

NORTH CAROLINA

Governor's Highway Safety Program

# Annual Report

**FY2024**

**Josh Stein**

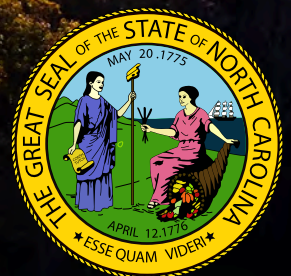
Governor State of North Carolina

**Secretary J.R. "Joey" Hopkins**

North Carolina Department of Transportation

**Director Mark Ezzell**

Governor's Highway Safety Program





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# Executive Summary

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This Annual Report describes the accomplishments and challenges experienced by the North Carolina Governor's Highway Safety Program (GHSP) during FY2024 (October 1, 2023 – September 30, 2024). GHSP funded a total of 122 external projects for state, local and nonprofit agencies, and an additional 9 internal projects all with the goal of reducing motor vehicle crashes and the resulting injuries and fatalities. These projects addressed several problem areas including alcohol-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) (Alcohol-Impaired Driving Countermeasure Incentive Grants) and 405(f) (Motorcyclist Safety Grants).

This FY2024 Annual Report includes:

- North Carolina's progress in achieving the performance targets set for reductions in overall fatalities and other performance measures
- A description of how GHSP will adjust the Triennial FY2024-2026 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 report of the State's evidence-based enforcement program activities, including community collaboration efforts, data collection and analysis efforts, and mobilization activities
- A list of projects and activities approved during FY2024 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
- Descriptions of paid media expenditures
- Summary of projects that were not implemented

## Progress in Meeting Targets

North Carolina experienced an estimated 1,713 traffic fatalities during 2024 (according to North Carolina crash data). This was an increase of 1.2 percent from the 1,693 fatalities in 2023. While fatalities increased, it was at a lower rate than previous years, and lower fatalities occurred in several areas including unrestrained, alcohol related, speed related fatalities.

The 2024 observed seat belt use rate for North Carolina was 92.8 percent meeting its target of 90 percent. Further, unrestrained passenger vehicle occupant fatalities decreased an estimated 10 percent from 486 in 2023 to 437 in 2024. GHSP is planning to continue to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP has also continued to support the reinvigorated Occupant Protection Task Force completing the Occupant Protection Plan in FY2024. The recommendations from that plan are the basis for continuing to strengthen North Carolina's occupant protection program.

North Carolina did however experience an increase in fatalities in some other performance measures during 2024, drivers aged 20 or younger involved in fatal crashes, pedestrian fatalities, and bicyclist fatalities. 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 efforts to decrease motor vehicle crashes, and the resulting injuries and fatalities as demonstrated in subsequent sections of this Annual Report. The following are key highlights of GHSP's program areas.

### ***Alcohol-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 FY2024, 87.4 percent of law enforcement agencies in the state participated in the *Booze It & Lose It* campaign, yielding 8,501 DWI arrests and 301,386 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 increased use of new social media tools, including social media influencers, to convey impaired driving prevention messaging.

During FY2024, GHSP supported 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. 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.

GHSP also worked with the Insurance Institute for Highway Safety (IIHS), UNC HSRC, GHSA CSI project and other local groups to create an updated “Booze It & Lose It” campaign that involves new messaging, new tools, and more “upstream” prevention efforts.

### ***Occupant Protection***

Increasing seat belt use is one of GHSP's highest priorities. During FY2024, 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 8,151 checkpoints and saturation patrols, resulting in 8,813 seat belt citations and 1,217 child passenger safety violations. Additionally, GHSP partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in designated high-risk counties. GHSP also continued funding a 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.

North Carolina remains very active in child passenger safety training, education and assistance. As of the end of FY2024, North Carolina had 3,578 individuals with Child Passenger Safety Certification, including 53 Instructors and 124 Technician Proxies. In FY2024, there were there were 228 Permanent Checking

Station programs operating 292 service locations in 95 counties. Over 7,000 children were served, and 6,782 car seats were checked at North Carolina car seat checking stations.

### ***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 25-31, 2024. 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 systematic approaches for identifying roads that are priorities. Through support and refinement of the Vision Zero Analytics project GHSP continued to share data with all agencies, particularly in counties overrepresented in speeding fatalities. 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.

In FY2022, GHSP partnered with the UNC Highway Safety Research Center to conduct a statewide survey of law enforcement officers to gather perceptions and experiences, specifically those related to traffic safety. Over 700 law enforcement professionals took part in the survey, the result of which were collected and included in a comprehensive report published by HSRC which was provided to NHTSA.

### ***Young Drivers***

GHSP is supporting and evaluating several innovative approaches to improving young driver safety. During FY2024 GHSP funded teen driver safety initiatives led by University Health Systems of Eastern North Carolina (Vidant Health), the University of North Carolina Highway Safety Research Center (HSRC), and SADD. GHSP also provided continued leadership of the Driver Education Advisory Committee.

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. For FY2024, GHSP amended the design contest to focus exclusively on video.

### ***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 FY2024, there were 45 host agencies for the BikeSafe program that conducted a total of 140 events with 383 attendees.

### ***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.

During the past six years, North Carolina has conducted a Traffic Records Assessment Self-Assessment, helped the NC Administrative Office of the Courts (AOC) continue Brazos eCitation® system, and funded several ongoing projects to develop data linkage between the crash reporting databases 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.

The biggest Traffic Records effort currently underway is the North Carolina Crash Reporting Information System (NC CRIS). 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.

### ***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 FY2024-26 Triennial Highway Safety Plan. These projects address issues such as older driver safety, pedestrians and bicyclists. Similar to the high priority areas described above, GHSP focuses on proven countermeasures to reduce traffic-related fatalities and serious injuries.

### ***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. In FY 2024, GHSP plans to continue these efforts along with increased community engagement, targeted outreach to underserved communities, and significantly larger investments in communications and public awareness. We are confident that our efforts during FY2024 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

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## Mission

The mission of the Governor's Highway Safety Program (GHSP) is to eliminate traffic crashes and fatalities in North Carolina by promoting safe transportation behaviors. GHSP does this by providing grant funding for the planning and execution of data driven safety programs, promoting community awareness and behavioral change, and educating about effective traffic safety policy.



## Organizational Structure

The GHSP Director oversees 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. The Director directly supervises both Assistant Directors, the Task Force Manager/Assistant, and, along with NC DOT Communications, indirectly supervises the communications manager. The two assistant directors oversee GHSP's Planning, Programs, and Evaluation, Outreach, Finance and Administration, and high-profile public engagement and 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. The North Carolina Governor's Highway Safety Program (GHSP) is housed within the North Carolina Department of Transportation (NCDOT).

### ***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 crashes, citations, and other empirical data. The Planning, Programs, and Evaluation section staff includes a manager and five Community Development Specialists (CDS) one of which coordinates and oversees the law enforcement liaison network in addition to a specific program area. Every project is assigned to a specific Community Development Specialist who is the Project Director's liaison with the GHSP, NHTSA, and other highway safety agencies. Community Development Specialists are each responsible for one or more of these areas: traffic records, impaired driving, bicycle/pedestrian safety, occupant protection, youth & young driver safety, motorcycle safety, older driver safety, and speeding.

### ***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 Business Officer and part-time 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

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Specialist and receives additional support and assistance from the NCDOT Communications Office. The Assistant Director for External Operations also manages the public participation and community engagement activities.

### ***GHSP Staff***

Mark Ezzell ..... Director  
Vacant ..... Assistant Director-Internal Operations  
Cheryl Leonard ..... Assistant Director-External Operations  
Warren Smith ..... Planning, Programs and Evaluation Manager  
Emily Moore ..... CDS-Traffic Records/Occupant Protection  
Vacant ..... CDS-Impaired Driving Coordinator  
Bob Stevens ..... Law Enforcement Liaison/CDS-Speed Coordinator  
Jesse Webb ..... CDS-Law Enforcement Personnel Grants  
Jennifer Delcourt ..... CDS Vulnerable Road Users (Bicycle and Pedestrian, Young Driver, Senior Driver, Distracted Driving, Motorcycles)  
Dana Friedrichs ..... Occupant Protection and Impaired Driving Task Force Coordinator  
Lindsey Poe ..... Communications Specialist  
Shanon Daniels ..... Business Officer  
Kayde-ann Miller-Ford ..... Office Manager  
Sylvia Thompson ..... Administrative Specialist

### ***Contact Information***

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## Funded Planning/Administrative Projects and Activities

The following projects helped to support planning and administration activities by GHSP under the FY2024-FY2026 Triennial Highway Safety Plan:

<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	PA-24-01-01
<b>Project Title:</b>	GHSP In-House Planning and Administration
<b>Project Description:</b>	This project funded the Director and Assistant Director positions to manage the day-to-day operations of the highway safety office. This project also funded the Finance Officer, Administrative Assistant, and Program Assistant positions to carry out the administrative tasks for the office.
<b>Contributions to Meeting Targets:</b>	This project supported salaries and associated costs of five administrative employees to manage the highway safety office. The highway safety office also conducted several public participation and engagement meetings in underserved and overrepresented areas of North Carolina.
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	CP-24-09-01
<b>Project Title:</b>	GHSP In-House Programs & Operations Support
<b>Project Description:</b>	This ongoing project funded 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 funded other operational expenses and highway safety events throughout the year.
<b>Contributions to Meeting Targets:</b>	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 112 external projects funded during FY2024. This project also supported the Planning, Programs, and Evaluation Manager who conducted extensive auditing of external claims and agreements and facilitated the application review process for external funding.
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	CP-24-09-02
<b>Project Title:</b>	GHSP In-House Media & Events
<b>Project Description:</b>	This project funded media campaigns 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.
<b>Contributions to Meeting Targets:</b>	GHSP conducted earned media events to kick off the Booze It & Lose It campaigns during October (Halloween), December/January (Holiday), March

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(St. Patrick's Day), June/July (Operation Firecracker) and August/September (Labor Day). Other events included the Safety City traffic safety display at the N.C. State Fair in October and 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.

<b>Agency:</b>	North Carolina Department of Transportation – Communications Office
<b>Project Number:</b>	CP-24-09-03
<b>Project Title:</b>	Communications Officer
<b>Project Description:</b>	This project funded a Communication and Events Coordinator position to promote and assist in managing traffic safety campaigns and initiatives.
<b>Contributions to Meeting Targets:</b>	This project supported a Communications and Event 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.
<b>Agency:</b>	North Carolina State University - Institute of Transportation Research and Education
<b>Project Number:</b>	CP-24-09-07
<b>Project Title:</b>	Conference and Event Support
<b>Project Description:</b>	This continuation grant supported the NC Traffic Safety Conference and Expo (NCTSC), and other training opportunities for law enforcement officers and traffic safety partners throughout the state.
<b>Contributions to Meeting Targets:</b>	ITRE coordinated with GHSP to deliver GHSP's Traffic Safety Conference held in Greenville, N.C. in April of 2024. ITRE organized planning meetings, contacted potential speakers and presenters, and assisted in seeking marketing opportunities. ITRE provided the Traffic Safety Conference with website hosting, content development, and architecture maintenance. Additionally, ITRE organized the <i>5th Annual World Day of Remembrance for Road Traffic Victims Event</i> in Raleigh in November 2023. ITRE also provides online and in-person training opportunities to traffic safety partners.
<b>Agency:</b>	University of North Carolina at Chapel Hill Highway Safety Research Center
<b>Project Number:</b>	CP-24-09-04
<b>Project Title:</b>	Building Capacity for Vision Zero in NC Communities
<b>Project Description:</b>	This project strengthened and expanded Vision Zero efforts by working with stakeholders in local communities to improve roadways by expanding Safe Systems efforts.
<b>Contributions to Meeting Targets:</b>	The UNC team expanded efforts to support a total of twenty-five (25) communities. UNC hosted quarterly calls with all NC VZ communities, which included presentations and training on a variety of topics including effective communications for road safety, Safe Systems principles, quick build projects,



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planning World Day of Remembrance events, discussion of the statewide Vision Zero task force, Safe Streets for All funding, as well as revisiting resources (e.g., Partnership Assessment tool, Community Readiness Assessment) and onboarding for newer Vision Zero communities. Additionally, UNC held monthly coaching calls with groups of 4 to 5 VZ communities. Training tools were evaluated and refined. The UNC team held a two-day N.C. Vision Zero Leadership Institute where sixteen communities attended (76 attendees). The GHSP Director and assigned Highway Safety Specialist attended and participated.

<b>Agency:</b>	University of North Carolina at Chapel Hill Highway Safety Research Center
<b>Project Number:</b>	CP-24-09-09
<b>Project Title:</b>	GHSP Website and Reporting System
<b>Project Description:</b>	This ongoing project maintained, supported, and facilitated any required changes to the STEP system website based on feedback from and collaboration with the GHSP Project team and end users.
<b>Contributions to Meeting Targets:</b>	HSRC supported all aspects of the GHSP STEP website throughout the fiscal year. HSRC added a reporting function for law enforcement agencies to provide GHSP with a record of their community engagement.
<b>Agency:</b>	University of North Carolina at Chapel Hill Highway Safety Research Center
<b>Project Number:</b>	CP-24-09-10
<b>Project Title:</b>	Highway Safety Plan and Annual Report
<b>Project Description:</b>	This project supported and assisted the NC GHSP in organizing and preparing the NC Triennial Highway Safety Plan and Annual Report.
<b>Contributions to Meeting Targets:</b>	Due to new requirements under the Bipartisan Infrastructure Law (BIL), the highway safety plan is now submitted triennially. The last plan was submitted to NHTSA on August 14, 2023, and was updated this year in the 2025 Annual Grant Application (AGA). HSRC provided invaluable support in the preparation and submission of updates to NC GHSP's Triennial Highway Safety Plan (3HSP), AGA, and Annual Report. The 2023 Annual Report was submitted to NHTSA in January 2023. The 2025 AGA was submitted to NHTSA in July of 2024.
<b>Agency:</b>	North Carolina Alliance for Safe Transportation
<b>Project Number:</b>	CP-24-09-15
<b>Project Title:</b>	North Carolina Alliance for Safe Transportation
<b>Project Description:</b>	This project provided operational funding for NC Alliance for Safe Transportation (NCAST), a 501(c)(3) non-profit entity working to provide a unified voice on all traffic safety issues including distracted driving, pedestrian safety, impaired driving prevention, and others with a goal establishing a more impactful coalition of safe driving advocates, state and local government agencies, and public policy officials.

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### **Contributions to Meeting Targets:**

NCAST participated in community forums across the state including in Edgecombe, Robeson, Nash, and Mecklenburg counties during fiscal year 2024. Community members and leaders provided feedback related to local traffic safety concerns. NCAST partnered with the North Carolina High School Athletic Association to create traffic safety materials and develop social media communication campaigns that focused on teen driver safety. NCAST reached 880,000 households in the Spanish speaking community through the creation of highway safety messaging delivered via print, radio and television spots. NCAST also began a monthly statewide publication addressing traffic safety concerns. NCAST also updated their website to be accessible in Spanish.

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# Performance Measures and Targets

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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 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
- Older driver fatalities
- Pedestrian fatalities
- Bicyclist fatalities

Core behavior measure:

- Seat belt use rate

For the 10 performance measures related to fatalities, a primary data source is the Fatality Analysis Reporting System (FARS). The North Carolina State Crash Data file is the source for 2023 and 2024 fatality data and serious injury data. For 2024, crash data was available through November 30 at the time of this report, with December 2024 data being estimated. The annual seat belt observation survey is the source for seat belt use.

For each performance measure, we first present targets for FY2026 from the FY2024-2026 Triennial Highway Safety Plan and indicate whether progress towards these targets has 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. At the end of this section, we present a table that summarizes the results in achieving performance targets for FY2024 and FY2023.

## 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 2024 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 2024 update to the SHSP, with Highway Safety Specialists and other GHSP staff serving on many working groups. This helped align the targets and strategies of the HSP with the goals and strategies of the SHSP.



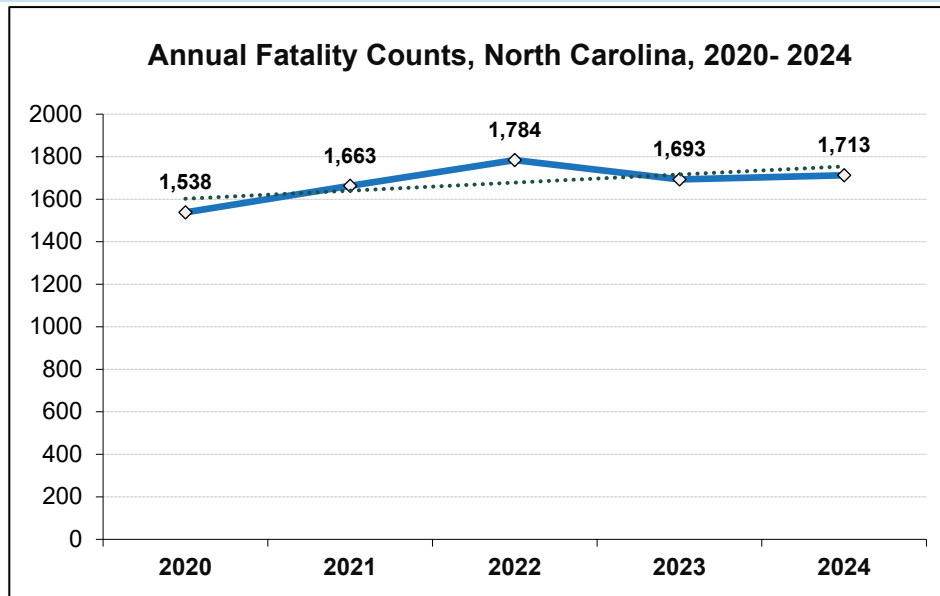
## Traffic Fatalities

### Target

Reduce traffic-related fatalities by 6 percent from a 2022 safety level of 1,784 to 1,676 by December 31, 2026.

### Outcome

Target not achieved. The 2020–2024 average number of traffic fatalities was 1,678.2, a 3.1 percent increase from the 2019–2023 average of 1,627.0. Through November 30, 2024, there have been 1,580 fatalities in 2024, with an estimated 1,713 by the end of year, indicating the FY2026 target of 1,676 may not be met.



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State's Progress:

North Carolina is not on track to meet the target for traffic fatalities. Traffic fatalities increased in North Carolina during 2022 (the most recent year for which FARS data are available). One-hundred twenty-one (121) more fatalities occurred during 2022 than 2021, an increase of 7.2 percent. This same trend occurred nationwide—traffic fatalities in the U.S. increased by 10 percent from during 2020. While there was a decrease in 2023, according to NCDOT Motor Vehicle Crash Data, traffic fatalities are estimated to increase in 2024.

### 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.

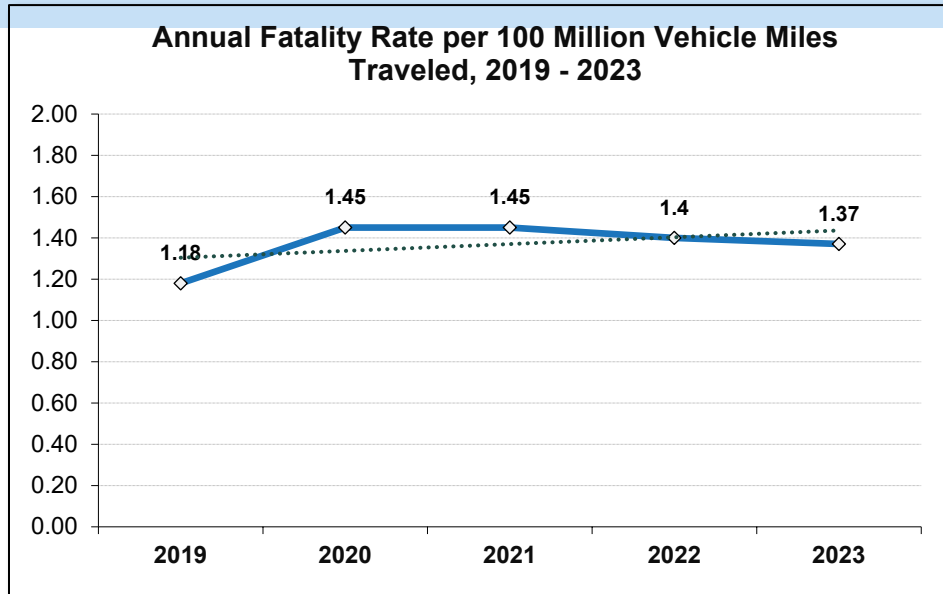
## Fatalities/100 Million VMT

### Target

Reduce fatalities/100 million VMT by 6% from a 2022 safety level of 1.40 to 1.316 December 31, 2026.

### Outcome

In progress. The 2019–2023 average fatality rate per 100 million VMT was 1.370, a 2.7 percent increase from the 2018–2022 average of 1.334. Although the estimated 2024 fatality rate per 100 million VMT did decrease slightly to 1.27 down from 1.37 the previous year.



Source: FARS, 2019-2022 and NCDOT Motor Vehicle Crash Data, 2023

### Assessment of State's Progress:

North Carolina's annual fatality rate per 100 million VMT remained at an elevated level in 2022 (the most recent year for which FARS data are available). The increase in 2020 was the result of an increase in fatalities coupled with a substantial drop in VMT due to the pandemic and statewide shutdown. During 2021, VMT rose to nearly pre-pandemic levels, but fatalities also increased. The 2022 rate decreased slightly. A slight decrease to 1.4 was observed in 2022, and a further decline to 1.37 in 2023. For 2024, the provisional rate of 1.27 reflects data from January 1 to November 30, with adjustments expected once finalized by NHTSA.

### 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.

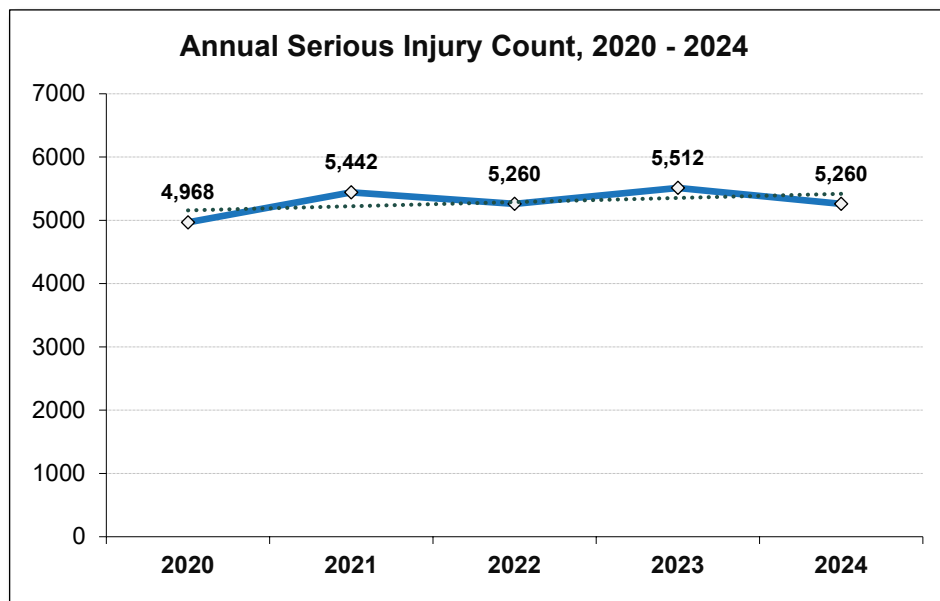
## Serious Injuries in Traffic Crashes

### Target

Reduce serious injuries in traffic crashes by 6% from a 2022 safety level of 5,260 to 4,944 by December 31, 2026.

### Outcome

Target not achieved. The 2020–2024 average number of serious injuries was 5,288.4, a 1.3 percent increase from the 2019-2023 average of 5,218.0. Through November 30, 2024, there have been 4,855 serious injuries in traffic crashes, with an estimated 5,260 by the end of the year indicating the FY2026 target of 4,944 may not be met.



Source: NCDOT Motor Vehicle Crash Data, 2020–2024\*

\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.

### Assessment of State's Progress:

Although the number of serious injuries has fluctuated, there was a steep rise between 2019 and 2021. This parallels the rise in fatalities during this same period. There was a slight decrease in 2022; however, serious injuries increased again in 2023. Despite this fluctuation, the 2024 data, which only includes the period from January 1 to November 30, indicates a decline as 4,855 serious injuries, with an estimated 5,260 through the end of the year, though final adjustments will be required once the full year's data is available.

### 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.

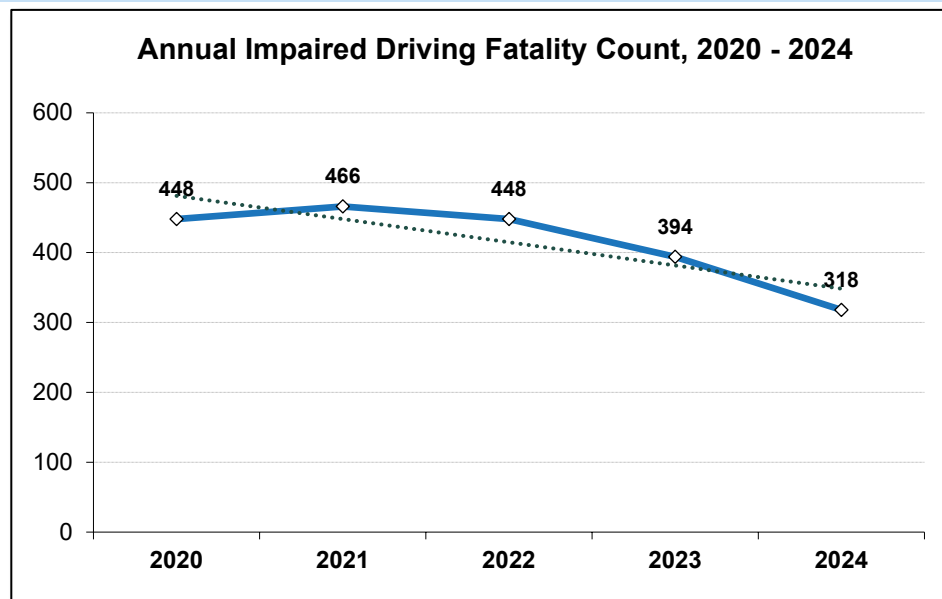
## Alcohol-Impaired Driving Fatalities

### Target

Reduce alcohol impaired driving fatalities by 6% from a 2022 safety level of 448 to 421 by December 31, 2026.

### Outcome

Target met. The 2020-2024 average number of fatalities involving drivers with a BAC of .08 or above was 414.8, a 3.2 percent decrease from the 2019–2023 average of 428.4. Through November 30, 2024, there have been 292 alcohol-impaired fatalities, with an estimated 318 by the end of the year indicating that the FY2026 target has been met (barring any future increases).



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State's Progress:

North Carolina is on track to meet the target for alcohol-impaired driving fatalities. Fatalities have steadily decreased since 2021. In 2024 annual alcohol-impaired driving fatalities appear to continue to be declining with 292 fatalities through November 30, 2024, and an estimated 318 by the end of the year, which is below the FY2026 target of 421.

### Plans to Meet Performance Targets:

North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. GHSP is funding many initiatives during FY2024 to address impaired driving including DWI high visibility enforcement teams, DWI treatment courts and expedited blood testing. Additionally, GHSP has rejuvenated and expanded the Statewide Impaired Driving Task Force. The Task Force updated the State's Impaired Driving Plan in FY2024, which provides a comprehensive approach for preventing and reducing alcohol-impaired driving in North Carolina. See the Impaired Driving Program Area for more details.



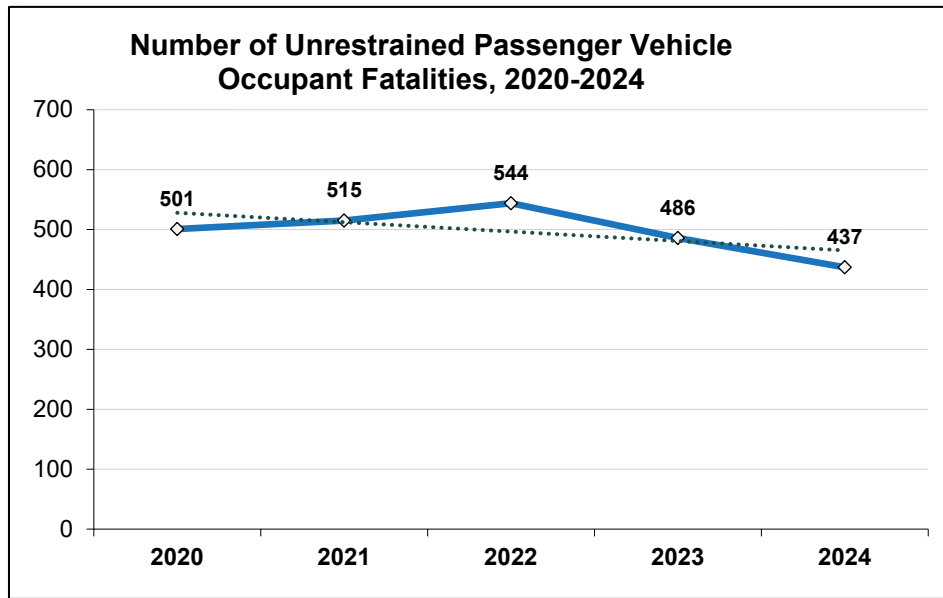
## Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

### Target

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 6% from a 2022 safety level of 562 to 528 by December 31, 2026.

### Outcome

Target met. The 2020–2024 average number of unrestrained passenger vehicle occupant fatalities was 496.6. Through November 30, 2024, there have been 395 unrestrained fatalities, with an estimated 437 by the end of year, indicating the FY2026 target of 528 will be met (barring any future increases).



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated. For 2022, there is a discrepancy between the FARS and NCDOT unrestrained passenger vehicle occupant fatality data; GHSP is investigating to identify and resolve the issue.*

### Assessment of State’s Progress:

There were estimated 437 unrestrained fatalities in North Carolina during 2024, a decrease of 49 fatalities from 2023. Prior to 2018, 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 continue 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 many of the 25-30 highest number of unrestrained fatalities over the past five years. GHSP partners 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. GHSP will require all law enforcement grantees to conduct a minimum of one nighttime seat belt enforcement

mobilization each month. In addition, the State continues efforts to expand 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, updated the comprehensive Occupant Protection Plan in FY2024, and had an Occupant Protection Assessment conducted through NHTSA in 2021.

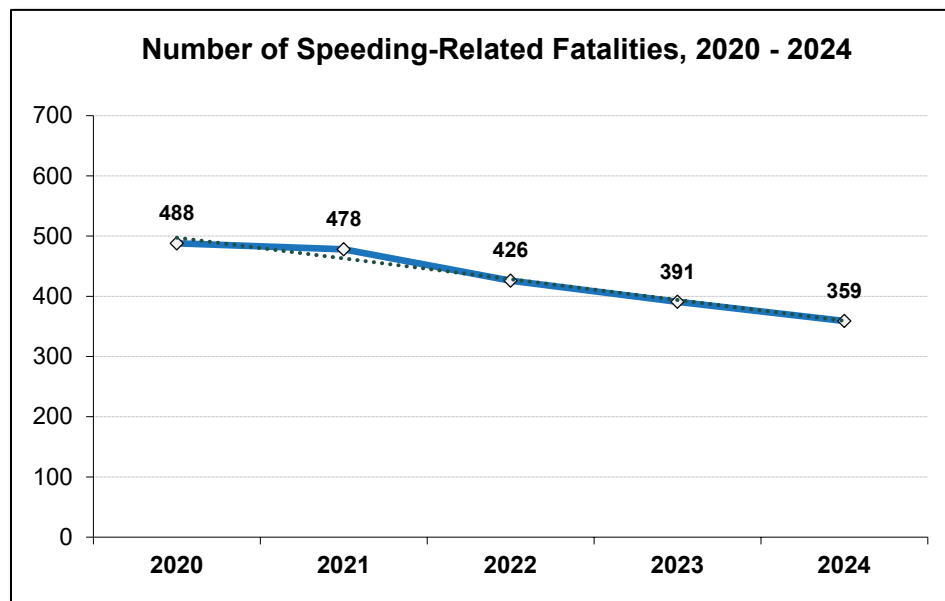
## Speeding-Related Fatalities

### Target

Reduce speeding-related fatalities by 6% from a 2022 safety level of 426 to 400 by December 31, 2026.

