: Alcohol related fatalities were reduced from the 2014-2018 average of 400.5 to 338 in FY2021. During FY2021, three analysts attended the Robert F. Borkenstein course on Alcohol and Highway Safety: Testing, Research, and Litigation. Thirteen analysts attended the 2021 Society of Forensic Toxicologists Conference. Turn around time increased slightly due to vacancies and other challenges brought on by COVID. During the grant period, 3,868 cases were analyzed using the QTOF instrumentation and supplies purchased with funding from the first two years of this grant. Equipment funded in the grant was purchased. The lab is currently able to examine 259 different compounds in a single sample.

Project Number(s): AL-21-02-07

Project Title: Forsyth Co. DWI Task Force Year 11

Agency: Winston-Salem Police Department

Project Description: This was a continuation project to fund the Forsyth County DWI Task Force. Forsyth County ranked sixth in impaired driving-related fatalities and eighth in the number of unrestrained fatalities in 2016. This Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem, and the Forsyth County Sheriff's Office.

Contribution to Meeting Targets: Forsyth County experienced a decrease in alcohol-related fatalities from the 2014-2018 average of 13.8 to 3 in FY2021. DWI arrests in Forsyth County increased during this time. The Forsyth County DWI Task Force accounted for 342 DWI arrests. The agency participated in all GHSP traffic safety campaigns during FY2021.

Project Number(s): M5BAC-21-15-03

Project Title: New Hanover Forensic Lab

Agency: New Hanover Co. Sheriff's Office

Project Description: The New Hanover County Sheriff's Office Forensic Lab continued to ensure continuity of operations, providing analysis for casework submitted by partner agencies to ensure effective investigation and prosecution of crime and offenders with consistent, reliable testing and results. The grant funded the salary and benefits for the Laboratory Technician, supplies, and training.

Contribution to Meeting Targets: During FY2021, the New Hanover Lab increased blood alcohol testing services to ten agencies. Due to issues with equipment, the lab experienced turn-around times in excess of ten days during the final quarter of the fiscal year. Previous quarters saw turn around times averaging 9.89 calendar days. Employees have been available for courtroom testimony. The agency has provided professional development training to personnel to expand and maintain areas of expert witness testimony.

Project Number(s): M5HVE-21-15-02

Project Title: DWI Task Force

Agency: Charlotte-Mecklenburg Police Department

Project Description: This project funded a DWI Task Force with the Charlotte-Mecklenburg Police Department consisting of seven DWI Task force officers. The Task Force worked closely with the local teen safe driving project to educate the teens and the citizens of Mecklenburg County about the dangers of drinking and driving.

Contribution to Meeting Targets: During FY2021, the CMPD DWI Task Force conducted twenty-four DWI checkpoints and saturation patrols. The CMPD DWI Task Force made 248 DWI arrests and issued 3,871 citations. The CMPD DWI Task Force taught four drug and alcohol awareness classes at area high schools, universities, and community events. The agency conducted six SFST classes, one SFST refresher class, and

four DWI 101 classes to local law enforcement agencies. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-11
 Project Title: Buncombe County DWI Task Force
 Agency: Buncombe County Sheriff's Office
 Project Description: This was a new grant to fund activity hours for two deputies and a supervisor to conduct impaired driving enforcement in Buncombe County. Buncombe County ranks 8th for overall fatalities and 11th for alcohol-related fatalities statewide.
 Contribution to Meeting Targets: During FY2021, alcohol related crashes were reduced by 18.5% from the 2014-2018 average of 303. In addition, alcohol related fatalities were reduced 25% from the 2014-2018 average of 8.2. COVID restrictions impeded the agency's efforts in completing the required checkpoints. Therefore, efforts were focused on high visibility saturation patrols. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-12
 Project Title: Belmont DWI Officer
 Agency: Belmont Police Department
 Project Description: This was a new grant to fund activity hours for a police officer to conduct impaired driving enforcement in Belmont. Gaston County is ranked 9th for overall traffic fatalities and 12th for alcohol-related fatalities.
 Contribution to Meeting Targets: Gaston County did experience an 11% decrease in alcohol-related crashes during the FY2021 fiscal year, but Belmont failed to meet its goal of a 15% reduction from the 2014-2018 average of 255.6. The agency experienced a reduction DWI arrests from 81 in 2019 to 71 during FY2021. The DWI Enforcement Officer participated in at least one DWI checkpoint or saturation patrol per month and conducted targeted enforcement on peak DWI corridors at least twice per week. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-08
 Project Title: Apex PD DWI Enforcement Officer
 Agency: Apex Police Department
 Project Description: This was the third year of a grant to provide the Apex Police Department with one DWI officer. Wake County is ranked second in the state in alcohol-related fatalities.

Contribution to Meeting Targets: During FY2021, the Apex Police Department made ninety-eight impaired driving arrests. Apex conducted quarterly checkpoints, saturation patrols, and seatbelt initiatives throughout the year. The agency conducted twenty-five educational events focusing on traffic safety. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-13

Project Title: Statesville DWI Task Force

Agency: Statesville Police Department

Project Description: This was a new grant with the Statesville Police Department. The grant funded activity hours for two officers to conduct impaired driving enforcement in Statesville. The City of Statesville Police Department (SPD) serves the county seat of Iredell County. Iredell County is ranked 13th for alcohol related fatalities, and 13th for overall fatalities. The DWI Officers worked nights and weekends apprehending impaired driving suspects with the goal of reducing alcohol-related serious injuries and fatalities in Iredell County.

Contribution to Meeting Targets: Iredell County had two alcohol related fatalities in FY2021, a significant decrease from the 2014-2018 average of 7.6 alcohol related fatalities. However, alcohol related crashes did increase during the same time period. Statesville did experience difficulties in conducting the required number of checkpoints and/or saturation patrols due to staffing issues and lingering COVID restrictions. However, the agency reported an increase in DWI arrests. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): AL-21-02-09

Project Title: Buncombe County DWI Treatment Court

Agency: Buncombe County District Court -NC Administrative Office of the Courts

Project Description: This was an ongoing project with the Buncombe County District Court to fund a DWI Treatment Court. The court identifies Level 1 and 2 offenders and facilitates entry into the program. This project funded a Legal Assistant to work in conjunction with the Buncombe County DWI Treatment Court Coordinator.

Contribution to Meeting Targets: The Buncombe County DWI Court Coordinator screened all DWI arrestees deemed eligible for the court by the District Attorney's Legal Assistant. A total of thirty-six referrals were made to the DWI Court. Four were referral were deemed inappropriate for various reasons. The remaining thirty-two referrals were screened and by the Coordinator and deemed appropriate. Twenty-four new participants entered the program. The remaining eight referrals will enter the program in FY2022. During the FY2021 fiscal year, the DWI Treatment Court supported forty-three participants and graduated twelve participants.

Project Number(s): AL-21-02-04
 Project Title: Robeson County DWI Treatment Court
 Agency: Robeson County DA's Office
 Project Description: This was the second year of a grant to fund the Robeson County DWI Treatment Court to decrease the number of repeat DWI offenders in Robeson County and to address these cases in a timely manner. This grant with the District Attorney's office provided sentencing alternatives to eligible offenders convicted of DWI.
 Contribution to Meeting Targets: In FY2021, the recidivism rate of program participants decreased by 90%. During FY2021, four individuals graduated from the program. Identifying participants has reportedly been a challenge due to COVID restrictions implemented at the county jail.

Project Number(s): M5II-21-15-01
 Project Title: Ignition Interlock
 Agency: NC Division of Motor Vehicles—NC Department of Transportation
 Project Description: This was the third year of a project to create additional subsystems within the current system IIMS that will be integrated to allow for a completely automated process across business units within the DMV for managing all aspects of the Ignition Interlock Program.
 Contribution to Meeting Targets: This project was completed during FY2021, thus allowing for the effective management of the Ignition Interlock Program in North Carolina.



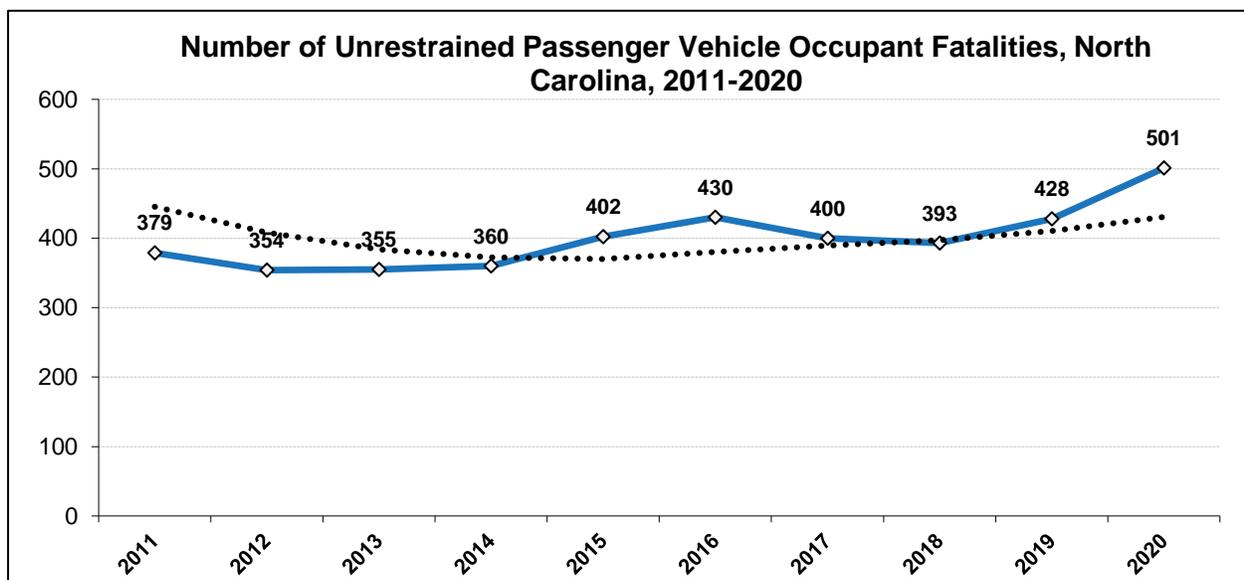
Occupant Protection

Background

There were 1,538 traffic fatalities in North Carolina during 2020. Of these, 1,038 were passenger vehicle drivers or occupants and 501 (48%) were unrestrained. The number of unrestrained fatalities increased by 17% in 2020. As shown by the 5-year moving average in the figure below (the dotted line), unrestrained fatalities have been gradually rising in North Carolina since 2015.

The 2020 observed belt use rate for drivers and front seat occupants in North Carolina was

noticeably lower than usual—just 87.1%. This likely accounts for the sharp increase in unrestrained fatalities that year. During 2021, the observed belt use rate rose to 89.6%, which is close to the previous 5-year average (90.0%). Seat belt use in North Carolina is lower among males, young adults ages 20 to 29, and occupants of vans and pickup trucks. Four counties in North Carolina—Mecklenburg, Guilford, Wake and Robeson—account for one-fifth (19%) of the state’s unrestrained fatalities. (North Carolina has 100 counties.)



Source: FARS.

Noteworthy Programs

During FY2021, GHSP worked with law enforcement, the media and local partners to educate the public about occupant protection and to enforce North Carolina’s occupant protection laws. GHSP law enforcement grantees are required to conduct a minimum of one nighttime seat belt enforcement effort each

month. In addition, GHSP educates law enforcement agencies on the importance of improving seat belt compliance rates and their role in reducing unrestrained fatalities and injuries. GHSP provided law enforcement agencies with a guide that describes North Carolina’s child passenger safety and seat belt

laws to ensure officers understand how to enforce them. GHSP also funded a pilot seat belt diversion program in Robeson County. Developed through a partnership between a local hospital and the District Attorney's office, the program allows first-time seat belt violations to be dismissed pending participation in a seat belt use training class. The project is coupled with increased enforcement efforts in the local community.

GHSP also partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in designated high-risk counties. Selected enforcement days and times corresponded with data that showed when unrestrained fatalities were occurring. These efforts were conducted during traditional Click It or Ticket campaigns and covered Cumberland, Davidson, Forsyth, Gaston, Guilford, Johnston, Mecklenburg, Robeson, and Wake counties. These efforts resulted in 2,012 seat belt and 96 child passenger safety citations. A total of 3,445 charges were made, including 170 for speeding. Overtime enforcement was conducted for a total of 2,114 hours.

North Carolina law specifies that a person shall not be convicted of a child passenger safety law violation if they show satisfactory proof to the



court that an appropriate car seat has been acquired for the vehicle in which the child is most frequently transported. In many North Carolina counties, drivers who receive a ticket for violating the child passenger safety law are given the option of visiting a designated permanent car seat checking station to receive education and car seat installation help by a certified child passenger safety technician. Once the technician is comfortable with the driver's understanding of how to properly use their car seat, they give the driver a form to take to the District Attorney's office to have the ticket dismissed. This program, managed by Safe Kids NC, encourages law enforcement officers to be proactive in enforcing child passenger safety violations and provides education and installation assistance to drivers charged with these violations. The diversion program is operational in over 40 counties and seeks to increase the number of children who are properly restrained in an age and size appropriate car seat.

North Carolina remains very active in child passenger safety training, education and assistance. North Carolina offers two county or region-based programs to assist parents and

other caregivers with child passenger safety needs: Permanent Car Seat Checking Stations (PCS) and Safe Kids coalitions. Certified Child Passenger Safety Technicians (CPS Technicians) are essential to both of these programs.

North Carolina's Permanent Car Seat Checking Stations (PCS) are locations where parents/caregivers can receive information from CPS Technicians about child passenger safety and have their car seats and seat belts checked to be sure they are installed and used correctly. At the end of FY2021, there were 205 Permanent Checking Station programs operating 265 service locations in 88 counties.

Additionally, North Carolina has a number of Safe Kids coalitions affiliated with Safe Kids Worldwide. Many coalitions partner with GHSP supported programs and activities to focus on reducing child fatalities and injuries caused by traffic incidents, fire/burns, drowning, falls, poisonings and choking/suffocation. Local Safe Kids coalitions conduct child passenger safety clinics and educational events throughout the year. There are currently 43 Safe Kids coalitions covering 70 counties.

Program Results

Click It or Ticket

During FY2021, law enforcement agencies in North Carolina planned three statewide waves of the "Click It or Ticket" campaign, plus a special enforcement campaign held during Child Passenger Safety Week. The dates of these campaigns were:

- Thanksgiving Click It or Ticket (November 23 – 29, 2020)
- Spring Click or Ticket (May 17 – June 6, 2021)
- Child Passenger Safety Week (September 19 – 25, 2021)

During the three waves, law enforcement officers conducted 9,144 checkpoints and saturation patrols, resulting in 10,127 safety belt citations and 1,235 child passenger safety violations. In addition, 2,902 DWI arrests were made, 393 stolen vehicles were recovered, 3,300 wanted persons were apprehended, 3,843 drug charges were issued, 39,618 speeding charges were issued, 11,373 driving while license revoked and 5,782 reckless driving charges were issued. Detailed results from "Click It or Ticket" activities in FY2021 are presented in the table below.



CLICK IT OR TICKET

Results of "Click It or Ticket" Activities During FY2021¹

| | Campaign | | | Totals |
|--|---------------------------|---------------------|--|----------------|
| | Thanksgiving 2020 CITI | Spring 2021 CITI | Sept. 2021 Child Passenger Safety Week | |
| Participating Agencies | 424 | 451 | 416 | N/A |
| Campaign Participation Rate | 91.4% | 92.3% | 84.8% | N/A |
| Number of Checkpoints | 172 | 762 | 196 | 1,130 |
| Saturation and Random Patrols | 2,264 | 4,148 | 1,602 | 15,670 |
| Total Checkpoints & Patrols | 2,436 | 4,910 | 1,798 | 9,144 |
| Safety Belt Violations | 1,684 | 7,082 | 1,361 | 10,127 |
| Child Passenger Safety Violations | 231 | 762 | 242 | 1,235 |
| Total Occupant Restraint Violations | 1,915 | 7,824 | 1,603 | 11,342 |
| Under 21 DWI Charges | 52 | 118 | 46 | 216 |
| 21 And Over DWI Charges | 596 | 1,317 | 517 | 2,430 |
| DWI Drug Charges | 48 | 139 | 69 | 256 |
| DRE Evaluations | 9 | 13 | 2 | 24 |
| Total DWI Charges | 696 | 1,574 | 632 | 2,902 |
| Speeding | 11,627 | 20,308 | 7,683 | 39,618 |
| DWLR | 2,585 | 6,466 | 2,322 | 11,373 |
| Reckless Driving | 1,726 | 2,992 | 1,064 | 5,782 |
| Other Traffic Violations ² | 10,636 | 24,946 | 9,775 | 45,357 |
| Total Traffic Violations | 26,574 | 54,712 | 21,135 | 102,421 |
| Drug Violations | 994 | 2,029 | 820 | 3,843 |
| Stolen Vehicles Recovered | 76 | 196 | 121 | 393 |
| Wanted Persons Apprehended | 651 | 1,796 | 853 | 3,300 |
| Felony Arrests | 428 | 892 | 597 | 1,917 |
| Other, Not Listed Criminal Violations | 1,295 | 2,687 | 1,252 | 5,234 |
| Total Criminal Violations | 3,444 | 7,600 | 3,643 | 14,687 |
| Total Traffic & Criminal Violations | 32,629 | 71,710 | 27,013 | 131,352 |

¹ Data for enhanced enforcement periods is reported directly to GHSP from participating law enforcement agencies.

²Total Other Traffic Violations includes GDL, work zone violation, uninsured motorists, and other traffic violations not listed.

Statewide Traffic Safety Survey

A number of questions on the 2021 Statewide Traffic Safety Survey examined driver attitudes, beliefs and behaviors about seat belts. Not surprisingly, the vast majority of people (87%) said they wear their seat belt “all of the time.” This is somewhat lower than the previous statewide survey conducted in 2012, when 92% said they wear their seat belt “all of the time.” In the present survey, nearly everyone (96%) reported wearing a seat belt the last time they were in a vehicle.

Fewer than half (44%) were a passenger in the backseat of a vehicle during the last 30 days. Among these individuals, three in four (78%) said they wore a seat belt the last time they were in the back seat. Support was modest for back seat primary enforcement—58% support (40% strongly) allowing police officers to stop a vehicle if an adult in the back seat is not wearing a seat belt.

Perceptions about the likelihood of getting a ticket for not wearing a seat belt have changed over time. In 2012, half (49%) said it was “very likely” a person would get a ticket for not wearing a seat belt. In the present survey, fewer than one third (29%) thought it was “very likely.” One in four (27%) said they recently heard or saw something about seat belt law enforcement programs or campaigns. Awareness of the Click It or Ticket program was 69%.

CPS Certification

In FY2021, 26 Child Passenger Safety Certification and three Certification Renewal classes were held across the state through which 409 individuals were certified or recertified. COVID-19 did not significantly impact the number of classes held in FY2021; however, class size was limited which impacted the total number of technicians certified. In addition, four

technicians applied for and one completed their Instructor Candidacy during FY2021.

At the end of FY2021, North Carolina had 2,951 people certified including 46 Instructors and 99 Technician Proxies. Technician Proxies assist with recertification of Technicians by verifying and signing off on their skills during seat checks, which is required for biennial recertification. North Carolina has established a strong Technician Proxy Program which is critical to maintaining our high recertification rates. Many of the Technician Proxies are in more rural parts of the state with no Instructors nearby.

There was at least one currently certified CPS Technician in all but two of North Carolina’s 100 counties. (Camden and Tyrrell are the exceptions.)

North Carolina Certified CPS Technicians*

| Certification Type | Number |
|------------------------|--------------|
| Instructor | 46 |
| Instructor Candidate | 1 |
| Technician Proxy | 99 |
| Technician | 2,805 |
| Total Certified | 2,951 |

*As of October 4, 2021

As a result of COVID-19, many in-person trainings and car seat checks were canceled. These in-person events are important for recertification. To ensure NC Technicians had access to the continuing education credits needed to recertify, the NC CPS Program continued the webinar series that began in FY2020 and held an additional 3 free webinars.

Additionally, there were statewide outreach efforts to expiring Technicians reminding them to recertify. As a result of these efforts, the NC recertification rate was similar to that of typical

years even while the national recertification rate fell significantly. At the end of October 2021, 950 out of 1,489 eligible Technicians opted for recertification for a recertification rate of 63.8% (compared to 47.3% nationwide).

Permanent Car Seat Checking Stations

In FY2021, almost 3,500 children were served and 3,458 car seats were checked at North Carolina car seat checking stations. Nearly all of the car seats checked were for children age 5 and younger. COVID-19 dramatically limited checking station hours and availability. Many stations suspended interactions with the public due to COVID-19 restrictions and some have not yet resumed seat check activities.

North Carolina Occupant Protection Task Force

The North Carolina Occupant Protection (OP) Task Force was formed in the spring of 2014. Members of the OP Task Force included state agency representatives, university research centers, law enforcement officers and healthcare professionals. The North Carolina Occupant Protection Task Force met three times in FY2021 and GHSP hosted a virtual NHTSA-facilitated assessment of North Carolina's occupant protection program in February 2021. The assessment, conducted by traffic safety experts from around the nation, examined current programs and policies regarding seat belts and occupant protection for children in North Carolina. The assessment identified the program's strengths, accomplishments, and challenges, and offered suggestions for improvement, especially in efforts to target persistent seat belt non-users more effectively. The following areas were included in the assessment:

- Program management
- Legislation, regulation and policy
- Enforcement program



- Communication program
- Occupant protection for children program
- Outreach program
- Data and program evaluation

Future Strategies

During FY2021, NC GHSP hosted a virtual OP assessment. The recommendations from that assessment will be the basis for strengthening North Carolina's occupant protection program. The key recommendations from the assessment were:

- Engage local participation in the Strategic Highway Safety Plan planning and administration by expanding the Executive Committee for Highway Safety to include executives from other state and local safety partners, to enhance the buy-in to the Strategic Highway Safety Plan.
- Expand participation in the Occupant Protection Task Force to include officials that represent local partners, government and law enforcement from across the State.
- Develop and implement an evaluation to examine existing grant funded projects to determine their effectiveness in achieving the State's Occupant Protection performance targets related to unbelted fatalities and serious injuries. Consider using

epidemiology, university and/or research organizations experienced in traffic safety.

- Explore the possibility of providing an official in-person informative presentation to the appropriate legislative committees about the current status of highway safety in the State including data on relevant program concerns such as unbelted fatalities.
- Encourage the Occupant Protection Task Force to develop an Action Plan to enhance their legislative strategies, to include measurable administrative objectives and timelines related to monitoring opportunities for the advancement of favorable legislation.
- Increase engagement and strengthen partnerships with law enforcement leaders through the North Carolina Association of Chiefs of Police and North Carolina Sheriffs' Association to maximize participation in occupant protection programs, mobilizations, and high visibility enforcement. The National Highway Traffic Safety Administration's Data-Driven Approaches to Crime and Traffic Safety philosophy and the Traffic Occupant Protection Strategies training are excellent programs designed to engage law enforcement leaders to reduce crime and improve traffic safety.
- Re-evaluate the crash data to locate new law enforcement agencies for the selection of occupant protection grants. Consideration should be given to awarding overtime mini grants to smaller agencies to support high visibility mobilizations. The Law Enforcement Liaisons may be a resource for identifying these agencies and furthering the State's traffic safety enforcement mission to improve low restraint use.
- Enact performance measures for grant funded-law enforcement officers or for officers working grant-funded mobilizations.
- Re-examine State data to narrow the target audience for paid media to those most at risk (18-25 years old, with some emphasis on pickup truck drivers), with African Americans as a secondary audience, to ensure sufficient frequency and reach of the advertisements to change behavior. Provide the State's media contractor with the NHTSA Click It or Ticket Media Work Plan and Media Buy Summary, as they become available, so that it can better expend State funds by augmenting the national ad buy.
- Include questions in the attitude/awareness survey that will address the awareness of and reaction to advertising and earned media messaging seen and heard in relation to the Click It or Ticket mobilization (e.g., did the respondent see/hear the Click It or Ticket message; did the respondent believe that a citation would be issued for non-seat belt use; did the respondent change behavior based on the message), as a method to evaluate whether the advertising is reaching the intended and influencing their behavior.
- Mobilize and equip the very active and locally respected child passenger safety community to elevate the urgent message that the increasing number of unrestrained vehicle occupants in North Carolina is unacceptable for both children and adults.
- Convene a small but effective high-level group to strategize ways to collect and streamline access to statewide child restraint inspection data. This request was expressed as a top priority to effectively plan and deliver adequate child passenger safety services.
- Market the Traffic Safety Conference and Expos to a broader audience to attract the participation of non-traditional stakeholders (e.g., Future Farmers of America, 4-H Clubs) which should have an interest in traffic safety and, provided with the right tools, could advocate for traffic safety programs. Include workshops on community engagement, "how-to" workshops on becoming an NC Vision Zero community, and supporting

specific priority programs such as Click It or Ticket.

- Identify several key State and local minority-serving organizations, including the Eastern Band of Cherokee Indians, Lumbee Tribe, and Urban Indian Organizations, enlisting their support in developing culturally and linguistically appropriate traffic safety programs and materials. Through these organizations, encourage local leaders to support occupant protection programs as one method to keep their communities safe.
- Create a statewide citation database that begins at the citation issuance and ends with the information posting to the driver file where all seat belt and child restraint violations can be tracked. With a statewide citation tracking repository, researchers may determine where the prosecution of seat belt and/or child restraint violations lack in a particular area requiring the need for education by a Traffic Safety Resource Prosecutor.
- Develop a plan to have all agencies electronically report crashes, especially those with large populations, within five years.
- Conduct and publicize annual observational seat belt surveys for Child Passenger Safety and Commercial Motor Vehicle using standards set forth by National Highway Traffic Safety Administration guidelines.

Many of these recommendations will play a major role in the NC GHSP occupant protection strategies during the coming years. Goals for FY2022 include continued administration of the North Carolina Occupant Protection Task Force and prioritization and implementation of some of these recommendations.

GHSP will continue to explore innovative approaches such as the Statewide Traffic Enforcement Program to focus efforts and encourage participation in target counties. In

addition, GHSP will continue partnering with the NC State Highway Patrol by funding overtime enforcement special operations projects in high priority counties with a low usage rate or a high rate of unrestrained fatalities. This enforcement will take place throughout the year, especially during the Click It or Ticket campaigns.

As part of our statewide educational efforts all LEL regions have seatbelt convincers for use at community events, school presentations and other venues.

GHSP will support FY2022 seat belt mobilization efforts with earned and/or paid media to draw attention to each of the campaigns. As demonstrated in the "Paid Media Plan" section, North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Annual Seat Belt Survey

The most recent annual seat belt survey was conducted in June, 2021. As in previous years, the survey collected observational data in fifteen counties divided between the Mountain, Piedmont, and Coastal regions of the State. Eight observation sites were included in each county for a total of 120 sites. The survey was once again conducted by North Carolina State University's Institute for Transportation Research and Education (ITRE). ITRE provided GHSP with a detailed report indicating an overall statewide usage rate of 89.6%. GHSP previously expressed to ITRE a need for seat belt use data and statistics for all North Carolina counties. Thus, at the request of GHSP, ITRE has been conducting additional observations in one NC region per year. In FY2021, ITRE conducted observations in the Coastal region. ITRE provided GHSP with comprehensive report documenting the seat belt usage rates for those additional Coastal counties that were surveyed.

Funded Projects and Activities

The occupant protection related projects and activities listed on the following pages were funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): OP-21-04-01
 Project Title: Robeson County "Saved By the Belt" OP
 Agency: Southeastern Regional Medical
 Project Description: Southeastern Health-Community Health Services Department (SeHealth-CHSD) continued to employ a part-time program coordinator and continued to partner with the Robeson County District Attorney (DA), local law enforcement agencies, and the court system to continue public education and the seat belt diversion program. The program coordinator continued fostering relationships with law enforcement agencies and stakeholders throughout Robeson County. The seat belt diversion program, Trauma Nurses Talk Tough (TNTT), continued in FY2021 to increase awareness and promote compliance of North Carolina seatbelt laws. Offenders were granted a one-time opportunity to participate in the seat belt diversion class providing information regarding the dangers of riding unrestrained in a motor vehicle. Upon completion of the class, offenders were provided a certificate which allowed the offender to have the seat belt charge dismissed.

Contribution to Meeting Targets: Though unrestrained fatalities increased in Robeson County in FY2021, Southeastern Regional Medical built on the established "Saved by the Belt" program in an effort to increase seatbelt use. Law enforcement agencies and community partners were provided with informational rack cards promoting seatbelt use and the county's diversion program. As a result of the COVID pandemic, more classes with fewer participants were offered during the year. A total of 205 participants attended the two-hour class during the fiscal year. A total of forty-two classes were held, an increase from the goal of twelve classes.

Project Number(s): OP-21-04-05
 Project Title: Click It or Ticket 2021
 Agency: NC State Highway Patrol
 Project Description: This was an ongoing continuation project that provided funding for overtime enforcement for occupant restraint violations. The project provided increased and sustained enforcement efforts in the top twenty-five counties for unrestrained fatalities during the "Click It or Ticket" campaigns in FY2021. Select waves of overtime enforcement were conducted during the May Click It or Ticket campaign and at other times throughout the year.

Contribution to Meeting Targets: Unrestrained fatalities and serious injury crashes increased in North Carolina during FY2021. However, the North Carolina State Highway Patrol conducted numerous overtime enforcement campaigns in communities where unrestrained crashes were most prevalent. These counties included Cumberland, Robeson, Wake, Johnston, Guilford, Davidson, Forsyth, Gaston, and Mecklenburg. These overtime campaigns supplemented the everyday day efforts of the organization.

Project Number(s): M1PE-21-13-01

Project Title: Buckle Up OP Program

Agency: UNC HSRC

Project Description: This was a continuation project to maintain and update the BuckleUpNC website (www.buckleupnc.org), which provides consumer information to the public through a toll free number, website, brochures and flyers. The project also provided program and technical assistance to child passenger safety advocates and administrators. The Highway Safety Research Center continued to support the North Carolina Occupant Protection Task Force and will continue to collaborate with GHSP and the Office of the State Fire Marshal on Occupant Protection issues throughout the year.

Contribution to Meeting Targets: Buckleupnc.org averaged 592 website sessions per day, a 31.6% increase from the FY2019 average of 450 sessions per day. HSRC utilized Google Analytics to determine what pages were being viewed the most and what types of devices were used to visit the site, and other usage qualities to optimize effectiveness and content. The most popular page on the site continues to be Child Passenger Safety Law Frequently Asked Questions. HSRC continued to provide general CPS and seat belt information and technical assistance to the public through the in-state toll-free phone line, e-mail inquiries, and the website. HSRC created a Spanish version of the booster seat card in FY2020 and continued its dissemination in FY2021. HSRC continued to serve as a permanent checking station in FY2021, checking an average of four seats per month. HSRC staff participated in four community events per month in FY2021.

Project Number(s): M1CPS-21-13-01

Project Title: North Carolina's Statewide CPS Program

Agency: North Carolina Department of Insurance

Project Description: This ongoing project funded the Office of State Fire Marshal (OSFM)/Safe Kids NC to continue child passenger safety efforts. This project restructured and reinforced the child passenger safety diversion program through partnerships with the Governor's Highway Safety Program, local District Attorneys' Offices, child passenger safety programs and law enforcement.

Contribution to Meeting Targets: As a result of the ongoing efforts of the North Carolina Department of Insurance through the statewide Child Passenger Safety Program, the state currently has 2,917 CPS technicians while maintaining a recertification rate of 63.2%. There are forty-nine CPS Instructors in the state. Over 900 child passenger safety seats were provided to Safe Kids coalitions or permanent checking stations across the state. A total of 235 LATCH manuals were purchased and distributed to permanent checking stations, Safe Kids North Carolina coalitions, and CPS instructors. Efforts remain underway to further diversion efforts in several counties where such programs do not exist. There are thirty-one counties with seatbelt diversion programs.

Project Number(s): M1X-21-13-01

Project Title: Seat Belt Study

Agency: North Carolina State University—Institute of Transportation Research and Education

Project Description: This project conducted North Carolina's Annual Seat Belt Survey. This survey is required by National Highway Traffic Safety Administration (NHTSA) to qualify for seat belt incentive grant program funds, and is conducted in accordance with the Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey will be conducted in select counties and results will produce the statewide seatbelt use rate.

Contribution to Meeting Targets: The seat belt study was conducted as scheduled. The statewide seat belt usage rate was determined to be 89.6%. The results were submitted to NHTSA as required.

Project Number(s): M1CPS-21-13-02

Project Title: WNC Safe Kids

Agency: Mountain Area Health Education Center

Project Description: This was a continuation project to fund Safe Kids Western North Carolina (Safe Kids WNC) to increase and maintain the base of Child Passenger Safety (CPS) Technicians trained in Special Needs Transportation. Safe Kids WNC is the referral resource for families of children with special health care needs and offer the "Transporting Children with Special Needs" CPS enrichment course two times per year in different regions of the state. This project allowed Safe Kids WNC to develop and continue to grow partnerships with law enforcement while participating in local Click It or Ticket enforcement activities and the CPS Diversion Program. The project educated preteens and teens through program objectives to become a safe passenger now, as well as in the future as drivers.

Contribution to Meeting Targets: There are currently ninety-nine certified CPS technicians who are also certified as Special Needs Trained. Two Transporting Children with Special Needs classes

were held during the fiscal year. However, attendance was affected by COVID. The state recertification rate is currently 62.4%. Again, CPS class offerings were limited due to COVID.

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|----------------------------------|--|
| Project Number(s): | OP-21-04-06 |
| Project Title: | CITI Reboot Year 4 |
| Agency: | UNC HSRC |
| Project Description: | This project aimed to supplement the Click It or Ticket program to more effectively target and influence the behavior of those drivers and passengers who still refuse to wear seat belts through social norming programs. |
| Contribution to Meeting Targets: | The statewide seatbelt rate in FY2021 was determined to be 89.6%. Though still less than 90%, this marks a significant increase from the previous two years. Social norming efforts began in Lee County during the fiscal year. Observation sites were selected based on traffic volume, location, and observer safety considerations. The HSRC team participated in two community events. Mobile billboards were used displaying the message "Most of us Buckle Up in Lee County." Efforts will continue in FY2022. |



Police Traffic Services

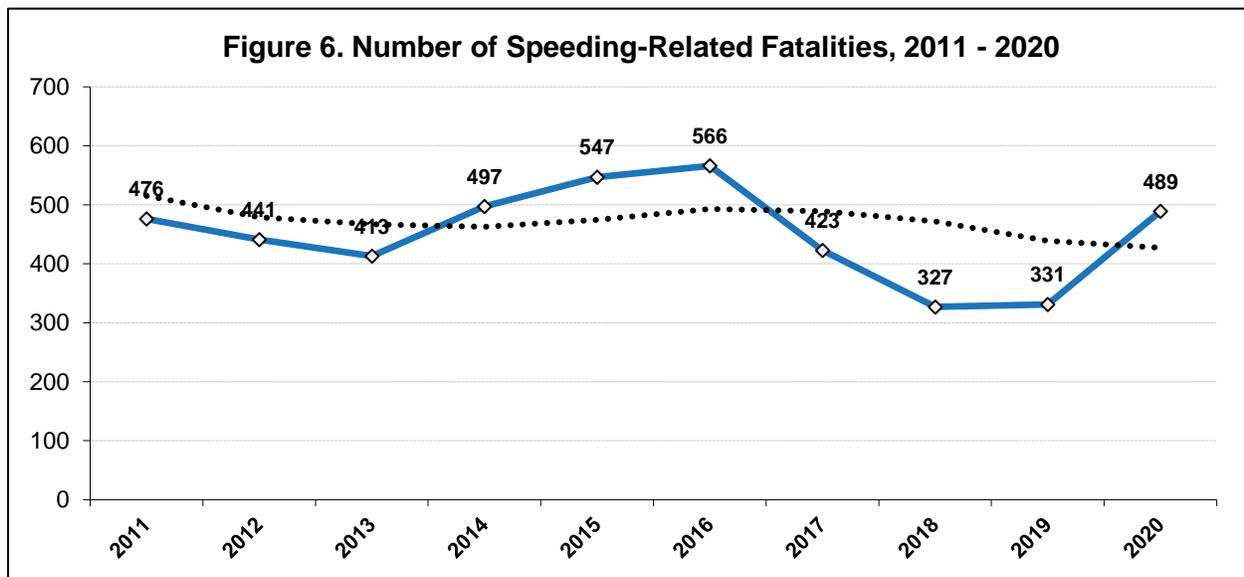
Background

North Carolina experienced 489 speeding-related fatalities in 2020, a 48% increase from 2019. One third (32%) of all fatalities in 2020 were related to speeding. The surge in speeding-related crashes last year has occurred nationwide.

Despite the setback in 2020, the long-term trend in North Carolina suggests a reduction in speeding-related fatalities. The 5-year moving average (the dotted line in the figure below)

shows that speeding-related fatalities have declined since 2016. North Carolina met its target for reducing speeding-related fatalities.

Speeding involvement crashes is highest among males, younger drivers and motorcycle riders. Speed also plays a role in a large percentage of nighttime fatal crashes. Mecklenburg, Guilford, Wake, Robeson and Cumberland counties have the largest number of speeding-related fatalities. Together, these five counties account for 31% of all speeding-related fatalities in the State. (North Carolina has a total of 100 counties.)



Source: FARS.

Noteworthy Programs

GHSP is committed to further reductions in the injuries and costs associated with speeding-related crashes. In 2017, GHSP introduced the statewide campaign: "Speed a Little. Lose a Lot." The campaign reminds drivers there is no reason to speed because the consequences could be more than just getting a ticket. The campaign complements the NC Vision Zero initiative, which

seeks to reach zero traffic-related fatalities through coordinated agency-to-agency efforts that help change the overall traffic safety culture. North Carolina conducted the Speed a Little. Lose a Lot campaign from March 29 to April 4, 2021.

GHSP has continued to fund enforcement activity hours for traffic safety officers in counties

with increased speeding and unrestrained fatalities. In FY2021, GHSP provided funding for new enforcement activity hours in the Matthews Police Department in Mecklenburg County, the Dunn Police Department in Harnett County, the Smithfield Police Department in Johnston County, the Union County Sheriff's Office, the Columbus County Sheriff's Office, and the Pender County Sheriff's Office. Additional enforcement efforts took place through the administration of overtime grants to the Durham County Sheriff's Office and the State Capitol Police Department in Wake County.

GHSP encourages counties to adopt systematic approaches for identifying roads that are priorities. Through support and refinement of the Vision Zero Analytics project, GHSP facilitated the collection and sharing of data and county maps with agencies in the top 20-25 counties that are overrepresented in speeding fatalities according to the FY2021 Highway Safety Plan. This information included the locations of these crashes, day of week and time of day. Additionally, GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. GHSP has also maintained its long-standing partnership with the North Carolina Justice Academy, which provides training in crash investigation and speed measuring instrument certification to law enforcement officers statewide. Finally, GHSP has continued our long-standing relationship with NC sheriffs



by marketing opportunities with the NC Sheriff's Leadership Institute held each year for all NC sheriffs.

Program Results

Speed a Little. Lose a Lot

Law enforcement agencies in North Carolina conducted the Speed a Little. Lose a Lot campaign from March 29 to April 4, 2021. In total, 2,104 checkpoints and saturation patrols were conducted resulting in 10,308 speeding citations. Additionally, the campaign produced 664 DWI arrests, 2,172 safety belt and child passenger violations, 1,159 drug violations, and 772 wanted persons apprehended. Detailed results from campaign activities in FY2021 are presented below.



Results of the “Speed a Little. Lose a Lot” Campaign During FY2021¹

| | |
|--|---------------|
| Number of Checkpoints | 117 |
| Saturation and Random Patrols | 1,987 |
| Total Checkpoints & Patrols | 2,104 |
| Under 21 DWI Charges | 51 |
| 21 and Over DWI Charges | 567 |
| DWI Drug Charges | 46 |
| DRE Evals | 4 |
| Total DWI Charges | 664 |
| Safety Belt Violations | 1,950 |
| Child Passenger Safety Violations | 222 |
| Total Occupant Restraint Charges | 2,172 |
| Speeding | 10,308 |
| DWLR | 2,865 |
| Reckless Driving | 1,307 |
| Other Traffic Violations ² | 8,420 |
| Total Traffic Violations | 26,083 |
| Drug Violations | 1,159 |
| Stolen Vehicles recovered | 69 |
| Wanted Persons Apprehended | 772 |
| Felony arrests | 497 |
| Other, Not Listed Criminal Violations | 10,713 |
| Total Criminal Violations | 2,382 |
| Total Traffic and Criminal Violations | 32,639 |

¹ Data for enhanced enforcement periods is reported directly to GHSP from participating law enforcement agencies.

²Total Other Traffic Violations includes GDL, work zone violation, uninsured motorists, and other traffic violations not listed.