### Outcome

Target met. The 2020–2024 average number of speeding-related fatalities was 428.4, with the highest fatalities in 2020 and decreasing steadily each year. Through November 30, 2024, there have been 333 speeding-related fatalities, with an estimated 359 by the end of the year, indicating the FY2026 target of 400 will be met (barring any future increases).



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State's Progress:

North Carolina appears to be on track to meet the FY2026 target for speeding-related fatalities. There have been steady decreases in speed related fatalities in North Carolina since 2020. With the latest decrease of fatalities dropping from 426 in 2023 to an estimated 359 in 2024. Speeding is particularly common among drivers age 16-29, on weekends, among motorcyclists, and among drivers who have 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.

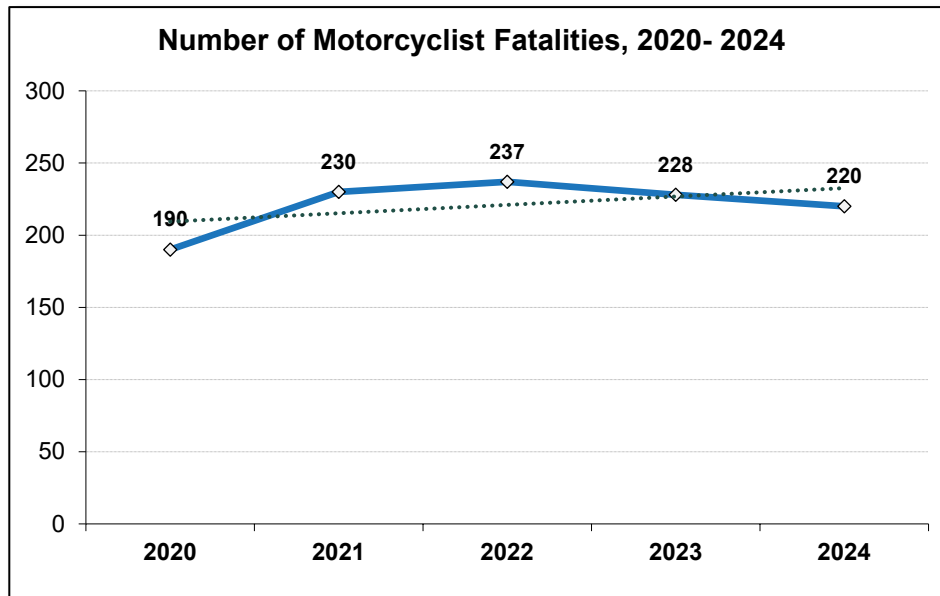
## Motorcyclist Fatalities

### Target

Reduce motorcyclist fatalities by 6% from a 2022 safety level of 237 to 222 by December 31, 2026.

### Outcome

Target met. The 2020–2024 average number of motorcyclist fatalities was 221.0. Through November 30, 2024, there have been 210 motorcyclist fatalities, with an estimated 220 by the end of the year, indicating the FY2026 target of 222 will be met (barring any future increases).



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State’s Progress:

Motorcyclist fatalities decreased 3.5 percent from 220 motorcyclist fatalities during 2024 to 228 motorcyclist fatalities during 2023. 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 making continued efforts to expand within the 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.

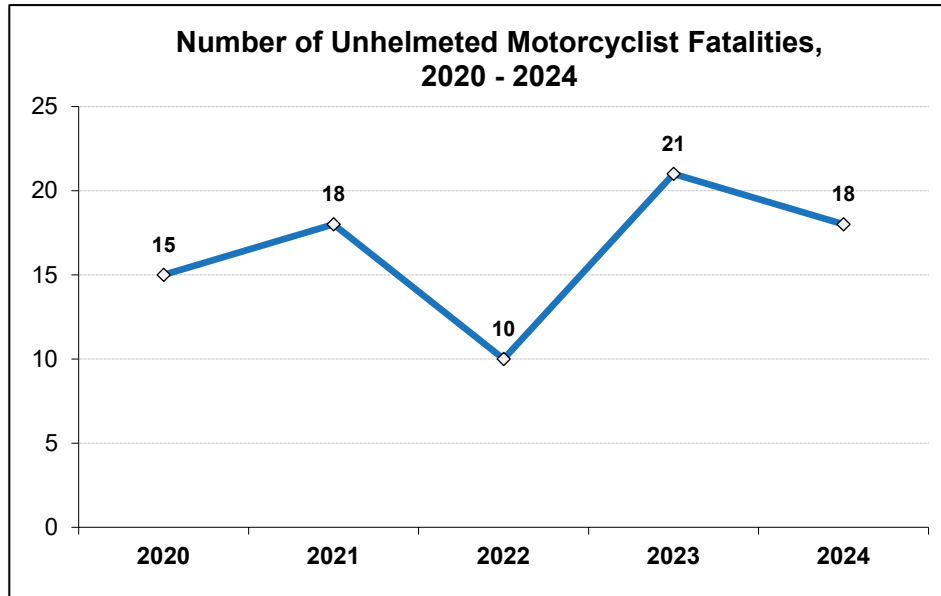
## Unhelmeted Motorcyclist Fatalities

### Target

Reduce unhelmeted motorcyclist fatalities by 6% from a 2022 safety level of 10 to 9 by December 31, 2026.

### Outcome

Target not met. The 2020–2024 average number of unhelmeted motorcyclist fatalities was 16.4, on par with the 2019–2023 average of 16.8. Through November 30, 2024, there have been 18 unhelmeted motorcyclist fatalities, indicating the FY2026 target of 9 or less will not be met.



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### 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 2022, only 10 unhelmeted motorcyclists were killed in crashes, but this number significantly increased to 21 unhelmeted motorcyclist fatalities in 2023 with a slight decrease to 18 in 2024. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets. Additional lives could be saved if all riders wore helmets.

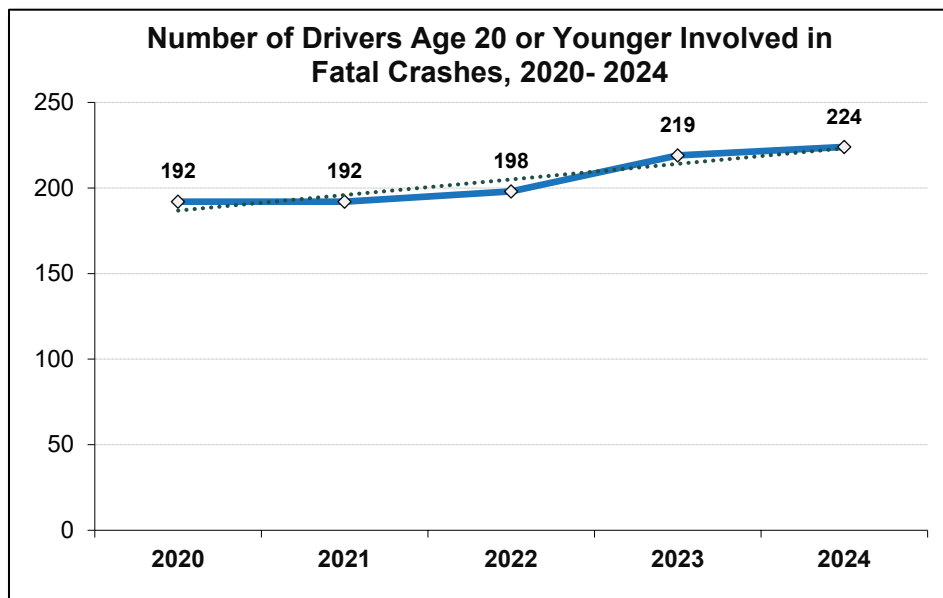
## Drivers Age 20 or Younger Involved in Fatal Crashes

### Target

Reduce drivers age 20 or younger involved in fatal crashes by 6% from a current safety level of 198 to 186 by December 31, 2026.

### Outcome

Target not yet achieved. The 2020–2024 average number of young drivers involved in fatal crashes was 205.0, an increase of 7.3 percent increase from the 2019–2023 average of 191.0. Through November 30, 2024, there have been 208 fatalities involving young drivers, with an estimated 224 by the end of the year, indicating the FY2026 target of 186 is unlikely to be met.



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State’s Progress:

Motor vehicle crashes are a leading cause of death among teenagers in North Carolina. During 2024, there were an estimated 224 fatal crashes involving drivers age 20 or younger, an increase from the 219 fatal crashes in 2023. Prior to 2020, fatal crashes among young drivers had been steadily declining in North Carolina.

### Plans to Meet Performance Targets:

In FY2024, GHSP supported 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.

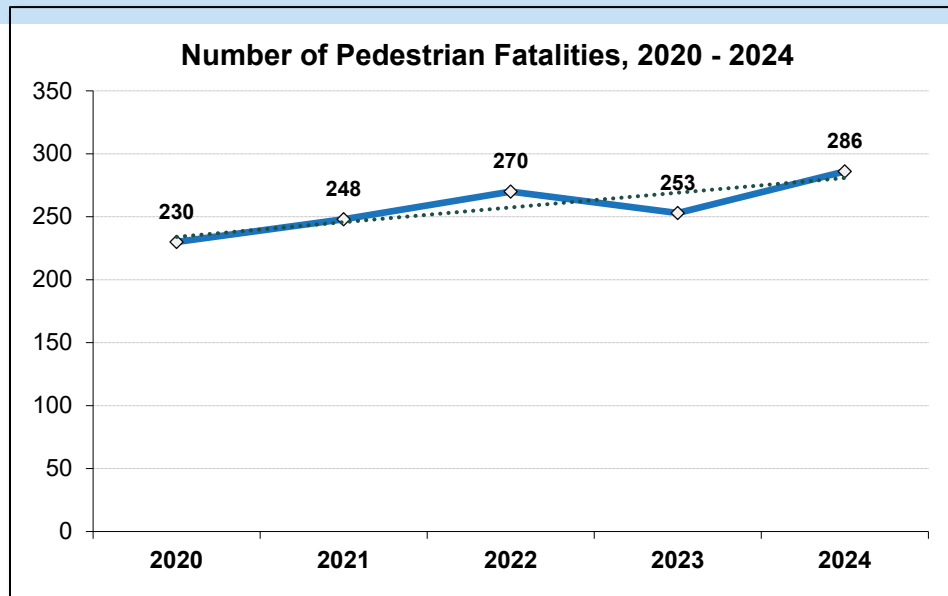
## Pedestrian Fatalities

### Target

Reduce pedestrian fatalities by 6% from a 2022 safety level of 270 to 253 by December 31, 2026.

### Outcome

Target not achieved. The 2020–2024 average number of pedestrian fatalities was 257.4, a 5.3 percent increase from the 2019–2023 average of 244.4. Through November 30, 2024, there have been 257 pedestrian fatalities, with an estimated 286 by the end of the year, indicating the FY2026 target of 286 may not be met.



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.

### Assessment of State's Progress:

North Carolina experienced an estimated 286 pedestrian fatalities during 2024, an increase of 33 fatalities compared to 2023. 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 2023.

### Plans to Meet Performance Targets:

GHSP believes reductions in pedestrian fatalities are possible. GHSP funds “Watch for Me” program to better address pedestrian safety needs. GHSP also provided \$200,000 to NC DOT Communications to conduct targeted communications campaigns in selected areas highlighting best practices for pedestrians, motorists and others to keep pedestrians safe. 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 also funded the Town of Chapel Hill to implement the town's Pedestrian Safety Action Plan, including community engagement activities and high-visibility crosswalk enforcement, and build on North Carolina's Vision Zero Initiative to create a safe, connected, and accessible community for pedestrians.



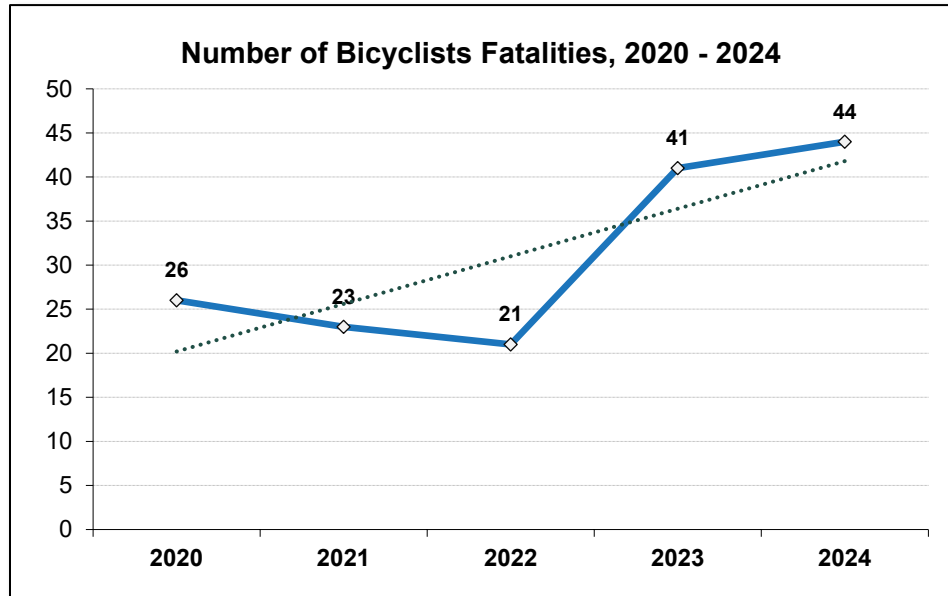
## Bicyclist Fatalities

### Target

Reduce bicyclist fatalities by 6% from a 2022 safety level of 21 to 19 by December 31, 2026.

### Outcome

Target not achieved. The 2020–2024 average number of bicyclist fatalities was 31.0, a 19.2 percent increase from the 2019–2023 average of 26.0. Through November 30, 2024, there have been 39 bicyclist fatalities, with an estimated 44 by the end of the year, indicating the FY2026 target of 196 may not be met.



Source: FARS, 2020–2022 and NCDOT Motor Vehicle Crash Data, 2023-2024\*.

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

### Assessment of State's Progress:

The number of bicyclist 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, there has been a steady increase since 2022.

### Plans to Meet Performance Targets:

GHSP believes reductions in bicyclist fatalities are possible. GHSP partnered with BikeWalk NC to provide bicycle and pedestrian road safety education across the state in areas of high need. The Friendly Driver class is adapted from a national curriculum and focuses on teaching motorists how to safely share the road with other types of road users, especially pedestrians and bicyclists. In addition, GHSP is working closely with the NC Safety and Mobility Section of NCDOT to align both structural and behavioral funding to address bicyclist safety. See the Other Highway Safety Priorities section for more details.

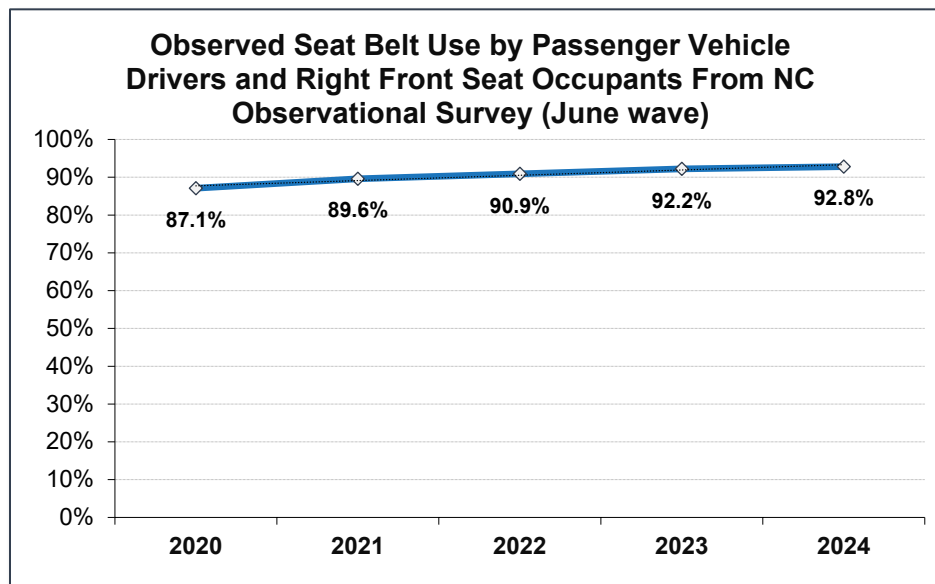
## Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

### Target

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage point from 90.8% to 91.8% by December 31, 2026.

### Outcome

Target achieved. The results of 2024 observed seat belt use survey show a rate of 92.8%, above the target of 91.8% set for 2026 (barring any future reductions).



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 met its target. Observed seat belt use among passenger vehicle occupants was 92.8 percent, steadily increasing each year from the 2020 rate of 87.1%.

### ***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 FY2023 and FY2024

Performance Measure	FY2023					FY2024			
	Target period	Target Years	Target value FY23 HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target	Target Value FY2026	Target Years	FY24 Est Final Results* (State data)	Met FY26 Target
C-1) Total Traffic Fatalities	5 year	2019-2023	1,202.2	1,574.8 (2019-2021 FARS, 2022-2023 State)	N	1,676	2024	1,713	N
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	3,423.0	5,062 (2019-2021 FARS, 2022-2023 State)	N	4,944	2024	5,260	N
C-3) Fatalities/VMT	5 year	2019-2023	1.011	1.285 (2019-2021 FARS, 2022-2023 State)	N	1.316	2024	1.37	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions	5 year	2019-2023	408.9	487.2 (2019-2021 FARS, 2022-2023 State)	N	528	2024	437	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	396.3	406.4 (2019-2021 FARS, 2022-2023 State)	N	421	2024	318	Y
C-6) Speeding-Related Fatalities	5 year	2019-2023	384.5	412.6 (2019-2021 FARS, 2022-2023 State)	N	400	2024	359	Y
C-7) Motorcyclist Fatalities	5 year	2019-2023	181.3	173.4 (2019-2021 FARS, 2022-2023 State)	N	222	2024	220	Y

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C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	15	14.9 (2019-2021 FARS, 2022-2023 State)	N	9	2024	18	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	163.8	179.2 (2019-2021 FARS, 2022-2023 State)	N	186	2024	224	N
C-10) Pedestrian Fatalities	5 year	2019-2023	203.5	238.6 (2019-2021 FARS, 2022-2023 State)	N	253	2024	286	N
C-11) Bicyclist Fatalities	5 year	2019-2023	19.6	22.6 (2019-2021 FARS, 2022-2023 State)	N	19	2024	44	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2023	90.0	92.2 State survey	Y	91.8%	2024	92.8	Y

*\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.*

## 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	2020	2021	2022	2023	2024
Occupant Restraint Citations Issued During Grant-Funded Enforcement Activities	20,942	28,136	35,317	37,629	38,356
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	8,280	9,757	9,902	12,833	
Speeding Citations Issued During Grant-Funded Enforcement Activities	104,572	126,982	135,936	158,427	171,619

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

# Program Areas and Selection of Evidence-Based Countermeasures

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During FY2024, GHSP used federal highway funds to support a variety of programs, projects, and activities to advance the traffic safety targets outlined in the FY2024-2026 Triennial Highway Safety Plan. GHSP focuses on evidenced-based strategies that are proven effective in reducing motor vehicle crashes, injuries, and fatalities.

## Evidence-Based Traffic Safety Plan

GHSP has developed processes, policies, and procedures to ensure that resources are used efficiently and effectively to support North Carolina's highway safety program goals. North Carolina uses an evidence-based approach to traffic safety planning by taking the following steps:

### ***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. Many 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. North Carolina also conducts seat belt and cell phone use observational surveys and examines these data for problem identification and evaluation purposes. Input from stakeholders, members of the public, researchers, and others also helps inform problem identification and evidenced-based programs that reduce traffic fatalities. 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 the administration and evaluation of the overall highway safety plan.

To help create a clearer picture of the needs in NC's underserved areas, GHSP is uses several data tools specifically target to this information: the North Carolina Department of Transportation's Transportation Disadvantaged Index (TDI), the Environmental Justice Index (EJ), and the CDC Social Vulnerability Index (SVI). These sources include maps and interactive dashboards to help understand and visualize transportation disadvantages and the disproportionate impact of transportation barriers on communities of color, as well as help inform policies, planning, and project development decision-making. The TD Index (TDI) describes concentrations of zero-vehicle ownership, poverty level, youth aged 15 and under, seniors aged 65 and older, mobility impairments, and Black, Indigenous, and Persons of Color (BIPOC). This is an ARGIS-based system that incorporates several sets of data that NHTSA recommends including in SHSO planning, including Census data, Environmental Protection Agency environmental justice screening tool, FHWA's Screening Tool for Equity Analysis of Projects (STEAP), The Justice40 Initiative Climate and Economic Justice Screening Tool (CEJST), and others. The CDC SVI is a place-based index, database, and mapping application designed to identify and quantify communities experiencing social vulnerability with the goal of helping officials better prepare for emergency events.

In addition, North Carolina uses the Community Health Needs Assessments (CHNA or CHA) conducted by each county health authority. Every county/health authority in the country conducts CHNA's every three to four years as a requirement for federal funding and accreditation. The North Carolina Department of Health & Human Services (NCDHHS) collects these reports. Many of these assessments include information from survey questionnaires and community focus groups. Transportation is often included

as a theme, barrier, or priority. NCDHHS also created and maintains the North Carolina Alcohol Data Dashboard to increase the accessibility of data that describes the impact of excessive alcohol drinking in the state. Additionally, GHSP has also incorporated data from the North Carolina Disease Event Tracking and Epidemiologic Collection Tool (NC DETECT). The program, managed by the University of North Carolina's Emergency Medicine department, utilizes secondary data sources for early event detection and timely public health surveillance statewide.

The data analyses conducted in the problem identification process identify 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.

GHSP's in-house review team, along with input from partners, reviews project applications and the information gleaned from these data sources, prioritizes 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 proven and promising effective strategies in reducing motor vehicle crashes, injuries, and fatalities, including evidence-based enforcement. To assist in this process, GHSP uses the 11<sup>th</sup> Edition of NHTSA's *Countermeasures that Work* (CMTW). CMTW is 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, GHSP Highway Safety Specialists use various tracking mechanisms to monitor each project's progress. Each agency receiving grant funding must complete quarterly progress reports to assess whether goals and outcomes are met. Projects that fund enforcement personnel also 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 FY2024, GHSP funded a variety of programs, projects, and activities with federal transportation funds to advance the traffic safety targets set forth in the FY2024-2026 Triennial 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



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- Speeding and Police Traffic Services
- Young Drivers
- Motorcycles Safety
- Traffic Records
- Other Highway Safety Priorities: Older Drivers, Pedestrians, and Bicyclists

# Public Participation and Engagement Efforts

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## Background

This year, GHSP worked with local communities to host numerous public participation and engagement activities, especially community forums. Below is a narrative description of those activities, and a description of how the information gathered informed grant decisions.

## Description of PP&E Activities

GHSP wanted to hear from underserved communities about their ideas for traffic safety projects that would positively impact their communities. To accomplish that, we reviewed data sources, including crash data, census tract data, Transportation Disadvantaged Index (TDI) data, and other measures to determine which communities would best inform these efforts. Next, we determined which communities already have assets we can tap into to arrange such in-person meetings. This is important because GHSP has a small staff to arrange such meetings, and NHTSA places restrictions on how these activities are conducted, which staff can conduct them, and how other outside groups can be involved. (Note that additional listening session was conducted in Mecklenburg County in September 2024. However, because GHSP directed a grantee organization in conducting this session, NHTSA has instructed GHSP that this session will not likely count as an official PP&E activity, so the results of that session are not included in this section). Finally, GHSP worked with local community groups and local grantees to help plan and conduct these sessions. This helped give the sessions a needed local feel while meeting SHSO needs to gather useful information.

GHSP felt it important to hold all sessions in the evening, when the public is best able to attend. Given the hour, GHSP also wanted to have both food and babysitting services available to increase the ability for all socioeconomic income levels to participate. Because NHTSA has cumbersome rules related to both food and babysitting costs, GHSP had to secure donated food and babysitting at each of these community forums.

### ***Robeson County***

GHSP hosted a public forum in Lumberton, the county seat of Robeson County, on April 8th from 6-8pm with 122 attendees. The forum was held in conjunction with the NC Governor's Crime Commission, a sister agency that provides community grants to address criminal justice issues. Local community partners/sponsors included the local hospital, faith-based groups, a medical school in the next county, and other local organizations. Local ministerial organizations, hospitals, and local media helped publicize the event, which was billed as a community forum to focus on Robeson County's public safety concerns, including traffic safety.

The meeting began with local perspectives on safety, and included residents to talk about how a traffic crash impacted their lives. The group then split off into facilitated breakout groups, with both a facilitator and note-taker to record ideas about improving community safety. The breakout for traffic safety included 38 residents. Among their recommendations were:

- increased education about traffic safety and the need for seat belts
- increased law enforcement manpower; education about how to enforce law about dirt bikes and ATVs on highways
- education about new traffic patterns
- continuing driver education beyond high school.

### **How these community engagement efforts informed countermeasure strategies**

GHSP law enforcement officers to address the manpower issues mentioned in the forum. GHSP funded the Robeson County Sheriff's Office for four deputies (one more than the previous year), the Pembroke Police Department for overtime for high visibility seatbelt and speeding enforcement, and Lumberton Police Department for a four officer DWI team. Each department is required to do public education and outreach to educate the public about traffic safety and the need for seat belts. Per concerns about seat belt use, GHSP is funding the Southeastern Regional Medical Center in the county to host a seat belt diversion program for first time seat belt offenders. In addition, to address concerns about enforcement of dirt bikes and ATVs on highways, GHSP has added a session on this topic to its online educational offerings through a grant with NC State University to provide quarterly trainings. In addition, GHSP funds a DWI Court in Robeson County through the Robeson County District Attorney's Office.

#### ***Edgecombe County***

GHSP hosted another community forum in Edgecombe County on August 20<sup>th</sup>. Edgecombe County is in Eastern North Carolina and ranks high on many of the data sources listed above. Fifty-six people attended the event in Tarboro, the county seat.

Several community groups assisted GHSP in sponsoring and hosting this event, including Edgecombe Community College, the Town of Tarboro, the Edgecombe County Sheriff's Office, ECU Health-Edgecombe Hospital.

This group, which was notable for the number of cyclists attending, came up with several recommendations for traffic safety improvements in their community. Recommendations included:

- Increased signage for cyclists and farm equipment, along with better lane markings
- Speeding
- More enforcement
- Confusion over new design such as roundabouts
- More 4-way stops at rural intersections
- Impaired Driving rates
- Include cyclists in transportation decision making

### **How these community engagement efforts informed countermeasure strategies**

This year, GHSP expanded their grant to the Edgecombe County Sheriff's Office to include one additional officer. In addition, this year Rocky Mount Police Department plans on applying for a GHSP grant to increase their traffic enforcement capacity. Because many of the comments at this hearing were about structural changes to existing roads, GHSP made sure Division engineers were in the audience, and they were able to incorporate those comments in their future work. Finally, GHSP encouraged Edgecombe County officials to create a Vision Zero community group to help address these concerns comprehensively.

#### ***Nash County***

On August 22nd, GHSP held a third public forum in Nash County. This county is adjacent to Edgecombe County, which shares half of the area's largest town, Rocky Mount. This forum had 51 participants, and the event was held at Nash Community College.

As with the other forums, this one was facilitated by a local leader, and began with testimonials from local victim advocates and medical providers to talk about how traffic crashes impact the local

community. The group then split off into small group discussions. Once reconvened, the group talked about each small group's concern and recommended action. These included:

- Addressing speeding, especially on interstates and major local thoroughfares like Sunset Avenue
- Addressing impaired driving and driving without a license
- Better use of technology, including in car technology to address seat belts & cell phone use, and speed cameras
- Increased enforcement
- More Drug Recognition Experts
- Education that drug use involves alcohol, illegal drugs and legal drugs
- Stricter laws about cell phone use while driving
- Continuing education on drivers' education topics

#### **How these community engagement efforts informed countermeasure strategies**

In 2024, GHSP funded two grants specific to Nash County. The Nash County Sheriff's Office received funding for four officers to comprise the Crash Reduction Unit to conduct high visibility enforcement and community education throughout the county. In addition, the Nashville Police Department has a grant to fund a traffic safety officer in this town. GHSP also encouraged Rocky Mount to create a Vision Zero coalition, and to work closely with the NC DOT Division engineers to address any road design concerns.

In 2025, based on these comments, GHSP expects to fund the Rocky Mount Police Department for both enforcement and community education efforts. Rocky Mount is the largest city in Nash County, and for the past two years GHSP has worked diligently to involve Rocky Mount Police Department in our enforcement efforts.

## **Law Enforcement Data Collection/Analysis and Community Collaboration Efforts**

### ***Data Collection and Analysis***

Countermeasures include high-visibility enforcement of alcohol, speed, and occupant protection laws using Seat Belt and Speed Enforcement Initiatives, Checking Stations, and Saturation Patrols. These initiatives coincide with targeted enforcement efforts where resources are deployed to specific problem areas based upon local crash data and reviews of citizen complaints.

To ensure transparency and help identify disparities during these traffic enforcement efforts, the State of North Carolina under N.C. General Statute 143B-903 requires all State law enforcement officers, law enforcement officers employed by county sheriff's or county police departments, and law enforcement officers employed by police departments in municipalities with a population of 10,000 or more people to collect and submit traffic stop statistics to a database maintained by the NC State Bureau of Investigation (NCSBI).

The data collected includes, but is not limited to, race, age, gender, ethnicity, reason for the stop, if a search was conducted, if property was seized, if a citation was issued or an arrest made, etc. Once compiled, NCSBI correlates and maintains the data before making it available through an interactive public-facing website. During the problem identification review process, GHSP examines this data to ensure awarded law enforcement agencies comply with the law.

To further improve transparency and identify traffic enforcement-related disparities, GHSP awarded a project to the NCSBI in FY2024 to train law enforcement agencies across the state how to collect and

submit the required data. Completed progress on the project includes the purchase of new software and finalizing the selection process for hiring personnel responsible for providing the training. An approved personnel-related continuation project for FY2025 is expected to complete the original training goals.

### ***Community Collaboration Efforts and Law Enforcement Outreach***

Establishing and strengthening partnerships through law enforcement outreach and community collaboration are essential for developing successful traffic enforcement programs. These efforts build trust and improve relationships which increases police legitimacy in the community being served. Such collaborations further enhance transparency and help inform traffic enforcement policies, procedures, and activities. The implementation of these policies and procedures then creates an effective and efficient traffic enforcement program that minimizes inequities during enforcement initiatives.

To accomplish this goal, law enforcement traffic safety projects across the state have employed a variety of innovative strategies working within their respective communities to reduce the impacts of motor vehicle collisions. Whether through well established and nationally recognized programs such as National Night Out, Faith and Blue, and Community Watch, or specific local events, law enforcement officers have actively engaged with a host of diverse populations throughout FY2024 producing thousands of informative interactions between them and the citizens they serve. The information gathered from these formal and informal conversations have helped direct critical resources towards identifying and addressing traffic safety concerns.