Statewide Traffic Safety Survey

A number of questions on the 2021 Statewide Traffic Safety Survey examined driver attitudes, beliefs and behaviors about speeding. One key finding was that the perceived acceptability of driving over the speed limit depends on the type of roadway. For example, two-thirds (65%) said they thought it was acceptable for drivers to go 10 mph over the speed limit on an interstate. By contrast, only 15% thought it was acceptable for drivers to go 10 mph over the speed limit on a two-lane rural road.

Eight percent (8%) of respondents said they were pulled over for speeding during the past year. Perceptions about the likelihood of getting a ticket for speeding have decreased noticeably since the previous statewide survey. In 2012, almost half (46%) thought it was “very likely” a person would get a ticket for driving over the speed limit. In the 2021 survey, fewer than one-third (31%) thought it was “very likely” a person would get a ticket for speeding. Thirty-one percent (31%) said they recently heard or saw something about speed enforcement. This was somewhat lower than in 2012, when 35%

reported hearing or seeing something about speed enforcement. Awareness for the Speed a Little. Lose a Lot campaign was 15%.

The survey also asked about support for potential new initiatives to address speeding. Support was modest for using cameras to enforce red light running and speed limits. Nearly two-thirds (64%) support (43% strongly) using cameras to ticket drivers who run red lights. Slightly more than half (52%) support (43% strongly) using cameras to ticket drivers who go over the speed limit. Among those who oppose speed cameras, 72% say they would support using speed cameras in school zones.

Future Strategies

GHSP remains committed to supporting proven countermeasures to reduce the frequency of speed-related crashes and fatalities. GHSP will continue to support the national campaign with its own statewide campaign, Speed a Little. Lose

a Lot. This campaign is planned for April 11 through April 17, 2022. The strategy is to hold this campaign annually and to look for continued growth in future years. In addition, GHSP will focus law enforcement and media attention on the enforcing speed laws at night. GHSP will also continue to share data with all agencies, particularly in counties overrepresented in speeding fatalities. This data will include the locations of speed related crashes, day of the week and the time of day, and other enforcement data. The analytical and mapping tools of the GHSP funded Vision Zero efforts will provide this information in a timely manner. GHSP will work with agencies to address the problem locations and GHSP will consider funding as needed to enhance the enforcement efforts. The Statewide Traffic Enforcement Program (STEP) mainly focuses on speed enforcement and thus will provide additional enforcement efforts to address the overall speeding problem.

Funded Projects and Activities

The police traffic services related projects and activities listed below were funded by GHSP under the FY2021 Highway Safety Plan:

| | |
|----------------------|---|
| Project Number(s): | PT-21-06-01 |
| Project Title: | GHSP STEP Program In House |
| Agency: | North Carolina Department of Transportation—Governor's Highway Safety Program |
| Project Description: | This was an ongoing project to fund a program for traffic safety equipment for use in a statewide enforcement and education program. The Governor's Highway Safety Program (GHSP) conducted various enforcement efforts throughout the year, including several "Booze It & Lose It" and "Click It or Ticket" campaigns. GHSP encouraged law enforcement agencies to participate and report their citation totals via online reporting on a weekly basis during each campaign as well as at other times during the year. Agencies were evaluated at the end of the year for their participation and reporting. Based on a demonstrated need, agencies requested specific equipment to assist GHSP in |

achieving their goals in the reduction of alcohol, speed, or unrestrained fatalities. This project funded the cost of the equipment.

Contribution to Meeting Targets: Resource allocation took place in the first quarter of FY2021. Numerous agencies redeemed credits for equipment utilized in achieving the goals of reducing alcohol, speed, and unrestrained fatalities. The statewide participation reporting rate was 89% for the year.

Project Number(s): PT-21-06-22

Project Title: Matthews Police Department Traffic Unit

Agency: Matthews Police Department

Project Description: This was the first year of a grant for the Matthews Police Department to fund activity hours for two officers to conduct traffic safety enforcement. Mecklenburg County is ranked first for overall fatalities, first for alcohol-related fatalities, first for unrestrained fatalities, and first for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts.

Contribution to Meeting Targets: The Matthews Police Department focused enforcement efforts around the top five crash locations within the town. As a result of those efforts, the agency experienced a 22% reduction in crashes from 2,103 in 2019 to 1,640 during the fiscal year. Matthews increased enforcement during the fiscal year issuing 33% more citations during the fiscal year than 2019. Matthews officers participated in eleven educational/outreach events during the year. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-02

Project Title: Region 1 Law Enforcement Liaison

Agency: Dare County Sheriff's Office

Project Description: This was an ongoing project for the Region 1 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 1 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 89.6%.

Project Number(s): PT-21-06-12
 Project Title: Knightdale PD Traffic Unit
 Agency: Knightdale Police Department
 Project Description: This project added one traffic safety officer to the traffic unit to expedite the safe movement of vehicle and pedestrian traffic. To accomplish this, the project conducted selective enforcement in areas designated by data as high in crashes, provided educational seminars, and provided aggressive enforcement of DWI laws.

Contribution to Meeting Targets: The Knightdale Police Department conducted forty seatbelt enforcement activities and eighty-five speeding enforcement initiatives during FY2021. The agency participated in three educational events focused on young drivers highlighting seatbelt use, distracted driving, and impaired driving. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-23
 Project Title: Pender County SO Traffic Safety Team
 Agency: Pender County Sheriff's Office
 Project Description: This was the first year of a grant for the Pender County Sheriff's Office to fund activity hours for two deputies to conduct traffic safety enforcement. Pender County is ranked 24th in overall fatalities, 25th in alcohol related fatalities, and 18th in unrestrained fatalities.

Contribution to Meeting Targets: Pender County experienced a decrease in unrestrained fatalities from the 2014-2018 average of 6.2 to 3 in FY2021. The Pender County Sheriff's Office issued 119 seatbelt citations in FY2021, a significant increase from previous years. Though the agency more than tripled the number of speeding citations issued in FY2021 from 316 to 1,074, there were three speed related fatalities in FY2021, matching the total from the 2014-2018 average. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-32
 Project Title: Columbus County Traffic Team 2021
 Agency: Columbus County Sheriff's Office
 Project Description: This was the first year of a grant for the Columbus County Sheriff's Office to fund activity hours for two deputies to conduct traffic safety enforcement. Columbus County is ranked 21st in overall fatalities and 16th in unrestrained fatalities.

Contribution to Meeting Targets: The Columbus County Sheriff's Office experienced a number of challenges related to personnel at the onset of the fiscal year that impeded their initial efforts. The agency did not meet goals related to reductions in fatalities, unrestrained fatalities, and young driver fatalities. The agency is prepared for

better results in FY2022. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-03
 Project Title: Region 10 Law Enforcement Liaison
 Agency: Columbus Police Department
 Project Description: This was an ongoing project for the Region 10 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 10 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 100%.

Project Number(s): PT-21-06-24
 Project Title: Dunn Traffic Safety Grant
 Agency: Dunn Police Department
 Project Description: This was a new project to fund two officers to work traffic enforcement. Harnett County is ranked in the top 15 in all focus areas.
 Contribution to Meeting Targets: Dunn increased citations for seatbelts and speeding during FY2021. The agency issued eighty-four occupant protection citations, more than doubling the total from the previous year. Dunn issued 876 speeding citations in FY2021. Dunn conducted twenty-three checkpoints and participated in all Harnett County DWI Task Force events. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-13
 Project Title: Robeson County Enforcement Grant
 Agency: Robeson County Sheriff's Office
 Project Description: This was the second year of a project that creates a three-man traffic team to work in high crash areas and to deliver safety education programs.
 Contribution to Meeting Targets: The Robeson County Sheriff's Office was unable to meet goals related to the reduction of total fatalities, speed related fatalities, and unrestrained fatalities during FY2021. Personnel assigned to the three-man traffic team enforced speeding and seatbelt laws through high visibility enforcement and saturation patrols. Deputies provided enforcement at the top five crash locations in the

county. They partnered with Southeastern Regional Medical for the "Saved by the Belt" seatbelt diversion program.

Project Number(s): PT-21-06-25
 Project Title: Union County Traffic Enforcement
 Agency: Union County Sheriff's Office
 Project Description: This was the first year of a grant for the Union County Sheriff's Office to fund activity hours for two officers to conduct traffic safety enforcement with a primary focus in the Town of Indian Trail. Indian Trail is currently the largest and fastest growing municipality in Union County. Union County is ranked 15th in the state of North Carolina for overall fatalities, 18th for speed-related fatal crashes, 16th for alcohol related fatalities, and 21st in the state for unrestrained fatalities.
 Contribution to Meeting Targets: Speed related crashes in Union County were reduced from the 2014-2018 average of 298.2 to 270 during FY2021, a reduction of 9.4%. The grant funded deputies issued 1,371 speeding citations and 165 seatbelt citations in FY2021. The Union County Sheriff's Office issued 4,197 speeding citations and 358 seatbelt citations in FY2021. Deputies participated in several community and educational events during the year, including CPS seat checking events, school events, and National Night Out. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-04
 Project Title: Region 5 Law Enforcement Liaison
 Agency: Orange County Sheriff's Office
 Project Description: This was an ongoing project for the Region 5 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 5 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 87.4%.

Project Number(s): PT-21-06-14
 Project Title: Mooresville Traffic Unit Year 2-FY2021
 Agency: Mooresville Police Department

Project Description: This was the second year for the grant to fund two traffic officers for a data-driven, proactive traffic enforcement team consisting of four officers, two GHSP funded officers and two town funded officers.

Contribution to Meeting Targets: During the FY2021 fiscal year, traffic stops in Mooresville increased 10.1%. Occupant restraint citations increased from the 2017-2019 average of 164 to 524 during the fiscal year. DWI arrests increased from the 2017-2019 average of 218 to 248 during the fiscal year. Speeding citations increased from the 2017-2019 average of 1,768 to 2,475 during the fiscal year. Mooresville experienced a 1.3% reduction in fatal or serious injury crashes, including a 34% decrease in speed-related crashes. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-15

Project Title: Spreading the Belief in Vision Zero

Agency: N.C. Justice Academy (NCDOJ)

Project Description: This grant allowed for the purchase of approved Speed Measuring Instruments (SMIs) in North Carolina for training purposes. NC Justice Academy (NCJA) conducts Driving Instructor training (EVOC) to help reduce emergency vehicle crashes. NCJA offers the Traffic Crash Investigation and Reconstruction program that provides a thorough reconstruction of highway incidents.

Contribution to Meeting Targets: During FY2021, the North Carolina Justice Academy completed dozens of training sessions related to traffic safety for hundreds of officers across the state. Unfortunately, many classes had to be canceled as a result of COVID.

Project Number(s): PT-21-06-05

Project Title: Region 3 Law Enforcement Liaison

Agency: New Hanover Co. Sheriff's Office

Project Description: This was an ongoing project for the Region 3 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 3 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 79.9%.

Project Number(s): PT-21-06-06

Project Title: Region 9 Law Enforcement Liaison
Agency: Marion Police Department
Project Description: This was an ongoing project for the Region 9 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 9 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 80.3%.

Project Number(s): PT-21-06-07
Project Title: Region 4 Law Enforcement Liaison
Agency: Tarboro Police Department
Project Description: This was an ongoing project for the Region 4 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 4 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 90.5%.

Project Number(s): PT-21-06-08
Project Title: Region 11 Law Enforcement Liaison
Agency: Jackson County Sheriff's Office
Project Description: This was an ongoing project for the Region 11 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 11 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 82.1%.

Project Number(s): PT-21-06-09
 Project Title: Region 6 Law Enforcement Liaison
 Agency: Rockingham Police Department
 Project Description: This was an ongoing project for the Region 6 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 6 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 92.3%.

Project Number(s): PT-21-06-10
 Project Title: Region 7 Law Enforcement Liaison
 Agency: Guilford County Sheriff's Office
 Project Description: This was an ongoing project for the Region 7 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 7 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 93.9%.

Project Number(s): PT-21-06-11
 Project Title: Region 2 Law Enforcement Liaison
 Agency: New Bern Police Department
 Project Description: This was an ongoing project for the Region 2 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 2 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 97.5%.

Project Number(s): PT-21-06-16
 Project Title: Clayton PD Crash Reduction Resolution
 Agency: Clayton Police Department
 Project Description: This was the third year of a project that funds expanding the Clayton Police Departments Traffic Crash Reduction team by one traffic officer. Johnston County is ranked in the 10 in overall, alcohol-related, unstrained, and speed-related fatalities.
 Contribution to Meeting Targets: The agency met goals to reduce crash related serious injuries, alcohol related crashes, and young driver crashes in the Town of Clayton. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-17
 Project Title: Garner PD Traffic Safety Officer
 Agency: Garner Police Department
 Project Description: This project funded one traffic officer to create a six-man traffic safety team. Wake County is ranked either second or third in the areas Garner plans to target.
 Contribution to Meeting Targets: During FY2021, the Garner Police Department made ninety-six impaired driving arrests, issued fifty-one seatbelt citations, and issued 745 speeding citations. Speed related crashes were reduced from the 2014-2018 average of 34.75 to nine during FY2021. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-33
 Project Title: Region 8 Law Enforcement Liaison
 Agency: Charlotte-Mecklenburg Police Department
 Project Description: This was an ongoing project for the Region 8 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 8 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.
 Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 89.6%. The regional participation rate was determined to be 85.5%.

Project Number(s): PT-21-06-18
 Project Title: Cabarrus Co. Traffic Enforcement Unit

Agency: Cabarrus County Sheriff's Office

Project Description: This was the second year of a three-year project to fund two deputies for traffic enforcement and traffic safety education in Cabarrus County.

Contribution to Meeting Targets: The Cabarrus County Sheriff's Office reported a 32.14% decrease in serious injury crashes from the 2014-2018 average of 56 to 38 in FY2021. Moreover, the agency reported a 38.71% decrease in serious injury crashes from the previous fiscal year. The agency identified the top eight high-crash locations to focus enforcement efforts and met with local and state DOT engineers to discuss these roadways. The agency conducted or participated in at least three educational or outreach events each quarter. They coordinated or participated in a minimum of two multi-agency traffic enforcement activities per quarter. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-19

Project Title: Gastonia Traffic Safety Grant

Agency: Gastonia Police Department

Project Description: This was the second year of a grant with the Gastonia Police Department to fund activity hours for two police officers to conduct traffic safety enforcement. Gaston County is ranked 9th for overall fatalities, 12th for alcohol-related fatalities, 8th for unrestrained fatalities and 12th for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts.

Contribution to Meeting Targets: The Gastonia Police Department reported two alcohol-related fatalities in Gaston County in FY2021, a 71.4% reduction from the 2014-2018 average of two such fatalities. The agency reported 250 DWI arrests in FY2021. Gastonia had seven speed-related fatalities in FY2021, a 41.6% reduction from the 2014-2018 average of twelve such fatalities. The agency issued 4,424 speeding citations in FY2021. Gastonia had three unrestrained fatalities in FY2021, a 66.6% reduction from the 2014-2018 average of nine such fatalities. The agency issued 965 speeding citations in FY2021. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-28

Project Title: Overtime Grant

Agency: Concord Police Department

Project Description: This project provided the Concord Police Department with funding for overtime for traffic enforcement. Efforts will focus on seatbelt and speeding enforcement in an effort to reduce related fatalities. Officers were required to work 4-6 hour shifts focusing on saturation patrols and high visibility enforcement.

Contribution to Meeting Targets: The Concord Police Department met its goal of reducing speed-related serious injury crashes in Cabarrus County by 25% but failed to reduce overall fatalities. The agency reported issuing 711 occupant protection citations, 1,869 speeding citations, and 387 DWI arrests. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-30

Project Title: Overtime Grant

Agency: Durham County Sheriff's Office

Project Description: This project funded overtime for traffic enforcement. Efforts focused on seatbelt and speeding enforcement in an effort to reduce related fatalities. Officers were required to work 4-6 hour shifts focusing on saturation patrols and high visibility enforcement. Durham County is ranked 12th in unbelted fatalities and 10th in speed.

Contribution to Meeting Targets: The Durham County Sheriff's Office conducted a number of high visibility enforcement activities in an effort to traffic fatalities. Unfortunately, traffic fatalities increased during the grant year. Speed related fatalities did decrease from the 2014-2018 average of 534 to 481 in FY2021. The Durham County Sheriff's Office was awarded a traffic safety grant for FY2022 funding activity hours for three traffic officers. The agency participated in all GHSP traffic safety campaigns during FY2021.

Project Number(s): PT-21-06-20

Project Title: Processing Services Training

Agency: NC Division of Motor Vehicles—NC Department of Transportation

Project Description: This was a continuation project to train hearing officers on conducting professional and thorough hearings that balance an individual's privilege to drive with highway safety concerns. The hearing officers are educated on law changes (case law and statutes) to ensure that they conduct and hold hearings in accordance with all applicable laws. The project also brought the National Judicial College (NJC) to North Carolina to conduct training for the hearing officers.

Contribution to Meeting Targets: The annual training was conducted as planned. All required employees received at least eight hours of relevant training related to changes in statutes, codes, policies, and procedures.

Project Number(s): PT-21-06-21

Project Title: Nash Co Crash Reduction Team

Agency: Nash County Sheriff's Office

Project Description: This grant funded two deputies on the Crash Reduction Team to work traffic safety and education. The deputies conducted targeted enforcement and conducted education and outreach in the community to increase awareness of traffic safety issues. Nash County is ranked 13th in speed related and unrestrained fatalities.

Contribution to Meeting Targets: Fatality crashes decreased in Nash County from the 2014-2018 average of 21.4 to 19 in FY2021. Nash County conducted at least one saturation patrol or enforcement initiative per month at each of the top five county crash locations. Speed related crashes in Nash County decreased from the 2014-2018 average of nine to four during FY2021 as deputies focused enforcement on the top five county crash locations. Saturation patrols and seatbelt initiatives were conducted at least two times per month around Nash County high schools. The agency worked multiple joint agency enforcement projects each quarter. The agency participated in all GHSP traffic safety campaigns during FY2021.

Project Number(s): PT-21-06-31

Project Title: Smithfield PD Crash Reduction & Education

Agency: Smithfield Police Department

Project Description: This project funded two traffic officers to help increase traffic safety through education and enforcement. Johnston County is ranked in the top 10 in overall, alcohol-related, unstrained, and speed-related fatalities.

Contribution to Meeting Targets: The Smithfield Police Department focused enforcement efforts on speeding and seatbelts. The agency identified top crash locations to conduct targeted enforcement efforts. Seatbelt citations increased over 60% from the previous year and speeding citations increased significantly. COVID limited the number of educational and community events the agency attended, but efforts were still made to provide outreach in schools and in the community. The agency participated in and promoted all GHSP traffic safety campaigns.

Project Number(s): PT-21-06-34

Project Title: Gastonia PD Traffic Enforcement Vehicles

Agency: Gastonia Police Department

Project Description: This was the second year of a grant with the Gastonia Police Department to fund activity hours for two police officers to conduct traffic safety enforcement. Gaston County is ranked 9th for overall fatalities, 12th for alcohol-related fatalities, 8th for unrestrained fatalities and 12th for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts.

Contribution to Meeting Targets:

Due to issues brought about by the COVID pandemic, the agency was unable to purchase patrol vehicles in the first year of the grant. Therefore, a grant was approved for FY2021 to allow such a purchase. The Gastonia Police Department was able to purchase this equipment during the fiscal year. The vehicles were used for traffic safety efforts as intended.

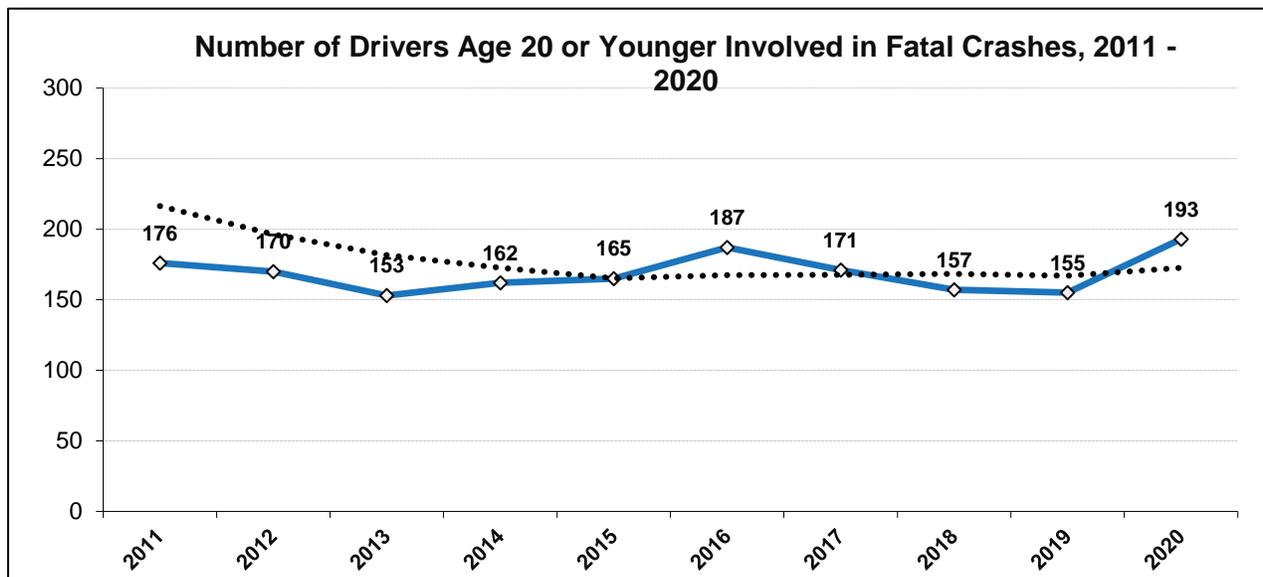
Young Drivers

Background

Motor vehicle crashes are a leading cause of death for young people in North Carolina. In 2020, there were 193 fatal crashes involving a driver age 20 or younger, an increase of 25% in comparison to 2019. Persons age 20 or younger accounted for nine percent of all drivers involved in fatal crashes in North Carolina during 2020. The 5-year moving average (the dotted line in

the figure below) suggest little change in young driver fatal crashes since 2015.

Fatal crashes among young drivers are most common among males, on rural roads, and in the late afternoon or early evening. Mecklenburg, Wake, Guilford and Harnett counties account for the highest number of young driver fatal crashes.



Source: FARS.

Noteworthy Programs

GHSP is supporting and evaluating several innovative approaches to improving young driver safety. During FY2021, GHSP funded teen driver safety initiatives led by University Health Systems of Eastern North Carolina (Vidant Health), the Cabarrus County Health Alliance, the University of North Carolina Highway Safety Research Center (HSRC), and SADD. GHSP also provided continued leadership of the Driver Education Advisory Committee.

For the past six years, GHSP has supported Vidant Health's "PittCo Teen Safe Drivers" program. The program uses a peer-to-peer model and a variety of evidence-based strategies to create a community focused on teen safe driving. During FY2021, project staff expanded into two additional counties (Craven and Martin). Vidant utilized social media toolkits with an online focus on teen and parent education. Topics included distracted driving, impaired driving, seat belts, speeding, drowsy driving, and the World Day of Remembrance to commemorate the lives of those who had been



killed in road and traffic crashes. A total of 151 posts were made on Facebook reaching 7,622 Facebook users. Posts were shared on the Safe Kids Pitt County, Vidant Wellness Center, and James and Connie Maynard Children's Hospital Facebook pages.

GHSP also supported HSRC's Teen Driver Resource Center (TDRC). TDRC researchers provide guidance, assistance, advice and information to stakeholders (law enforcement, state agencies, community organizations, parents and policymakers) who are working to improve teen driver safety in North Carolina, at no cost to these stakeholders. The goal of the TDRC is to ensure that all groups, organizations, individuals and institutions throughout North Carolina interested in reducing teen driver crashes have the same breadth of support that child passenger safety efforts have enjoyed for years. During FY2021, TDRC researchers developed a new program to help parents choose a safe vehicle for their teen driver. Teens usually receive inexpensive "hand me down" vehicles based on the assumption that the vehicle will be less costly to replace if/when the

teen is involved in a crash. However, these older vehicles are often missing important safety features (e.g., side airbags) and they perform more poorly in crash tests. As a consequence, teens who are involved in a crash are more likely to be seriously injured or killed. Because teens have high crash rates, it is important that families choose a safe vehicle to protect their new teen driver.

GHSP funded the national Students Against Destructive Decisions (SADD) organization to oversee NC efforts. The

project's goal is to identify the causes of teen crashes through a data-driven approach, to respond with evidence-based countermeasures, and to build a sustainable network of peer-to-peer based student chapters to provide programming in schools and communities across the state. SADD worked with GHSP to select ten counties to receive sustained intervention and efforts. These counties included Columbus, Sampson, Vance, Harnett, Davidson, Columbus, Robeson, Mecklenburg, Cleveland, and Nash. Each has a high rate of teen driving crashes compared to the rest of the state. NC SADD held a virtual conference in partnership with the North Carolina Council of Women and Youth Involvement on September 18, 2021. The conference was a "Back to School – Wellness Workshop" designed to give updated statistics about the current and critical risks facing NC students with tips to address them.

Finally, GHSP continues to have an innovative marketing opportunity with the NC High School Athletic Association (NCHSAA) to work with the state's athletic directors, high school athletes and coaches to promote seat belt use. Dozens of

high schools participated in two video and design contests creating innovative occupant protection messages to young people. GHSP also marketed “Click It or Ticket” through involvement with the Scholar Athlete Program, which reaches over 40,000 scholar-athletes in high schools across the state.

Program Results

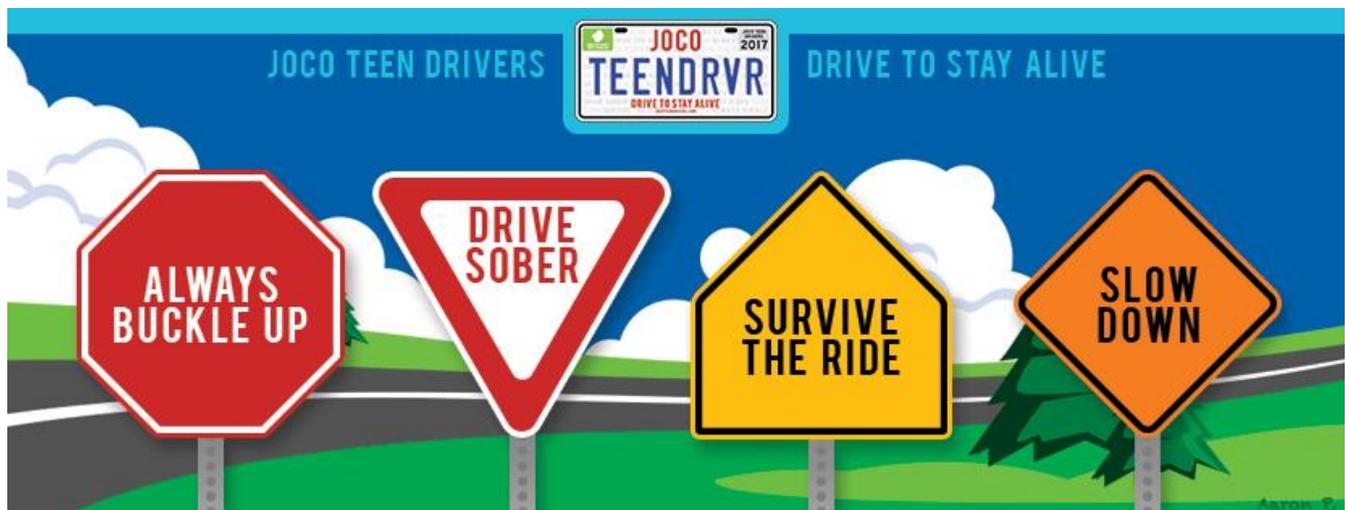
Driver Education Program Assessment

GHSP partnered with the Department of Public Instruction (NC DPI) in FY2015 to request a statewide driver education curriculum assessment. The purpose of the assessment was to review the State’s driver education program, identify the program’s strengths and accomplishments, identify weak areas, and offer suggestions for improvement. The North Carolina Driver Education Advisory Committee (DEAC), which reports to the State Board of Education, has formed six subcommittees to address and implement the recommendations of the NHTSA assessment. GHSP serves on the NC Drivers Education Advisory Committee and is leading efforts to implement assessment recommendations.

PittCo Teen Safe Drivers

During FY2021, Vidant Health partnered with the following:

- Jordan Driving School of the Carolinas and the Martin County Schools Driver Education program to implement distracted driving education virtually to students. A total of nine virtual distracted driving presentations were implemented by the Project Specialist, which reached 411 high school students in Craven and Martin Counties. The virtual presentations gave students information on local statistics from the NC Vision Zero website, insight on the three main types of driving distractions, ways to avoid distracted driving and common driving errors.
- Gas Station TV to implement distracted driving campaigns. The campaigns reach over 1,256,835 people through impressions and was aired across 158 gas stations in the following cities: New Bern, Havelock, Vanceboro, Jamesville, Williamston, Hamilton, Oak City, and Robersonville.
- Martin County Enterprise, the Weekly Herald, and the New Bern Sun Journal for online campaigns that targeted both parents and teens. The campaigns featured distracted driving messaging. The combined campaigns made 451,441 impressions in Martin and Craven Counties.
- Cinema to reach parents and teen through on-screen education at Beartown/Bruin Cinemas in New Bern and AMC Classic



Havelock 6. The cinema campaigns made 69,106 impressions.

North Carolina Teen Driver Resource Center

Housed within the University of North Carolina Highway Safety Research Center, the Teen Driver Resource Center (TDRC) provides information and guidance for those in the State who are working to improve teen driver safety. During this past year, researchers at the Center provided assistance to communities and organizations in North Carolina that are developing policies or programs including:

- The NC Executive Committee for Highway Safety
- The NC Child Fatality Task Force
- The NC General Assembly regarding proposed bills that would alter the state's Graduated Driver Licensing (GDL) system
- Leaders of the NC driver education community, including the Driver Education Advisory Committee

TDRC researchers also created a new program that encourages parents to choose a safe vehicle for a new teen driver. The program includes a video about choosing a safe vehicle (<https://youtu.be/NmDkdrVyR9I>), a video that compares the safety of older and newer vehicles (<https://youtu.be/OWJCuPTQT1A>), and a website that includes resources for parents, insurance agents and car dealers (<https://www.ncteendriver.org/>).

Future Strategies

GHSP is committed to exploring and evaluating innovative approaches to improving young driver safety. GHSP will continue to fund programs that include educational presentation activities and hands-on driver training. During FY2022, GHSP is funding teen driver safety initiatives led by SADD, PittCo Safe Teen Drivers,

and the University of North Carolina Highway Safety Research Center.

The SADD project will continue to work in at least five communities over-represented in teen crashes to identify the causes of teen crashes through a data-driven approach, respond with evidence-based countermeasures, and build a sustainable network of peer-to-peer based student chapters to provide programming in schools and communities in those communities, and eventually across the state. As COVID rates decrease, this project expects to do more work in person with students and schools. GHSP is also funding a continuation project with PittCo Safe Teen Drivers that supports local parent education and peer-to-peer education initiatives in several additional counties in Eastern North Carolina.

North Carolina also plans to prioritize education about the state's Graduated Drivers Licensing system. Last year, the GDL system faced significant legislative scrutiny in the wake of COVID executive orders that closed drivers license offices, thus creating a backlog of teens (and others) awaiting licenses. An informal group of stakeholders was formed to help answer those questions, and that group, comprised of child advocates, safety groups such as AAA Carolinas, researchers and others will work to educate policymakers and others about the research surrounding GDL's effectiveness.

Finally, GHSP plans to remain an active member of the Driver Education Advisory Committee, which is using the Driver Education Program Assessment Report as the basis for making improvements, assessing legislative priorities, developing additional training, and implementing other recommendations from the Report.

Funded Projects and Activities

The young driver-related projects and activities listed below were funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): SA-21-09-07
 Project Title: Distracted Driving in Eastern North Carolina: Expansion of Parent and Teen Education to High Schools in Craven and Martin Counties
 Agency: University Health Systems of Eastern NC (Vidant Health)
 Project Description: This project continued efforts to expand local parent education and peer-to-peer education initiatives to several additional counties in Eastern North Carolina.
 Contribution to Meeting Targets: This project focused on distracted driving by teens and continued efforts to expand local parent education and peer-to-peer education initiatives to several additional counties in Eastern North Carolina, specifically Craven and Martin counties. Efforts included the utilization of social media tool kits and paid media through numerous gas station television outlets that reached close to 300,000 impressions. Additional efforts included partnerships with print publications, movie theaters, and mobile advertising opportunities that resulted in no fewer than 490,000 impressions. The primary focus during the fiscal year was Craven and Martin Counties where there was a decline in young driver fatalities.

Project Number(s): DE-21-08-01
 Project Title: North Carolina Teen Driver Safety Initiative
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This was an ongoing project to fund the Teen Driver Resource Center. The Highway Safety Resource Center will continue providing guidance and assistance to various stakeholder groups with interest in improving teen driver and passenger safety throughout North Carolina.
 Contribution to Meeting Targets: HSRC provided guidance to a number of groups, organizations, agencies, and representatives from news media outlets throughout the fiscal year. Efforts included providing information to state legislators regarding the GDL and consulting on new curriculum for driver's education and potential means of evaluation. HSRC developed an e-mail template for insurance agents to use when a client adds a teenaged driver to a policy. Another template provides guidance related to selecting a safe vehicle for new drivers. HSRC developed and provided print and web-based resources related to teen driving. Content for parents, insurance agents, and dealerships was made available at <https://www.ncteendriver.org/>.

Project Number(s): SA-21-09-14

Project Title: Comprehensive Approach to Reducing Teen Crashes

Agency: SADD

Project Description: This new project through SADD will seek to identify the causes of teen crashes through a data-driven approach, respond with evidence-based countermeasures, and build a sustainable network of peer-to-peer based student chapters to provide programming in schools and communities across the state. SADD worked with GHSP to select five communities over-represented in teen crashes. These Program Implementation Communities (PIC's) received programming and intervention strategies to reduce teen crashes.

Contribution to Meeting Targets: The State Coordinator was identified to lead efforts in North Carolina. The employee was trained and educated in available traffic safety resources and N.C. crash data. Program Implementation Counties (PIC's) for teen crashes were identified as Columbus, Sampson, Harnett, Davidson, and Vance counties. PIC's for unrestrained drivers were identified as Robeson, Columbus, Mecklenburg, Cleveland, and Nash Counties. Social media campaigns, media efforts, and virtual safety events reached thousands of individuals. No fewer than thirty-four school and community-based SADD chapters with confirmed advisors were reimplemented or created in North Carolina in FY2021.



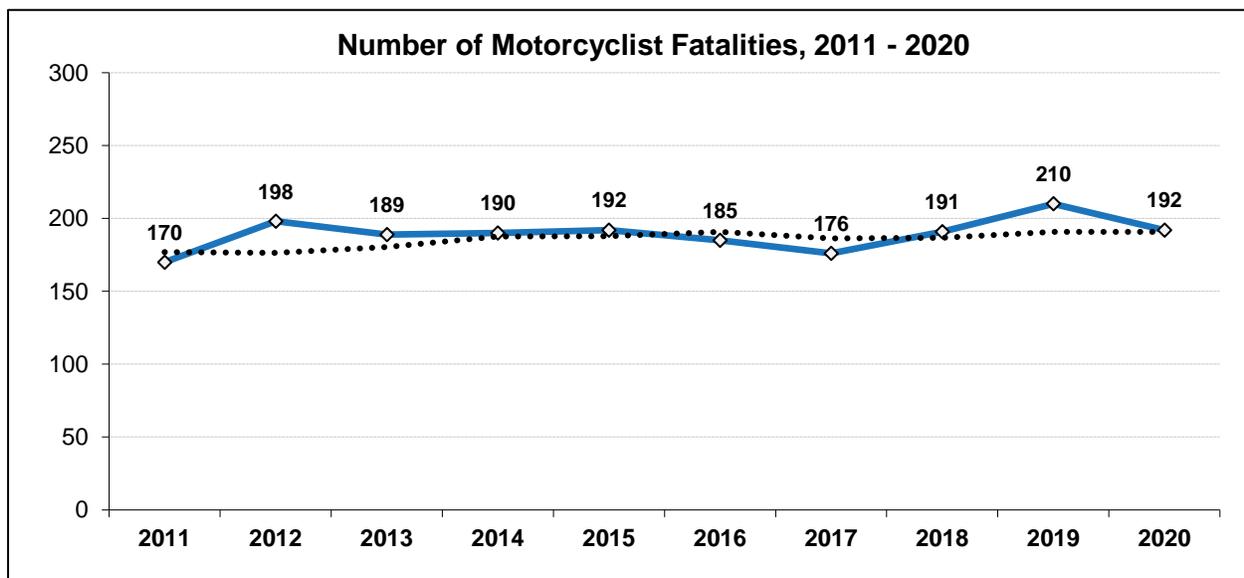
Motorcycle Safety

Background

During 2020, 192 motorcyclists were killed in crashes in North Carolina. This was a decrease of 18 fatalities in comparison to 2019. Motorcyclists accounted for 11% of all traffic fatalities during 2020. Based on the 5-year moving average (the dotted line in the figure below), motorcyclist fatalities have changed little in North Carolina over the past 10 years.

The vast majority of fatally injured motorcycle riders are male, and a growing proportion are

age 45 or older. In comparison with passenger vehicle crashes, motorcycle crashes disproportionately occur on rural roads, are single vehicle crashes, and involve alcohol. Four counties in North Carolina—Wake, Guilford, Cumberland and Mecklenburg—account for 20 percent of the state’s motorcyclist fatalities. (North Carolina has 100 counties.) However, many of the counties with the highest fatality rates per registered motorcycle are in the less populated, mountainous part of the state.



Source: FARS.

Noteworthy Programs

In North Carolina, all operators and passengers on motorcycles and mopeds are required to wear a helmet that complies with Federal Motor Vehicle Safety Standard (FMVSS) 218. Research shows that a motorcycle rider who is not wearing a helmet is five times more likely to sustain a critical head injury than a helmeted rider. In North Carolina, the vast majority of fatally or

seriously injured motorcyclists were wearing a helmet when they crashed. Only 14 fatally injured motorcycle riders in 2020 were not wearing a helmet. This is consistent with the very low number of unhelmeted fatalities over the past decade in North Carolina. NHTSA estimates that more than 100 lives are saved each year in North Carolina by helmets, and that more lives could be saved if all riders wore helmets.

A key safety initiative to reduce motorcyclist crashes and fatalities is “BikeSafe North Carolina.” Sponsored by the Governor’s Highway Safety Program, BikeSafe offers training in safe riding techniques and discusses safety topics. The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills. The training takes place in the classroom and on the streets. On the road, each student is paired with a motorcycle officer who observes the student’s riding. The motorcycle officer then provides feedback and instruction on how the student can improve his/her riding techniques to enhance safety.

During National Motorcycle Safety Awareness Month in May, GHSP steps up efforts to train motorcyclists and educate motorists about the importance of motorcycle safety and awareness. GHSP partners with law enforcement agencies to conduct BikeSafe motorcycle safety rider training courses across the state and promotes motorcycle training and awareness through paid and earned media.

Program Results

BikeSafe North Carolina

Section 402 and Section 405 motorcycle safety incentive funding has enabled BikeSafe to expand in recent years. There were 47 host agencies for the BikeSafe program during FY2021. These agencies conducted a total of 130 BikeSafe events with 422 attendees. Presently, there are 189 BikeSafe assessors across the state.

In FY2019, the North Carolina State Highway Patrol assumed a leadership role in coordinating the BikeSafe NC program. The program’s Statewide Coordinator from the NCSHP is responsible for monitoring safety course material, evaluating the course, and providing updates to the program as needed. The Statewide Coordinator also attends and assesses courses and trainings throughout the state. In FY2020, the NCSHP began updating the curriculum of BikeSafe. The update included a new training curriculum and teaching presentation, a full instructor plan, a full student lesson plan, and a two-day train-the-trainer session. The primary focus of the curriculum update will include the changes set forth by



BikeSafe London and the new studies/practices designed to reduce motorcycle fatalities.

BikeSafe NC has recently been approached by BikeSafe London and asked to collaborate on future updates as a team. In addition, BikeSafe NC will be recognized during future London presentations as co-writers of the curriculum.

Motorcycle Safety Awareness Month

During 2021, Governor Roy Cooper issued a proclamation declaring May as Motorcycle Safety Awareness Month. The Governor cited the popularity of motorcycle riding as a form of recreation and transportation for thousands of citizens across North Carolina and the United States. He urged all motorists to recognize the importance of motorcycle safety and of sharing the roadways with motorcycles. He also noted the importance of motorcycle rider training, knowledge of traffic laws and licensing requirements.

BikeSafe instructors consisting of State and local law enforcement officers conducted 13 BikeSafe classes and instructed 54 students during the month of May. The month of May typically represents the most attended BikeSafe classes of the year. The North Carolina Highway Patrol focused on a variety of social media platforms to conduct outreach related to motorcycle safety. In addition, there were numerous Motorcycle Safety Awareness education events promoting motorcycle safety and awareness with a focus at motorcycle dealerships and retail accessory shops. GHSP continues to utilize earned media and paid media when feasible to promote the free training and enhance motorist awareness.