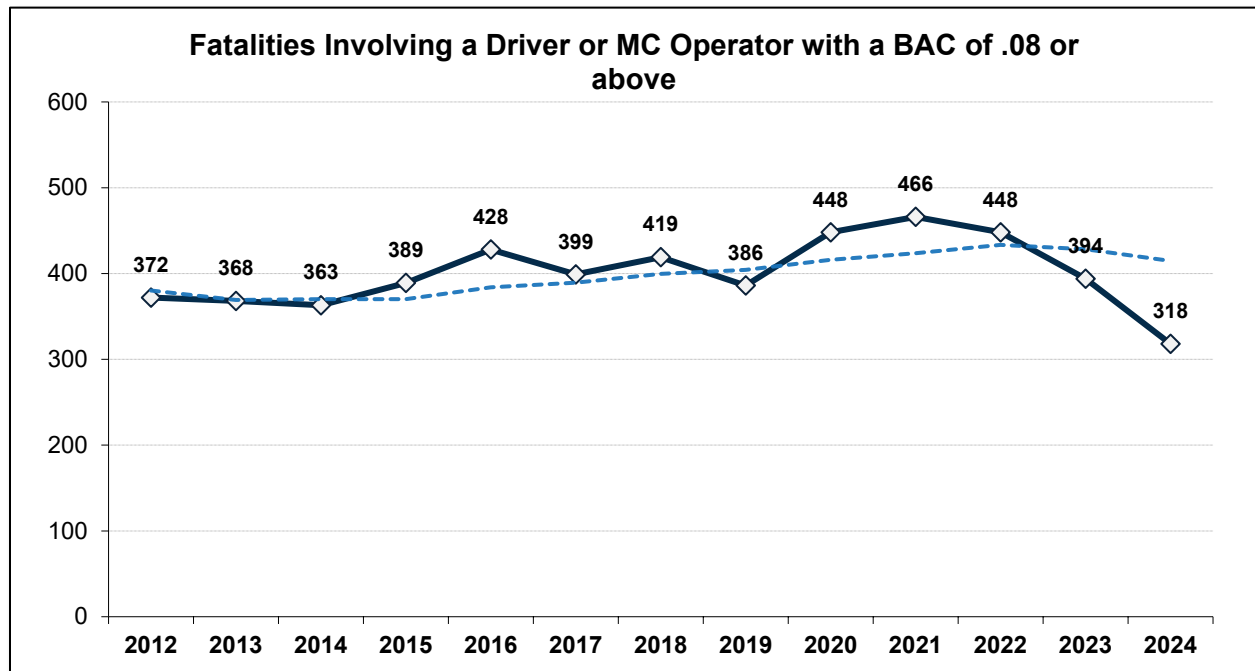
In FFY 2024 there were many localized outreach efforts as well. One critical population benefiting from local law enforcement outreach efforts are the members of our armed forces stationed at military installations across eastern North Carolina. Understanding the need to reach our service members, multiple law enforcement agencies in the southeastern part of our state collaborated with officials at Camp Lejeune to provide interactive safety days.

Additional law enforcement outreach has included, but is certainly not limited to, traffic safety presentations within high schools, church groups, and citizen police academies, utilizing the news media and social media to capitalize on messaging opportunities, displaying mock collision scenes, coordinating with community partners to discuss the impact of new laws and regulations, and teaching hundreds of driver's education courses to emerging teen drivers.

# Impaired Driving

## Background

In 2024, there were an estimated 318 fatalities in crashes involving alcohol. This was a 19.3% decrease from the 394 fatalities in 2022, and the lowest level of alcohol related fatalities in the last 10 years. Alcohol was involved in 19% of all traffic fatalities in 2024, down from 25% in 2023. Based on the 5-year moving average (the dotted line in the figure below), fatalities involving alcohol have increased each year since 2015 until 2022 when it began to decline.



Source: FARS, 2012-2022; NCDOT, 2023-2024\*

\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.

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 6 p.m. and 3 a.m. The counties that account for the most alcohol-related fatalities are Mecklenburg, Wake, Cumberland, and Guilford counties. Together, these four counties comprised over one-third (36 percent) of all alcohol-related fatalities in the state in 2023, this trend continues in the 2024 crash data. (North Carolina has 100 counties.)

## Noteworthy Programs

### Enforcement

#### High Visibility Enforcement

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 FY 2024, the statewide law enforcement participation rate for all highway safety campaigns was 87.4%, and statewide law enforcement participation in *Booze It & Lose It* campaigns averaged 81.06%. 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 deliberately reduced the number of in person kickoff events in favor of campaign kickoff events done either online or developed by local partners. 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.

#### *Law Enforcement Liaisons Network*

GHSP coordinates a statewide Law Enforcement Liaisons (LELs) network. The LELs serve in 11 regions. 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, educational and media events, and continued learning programs. With the support of the regional LELs, several counties have organized DWI task forces comprised of officers from each agency in the county. By organizing agencies at the county level, more checking stations are being conducted. Additionally, smaller towns in these counties are now able to host checking stations with LEL assistance.

#### *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 FY2024, GHSP continued its support of the BAT Mobile program by funding portable fingerprint-capturing devices and applicable software to further assist law enforcement in processing of arrestees at checking stations. GHSP also funded 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 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 FY2024, GHSP provided Section 402 and Section 405 funds to support DWI Enforcement Team efforts in Buncombe, Davidson, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, and Robeson counties. Collectively, these 9 counties accounted for 30 % of the alcohol-involved fatalities in North Carolina in 2023, and they include 5 of the top 10 counties. 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.

#### *Drug Recognition Expert Program*

During FY2024, 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.

#### ***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 provide both general and specific technical assistance to local prosecutors, local and state law enforcement, local 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 law enforcement across the state. The newsletter is a resource providing case law, important traffic safety topics, and procedural updates on highway safety issues.

- Publishing and distributing the tri-annual “Now Comes the State” magazine to 4500 prosecutors in North Carolina, as well as victim advocates, legal assistants and investigators. Each magazine contains relevant traffic safety issues.
- Managing a listserv known as the NC Traffic Law Forum which has 546 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 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 the State TSRP, five local TSRPs, a Traffic Safety Czar and a Traffic Safety Legal Assistant through a GHSP grant. They will continue to assist with prosecuting cases, providing technical assistance, and training prosecutors, law enforcement, judicial officials, and other professionals in their regions.

In addition, the Region 3 Judicial Outreach Liaison (a North Carolina resident) and a state Judicial Outreach Liaison 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 FY2024, GHSP supported dedicated DWI Treatment Courts in Buncombe and Robeson counties, and in April NC hosted Impaired Driving Solutions' State Foundational Training Course in Asheville. 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 blood alcohol testing for most law enforcement agencies in North Carolina, other regional labs exist as well. During FY2024, GHSP continued to fund a laboratory in New Hanover County to continue and/or 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 installation 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. In 2021, Governor Cooper signed Senate Bill 183, the first significant change to NC's ignition interlock law in almost 20 years. The legislation, which came from the NC Impaired Driving Task Force, eliminated the mandatory waiting periods for limited driving privileges if the person is operating a motor vehicle that has a functioning ignition interlock system installed; changed the requirements for restoration of drivers licenses after certain driving while impaired convictions, including the number of registered vehicles that will be required to have an ignition interlock installed before a person's driver license can be restored; eliminated e driving restrictions for a person that operates under the privilege with an ignition interlock; allowed the waiver or reduction of costs for certain persons required to install an ignition interlock; and revised the alcohol concentration restriction (ACR) for the operation of a motor vehicle in certain circumstances. The law is working. In 2017, the NC Division of Motor Vehicles received an average of 177 ignition interlock applications per month; in 2022, DMV received an average of 236 applications. The latest ignition interlock program was completed in December 2023, which implemented all modules requiring modifications as mandated by the 0.02 legislative requirements specified in NC Senate Bill 183.

#### *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 in 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 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 includes over 30 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 successfully championed policy efforts to increase use of ignition interlock devices among those charged and/or convicted of impaired driving offenses and continues to work on the goals outlined in the Impaired Driving Plan, which is reviewed at each quarterly meeting.

The Task Force has developed the State Impaired Driving Plan, which describes 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. In FY 2024 the Impaired Driving Task Force updated the plan. The Plan provides a comprehensive strategy for preventing and reducing alcohol-impaired driving. It provides data on the impaired driving problem in North Carolina, documents ongoing initiatives to address the issue, provides the status and updates to the FY2021 recommendations, and provides new recommendations and strategies. The FY2025 Recommendations were broken down into Program Recommendations, Policy Recommendations, and A Technical Correction to existing legislation.

### ***Traffic Safety Conference and Expo***

GHSP hosted the Traffic Safety Conference and Expo in April 2024 in Greenville. The conference was attended by more than 600 national, state, and local traffic safety professionals and law enforcement officers. The conference focused on strategies for reducing traffic-related fatalities and serious injuries in North Carolina, with the ultimate goal of eliminating roadway deaths. Conference participants learned from leading experts in distracted and impaired driving, child passengers, pedestrians and bicycles, motorcycles, teens and older driver safety, adult occupant protection, vehicle technology, law enforcement, and commercial vehicles. Presenters shared the latest research, evidence-based strategies, proven countermeasures, and promising new approaches in a series of workshops. The next NC Traffic Safety Conference and Expo is scheduled to be held in Winston-Salem in June 2026.

### ***Toxicology Summit***

In August 2023, GHSP partnered with NHTSA and Toxcel to host a Toxicology Summit in Raleigh. Approximately 40 people attended the one-day summit, which brought a broad set of stakeholders together to discuss North Carolina's drug-impaired driving (DUID) toxicology practices and how to maximize the State's efforts to prevent drug-impaired driving.

The event was a success, and attendees planned to begin ongoing meetings 2024 to begin implementing some of the findings of the August 2023 meeting. Unfortunately, due to manpower concerns GHSP was not able to hold regular toxicology working group updates. Our 2025 strategy is to work with the Regional Toxicology Liaison to host these with the Liaison as the meeting facilitator.

## **Program Results**

### ***Booze It & Lose It***

During FY2024 law enforcement agencies in North Carolina conducted five Booze It & Lose It campaigns:

- Halloween *Booze It & Lose It* (October 23 – 31, 2023)
- Holiday *Booze It & Lose It* (December 11, 2023 – January 1, 2024)
- St. Patrick's Day *Booze It & Lose It* (March 11– 17, 2024)
- *Booze It & Lose It*: Operation Firecracker (June 24 – July 7, 2024)
- Labor Day *Booze It & Lose It* (August 26 – September 8, 2024)



During these five campaigns, law enforcement officers conducted 17,640 checkpoints and saturation patrols, yielding 6,333 DWI arrests and over 286,889 other traffic violations. Additionally, officers

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arrested 8,726 fugitives, recovered 904 stolen vehicles, discovered 7,384 drug violations, and made a total of 19,000 criminal arrests. Detailed results from Booze It & Lose It activities in FY2024 are presented below.

**RESULTS OF "BOOZE IT & LOSE IT" ACTIVITIES DURING FY2024<sup>1</sup>**

	Campaign					
	Halloween Booze It & Lose It	Holiday Booze It & Lose It	St. Patrick's Day Booze It & Lose It	Booze It & Lose It: Operation Firecracker	Labor Day Booze It & Lose It	Totals
Participation						
Participating Agencies	284	343	316	334	341	N/A
Campaign Participation Rate	71.0%	85.7%	79.9%	83.5%	85.2%	N/A
Checkpoints	230	476	311	777	1,006	2800
Saturation patrols	1,670	5,281	1,497	3,520	6,520	18,488
Total checkpoints and patrols	1,900	5,757	1,808	4,297	7,526	18,488
DWI Charges						
Under 21 DWI charges	77	147	71	141	212	648
21 and over DWI charges	620	1762	674	1,430	2,472	6,958
DWI Drugs	54	157	39	108	294	652
DRE Evaluations	7	23	27	108	78	243
Total DWI charges	751	2,066	784	1,787	2,978	8,501
Occupant Restraint Violations						
Safety belt violations	1657	3,559	2,027	4,486	7,516	3,559
Child passenger safety	253	676	326	868	1,294	676
Total occupant restraint violations	1,910	4,235	2,353	5,354	8,810	4,325
Traffic Violations						
Speeding	8,524	21,728	9,908	21,709	41,104	102,973
DWLR	3,172	7,066	3,614	6,773	13,020	33,645
Reckless driving	1,231	3,376	1,436	3,136	5,950	15,129
Other traffic violations <sup>2</sup>	13,684	34,471	14,833	29,885	56,766	149,639
Total traffic violations	26,611	70,269	31,442	61,503	123,228	301,386
Criminal Violations						
Drug violations	987	2,738	893	1,643	3,360	9621
Stolen vehicles recovered	146	402	161	237	480	1426
Fugitives arrested	1,039	2,384	954	1,686	3,666	9,729
Felony arrests	593	1,493	510	893	2,064	5553
Other not listed criminal violations	1,602	3,664	1,130	2,502	5,478	14,376
Total Criminal Violations	4,367	6,402	2,023	6,961	15,048	34,801
Total traffic & criminal violations	30,978	87,251	38,227	79,886	150,064	386,406

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

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

## Future Strategies

To help meet our 3-year performance targets, GHSP plans the following adjusted and/or expanded measures in 2025:

- GHSP will expand the use of high visibility enforcement as a countermeasure. During FY2025, North Carolina law enforcement agencies plan to conduct five impaired driving campaigns:
  - Halloween Booze It & Lose It (October 28 – November 3, 2024)
  - Holiday Booze It & Lose It (December 16, 2024 – January 5, 2025)
  - St. Patrick's Day Booze It & Lose It (March 10 – 17, 2025)
  - Booze It & Lose It: Operation Firecracker (June 30 – July 6, 2025)
  - Labor Day Booze It & Lose It (August 25 – September 7, 2025)
- GHSP will continue to establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related fatalities. During FY2025, GHSP will fund activity hours for DWI Enforcement efforts in Buncombe, Davidson, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, and Wake counties. In addition to funding a number of continuation projects in FY2025 focused primarily on impaired driving, GHSP will also fund activity hours for a DWI officer for the Thomasville Police Department in Davidson County. All agencies whose primary enforcement focus is impaired driving 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. To ensure equity in rural communities, GHSP will be funding some smaller law enforcement agencies for overtime enforcement hours to ensure those communities have the services needed to address their traffic safety needs. This is particularly true in Robeson County, a rural community with a high American Indian and Black population. Additional counties where overtime enforcement efforts will take place include Alleghany, Cabarrus, Catawba, Cherokee, Chowan, Craven, Cumberland, Currituck, Dare, Franklin, Haywood, Henderson, Johnston, Jones, Onslow, Pitt, Rowan, and Wake.
  - GHSP will also fund continued operation of the North Carolina BAT Mobile Program, operated by the Forensic Tests for Alcohol Branch (FTA). 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. The units are deployed regionally, assuring adequate checking station coverage throughout the state. During FY2025, GHSP will continue efforts to enhance 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 will also continue 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 will also support the state's Drug Recognition Expert (DRE) program, considered one of the strongest such programs in the country. GHSP will support a DRE coordinator, who will schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE 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. Additionally, GHSP will continue to help the DRE program increase management proficiency by funding the program's Data Entry and Management System.
- GHSP will work with the new Regional Toxicology Liaison to begin quarterly meetings to create a plan to improve toxicology practices in NC.



- GHSP will expand paid media through highly targeted marketing efforts, particularly expanded use of social media influencers. GHSP, along with our new agency of record, will continually reassess paid media efforts ensuring the strategic use of limited funding.
  - GHSP will work with the Impaired Driving Task Force to provide the tools necessary for task force members to successfully work towards Task Force recommendations to create an all-offender ignition interlock law.

## Funded Projects and Activities

The following alcohol-impaired driving related projects and activities were funded by GHSP under the FY2024-2026 Triennial Highway Safety Plan:

<b>Agency:</b>	North Carolina Department of Public Safety (NC State Highway Patrol)
<b>Project Number:</b>	AL-24-02-02
<b>Project Title:</b>	Booze-it & Lose-it 2024 Overtime
<b>Project Description:</b>	This continuation project funded the North Carolina State Highway Patrol for overtime enforcement of impaired driving offenses. The State Highway Patrol accomplished this by strategically placing Troopers in the top 25 counties for impaired driving fatalities during the Booze It & Lose It sponsored campaigns in FY2024. Troopers focused on impaired driving suspects during peak nighttime hours and on weekends.
<b>Contributions to Meeting Targets:</b>	Increased enforcement for overtime was conducted in the following counties during Booze-It & Lose-It campaigns: Pitt, Cumberland, Robeson, Wake, Johnston, Guilford, Alamance, Forsyth, Iredell, and Mecklenburg. Efforts resulted in 442 impaired driving arrests and an additional 126 other implied consent violations. The North Carolina State Highway Patrol actively participated in all GHSP campaigns.
<b>Agency:</b>	Robeson County District Attorney's Office
<b>Project Number:</b>	AL-24-02-03
<b>Project Title:</b>	Robeson County DWI Treatment Court
<b>Project Description:</b>	This continuation grant funded 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.
<b>Contributions to Meeting Targets:</b>	During FY2024, Robeson County DWI Treatment Court graduated six of the twenty participants. One participant was medically discharged from the program. The average rate of completion for program participants is twelve to eighteen months. None of the program participants have re-offended.
<b>Agency:</b>	North Carolina Department of Public Safety (Alcohol Law Enforcement)
<b>Project Number:</b>	AL-24-02-04
<b>Project Title:</b>	Public Information Program/Mobile Enforcement Grant 2024

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<b>Project Description:</b>	This project funded North Carolina Alcohol Law Enforcement agents to conduct the Keys to Life Program and Mobile Enforcement Operations focusing on the top 25 counties for young driver alcohol-related crashes.
<b>Contributions to Meeting Targets:</b>	The NC ALE conducted 378 <i>Be a Responsible Seller/Server (B.A.R.S.)</i> programs reaching 2,218 employees at ABC permitted establishments. The NC ALE conducted 43 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. A total of 546 arrests totaling 1,078 traffic-related charges.
<b>Agency:</b>	Carolinas Medical Center
<b>Project Number:</b>	AL-24-02-05
<b>Project Title:</b>	Carolinas Medical TSBIRT Program
<b>Project Description:</b>	This continuation project with Carolinas Medical Center funded a social worker to serve the road-based injured trauma population. The social worker screened patients, counseled them toward treatment and safe driving interventions, and contacted treatment centers to facilitate treatment options.
<b>Contributions to Meeting Targets:</b>	A total of 935 road victim patients were evaluated during the grant cycle, including 655 patients from motor vehicles, 84 from motorcycles, 15 on bicycles, 81 pedestrians, and 100 were classified as other (i.e., ATV, dirt bikes, scooters, etc.). Positive substance use was indicated in 42% of patients evaluated. Patients were assessed and received bedside counseling. Interventions were assessed in time increments with 53% receiving 1-15 minutes of counseling, 44% receiving 16-30 minutes of counseling, and 3% receiving more than 30 minutes of counseling in one session. A total of 162 referrals were made for some form of follow-up treatment or support.
<b>Agency:</b>	Charlotte-Mecklenburg Police Department
<b>Project Number:</b>	AL-24-02-07
<b>Project Title:</b>	Charlotte-Mecklenburg Police Department DWI Task Force
<b>Project Description:</b>	This project funded a DWI Task Force consisting of seven DWI Task Force officers. In addition to enforcement activities, the Task Force will work 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. Mecklenburg County was ranked 1st in overall fatalities, 1st in alcohol-related fatalities, 1st in unrestrained fatalities, and 1st in speeding fatalities.
<b>Contributions to Meeting Targets:</b>	Mecklenburg County experienced a decline in alcohol-related fatalities in FY2024. The agency charged a total of 378 impaired driving offenses and accounted for 3,000 total violations. The CMPD DWI Task Force officers instructed 10 Drug and Alcohol Awareness classes at area high schools, universities, and various community events. The officers also instructed three SFST classes, two SFST refresher classes, two <i>DWI 101</i> classes to area law

enforcement, and one *DWI Prosecution* class to ADAs. CMPD participated in all GHSP campaigns.

<b>Agency:</b>	Statesville Police Department
<b>Project Number:</b>	AL-24-02-08
<b>Project Title:</b>	Statesville DWI Task Force
<b>Project Description:</b>	This project funded activity hours for two officers to conduct impaired driving enforcement in Statesville. Iredell County was ranked 12th for overall fatalities and 23rd for alcohol-related fatalities.
<b>Contributions to Meeting Targets:</b>	Statesville coordinated and/or participated in 16 multi-agency impaired driving checkpoints during the grant year and utilized a BAT Mobile unit at each event. Statesville also conducted three additional impaired driving checkpoints. Saturation and enforcement patrols were implemented regularly. Despite these efforts, alcohol-related fatalities and crashes increased in Iredell County. Statesville participated in all GHSP campaigns.
<b>Agency:</b>	Kernersville Police Department
<b>Project Number:</b>	AL-24-02-09
<b>Project Title:</b>	Forsyth County DWI Task Force
<b>Project Description:</b>	This project funded Kernersville's participation in the Forsyth County DWI Task Force. Forsyth County was ranked 6th in overall fatalities and 7th in alcohol-related fatalities. This Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem, and the Forsyth County Sheriff's Office.
<b>Contributions to Meeting Targets:</b>	Kernersville increased DWI contacts slightly from 245 in 2022 to 250 during FY2024. Forsyth County failed to realize a decrease in alcohol-related fatalities or alcohol-related crashes in FY2024. Kernersville participated in all GHSP campaigns during the fiscal year.
<b>Agency:</b>	Belmont Police Department
<b>Project Number:</b>	AL-24-02-10
<b>Project Title:</b>	Belmont DWI Enforcement Officer
<b>Project Description:</b>	This was the fourth year of a project to fund activity hours for an officer to focus on DWI enforcement, education, and outreach in Belmont and travel to the GHSP Traffic Safety Conference. Belmont is in Gaston County. Gaston County was ranked 15 <sup>th</sup> in overall fatalities, 30 <sup>th</sup> in alcohol-related fatalities, 16 <sup>th</sup> in unrestrained fatalities, and 13 <sup>th</sup> in speeding fatalities.
<b>Contributions to Meeting Targets:</b>	Belmont made 83 impaired driving arrests during the grant period while working a combination of checkpoints, targeted patrols, and high-visibility enforcement initiatives. DWI officers participated in several presentations at local schools and utilized social media platforms to promote traffic safety messaging. Unfortunately, Gaston County experienced an increase in both

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	alcohol-related fatalities and alcohol-related crashes during the fiscal year. Belmont participated in GHSP campaigns.
<b>Agency:</b>	New Hanover County Sheriff's Office
<b>Project Number:</b>	AL-24-02-11
<b>Project Title:</b>	New Hanover County Sheriff's Office Forensic Laboratory Grant
<b>Project Description:</b>	This continuation grant funded activity hours for a Laboratory Technician, along with supplies and training. The New Hanover County Sheriff's Office Forensic Lab provided analysis for casework submitted by partner agencies to ensure effective Investigation and prosecution of crimes.
<b>Contributions to Meeting Targets:</b>	The agency met goals associated with reducing alcohol-related fatalities in New Hanover County. BAC cases increased by almost six percent and turnaround time increased from 22.7 days to 28.7 days. The New Hanover County Lab conducted a customer survey during the evaluation period. 85% rated the NCHSO Lab as <i>Excellent</i> and 10% rated it as <i>Above Average</i> . Counties served during FY2024 include New Hanover, Pender, Brunswick, Columbus, Duplin, and Onslow.
<b>Agency:</b>	N.C. Department of Health and Human Services –Forensic Testing for Alcohol Branch
<b>Project Number:</b>	M5BAC-24-15-01
<b>Project Title:</b>	Breath Alcohol Testing Mobile Unit Program
<b>Project Description:</b>	This project supported mobile Blood Alcohol Testing (BAT) Units stationed regionally across the state. The BAT Program provides resources to North Carolina law enforcement agencies for assistance in detecting, apprehending, and prosecuting impaired drivers. More specifically, the BAT Program assists law enforcement in their efforts to conduct DWI checking stations. This grant funded seven full-time BAT Coordinators.
<b>Contributions to Meeting Targets:</b>	The BAT Mobile Unit Program conducted 198 presentations and/or educational events reaching 37,546 people during the grant year. These events were conducted statewide for civic groups, public and private schools, universities, GHSP campaign events, and other highway safety events. The BAT Mobiles participated in 356 high-visibility engagement and checking station events across the state.
<b>Agency:</b>	N.C. Department of Health and Human Services – Forensic Testing for Alcohol Branch
<b>Project Number:</b>	M5BAC-24-15-02
<b>Project Title:</b>	Science Program
<b>Project Description:</b>	This ongoing project provided for and maintained breath alcohol testing instruments statewide. The project also trains law enforcement officers to effectively use these instruments.

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<b>Contributions to Meeting Targets:</b>	The FTA maintained and/or provided service for all EC/IR II evidential breath alcohol testing instruments and ASTDs for law enforcement officers statewide. These instruments are vital in the detection and apprehension of impaired drivers and serve to provide N.C. Courts with reliable and accurate evidence in the prosecution of impaired drivers. The FTA scheduled and conducted initial EC/IR II operator training for 1,031 new chemical analysts in 72 classes and provided recertification for 2,387 law enforcement officers.
<b>Agency:</b>	North Carolina Department of Justice (State Bureau of Investigation)
<b>Project Number:</b>	M5BAC-24-15-04
<b>Project Title:</b>	North Carolina State Crime Lab Toxicology Enhancement 2024
<b>Project Description:</b>	This continuation project funded 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.
<b>Contributions to Meeting Targets:</b>	Alcohol-related fatalities were reduced from the 2017-2021 average of 409.8 to 321 in FY2024. During FY2024, two analysts attended the Robert F. Borkenstein course on Alcohol and Highway Safety: Testing, Research, and Litigation. Eight analysts attended the 2023 American Academy of Forensic Sciences meeting. Turnaround time increased from 130 days to 117 days due to several factors including a delay in filling positions and downtime for maintenance of instruments. During the grant period, 3,810 cases were analyzed using the QTOF instrumentation. The lab is currently able to examine 277 different compounds in a single sample. 1,780 cases were analyzed using the LCMSMS instrumentation.
<b>Agency:</b>	North Carolina Judicial Department - Administrative Office of the Courts
<b>Project Number:</b>	M5CS-24-15-02
<b>Project Title:</b>	Buncombe County DWI Treatment and Prevention Court
<b>Project Description:</b>	This continuation project funded a Legal Assistant to work with the Buncombe County DWI Treatment Court Coordinator.
<b>Contributions to Meeting Targets:</b>	The Buncombe County DWI Treatment Court had 24 participants during FY2024. Eight participants graduated from the program. Five participants were terminated from the program.
<b>Agency:</b>	North Carolina Judicial Department - Johnston County District Attorney
<b>Project Number:</b>	CP-24-09-12
<b>Project Title:</b>	Johnston County High-Risk Traffic Offender Initiative
<b>Project Description:</b>	This project funded salary and fringe costs for a dedicated legal assistant in the Johnston County District Attorney's Office. This legal assistant reviewed Johnston County court calendars to identify high-risk driving offenses, including excessive speeding (>100 mph), driving with a revoked license due to

	impaired driving, careless and reckless driving, and misdemeanor death by motor vehicle. The dedicated administrative assistant records high-risk offenders on a spreadsheet and reviews driving records before adjudication. This review included a review of any pending charges in other counties. Prosecutors used the information to better assess risk and suitability for charge reductions or deferred prosecutions pending SafeStreets training.
<b>Contributions to Meeting Targets:</b>	A total of 77 cases of speeding 15mph or more over the speed limit or greater than 81 mph were adjudicated in Johnston County during the grant year. Of those cases, 65 were successfully adjudicated resulting in the revocation of the offender's operator's license.
<b>Agency:</b>	Onslow County Sheriff's Office
<b>Project Number:</b>	M5HVE-24-15-01
<b>Project Title:</b>	Onslow County Sheriff's Office DWI Unit
<b>Project Description:</b>	This continuation grant funded activity hours for four deputies to conduct traffic safety enforcement focused on impaired driving. Onslow County was ranked 23rd in overall fatalities, 22nd in alcohol-related fatalities, and 10th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Onslow County had 408 impaired driving charges during the FY2024 grant year, an almost 50% increase from FY2023. Onslow County actively patrolled areas of high alcohol-related crashes and utilized saturation patrols and checking stations with a high degree of success. The agency was active in the Onslow County Regional Traffic Safety Task Force and participated in 13 events. The Onslow County DWI Team conducted over 180 saturation/seat belt initiatives resulting in 1,668 citations for unrestrained occupants. Onslow County Sheriff's Office conducted 22 daytime/nighttime checking stations resulting in three DWIs. The team took part in or hosted 25 impaired driving presentations and/or educational events, including events at Camp Lejeune Marine Corps Base where over 5,000 people were reached. Alcohol-related fatalities and crashes were reduced. The agency participated in GHSP campaigns.
<b>Agency:</b>	Lumberton Police Department
<b>Project Number:</b>	M5HVE-24-15-02
<b>Project Title:</b>	Lumberton Police Department DWI Enhancement
<b>Project Description:</b>	This continuation grant funded activity hours for two deputies to conduct traffic safety enforcement focused on impaired driving. Robeson County was ranked 4th in overall fatalities, 5th in alcohol-related fatalities, and 4th in speeding-related fatalities. Robeson County scores the highest of any county on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	The Lumberton Police Department's four-man DWI team filed 234 DWI charges, 237 occupant restraint charges, and 121 CPS charges during the grant year. The traffic team coordinated or participated in 90 daytime traffic checkpoints and 63 nighttime checkpoints. Lumberton participated in 24

educational events and 16 GHSP traffic safety campaigns. Robeson County realized a decrease in alcohol-related fatalities.

<b>Agency:</b>	Guilford County Sheriff's Office
<b>Project Number:</b>	M5HVE-24-15-03
<b>Project Title:</b>	Guilford County DWI Task Force Continuation
<b>Project Description:</b>	This continuation grant funded the Guilford County DWI Task Force. Guilford County ranked 3rd in overall fatalities, 2nd in alcohol-related fatalities, and 2nd in unrestrained fatalities. The grant also funded a DWI Educator, who educated the public on impaired driving.
<b>Contributions to Meeting Targets:</b>	During FY2024, there were 636 alcohol-related crashes in Guilford County, 12 of which were fatal which resulted in 13 fatalities. This represents a 44% decrease in alcohol-related fatalities from the 2017- 2021 average. There was a slight decrease in alcohol-related crashes. Guilford County focused its efforts on the five highest alcohol-related crash locations. The DWI educator instructed 34 driver's education classes, instructed 41 traffic classes, participated, and participated in 30 community events while conducting 68 presentations with 34 displays. It is estimated the educator reached 8,380 persons during outreach efforts.
<b>Agency:</b>	Buncombe County Sheriff's Office
<b>Project Number:</b>	M5HVE-24-15-04
<b>Project Title:</b>	Buncombe County DWI Task Force
<b>Project Description:</b>	This grant funded activity hours for two deputies and a supervisor to conduct impaired driving enforcement in Buncombe County. Buncombe County ranked 11th for overall fatalities and 9th for alcohol-related fatalities statewide.
<b>Contributions to Meeting Targets:</b>	The Buncombe County Sheriff's Office met all grant-related goals associated with checking stations and saturation patrols in an effort to reduce alcohol-related fatalities and crashes in Buncombe County. The DWI Task Force accounted for 279 DWI charges, 395 speeding charges, and 51 seat belt and/or child restraint violations. Traffic safety messaging was created and disseminated in both English and Spanish. Buncombe County Sheriff's Office participated in all GHSP campaigns.
<b>Agency:</b>	Thomasville Police Department
<b>Project Number:</b>	M5HVE-24-15-05
<b>Project Title:</b>	Thomasville DWI Task Force
<b>Project Description:</b>	This project funded activity hours for one officer to work high-visibility enforcement with a focus on impaired driving. Davidson County was ranked 9th in overall fatalities and 13th in alcohol-related fatalities.
<b>Contributions to Meeting Targets:</b>	Thomasville increased DWI arrests 21% in FY2024. The agency participated in 20 DWI checking stations/saturation patrols that resulted in 1,033 total charges. The DWI Task Force Officer participated in four educational events reaching over 90 high school driver's education students. Thomasville

participated in all GHSP campaigns. Regrettably, alcohol-related fatalities in Davidson County did not change from FY2023 and overall fatalities increased.