Statewide Traffic Safety Survey

A question on the 2021 Statewide Traffic Safety Survey asked about approval of North Carolina's universal helmet law for motorcyclists. Support was very high: 92% of respondents said they

support (87% strongly) requiring motorcycle drivers and passengers to wear a safety helmet.

Future Strategies

BikeSafe North Carolina has grown in popularity. To help expand agency participation across the state, the BikeSafe program has expanded from five to six regions: Great Smoky Mountain, Triad, Piedmont, Triangle, Eastern, and Southeast region. Each region has a Regional Coordinator who is dedicated to promoting the BikeSafe program and recruiting other agencies in the area to become involved. North Carolina currently has 189 trained BikeSafe assessors and is continually seeking to expand to the military and other municipal motor units.

GHSP will again conduct kickoff events for Motorcycle Safety Awareness Month in May 2022. GHSP will seek earned media attention gained from partnerships with NCDOT Communications Office, State Highway Patrol, local law enforcement and rider groups. Typically, the kickoff event will feature the GHSP Director, along with state and local law enforcement. BikeSafe typically conducts a training session in conjunction with the event. GHSP plans to kick off Motorcycle Safety Awareness Month in Maggie Valley at the Wheels Through Time Motorcycle Museum with an opening media event. The museum is home to the world's premier collection of rare & historic American Vintage Motorcycles.

GHSP plans to continue a partnership with Capital City Bikefest and Eurobike which is held in Raleigh each year. These events draw approximately 100,000 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.

The 2021 BikeSafe Motorcycle Safety Summit was held June 8-10 in Wilmington, North Carolina. Approximately 58 BikeSafe motor officers from across the state attended the summit which focused on motorcycle specific laws, issues and enforcement efforts. BikeSafe coordinators were updated on the newest

version of the BikeSafe program, discussions were conducted on the current status of the program in North Carolina, and a BikeSafe class was offered with seven students in attendance. As in previous years, the summit was well received by the motor officers. A summit is being planned for 2022.

Funded Projects and Activities

The motorcycle safety-related projects and activities listed below were funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): M9MT-21-16-01
 Project Title: BikeSafe NC Regional Coordinator
 Agency: Raleigh Police Department
 Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
 Contribution to Meeting Targets: The goal for BikeSafe funded programs included a 5% decrease in motorcycle fatalities in North Carolina from the 2014-2018 average of 186.8 to 177 during the FY2021 fiscal year. This goal was met as North Carolina had 168 motorcycle fatalities in FY2021. In addition, thirty-four classes were taught with the region during the fiscal year. Additional new assessor trainings were also held.

Project Number(s): MC-21-03-01
 Project Title: Bike Safe 2021
 Agency: NC State Highway Patrol
 Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP throughout North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to reduce motorcycle crashes and fatalities through training. The NCSHP assumed responsibility for oversight of the program while continuing to maintain the BikeSafe NC website. This grant funded a position and equipment within the NCSHP to supervise the program throughout the state.
 Contribution to Meeting Targets: During FY2021, there were forty-seven host agencies for the BikeSafe program conducting a total of 130 BikeSafe events with 422 attendees. There are currently 189 BikeSafe assessors across North Carolina. North Carolina experienced a decrease in motorcycle fatalities from the 2014-2018 average

186.8 to 168 during FY2021. In addition, BikeSafe NC will be formally recognized during London BikeSafe presentations as co-writers of the curriculum based on NCSHP's input.

Project Number(s): M9MT-21-16-02
 Project Title: BikeSafe NC Regional Coordinator
 Agency: Winston-Salem Police Department
 Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
 Contribution to Meeting Targets: The goal for BikeSafe funded programs included a 5% decrease in motorcycle fatalities in North Carolina from the 2014-2018 average of 186.8 to 177 during the FY2021 fiscal year. This goal was met as North Carolina had 168 motorcycle fatalities in FY2021. In addition, the agency hosted or participated in twenty BikeSafe classes during the fiscal year. Eighty-three students participated in the twenty classes. The agency attended the annual BikeSafe Conference and partnered with both motorcycle dealers and media outlets to promote the BikeSafe classes and safety messages.

Project Number(s): M9MT-21-16-03
 Project Title: BikeSafe NC Regional Coordinator
 Agency: Cabarrus County Sheriff's Office
 Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
 Contribution to Meeting Targets: The agency promoted the BikeSafe NC program through contact with motorcycle dealerships, motorcycle clubs, and associations within the region. Two private BikeSafe classes were hosted with Speedway Harley Davidson in Concord. An additional class was organized for an all-female motorcycle club. As a result of COVID, only one coordinator meeting was held in FY2021. Social media outlets were utilized to promote BikeSafe NC initiatives. North Carolina did see a 7% decrease in motorcycle fatalities from the 2014-2018 average of 180.8.

Project Number(s): M9MT-21-16-04
 Project Title: BikeSafe NC Regional Coordinator

Agency: Asheville Police Department

Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.

Contribution to Meeting Targets: The goal for BikeSafe funded programs included a 5% decrease in motorcycle fatalities in North Carolina from the 2014-2018 average of 186.8 to 177 during the FY2021 fiscal year. This goal was met as North Carolina had 168 motorcycle fatalities in FY2021. In addition, Asheville hosted five BikeSafe classes.

Project Number(s): M9MT-21-16-05

Project Title: BikeSafe NC Regional Coordinator

Agency: Jacksonville Police Department

Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.

Contribution to Meeting Targets: The goal for BikeSafe funded programs included a 5% decrease in motorcycle fatalities in North Carolina from the 2014-2018 average of 186.8 to 177 during the FY2021 fiscal year. This goal was met as North Carolina had 168 motorcycle fatalities in FY2021. Jacksonville partnered with several regional motorcycle dealerships, motorcycle clubs, and media partners to provide motorcycle safety messaging.

Project Number(s): M9MT-21-16-06

Project Title: Motorcycle Safety Equipment

Agency: Lenoir County Community College

Project Description: This was an ongoing project to offer rider training to meet the needs of a growing population of motorcyclists.

Contribution to Meeting Targets: The agency was unable to purchase the motorcycle conversion kits. However, other safety equipment and supplies were purchased to assist in the motorcycle safety training.

Project Number(s): M9MT-21-16-07

Project Title: N.C. Motorcycle Safety Education Program (NCMSEP) Quality Assurance

Agency: Lenoir County Community College

Project Description: This project trained motorcycle educators through a quality assurance team and the summer rider coach instructor update.

Contribution to Meeting Targets: The summer update for RiderCoaches and Trainers was conducted in Mount Airy, North Carolina July 23-25, 2021. There were eighty-seven participants. Forty-nine quality assurance visits were conducted at state training sites and eighty-eight RiderCoaches were observed.

Project Number(s): M9MT-21-16-08

Project Title: BikeSafe NC Regional Coordinator

Agency: Wilson Police Department

Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.

Contribution to Meeting Targets: During FY2021, the Wilson Police Department hosted seven BikeSafe events teaching a total of twenty students. In addition, the agency attended five additional events in Apex (3) and Wake Forest (2). Officers attended the BikeSafe Conference in Wilmington, N.C. held June 7th through June 10th.

Traffic Records

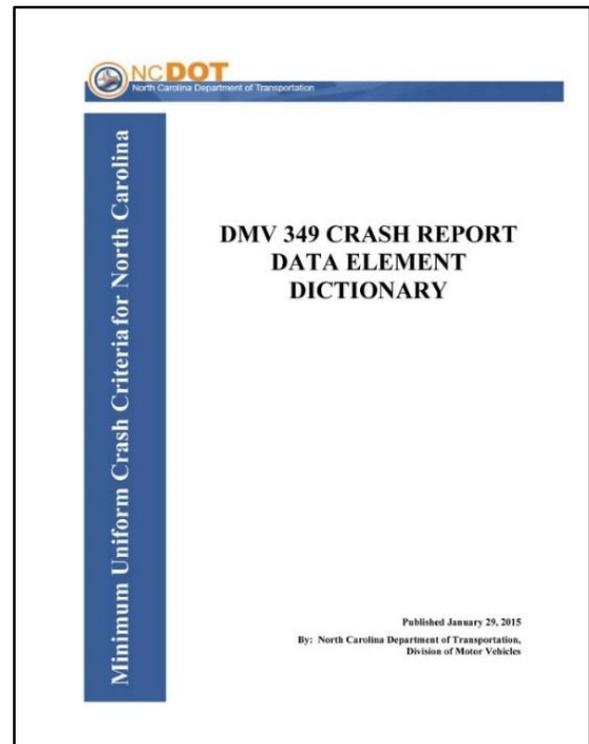
Background and Noteworthy Programs

North Carolina strives to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data. North Carolina also continues to link State data systems to each other and improve the compatibility and interoperability of North Carolina's data systems with national data systems. Such data is needed to identify priorities for Federal, State and local highway and traffic safety programs, and evaluate the effectiveness of these programs.

For the past five years, North Carolina has funded a Traffic Records Assessment, helped the NC Administrative Office of the Courts (AOC) continue eCitation® (described below), and funded several ongoing projects to develop data linkage between the crash reporting database and medical databases. Additionally, through the analytical work funded through the Vision Zero program, GHSP has supported efforts to make crash data readily available to law enforcement, the public, media representatives and researchers.

A number of traffic safety information systems are available and widely used in North Carolina. Some of the key information systems include:

- **The Traffic Engineering Accident Analysis System (TEAAS)** is the main tool used by the Traffic Engineering and Safety Systems Branch (TESSB) of the NCDOT to analyze and report on crashes that occur in the state. TEAAS is often used to help support policies and decisions at the state and federal levels.
- **NC Geographic Information System** provides quality mapping of state-



maintained system of highways and produces computer generated images of proposed NCDOT projects. This information is used in the planning, funding, construction, and maintenance of transportation facilities throughout the state, helping to provide an efficient and cost-effective state transportation system.

- **NC Crash Data** is a database maintained by the North Carolina Division of Motor Vehicles (NCDMV) that contains information on all reported crashes in the state. The database serves as a single electronic repository for all crash data. There are three methods for entering crash data into the database maintained by NCDMV. The Electronic Crash Reporting System (ECRS) accepts crash data electronically from third-party crash collection applications. As of July 2021, ECRS accounted for 73.3% of total crash reports submitted. The Traffic and Criminal Software

(TraCS) application is a national model software package that is used and maintained by NCDMV for electronic crash reporting. TraCS accounted for 11.4% of all crash submissions. The remaining 15.3% of crash reports were keyed manually into the NC Crash database by DMV employees.

- **NCAWARE (North Carolina Warrant Repository)** is a custom-developed, web-based system that was designed, developed, and implemented by the North Carolina Administrative Office of the Courts (NCAOC). The system maintains detailed information about criminal processes, such as warrants, magistrate orders, citations that lead to an arrest, criminal summons, orders for arrest, release orders, and appearance bonds.
- **eCITATION®** automates the issuing of cite-and-release citations in North Carolina. Using existing wireless connections, eCitation® allows officers to create citations and schedule court dates electronically from the patrol car. A portable printer produces the copy of the citation for the cited person. After issuance of the eCitation®, the officer transmits the data directly to NCAOC where it can be immediately accessed statewide in the Automated Criminal Infraction System (ACIS). eCITATION® is the first system in the nation that fully automates the citation process.
- Additional AOC systems include the Automated Criminal Infraction System (ACIS), Criminal Court Information System – Clerks Component (CCIS-CC), Criminal Court Information System – District Attorneys Component (CCIS-DA), Electronic Compliance and Dismissal (ECAD), payNCticket, and Online Request for Reduction of Speeding. More information on all these systems can be found in the 2021 NC TR Strategic Plan. Note that AOC has recently signed a contract for the Integrated Case Management System (ICMS) through

Tyler Technologies, and statewide rollout began in 2021. The configuration and statewide rollout are expected to occur over a five-year period. A similar contract has been awarded to Tyler Technologies for an eCitation and NCAWARE replacement solution.

North Carolina Traffic Records Coordinating Committee (NC TRCC)

The North Carolina TRCC was established in 2002. Their mission is to:

Provide leadership to establish and maintain a level of coordination, communication, and cooperation between agencies and stakeholders to maximize utilization and improve functionality, data accuracy, timeliness, and linkages, and to advance electronic data collection, protect privacy, minimize redundancies in traffic records systems, and better accomplish individual agencies' goals.

The NC TRCC makes policy and program recommendations to the NC Executive Committee for Highway Safety, which then may work to further implement these recommendations. The NC TRCC met on three occasions in FY2021. All three meetings were virtual due to the ongoing COVID-19 pandemic.

The NC TRCC has a diverse membership that includes representation from the data stewards for each primary data or information system including crash record, vehicle and driver records, roadway inventory and GIS, court, citation and adjudication systems, and medical outcome systems. Several key stakeholder agencies serve on the committee including NC State Highway Patrol, municipal law enforcement, NCDOT Traffic Safety Unit, GHSP, and three university research centers (i.e., UNC HSRC, UNC IPRC, and NCSU ITRE). The most recent strategic plan contains a list of current members of the committee and is available at:

<https://connect.ncdot.gov/groups/NCTRCC/Pages/default.aspx>.

Jackie Mitchell from NC GHSP serves as the State Traffic Safety Data Coordinator and is also a primary point of contact for information on the Traffic Safety Systems for the National Highway Traffic Safety Administration, the state of North Carolina, and the North Carolina TRCC.

The TRCC also advises GHSP on recommended funding priorities in this area and creates a project ranking application form. Potential grantees complete this form, which goes to TRCC members to review and then to GHSP for incorporation in their planning and grant review processes.

State Traffic Records Strategic Plan

The North Carolina Traffic Safety Information Systems 2021 Strategic Plan was updated by the UNC Highway Safety Research Center in collaboration with the N.C. Traffic Records Coordinating Committee.

On May 8, 2017, the NC TRCC received the updated NC TR Assessment from NHTSA based on the results of the online assessment conducted in the spring of 2017. The report is available at:

<https://connect.ncdot.gov/groups/NCTRCC/Documents/2017%20NC%20Traffic%20Records%20Assessment.pdf>. This year's Strategic Plan used the main recommendations for each data area to help update the goals and performance measures in the current 2021 TR Strategic Plan.

The Strategic Plan describes the organizational structure of NC TRCC, provides descriptive summaries of the traffic safety information systems that are available in North Carolina, shares the vision, mission, goals and objectives of the NC TRCC, and describes the process that is currently used by the NC TRCC to provide

input to GHSP on the selection of projects for funding using Section 405(c) funds, as well as a listing of funded projects. Additionally, the Strategic Plan:

- Describes specific, quantifiable, and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- Uses the formats set forth in the Model Performance Measures for State Traffic Record Systems.
- Lists all recommendations from its most recent highway safety data and traffic records systems assessment.
- Identifies which recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.

The NC TRCC established goals for each of the six required primary data systems (crash information systems, citation/adjudication systems, injury surveillance systems, roadway information systems, driver information systems, and vehicle information systems.) For each goal, specific objectives were developed that represent the priorities for each group/system along with corresponding performance measures/targets.

See the 2021 Strategic Plan for a full listing of the latest goals, objectives, and performance measures/targets (available at:

<https://connect.ncdot.gov/groups/NCTRCC/Documents/2020%20TRCC%20Strategic%20Plan.pdf>)

The strategic plan addresses improvements in traffic safety information systems over a five-year period. However, the plan is reviewed annually and modified as necessary to ensure that progress is being made in each area and that new objectives are added to address changes in

the State and take advantage of improvements that may lead to better systems.

Future Strategies

For the past ten years (2012-2021) North Carolina has created a traffic records strategic plan. These application/reports have been compiled through the NC State 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 as needed to continue Traffic Record Data Improvements projects.

Future projects will increase the number of law enforcement officers utilizing eCitation®, with the long-term vision of 100 percent use by law enforcement. GHSP is using Section 405(c) funds for programmers to develop an interface

between eCitation® and NCAWARE for arrestable offenses. This would allow law enforcement and magistrates to process on site arrests much more quickly and would allow law enforcement to return to their patrol duties much faster.

The biggest Traffic Records effort currently underway is a complete revamp of the crash report form (NC DMV 349), the entire NC Crash Data Record System (TEAAS), and each of the data systems involved in the recording and analyses of crash data by traffic engineers, municipalities, NC law enforcement, and researchers. Entitled the "NC Crash Reporting Information System (NC CRIS)," this new system replaces the former system known as eCrash. The project is being carried out by the UNC Highway Safety Research Center under the direction of Nancy Lefler.

Funded Projects and Activities

The traffic records related projects and activities listed below were funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): M3DA-21-14-05
 Project Title: Mobile Date Terminals (MDTs)
 Agency: Haw River Police Department
 Project Description: This was a one-year project to purchase MDT's to enable the police department to further implement electronic crash reporting in an effort to increase timeliness, accuracy, and completeness. This will increase the percentage of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.
 Contribution to Meeting Targets: Haw River purchased additional MDT's with the grant funding. The agency submitted 94% of its citations electronically during the grant period.

Project Number(s): M3DA-21-14-01
 Project Title: Linking Crash Reports to Medical Data
 Agency: University of North Carolina at Chapel Hill Injury Prevention Research Center

Project Description: This was the third year of an ongoing project to assess the linkage of crash data to the medical data. The project built on the previously determined foundations by identifying and overcoming barriers to linking biomedical data to DMV crash report data through the engagement of key stakeholders.

Contribution to Meeting Targets: Version 1 of the Motor Vehicle Crash Data Dashboard was made available on September 28, 2021. Linked data tables were used on topic-specific MVC data dashboard pages, including the association between child car seat use and injury severity and the misclassification of injury severity in crash data as compared to the emergency department data. A Motor Vehicle Crash and Health Data Advisory Group was formed and conducted meetings in February and June of 2021. A partnership with N.C. Vision Zero was formed and a web-based data dashboard was developed to support their activities.

Project Number(s): M3DA-21-14-02 SA-21-09-11

Project Title: NC Vision Zero Technical & Program Support

Agency: North Carolina State University—Institute of Transportation Research and Education

Project Description: This was an ongoing project to promote North Carolina's Vision Zero efforts by providing analytical information to all stakeholders and eventually the public on crash statistics. This website was maintained and updated monthly as new crash data is received from the state database.

Contribution to Meeting Targets: ITRE continued in its efforts to provide continuous public accessibility to the NCVZ website and data visualization tools. The total number of website page views increased 15% over the performance period from 49,523 to 56,951.

Project Number(s): M3DA-21-14-06

Project Title: Mobile Data Terminals (MDTs)

Agency: Weldon Police Department

Project Description: This was a one-year project to purchase MDT's to enable the police department to further implement electronic crash reporting in an effort to increase timeliness, accuracy, and completeness. This will increase the percentage of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.

Contribution to Meeting Targets: Weldon purchased additional MDT's with the grant funding. The agency submitted 100% of its crash reports and 90% of its citations electronically during the grant period.

Project Number(s): TR-21-07-01

Project Title: Traffic Safety Information Systems Strategic Plan
Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Description: This was an ongoing project to provide technical and logistical support to the Traffic Records Coordinating Committee (TRCC) and to update the NC Strategic Plan for Traffic Safety Information System.
Contribution to Meeting Targets: During FY2021, HSRC scheduled, planned, and facilitated each of the N.C. Traffic Records Coordinating Committee meetings. The NC TRCC members initiated the 2021 N.C. Traffic Records Strategic Plan. The most recent crash, fatality, and injury statistics for North Carolina were updated and made available to stakeholders. The 2021 Traffic Records Forum was held virtually. Planning was started for the 2022 North Carolina Traffic Records Self Assessment.

Project Number(s): M3DA-21-14-03
Project Title: Electronic Crash (eCrash) Replacement
Agency: NC Division of Motor Vehicles—NC Department of Transportation
Project Description: This continuation project was intended to provide partial funding for enhancements to the North Carolina electronic crash reporting system managed by the NC Division of Motor Vehicles.
Contribution to Meeting Targets: The NCDMV made progress during FY2021 on efforts to replace the current eCrash system. Partnerships with UNC's Highway Safety Research Center and VHB have been beneficial. GHSP will continue to provide funding in FY2022 to continue these efforts.

Project Number(s): M3DA-21-14-07
Project Title: PDF eCrash Reporting Project
Agency: NC Division of Motor Vehicles—NC Department of Transportation
Project Description: This was a first-year grant for a PDF system for DMV crash system to assist LEA in submitting crash reports through a PDF file.
Contribution to Meeting Targets: The required coding and system testing of the form and application changes were completed. The PDF form was created with 200+ fields complete with the necessary functions to adequately complete the requirements of the crash form. However, due to issues related to hiring a contractor at the onset of the grant, this project still requires additional work before final completion. These efforts will be funded in FY2022.