<b>Agency:</b>	Winston-Salem Police Department
<b>Project Number:</b>	M5HVE-24-15-06
<b>Project Title:</b>	Forsyth County DWI Task Force
<b>Project Description:</b>	This project funded Winston-Salem’s participation in the Forsyth County DWI Task Force. Forsyth County was ranked 6th in overall fatalities and 7th in alcohol-related fatalities. This Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem, and the Forsyth County Sheriff’s Office.
<b>Contributions to Meeting Targets:</b>	Forsyth County failed to realize a reduction in alcohol-related fatalities or alcohol-related crashes during the fiscal year. Winston-Salem is part of the Forsyth County DWI Task Force which includes the Kernersville Police Department and the Forsyth County Sheriff's Office. The Forsyth County Task Force issued 188 DWIs in FY2024, 181 speeding-related citations, and 37 occupant protection-related citations and issued a total of 1,088 charges. The agency presented the Impact class at 60 high school driver education classes reaching an estimated 1,817 students. Presentations were also conducted at the Winston-Salem Police Department Citizen Academy and during SFST training. Winston-Salem participated in all GHSP campaigns.
<b>Agency:</b>	NCDOT – North Carolina Division of Motor Vehicles
<b>Project Number:</b>	M5II-24-15-01
<b>Project Title:</b>	Improvements to NCDMV’s Ignition Interlock
<b>Project Description:</b>	Grant funding allowed the NC Division of Motor Vehicles (DMV) to update the Ignition Interlock Management System (IIMS) and State Automated Driver License System (SADLS) to implement newly mandated alcohol concentration and ignition interlock restrictions.
<b>Contributions to Meeting Targets:</b>	In FY2023, a detailed program specification was developed, peer-reviewed, and approved for each existing module that required modifications as mandated by the BAC .02 legislative requirements specified in Senate Bill 183. Module modifications and unit testing were accomplished. The required system and regression testing were completed. Full implementation was delayed, which required an extension of the project into FY2024. Implementation and post-production support was completed in the first quarter of FY2024.
<b>Agency:</b>	Mothers Against Drunk Driving (MADD)
<b>Project Number:</b>	M5OT-24-15-01
<b>Project Title:</b>	Impaired Driving and Underage Drinking Prevention
<b>Project Description:</b>	This ongoing project funded the MADD Program Specialist and Court Monitor Specialist positions and provided materials and support for public education and awareness events.



**Contributions to Meeting Targets:** MADD participated in 22 community events which over 8,200 people attended. MADD supported and attended 40 DWI checkpoints and saturation patrols. The grantee held a statewide law enforcement recognition event and one regional law enforcement recognition event. MADD conducted 1,084 hours of courtroom monitoring in twelve counties with the assistance of ten courtroom monitors and three data entry volunteers. MADD coordinated over 1,450 volunteer hours dedicated to programs aimed to reduce impaired driving. MADD conducted ninety-three Power of Youth programs reaching 7,355 youth and three Power of Parents programs reaching sixty-seven adults. MADD remains one of GHSP's most dedicated partners.

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**Agency:** N.C. Department of Health and Human Services – Forensic Testing for Alcohol Branch

**Project Number:** M5TR-24-15-01

**Project Title:** Drug Recognition Expert (DRE) Program

**Project Description:** This ongoing project funded the DRE Training Coordinator and DRE Program Coordinator positions. The Training Coordinator schedules statewide training to teach officers to detect impaired suspects under the influence of drugs. The coordinator also provides instruction for DREs and DRE instructors to ensure state-of-the-art training. The Program Coordinator oversees all DRE program activities and helps develop effective education programs and strategies for all DREs in North Carolina.

**Contributions to Meeting Targets:** There are currently 141 certified DRE officers across the state. An additional 29 students have certifications pending and 16 are eligible for recertification. The largest *DRE Basic* school was held in September 2024 with 29 attendees completing the course. FTA conducted one *DRE Instructor Training* class this grant period, with 14 new DRE instructor candidates completing the course. There are currently 26 active certified DRE instructors in North Carolina. Seven *Drug Impairment Training for Education Professionals* (DITEP) courses were completed training 146 professionals from school systems, EMS providers, counselors, and school resource officers. The FTA conducted 34 *Advanced Roadside Impaired Driving Enforcement* (ARIDE) classes, training 359 officers. Annual in-service training for all North Carolina DREs was completed. There were 42 *Introduction to Drugged Driving* courses held, training 644 students. Additionally, 187 students were trained in 11 *Substance Abuse and Behavioral Recognition* classes.

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**Agency:** N.C. Department of Health and Human Services – Forensic Testing for Alcohol Branch

**Project Number:** M5TR-24-15-02

**Project Title:** Standardized Field Sobriety Testing (SFST) Program

**Project Description:** This ongoing project provided training to law enforcement officers for SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) across the state.

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**Contributions to Meeting Targets:** FTA conducted 99 *Basic SFST* classes, training 1,404 students and they conducted 206 *SFST Refresher Training* classes, training 2,022 students. FTA conducted nine *SFST Instructor Refresher Training* classes, training 147 SFST instructors and three *SFST Instructor Initial Training* courses, training 41 new SFST instructors. There are currently 255 active certified SFST instructors, with an additional 24 progressing through the certification stages in North Carolina.

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**Agency:** North Carolina Judicial Department - Conference of District Attorneys

**Project Number:** OP-24-04-02 & M5CS-24-15-01

**Project Title:** North Carolina Conference of District Attorneys Traffic Safety Program FY2024

**Project Description:** This continuation project funded efforts to educate law enforcement personnel, prosecutors, magistrates, and judges on basic and advanced traffic safety topics and their daily job duties and responsibilities. This grant also funded Traffic Safety Resource Prosecutors to alleviate increased caseloads, provide technical assistance, and train prosecutors, law enforcement, judicial officials, and other allied officials in the counties with DWI Task Forces.

**Contributions to Meeting Targets:** The Conference of District Attorneys provided training for over 4,500 prosecutors, law enforcement officers, and other traffic safety professionals during the fiscal year, easily exceeding the goal of 1,500 individuals. Topics included DWI trials, DWI checkpoint webinars, prosecuting drugged drivers, new prosecutors training, toxicology topics, and more. Traffic safety topics were presented to the Elected District Attorneys, Assistant District Attorneys, Legal Assistants, Toxicologists, the FTA, the NCSHP, Police Departments, and Sheriff's Offices. Regional Traffic Safety Resource Prosecutors responded to 228 direct requests for technical assistance. Regional TSRPs disposed of 508 DWI cases in district court, 32 DWI cases in superior court, and 664 other traffic-related cases. Subject matter publications were disseminated to 4,400 prosecutors, victim advocates, legal assistants, and investigators.

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**Agency:** North Carolina Judicial Department – Administrative Office of the Courts

**Project Number:** M5CS-24-15-03

**Project Title:** Emergency Judges for DWI Court Sessions

**Project Description:** This was a continuing effort to address the pending DWI backlog created because of the COVID-19 pandemic. As a result of the COVID-19 pandemic, courts across the state were closed for periods of time. According to Administrative Office of the Courts (AOC) records, 9,743 DWI cases are pending in Cabarrus, Forsyth, Johnston, Mecklenburg, and Wake counties. It has been determined that as many as 1,834 or 23% of these cases are still pending because of court closures brought about by the COVID pandemic. This project will fund sixteen (16) additional court sessions in Cabarrus County where there are 1,109 pending DWI cases, twenty (20) additional court sessions in Forsyth County where there are 1,020 pending DWI cases, seventy (70) additional court sessions in Johnston County where there are 970 pending DWI cases, 160 additional court sessions in Mecklenburg County where there

are 2,776 pending DWI cases, and 168 additional court sessions in Wake County where there are 3,868 pending DWI cases.

**Contributions to Meeting Targets:** The five focus counties (Cabarrus, Forsyth, Johnston, Mecklenburg, and Wake) were able to hold an additional 390 days of DWI Court during FY2024. During the project period, the five counties were able to adjudicate an average of 120 DWIs per month. The remaining 95 counties not participating in this project were only able to adjudicate an average of 25 DWI cases each month. The additional days of DWI court resulted in a 14% decline in pending DWI cases compared to a 6% decline in the non-participating counties.

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**Agency:** Governor's Highway Safety Program

**Project Number:** AL-24-00-00

**Project Title:** GHSP In-House Impaired Driving Future Projects

**Project Description:** GHSP set aside funds for anticipated projects that may have occurred during the year. Opportunities may arise during the fiscal year to conduct projects and funds are maintained for this purpose.

**Contributions to Meeting Targets:** Not Applicable

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**Agency:** Governor's Highway Safety Program

**Project Number:** M5X-24-00-00

**Project Title:** GHSP In-House Impaired Driving Future Projects

**Project Description:** GHSP set aside funds for anticipated projects that may have occurred during the year. Opportunities may arise during the fiscal year to conduct projects and funds are maintained for this purpose.

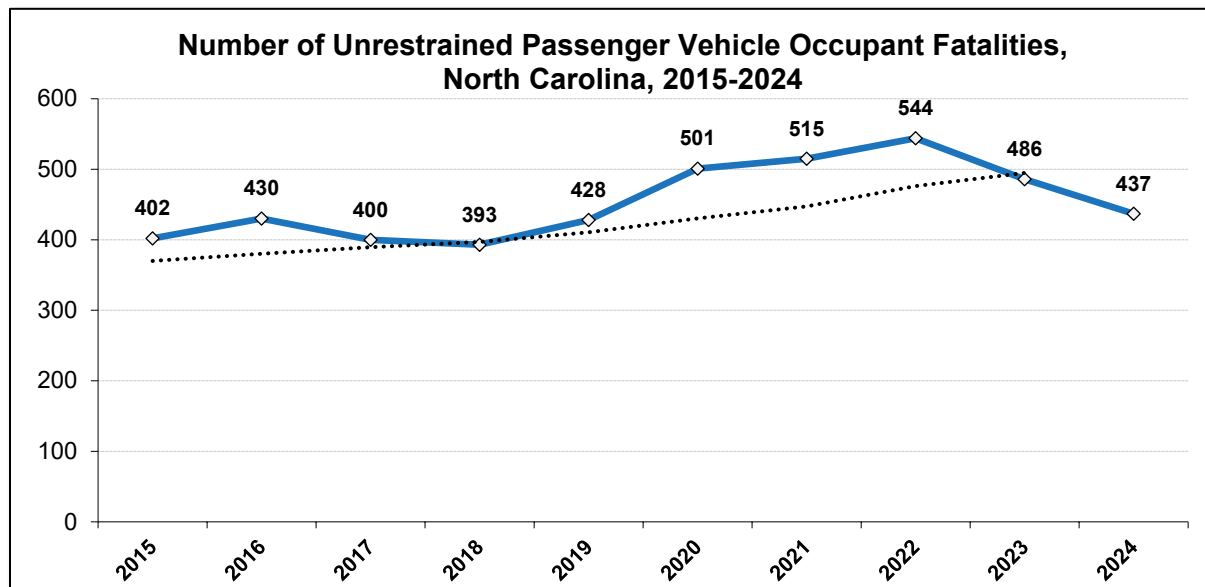
**Contributions to Meeting Targets:** Not Applicable

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# Occupant Protection

## Background

There were estimated 437 unrestrained passenger vehicle occupant fatalities in North Carolina during 2024. 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 2018, however, they have decreased almost 20 percent (19.6%) from a ten-year high of 544 in 2022.



Source: FARS, 2015-2022; NCDOT, 2023-2024\*

\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.

In 2024 North Carolina's observed seat belt use rate for drivers and front seat occupants reached a new high at 92.84% (5-year average was 90.5%). Despite this success, challenges remain. Seat belt use in North Carolina remains lower among males and occupants of vans and pickup trucks. In 2023, five counties in North Carolina—Wake, Mecklenburg, Robeson, Cumberland, and Forsythe—account for over one-fourth (25.7%) of the state's unrestrained fatalities. (North Carolina has 100 counties.)

## Noteworthy Programs

During FY2024, GHSP worked with hospitals, community groups, law enforcement, the media, and local partners to educate the public about occupant protection and to enforce North Carolina's occupant protection laws.

### Enforcement

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 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 *Click It or Ticket* campaigns and covered Pitt, Robeson, Wake, Johnston, Guilford, Buncombe, Brunswick, Forsyth, Iredell, and Mecklenburg counties.

### ***Diversions Program***

In FY2024, GHSP continued funding a seat belt diversion program in Robeson County. Developed through a partnership between a Southeastern Regional Medical 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 education class. The project is coupled with increased enforcement efforts in the local community. Law enforcement officers provide information about the class when issuing a seat belt ticket. Since the program began, over 1,000 people have participated. During FY2024, 160 participants attended a total of thirty-three classes. A survey seeking information related to recidivism was also conducted. A total of 39.6% of those contacted participated in the survey. A total of 88% of respondents indicated they had not received additional citations. Those who reported additional seat belt violations all indicated it had been six months or more after taking the class. After attending the class, 77% reported they now always wear a seat belt.

North Carolina also has a child passenger safety diversion program in many NC counties. The NC child passenger safety law specifies that a person shall not be convicted of a 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 from a certified Child Passenger Safety Technician who will also help the individual correctly install their car seat. 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 operates in over 40 counties and seeks to increase the number of children who are properly restrained in an age and size appropriate car seat.

### ***Media***

GHSP coordinates a variety of press events and other creative earned media that have historically been successful in garnering media coverage of occupant protection issues. Local law enforcement also engages in earned media activities that results in additional local message exposure. Campaign kickoff events are strategically located to draw local media and/or highlight high-risk counties. These events seek earned media attention through partnerships with the N.C. DOT Communications Office, N.C. State Highway Patrol, local law enforcement, Safe Kids North Carolina, etc. Typically, the kickoff events feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times, GHSP changes the typical kickoff format to draw attention to targeted occupant protection issues.

GHSP prioritized paid media during the May *Click It or Ticket* campaign period, as well as high travel periods throughout the summer. These paid media efforts targeted low belt use counties, as well as young males between the ages of 18-34, who demonstrate lower belt use rates than other demographics.

During Child Passenger Safety Week, ads were targeted to parents of children ages 8-14 in low belt use counties, with a skew toward those counties with high child populations. Media was targeted to the 25 counties with low restraint use, with a skew towards counties that also had a high child population.

## Program Results

### ***Click It or Ticket***

During FY2024, law enforcement agencies in North Carolina planned two 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 20 – 26, 2023)
- Spring Click or Ticket (May 20 – June 2, 2024)
- Child Passenger Safety Week (September 16 – 22, 2024)

During these enforcement periods, law enforcement officers conducted 8,151 checkpoints and saturation patrols, resulting in 8,813 seat belt citations and 1,217 child passenger safety violations. In addition, 2,547 DWI arrests were made, 524 stolen vehicles were recovered, 3,547 wanted persons were apprehended, 3,162 drug charges were issued, 37,996 speeding charges were issued, 11, 5240 were cited for driving while license revoked, and 5,923 reckless driving charges were issued. Detailed results from *Click It or Ticket* activities in FY2024 are presented in the table below.

FY2024 <i>Click It or Ticket</i> ENFORCEMENT TOTALS <sup>1</sup>				
	Campaign			Totals
	Thanksgiving 2023 <i>Click It or Ticket</i>	Spring 2024 <i>Click It or Ticket</i>	Sept. 2024 Child Passenger Safety Week	
Participation				
Participating Agencies	289	342	286	N/A
Campaign Participation Rate	72.2%	85.5%	71.5%	N/A
Number of Checkpoints	178	692	146	1,016
Saturation and Random Patrols	2,087	3,463	1,585	7,315
Total Checkpoints & Patrols	2,265	4,155	1,731	8,151
Occupant Restraint Violations				
Safety Belt Violations	1,632	5,818	1,363	8,813
Child Passenger Safety Violations	290	716	211	1,217
Total Occupant Restraint Violations	1,922	6,534	1,574	1,030
DWI Charges				
Under 21 DWI Charges	58	149	44	251
21 And Over DWI Charges	580	1,207	509	2,296
DWI Drug Charges	41	201	63	305
DRE Evaluations	9	26	19	54
Total DWI Charges	679	1,557	635	2,871
Traffic Violations				
Speeding	9,650	21,317	7,029	37,996
DWLR	2,644	6,513	2,367	11,524
Reckless Driving	1,622	3,246	1,055	5,923
Other Traffic Violations <sup>2</sup>	11,839	28,603	10,601	51,043
Total Traffic Violations	27,077	59,679	21,052	106,486
Criminal Violations				
Drug Violations	643	1,807	712	3,162
Stolen Vehicles Recovered	146	264	114	524
Wanted Persons Apprehended	737	2,015	795	3,547
Felony Arrests	336	1,058	426	1,820
Other, Not Listed Criminal Violations	1,156	2,688	1,155	4,999
Total Criminal Violations	1,799	7,832	3,202	12,833
Total Traffic & Criminal Violations	30,155	75,602	26,463	132,220

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

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

### Child Passenger Safety Technician Certification

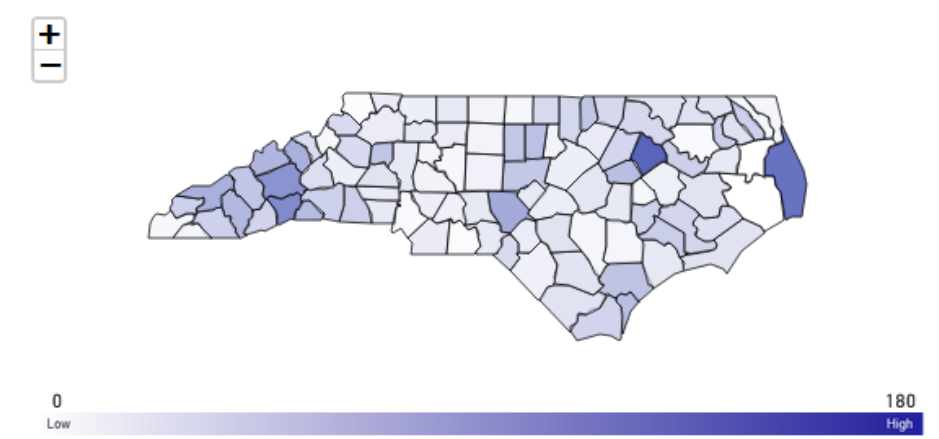
North Carolina continues to have a strong child passenger safety program. At the end of FY2024, North Carolina had 3,578 people certified including 53 Instructors and 124 Technician Proxies. Technician Proxies assist with recertification of Technicians by verifying and signing off on their skills during 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.

NORTH CAROLINA CERTIFIED CPS TECHNICIANS*	
Certification Type	Number
Instructor	53
Instructor Candidate	2
Technician Proxy	124
Technician	3,399
<b>Total Certified</b>	<b>3,578</b>

\*As of September 18, 2024

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

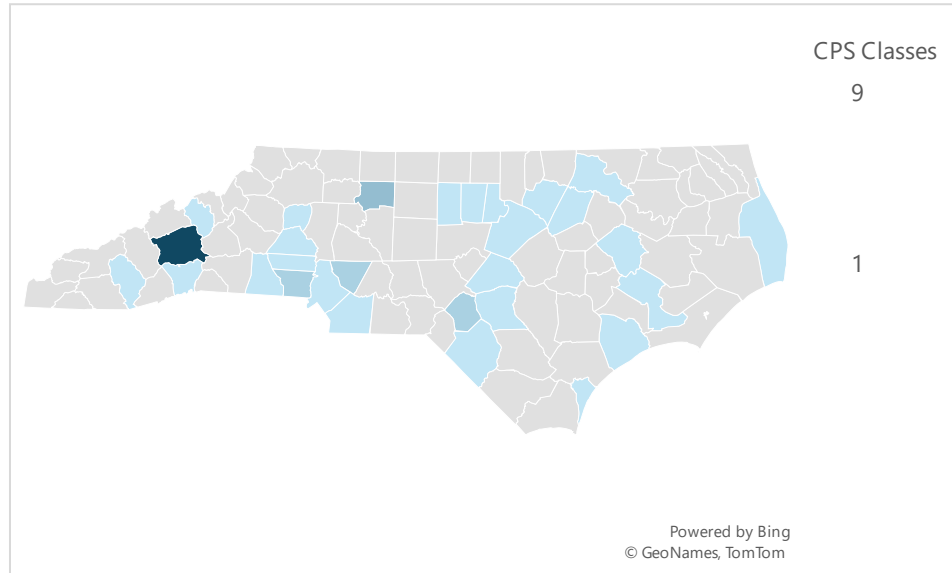
### CPS TECHNICIANS PER COUNTY 0-8 YEAR OLD POPULATION



In FY2024, 35 Child Passenger Safety Certification and 5 Certification Renewal classes were held across the state through which nearly 700 individuals were certified or recertified. The CPS program continues to focus on outreach to underserved populations. To ensure good coverage of CPS Technicians throughout the State, classes are offered throughout the State including in both rural and urban counties.



## DISTRIBUTION OF NC CERTIFICATION CLASSES IN FY2024



To maintain a strong program, it is important to offer educational opportunities so that Technicians can earn the continuing education credits needed for recertification. The North Carolina Child Passenger Safety program offered a number of training opportunities in FY2024. Three free regional CPS Symposia were held in rural NC counties (Davidson, Moore, and Vance Counties) In addition, NC had two multi-day conferences. The NC Traffic Safety Conference and the Safe Kids Injury Prevention Conference. At each event, CPS Technicians who attended were able to earn all 6 CEUs needed for recertification.

Additionally, there were statewide outreach efforts to expiring Technicians reminding them to recertify. Safe Kids NC emails Technicians with upcoming expiration dates to make sure they are aware of recertification resources such as online CEU opportunities and recertification scholarships. As a result of these efforts, North Carolina had among the highest Technician recertification rate in the United States. At the end of FY2024, 575 out of 920 Technicians eligible for recertification in 2024 opted for recertification for a recertification rate of 62% (compared to 46% nationwide).

### ***Permanent Car Seat Checking Stations and Safe Kids Coalitions***

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.

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 FY2024, there were 228 Permanent Checking Station programs operating 292 service locations in 95 counties. In FY2024, nearly 7,000 children were served, and 6,782 car seats were checked at North Carolina car seat checking stations. Nearly all of the car seats checked were for children aged 5 and younger.

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 42 Safe Kids coalitions covering 69 counties.

### ***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 in January and May 2024 and updated the State's Occupant Protection Strategic Plan.

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**

The FY2025 Occupant Protection Strategic Plan lists 8 Recommendations for strengthening North Carolina's occupant protection program.

1. Promote workplace seat belt use policies to public and government agencies, private businesses, and other relevant organizations.
2. Identify resource gaps in Child Passenger Safety educational materials and create materials to address that gap, including materials in languages other than English.
3. Identify non-traditional partners (e.g. Departments of Social Services, Health Departments, Schools, the medical field, schools, daycares, and other youth focused organizations) and determine how occupant protection advocates, including the NC Child Passenger Safety Program, can collaborate with them on occupant protection within their specific focus area.
4. Encourage expansion of the Child Passenger Safety Diversion Program to additional counties.
5. Encourage Vision Zero communities, SS4A recipient communities, or others developing regional or local safety plans to include seat belt and car seat efforts in their safety action plans.
6. Strengthen and maintain relevant North Carolina laws and regulations to ensure all motor vehicle occupants are restrained for maximum safety.
7. Conduct research to test the effectiveness of seat belt messaging to ensure that they are likely to result in the desired behavior change.
8. Determine what challenges law enforcement officers face when enforcing seat belt and child passenger safety laws and develop resources to help address these challenges.

Many of these recommendations will play a major role in the NC GHSP occupant protection strategies during the coming years. In FY2025, the North Carolina Occupant Protection Task Force will meet regularly to address priorities outlined in the FY2025 Occupant Protection Plan. It will also continue to review, and where appropriate, implement the OP Assessment 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 convickers for use at community events, school presentations and other venues.

GHSP will support FY2025 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.

GHSP’s “Local Heroes” ads have been shown annually to different medial targets since FY2022. These ads feature members of North Carolina law enforcement agencies talking about their experiences responding to crashes. In FY2024 the ads were targeted for the Wake County, Southeastern NC and Western NC media markets.

## Annual Seat Belt Survey

The most recent annual seat belt survey was conducted between June and September 2024. One hundred and twenty sites (120) were chosen across fifteen counties (15), equally apportioned among the Mountains, Piedmont, and Coastal regions. 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 92.84%. The North Carolina Governor’s Highway Safety Program (GHSP) expressed a need for seat belt use data and statistics for all North Carolina counties, including those not sampled for the annual statewide seat belt use survey for NHTSA. ITRE developed a supplementary survey design to observe any counties not captured in the NHTSA-required survey once every three years. Data collection on these additional counties started in 2018. In 2022, after additional consultation with GHSP, ITRE increased collection speed for these supplementary counties to a two-year cycle. ITRE provided GHSP with a comprehensive report documenting the 2023 and 2024 seat belt usage rates for those additional counties that were surveyed.

## Funded Projects and Activities

The following occupant protection related projects and activities were funded by GHSP under the FY2024-2026 Triennial Highway Safety Plan:

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<b>Agency:</b>	North Carolina State University - Institute of Transportation Research and Education
<b>Project Number:</b>	M2OP-24-13-01
<b>Project Title:</b>	Seat Belt Use Observational Study 2024
<b>Project Description:</b>	This project conducts the state’s Annual Seat Belt Survey in accordance with National Highway Traffic Safety Administration (NHTSA) requirements to qualify for seat belt incentive grant program funds, and in accordance with the Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey is

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	conducted in select counties and results will document the statewide seatbelt use rate.
<b>Contributions to Meeting Targets:</b>	It was determined that the seat belt usage rate in North Carolina was 92.84%.
<b>Agency:</b>	University of North Carolina at Chapel Hill Highway Safety Research Center
<b>Project Number:</b>	M2PE-24-13-01
<b>Project Title:</b>	BuckleUpNC Occupant Protection Program
<b>Project Description:</b>	This continuation project maintains and updates the BuckleUpNC website ( <a href="http://www.buckleupnc.org">www.buckleupnc.org</a> ), which provides consumer information on occupant protection to the public through a toll-free number, website, brochures, and flyers. The project also provides program and technical assistance to CPS advocates and administrators. The Highway Safety Research Center will continue 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.
<b>Contributions to Meeting Targets:</b>	HSRC updated and maintained the buckleupnc.org website. Due to changes in Google Analytics, the ability to track web usage was affected in 2023 and resolved at some point in 2024. Improvements to the buckleupnc.org website are scheduled to go live during the first quarter of FY2025. Through the grant, HSRC maintains the restricted access Program Management portion of buckleupnc.org to coordinate with local N.C. CPS programs to collect information. This information is used by HSRC, the Office of the State Fire Marshal (Safe Kids NC), and GHSP to monitor the state of programs in North Carolina. There are currently 228 programs serving 292 service locations in ninety-five counties. There were 6,782 seat checks at permanent checking stations in North Carolina in FY2024. HSRC participated in or conducted numerous community outreach events. HSRC updated, printed, and distributed research-based educational materials for use by programs and advocates across the state.
<b>Agency:</b>	North Carolina Department of Public Safety (NC State Highway Patrol)
<b>Project Number:</b>	OP-24-04-01
<b>Project Title:</b>	Click It or Ticket 2024
<b>Project Description:</b>	This continuation project funds overtime enforcement for occupant restraint violations. The project will provide increased and sustained enforcement efforts in the top 25 counties for unrestrained fatalities during the Click It or Ticket campaigns in FY2024. Select waves of overtime enforcement will be conducted during the May Click It or Ticket campaign, Thanksgiving Click It or Ticket campaign, and at other times throughout the year.
<b>Contributions to Meeting Targets:</b>	Increased enforcement for overtime was conducted in the following counties during Click It or Ticket campaigns: Pitt, Brunswick, Robeson, Wake, Johnston, Guilford, Forsyth, Iredell, Buncombe, and Mecklenburg counties. Efforts resulted in 2,291 seat belt violations and 114 child restraint violations. The

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North Carolina State Highway Patrol actively participated in all GHSP campaigns.

<b>Agency:</b>	Mountain Area Health Education Center, Inc.
<b>Project Number:</b>	M2CPS-24-13-02
<b>Project Title:</b>	Safe Kids Western North Carolina FY2024
<b>Project Description:</b>	This continuation project funded 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 offers the “Transporting Children with Special Needs” CPS enrichment course twice a year in different regions of the state. Safe Kids WNC continued efforts to develop and 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 to become safe passengers now and safe drivers in the future.
<b>Contributions to Meeting Targets:</b>	There are currently 123 special needs trained CPS technicians in North Carolina due to the efforts of Safe Kids Western North Carolina. The current recertification rate for North Carolina CPS technicians in North Carolina is 63.5%. Safe Kids WNC offered two “Transporting Children with Special Needs” classes during FY2024. Safe Kids WNC continues to provide invaluable training and opportunities in this region of the state.
<b>Agency:</b>	Southeastern Regional Medical
<b>Project Number:</b>	OP-24-04-03
<b>Project Title:</b>	Robeson County Saved by the Belt OP Program
<b>Project Description:</b>	This ongoing project funds activity hours for a coordinator overseeing a seat belt diversion program, a partnership with the Robeson County District Attorney’s Office, local law enforcement agencies, and the court system. The program allows first-time seat belt use offenders to have their first offense dismissed if they participate in the Trauma Nurses Talk Tough seat belt education program.
<b>Contributions to Meeting Targets:</b>	During FY2024, a total of 160 participants attended the two-hour educational class. A total of thirty-three classes were conducted. The grant facilitator attended all local Vision Zero Task Force meetings. The program was promoted through local community events and with law enforcement partners. The agency conducted a recidivism survey to determine the number of class participants who were issued citations for seat belt violations after taking the class. A total of 39.6% of those contacted participated in the survey. A total of 82.1% of respondents indicated they had not received additional citations. Those who reported additional seat belt violations all indicated it had been six months or more after taking the class. After attending the class, 76.5% reported they now always wear a seat belt.
<b>Agency:</b>	North Carolina Department of Insurance

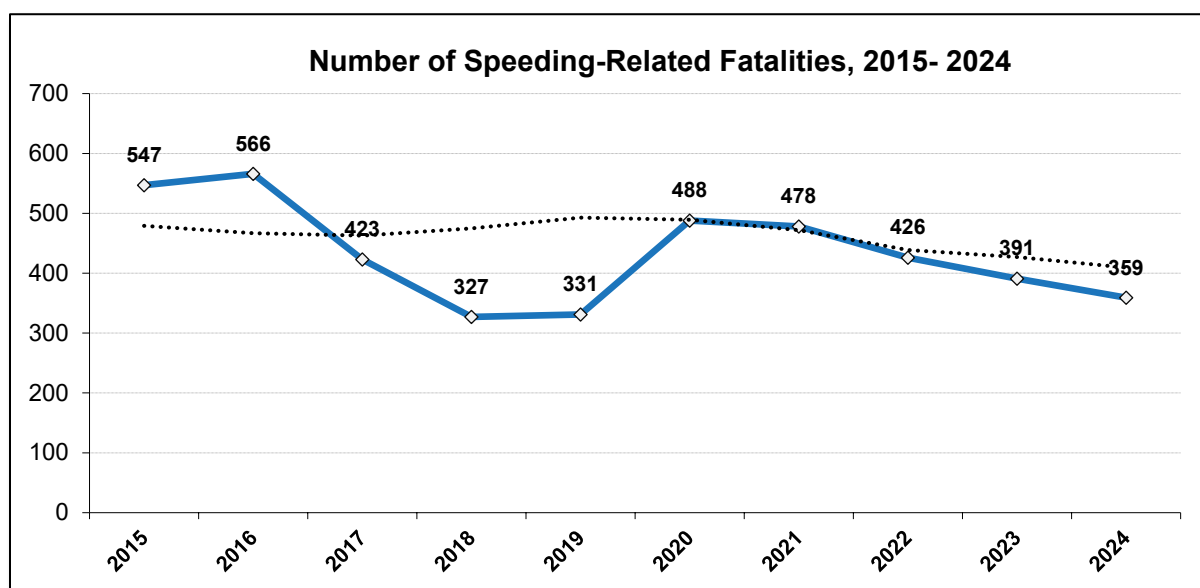
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<b>Project Number:</b>	M2CPS-24-13-01
<b>Project Title:</b>	Child Passenger Safety Program for North Carolina
<b>Project Description:</b>	This ongoing project funds the Office of State Fire Marshal (OSFM)/Safe Kids NC to continue CPS efforts and unattended vehicle/hot car deaths.
<b>Contributions to Meeting Targets:</b>	The North Carolina Department of Insurance's Child Passenger Safety Program (NC Safe Kids) is a nationally recognized program. As a result of their ongoing efforts, there are fifty-three instructors and 3,578 CPS technicians in North Carolina. To assist with recertifications, there are 124 CPS technician proxies. The recertification rate in North Carolina is 69.15%. There are currently diversion programs in forty-four counties, and the Safe Kids NC Law Enforcement Liaison continues to work to establish new programs. Safe Kids NC provided educational materials throughout the year and attended various conferences and training opportunities to promote CPS efforts. Safe Kids NC also conducted hot car events and promoted CPS Week in North Carolina.
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	M2X-24-00-00
<b>Project Title:</b>	GHSP In-House Occupant Protection Future Projects
<b>Project Description:</b>	GHSP set aside funds for anticipated projects that may occur during the year. Opportunities could arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.
<b>Contributions to Meeting Targets:</b>	Not Applicable
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	M1X-24-00-00
<b>Project Title:</b>	GHSP In-House Occupant Protection Future Projects
<b>Project Description:</b>	GHSP set aside funds for anticipated projects that may occur during the year. Opportunities could arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.
<b>Contributions to Meeting Targets:</b>	Not Applicable

# Police Traffic Services

## Background

North Carolina experienced 391 speed-related fatalities in 2023, according to the NC DOT Crash Facts report. There were estimated 359 speed-related fatalities in 2024. Twenty-one percent (21%) of all fatalities in recent years were related to speeding. Despite the setback in 2020, speeding-related fatalities have decreased about 9% during each of the past two years in which we have data, and 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 2020.



Source: FARS, 2015-2022, and NCDOT Motor Vehicle Crash Data, 2023-2024\*

\*Note: Crash Data through November 30, 2024, from NCDOT. December data extrapolated.

Crashes involving speeding are highest among males, younger drivers, and motorcycle riders. Speed also plays a role in a large percentage of nighttime fatal crashes. Mecklenburg, Wake, Cumberland, Robeson, and Durham counties have the largest number of speeding-related fatalities. Together, these five counties account for over one-third (34%) of all speeding-related fatalities in the State in 2023. (North Carolina has a total of 100 counties.)

## Noteworthy Programs

GHSP is committed to seeking 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 March 25-31, 2024.

GHSP has continued to expand funding enforcement activity hours for traffic safety officers in counties with increased speeding and unrestrained fatalities. In FY2024, GHSP provided funding for new enforcement activity hours with the Robeson County Sheriff's Office, Mint Hill Police Department in Mecklenburg County, Marion Police Department in McDowell County.

GHSP continued traffic enforcement activity hours with the Mooresville Police Department in Iredell County, Cabarrus County Sheriff's Office, Zebulon Police Department in Wake County, Durham County Sheriff's Office, Brunswick County Sheriff's Office, Edgecombe County Sheriff's Office, Robeson County Sheriff's Office, Davidson Police Department in Mecklenburg County, Pender County Sheriff's Office, Nashville Police Department in Nash County, Columbus County Sheriff's Office, Matthews Police Department in Mecklenburg County, and Nash County Sheriff's Office. Additional enforcement efforts took place through the administration of overtime grants to the Dare County Sheriff's Office, Concord Police Department in Cabarrus County, Raleigh Police Department in Wake County, Salisbury Police Department in Rowan County, Canton Police Department in Haywood County, Fayetteville Police Department in Cumberland County, Wilmington Police Department in Hanover County, Charlotte-Mecklenburg Police Department in Mecklenburg County, New Bern Police Department in Craven County, Henderson Police Department, Pembroke Police Department in Robeson County, Hendersonville Police Department in Henderson County, Wake County Sheriff's Office, Waynesville Police Department in Haywood County, Wilkesboro Police Department in Wilkes County, Cherokee County Sheriff's Office, Morrisville Police Department in Wake County, Fuquay-Varina 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 continued to share data with all agencies, particularly in counties overrepresented in speeding fatalities. This data includes 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 provide this information in a timely manner.

In FY2024, GHSP continued to support a highly successful Law Enforcement Liaison program through a network of eleven Regional Law Enforcement Liaisons to coordinate and organize GHSP highway safety efforts and activities throughout the state. Through the guidance and coordination efforts of these Regional LEL's, planning, preparation, and reporting activities are accomplished.



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 the state's two major law enforcement associations. Through a partnership with the NC Sheriffs Association, GHSP has marketed traffic safety opportunities with the NC Sheriff's Leadership Institute held each year for NC sheriffs. Our partnership with the NC Association of Chiefs of Police (NCACP) allows us to provide marketing opportunities through their annual meeting and district training opportunities.

In 2024, GHSP continued to consider the results of a 2022 statewide survey of law enforcement traffic enforcement efforts in our evaluation of law enforcement projects.

## **Program Results**

### ***Operation Crash Reduction***

Law enforcement agencies in North Carolina conducted Operation Crash Reduction from October 9-15, 2023. In total, 1,680 checkpoints and saturation patrols were conducted resulting in 9,739 speeding citations. Additionally, the campaign produced 635 DWI arrests, 1,949 safety belt and child passenger violations, 793 drug violations, and 1,163 wanted persons apprehended. Detailed results from campaign activities in FY2024 are presented below.

### ***Speed a Little. Lose a Lot***

Law enforcement agencies in North Carolina conducted the *Speed a Little. Lose a Lot* campaign from March 25-31, 2024. In total, 2,131 checkpoints and saturation patrols were conducted resulting in 9,604 speeding citations. Additionally, the campaign produced 624 DWI arrests, 2,608 safety belt and child passenger violations, 933 drug violations, and 900 wanted persons apprehended. Detailed results from campaign activities in FY2024 are presented below.

### ***Speeding Wrecks Lives***

In response to the growing number of speed-related crashes, Law enforcement agencies in North Carolina participated in the *Speeding Wrecks Lives* campaign from July 22-26, 2024. In total, 1,732 checkpoints and saturation patrols were conducted resulting in 10,121 speeding citations. Additionally, the campaign produced 662 DWI arrests, 1,921 safety belt and child passenger violations, 760 drug violations, and 853 wanted persons apprehended. Detailed results from campaign activities in FY2024 are presented below.

FY2024 SPEED ENFORCEMENT CAMPAIGN ENFORCEMENT TOTALS <sup>1</sup>				
	Campaign			
	Operation Crash Reduction	Speed A Little Lose A Lot	Speeding Wrecks Lives	Totals
<b>Participation</b>				
Participating Agencies	366	395	422	N/A
Campaign Participation Rate	81.3%	87.7%	93.7%	N/A
Number of Checkpoints	204	264	166	634
Saturation and Random Patrols	1,611	1,693	1,566	4,870
<b>Total Checkpoints &amp; Patrols</b>	<b>1,815</b>	<b>1,957</b>	<b>1,732</b>	<b>5,504</b>
<b>DWI Charges</b>				
Under 21 DWI Charges	60	54	46	160
21 and Over DWI Charges	562	613	551	1,726
DWI Drug Charges	80	75	65	220
DRE Evaluations	11	14	28	53
<b>Total DWI Charges</b>	<b>702</b>	<b>756</b>	<b>662</b>	<b>2,120</b>
<b>Occupant Restraint Violations</b>				
Safety Belt Violations	1,336	1,781	1,635	4,752
Child Passenger Safety Violations	289	329	294	912
<b>Total Occupant Restraint Violations</b>	<b>1,625</b>	<b>2,110</b>	<b>1,929</b>	<b>5,664</b>
<b>Traffic Violations</b>				
Speeding	8,788	11,741	10,121	30,650
DWLR	3,122	3,190	3,124	9,436
Reckless Driving	1,211	1,578	1,374	4,163
Other Traffic Violations <sup>2</sup>	12,890	12,990	13,702	39,582
<b>Total Traffic Violations</b>	<b>26,011</b>	<b>29,499</b>	<b>28,321</b>	<b>83,831</b>
<b>Criminal Violations</b>				
Drug Violations	1,075	883	760	2,718
Stolen Vehicles Recovered	112	122	136	370
Wanted Persons Apprehended	934	952	853	2,739
Felony Arrests	566	488	427	1,481
Other, Not Listed Criminal Violations	1,673	1,281	1,170	4,124
<b>Total Criminal Violations</b>	<b>4,360</b>	<b>3,726</b>	<b>3,346</b>	<b>11,432</b>
<b>Total Traffic and Criminal Violations</b>	<b>32,698</b>	<b>36,091</b>	<b>34,258</b>	<b>103,047</b>

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

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

## Future Strategies

During FY2025, GHSP strategies will include:

- Participating in the “Speed a Little, Lose a Lot” campaign. The campaign is planned for April 14-20, 2025. North Carolina will also support the national *Speeding Catches Up With You Campaign* (formerly known as *Speeding Wrecks Lives*) July 21 – July 27, 2025.
- Because research shows NC has a disproportionate number of speed-related fatalities at night, GHSP will focus law enforcement and media attention on enforcing speed laws at night.
- GHSP will share location-specific data with all agencies, particularly in counties overrepresented in speeding fatalities. This data will include the locations of speed-related crashes, the 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 mainly focuses on speed enforcement and thus will provide additional enforcement efforts to address the overall speeding problem.
- GHSP will continue the highly successful Law Enforcement Liaison program through a network of eleven Regional Law Enforcement Liaisons to coordinate and organize GHSP highway safety efforts and activities throughout the state. Through the guidance and coordination efforts of these Regional LEL’s, planning, preparation, and reporting activities are accomplished. In addition, GHSP will continue to fund enforcement activity hours for traffic safety officers in counties with increased speeding and unrestrained fatalities. GHSP made a concerted effort to fund efforts in previously underserved counties within the state.

## Funded Projects and Activities

The police traffic services related projects and activities listed below were funded by GHSP under the FY2024-2026 Highway Safety Plan:

<b>Agency:</b>	Governor’s Highway Safety Program
<b>Project Number:</b>	PT-24-06-01
<b>Project Title:</b>	Statewide Traffic Enforcement Program (STEP)
<b>Project Description:</b>	This was an ongoing project to fund a program for traffic safety equipment for use in statewide enforcement and education programs. 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.
<b>Contributions to Meeting Targets:</b>	Resource allocation took place in the first quarter of FY2024. Numerous agencies redeemed credits for equipment utilized in achieving the goals of

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reducing alcohol, speed, and unrestrained fatalities. The statewide participation reporting rate was 87.4% for the year.

<b>Agency:</b>	Dare County Sheriff's Office
<b>Project Number:</b>	PT-24-06-12
<b>Project Title:</b>	Region 1 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 1 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 1 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 1 maintained 84.6% reporting in FY2024.
<b>Agency:</b>	New Bern Police Department
<b>Project Number:</b>	PT-24-06-02
<b>Project Title:</b>	Region 2 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 2 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 2 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 2 maintained 96.3% reporting in FY2024.
<b>Agency:</b>	Brunswick County Sheriff's Office
<b>Project Number:</b>	PT-24-06-03
<b>Project Title:</b>	Region 3 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 3 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 3 to continue GHSP campaigns and other traffic related initiatives
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 3 maintained 91.2% reporting in FY2024.
<b>Agency:</b>	Granville County Sheriff's Office
<b>Project Number:</b>	PT-24-06-04
<b>Project Title:</b>	Region 4 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 4 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 4 to continue GHSP campaigns and other traffic related initiatives
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 4 maintained 68.8% reporting in FY2024.
<b>Agency:</b>	Orange County Sheriff's Office
<b>Project Number:</b>	PT-24-06-05
<b>Project Title:</b>	Region 5 LEL

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<b>Project Description:</b>	This was an ongoing project for the Region 5 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 5 to continue GHSP campaigns and other traffic related initiatives
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 5 maintained 89.2% reporting in FY2024.
<b>Agency:</b>	Rockingham Police Department
<b>Project Number:</b>	PT-24-06-06
<b>Project Title:</b>	Region 6 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 6 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 6 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 6 maintained 84.7% reporting in FY2024.
<b>Agency:</b>	Davidson County Sheriff's Office
<b>Project Number:</b>	PT-24-06-07
<b>Project Title:</b>	Region 7 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 7 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 7 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 7 maintained 88.6% reporting in FY2024.
<b>Agency:</b>	Charlotte-Mecklenburg Police Department
<b>Project Number:</b>	PT-24-06-08
<b>Project Title:</b>	Region 8 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 8 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 8 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 8 maintained 89.2% reporting in FY2024.
<b>Agency:</b>	Marion Police Department
<b>Project Number:</b>	PT-24-06-09
<b>Project Title:</b>	Region 9 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 9 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 9 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 9 maintained 83.5% reporting in FY2024.

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<b>Agency:</b>	Columbus Police Department
<b>Project Number:</b>	PT-24-06-10
<b>Project Title:</b>	Region 10 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 10 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 10 to continue GHSP campaigns and other traffic related initiatives.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 10 maintained 100% reporting in FY2024.
<b>Agency:</b>	Sylva Police Department
<b>Project Number:</b>	PT-24-06-11
<b>Project Title:</b>	Region 11 LEL
<b>Project Description:</b>	This was an ongoing project for the Region 11 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 11 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
<b>Contributions to Meeting Targets:</b>	The statewide seat belt usage rate was 92.84%. Region 11 maintained 84.8% reporting in FY2024.
<b>Agency:</b>	Raleigh Police Department
<b>Project Number:</b>	PT-24-06-13
<b>Project Title:</b>	Raleigh Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funds overtime for officers to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Wake County was ranked 2nd in overall fatalities, 4th in unrestrained fatalities, and 3rd in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Goals related to reducing speed-related fatalities and unrestrained fatalities were not met; however, Raleigh Police Department conducted high visibility enforcement activities over the grant period. In total, 215 shifts utilizing 24 officers worked enforcement activities for a combined total of 858.33 hours.
<b>Agency:</b>	Dare County Sheriff's Office
<b>Project Number:</b>	PT-24-06-14
<b>Project Title:</b>	Dare County Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for traffic enforcement with a focus on seatbelt and speeding enforcement and pedestrian/bicycle safety to reduce related fatalities. Dare County was ranked 49th in pedestrian fatalities, 38th in pedestrian crashes with serious injuries, and 11th in crashes involving bicycles. Dare County is situated in an area of the state traditionally underserved.
<b>Contributions to Meeting Targets:</b>	Dare County increased enforcement efforts during the spring and summer months to coincide with increased tourism. Pedestrian crashes increased and bicycle crashes remained the same as in FY2024 (16); however, there were no

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bicyclist fatalities during FY2024. In addition, alcohol-related and speed-related crashes were reduced.

<b>Agency:</b>	Jacksonville Police Department
<b>Project Number:</b>	PT-24-06-15
<b>Project Title:</b>	Jacksonville Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Onslow County was ranked 23 <sup>rd</sup> for overall fatalities, 30th for unrestrained fatalities, and 10th for speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	The grantee's overtime policies made it difficult to recruit officers to work overtime, thus hindering liquidation of funds; however, Jacksonville Police Department was successful in reducing speed-related fatalities by increasing speed-related citations by almost 49% during FY2024. Likewise, occupant restraint citations increased by almost 73%. Unfortunately, unrestrained serious injuries in Onslow County increased during FY2024. Jacksonville Police Department was successful in helping reduce alcohol-related fatalities during the fiscal year by increasing DWI-related contacts by almost 11%.
<b>Agency:</b>	Salisbury Police Department
<b>Project Number:</b>	PT-24-06-17
<b>Project Title:</b>	Salisbury Traffic Safety Overtime Grant
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Rowan County was ranked 20 <sup>th</sup> for overall fatalities, 20th for unrestrained fatalities, and 21st for speeding-related fatal crashes.
<b>Contributions to Meeting Targets:</b>	Salisbury Police Department increased speeding-related contacts by over 30% from 516 to 673. Seat belt citations decreased by over 34% from the previous year from 58 to 38. Speed-related fatalities increased in Rowan County; however, unrestrained fatalities decreased. There were no speed-related or unrestrained fatalities within the city limits of Salisbury.
<b>Agency:</b>	Concord Police Department
<b>Project Number:</b>	PT-24-06-18
<b>Project Title:</b>	Concord Police Department Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement, focusing on seatbelt and speeding enforcement. Cabarrus County was ranked 22nd for overall fatalities, 28th for alcohol-related fatalities, 35th for speeding-related fatalities, and 32nd for unrestrained fatalities.
<b>Contributions to Meeting Targets:</b>	The Concord Police Department officers who worked overtime during the fiscal year issued 92 speeding citations, made 7 impaired driving or alcohol-related driving arrests, and issued 28 seat belt citations. Cabarrus County

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	realized reductions in speed-related crashes and fatalities. Concord participated in all GHSP campaigns.
<b>Agency:</b>	Canton Police Department
<b>Project Number:</b>	PT-24-06-19
<b>Project Title:</b>	Canton Traffic Safety Overtime
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement, focusing on seatbelt and speeding enforcement. Haywood County was ranked 53rd in overall fatalities, 53rd in unrestrained fatalities, and 62nd in speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts.
<b>Contributions to Meeting Targets:</b>	Canton Police Department increased speeding-related contacts by more than 50% during FY2024. In contrast, occupant protection-related contacts did not increase. Both speed and unrestrained fatalities increased in Haywood County during FY2024. Staffing issues prevented the Canton Police Department from utilizing over 60% of available funding.
<b>Agency:</b>	Fayetteville Police Department
<b>Project Number:</b>	PT-24-06-20
<b>Project Title:</b>	Fayetteville Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Cumberland County was ranked 5th in overall fatalities, 5th in unrestrained fatalities, and 5th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Fayetteville Police Department increased their traffic-related contacts by over 81% during FY2024. Unfortunately, overall traffic fatalities increased by almost 11%. This is believed to be due to several pedestrian fatalities that appear to be mental health and substance abuse related. Speed-related fatalities decreased by 33% during FY2024.
<b>Agency:</b>	Wilmington Police Department
<b>Project Number:</b>	PT-24-06-21
<b>Project Title:</b>	Wilmington Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement, focusing on seatbelt and speeding enforcement. New Hanover County was ranked 21st in overall fatalities, 41st in unrestrained fatalities, and 17th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Wilmington Police Department was unable to begin grant activities until the second quarter. The department increased speed-related contacts by 44% from the previous three-year average of the same period from 1,464 to 2,110 contacts. In addition, the Wilmington Police Department increased reckless driving charges from 147 to 290, speeding in a school zone from 73 to 291, and overall traffic charges by 45%.



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<b>Agency:</b>	Charlotte-Mecklenburg Police Department
<b>Project Number:</b>	PT-24-06-22
<b>Project Title:</b>	Charlotte-Mecklenburg Police Department Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Mecklenburg County was ranked 1st in overall fatalities, 1st in unrestrained fatalities, and 1st in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Charlotte-Mecklenburg Police Department (CMPD) participated in 100% of GHSP-sponsored campaigns during FY2024. CMPD increased speeding-related contacts by 38% in FY2024 and occupant protection-related contacts by 22%. Speeding-related fatalities decreased by 27% from the 5-year average. Unrestrained fatalities decreased slightly in FY2024 from the five-year average.
<b>Agency:</b>	New Bern Police Department
<b>Project Number:</b>	PT-24-06-23
<b>Project Title:</b>	New Bern Overtime for Traffic Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Craven County was ranked 53 <sup>rd</sup> in overall fatalities, 53rd in unrestrained fatalities, and 62nd in speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts and ranks high on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	New Bern Police Department participated in 100% of GHSP-sponsored campaigns and issued 859 speeding citations and 313 written warnings. The agency also issued 146 occupant protection-related citations. Unrestrained fatalities decreased in FY2024. Conversely, there was an increase in speed-related fatalities in Craven County; however, no speed-related fatalities occurred within the city limits.
<b>Agency:</b>	Hendersonville Police Department
<b>Project Number:</b>	PT-24-06-24
<b>Project Title:</b>	Hendersonville Traffic Enforcement Activities Overtime FY24
<b>Project Description:</b>	This project funds overtime for officers to work high visibility enforcement with a focus on seatbelt and speeding enforcement. Henderson County is ranked 41st in overall fatalities, 50th in unrestrained fatalities, and 53rd in speeding-related fatalities. However, this western county has been underserved in the past.

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<b>Contributions to Meeting Targets:</b>	Henderson County realized a decrease in both alcohol-related fatalities and unrestrained fatalities. However, Hendersonville was unable to increase occupant protection-related contacts due to staffing shortages. Hendersonville participated in all GHSP campaigns.
<b>Agency:</b>	Mooresville Police Department
<b>Project Number:</b>	PT-24-06-27
<b>Project Title:</b>	Mooresville Traffic Unit Expansion Year 2
<b>Project Description:</b>	This is the second year of a project funding activity hours for two officers to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Iredell County is ranked 12th in overall fatalities, 23rd in unrestrained fatalities, and 36th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Mooresville Police Department had 9,091 speed-related contacts, 321 impaired driving-related contacts, and 176 occupant protection-related contacts. Officers participated in impaired driving checkpoints and educational events throughout the grant period. Mooresville participated in all GHSP campaigns. Iredell County realized a decrease in traffic fatalities. Regrettably, alcohol-related crashes increased in Iredell County during the fiscal year.
<b>Agency:</b>	Cabarrus County Sheriff's Office
<b>Project Number:</b>	PT-24-06-28
<b>Project Title:</b>	Cabarrus County Sheriff's Office Traffic Enforcement and Education Unit Expansion
<b>Project Description:</b>	This project funded activity hours for two deputies working high-visibility enforcement, focusing on seatbelt and speeding enforcement. Cabarrus County was ranked 22nd in overall fatalities, 32nd in unrestrained fatalities, and 35th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Cabarrus County experienced a decrease in young driver-involved crashes but failed to meet goals associated with overall fatalities and alcohol-related fatalities. The officers on the traffic team made 4,313 speed-related contacts, an increase of 55.31%. The agency made 449 occupant protection-related contacts, an increase of 69.43%. Cabarrus County participated in countless educational and outreach events during the grant period. The agency engaged 434 students in 27 classes and held multiple CPS events during the fiscal year. The agency participated in all GHSP campaigns.
<b>Agency:</b>	Zebulon Police Department
<b>Project Number:</b>	PT-24-06-29
<b>Project Title:</b>	Zebulon Traffic Unit 2024

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<b>Project Description:</b>	This project funded activity hours for one officer to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Wake County was ranked 2nd in overall fatalities, 4th in unrestrained fatalities, and 3rd in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Wake County's serious injury crashes and alcohol-related fatality reduction goals were not met. However, young driver-involved crashes in Wake County were reduced. The Zebulon traffic unit reported 981 speeding contacts which represented a 32.7% increase. The agency conducted six educational events focused on young drivers that highlighted the use of seat belts, distracted driving, and impaired driving.
<b>Agency:</b>	Durham County Sheriff's Office
<b>Project Number:</b>	PT-24-06-30
<b>Project Title:</b>	2024 Durham Sheriff Traffic Enforcement Grant
<b>Project Description:</b>	This project funded activity hours for three deputies to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Durham County was ranked 10th in overall fatalities, 8th in unrestrained fatalities, and 8th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Durham determined the top crash sites monthly in Durham County and conducted focused speed enforcement activity at those locations. The traffic unit issued 1,394 citations and 390 written warnings during both daytime and nighttime speed enforcement activities. The agency issued 108 citations for reckless driving and 148 seat belt citations. Durham County realized a decrease in unrestrained fatalities from the 2018-2022 average of 10.8 to 7. Regrettably, Durham County failed to meet the goals associated with a reduction in traffic fatalities.
<b>Agency:</b>	Brunswick County Sheriff's Office
<b>Project Number:</b>	PT-24-06-31
<b>Project Title:</b>	Brunswick County Sheriff Highway Traffic Safety Project
<b>Project Description:</b>	This project funded activity hours for three deputies to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Brunswick County was ranked 19th in overall fatalities, 12th in unrestrained fatalities, and 24th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Unrestrained fatalities were reduced in Brunswick County from the 2017-2021 average of nine to eight in FY2024. The Brunswick County Sheriff's Office hosted 13 DWI checking stations. The agency conducted 14 seat belt initiatives resulting in 141 occupant protection-related contacts. The agency held nine speed operations resulting in 1,298 speed-related contacts. Regrettably, traffic fatalities increased in Brunswick County during FY2024.

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<b>Agency:</b>	Edgecombe County Sheriff's Office
<b>Project Number:</b>	PT-24-06-32
<b>Project Title:</b>	Edgecombe County Traffic Enforcement
<b>Project Description:</b>	This project funded activity hours for one officer to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Edgecombe County was ranked 48th in overall fatalities, 26th in unrestrained fatalities, and 27th in speeding-related fatalities. Edgecombe County also ranks high in NCDOT's Transportation Disadvantaged Index (TDI) rankings.
<b>Contributions to Meeting Targets:</b>	Edgecombe County issued 42 occupant protection-related citations and 352 speeding citations. An additional 234 warnings were issued. Unfortunately, Edgecombe County experienced an increase in unrestrained and speed-related fatalities.
<b>Agency:</b>	Robeson County Sheriff's Office
<b>Project Number:</b>	PT-24-06-33
<b>Project Title:</b>	Robeson County Traffic Enforcement
<b>Project Description:</b>	This grant funds activity hours for three deputies to conduct high-visibility enforcement with a focus on impaired driving in Robeson County. Robeson County ranks 4th for overall fatalities, 3rd for unrestrained fatalities, and 4th for speeding-related fatalities. Robeson County scores the highest of any county on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	The agency coordinated or participated in educational and outreach events during the grant year, including the N.C. State Fair Safety City. Numerous outreach events were conducted at area high schools, community colleges, and military bases. The agency participated in several multi-agency high-visibility enforcement campaigns. Enforcement efforts focused on high crash corridors along Interstate 95 and Interstate 74. The agency participated in GHSP campaigns. Robeson County realized a slight decrease in speed-related fatalities. However, goals related to decreased fatality rates and unrestrained fatalities were not reached this fiscal year.
<b>Agency:</b>	Davidson Police Department
<b>Project Number:</b>	PT-24-06-34
<b>Project Title:</b>	Davidson Steps to Vision Zero GHSP 2023-2024
<b>Project Description:</b>	This project funded activity hours for one officer to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Mecklenburg County was ranked 1st in overall fatalities, 1st in alcohol-related fatalities, 1st in unrestrained fatalities, and 1st in speeding fatalities.

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<b>Contributions to Meeting Targets:</b>	Though there were 135 fatalities in Mecklenburg County in FY2024, no fatalities occurred in Davidson. Davidson officers increased speeding citations by 9.4% from 733 in FY2023 to 802 in FY2024 and issued 396 warnings. Officers issued 93 occupant protection citations. The grant officer partnered with local high schools to provide DWI awareness and other traffic safety outreach. The Davidson Police Department participated in 100% of the campaigns and posted highway safety-related social media messages each week.
<b>Agency:</b>	Pender County Sheriff's Office
<b>Project Number:</b>	PT-24-06-35
<b>Project Title:</b>	Pender County Sheriff's Office Traffic and Safety Team
<b>Project Description:</b>	This continuation project funded activity hours for two deputies to conduct traffic safety enforcement. Pender County was ranked 30th in overall fatalities, 24th in alcohol-related fatalities, 30th in speeding-related fatalities, and 27th in unrestrained fatalities.
<b>Contributions to Meeting Targets:</b>	Pender County issued 57 occupant protection-related citations and 884 speeding citations in FY2024. Pender County realized a reduction in speed-related fatalities and unrestrained fatalities. Pender County participated in 100% of GHSP campaigns.
<b>Agency:</b>	Pembroke Police Department
<b>Project Number:</b>	PT-24-06-36
<b>Project Title:</b>	Pembroke Safe Streets Initiative
<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Robeson County was ranked 4th for overall fatalities, 3rd for unrestrained fatalities, and 4th for speeding-related fatalities. Robeson County scores the highest of any county on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	Pembroke Police Department issued 117 speeding-related citations, 19 occupant protection-related citations, and 2 DWI citations. Robeson County realized a slight reduction in speed-related fatalities from the 2017-2021 average of 14.8 to 13 in FY2024. Regrettably, unrestrained fatalities in Robeson County increased slightly from the 2017-2021 average of 20.4 to 21.
<b>Agency:</b>	Robeson County Sheriff's Office
<b>Project Number:</b>	PT-24-06-37
<b>Project Title:</b>	Robeson County Traffic Enforcement Unit Expansion FY2024

<b>Project Description:</b>	This grant funded activity hours for an additional deputy to conduct high-visibility enforcement with a focus on seatbelt and speeding enforcement in Robeson County. Robeson County ranked 4th for overall fatalities, 3rd for unrestrained fatalities, and 4th for speeding-related fatalities. Robeson County scores the highest of any county on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	This first-year expansion project expanded the traffic team in Robeson County. Officers coordinated or participated in educational and outreach events during the grant year, including the N.C. State Fair Safety City. Numerous outreach events were conducted at area high schools, community colleges, and military bases. Social media was used to advertise the Robeson County Traffic Enforcement Division (TED) and promote safe driving. The agency participated in several multi-agency high-visibility enforcement campaigns. Enforcement efforts focused on high crash corridors along Interstate 95, NC 71, NC 211, NC20, and Interstate 74. The agency participated in GHSP campaigns. Robeson County realized a slight decrease in speed-related fatalities. However, goals related to decreased fatality rates and unrestrained fatalities were not reached this fiscal year.
<b>Agency:</b>	Nashville Police Department
<b>Project Number:</b>	PT-24-06-38
<b>Project Title:</b>	Nashville Police Department Traffic Safety
<b>Project Description:</b>	This was the third year of a project funding a traffic safety officer in Nashville. Nash County was ranked 17th in overall fatalities, 10th in alcohol-related fatalities, 19th in unrestrained fatalities, and 15th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Nashville Police Department participated in multiple multi-agency mobilizations throughout FY2024. Nashville Police Department issued 385 speeding citations, 28 seat belt citations, and 5 DWI-related citations. Nash County experienced a slight decrease in overall fatalities, unrestrained fatalities, and speed-related fatalities. Nashville participated in GHSP campaigns.
<b>Agency:</b>	Columbus County Sheriff's Office
<b>Project Number:</b>	PT-24-06-39
<b>Project Title:</b>	Columbus County Traffic Team 2024
<b>Project Description:</b>	This continuation project funded activity hours for two deputies to conduct traffic safety enforcement. Columbus County was ranked 24th in overall fatalities, 23rd in speeding-related fatalities, and 21st in unrestrained fatalities.