Project Number(s): M3DA-21-14-09
Project Title: Mobile Date Terminals (MDTs)
Agency: Biscoe Police Department

Project Description: This was a one-year project to purchase MDT's to enable the police department to further implement electronic crash reporting in an effort to increase timeliness, accuracy, and completeness. Doing so will increase the percentage of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.

Contribution to Meeting Targets: Biscoe purchased additional MDT's with the grant funding, thus allowing the agency to submit citations and crash reports electronically.

Project Number(s): M3DA-21-14-04

Project Title: eCitation Printer Distribution

Agency: NC Judicial Department-AOC

Project Description: This was an ongoing project that provides printers to law enforcement agencies and officers on eCitation in an effort to increase the percentage of eCitations versus paper citations in support of the Traffic Safety Information System Strategic Plan goals.

Contribution to Meeting Targets: As a result of the efforts of the North Carolina Administrative Office of the Courts, 92.3% of citations are issued electronically. There are now 536 law enforcement agencies in North Carolina participating in either eCitation or Brazos programs. Agencies will begin transitioning to the Brazos system.

Project Number(s): M3DA-21-14-11

Project Title: Automated Document Capture-Update Driver Records

Agency: NC Division of Motor Vehicles -NC Department of Transportation

Project Description: This was a proposal for a new project by the NCDMV to develop an automated process to scan and extract required information from out-of-state documents and match the information to a driver's record in the State Automated Driver License System (SADLS). Information to be extracted and applied should include but not be limited to out-of-state convictions, medical certifications, CDL self-certifications and federal variances, impaired driving affidavits and refusals, BAC lab reports, etc.

Contribution to Meeting Targets: The NCDMV completed development of the capture process, document templates, and line of business webservice calls in furthering the goals of this project.

Other Highway Safety Priorities

Older Drivers

Through December 17, 2021, there have been 353 older driver fatalities (based on NC crash data), indicating the FY2021 target of 278.8 will not be met. Fatal crashes among older drivers have increased since 2010, and the number is expected to rise further as the “baby boom” generation turns 65 and enters the ranks of “older drivers.” In addition to the potential for increasing crash involvement, older adults are more vulnerable to injury when they are involved in a crash. The percentage of drivers killed in crashes is two to three times higher for older drivers than for drivers less than 65 years of age.

There is no simple solution for meeting the transportation needs of an aging driver population. To reduce crashes and fatalities involving older drivers, most safety experts recommend a comprehensive approach that includes changes to driver licensing practices, increased public awareness, and greater access to alternative modes of transportation.

Since the spring of 2004, GHSP has collaborated with and helped support a statewide Senior Driver Safety Coalition (SDSC). This coalition harnesses the collective knowledge of North Carolina professionals and research institutions working in the field of older driver safety. The primary goal of the SDSC is to collaborate on methods for improving safety among older drivers and to advance awareness of viable transportation alternatives when driving is no longer an option. Since 2005, the Coalition has also served as the North Carolina Executive Committee for Highway Safety (ECHS) Older Driver Working Group (ODWG) charged with recommending strategies for reducing traffic-related deaths and injuries in the state involving

older drivers. One ongoing effort involves a NHTSA-funded demonstration project promoting Highway Safety Program Guideline No. 13. This effort is led by an SDSC member out of Eastern Carolina University and draws on collaboration with both GHSP and SDSC.

With GHSP’s support, the SDSC collaborated on the development of www.ncseniordriver.org, a comprehensive website that provides information about older driver safety and resources in North Carolina. The website is designed to help older adults drive safely for as long as possible and provide resources for transportation alternatives. The website serves as a resource to the state’s older drivers, family members of older drivers, physicians, law enforcement personnel and others.

North Carolina has a network of CarFit Technicians throughout the state that work one on one with drivers to help ensure their vehicle is adjusted appropriately to their bodies, including minimizing blind spots. GHSP supports this and other community outreach efforts throughout the year. Starting in 2018, GHSP prioritized inclusion of senior driver safety information in their NC State Fair Safety City display. This information dissemination is coordinated with Senior Day at the fair, a day that typically draws a large number of senior citizens. Other efforts include printing and distribution of older driver safety informational rack cards, sessions on older driver safety at the NC Traffic Safety Conference, and information and safety presentations to professionals and older adults. (Note, some activities were postponed this year due to the COVID-19 pandemic.)

Pedestrians and Bicyclists

North Carolina experienced 228 pedestrian fatalities in motor vehicle-related incidents during 2020, an increase of seven fatalities from 2019. Moreover, the long-term trend suggests a steady rise in pedestrian fatalities. Although crashes involving pedestrians represent only one percent of the total reported crashes in North Carolina, pedestrians are over-represented in fatal crashes. During 2020, pedestrians accounted for 15% of all traffic fatalities in the state. Because they don't have the same protection as motor vehicle occupants, pedestrians are likely to be seriously injured or killed in a pedestrian/vehicle crash.

Pedestrian fatalities in North Carolina are most common among males ages 20-64. They typically occur on urban roads during the evening hours. Urbanized areas have many more pedestrians and motor vehicles; therefore, there are more opportunities for pedestrian-motor vehicle conflicts to occur. Additionally, pedestrians can be more difficult to see at nighttime and alcohol-involvement is higher in nighttime crashes. Ninety percent of the state's pedestrian fatalities occur at places other than intersections.

Twenty-six bicyclists were killed in crashes in North Carolina during 2020, up from 19 fatalities in 2019. Bicyclist fatalities are most common on weekdays, in the late afternoon or early evening, and at non-intersections. This reflects commuting cyclists sharing the road with motorists, with declining visibility as it gets darker. Half of all bicyclist fatalities occur in



crashes where a motorist attempts to overtake the bicyclist.

More communities are developing or expanding partnerships and programs to improve pedestrian and bicyclist safety and to increase the number of people walking and biking rather than driving. Successful programs recognize that education is needed for motor vehicle drivers as well as pedestrians and bicyclists. There are many ways to educate motorists about the rights of pedestrians and bicyclists and how to drive safely in areas where motorists are likely to encounter them, including educational campaigns, neighborhood coalitions, and creating a culture of bicycling and walking. GHSP's strategy is to work closely with local communities to create local pilot projects replicable across the state. One such program is "Watch for Me NC," a statewide program funded by GHSP. The program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of



public education, community engagement, and high visibility law enforcement. In addition, the Outer Banks Bicycle & Pedestrian Safety Coalition focuses on pedestrian and bicycle safety in North Carolina’s coastal communities.

Another program is “Walk Smart NC”, which promotes pedestrian safety among state employees by educating them about safe pedestrian practices and involving city and state engineers in promoting design changes in problem areas. This project, though presently focused in downtown Raleigh, has the potential to be replicated among other areas with a high concentration of state employees, and can be modified for private employers interested in promoting pedestrian safety on their work campuses.

GHSP also funded the town of Chapel Hill to create a “Road to Zero” Task Force. The objective of the Task Force is to implement safety measures set by the Pedestrian Safety Action Plan. The plan builds off North Carolina’s Vision Zero Initiative and seeks to create a safe, connected, and accessible community for pedestrians. The grant also partially funded a GIS/Complete Streets specialist to analyze existing pedestrian crash data, continue to collect pedestrian crash data, and provide guidance to treat high-risk streets and intersections.

Finally, bicycle and pedestrian safety is a major emphasis of many of the local Vision Zero coalitions that receive technical assistance through the NC Vision Zero statewide project. This year the NC Vision Zero project hosted a virtual three-day Leadership Summit for Vision Zero communities, and bike/ped planning was a major focus of the summit.

Distracted Driving

NHTSA defines distraction as “a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on some other activity instead.” Distraction can include secondary tasks such as operating vehicle controls, eating/drinking, attending to personal hygiene, or operating a cell phone. Drivers can also be distracted by other vehicle occupants or by outside persons, objects or events. Driving while daydreaming or lost in thought is identified as distracted driving by NHTSA, but physical conditions and/or impairments (such as fatigue, alcohol, and medical conditions) or psychological states (such as anger or depression) are not. NHTSA’s Fatality Analysis Reporting System (FARS) data includes fields that identify one or more attributes which may indicate inattention just prior to the impending critical event. NHTSA has included these distraction variables since 2010.

According to 2019 FARS data, there were 84 persons killed in fatal crashes in North Carolina in which one or more drivers were reported as being distracted at the time of the crash. These “distraction-involved” crashes accounted for 6% of the total fatalities in 2019. Distracted driving is



likely underreported in crashes. It can be difficult for officers to determine whether inattention contributed to a crash and the form of that inattention (e.g., cell phone use). North Carolina law does not have a hands-free law but does have a less restrictive law that prohibits texting while driving.

GHSP is concerned about distracted driving and is working to address the problem through the combination of education and enforcement. GHSP recognizes that distracted driving results in part from lifestyle choices and larger societal and cultural trends. Consequently, few highway safety countermeasures have been identified to reduce distracted driving. GHSP funds two youth-oriented projects—Cabarrus Health Alliance’s KEYS (Keeping Every Youth Safe) program and University Health System of Eastern North Carolina’s “PittCo Teen Safe Drivers Program”—that address distracted driving among young drivers.

GHSP also provided background research to policymakers, insurance industry representatives and other groups considering changes to NC law to prohibit use of cell phones while driving except for those using hands-free devices. Though the proposed “hands free” legislation did not pass this year, aligned groups have indicated they will continue to work on this legislation in future legislative sessions. Findings from the 2021 NC Statewide Survey show support is relatively strong for a hands-free law. Almost three in four (72% support (52% strongly) making it illegal in North Carolina to drive while holding and operating a cell phone.

Commercial Motor Vehicles

Large trucks (defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds) play an important role in North Carolina’s economy through the efficient

distribution of our state’s products and commodities. However, large trucks also play a major role in the number and severity of NC traffic crashes because of their size, weight, and the number of miles they are driven.

In 2020, there were 109 persons killed in crashes involving large trucks in North Carolina, up from 91 persons killed in 2019. Large trucks were involved in 7% of all fatal crashes in North Carolina during the last five years. Large trucks are involved in a relatively small number of crashes each year, but they are involved in a disproportionate number of fatal and serious injury crashes due to their size and weight. While the largest SUVs weigh less than 6,000 pounds, large trucks weigh more than 10,000 pounds and can weigh as much as 80,000 pounds fully loaded. When two vehicles collide, the lighter vehicle will always be at a disadvantage when there is a sizeable difference in vehicle weights. Also, large trucks are taller and have higher ground clearances than passenger cars, meaning that passenger cars can underide the truck trailers which can result in severe injuries.

Working in collaboration with the NC State Highway Patrol Commercial Vehicle Unit and other law enforcement agencies, GHSP has helped enhance awareness and enforcement efforts that target aggressive driving around, as well as by, large trucks. GHSP partners with other agencies to promote “No-Zone” messaging aimed at increasing driver awareness of trucks and other commercial motor vehicles and the danger areas around these large vehicles where crashes are more likely to occur.

Many large truck-related crashes result from unsafe driver behaviors such as speeding, distracted driving, or following too closely. Highly visible traffic enforcement can deter truck drivers from such behaviors. However, many law enforcement officers may be reluctant to

conduct a vehicle stop of a large truck due to a lack of knowledge and/or skills relating to large truck laws and regulations.

GHSP will work with our program partners, including the Executive Committee for Highway Safety, to explore programs and countermeasures that will help reduce large truck-related crashes and fatalities. GHSP is

committed to exploring programs and techniques, including evidence-based enforcement, to improve large truck and commercial motor vehicle safety. GHSP continues to seek opportunities with large truck and commercial motor vehicle safety partners to draw media attention to the issue related to sharing the road with large trucks.

Funded Projects and Activities

The projects and activities listed below address other highway safety priorities funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): SA-21-09-12
 Project Title: Senior Driver Information Center
 Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
 Project Description: This was a continuing project that provided support to maintain the statewide Senior Driver Safety Coalition and to develop and maintain a website to educate older adults and their families about ways aging can affect driving, steps that individuals and families can take to keep driving safer and longer, what resources are available, and how to access these services.
 Contribution to Meeting Targets: During the grant year, HSRC continued to maintain and update the senior driver website. Google Analytics provided data related to a variety of user behaviors and demographics. HSRC participated in the Older Driver Safety Working Group/N.C. Senior Driver Safety Coalition meeting. The agency participated in or led several community outreach events.

Project Number(s): SB-21-10-01
 Project Title: School Travel Safety
 Agency: DPI Transportation Services
 Project Description: This was an ongoing project to provide education on school bus safety to school district staff and the public to improve the safety of every student riding school buses.
 Contribution to Meeting Targets: During FY2021, the NCDPI partnered with NCSU and ITRE to update the School Bus Safety website. Social media updates and educational materials were updated, as well. Educational materials were provided to local school districts for dissemination.

Project Number(s): PS-21-05-02
 Project Title: Pedestrian Safety Action Plan
 Agency: Chapel Hill, Town of
 Project Description: The Town of Chapel Hill created a Road to Zero Task Force to assist in implementing safety measurements set by the Pedestrian Safety Action Plan. The plan builds off North Carolina's Vision Zero Initiative and seeks to create a safe, connected, and accessible community for pedestrians. This grant will also partially fund a GIS/Complete Streets specialist to analyze existing pedestrian crash data, continue to collect pedestrian crash data, and provide guidance to treat high-risk streets and intersections. Funding also provided for overtime enforcement activities.

Contribution to Meeting Targets: There were thirty-eight pedestrian crashes in Orange County, an increase from the 2014-2018 average of 31.2. Sadly, this is a national trend as HSRC correctly assessed that decreased vehicular traffic resulted in increased speeds on streets and highways. As a result, Chapel Hill made efforts to engage the public with messages promoting pedestrian safety and education. The GIS/Complete Street Specialist was hired. An annual report of all pedestrian crashes was completed for 2020, and a similar report will be completed for 2021. Chapel Hill collaborated with UNC to host no fewer than four outreach sessions with workshops and/or learning labs to educate UNC students. Chapel Hill conducted proactive traffic enforcement focused on pedestrian safety. Officers attended the Watch For Me training for crosswalk enforcement.

Project Number(s): PS-21-05-01
 Project Title: Outer Banks Safety Education Grant
 Agency: Outer Banks Bicycle Pedestrian Safety
 Project Description: This grant funded the local coalition to do public education and law enforcement training related to bicycle and pedestrian safety.

Contribution to Meeting Targets: Due to COVID restrictions in place in Dare County, most all of the outreach events had to be canceled. School events were canceled as students were relegated to remote learning. Bicycle and pedestrian PSA's were produced and completed.

Project Number(s): PS-21-05-03
 Project Title: WalkSmart NC FY2021
 Agency: N.C. Department of Administration
 Project Description: This project aimed to reduce pedestrian crashes and fatalities in Wake County through outreach and increasing awareness in state agencies. Raleigh is home to

thousands of state employees. The NCDOA sought to create a program around pedestrian safety that could be replicated in other parts of the state.

Contribution to Meeting Targets: Ongoing teleworking by many state employees and public health recommendations in effect throughout FY2021 regarding social distancing limited opportunities for the agency to conduct educational outreach activities targeting large groups. In response, thousands of rack cards that included best practices and driver and pedestrian safety tips were provided to individual state agencies and universities. Sandwich boards with WalkSmartNC posters were displayed in downtown Raleigh reminding pedestrians about safety hazards. The agency continued to promote WalkSmartNC through social media messaging and the WalkSmartNC webpage.

Project Number(s): PS-21-05-05

Project Title: Watch For Me

Agency: UNC HSRC

Project Description: This was a project to fund bicycle and pedestrian safety efforts through education and law enforcement training. In previous years, the NCDOT partnered with HSRC to manage the Watch For Me program in North Carolina. In FY2021, HSRC assumed the lead role in furthering the state's flagship bicycle and pedestrian safety program.

Contribution to Meeting Targets: In FY2021, there were 245 pedestrian fatalities and twenty-one bicycle fatalities statewide. In an effort to address the increases, HSRC provided Watch For Me training to approximately sixty people during six training sessions. HSRC provided safety training materials to eligible communities. HSRC maintained and updated the Watch For Me website and partnered with the NCDOT on media efforts. There are a total of eighteen Watch For Me communities, an increase of three from the previous year. Efforts continue to grow the program by adding communities.



Paid Media Plan

During FY2021, GHSP worked with the agency of record for media and marketing, designed and updated creative materials such as new videos, and conducted a more refined approach to better reach our target audience. The result of these efforts was a reduced focus on event marketing, working only with venues that would capture the intended audience. COVID-19 therefore had limited impact on our marketing opportunities because we had opted to reduce those events prior to the pandemic. However, GHSP pivoted quickly to adapt to the pandemic, shifting to innovative communications techniques such as social distance floor signs to better publicize traffic safety messages in this environment. The partnerships GHSP opted to participate in are described in detail in this section.



- Click It or Ticket signage on stop signs located at NC arena parking lot
- In-arena player PSA
- TV spot on TV broadcasts during post games

Athletics

Professional Hockey

Carolina Hurricanes

- Click It or Ticket in-ice logo during pre and regular season home games in late 2021 and early 2022
- Virtual messaging for twenty-seven (27) games (one twenty-minute period per game behind one goal)
- Mobile marketing vehicle logo
- Twenty (20) Twitter posts
- Click It or Ticket logo on landing page
- Arena marquee messaging to promote Click It or Ticket four hours per day

Professional Baseball

Atlanta Braves Strategic Alliance

- July – September
- Features the Booze It & Lose it message
- Thirty second in-game spots and streaming
- Estimated more than 1,000,000 impressions

Minor League Baseball

Durham Bulls

- In-stadium public address announcements and videoboard features
- Pre-homestand e-mail exposure
- Pre-homestand social media promotions
- Website page/section promoting BILI/CIOT programs
- In-game LED signage encouraging use of the designated driver, including non-alcoholic drink vouchers for those participating in the program

North Carolina High School Athletic Association

NCHSAA – Presence at Non-Championship Events

- Speaking opportunity at City-County Athletic Director and Regional Meetings
- Web presence on sports landing page, sport-specific pages
- One week/month – Click It or Ticket video feature on homepage
- Seasonal social media campaigns – winter, fall, spring
- Monthly e-News

CITI and BILI Alliances

Fox Sports

- :15 and :30 second BILI advertisements targeting counties with the highest fatalities
- Targeting bits (data targeting segments available)
- Cross platform reach: desktop, mobile, and CTV
- 80%+ target VCR

Summer Drive-in Series

- A-frame signage-Tailgate Zone
- Logo feature
- :30 commercial
- Feature entitlement
- Exit/entrance distribution

World of Bluegrass Festival

- Sponsorship of the Raleigh Convention Center ballroom stage
- BILI logo placement on all collateral produced for the event, to include maps, posters, etc.
- Stage mentions from World of Bluegrass producers
- :30 second commercial to air during the livestream
- GHSP Director to speak twice from the ballroom stage during the weekend events

Other

Click It or Ticket Paid Media

- Programmatic Display (19,055,654 impressions)
- Tremor Pre-Roll (4,583,052 impressions)
- Facebook and Instagram (22,009,316 impressions)
- Pandora (1,978,290 impressions)
- Podcasts (468,694 impressions)
- Gas Station TV (719,802 impressions)

Efforts targeted males between the ages of 18-34 using the above listed tactics. Efforts also focused on educating the parents on tweens on laws and best practices for child passenger safety and booster seats.

Booze It & Lose It Paid Media

- Programmatic Display (17,619,866 impressions)
- Tremor Pre-Roll (6,499,186 impressions)
- Facebook and Instagram (20,672,249 impressions)
- Pandora (10,432,029 impressions)
- Gas Station TV (1,768,342 impressions)
- ACC Tournament (1,109,861 impressions)
- CBS Sports (2,165,695 impressions)

A focus was placed on counties ranked highest for alcohol related crashes and fatalities, including Mecklenburg, Wake Guilford, Robeson, Johnston, Cumberland, Gaston, Davidson, Buncombe, Nash, Forsyth, Columbus, Durham, Moore, Randolph, Rowan, Union, Iredell, Brunswick, Catawba, Harnett, Onslow, New Hanover, Pitt, and Wayne. Again, effort targeted males between the ages of 18-34 using the above listed tactics.

Other Components of the Media Plan

In the area of occupant protection, North Carolina participated in the national “Click It or Ticket” mobilization. Media efforts focused mostly on counties and demographic groups with low seat belt usage. The Click It or Ticket campaign raised awareness and reminded North Carolinians to wear their seatbelts. This year’s campaign focused on increasing seatbelt usage around the enforcement period in May as well as during high travel periods throughout the summer, particularly low use counties and among young men ages 18-34. There were over 23.6 million impressions for this campaign including digital display, social, social video, Pandora, traffic radio and out of home. Media was placed in counties with highest fatalities.