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<b>Contributions to Meeting Targets:</b>	Columbus County Sheriff's Office had 841 speeding-related contacts, 669 occupant protection-related contacts, and issued 12 DWI citations during FY2024. Columbus County realized a reduction in traffic fatalities from the 2017-2021 average of 21.8 to 18 in FY2024. Similarly, unrestrained fatalities in Columbus County decreased slightly from the 2017-2021 average of 6.4 to 4 in FY2024. Columbus County Sheriff's Office participated in 100% of GHSP campaigns during FY2024.
<b>Agency:</b>	Wake County Sheriff's Office
<b>Project Number:</b>	PT-24-06-40
<b>Project Title:</b>	Wake County Sheriff's Office: Crash Reduction Unit (CRU)
<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Wake County was ranked 2nd for overall fatalities, 4th for unrestrained fatalities, and 3rd for speeding-related fatal crashes.
<b>Contributions to Meeting Targets:</b>	The Crash Reduction Unit (CRU) of Wake County Sheriff's Office made 280 occupant restraint contacts, issued 29 DWI citations, and 1,138 speeding-related citations during FY2024. Officers targeted the top four crash locations throughout the county and participated in GHSP campaigns. The CRU held multiple educational events at various high school driver's education classes and utilized media outlets to educate the public on passenger and child safety seat practice as well as North Carolina seat belt and child restraint laws. Regrettably, fatal crashes, speed-related crashes, and young driver-involved fatal crashes were not reduced.
<b>Agency:</b>	North Carolina Department of Justice (North Carolina Justice Academy)
<b>Project Number:</b>	PT-24-06-41
<b>Project Title:</b>	Spreading the Belief in Vision Zero
<b>Project Description:</b>	This grant funded approved Speed Measuring Instruments in North Carolina for training purposes. The grant also funds the North Carolina Justice Academy to conduct Driving Instructor training to help reduce emergency vehicle crashes and the Traffic Crash Investigation and Reconstruction program that provides a thorough reconstruction of highway incidents.
<b>Contributions to Meeting Targets:</b>	During FY2024, the North Carolina Justice Academy completed dozens of training sessions related to traffic safety for hundreds of officers across the state. Instruction included speed enforcement and crash investigation and reconstruction to ensure successful courtroom prosecution.
<b>Agency:</b>	Waynesville Police Department
<b>Project Number:</b>	PT-24-06-42

<b>Project Title:</b>	Waynesville Police Department Overtime for Traffic Enforcement FY2024
<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Haywood County was ranked 53rd in overall fatalities, 53rd in unrestrained fatalities, and 62nd in speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts.
<b>Contributions to Meeting Targets:</b>	Officers working overtime in Waynesville issued 112 speeding-related citations, 29 DWI-related citations, and one occupant protection-related citation. Haywood County realized a reduction of alcohol-related crashes from the 2017-2021 average of 84 to 64 during FY2024. Unfortunately, goals related to a reduction in both speed-related fatalities and unrestrained fatalities were not met. Waynesville Police Department participated in GHSP campaigns.
<b>Agency:</b>	Mint Hill Police Department
<b>Project Number:</b>	PT-24-06-43
<b>Project Title:</b>	Mint Hill Traffic Enforcement
<b>Project Description:</b>	This new grant funded activity hours for a police officer officer to conduct traffic safety enforcement in Mint Hill. Mecklenburg County was ranked 1st in overall fatalities, 1st in unrestrained fatalities, and 1st in speeding fatalities.
<b>Contributions to Meeting Targets:</b>	Mint Hill Police Department increased DWI-related contacts by 400% from 20 in 2022 to 100 during FY2024. Similarly, Mint Hill conducted 1,234 HVE saturation patrols during the fiscal year resulting in 723 speeding-related contacts. Mint Hill conducted 12 seat belt initiatives resulting in 33 occupant protection-related citations. The traffic team increased DWI arrests significantly from 39 in the previous year to 101 in FY2024. Mecklenburg County realized a reduction in unrestrained fatalities, speed-related fatalities, and unrestrained fatalities during FY2024. Mint Hill participated in GHSP campaigns.
<b>Agency:</b>	Wilkesboro Police Department
<b>Project Number:</b>	PT-24-06-45
<b>Project Title:</b>	Wilkesboro Traffic Enforcement Overtime
<b>Project Description:</b>	This project funded overtime for officers to work high- visibility enforcement with a focus on seatbelt and speeding enforcement. Wilkes County was ranked 47th for overall fatalities, 65th for unrestrained fatalities, and 46th for speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts.



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<b>Contributions to Meeting Targets:</b>	Officers working overtime enforcement for the Wilkesboro Police Department increased speed-related contacts by about 40% from the previous year from 229 to 321. Seat belt usage in Wilkesboro remains high. Regrettably, both unrestrained fatalities and speed-related fatalities increased in Wilkes County in comparison to the five-year average. No unrestrained fatalities occurred within Wilkesboro during FY2024. Wilkesboro participated in GHSP campaigns.
<b>Agency:</b>	Cherokee County Sheriff’s Office
<b>Project Number:</b>	PT-24-06-46
<b>Project Title:</b>	Cherokee County Overtime Enforcement
<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Cherokee County was ranked 67th for overall fatalities, 60th for unrestrained fatalities, and 61st for alcohol-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts and ranks high on NCDOT’s TDI rankings.
<b>Contributions to Meeting Targets:</b>	Cherokee County is a traditionally underserved area in North Carolina. Previous administrations were not supportive of traffic enforcement; therefore, the Sheriff’s Office lacked the equipment (radar, LiDAR) in addition to certified operators. Citations for both speeding and occupant protection increased slightly; however, speed-related, and unrestrained fatalities both increased during FY2024. The Cherokee County Sheriff’s Office participated in 100% of GHSP campaigns.
<b>Agency:</b>	Morrisville Police Department
<b>Project Number:</b>	PT-24-06-48
<b>Project Title:</b>	Morrisville Educational Programming and Related Work – Overtime Hours
<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement, focusing on seatbelt and speeding enforcement. Wake County was ranked 2nd for overall fatalities, 4th for unrestrained fatalities, and 3rd for speeding-related fatal crashes.
<b>Contributions to Meeting Targets:</b>	Morrisville Police Department conducted 70 speed and saturation patrols resulting in 1,802 speed-related contacts during FY2024. The agency increased occupant protection-related contacts by 157%, issuing 98 citations. Regrettably, goals related to reducing speed-related fatalities and unrestrained fatalities were not met. Morrisville Police Department participated in 100% of GHSP campaigns.
<b>Agency:</b>	Fuquay-Varina Police Department
<b>Project Number:</b>	PT-24-06-49
<b>Project Title:</b>	Fuquay-Varina Traffic Enforcement Overtime Grant

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<b>Project Description:</b>	This project funded overtime for officers to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Wake County was ranked 2nd in overall fatalities, 4th in unrestrained fatalities, and 3rd in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Fuquay-Varina Police Department made 1,120 speed-related contacts and 46 occupant protection-related contacts during FY2024. Despite these efforts, speed-related fatalities and unrestrained fatalities increased during the fiscal year. Fuquay-Varina Police Department participated in GHSP campaigns.
<b>Agency:</b>	Matthews Police Department
<b>Project Number:</b>	PT-24-06-50
<b>Project Title:</b>	Matthews Police Department Traffic Safety Unit
<b>Project Description:</b>	This continuation project funded activity hours for two officers to conduct traffic safety enforcement focused on seat belts and speeding. Mecklenburg County was ranked 1st in overall fatalities, 1st in unrestrained fatalities, and 1st in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Matthews Police Department identified high crash corridors in the town and performed most enforcement in those areas. Matthews conducted 13 saturation patrols on US 74 and effectively reduced crashes by almost 18% in that area. The agency participated in 65 daytime saturation patrols, 41 nighttime saturation patrols, 111 daytime speed enforcement patrols, 16 nighttime speed enforcement patrols, and 41 seat belt initiatives during the year. In addition, officers participated in 14 educational events at various locations throughout the fiscal year. North Carolina realized a decrease in alcohol-related fatalities. However, both unrestrained fatalities and speed-related fatalities increased in the State. Matthews Police Department participated in 100% of GHSP campaigns.
<b>Agency:</b>	Nash County Sheriff's Office
<b>Project Number:</b>	PT-24-06-51
<b>Project Title:</b>	Nash County Crash Reduction Team Year 2
<b>Project Description:</b>	This was the second year of a project funding four deputies to work high-visibility enforcement. Nash County was ranked 17th in overall fatalities, 10th in alcohol-related fatalities, 19th in unrestrained fatalities, and 15th in speeding-related fatalities.
<b>Contributions to Meeting Targets:</b>	Nash County Sheriff's Office issued 558 speed-related citations, 132 occupant protection-related citations, and 43 DWI-related citations during FY2024. In addition, Nash County Sheriff's Office issued 1,181 written warnings for various traffic-related charges. The Sheriff's Office conducted over 10 outreach

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	events throughout the County. Social media was used regularly to post traffic safety tips and information. Nash County Sheriff's Office participated in 100% of GHSP campaigns.
<b>Agency:</b>	Marion Police Department
<b>Project Number:</b>	PT-24-06-52
<b>Project Title:</b>	Marion Police Department Crash Reduction and Education Initiative
<b>Project Description:</b>	This new project funded activity hours for one officer to conduct traffic safety enforcement focused on seatbelt and speeding enforcement. McDowell County was ranked 65th in overall fatalities, 67th in unrestrained fatalities, 65th in speeding-related fatalities, and 23rd in motorcycle crashes resulting in serious injuries. This is a traditionally underserved community for grant-funded traffic safety efforts.
<b>Contributions to Meeting Targets:</b>	Marion Police Department worked to identify the top five crash locations in the city and focused efforts in those areas. The agency participated in three community events each quarter to provide education on traffic safety. Marion utilized social media to promote traffic safety events in the city during FY2024. Speeding-related contacts increased almost 54% from 353 to 529 during FY2024. Occupant protection-related contacts increased 200% from 33 to 100. Motorcycle contacts were made in efforts to reduce motorcycle crashes in the area. McDowell County realized a decrease in speed-related crashes, unrestrained serious injuries, and motorcycle crashes. Marion participated in GHSP campaigns.
<b>Agency:</b>	Cabarrus County Sheriff's Office
<b>Project Number:</b>	PT-24-06-53
<b>Project Title:</b>	Cabarrus County Traffic Enforcement Vehicles
<b>Project Description:</b>	This was a new project to fund traffic enforcement vehicles and in-car cameras for the Cabarrus County Sheriff's Office. The Cabarrus County Sheriff's Office was awarded a grant in FY2023 funding two dedicated traffic enforcement officers and vehicles to be used in the performance of their duties. Due to supply chain issues, Cabarrus County was unable to purchase vehicles during the FY2023 grant year. The funds were unspent and returned to GHSP. This project will fund the purchase of vehicles and in-car video cameras for each vehicle.
<b>Contributions to Meeting Targets:</b>	Cabarrus County procured the equipment that they were not able to purchase during the first year of their traffic enforcement project. Efforts conducted utilizing the equipment related to the associated project (PT-24-06-28) resulted in 4,313 speed-related contacts and 449 occupant protection-related contacts.
<b>Agency:</b>	NC Division of Motor Vehicles- NCDOT

**Project Number:** DE-24-08-01

**Project Title:** Customer Compliance Services Training

**Project Description:** This continuation project trained officers to conduct professional and thorough hearings that balance an individual’s privilege to drive with highway safety concerns. The hearing officers are educated on case law and statute updates to ensure that they conduct and hold hearings in accordance with all applicable laws. The project also contracted with the National Judicial College to North Carolina to conduct training for the hearing officers.

**Contributions to Meeting Targets:** NCDMV effectively increased the knowledge of its Administrative Hearing Officers by providing at least 24 hours of relevant training during the grant year. All employees were educated on changes in statutes, codes, policies, and procedures to best ensure their professional development. DMV met their goal of limiting the number of successful appeals to no more than 15 cases during FY2024.

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**Agency:** Johnston County District Attorney’s Office (North Carolina Courts)

**Project Number:** CP-24-09-12

**Project Title:** Johnston County High-Risk Traffic Offender Initiative

**Project Description:** This project funded salary and fringe costs for a dedicated legal assistant in the Johnston County District Attorney’s Office. This legal assistant reviewed Johnston County court calendars to identify high-risk driving offenses, including excessive speeding (>100 mph), driving with a revoked license due to impaired driving, careless and reckless driving, and misdemeanor death by motor vehicle. The dedicated administrative assistant records high-risk offenders on a spreadsheet and reviews driving records before adjudication. This review included a review of any pending charges in other counties. Prosecutors used the information to better assess risk and suitability for charge reductions or deferred prosecutions pending SafeStreets training.

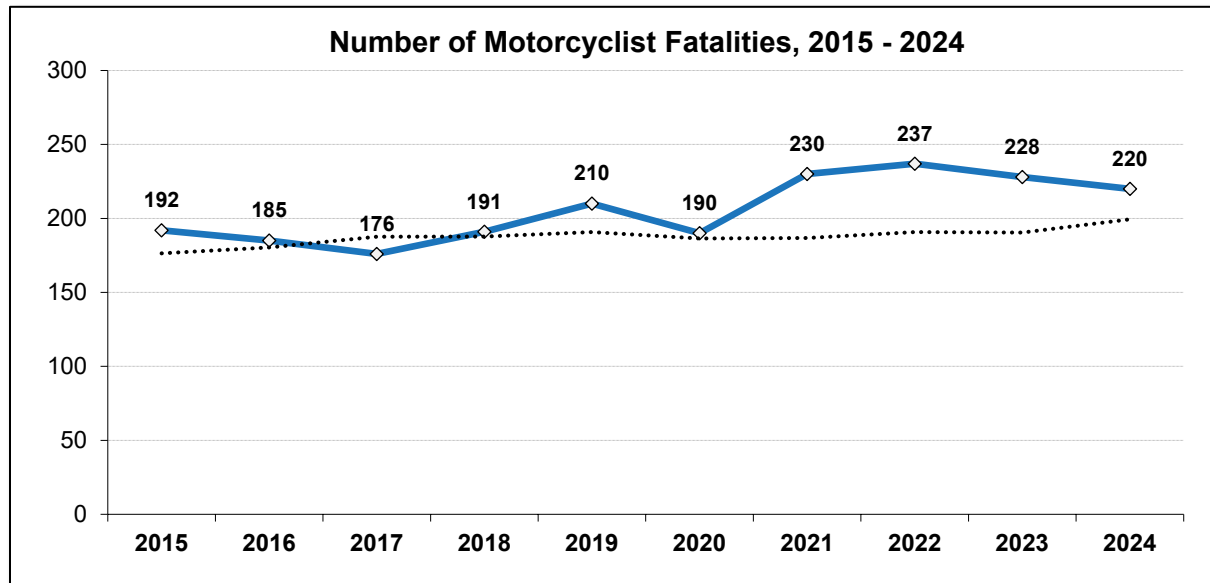
**Contributions to Meeting Targets:** A total of 77 cases of speeding 15mph or more over the speed limit or greater than 81 mph were adjudicated in Johnston County during the grant year. Of those cases, 65 were successfully adjudicated resulting in the revocation of the offender's operator's license.

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# Motorcycle Safety

## Background

Motorcyclists accounted for 13% of all traffic fatalities during 2024. An estimated 220 motorcyclists were killed in crashes in 2024, a decrease from 228 motorcyclists were killed in crashes in North Carolina in 2023. Based on the 5-year moving average (the dotted line in the figure below), motorcyclist fatalities have risen slightly 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. Five counties, Cumberland, Wake, Buncombe, Mecklenburg, and Rowan, account for over a quarter (27.3%) 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.

## Noteworthy Programs

A key safety initiative to reduce motorcyclist crashes and fatalities is “BikeSafe North Carolina.” BikeSafe offers training in safe riding techniques and discusses safety topics. GHSP funds the BikeSafe Program, with training 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.



GHSP and BikeSafe NC held a Motorcycle Safety Awareness Day at Deal's Gap, the location of the Tail of the Dragon. BikeSafe NC held a similar event at Deal's Gap Resort Store as early as 2020 and it proved to be a well-attended event as the Tail of the Dragon is a highly frequented location for motorcycle enthusiasts. Program Results

### ***BikeSafe North Carolina***

BikeSafe North Carolina has 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 185 BikeSafe assessors in 45 host agencies. Efforts are on-going to increase participation among the military and municipal motor units.

In FY2024 BikeSafe conducted 140 BikeSafe classes with 383 attendees.

The North Carolina State Highway Patrol has led the BikeSafe NC program since 2019. In this role they are 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.

### ***Motorcycle Safety Awareness Month***

May is recognized nationally as Motorcycle Safety Awareness Month. During 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.

BikeSafe instructors conducted 14 BikeSafe classes and instructed 32 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 on motorcycle dealerships and retail accessory shops. GHSP continues to utilize earned media and paid media when feasible to promote the free BikeSafe training and enhance motorist awareness.

## Future Strategies

GHSP will again conduct kickoff events for Motorcycle Safety Awareness Month in May 2025. GHSP will seek earned media attention gained from partnerships with NCDOT Communications Office, State Highway Patrol, local law enforcement and rider groups. Traditionally, the kickoff event features the GHSP Director, along with state and local law enforcement. BikeSafe typically conducts a training session in conjunction with the event.

The 2024 BikeSafe Motorcycle Safety Summit was held in Asheville, North Carolina. Sixty BikeSafe motor officers representing 47 different agencies 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 and discussions were conducted on the current status of the program in North Carolina. As in previous years, the summit was well received by the motor officers. A summit is being planned for June 2025 in Wilmington, North Carolina

## Funded Projects and Activities

The following motorcycle safety related projects and activities were funded by GHSP under the FY2024-2026 Triennial Highway Safety Plan:

<b>Agency:</b>	North Carolina Department of Public Safety (NC State Highway Patrol)
<b>Project Number:</b>	MC-24-03-01 / M11MT-24-16-01
<b>Project Title:</b>	Bike Safe 2024
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative throughout North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to reduce motorcycle crashes and fatalities through training. This grant will fund a position and equipment to supervise the program throughout the state.
<b>Contributions to Meeting Targets:</b>	Due in large part to the NC State Highway Patrol, 140 BikeSafe classes were conducted throughout the state during FY2024 training 383 students. A total of 62 students attended a court diversion program. There are currently 45 agencies participating in the program. There are 185 trained BikeSafe Assessors.
<b>Agency:</b>	Raleigh Police Department
<b>Project Number:</b>	MC-24-03-02

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<b>Project Title:</b>	Bike Safe Regional Coordinator
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Triangle 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	Cabarrus County Sheriff's Office
<b>Project Number:</b>	MC-24-03-05
<b>Project Title:</b>	Bike Safe Regional Coordinator
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Charlotte 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	New Bern Police Department
<b>Project Number:</b>	MC-24-03-07
<b>Project Title:</b>	Bike Safe Regional Coordinator
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Northeastern 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	Asheville Police Department
<b>Project Number:</b>	MC-24-03-04
<b>Project Title:</b>	Bike Safe Regional Coordinator
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Western 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	Winston-Salem Police Department
<b>Project Number:</b>	MC-24-03-06
<b>Project Title:</b>	Bike Safe Regional Coordinator



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<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Triad 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	Jacksonville Police Department
<b>Project Number:</b>	MC-24-03-03
<b>Project Title:</b>	Bike Safe Regional Coordinator
<b>Project Description:</b>	This is an ongoing project to fund the BikeSafe NC initiative in the Eastern 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.
<b>Contributions to Meeting Targets:</b>	During this grant cycle, 140 BikeSafe classes were conducted throughout the state training 383 students.
<b>Agency:</b>	Lenoir County Community College
<b>Project Number:</b>	M11MT-24-16-02 / MC-24-03-08
<b>Project Title:</b>	North Carolina Motorcycle Safety Education Program (NCMSEP) Quality Assurance and Summer Update
<b>Project Description:</b>	This ongoing project trains regional motorcycle educators through a quality assurance team and the summer rider coach instructor update.
<b>Contributions to Meeting Targets:</b>	During FY2024, a total of twenty-four quality assurance visits were conducted at eighteen locations across the state. The motorcycle safety program offered 478 Basic Rider Course classes serving 3,949 students, 10 Basic Rider Course II classes serving 48 students, 1 Advanced Rider Course class serving 10 students, 53 Three-wheel Basic Rider Course classes serving 300 students, and 2 Rider Coach Prep classes resulting in 22 new Rider Coaches. The summer update was held in July in Little Switzerland where Dr. Ray Ochs, the Vice President of Training Systems for the Motorcycle Safety Foundation again served as the keynote speaker.
<b>Agency:</b>	Lenoir County Community College
<b>Project Number:</b>	M11MT-24-16-03
<b>Project Title:</b>	NC Motorcycle Safety Education Program Equipment/Personnel
<b>Project Description:</b>	This is an ongoing project to offer rider training to meet the needs of a growing population of motorcyclists.
<b>Contributions to Meeting Targets:</b>	Approved equipment and training materials were purchased to further the efforts of the North Carolina Motorcycle Safety Education Program.
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	M11X-24-00-00

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<b>Project Title:</b>	GHSP In-House Motorcycle Safety Future Projects
<b>Project Description:</b>	GHSP sets aside funds for anticipated projects that may occur during the year. Opportunities could arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.
<b>Contributions to Meeting Targets:</b>	Not Applicable

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# Traffic Records

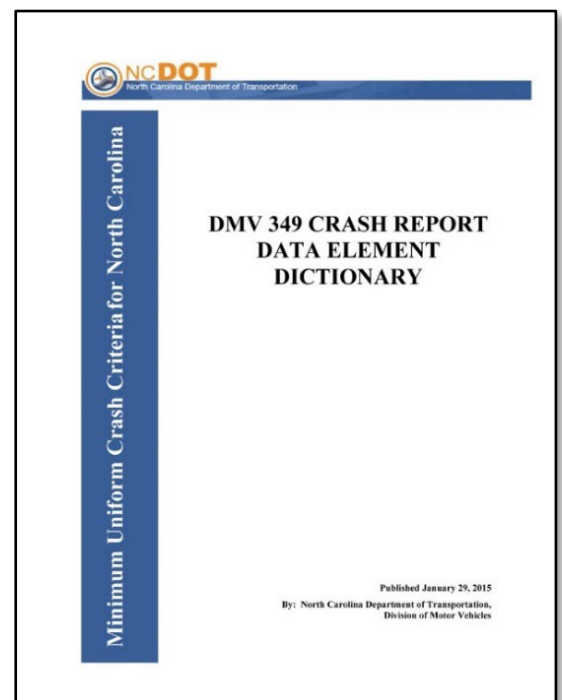
## Background and Noteworthy Programs

North Carolina strives to develop and implement effective programs that improve the quality, 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 implement and evaluate the effectiveness of these programs.

During the past few years, North Carolina has conducted a Traffic Records Self-Assessment, helped the NC Administrative Office of the Courts (AOC) continue Brazos eCitation® system, funded ongoing projects to develop data linkage between the crash reporting databases and medical databases, and planned, designed, and began development for a new statewide modern crash data system. 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 DIT-T GIS Unit has worked diligently the last few years to develop performance measures for roadway data quality.
- **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 NCDMV crash database. The Electronic Crash Reporting System (ECRS) accepts crash data electronically from third-party crash collection applications. As of November 30, 2024, ECRS accounted for 79.39% 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 11.71 % of all crash submissions. The remaining 8.88% of crash reports were keyed manually into the NC Crash database by DMV employees. Less than 1% of crashes are received electronically via electronic PDF (xPDF).

- eWarrants is an essential component in NCAOC's statewide shift to a vendor-hosted and cloud-based Integrated Case Management System (ICMS). The system maintains detailed information about criminal processes, such as warrants, magistrate orders, citations that lead to an arrest, criminal summons, orders for arrest and release orders.
- Enforcement Mobile powered by Brazos is the state's ECITATION® system that automates the issuing of cite-and-release citations in North Carolina. Using existing wireless connections, Enforcement Mobile 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 the citation is issued, the officer transmits the data directly to NCAOC where it can be immediately accessed statewide in Automated Criminal Infraction System (ACIS) or Enterprise Justice (Odyssey).
- Additional NCAOC 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 2024 NC TR Strategic Plan.
- The statewide implementation of our new Integrated Case Management System (ICMS), Enterprise Justice (Odyssey) began in 2023 and will continue through October 2025. As of December 2024, we have 49 counties using the new ICMS.

GHSP was awarded 1906 funds to improve the state's racial profiling data collection process. The NC State Bureau of Investigation was awarded these funds to help train local law enforcement agencies on using the database.

### **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 FY2024. The meetings were held in October 2023, March 2024, and May 2024.

The NC TRCC has a diverse membership that includes representation from the data stewards for each primary data or information system including crash records, 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>. Emily Moore from GHSP serves as the State Traffic Safety Data Coordinator.

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 2024 Strategic Plan was updated by the UNC Highway Safety Research Center in collaboration with the N.C. Traffic Records Coordinating Committee.

This year's Strategic Plan recommendations helped update the goals and performance measures in the current 2024 TR Strategic Plan. The plan was also re-organized to better document and track the State's data quality Performance Measures.

The Strategic Plan describes the NC TRCC's organizational structure, provides descriptive summaries of North Carolina's traffic safety information systems, shares the TRCC's vision, mission, goals, and objectives, and describes the TRCC's process to advise GHSP on Traffic Records-related funding priorities during the upcoming year. 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 2024 Strategic Plan for a full listing of the latest goals, objectives, and performance measures/targets, available at:

<https://connect.ncdot.gov/groups/NCTRCC/Pages/Projects-Plans.aspx>

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 twelve years (2012-2024) 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 Brazos, 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 Brazos 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 to replace the existing eCrash system with a new more integrated system called “NC Crash Reporting Information System (NC CRIS).” The NC CRIS system will be able to collect, store, manage and analyze high quality crash data. This project also involves a revamp of the crash report form (NC DMV-349), as well as 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. The UNC Highway Safety Research Center is among the organizations helping facilitate the process, which is now been taken in-house at NC DOT to be completed in the coming years. The NC DMV is anticipating completion of NC CRIS by January 1, 2026.

## Funded Projects and Activities

The following traffic records-related projects and activities were funded by GHSP under the FY2024-2026 Triennial Highway Safety Plan:

<b>Agency:</b>	University of North Carolina at Chapel Hill – Highway Safety Research Center
<b>Project Number:</b>	TR-24-07-01
<b>Project Title:</b>	Traffic Records Strategic Plan Update 2024
<b>Project Description:</b>	This continuation project provides technical and logistical support to the Traffic Records Coordinating Committee (TRCC) and to update the North Carolina Strategic Plan for Traffic Safety Information System.
<b>Contributions to Meeting Targets:</b>	HSRC planned and facilitated three TRCC meetings. The 2024 North Carolina Traffic Records Strategic Plan was updated, reviewed, finalized, approved, and submitted. It is online and available at <a href="https://connect.ncdot.gov/groups/NCTRCC/Pages/Projects-Plans.aspx">https://connect.ncdot.gov/groups/NCTRCC/Pages/Projects-Plans.aspx</a> .
<b>Agency:</b>	North Carolina State University – Institute of Transportation Research and Education
<b>Project Number:</b>	TR-24-07-02 & M3DA-24-14-01
<b>Project Title:</b>	NC Vision Zero Technical and Program Support
<b>Project Description:</b>	This ongoing project promotes North Carolina’s Vision Zero efforts by providing stakeholders and the public with online analytical crash statistical information presented in usable databases and formats suitable for long- and short-range planning. This website is maintained and updated monthly.
<b>Contributions to Meeting Targets:</b>	ITRE continued its efforts to provide continuous public accessibility to the NCVZ website and data visualization tools. The total number of website page views for the performance period was 58,456.
<b>Agency:</b>	North Carolina Administrative Office of the Courts
<b>Project Number:</b>	M3DA-24-14-02
<b>Project Title:</b>	eCitation Printer Distribution
<b>Project Description:</b>	This ongoing project funds eCitation expansion in local law enforcement agencies to increase the percentage of eCitations versus paper citations,

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<b>Contributions to Meeting Targets:</b>	fulfilling a major goal of the Traffic Safety Information System Strategic Plan. As a result of the efforts of the North Carolina Administrative Office of the Courts, 95.2% of citations are issued electronically. A total of 618 law enforcement agencies in North Carolina participated in either the eCitation or Brazos programs.
<b>Agency:</b>	NCDOT – North Carolina Division of Motor Vehicles
<b>Project Number:</b>	M3DA-24-14-03
<b>Project Title:</b>	North Carolina Crash Reporting Information System (CRIS) Replacement Program
<b>Project Description:</b>	This continuation project funds enhancements to the North Carolina electronic crash reporting system managed by NCDMV.
<b>Contributions to Meeting Targets:</b>	NCDMV completed the business rules, development, and System Integration Testing (SIT) for NC CRIS Crash Core I and Crash Core II processes. NCDMV also completed the critical components requirements and design for integrated NCDMV databases.
<b>Agency:</b>	University of North Carolina at Chapel Hill – Highway Safety Research Center
<b>Project Number:</b>	M3DA-24-14-04
<b>Project Title:</b>	Leveraging EMS, ER Visit, and Crash Data to Inform Traffic Safety Action in North Carolina
<b>Project Description:</b>	This project will use EMS and emergency room visit data to inform transportation safety. Public health data obtained from EMS and emergency room visits will be evaluated to support local Vision Zero planning efforts and assist in the development of Safe Streets and Roads for All planning. The project team will demonstrate the effectiveness of novel data sources to inform transportation safety decision-making by providing regular traffic safety updates for state government and local agency meetings.
<b>Contributions to Meeting Targets:</b>	HSRC obtained data-sharing agreements between HSRC and the North Carolina Department of Health and Human Services for North Carolina Crash, EMS, and Emergency Department visit data. The data (which included over 15 million records) was cleaned, harmonized, and integrated. The project team identified and drafted traffic injury profiles based on priority areas identified in North Carolina's 3HSP.
<b>Agency:</b>	North Carolina State Bureau of Investigation
<b>Project Number:</b>	F1906CMD-24-19-01
<b>Project Title:</b>	Data Managers for Traffic Stop Data Program
<b>Project Description:</b>	North Carolina General Statute 143B-903 requires the Department of Public Safety to collect, correlate, and maintain information regarding traffic law enforcement. This project will fund two full-time positions to monitor and support data sent from partner law enforcement agencies to the North Carolina SBI Crime Reporting Unit. The positions will verify data quality and

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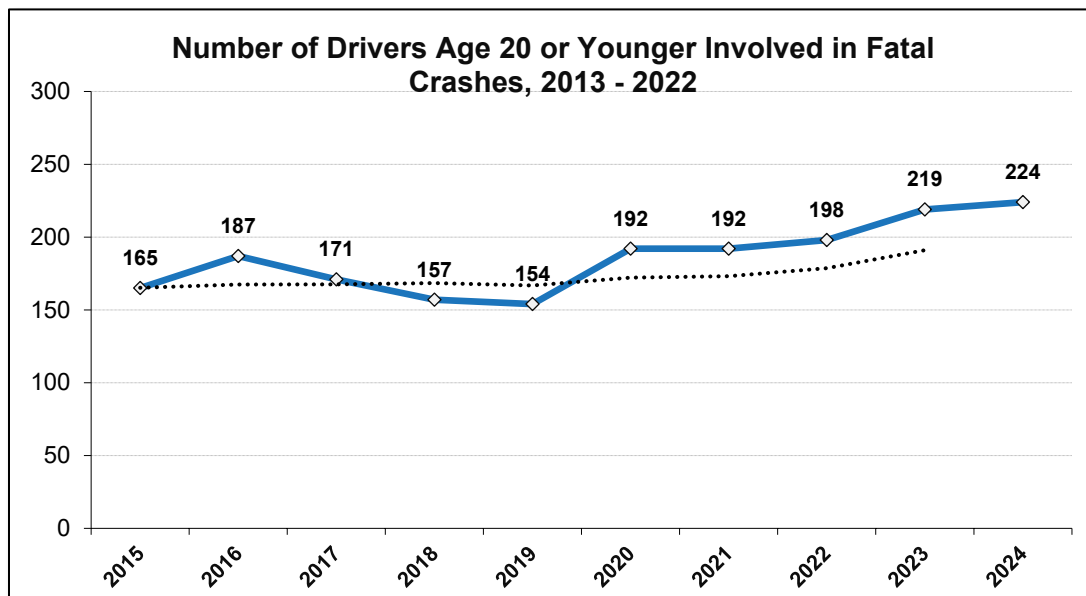
	provide routine user support. Funding will also seek to further enhance new traffic stop data collection training software.
<b>Contributions to Meeting Targets:</b>	The North Carolina State Bureau of Investigation (NCSBI) experienced a delay in implementing the project due to a change in organizational structure; however, NCSBI purchased the user training software and hired a database specialist. The database specialist implemented the new training software, assisted with verifying traffic stop data quality, and assisted in the creation of training materials for stakeholders.
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	M3DA-24-00-00
<b>Project Title:</b>	GHSP In-House Traffic Records Future Projects
<b>Project Description:</b>	GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise during the fiscal year to conduct projects and funds are maintained for this purpose.
<b>Contributions to Meeting Targets:</b>	Not Applicable
<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	F1906ER-24-00-00
<b>Project Title:</b>	GHSP In-House Prohibit Racial Profiling Future Projects
<b>Project Description:</b>	GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise during the fiscal year to conduct projects and funds are maintained for this purpose.
<b>Contributions to Meeting Targets:</b>	Not Applicable



# Young Drivers

## Background

Motor vehicle crashes are a leading cause of death for young people in North Carolina. In 2023, there were 219 fatal crashes involving a driver aged 19 or younger (the number of 20-year-olds was not immediately available.). This increased to an estimated 224 young driver fatalities in 2024. The 5-year moving average (the dotted line in the figure below) suggests little change in young driver fatalities since 2015, with an increase beginning in 2020. Several legislative actions were taken in response to the COVID-19 pandemic that affected young drivers around this time.



Beginning in July 2020, the road test was waived for young drivers seeking an intermediate (provisional) license in the graduated driver licensing (GDL) system. This was intended to reduce health risks for both license applicants and licensing examiners. Road tests were reinstated in February 2021. Additionally, the 12-month mandatory learner period in GDL was temporarily reduced to 6 months. This was intended to reduce delays in the licensing process created by COVID-19. Although the 6-month learner period was set to expire before the end of 2021, legislation extended this until the end of 2023. In January 2024, the learner permit period will be permanently shortened from 12 months to 9 months. The effect of these actions on young drivers' safety is not yet known.

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

## Noteworthy Programs

GHSP is supporting and evaluating several innovative approaches to improving young driver safety.

During FY2024, GHSP funded teen driver safety initiatives led by University Health Systems of Eastern North Carolina, the University of North Carolina Highway Safety Research Center, and Students Against

Destructive Decisions (SADD). GHSP also provided continued leadership of the Driver Education Advisory Committee.

For the past eight years, GHSP has supported the “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 FY2024, project staff at University Health Systems of Eastern North Carolina targeted outreach to young people and parents in Pitt and Halifax counties. Project staff reached about 200 parents and 1,400 students with educational presentations. Staff also utilized social media toolkits with topics on distracted driving, impaired driving, seat belt usage, speeding, drowsy driving, car safety and maintenance, and the World Day of Remembrance, as well as multiple types of outreach campaigns with broad reach.



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 identified five communities that are over-represented in teen crash data to receive additional attention as Program Implementation Communities. In FY2024, SADD helped start 30 new chapters, bringing the total active chapters in

NC to 66. SADD also worked with chapters and partners to host 87 school and community traffic safety events across North Carolina in an effort to reduce teen crashes. Social media education efforts reached an estimated 50,000 people.

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 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.

StreetSafe is a non-profit organization dedicated to saving the lives of young drivers by providing hands-on driving training taught by first responders. Supported by GHSP, StreetSafe delivered 48 alcohol education programs to the underserved Hispanic communities reaching approximately 475 individuals during FY2024. Additionally, StreetSafe provided bi-lingual court monitors bi-weekly in New Hanover County to provide information to Spanish-speaking families and answer any questions that the driver or their parent may have had.

Finally, GHSP is a key part of the Drivers Education Advisory Committee, which is housed in the NC Department of Public Instruction (NC DPI) to advise on Drivers Education issues and practices.

## **Program Results**

### ***Teen Safe Driver Program***

During FY2024, University Health Systems of Eastern North Carolina conducted the following:

- Distracted driving educational programming at two high schools in Pitt County and one in Halifax County, reaching approximately 200 parents and 1,400 students.
- Across schools, student post-surveys showed an 8-52% self-reported increase in knowledge/readiness for driving, confidence in communicating safety concerns, and identification of driving distractions. Post-intervention observations indicated a 3-15% decrease in observed distracted driving behaviors.
- Multimodal advertising including a billboard, Greenville Mall campaigns, movie theater ads, gas station TVs, and social media resulted in approximately 4 million impressions.
- Eighty-five social media posts across platforms reached 2,003 people with 91 post engagements, with an additional boosted 35 social media posts reaching 19,581 people with 1,667 engagements.

### ***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 parents, teen drivers, and professionals in the State who are working to improve teen driver safety. During this past year, researchers at the Center assisted communities and organizations in North Carolina that are developing policies or programs including:

- The NC Executive Committee for Highway Safety
- Leaders developing the NC Strategic Highway Safety Plan, including the Younger/Older Drivers Working Group
- Leaders of the NC driver education community, including the Driver Education Advisory Committee

In addition to direct outreach and collaboration, the TDRC team has developed a website, [www.ncteendriver.org](http://www.ncteendriver.org), that is specifically designed to present usable information to parents and teen drivers on ways to safely prepare teens for driving and choose a safe vehicle. This site has been deployed to the public and is under regular maintenance and improvement, including the recent development and updates of an interactive “Teen Driver Progress Tool” and a digital quick reference guide that can be easily downloaded and shared by site visitors.

### ***Students Against Destructive Decisions (SADD)***

During FY2024, SADD accomplished the following:

- Added 30 community-based chapters to bring the total number to 66 active registered chapters.
- Increased the number of community partnerships from 12 to 28.
- SADD worked with these chapters and other partners to host 87 events, presentations, and initiatives.
- Social media education efforts saw a drastic increase this year, reaching over 50,000 social media users across multiple platforms.

- Reached nearly 60,000 total individuals with SADD programming in North Carolina.
- Hosted the NC SADD student conference in June 2024 in Asheville, NC.

## 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 FY2025, GHSP is funding teen driver safety initiatives led by University Health Systems of Eastern North Carolina, the University of North Carolina Highway Safety Research Center, Students Against Destructive Decisions (SADD), and continued leadership in the Driver Education Advisory Committee.

University Health Systems of Eastern North Carolina will maintain efforts in Pitt County and expand efforts into Onslow and Wayne counties by coordinating four parent education activities through the Countdown 2: Drive program, a national program developed by Safe Kids Worldwide designed to prepare teens and their families with the necessary knowledge to be safe passengers. This program will be expanded to include key safety messages for teen drivers while providing parents with tips and resources to empower them to better assist their teens in becoming safer and more experienced drivers. This project will also work directly with select high schools in Pitt, Onslow, and Wayne counties to increase seat belt use and reduce alcohol involved crashes and fatalities among teen drivers while providing monthly education related to distracted driving, speeding, and drowsy driving. The Cinema Drive interactive safe driving program for teens will be utilized in select high schools, as well.

SADD will continue strengthen and grow the network of active student chapters in North Carolina by hosting at least sixty school and community traffic safety events across North Carolina in an effort to reduce teen crashes. Additionally, SADD will host the North Carolina SADD Statewide conference, leveraging learning and leadership opportunities to increase youth knowledge on mobility safety topics and further train young advocates across the State to execute peer-to-peer prevention programs. This conference allows students to make connections across their State and foster participation in programs in their home communities.

GHSP plans to remain an active member of the Driver Education Advisory Committee. GHSP plans to use the 2015 Driver Education Program Assessment Report as the basis for planning driver education program improvements, considering additional training, and evaluating funding priorities. The Driver Education Advisory Committee is also utilizing the Assessment to make changes and improvements in the quality, availability, content, and delivery of driver education. In addition, GHSP plans to work with several partners to help educate leaders in North Carolina about the importance of the state’s Graduated Drivers Licensing program.

## Funded Projects and Activities

The following young driver related projects and activities were funded by GHSP under the FY2024-2026 Triennial Highway Safety Plan:

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<b>Agency:</b>	University of North Carolina – Highway Safety Research Center
<b>Project Number:</b>	TSP-24-23-01
<b>Project Title:</b>	North Carolina Teen Driver Safety Initiative

<b>Project Description:</b>	This continuation project funded the Teen Driver Resource Center to provide guidance and assistance to various stakeholder groups with an interest in improving teen driver and passenger safety throughout North Carolina.
<b>Contributions to Meeting Targets:</b>	The goal of reducing young driver-related fatal crashes by 5% was achieved. HSRC is conducting ongoing exploratory analyses of the relationship between changing GDL provisions during the past few years and teen driver crash rates. HSRC staff attended and presented at the Lifesavers Conference, the NC Traffic Safety Conference, and the AAA Foundation Safe Mobility Conference during FY2024. HSRC staff also participated in multiple meetings to support teen driver safety including the NC Executive Committee for Highway Safety, the NC Driver Education Advisory Committee, and the NC Strategic Highway Safety Plan Older/Younger Drivers Working Group. The staff at HSRC maintained and updated the <a href="http://www.ncteendriver.org">www.ncteendriver.org</a> website. Website traffic at ncteendriver.org increased in FY24 with a total of 1,730 sessions, 1,457 users, and 2,435 page views. HSRC assisted multiple groups, organizations, agencies, and news media representatives by providing education and insights on teen driver safety.
<b>Agency:</b>	University Health Systems of Eastern North Carolina
<b>Project Number:</b>	TSP-24-23-02
<b>Project Title:</b>	Distracted Driving in Eastern NC: Expansion in Pitt and Halifax Counties
<b>Project Description:</b>	This continuation project funded local parent education and peer-to-peer education initiatives in several additional counties in eastern North Carolina.
<b>Contributions to Meeting Targets:</b>	Distracted driving educational programming was conducted in Pitt and Halifax counties. To increase parental involvement, the program conducted Greenville Mall campaigns focused on prom, the 100 Deadliest Days, distracted driving PSAs at local theaters, and social media posts. The program also partnered with an advertising firm to implement one billboard in Halifax County. These efforts registered an estimated combined 3,919,340 impressions. Two parent educational events were held in both Halifax and Pitt counties to generate parental involvement in young driver issues. Thirteen lunchtime educational events were held in the two counties reaching an estimated 1,400 students. While goals related to reducing young driver-involved fatal crashes were not realized, post-observational data reflects decreases in overall distracted driving activities, speeding, passenger-related distractions, and phone usage.
<b>Agency:</b>	University of North Carolina – Highway Safety Research Center
<b>Project Number:</b>	TSP-24-23-03
<b>Project Title:</b>	“Time To Drive” Parent Training Program
<b>Project Description:</b>	This project funded the conversion of the <i>Time to Drive Parent Training Program</i> into an online, self-paced training maintained on the ncteendriver.org website. Experts in instructional design and online course development worked to create a high-quality, engaging, and useful learning tool for parents of teen drivers.

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<b>Contributions to Meeting Targets:</b>	Highway Safety Research Center (HSRC) staff successfully converted the <i>Time to Drive</i> parent education program into an online, self-paced training program featuring videos and interactive scenarios. As part of the process, extensive testing was conducted. HSRC will continue to market the course to teen driver-focused groups as part of the <i>Teen Driver Resource Project</i> .
<b>Agency:</b>	Students Against Destructive Decisions (SADD)
<b>Project Number:</b>	TSP-24-23-04
<b>Project Title:</b>	Strategies in Peer-to-Peer Mobility Safety
<b>Project Description:</b>	This project funded Students Against Destructive Decisions (SADD) to work in communities overrepresented 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 those schools and communities, and eventually across the state.
<b>Contributions to Meeting Targets:</b>	The State Coordinator confirmed a total of 66 active SADD chapters during FY2024 consisting of middle schools, high schools, and community coalitions. NC SADD and partners hosted 87 events, presentations, and initiatives with 26 of these events being held in overrepresented communities (Mecklenburg, Wake, Guilford, Forsyth, and Durham counties). SADD focused efforts in these communities to reduce teen crashes. NC SADD reported reaching an estimated 50,446 people through social media efforts on a variety of platforms. It is estimated traditional media efforts reached an estimated 1,248 people. The SADD Conference was held in June and had 45 in-person attendees with additional virtual participants.
<b>Agency:</b>	StreetSafe NC
<b>Project Number:</b>	TSP-24-23-05
<b>Project Title:</b>	StreetSafe Lifesaving Driving Experience (Spanish Version)
<b>Project Description:</b>	The Street Safe Lifesaving Driving Experience was created to educate teens and young drivers in safe driving practices. This project expanded the program in New Hanover County to the underserved Hispanic community. A lack of bilingual officers, first responders, court workers, and general office assistance makes it very difficult for Spanish-speaking individuals to take advantage of the sessions. This grant funded instructors and materials for the bilingual version of Street Safe Driving Experience and the Alcohol Education Session for the Hispanic youth community.
<b>Contributions to Meeting Targets:</b>	During FY2024, StreetSafe delivered 48 alcohol education programs to the underserved Hispanic communities in Orange and New Hanover counties reaching approximately 475 individuals. StreetSafe staff utilized the seatbelt convincer to simulate the effects of a low-speed motor vehicle crash to over 500 program attendees. StreetSafe provided bi-lingual court monitors bi-weekly in New Hanover County to provide information to Spanish-speaking families and answer any questions that the driver or their parent may have had. StreetSafe staff met with employees of District Attorney's offices to

provide an educational alternative to members of the Spanish-speaking community. Plans are underway to recruit an assistant who can provide translation assistance regarding traffic safety in Johnston County moving forward.

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# Other Highway Safety Priorities

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## Older Drivers

In 2023, there were 335 drivers 65 or older involved in fatal crashes, and there were 222 fatal crashes involving those 70 and older in NC. An estimated 385 drivers 65 or older were involved in fatal crashes in 2024. Based on this data and other demographic trends, The FY2024-2026 Triennial Highway Safety Plan calls for comprehensive approaches to address issues affecting senior drivers.

GHSP helps support and regularly collaborates with a statewide Senior Driver Safety Coalition (SDSC). This broad-based coalition comprised of local and state experts harnesses the collective knowledge of North Carolina professionals and research institutions working in the field of older driver safety. The SDSC collaborates on methods for improving safety among older drivers and to advance awareness of viable transportation alternatives when driving is no longer an option. The coalition also works to implement initiatives that are age-friendly and adaptive to the diverse needs across intergenerational communities. 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.

With GHSP's support, the SDSC collaborated on the development of [www.ncseniordriver.org](http://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. GHSP supports this and other community outreach efforts throughout the year, including 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. In FY2024, GHSP supported the UNC Highway Safety Research Center in making improvements to the website; website users increased by nearly 400% from 1,490 in FY2023 to 7,371 in FY2024.

GHSP partnered with East Carolina University to expand use of a training video called "Between the Lines" which was created in FY 2022 with GHSP support to educate emergency responders in the proper protocols for identifying and reporting medically at-risk older drivers in an effort to reduce the number of at-risk drivers on roadways. In FY24, this training video was used to educate law enforcement officers and EMS service providers in Brunswick, Mecklenburg, and Pitt counties on the proper protocols for identifying and reporting medically at-risk older drivers. Pitt County. Additionally, in FY2024 three presentations were held at Area Health Education Centers (South Piedmont, SEAHEC, and Eastern AHEC) for nurse practitioners. Feedback from participants was positive.

North Carolina has a small network of CarFit Event Coordinators and Technicians that work at events throughout the state to help drivers ensure their vehicle is adjusted appropriately to their bodies, including minimizing blind spots. In FY2023, GHSP supported an effort to pilot the newer CarFit 1:1 model, a method of providing CarFit outside of events at more permanent locations by appointment or as drop-in hours. This pilot helped grow CarFit activities and collaborations and provides case studies for how to successfully implement CarFit in community-based settings. GHSP continues to support the statewide coordination of CarFit activities and volunteers which is important for continued growth and expansion of the program. In FY2024, UNC Highway Safety Research Center, supported by GHSP, developed a *Getting Started Guide* for the CarFit program and hosted five CarFit trainings and three CarFit events, including an intergenerational event with Safe Kids.



This year, GHSP plans to actively solicit grant applications and partnerships to address this issue. GHSP will also work with national researchers to encourage more promising practices and proven countermeasures in this area that NC and other states can adopt to reduce senior fatalities.

## Pedestrians and Bicyclists

There were 253 pedestrians killed in 2023, and an estimated 286 pedestrians were killed in 2024. Although crashes involving pedestrians represent only one percent of the total reported crashes in North Carolina, pedestrians are over-represented in fatal crashes. During 2023, pedestrians accounted for 15% of all traffic fatalities in the state.



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. Pedestrian deaths increasingly occur along higher-speed arterial roads that carry more motor vehicle traffic, which may lack essential pedestrian facilities like sidewalks and safe crossings. Additionally, pedestrians are 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, another indicator that the lack of safe crossing opportunities can result in death or serious injury to pedestrians. Speed, motor vehicle volume, roadway configuration and visibility can all play a role in pedestrian fatalities and serious injuries.

An estimated 44 bicyclists were killed in crashes in North Carolina during 2024, slightly higher than in 2023 (41) and an alarming increase over the 21 killed in 2022. Bicyclist fatalities are most common on weekdays, in the late afternoon or early evening, and at non-intersections. This may reflect 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 unsafely overtake the bicyclist, such as by passing too closely or striking the bicyclist from the rear.

Many 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, such as Vision Zero coalitions, and educate motorists about bicycle and pedestrian safety,

through partnerships with groups like BikeWalkNC and the “Watch for Me” program. Below is an explanation of each and information on their FFY 2024 accomplishments.

GHSP funds the “Watch for Me NC” statewide program to increase pedestrian safety. 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. The “Watch for Me” program has two primary components: marketing, which advertises pedestrian safety messages across NC, and community engagement, which includes extensive community training for advocates and others. In FY 2023, the “Watch for Me” curricula underwent extensive updates and revisions, and the community engagement piece of the program was paused. The marketing portion was conducted in FY 2024 as usual through a \$200,000 grant to NC DOT Communications. GHSP plans to fund the community engagement portion of the program in FY 2024 with the new curriculum.

GHSP also funds the NC Vision Zero Collaborative, which brings together communities across the state to support building multi-sector coalitions for improving road safety. These local coalitions develop safety goals for their communities using the Safe System Approach to reduce traffic fatalities and serious injuries, and then work to accomplish those goals. Many local coalitions had a specific focus on creating safer place for road users outside of the vehicle. As of the end of 2024, this project now includes 25 local communities, exceeding its goal of 18 communities. Each month, these communities met in small group settings of 4-5 to share coaching with one another, under the direction of the Vision Zero team. The Collaborative also host four quarterly large group meetings of all local coalitions, and hosted four quarterly meetings of the Vision Zero Task Force, which is comprised of state level leaders that advise the local coalition work and seek to break down any state level barriers to the local coalition’s work plans. The Vision Zero Collaborative also hosted a 2-day Vision Zero Leadership Summit attended by 76 local coalition members representing 16 different communities. Several of these Vision Zero communities also received varying levels of Safe Streets 4 All funding, thus allowing them to use flexible federal funding to implement their local safety plans.

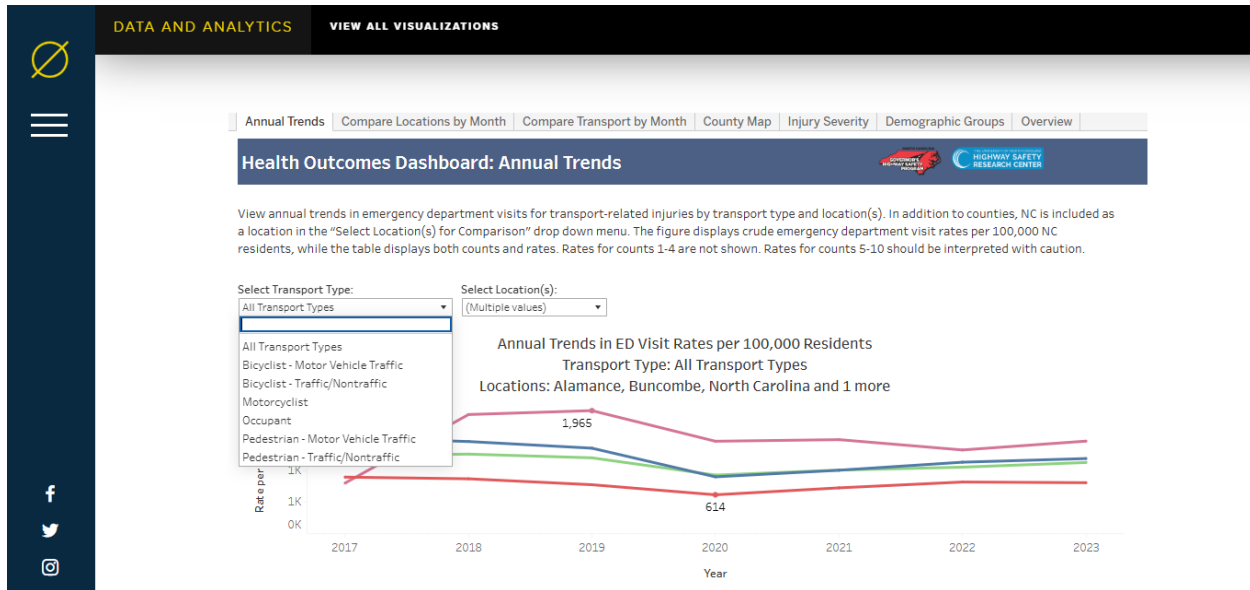
GHSP partnered with BikeWalk NC to provide bicycle and pedestrian road safety education across the state in areas of high need. The Friendly Driver class is adapted from a national curriculum and focuses on teaching motorists how to safely share the road with other types of road users, especially pedestrians and bicyclists.

GHSP also funded the Town of Chapel Hill to implement the town's Pedestrian Safety Action Plan, including community engagement activities and high-visibility crosswalk enforcement, and build on North Carolina’s Vision Zero Initiative to create a safe, connected, and accessible community for pedestrians.



The North Carolina Vision Zero website offers several dashboards that provide in-depth data and trends on pedestrian and bicycle safety. This includes the Health Outcomes Dashboard that showcases transportation injury trends based on emergency department visits for pedestrian and bicyclist injuries for motor vehicle traffic, but also non-motor vehicle traffic, which are often missed in traditional crash data.

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## Funded Projects and Activities

The following projects and activities were funded by GHSP to address other highway safety priorities under the FY2024-2026 Triennial Highway Safety Plan:

<b>Agency:</b>	East Carolina University
<b>Project Number:</b>	CP-24-09-05
<b>Project Title:</b>	Identifying and Reporting Medically At-Risk Older Drivers
<b>Project Description:</b>	This was a continuation project to finalize and implement a training video created in FY2023 to educate emergency responders in Brunswick, Forsyth, Guilford, Mecklenburg, Pitt, and Wake counties in the proper protocols for identifying and reporting medically at-risk older drivers to reduce the number of at-risk drivers on roadways, thus reducing the number of fatalities involving older drivers.
<b>Contributions to Meeting Targets:</b>	East Carolina University (ECU) completed editing the film <i>Between the Lines</i> created in FY2023 designed to educate Advanced Practice Registered Nurses (APRNs). ECU provided three two-hour presentations at three Area Health Education Centers (AHECs) using the film. Educational handouts to support the training were created. The film was shared with several organizations including the Duke-UNC Alzheimer's Disease Research Center (ADRC), the UNC Division of Geriatric Medicine, and the Center for Aging and Health's <i>IDEA Forum</i> , a monthly meeting held by the Duke-UNC ADRC. ECU coordinated with Pitt County EMS to determine how the university could collaborate with EMS statewide and eventually, nationwide to reduce older driver-involved traffic fatalities, injuries, and crashes.
<b>Agency:</b>	University of North Carolina – Highway Safety Research Center
<b>Project Number:</b>	CP-24-09-08

<b>Project Title:</b>	Senior Driver Information Center
<b>Project Description:</b>	This continuing project supported the statewide Senior Driver Safety Coalition and 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, available resources, and how to access these services.
<b>Contributions to Meeting Targets:</b>	During this project year, Highway Safety Research Center (HSRC) staff made improvements to the <a href="https://ncseniordriver.org">ncseniordriver.org</a> website, continued to support the CarFit program, and coordinated the Senior Driver Working Group. Website users increased by nearly 400% from 1,490 in FY2023 to 7,371 in FY2024. The <i>NC Licensing Policies and Practices</i> page in the <i>Caregivers</i> section of the website received the most views (6,502). HSRC developed new pages on the website to highlight CarFit and the Senior Driver Working Group and developed a new member handbook. HSRC also developed a <i>Getting Started Guide</i> for the CarFit program and hosted five CarFit trainings and three CarFit events, including an intergenerational event with Safe Kids.
<b>Agency:</b>	Town of Chapel Hill
<b>Project Number:</b>	FHPE-24-17-02 and PS-24-05-01
<b>Project Title:</b>	Pedestrian Safety Action Plan
<b>Project Description:</b>	This project funded efforts to continue the town's Pedestrian Safety Action Plan and build off North Carolina's Vision Zero initiative to create a safe, connected, and accessible community for pedestrians. This grant funded a GIS/Complete Streets specialist to analyze existing pedestrian crash data, collect pedestrian crash data, and provide guidance to treat high-risk streets and intersections. This program created a Vision Zero coalition comprised of community stakeholders, including representatives of underserved communities, who guided the Plan's activities. Funding is also provided for overtime crosswalk enforcement activities.
<b>Contributions to Meeting Targets:</b>	Chapel Hill made efforts in public engagement, infrastructure improvement recommendations, traffic calming, and crosswalk enforcement in an effort to reduce pedestrian crashes in Orange County. Chapel Hill partnered with the police department to conduct 276 hours of enforcement in crosswalks and areas of high pedestrian traffic. The town participated in community outreach and educational events focused on bicycle and pedestrian safety, which included the Vision Zero Leadership Institute in September. Staff members led several walk audits of Chapel Hill for task force members, residents, UNC students and faculty, and business owners. Chapel Hill utilized modular traffic medians to develop and design quick-build projects to test traffic calming effectiveness before installation.
<b>Agency:</b>	BikeWalk North Carolina
<b>Project Number:</b>	FHPE-24-17-03 and PS-24-05-02
<b>Project Title:</b>	NC Friendly Driver Program: Bike/Ped Safety and Better Transportation for All
<b>Project Description:</b>	This new grant funds the Bicycle Friendly Driver Program, a 1.5-hour, interactive course detailing laws for drivers and bicyclists, the purpose of and

how to properly use bicycle infrastructure, and how to avoid common crashes between people in cars and on bikes. In addition, NC BikeWalk will organize and deliver the NC BikeWalk Transportation Summit that focuses on non-motorized safety education and best practices.

**Contributions to Meeting Targets:**

BikeWalk North Carolina engaged with numerous stakeholders including GHSP, bicycle and pedestrian advocacy groups, communities, high schools, universities, etc. Efforts were focused on priority counties that included Cumberland, Durham, Forsyth, Guilford, Mecklenburg, New Hanover, and Wake counties. BikeWalk delivered 16 presentations to 574 participants including law enforcement, city planners, transportation professionals, high school and college students, and bicycle and pedestrian advocacy groups. BikeWalk made significant strides in content creation and community outreach focusing on young drivers, law enforcement, and bus operators while utilizing several social media platforms to provide traffic safety messaging, including Facebook, Instagram, and Twitter. BikeWalk North Carolina held the 13<sup>th</sup> annual NC BikeWalk Transportation Summit which included 262 registered attendees.

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<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	FHX-24-00-00
<b>Project Title:</b>	GHSP In-House Nonmotorized Safety Future Projects
<b>Project Description:</b>	GHSP set aside funds for anticipated projects that may occur during the year. Opportunities could arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

<b>Contributions to Meeting Targets:</b>	Not Applicable
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<b>Agency:</b>	Governor's Highway Safety Program
<b>Project Number:</b>	BGSP-24-00-00
<b>Project Title:</b>	GHSP In-House Nonmotorized Safety Future Projects
<b>Project Description:</b>	GHSP set aside funds for anticipated projects that may occur during the year. Opportunities could arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

<b>Contributions to Meeting Targets:</b>	Not Applicable
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# FY2024 Non-implemented Grants

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The following projects were not implemented during FY2024. For each project, the rationale for discontinuing the grant is provided.

<b>Agency:</b>	Towing and Recovery Professionals of North Carolina
<b>Project Number:</b>	M12BPE-24-24-01
<b>Project Title:</b>	Move Over Law Project
<b>Project Description:</b>	The nonprofit Towing and Recovery Professionals worked to increase public awareness of the Move Over law through the creation of a statewide strategic media campaign. The organization will conduct outreach at public events such as the North Carolina State Fair and various festivals. The organization will work with public schools and driver education programs to make new drivers aware of the Move Over law.
<b>Contributions to Meeting Targets:</b>	The grantee did not implement the project as planned. The project director has been replaced for the FY2025 project year.
<b>Agency:</b>	Edenton Police Department
<b>Project Number:</b>	PT-24-06-44
<b>Project Title:</b>	Edenton Police Department Traffic Safety Enforcement Overtime Activity
<b>Project Description:</b>	This project funds overtime for officers to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Chowan County is ranked 88th for overall fatalities, 86th for unrestrained fatalities, and 79th for speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts and ranks high on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	Edenton Police Department failed to respond to multiple requests for required changes to their application.
<b>Agency:</b>	Pasquotank County Sheriff's Office
<b>Project Number:</b>	PT-24-06-16
<b>Project Title:</b>	Pasquotank County Safe Roads Overtime
<b>Project Description:</b>	This project funds overtime for officers to work high-visibility enforcement with a focus on seatbelt and speeding enforcement. Pasquotank County is ranked 71st for overall fatalities, 76th for unrestrained fatalities, and 74th for speeding-related fatalities. This is a traditionally underserved community for grant-funded traffic safety efforts and ranks high on NCDOT's TDI rankings.
<b>Contributions to Meeting Targets:</b>	Pasquotank County Sheriff's Office withdrew from consideration for funding due to backup documentation requirements for overtime projects.