The Child Passenger Safety campaign educated parents of tweens on the laws and best practices for buckling up and booster seat usage. The media was placed to coincide with the Child Passenger Safety Week Campaign. The media was focused on the top 25 unbuckled counties with a skew toward counties that had a high child population. The main audience was parents of children aged 8-14. The campaign was supported by digital display, Facebook and digital streaming radio (Pandora) resulting in over 5.3 million impressions.

North Carolina also participated in all national impaired driving mobilizations, modifying these events to make extensive use of virtual kickoffs

in place of actual in person press announcements. This year North Carolina included our Operation Firecracker summer campaign and the Labor Day campaign. Kickoff events for each campaign resulted in earned media. The campaigns were focused on enforcement and alternate ways of getting home such as use of a ride sharing app, taxis, public transit and calling a friend. The media efforts targeted the “young invincibles” (adults 18-34 with emphasis on males). The campaign resulted in over 33 million impressions including digital, display, Facebook, Facebook video, Pandora, out of home (bars/restaurants), gas toppers and cinema.

For bicycle and pedestrian efforts, North Carolina supported the “Watch for Me NC” program through paid media efforts in communities with high rates of bicycle and pedestrian crashes running during targeted months. These areas included “Tier 1” communities (Wake and Mecklenburg counties) and “Tier 2” communities (Cabarrus, Guilford, Lenoir, Orange, Pitt, Pasquotank, Rutherford, Cleveland, Alleghany, Guildford, Durham, Forsyth, Cumberland, New Hanover, Buncombe, Gaston counties).

GHSP also published a law enforcement planning calendar which featured a different law enforcement agency each month. The calendar included all campaign and GHSP event dates and general kickoff locations. This allows for our messages and schedule of activities to reach those who need the information.

Funded Projects and Activities

The paid media activities listed below were funded by GHSP under the FY2021 Highway Safety Plan:

Project Number(s): M5PEM-21-15-01
 Project Title: GHSP In-House Impaired Driving Media Buys
 Agency: North Carolina Department of Transportation—Governor's Highway Safety Program
 Project Description: This was an ongoing project to provide funding for a media campaign to address impaired driving issues. NCDOT Communications and GHSP continued outreach efforts regarding occupant protection with a media placement campaign during each enforcement period. These campaigns were to include TV, radio or other advertising as appropriate. As part of the plan, NC DOT utilized another agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.
 Contribution to Meeting Targets: GHSP conducted paid media through various modes for the multiple scheduled *Booze It & Lose It* campaigns. Media was focused on target demographics overrepresented in impaired driving crashes and geographic locations overrepresented in impaired driving fatalities, as well as general public messaging. In fact, the campaign targeted males between the ages of 18-34 years. The media reach was over 54 million impressions.

Project Number(s): OP-21-04-03
 Project Title: GHSP In-House Occupant Protection Media Buys
 Agency: North Carolina Department of Transportation—Governor's Highway Safety Program
 Project Description: This was an ongoing project to provide funding for a media campaign to address impaired driving issues. NCDOT Communications and GHSP continued outreach efforts regarding occupant protection with a media placement campaign during each enforcement period. These campaigns were to include TV, radio or other advertising as appropriate. As part of the plan, NC DOT utilized another agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.
 Contribution to Meeting Targets: The NCDOT and GHSP sports marketing campaign was designed to raise awareness among key audiences at sporting events or through sports television focusing on *Booze It & Lose It* and *Click It or Ticket* messaging. Efforts included the Carolina Hurricanes, the Atlanta Braves, the Durham Bulls, numerous colleges and universities, the North Carolina High School Athletic Association,

and more. Media was focused on target demographics overrepresented in crashes involving an unrestrained occupant and geographic locations overrepresented in unrestrained fatalities, particularly males between the ages of 18-34.

Project Number(s): M5PEM-21-15-02OP-21-04-04
Project Title: GHSP In-House Sports Marketing Media Buys
Agency: North Carolina Department of Transportation—Governor's Highway Safety Program
Project Description: This was an ongoing project to provide funding for sports and events marketing of highway safety messages. This project provided funding for marketing efforts associated with sporting and other events. Outreach efforts focused on increasing attention on the target audience using data to identify the most effective venues and messages.
Contribution to Meeting Targets: GHSP sponsored marketing campaigns with high school athletics, professional hockey, and professional baseball. COVID significantly impacted efforts in this area. As such, GHSP and NCDOT sought additional opportunities and venues to share the CIOT and BILL message. In an effort to ensure these messages were spread in areas where unrestrained and impaired driving fatalities were highest, funding was used on social distancing/curbside signage in several grocery stores, convenience stores, and pharmacies across the state. These efforts had the potential to reach over 29 million people.

Project Number(s): FHPE-21-17-01
Project Title: GHSP In-House Pedestrian Safety Media Buys
Agency: North Carolina Department of Transportation—Governor's Highway Safety Program
Project Description: This was an ongoing project to provide funding for a media campaign to address bicycle and pedestrian safety. NCDOT Communications and GHSP continued outreach efforts regarding bicycle and pedestrian safety with a media placement campaign which were to include TV, radio, or other advertising as appropriate. As part of the plan, NC DOT utilized their agency of record to supply media buys, placement and distribution of our message using data to target specific locations and identify the most effective methods.
Contribution to Meeting Targets: Paid media efforts were focused in Wake, Mecklenburg, Cabarrus, Guilford, Lenoir, Orange, Pitt, Pasquotank, Rutherford, Cleveland, Alleghany, Guilford, Durham, Forsyth, Cumberland, New Hanover, Buncombe, and Gaston counties.

2020-2021 Highway Safety Related Legislation

Several bills related to traffic safety were introduced or considered this past year by the North Carolina General Assembly. This section provides a description of these bills and their outcome.

Senate Bill 69, An Act to Revise Division of Motor Vehicles Permit and License Requirements

- Amends G.S. 20-11.
- Temporarily modifies North Carolina's graduated driver licensing (GDL) system.
- Reduces the time requirement for holding a limited learner's permit from 12 months to 6 months.
- Applies to all persons who are at least 16 years old but less than 18 years old who are applying for a limited provisional license.
- Effective: May 24, 2021.
- Note: The Act was set to expire on December 31, 2021, but the General Assembly has extended this Act through December 31, 2022.

Senate Bill 183 [House Bill 402], Modernize Ignition Interlock Laws

- Amends G.S. 20-179.
- Eliminates the mandatory waiting periods for driver's license restoration or limited driving privileges if the person is operating a motor vehicle that has a functioning ignition interlock system installed on it.
- Requires for the restoration of licenses after certain driving while impaired convictions, or the issuance of limited driving privileges, an ignition interlock system be installed on only the motor vehicles the person will drive.
- Eliminates the restrictions on the purposes for driving and the hours during which a person may operate a motor vehicle if the person is operating a motor vehicle with a

functioning ignition interlock system installed on it.

- Allows the waiver or reduction of costs for certain persons required to install an ignition interlock system.
- Revises the maximum blood alcohol concentration level for the operation of a motor vehicle in certain circumstances to the ignition interlock system pre-set fail level.
- Requires the Joint Legislative Oversight Committee on Justice and Public Safety to study whether to expand the use of ignition interlock systems.
- Effective: November 18, 2021.

Senate Bill 105, 2021 Appropriations Act

- Amends G.S. 20-139.1
- Allows chemical analysts from the State Crime Lab to testify remotely. "In order to safeguard a criminal defendant's right to proceedings free from unreasonable delay, it is reasonable and prudent to allow forensic and chemical analysts, and each person in the chain of custody of evidence produced by the analysts, to provide real-time, remote, two-way audio and video testimony before the district courts of this State using state of the art technology and equipment that enable the criminal defendant, the judge, and the attorneys in the case to observe the demeanor of the forensic analyst throughout the direct examination and cross-examination of the forensic analyst and that enable the forensic analyst to likewise observe the demeanor of the criminal defendant."
- Effective: July 1, 2021.

House Bill 27, Magistrate Training

- Amends G.S. 7A-171

- Ensures that magistrates receive the education necessary to perform the duties of a magistrate.
- Training must include, but is not limited, to: setting condition of pretrial release; impaired driving laws; issuing criminal processes; issuing search warrants; technology; and orders of protection.
- Effective: January 1, 2022.

House Bill 25, Impaired Driving Law Revisions

- Amends G.S. 20-4.01 and 20-179.
- Revises the definition of "offense involving impaired driving" to include the offense of driving while license revoked for impaired driving.
- Adjusts how certain grossly aggravating factors are determined during a sentencing hearing for impaired driving.
- Status: introduced; no action taken

House Bill 26, Revise Use of Alcohol Concentration Result

- Amends G.S. 20-16.3.
- Reduces the number of unnecessary motions in District Court by allowing the judge to know and use the alcohol concentration result of an alcohol screening test to prove probable cause for the arrest.
- Status: introduced; no action taken

House Bill 40, Kimberly's Law

- Amends G.S. 20-141.4.
- Creates the offense of felony death by vehicle for revoked impaired driving.
- Revokes the registration of all motor vehicles registered to a person convicted of felony death by vehicle for revoked impaired driving.
- Status: introduced; no action taken

FY2021 Non-implemented Grants

The following projects were not implemented during FY2021. For each project, the rationale for discontinuing the grant is provided.

Project Number(s): SA-21-09-13
 Project Title: Vision Zero Greensboro Program Implementation
 Agency: City of Greensboro
 Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2021.

Project Number(s): M3DA-21-14-10
 Project Title: Crash Reporting Software Project 2021
 Agency: Jacksonville Police Department
 Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2021.

Project Number(s): SA-21-09-05
 Project Title: Keeping Every Youth Safe (KEYS)
 Agency: Cabarrus County Health Alliance
 Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2021.

Project Number(s): PT-21-06-26
 Project Title: Overtime Grant
 Agency: Asheboro Police Department
 Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2021.

Project Number(s): M3DA-21-14-08
 Project Title: Upgrading Equipment for Crash Reporting
 Agency: North Carolina Department of Public Safety-State Capitol Police
 Reason for Discontinuation: The agency was unable to provide the required state match. As a result, the agency was unable to proceed with the grant.

Project Number(s): PT-21-06-27
Project Title: Crosswalk Safety Enforcement—Overtime Project
Agency: North Carolina Department of Public Safety-State Capitol Police
Reason for Discontinuation: Due to personnel shortages and the demands of daily departmental obligations, the agency was unable to schedule the overtime activities included in the application.

Cost Summary

State: North Carolina

**U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher**

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2021-VOU-24

Report Date: 12/17/2021

Posted: 12/14/2021

Claim Period: 10/12/2020 - 09/30/2021

Reimbursement Info: Total: \$.00

Not Posted In DELPHI

| Program Area | Project | Description | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|--|------------------|--|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| NHTSA | | | | | | | | |
| FAST Act NHTSA 402 | | | | | | | | |
| Planning and Administration | | | | | | | | |
| | PA-2021-01-01-00 | GHSP IN-HOUSE PLANNING & ADMINISTRATION | \$323,134.00 | \$.00 | \$525,422.00 | \$262,610.00 | \$262,610.00 | \$.00 |
| Planning and Administration Total | | | \$323,134.00 | \$.00 | \$525,422.00 | \$262,610.00 | \$262,610.00 | \$.00 |
| Alcohol | | | | | | | | |
| | AL-2021-00-00-00 | ID FUTURE PROJECTS-NCGHSP | \$13,614,327.26 | \$.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | AL-2021-02-01-00 | TOWN OF KERNERSVILLE | \$20,679.00 | \$5,818.00 | \$23,272.00 | \$5,818.00 | \$5,818.00 | \$.00 |
| | AL-2021-02-02-00 | ONSLOW CO SHERIFF'S OFFICE-DWI TASKFORCE | \$270,223.00 | \$168,288.00 | \$210,564.00 | \$138,441.00 | \$138,441.00 | \$.00 |
| | AL-2021-02-03-00 | NCDCPS - ALE | \$13,460.00 | \$.00 | \$13,200.00 | \$13,200.00 | \$13,200.00 | \$.00 |
| | AL-2021-02-04-00 | ROBESON CO DA'S OFFICE-DWI TREATMENT | \$141,404.00 | \$32,748.00 | \$10,540.00 | \$10,540.00 | \$10,540.00 | \$.00 |
| | AL-2021-02-05-00 | GUILFORD COUNTY DWI EDUCATOR | \$139,529.00 | \$110,621.00 | \$422,419.00 | \$90,556.00 | \$90,556.00 | \$.00 |
| | AL-2021-02-06-00 | GUILFORD COUNTY - DWI TASKFORCE | \$132,549.00 | \$102,845.00 | \$120,994.00 | \$102,845.00 | \$102,845.00 | \$.00 |
| | AL-2021-02-07-00 | CITY OF WINSTON-SALEM POLICE DEPT | \$138,676.00 | \$74,383.00 | \$365,251.00 | \$74,383.00 | \$74,383.00 | \$.00 |
| | AL-2021-02-08-00 | APEX POLICE DEPARTMENT | \$69,900.00 | \$60,632.00 | \$53,034.00 | \$42,335.00 | \$42,335.00 | \$.00 |
| | AL-2021-02-09-00 | BUNCOMBE COUNTY - AOC TREATMENT | \$62,543.00 | \$59,536.00 | \$53,914.00 | \$53,914.00 | \$53,914.00 | \$.00 |
| | AL-2021-02-11-00 | BUNCOMBE COUNTY | \$401,080.00 | \$352,653.00 | \$296,720.00 | \$296,720.00 | \$296,720.00 | \$.00 |
| | AL-2021-02-12-00 | BELMONT POLICE DEPT | \$102,296.00 | \$76,456.00 | \$76,456.00 | \$76,456.00 | \$76,456.00 | \$.00 |
| | AL-2021-02-13-00 | CITY OF STATESVILLE POLICE DEPT | \$217,682.00 | \$50,221.00 | \$148,373.00 | \$148,373.00 | \$148,373.00 | \$.00 |
| | AL-2021-02-14-00 | UNC HSRC - IMPAIRED DRIVING 2.0 | \$37,616.00 | \$.00 | \$31,898.00 | \$31,898.00 | \$31,898.00 | \$.00 |
| Alcohol Total | | | \$15,361,964.26 | \$1,094,201.00 | \$1,826,635.00 | \$1,085,479.00 | \$1,085,479.00 | \$.00 |
| Motorcycle Safety | | | | | | | | |
| | MC-2021-03-01-00 | NCNSHP - BIKESAFE | \$179,410.00 | \$.00 | \$150,466.00 | \$150,466.00 | \$150,466.00 | \$.00 |
| Motorcycle Safety Total | | | \$179,410.00 | \$.00 | \$150,466.00 | \$150,466.00 | \$150,466.00 | \$.00 |
| Occupant Protection | | | | | | | | |
| | OP-2021-04-01-00 | SOUTHEASTERN REGIONAL CPS | \$37,740.00 | \$.00 | \$32,635.00 | \$32,635.00 | \$32,635.00 | \$.00 |
| | OP-2021-04-02-00 | NC JUDICIAL DEPT - CONFERENCE OF DA'S | \$10,000.00 | \$.00 | \$4,240.00 | \$4,240.00 | \$4,240.00 | \$.00 |
| | OP-2021-04-03-00 | NC DOT - CIOT MEDIA BUYS | \$470,317.00 | \$.00 | \$450,304.00 | \$450,304.00 | \$450,304.00 | \$.00 |
| | OP-2021-04-04-00 | NC DOT - SPORTS & EVENTS MARKETING | \$350,000.00 | \$.00 | \$349,546.00 | \$349,546.00 | \$349,546.00 | \$.00 |
| | OP-2021-04-05-00 | NCNSHP CLICK IT OR TICKET | \$250,000.00 | \$.00 | \$1,121,161.00 | \$121,161.00 | \$121,161.00 | \$.00 |
| | OP-2021-04-06-00 | UNC-CHAPEL HILL CLICK IT REBOOT | \$153,233.00 | \$.00 | \$66,602.00 | \$66,602.00 | \$66,602.00 | \$.00 |
| Occupant Protection Total | | | \$1,271,290.00 | \$.00 | \$2,024,488.00 | \$1,024,488.00 | \$1,024,488.00 | \$.00 |

Pedestrian/Bicycle Safety

| | | | | | | |
|--|---------------------------------|---------------------|--------------------|---------------------|---------------------|---------------------|
| PS-2021-05-01-00 | OUTER BANKS BIKE & PED | \$10,150.00 | \$4,800.00 | \$4,800.00 | \$4,800.00 | \$4,800.00 |
| PS-2021-05-02-00 | CHAPEL HILL PEDESTRAIN | \$67,000.00 | \$36,177.00 | \$25,473.00 | \$25,473.00 | \$25,473.00 |
| PS-2021-05-03-00 | NCDOA - WALKSMART NC | \$100,000.00 | \$0 | \$22,864.00 | \$22,864.00 | \$22,864.00 |
| PS-2021-05-04-00 | NC DOT - WATCH FOR ME | \$183,613.00 | \$0 | \$183,556.00 | \$183,556.00 | \$183,556.00 |
| PS-2021-05-05-00 | UNC-CHAPEL HILL WATCH FOR ME NC | \$140,097.00 | \$0 | \$51,111.00 | \$51,111.00 | \$51,111.00 |
| Pedestrian/Bicycle Safety Total | | \$500,860.00 | \$40,977.00 | \$287,804.00 | \$287,804.00 | \$287,804.00 |

Police Traffic Services

| | | | | | | |
|--------------------------------------|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| PT-2021-06-01-00 | GHSP IN-HOUSE STEP PROGRAM | \$2,500,000.00 | \$448,137.00 | \$445,937.00 | \$445,937.00 | \$445,937.00 |
| PT-2021-06-02-00 | DARE COUNTY - LEL | \$25,000.00 | \$24,979.00 | \$24,979.00 | \$24,979.00 | \$24,979.00 |
| PT-2021-06-03-00 | TOWN OF COLUMBUS POLICE DEPT - LEL | \$25,000.00 | \$4,995.00 | \$4,995.00 | \$4,995.00 | \$4,995.00 |
| PT-2021-06-04-00 | ORANGE COUNTY - LEL | \$25,000.00 | \$19,955.00 | \$19,955.00 | \$19,955.00 | \$19,955.00 |
| PT-2021-06-05-00 | NEW HANOVER COUNTY - LEL | \$25,000.00 | \$15,553.00 | \$1,300.00 | \$1,300.00 | \$1,300.00 |
| PT-2021-06-06-00 | CITY OF MARION PD - LEL | \$25,000.00 | \$19,004.00 | \$19,004.00 | \$19,004.00 | \$19,004.00 |
| PT-2021-06-07-00 | TOWN OF TARBORO PD - LEL | \$25,000.00 | \$21,393.00 | \$21,393.00 | \$21,393.00 | \$21,393.00 |
| PT-2021-06-08-00 | JACKSON COUNTY SHERIFF'S OFFICE - LEL | \$25,000.00 | \$14,615.00 | \$14,615.00 | \$14,615.00 | \$14,615.00 |
| PT-2021-06-09-00 | ROCKINGHAM PD - LEL | \$25,000.00 | \$10,072.00 | \$10,072.00 | \$10,072.00 | \$10,072.00 |
| PT-2021-06-10-00 | GUILFORD COUNTY - LEL | \$25,000.00 | \$16,691.00 | \$16,691.00 | \$16,691.00 | \$16,691.00 |
| PT-2021-06-11-00 | CITY OF NEW BERN PD - LEL | \$25,000.00 | \$13,749.00 | \$0 | \$0 | \$0 |
| PT-2021-06-12-00 | KNIGHTDALE PD - TRAFFIC ENFORCEMENT | \$51,107.00 | \$26,905.00 | \$31,144.00 | \$19,613.00 | \$19,613.00 |
| PT-2021-06-13-00 | ROBESON COUNTY SHERIFF - TRAFFIC ENFORCE | \$130,939.00 | \$82,341.00 | \$105,670.00 | \$70,381.00 | \$70,381.00 |
| PT-2021-06-14-00 | TOWN OF MOORESVILLE - TRAFFIC UNIT | \$121,100.00 | \$84,354.00 | \$120,506.00 | \$84,354.00 | \$84,354.00 |
| PT-2021-06-15-00 | NC DEPT OF JUSTICE - JUSTICE ACADEMY | \$162,800.00 | \$0 | \$9,799.00 | \$9,799.00 | \$9,799.00 |
| PT-2021-06-16-00 | CLAYTON POLICE DEPARTMENT | \$30,481.00 | \$29,295.00 | \$52,454.00 | \$23,159.00 | \$23,159.00 |
| PT-2021-06-17-00 | GARNER POLICE DEPARTMENT | \$48,970.00 | \$37,761.00 | \$53,944.00 | \$37,761.00 | \$37,761.00 |
| PT-2021-06-18-00 | CABARRUS COUNTY-TRAFFIC & EDUCATION UNIT | \$132,764.00 | \$111,722.00 | \$130,353.00 | \$82,472.00 | \$82,472.00 |
| PT-2021-06-19-00 | GASTONIA POLICE DEPARTMENT | \$92,890.00 | \$43,510.00 | \$62,157.00 | \$43,510.00 | \$43,510.00 |
| PT-2021-06-20-00 | NCDMV ADMINISTRATIVE HEARINGS | \$58,350.00 | \$0 | \$0 | \$0 | \$0 |
| PT-2021-06-21-00 | NASH COUNTY CRASH REDUCTION TEAM | \$57,668.00 | \$47,311.00 | \$89,671.00 | \$42,181.00 | \$42,181.00 |
| PT-2021-06-22-00 | MATTHEWS POLICE DEPARTMENT | \$225,746.00 | \$171,910.00 | \$202,235.00 | \$171,900.00 | \$171,900.00 |
| PT-2021-06-23-00 | PENDER COUNTY SHERIFF'S OFFICE | \$172,109.00 | \$127,375.00 | \$130,074.00 | \$107,597.00 | \$107,597.00 |
| PT-2021-06-24-00 | CITY OF DUNN POLICE DEPT | \$181,139.00 | \$137,650.00 | \$27,853.00 | \$3,562.00 | \$3,562.00 |
| PT-2021-06-25-00 | UNION COUNTY TRAFFIC ENFORCEMENT | \$247,775.00 | \$104,188.00 | \$135,715.00 | \$104,188.00 | \$104,188.00 |
| PT-2021-06-27-00 | STATE CAPITOL POLICE - OT | \$25,000.00 | \$0 | \$0 | \$0 | \$0 |
| PT-2021-06-28-00 | CONCORD POLICE DEPARTMENT | \$25,000.00 | \$25,000.00 | \$25,000.00 | \$25,000.00 | \$25,000.00 |
| PT-2021-06-30-00 | DURHAM COUNTY SHERIFF'S OFFICE | \$25,000.00 | \$6,417.00 | \$4,502.00 | \$4,502.00 | \$4,502.00 |
| PT-2021-06-31-00 | TOWN OF SMITHFIELD POLICE DEPT | \$191,852.00 | \$132,602.00 | \$23,400.00 | \$0 | \$0 |
| PT-2021-06-32-00 | COLUMBUS COUNTY SHERIFF'S OFFICE | \$176,083.00 | \$153,143.00 | \$153,942.00 | \$126,917.00 | \$126,917.00 |
| PT-2021-06-33-00 | CHARLOTTE-MECKLENBURG PD - LEL | \$25,000.00 | \$22,660.00 | \$16,085.00 | \$16,085.00 | \$16,085.00 |
| PT-2021-06-34-00 | GASTONIA POLICE DEPARTMENT | \$59,500.00 | \$59,500.00 | \$10,500.00 | \$0 | \$0 |
| Police Traffic Services Total | | \$4,991,273.00 | \$2,012,787.00 | \$1,963,945.00 | \$1,551,922.00 | \$1,551,922.00 |