## **Cost Summary**

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**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Federal Reimbursement Voucher**  
**2024-FINAL**

Report Date: 01/16/2025

Claim Period:

10/01/2023 - 09/30/2024

Posted: 01/16/2025

Posted in DELPHI: 01/16/2025

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
<b>NHTSA</b>								
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2024-01-01-00	Planning	\$179,136.00	\$0.00	\$358,272.00	\$179,136.00	\$179,136.00	\$0.00
<b>Planning and Administration Total</b>			<b>\$179,136.00</b>	<b>\$0.00</b>	<b>\$358,272.00</b>	<b>\$179,136.00</b>	<b>\$179,136.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2024-00-00-00	Impaired Driving Future Projects GHSP	-\$2,568.32	\$0.00	-\$2,568.32	-\$2,568.32	-\$2,568.32	\$0.00
	AL-2024-02-02-00	NCDPS SHP BILI Overtime	\$297,131.00	\$0.00	\$1,297,131.00	\$297,131.00	\$297,131.00	\$0.00
<b>Alcohol Total</b>			<b>\$294,562.68</b>	<b>\$0.00</b>	<b>\$1,294,562.68</b>	<b>\$294,562.68</b>	<b>\$294,562.68</b>	<b>\$0.00</b>
<b>Motorcycle Safety</b>								
	MC-2024-03-01-00	NCDPS SHP BikeSafe 2024	\$15,792.00	\$0.00	\$15,792.00	\$15,792.00	\$15,792.00	\$0.00
<b>Motorcycle Safety Total</b>			<b>\$15,792.00</b>	<b>\$0.00</b>	<b>\$15,792.00</b>	<b>\$15,792.00</b>	<b>\$15,792.00</b>	<b>\$0.00</b>
<b>Occupant Protection</b>								
	OP-2024-04-01-00	NCDPS SHP CIOT Overtime	\$185,364.00	\$0.00	\$1,185,364.00	\$185,364.00	\$185,364.00	\$0.00
	OP-2024-04-02-00	NC Judicial Conference of District Attor	\$435,996.87	\$288,000.00	\$435,996.87	\$435,996.87	\$435,996.87	\$0.00
<b>Occupant Protection Total</b>			<b>\$621,360.87</b>	<b>\$288,000.00</b>	<b>\$1,621,360.87</b>	<b>\$621,360.87</b>	<b>\$621,360.87</b>	<b>\$0.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2024-05-01-00	Chapel Hill Pedes						
<b>icycle Safety Total</b>			<b>\$40,000.00</b>	<b>\$10,000.00</b>	<b>\$40,000.00</b>	<b>\$40,000.00</b>	<b>\$40,000.00</b>	<b>\$0.00</b>
<b>Police Traffic Services</b>								
	PT-2024-06-01-00	GHSP STEP Program	\$661,683.39	\$661,683.39	\$661,683.39	\$661,683.39	\$661,683.39	\$0.00
	PT-2024-06-41-00	NC Department of Justice	\$149,881.00	\$0.00	\$149,881.00	\$149,881.00	\$149,881.00	\$0.00
	PT-2024-06-53-00	Cabarrus County Traffic Enforcement Vehi	\$78,200.00	\$78,200.00	\$92,000.00	\$78,200.00	\$78,200.00	\$0.00
	PT-2024-13-80-0.		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Police Traffic Services Total</b>			<b>\$889,764.39</b>	<b>\$739,883.39</b>	<b>\$903,564.39</b>	<b>\$889,764.39</b>	<b>\$889,764.39</b>	<b>\$0.00</b>
<b>Traffic Records</b>								
	TR-2024-07-01-00	HSRC Traffic Records Strategic Plan	\$88,013.00	\$0.00	\$88,013.00	\$88,013.00	\$88,013.00	\$0.00
	TR-2024-07-02-00	NCSU ITRE Vision Zero Technical	\$10,000.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
<b>Traffic Records Total</b>			<b>\$98,013.00</b>	<b>\$0.00</b>	<b>\$98,013.00</b>	<b>\$98,013.00</b>	<b>\$98,013.00</b>	<b>\$0.00</b>
<b>Community Traffic Safety Project</b>								
	CP-2024-09-01-00	GHSP Programs	\$460,000.00	\$0.00	\$460,000.00	\$460,000.00	\$460,000.00	\$0.00



CP-2024-09-03-00	Communications Officer	\$125,000.00	\$ .00	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$ .00
CP-2024-09-04-00	HSRC Building Capacity for Vision Zero	\$403,786.00	\$ .00	\$403,786.00	\$403,786.00	\$403,786.00	\$403,786.00	\$ .00
CP-2024-09-05-00	East Carolina University Medically At-Ri	\$57,595.00	\$57,595.00	\$57,595.00	\$57,595.00	\$57,595.00	\$57,595.00	\$ .00
CP-2024-09-07-00	NCSU ITRE Conference and Event Support	\$280,101.00	\$ .00	\$280,101.00	\$280,101.00	\$280,101.00	\$280,101.00	\$ .00
CP-2024-09-08-00	HSRC Senior Driver Information Center	\$87,958.00	\$ .00	\$87,958.00	\$87,958.00	\$87,958.00	\$87,958.00	\$ .00
CP-2024-09-09-00	HSRC GHSP Website and Reporting System	\$32,823.00	\$24,422.00	\$32,823.00	\$32,823.00	\$32,823.00	\$32,823.00	\$ .00
CP-2024-09-10-00	HSRC Highway Safety Plan	\$137,824.00	\$ .00	\$137,824.00	\$137,824.00	\$137,824.00	\$137,824.00	\$ .00
CP-2024-09-15-00	NC Alliance for Safe Transportation (NCA	\$87,582.00	\$ .00	\$87,582.00	\$87,582.00	\$87,582.00	\$87,582.00	\$ .00
<b>Community Traffic Safety Project Total</b>		<b>\$1,672,669.00</b>	<b>\$82,017.00</b>	<b>\$1,672,669.00</b>	<b>\$1,672,669.00</b>	<b>\$1,672,669.00</b>	<b>\$1,672,669.00</b>	<b>\$ .00</b>
<b><i>Paid Advertising</i></b>								
PM-2024-18-01-00	NCDOT Comms General Media	\$600,000.00	\$ .00	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00	\$ .00
PM-2024-18-02-00	NCDOT Comms BILI Media	\$624,375.00	\$ .00	\$624,375.00	\$624,375.00	\$624,375.00	\$624,375.00	\$ .00
PM-2024-18-03-00	NCDOT Comms Click It or Ticket Media and	\$605,000.00	\$ .00	\$605,000.00	\$605,000.00	\$605,000.00	\$605,000.00	\$ .00
<b>Paid Advertising Total</b>		<b>\$1,829,375.00</b>	<b>\$ .00</b>	<b>\$1,829,375.00</b>	<b>\$1,829,375.00</b>	<b>\$1,829,375.00</b>	<b>\$1,829,375.00</b>	<b>\$ .00</b>
<b><i>Teen Safety Program</i></b>								
TSP-2024-23-01-00	HSRC Teen Driver Safety Initiative	\$96,426.00	\$ .00	\$96,426.00	\$96,426.00	\$96,426.00	\$96,426.00	\$ .00
TSP-2024-23-02-00	University Health Systems of Easter NC	\$124,894.00	\$124,894.00	\$124,894.00	\$124,894.00	\$124,894.00	\$124,894.00	\$ .00
TSP-2024-23-03-00	UNC HSRC Time to Drive	\$150,000.00	\$ .00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$ .00
TSP-2024-23-04-00	SADD	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$ .00
<b>Teen Safety Program Total</b>		<b>\$471,320.00</b>	<b>\$224,894.00</b>	<b>\$471,320.00</b>	<b>\$471,320.00</b>	<b>\$471,320.00</b>	<b>\$471,320.00</b>	<b>\$ .00</b>
<b><i>FAST Act NHTSA 402 Total</i></b>		<b>\$6,111,992.94</b>	<b>\$1,344,794.39</b>	<b>\$8,304,928.94</b>	<b>\$6,111,992.94</b>	<b>\$6,111,992.94</b>	<b>\$6,111,992.94</b>	<b>\$ .00</b>
<b><i>FAST Act 405b OP Low</i></b>								
<b><i>405b Low Public Education</i></b>								
M2PE-2024-13-01-00	HRSC Buckle UP NC	\$121,280.00	\$ .00	\$121,280.00	\$121,280.00	\$121,280.00	\$121,280.00	\$ .00
<b>405b Low Public Education Total</b>		<b>\$121,280.00</b>	<b>\$ .00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$ .00</b>
<b><i>405b OP Low</i></b>								
M2X-2024-00-00-00	Occupant Protection Future Project GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405b OP Low Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b><i>FAST Act 405b OP Low Total</i></b>		<b>\$121,280.00</b>	<b>\$ .00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$121,280.00</b>	<b>\$ .00</b>
<b><i>FAST Act 405c Data Program</i></b>								
<b><i>405c Data Program</i></b>								
M3DA-2024-00-00-00	Traffic Records Future Projects GHSP	-\$13,467.14	\$ .00	-\$13,467.14	-\$13,467.14	-\$13,467.14	-\$13,467.14	\$ .00
M3DA-2024-14-01-00	NCSU ITRE Vison Zero Technical Support	\$426,635.00	\$ .00	\$426,635.00	\$426,635.00	\$426,635.00	\$426,635.00	\$ .00
M3DA-2024-14-02-00	NC Judicial AOC Printers	\$156,401.28	\$ .00	\$156,401.28	\$156,401.28	\$156,401.28	\$156,401.28	\$ .00
<b>405c Data Program Total</b>		<b>\$569,569.14</b>	<b>\$ .00</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$ .00</b>
<b><i>FAST Act 405c Data Program Total</i></b>		<b>\$569,569.14</b>	<b>\$ .00</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$569,569.14</b>	<b>\$ .00</b>
<b><i>FAST Act 405d Impaired Driving Mid</i></b>								
<b><i>405d Mid BAC Testing/Reporting</i></b>								
M5BAC-2024-15-01-00	NC DHHS FTA BAT Program	\$314,795.00	\$ .00	\$314,795.00	\$314,795.00	\$314,795.00	\$314,795.00	\$ .00
M5BAC-2024-15-02-00	NC DHHS FTA Science Program	\$616,273.00	\$ .00	\$616,273.00	\$616,273.00	\$616,273.00	\$616,273.00	\$ .00
<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$931,068.00</b>	<b>\$ .00</b>	<b>\$931,068.00</b>	<b>\$931,068.00</b>	<b>\$931,068.00</b>	<b>\$931,068.00</b>	<b>\$ .00</b>
<b><i>405d Mid Training</i></b>								
M5TR-2024-15-01-00	NC DHHS FTA DRE Program	\$251,015.00	\$ .00	\$251,015.00	\$251,015.00	\$251,015.00	\$251,015.00	\$ .00

M5TR-2024-15-02-00	NC DHHS FTA SFST Program	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$180,000.00	\$0.00
405d Mid Training Total		\$431,015.00	\$0.00	\$431,015.00	\$431,015.00	\$431,015.00	\$0.00
405d Impaired Driving Mid							
M5X-2024-00-00-00	Impaired Driving Future Projects GHSP	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405d Impaired Driving Mid Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST Act 405d Impaired Driving Mid Total		\$1,362,083.00	\$0.00	\$1,362,083.00	\$1,362,083.00	\$1,362,083.00	\$0.00
FAST Act 405f Motorcycle Safety Programs							
405f Safety Motorcyclist Training							
MIIMT-2024-16-01-00	NCDPS SHP BikeSafe 2024	\$48,812.85	\$0.00	\$48,812.85	\$48,812.85	\$48,812.85	\$0.00
405f Safety Motorcyclist Training Total		\$48,812.85	\$0.00	\$48,812.85	\$48,812.85	\$48,812.85	\$0.00
405f Motorcycle Safety Programs							
M1 IX-2024-00-00-00	Motorcycle Safety Future Projects	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcycle Safety Programs Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST Act 405f Motorcycle Safety Programs Total		\$48,812.85	\$0.00	\$48,812.85	\$48,812.85	\$48,812.85	\$0.00
FAST Act 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-17-01-00	NCDOT Comms Watch For Me Media	\$154,150.78	\$0.00	\$154,150.78	\$154,150.78	\$154,150.78	\$0.00
405h Public Education Total		\$154,150.78	\$0.00	\$154,150.78	\$154,150.78	\$154,150.78	\$0.00
405h Nonmotorized Safety							
FHX-2024-00-00-00	Non-Motorized Future Projects GHSP	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405h Nonmotorized Safety Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST Act 405h Nonmotorized Safety Total		\$154,150.78	\$0.00	\$154,150.78	\$154,150.78	\$154,150.78	\$0.00
BIL NHTSA 402							
Planning and Administration							
PA-2024-01-01-00	GHSP Planning and Administration	\$130,912.00	\$0.00	\$261,824.00	\$130,912.00	\$130,912.00	\$0.00
Planning and Administration Total		\$130,912.00	\$0.00	\$261,824.00	\$130,912.00	\$130,912.00	\$0.00
Impaired Driving							
AL-2024-00-00-00	Impaired Driving Future Projects	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
AL-2024-02-03-00	Robeson County DA's Office DWI Treatment	\$110,083.00	\$110,083.00	\$110,083.00	\$110,083.00	\$110,083.00	\$0.00
AL-2024-02-04-00	NCDPS ALE Mobile Enforcement	\$12,429.00	\$0.00	\$12,429.00	\$12,429.00	\$12,429.00	\$0.00
AL-2024-02-05-00	Carolinas Medical Center	\$85,649.00	\$85,649.00	\$85,649.00	\$85,649.00	\$85,649.00	\$0.00
AL-2024-02-07-00	Charlotte-Mecklenburg PD DWI Task Force	\$97,361.00	\$97,361.00	\$389,441.00	\$97,361.00	\$97,361.00	\$0.00
AL-2024-02-08-00	Statesville PD DWI Task Force	\$71,610.00	\$71,610.00	\$143,218.00	\$71,610.00	\$71,610.00	\$0.00
AL-2024-02-09-00	Kernersville PD - Forsyth Co. DWI Task F	\$16,482.00	\$16,482.00	\$65,926.00	\$16,482.00	\$16,482.00	\$0.00
AL-2024-02-10-00	Belmont PD DWI Enforcement Officer	\$25,397.00	\$25,397.00	\$50,791.00	\$25,397.00	\$25,397.00	\$0.00
Impaired Driving Total		\$419,011.00	\$406,582.00	\$857,537.00	\$419,011.00	\$419,011.00	\$0.00
Motorcycle Safety							
MC-2024-03-02-00	Raleigh PD BikeSafe	\$4,340.00	\$4,340.00	\$4,340.00	\$4,340.00	\$4,340.00	\$0.00
MC-2024-03-03-00	Jacksonville PD BikeSafe	\$1,601.00	\$1,601.00	\$1,601.00	\$1,601.00	\$1,601.00	\$0.00
MC-2024-03-04-00	Asheville PD BikeSafe Regional Coordinat	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MC-2024-03-05-00	Cabarrus Co. SO BikeSafe Regional Coordi	\$4,555.00	\$4,555.00	\$4,555.00	\$4,555.00	\$4,555.00	\$0.00
MC-2024-03-06-00	Winston-Salem PD BikeSafe Regional Coord	\$3,038.00	\$3,038.00	\$3,038.00	\$3,038.00	\$3,038.00	\$0.00

[illegible]

Community Traffic Safety Programs Total				\$1,027,140.00	\$65,898.00	\$1,027,140.00	\$1,027,140.00	\$1,027,140.00	\$0.00
Driver Education									
DE-2024-08-01-00		NCDMV Customer Compliance Training		\$20,512.00	\$0.00	\$20,512.00	\$20,512.00	\$20,512.00	\$0.00
Driver Education Total				\$20,512.00	\$0.00	\$20,512.00	\$20,512.00	\$20,512.00	\$0.00
Roadway Safety									
RS-2024-12-01-00		Towing and Recovery Professionals of N.C		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Roadway Safety Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Paid Advertising									
PM-2024-18-01-00		General Media		\$7,250.00	\$0.00	\$7,250.00	\$7,250.00	\$7,250.00	\$0.00
PM-2024-18-03-00		NCDOT Comms Click It or Ticket Media and		\$234,500.00	\$0.00	\$234,500.00	\$234,500.00	\$234,500.00	\$0.00
Paid Advertising Total				\$241,750.00	\$0.00	\$241,750.00	\$241,750.00	\$241,750.00	\$0.00
Teen Safety Program									
TSP-2024-23-03-00		UNC HSRC Time to Drive		\$57,569.00	\$0.00	\$57,569.00	\$57,569.00	\$57,569.00	\$0.00
TSP-2024-23-04-00		SADD		\$28,564.00	\$28,564.00	\$28,564.00	\$28,564.00	\$28,564.00	\$0.00
TSP-2024-23-05-00		S. Solutions		\$52,270.00	\$52,270.00	\$52,270.00	\$52,270.00	\$52,270.00	\$0.00
Teen Safety Program Total				\$138,403.00	\$80,834.00	\$138,403.00	\$138,403.00	\$138,403.00	\$0.00
Heatstroke/ Unattended passenger education									
UNATTD-2024-20-01-00		NC Hot Car Awareness Campaign		\$74,810.00	\$0.00	\$74,810.00	\$74,810.00	\$74,810.00	\$0.00
Heatstroke/Unattended passenger education Total				\$74,810.00	\$0.00	\$74,810.00	\$74,810.00	\$74,810.00	\$0.00
BIL NHTSA 402 Total				\$4,061,814.74	\$2,558,974.74	\$5,539,152.39	\$4,061,814.74	\$4,061,814.74	\$0.00
BIL 1906 Prohibit Racial Profiling									
1906 Collecting and Maintaining Data									
F1906CMD-2024-19-01-00		NCDPS SBI Traffic Stop Data Program		\$69,153.73	\$0.00	\$69,153.73	\$69,153.73	\$69,153.73	\$0.00
1906 Collecting and Maintaining Data Total				\$69,153.73	\$0.00	\$69,153.73	\$69,153.73	\$69,153.73	\$0.00
1906 Evaluating Results									
FI 906ER-2024-00-00-00		1906 Future Projects GHSP		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1906 Evaluating Results Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
BIL 1906 Prohibit Racial Profiling Total				\$69,153.73	\$0.00	\$69,153.73	\$69,153.73	\$69,153.73	\$0.00
BIL 405b OP High									
405b OP High Uncommitted									
MIX-2024-00-00-00		Occupant Protection Future Projects GHSP		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405b OP High Uncommitted Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
BIL 405b OP High Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
BIL 405b OP Low									
405b Low Public Education									
M2PE-2024-13-01-00		HSRC Buckle Up NC		\$153,015.00	\$0.00	\$153,015.00	\$153,015.00	\$153,015.00	\$0.00
405b Low Public Education Total				\$153,015.00	\$0.00	\$153,015.00	\$153,015.00	\$153,015.00	\$0.00
405b Low Community CPS Services									
M2CPS-2024-13-01-00		NCDOI Child Passenger Safety Program		\$357,981.00	\$0.00	\$357,981.00	\$357,981.00	\$357,981.00	\$0.00
M2CPS-2024-13-02-00		Mountain Area Health Care Education		\$166,151.40	\$0.00	\$166,151.40	\$166,151.40	\$166,151.40	\$0.00
405b Low Community CPS Services Total				\$524,132.40	\$0.00	\$524,132.40	\$524,132.40	\$524,132.40	\$0.00

**405b Low OP Information System**

M2OP-2024-13-01-00	NCSU ITRE Seat Belt Survey	\$242,190.00	\$ .00	\$242,190.00	\$242,190.00	\$242,190.00	\$242,190.00	\$ .00
<b>405b Low OP Information System Total</b>		<b>\$242,190.00</b>	<b>\$ .00</b>	<b>\$242,190.00</b>	<b>\$242,190.00</b>	<b>\$242,190.00</b>	<b>\$242,190.00</b>	<b>\$ .00</b>

**405b OP Low Uncommitted**

M2X-2024-00-00-00	Occupant Protection Future Project GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405b OP Low Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>BIL 405b OP Low Total</b>		<b>\$919,337.40</b>	<b>\$ .00</b>	<b>\$919,337.40</b>	<b>\$919,337.40</b>	<b>\$919,337.40</b>	<b>\$919,337.40</b>	<b>\$ .00</b>

**BIL 405c Data Program****405c Data Program**

M3DA-2024-00-00-00	Traffic Records Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
M3DA-2024-14-02-00	NC Judicial AOC Printers	\$132,049.14	\$ .00	\$132,049.14	\$132,049.14	\$132,049.14	\$132,049.14	\$ .00
M3DA-2024-14-03-00	NCDMV CRIS	\$902,380.00	\$ .00	\$902,380.00	\$902,380.00	\$902,380.00	\$902,380.00	\$ .00
M3DA-2024-14-04-00	HSRC EMS/ER Crash Data	\$211,387.00	\$ .00	\$211,387.00	\$211,387.00	\$211,387.00	\$211,387.00	\$ .00
<b>405c Data Program Total</b>		<b>\$1,245,816.14</b>	<b>\$ .00</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$ .00</b>
<b>BIL 405c Data Program Total</b>		<b>\$1,245,816.14</b>	<b>\$ .00</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$1,245,816.14</b>	<b>\$ .00</b>

**BIL 405d Impaired Driving Mid****405d Mid HVE**

M5HVE-2024-15-01-00	Onslow County 5.0. DWIUnit	\$95,154.00	\$ .00	\$380,614.00	\$95,154.00	\$95,154.00	\$95,154.00	\$ .00
M5HVE-2024-15-02-00	Lumberton Police Department DWI Unit	\$59,908.00	\$ .00	\$119,812.00	\$59,908.00	\$59,908.00	\$59,908.00	\$ .00
M5HVE-2024-15-03-00	Guilford County SO DWI Task Force Expans	\$123,836.00	\$ .00	\$495,342.00	\$123,836.00	\$123,836.00	\$123,836.00	\$ .00
M5HVE-2024-15-04-00	Buncombe County SO DWI Task Force	\$126,312.00	\$ .00	\$252,621.00	\$126,312.00	\$126,312.00	\$126,312.00	\$ .00
M5HVE-2024-15-05-00	Thomasville Police Department DWI Task F	\$53,487.00	\$ .00	\$62,923.00	\$53,487.00	\$53,487.00	\$53,487.00	\$ .00
M5HVE-2024-15-06-00	Winston-Salem PD DWI Task Force	\$56,150.00	\$ .00	\$224,598.00	\$56,150.00	\$56,150.00	\$56,150.00	\$ .00
<b>405d Mid HVETotal</b>		<b>\$514,847.00</b>	<b>\$ .00</b>	<b>\$1,535,910.00</b>	<b>\$514,847.00</b>	<b>\$514,847.00</b>	<b>\$514,847.00</b>	<b>\$ .00</b>

**405d Mid Court Support**

M5CS-2024-15-01-00	NC Judicial Conference of District Attor	\$127,663.40	\$ .00	\$127,663.40	\$127,663.40	\$127,663.40	\$127,663.40	\$ .00
M5CS-2024-15-02-00	NC Judicial- AOC Buncombe Co. DWI Court	\$58,477.00	\$ .00	\$58,477.00	\$58,477.00	\$58,477.00	\$58,477.00	\$ .00
M5CS-2024-15-03-00	AOC-Emergency Judges for DWI Court Sessi	\$190,117.00	\$ .00	\$190,117.00	\$190,117.00	\$190,117.00	\$190,117.00	\$ .00
<b>405d Mid Court Support Total</b>		<b>\$376,257.40</b>	<b>\$ .00</b>	<b>\$376,257.40</b>	<b>\$376,257.40</b>	<b>\$376,257.40</b>	<b>\$376,257.40</b>	<b>\$ .00</b>

**405d Mid Ignition Interlock**

M5II-2024-15-01-00	NCDMV Ignition Interlock Improvements	\$38,257.00	\$ .00	\$38,257.00	\$38,257.00	\$38,257.00	\$38,257.00	\$ .00
<b>405d Mid Ignition Interlock Total</b>		<b>\$38,257.00</b>	<b>\$ .00</b>	<b>\$38,257.00</b>	<b>\$38,257.00</b>	<b>\$38,257.00</b>	<b>\$38,257.00</b>	<b>\$ .00</b>

**405d Mid BAC Testing/Reporting**

M5BAC-2024-15-01-00	NC DHHS FTA BAT Program	\$354,104.00	\$ .00	\$354,104.00	\$354,104.00	\$354,104.00	\$354,104.00	\$ .00
M5BAC-2024-15-02-00	NCDHHS FTA Science Program	\$235,979.00	\$ .00	\$235,979.00	\$235,979.00	\$235,979.00	\$235,979.00	\$ .00
M5BAC-2024-15-03-00	New Hanover County Sheriff's Office Labo	\$102,330.00	\$ .00	\$102,330.00	\$102,330.00	\$102,330.00	\$102,330.00	\$ .00
M5BAC-2024-15-04-00	NCDOJ NC State Crime Lab Toxicology	\$233,026.00	\$ .00	\$233,026.00	\$233,026.00	\$233,026.00	\$233,026.00	\$ .00
<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$925,439.00</b>	<b>\$ .00</b>	<b>\$925,439.00</b>	<b>\$925,439.00</b>	<b>\$925,439.00</b>	<b>\$925,439.00</b>	<b>\$ .00</b>

**405d Mid Training**

M5TR-2024-15-01-00	NC DHHS FTA DRE Program	\$157,368.00	\$ .00	\$157,368.00	\$157,368.00	\$157,368.00	\$157,368.00	\$ .00
M5TR-2024-15-02-00	NC DHHS FTA SFST Program	\$48,171.00	\$ .00	\$48,171.00	\$48,171.00	\$48,171.00	\$48,171.00	\$ .00
<b>405d Mid Training Total</b>		<b>\$205,539.00</b>	<b>\$ .00</b>	<b>\$205,539.00</b>	<b>\$205,539.00</b>	<b>\$205,539.00</b>	<b>\$205,539.00</b>	<b>\$ .00</b>

**405d Mid Other Based on Problem ID**

M5OT-2024-15-01-00	MADD	\$289,948.00	\$ .00	\$289,948.00	\$289,948.00	\$289,948.00	\$289,948.00	\$ .00
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<b>405d Mid Other Based on Problem ID Total</b>		<b>\$289,948.00</b>	<b>\$ .00</b>	<b>\$289,948.00</b>	<b>\$289,948.00</b>	<b>\$289,948.00</b>	<b>\$ .00</b>
<b>405d Impaired Driving Mid Uncommitted</b>							
MSX-2024-00-00-00	Impaired Driving Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405d Impaired Driving Mid Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>BIL 405d Impaired Driving Mid Total</b>		<b>\$2,350,287.40</b>	<b>\$ .00</b>	<b>\$3,371,350.40</b>	<b>\$2,350,287.40</b>	<b>\$2,350,287.40</b>	<b>\$ .00</b>
<b>BIL 405f Motorcycle Programs</b>							
<b>405f Motorcyclist Training</b>							
MIIMT-2024-16-01-00	NC DPS SHP BikeSafe 2024	\$106,874.86	\$ .00	\$106,874.86	\$106,874.86	\$106,874.86	\$ .00
M1IMT-2024-16-02-00	LECC Quality Assurance/Summer Update	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
M1IMT-2024-16-03-00	LECC NCMSEP Equipment/Personnel	\$4,269.00	\$ .00	\$8,537.00	\$4,269.00	\$4,269.00	\$ .00
<b>40Sf Motorcyclist Training Total</b>		<b>\$111,143.86</b>	<b>\$ .00</b>	<b>\$115,411.86</b>	<b>\$111,143.86</b>	<b>\$111,143.86</b>	<b>\$ .00</b>
<b>405f Motorcycle Uncommitted</b>							
M1 IX-2024-00-00-00	Motorcycle Safety Future Projects	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>40Sf Motorcycle Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>BIL 405f Motorcycle Programs Total</b>		<b>\$111,143.86</b>	<b>\$ .00</b>	<b>\$115,411.86</b>	<b>\$111,143.86</b>	<b>\$111,143.86</b>	<b>\$ .00</b>
<b>BIL 405h Nonmotorized Safety</b>							
<b>405h Public Education</b>							
FHPE-2024-17-01-00	Watch For Me Media	\$45,848.22	\$ .00	\$45,848.22	\$45,848.22	\$45,848.22	\$ .00
FHPE-2024-17-02-00	Chapel Hill Pedestrian Safety Action Pla	\$63,871.83	\$ .00	\$63,871.83	\$63,871.83	\$63,871.83	\$ .00
FHPE-2024-17-03-00	BikeWalk North Carolina	\$189,017.00	\$ .00	\$189,017.00	\$189,017.00	\$189,017.00	\$ .00
<b>405h Public Education Total</b>		<b>\$298,737.05</b>	<b>\$ .00</b>	<b>\$298,737.05</b>	<b>\$298,737.05</b>	<b>\$298,737.05</b>	<b>\$ .00</b>
<b>405h Nonmotorized Safety Uncommitted</b>							
FHX-2024-00-00-00	Non-Motorized Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405h Nonmotorized Safety Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>BIL 405h Nonmotorized Safety Total</b>		<b>\$298,737.05</b>	<b>\$ .00</b>	<b>\$298,737.05</b>	<b>\$298,737.05</b>	<b>\$298,737.05</b>	<b>\$ .00</b>
<b>SUPPLEMENTAL BIL NHTSA 402</b>							
<b>Impaired Driving</b>							
AL-2024-00-00-00	Impaired Driving Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>Impaired Driving Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>Traffic Enforcement Services</b>							
PT-2024-06-13-00	Raleigh PD Overtime	\$48,886.00	\$48,886.00	\$48,886.00	\$48,886.00	\$48,886.00	\$ .00
PT-2024-06-14-00	Dare County SO Overtime	\$21,008.00	\$21,008.00	\$21,008.00	\$21,008.00	\$21,008.00	\$ .00
PT-2024-06-15-00	Jacksonville PD Overtime	\$6,150.00	\$6,150.00	\$6,150.00	\$6,150.00	\$6,150.00	\$ .00
PT-2024-06-16-00	Pasquotank County SO Overtime	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
PT-2024-06-17-00	Salisbury PD Overtime	\$20,819.00	\$20,819.00	\$20,819.00	\$20,819.00	\$20,819.00	\$ .00
PT-2024-06-18-00	Concord PD Overtime	\$24,999.00	\$24,999.00	\$24,999.00	\$24,999.00	\$24,999.00	\$ .00
PT-2024-06-19-00	Canton PD Overtime	\$4,335.00	\$4,335.00	\$4,335.00	\$4,335.00	\$4,335.00	\$ .00
PT-2024-06-20-00	Fayetteville PD Overtime	\$10,344.00	\$10,344.00	\$10,344.00	\$10,344.00	\$10,344.00	\$ .00
PT-2024-06-21-00	Wilmington PD Overtime	\$21,656.00	\$21,656.00	\$21,656.00	\$21,656.00	\$21,656.00	\$ .00
PT-2024-06-22-00	Charlotte-Mecklenburg PD Overtime	\$24,972.00	\$24,972.00	\$24,972.00	\$24,972.00	\$24,972.00	\$ .00

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SUPPLEMENTAL BIL 405d Impaired Driving Mid Total		\$328,715.60	\$ .00	\$328,715.60	\$328,715.60	\$328,715.60	\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcyclist Training							
MIIMT-2024-16-01-00	NCDPS SHP BikeSafe 2024	\$9,128.29	\$ .00	\$9,128.29	\$9,128.29	\$9,128.29	\$ .00
405f Motorcyclist Training Total		\$9,128.29	\$ .00	\$9,128.29	\$9,128.29	\$9,128.29	\$ .00
405f Motorcycle Uncommitted							
M1 IX-2024-00-00-00	Motorcycle Safety Future Projects	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405f Motorcycle Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405f Motorcycle Programs Total		\$9,128.29	\$ .00	\$9,128.29	\$9,128.29	\$9,128.29	\$ .00
SUPPLEMENTAL BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-17-02-00	Chapel Hill Pedestrian Safety Action Pla	\$42,774.17	\$ .00	\$42,774.17	\$42,774.17	\$42,774.17	\$ .00
405h Public Education Total		\$42,774.17	\$ .00	\$42,774.17	\$42,774.17	\$42,774.17	\$ .00
405h Nonmotorized Safety Uncommitted							
FHX-2024-00-00-00	Non-Motorized Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405h Nonmotorized Safety Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total		\$42,774.17	\$ .00	\$42,774.17	\$42,774.17	\$42,774.17	\$ .00
BIL 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Program							
BGSP-2024-00-00-00	Nonmotorized Safety Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405g Nonmotorized Safety Program Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405g Nonmotorized Safety 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405h Preventing Roadside Deaths 24-26							
405h Public Education							
M12BPE-2024-24-01-00	Towing and Recovery Professionals of N.C	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405h Public Education Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405h Preventing Roadside Deaths Uncommitted							
M12X-2024-00-00-00	BIL 405h Preventing Roadside Deaths Futu	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405h Preventing Roadside Deaths Uncommitted Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
BIL 405h Preventing Roadside Deaths 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26							
405g Nonmotorized Safety Program							
BGSP-2024-00-00-00	Nonmotorized Safety Future Projects GHSP	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405g Nonmotorized Safety Program Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26 Total		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
SUPPLEMENTAL BIL 405h Preventing Roadside Deaths 24-26							
405h Preventing Roadside Deaths Uncommitted							



M12X-2024-00-00-00	Supplemental BIL 405h Preventing Roadsid	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
405h Preventing Roadside Deaths		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
Uncommitted Total							
SUPPLEMENTAL BIL 405h		\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
Preventing Roadside Deaths 24-							
26 Total							
NHTSA Total		\$18,232,376.27	\$4,207,460.13	\$22,927,980.92	\$18,232,376.27	\$18,232,376.27	\$ .00
Total		\$18,232,376.27	\$4,207,460.13	\$22,927,980.92	\$18,232,376.27	\$18,232,376.27	\$ .00

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

State Official:

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

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NC Governor's Highway Safety Program Director/GR