Traffic Records

| | | | | | | |
|------------------|---------------------------|-------------|-----|-------------|-------------|-------------|
| TR-2021-07-01-00 | UNC HSRC - STRATEGIC PLAN | \$55,892.00 | \$0 | \$31,781.00 | \$31,781.00 | \$31,781.00 |
|------------------|---------------------------|-------------|-----|-------------|-------------|-------------|

Driver Education

| | | | | | | |
|------------------------------|--|--------------------|------------|--------------------|--------------------|--------------------|
| Traffic Records Total | | \$55,892.00 | \$0 | \$31,781.00 | \$31,781.00 | \$31,781.00 |
|------------------------------|--|--------------------|------------|--------------------|--------------------|--------------------|

| | | | | | | |
|---|--|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| DE-2021-08-01-00 | UNC HSRC - TEEN DRIVER SAFETY INITIATIVE | \$146,792.00 | \$69,245.00 | \$69,245.00 | \$69,245.00 | \$69,245.00 |
| Driver Education Total | | \$146,792.00 | \$69,245.00 | \$69,245.00 | \$69,245.00 | \$69,245.00 |
| Safe Communities | | | | | | |
| SA-2021-09-01-00 | GHSP IN-HOUSE - PROGRAMS & OPERATIONS SU | \$916,565.00 | \$596,838.00 | \$596,838.00 | \$596,838.00 | \$596,838.00 |
| SA-2021-09-02-00 | GHSP IN-HOUSE - MEDIA & EVENTS | \$633,550.00 | \$46,927.00 | \$46,927.00 | \$46,927.00 | \$46,927.00 |
| SA-2021-09-03-00 | UNC - HSRC STEP WEBSITE | \$6,867.00 | \$5,188.00 | \$5,188.00 | \$5,188.00 | \$5,188.00 |
| SA-2021-09-04-00 | NCSU-ITRE CONFERENCE & EVENTS | \$306,526.00 | \$138,360.00 | \$138,360.00 | \$138,360.00 | \$138,360.00 |
| SA-2021-09-06-00 | UNC-HSRC REPEAT OFFENDERS | \$58,025.00 | \$28,238.00 | \$28,238.00 | \$28,238.00 | \$28,238.00 |
| SA-2021-09-07-00 | UNIVERSITY HEALTH SYSTEMS NC-DISTRACTED | \$96,422.00 | \$95,632.00 | \$95,632.00 | \$95,632.00 | \$95,632.00 |
| SA-2021-09-08-00 | UNC HSRC - VISION ZERO | \$266,437.00 | \$150,479.00 | \$150,479.00 | \$150,479.00 | \$150,479.00 |
| SA-2021-09-09-00 | UNC HSRC - TRAFFIC SAFETY SURVEY | \$141,718.00 | \$129,998.00 | \$129,998.00 | \$129,998.00 | \$129,998.00 |
| SA-2021-09-10-00 | UNC HSRC - HSP & ANNUAL REPORT | \$128,532.00 | \$98,008.00 | \$98,008.00 | \$98,008.00 | \$98,008.00 |
| SA-2021-09-11-00 | NCSU - ITRE VISION ZERO | \$30,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SA-2021-09-12-00 | UNC HSRC - SENIOR DRIVERS | \$63,183.00 | \$49,870.00 | \$49,870.00 | \$49,870.00 | \$49,870.00 |
| SA-2021-09-13-00 | CITY OF GREENSBORO | \$84,835.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SA-2021-09-14-00 | SADD INC | \$100,000.00 | \$46,405.00 | \$46,405.00 | \$46,405.00 | \$46,405.00 |
| Safe Communities Total | | \$2,833,260.00 | \$1,385,943.00 | \$1,385,943.00 | \$1,385,943.00 | \$1,385,943.00 |
| Pupil Transportation Safety | | | | | | |
| SB-2021-10-01-00 | DPI TRANSPORTATION SERVICES - SCHOOL BUS | \$39,500.00 | \$31,910.00 | \$31,910.00 | \$31,910.00 | \$31,910.00 |
| Pupil Transportation Safety Total | | \$39,500.00 | \$31,910.00 | \$31,910.00 | \$31,910.00 | \$31,910.00 |
| FAST Act NHTSA 402 Total | | \$25,703,375.26 | \$8,297,639.00 | \$5,881,648.00 | \$5,881,648.00 | \$5,881,648.00 |
| FAST Act 405b OP High | | | | | | |
| 405b High Public Education | | | | | | |
| M1PE-2021-13-01-00 | UNC HSRC - BUCKLE UP NC | \$214,431.00 | \$114,937.00 | \$114,937.00 | \$114,937.00 | \$114,937.00 |
| 405b High Public Education Total | | \$214,431.00 | \$114,937.00 | \$114,937.00 | \$114,937.00 | \$114,937.00 |
| 405b High Community CPS Services | | | | | | |
| M1CPS-2021-13-01-00 | NC DEPT OF INSURANCE - CPS | \$399,375.00 | \$560,879.00 | \$260,678.00 | \$260,678.00 | \$260,678.00 |
| M1CPS-2021-13-02-00 | MAHEC - WNC SAFE KIDS | \$210,544.00 | \$143,627.00 | \$143,627.00 | \$143,627.00 | \$143,627.00 |
| 405b High Community CPS Services Total | | \$609,919.00 | \$704,506.00 | \$404,305.00 | \$404,305.00 | \$404,305.00 |
| 405b OP High | | | | | | |
| M1X-2021-00-00-00 | OP FUTURE PROJECTS-NCGHSP | \$287,315.72 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M1X-2021-13-01-00 | NCSU - ITRE | \$269,352.00 | \$131,328.00 | \$131,328.00 | \$131,328.00 | \$131,328.00 |
| 405b OP High Total | | \$556,667.72 | \$131,328.00 | \$131,328.00 | \$131,328.00 | \$131,328.00 |
| FAST Act 405b OP High Total | | \$1,381,017.72 | \$950,771.00 | \$650,570.00 | \$650,570.00 | \$650,570.00 |
| FAST Act 405b OP Low | | | | | | |
| 405b OP Low | | | | | | |
| M2X-2021-00-00-00 | OP FUTURE PROJECTS-NCGHSP | \$974,795.64 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M2X-2021-03-01-00 | GHSP IN-HOUSE CLICK IT OR TICKET MEDIA | \$46,482.67 | \$46,483.00 | \$46,483.00 | \$46,483.00 | \$46,483.00 |
| 405b OP Low Total | | \$1,021,278.31 | \$46,483.00 | \$46,483.00 | \$46,483.00 | \$46,483.00 |
| FAST Act 405b OP Low Total | | \$1,021,278.31 | \$46,483.00 | \$46,483.00 | \$46,483.00 | \$46,483.00 |
| FAST Act 405c Data Program | | | | | | |
| 405c Data Program | | | | | | |
| M3DA-2021-00-00-00 | TR FUTURE PROJECTS-NCGHSP | \$2,130,842.28 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| | | | | | | |
|---|--|-----------------------|---------------|-----------------------|-----------------------|---------------|
| M3DA-2021-14-01-00 | UNC - IPRC LINKING CRASH REPORTS | \$316,334.00 | \$0.00 | \$155,926.00 | \$155,926.00 | \$0.00 |
| M3DA-2021-14-02-00 | NCSU - ITR VISION ZERO | \$415,312.00 | \$0.00 | \$364,258.00 | \$364,258.00 | \$0.00 |
| M3DA-2021-14-03-00 | NCDMV FISCAL SECTION eCRASH | \$500,000.00 | \$0.00 | \$438,607.00 | \$438,607.00 | \$0.00 |
| M3DA-2021-14-04-00 | NC JUDICIAL DEPT - AOC | \$301,200.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M3DA-2021-14-05-00 | TOWN OF HAW RIVER - MDT | \$6,000.00 | \$0.00 | \$5,734.00 | \$2,867.00 | \$0.00 |
| M3DA-2021-14-06-00 | TOWN OF WELDON POLICE DEPT | \$12,000.00 | \$0.00 | \$18,124.00 | \$9,062.00 | \$0.00 |
| M3DA-2021-14-07-00 | NCDMV - PDF eCRASH REPORTING PROJECT | \$170,000.00 | \$0.00 | \$79,128.00 | \$79,128.00 | \$0.00 |
| M3DA-2021-14-08-00 | NCDPS - STATE CAPITOL POLICE MDT | \$15,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M3DA-2021-14-09-00 | TOWN OF BISCOE POLICE DEPT | \$24,000.00 | \$0.00 | \$8,217.00 | \$0.00 | \$0.00 |
| M3DA-2021-14-10-00 | JACKSONVILLE PD-CRASH REPORTING SOFTWARE | \$20,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M3DA-2021-14-11-00 | NC DMV - FISCAL SECTION | \$264,225.00 | \$0.00 | \$112,492.00 | \$112,492.00 | \$0.00 |
| 405c Data Program Total | | \$4,174,913.28 | \$0.00 | \$1,182,486.00 | \$1,162,340.00 | \$0.00 |
| FAST Act 405c Data Program Total | | \$4,174,913.28 | \$0.00 | \$1,182,486.00 | \$1,162,340.00 | \$0.00 |

FAST Act 405d Impaired Driving Mid

405d Mid HVE

| | | | | | | |
|---------------------------|--|---------------------|---------------|-----------------------|---------------------|---------------|
| M5HVE-2021-15-01-00 | NCSHP - BOOZE IT & LOSE IT | \$300,000.00 | \$0.00 | \$1,200,095.00 | \$200,095.00 | \$0.00 |
| M5HVE-2021-15-02-00 | CHARLOTTE-MECKLENBURG PD - DWI TASKFORCE | \$198,940.00 | \$0.00 | \$419,624.00 | \$83,432.00 | \$0.00 |
| M5HVE-2021-15-03-00 | CITY OF LUMBERTON POLICE DEPT | \$224,500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 405d Mid HVE Total | | \$723,440.00 | \$0.00 | \$1,619,719.00 | \$283,527.00 | \$0.00 |

405d Mid Court Support

| | | | | | | |
|-------------------------------------|---------------------------------------|-----------------------|---------------|---------------------|---------------------|---------------|
| M5CS-2021-15-01-00 | NC JUDICIAL DEPT - CONFERENCE OF DA'S | \$1,137,801.00 | \$0.00 | \$482,496.00 | \$482,496.00 | \$0.00 |
| M5CS-2021-15-02-00 | BUNCOMBE COUNTY - DWI COURT | \$60,813.00 | \$0.00 | \$60,813.00 | \$60,813.00 | \$0.00 |
| 405d Mid Court Support Total | | \$1,198,614.00 | \$0.00 | \$543,309.00 | \$543,309.00 | \$0.00 |

405d Mid Ignition Interlock

| | | | | | | |
|--|----------------------------|---------------------|---------------|---------------------|---------------------|---------------|
| M5II-2021-15-01-00 | NCDMV - IGNITION INTERLOCK | \$231,100.00 | \$0.00 | \$210,596.00 | \$210,596.00 | \$0.00 |
| 405d Mid Ignition Interlock Total | | \$231,100.00 | \$0.00 | \$210,596.00 | \$210,596.00 | \$0.00 |

405d Mid BAC Testing/Reporting

| | | | | | | |
|---|------------------------------|-----------------------|---------------|---------------------|---------------------|---------------|
| M5BAC-2021-15-01-00 | NCDHHS - FTA BAT MOBILE | \$466,995.00 | \$0.00 | \$267,729.00 | \$267,729.00 | \$0.00 |
| M5BAC-2021-15-02-00 | NCDHHA - FTA DRE PROGRAM | \$490,554.00 | \$0.00 | \$242,543.00 | \$242,543.00 | \$0.00 |
| M5BAC-2021-15-03-00 | NEW HANOVER CO SHERIFF'S LAB | \$86,500.00 | \$0.00 | \$72,484.00 | \$72,484.00 | \$0.00 |
| M5BAC-2021-15-04-00 | NC DEPT OF JUSTICE - SBI | \$213,272.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 405d Mid BAC Testing/Reporting Total | | \$1,257,321.00 | \$0.00 | \$582,756.00 | \$582,756.00 | \$0.00 |

405d Mid Paid/Earned Media

| | | | | | | |
|---|-----------------------------------|---------------------|---------------|---------------------|---------------------|---------------|
| M5PEM-2021-15-01-00 | NCDOT BILLI MEDIA BUYS | \$500,000.00 | \$0.00 | \$474,305.00 | \$474,305.00 | \$0.00 |
| M5PEM-2021-15-02-00 | NCDOT - SPORTS & EVENTS MARKETING | \$350,000.00 | \$0.00 | \$349,546.00 | \$349,546.00 | \$0.00 |
| 405d Mid Paid/Earned Media Total | | \$850,000.00 | \$0.00 | \$823,851.00 | \$823,851.00 | \$0.00 |

405d Mid Training

| | | | | | | |
|--------------------------------|----------------------|-----------------------|---------------|---------------------|---------------------|---------------|
| M5TR-2021-15-01-00 | NCDHHS - FTA SCIENCE | \$1,250,187.00 | \$0.00 | \$501,189.00 | \$501,189.00 | \$0.00 |
| M5TR-2021-15-02-00 | NCDHHS - FTA SFST | \$134,508.00 | \$0.00 | \$51,730.00 | \$51,730.00 | \$0.00 |
| 405d Mid Training Total | | \$1,384,695.00 | \$0.00 | \$552,919.00 | \$552,919.00 | \$0.00 |

405d Impaired Driving Mid

| | | | | | | |
|-------------------|---------------------------|----------------|--------|--------------|--------------|--------|
| M5X-2021-00-00-00 | ID FUTURE PROJECTS-NCGHSP | \$4,935,289.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M5X-2021-15-01-00 | MADD NC | \$297,333.00 | \$0.00 | \$143,352.00 | \$143,352.00 | \$0.00 |

| | | | | | | |
|---|------------------------|-----------------------|------------------------|------------------------|------------------------|---------------|
| 405d Impaired Driving Mid Total | \$5,232,622.00 | \$0.00 | \$143,352.00 | \$143,352.00 | \$143,352.00 | \$0.00 |
| FAST Act 405d Impaired Driving Mid Total | \$10,877,792.00 | \$0.00 | \$4,476,502.00 | \$3,140,310.00 | \$3,140,310.00 | \$0.00 |
| FAST Act 405f Motorcycle Programs | | | | | | |
| 405f Motorcyclist Training | | | | | | |
| M9MT-2021-16-01-00 | \$5,000.00 | \$0.00 | \$660.00 | \$660.00 | \$660.00 | \$0.00 |
| M9MT-2021-16-02-00 | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M9MT-2021-16-03-00 | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M9MT-2021-16-04-00 | \$5,000.00 | \$0.00 | \$542.00 | \$542.00 | \$542.00 | \$0.00 |
| M9MT-2021-16-05-00 | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| M9MT-2021-16-07-00 | \$3,867.72 | \$0.00 | \$3,689.00 | \$3,689.00 | \$3,689.00 | \$0.00 |
| M9MT-2021-16-08-00 | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 405f Motorcyclist Training Total | \$33,867.72 | \$0.00 | \$4,891.00 | \$4,891.00 | \$4,891.00 | \$0.00 |
| FAST Act 405f Motorcycle Programs Total | \$33,867.72 | \$0.00 | \$4,891.00 | \$4,891.00 | \$4,891.00 | \$0.00 |
| FAST Act 405f Motorcycle Safety Programs | | | | | | |
| 405f Safety Motorcyclist Training | | | | | | |
| M11MT-2021-16-06-00 | \$23,850.00 | \$0.00 | \$2,356.00 | \$2,356.00 | \$2,356.00 | \$0.00 |
| M11MT-2021-16-07-00 | \$43,311.00 | \$0.00 | \$8,868.00 | \$8,868.00 | \$8,868.00 | \$0.00 |
| 405f Safety Motorcyclist Training Total | \$67,161.00 | \$0.00 | \$11,224.00 | \$11,224.00 | \$11,224.00 | \$0.00 |
| 405f Motorcycle Safety Programs | | | | | | |
| M11X-2021-00-00-00 | \$179,961.85 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 405f Motorcycle Safety Programs Total | \$179,961.85 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| FAST Act 405f Motorcycle Safety Programs Total | \$247,122.85 | \$0.00 | \$11,224.00 | \$11,224.00 | \$11,224.00 | \$0.00 |
| FAST Act 405h Nonmotorized Safety | | | | | | |
| 405h Public Education | | | | | | |
| FHPE-2021-17-01-00 | \$16,386.58 | \$0.00 | \$16,387.00 | \$16,387.00 | \$16,387.00 | \$0.00 |
| 405h Public Education Total | \$16,386.58 | \$0.00 | \$16,387.00 | \$16,387.00 | \$16,387.00 | \$0.00 |
| 405h Nonmotorized Safety | | | | | | |
| FHX-2021-00-00-00 | \$656,122.20 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 405h Nonmotorized Safety Total | \$656,122.20 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| FAST Act 405h Nonmotorized Safety Total | \$672,508.78 | \$0.00 | \$16,387.00 | \$16,387.00 | \$16,387.00 | \$0.00 |
| NHTSA Total | \$44,111,875.92 | \$3,147,965.00 | \$14,986,383.00 | \$10,913,853.00 | \$10,913,853.00 | \$0.00 |
| Total | \$44,111,875.92 | \$3,147,965.00 | \$14,986,383.00 | \$10,913,853.00 | \$10,913,853.00 | \$0.00 |

I CERTIFY, that in accordance with the laws of the state and under the terms of the (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

12/17/21, 12:31 PM

Federal Reimbursement Voucher

approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

State Official: