

North Carolina Governor's Highway Safety Program FY2019 Annual Report



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STATE OF NORTH CAROLINA

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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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GOVERNOR'S HIGHWAY SAFETY PROGRAM



Cover Photo: Blue Ridge Parkway, Western North Carolina



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

December 30, 2019

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

Dear Ms. Hancock,

North Carolina is pleased to submit the following Annual Report for federal fiscal year 2019. The Annual Report describes the education, enforcement and other safety efforts that have been implemented in North Carolina to reduce motor vehicle crashes and the resulting injuries and fatalities. Specifically, the Annual Report includes an assessment of progress in working toward highway safety performance targets, descriptions of projects and funded activities, and a report on paid media.

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

As Director of GHSP and Governor's Representative for Highway Safety, I am proud of the Governor's Highway Safety Program and their partners for the work they accomplished during FY2019, and I look forward to another productive year ahead.

Sincerely,

Mark Ezzell
Director/GR

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Executive Summary

This Annual Report describes the accomplishments and challenges experienced by the North Carolina Governor's Highway Safety Program (GHSP) during FY2019 (October 1, 2018 – September 30, 2019). GHSP funded a total of 103 projects for state, local and nonprofit agencies with the goal of reducing motor vehicle crashes and the resulting injuries and fatalities. These projects addressed a number of 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).

The FY2019 Annual Report includes:

- North Carolina's progress in meeting the targets set for reductions in overall fatalities and other performance measures.
- A description of how GHSP will adjust its upcoming HSP to better meet performance targets for performance targets not met.
- A description of North Carolina's data-driven problem identification process and selection of evidence-based countermeasures.
- A description of the State's evidence-based enforcement program activities.
- A list of projects and activities approved during FY2019, including a description of each project, an explanation of how each project contributed to meeting North Carolina's targets, and a rationale for projects that were not implemented.
- A description of paid media expenditures.
- A legislative update.

Progress in Meeting Targets

Based on FARS data, North Carolina experienced 1,437 traffic fatalities in 2018 (the most recent year for which FARS data is available). This was an increase of 1.8 percent from the 1,412 fatalities in 2017. The increase likely reflects a steady rise in vehicle miles traveled (VMT) in the state. Both fatalities and VMT increased during 2018. As a result, the annual fatality rate per 100 million VMT was essentially unchanged.

Although total fatalities rose, North Carolina made progress toward meeting a number of performance targets in FY2019. Most notably, speed-related fatalities decreased by 23 percent in 2018. As described in this report, GHSP supports enforcement and educational campaigns designed to encourage drivers to obey speed limits. During 2018, reductions were also achieved in unrestrained passenger vehicle occupant fatalities, pedalcyclist fatalities, and drivers age 20 or younger involved in fatal crashes. These trends are encouraging and provide a foundation on which GHSP can build in future years.

The June 2019 observed seat belt use rate for North Carolina was 88.4 percent. This was the first time in five years that North Carolina's belt use was below the 90 percent threshold. Seat belt use decreased for



both drivers and right front seat passengers. Increasing seat belt use is one of GHSP's highest priorities. During FY2019, GHSP-funded activities focused on nighttime belt enforcement, low-belt use counties and child passenger safety. On a positive note, North Carolina continues to have a very low number of unhelmeted motorcyclist fatalities. North Carolina has a universal helmet law covering all riders. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets.

Certain performance measures rose during 2018. Alcohol-impaired driving fatalities increased five percent, from 401 to 421. Additionally, motorcyclist fatalities increased nine percent and pedestrian fatalities increased 14 percent. The upturn in motorcyclist and pedestrian fatalities mirrors national trends. Although serious ("disabling") injuries also rose between 2014 and 2018, a change to the definition of "serious injury" in the last quarter of 2016 likely contributed to this increase. GHSP remains committed to reversing these trends and reducing traffic fatalities and injuries in our State.

Program Area Highlights

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

Alcohol-Impaired Driving

GHSP is very aggressive in the fight to remove impaired drivers from our roadways. Approximately 30 percent of all fatalities in 2018 were alcohol related. GHSP supports proven programs such as "Booze It & Lose It" to deter drinking and driving. During FY2019, 88.5 percent of law enforcement agencies in the state participated in the "Booze It & Lose It" campaign, yielding 6,769 DWI arrests and 227,987 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 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, the BAT Mobile program has participated in 4,551 DWI checkpoints that have resulted in the arrest of more than 19,000 impaired drivers.

During FY2019, GHSP continued to support DWI Enforcement Teams in seven counties that are overrepresented in alcohol-related crashes, injuries, and fatalities. GHSP also funded two State Highway Patrol DWI Enforcement Teams to work in Gaston and Robeson counties. Collectively, these ten counties accounted for a



third (34 percent) of the alcohol-related fatalities in North Carolina during the past five years, and they include the five counties with the highest number of 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. Additionally, North Carolina’s Impaired Driving Task Force reconvened this year to discuss possible legislative proposals, the structure of the Task Force, and future membership.

Occupant Protection

North Carolina’s observed belt use rate was 88.4 percent in 2019, down from 91.3 percent in 2018. Although observed belt use fell, the number of unrestrained fatalities in North Carolina has declined each of the past two years. During 2018, 41 percent of passenger vehicle drivers or occupants killed in crashes were unrestrained.



Increasing seat belt use continues to be one of GHSP’s highest priorities. During FY2019, 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 8,822 checkpoints and saturation patrols, resulting in 9,812 safety belt citations, 1,205 child passenger safety violations, and 103,753 other traffic citations. Additionally, GHSP partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in 14 designated high-risk counties. These projects resulted in 1,787 seat belt and 101 child passenger safety citations. GHSP also funded a pilot seat belt diversion program in Robeson County. This program, a partnership between a local hospital and the District Attorney’s office, 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 among local law enforcement.

North Carolina remains very active in child passenger safety training, education and assistance. At the end of FY2019, North Carolina had 3,296 people with Child Passenger Safety Certification, including 44 Instructors and 99 Technician Proxies. The Technician recertification rate was 66.2 percent for North Carolina, compared to 55.1 percent nationwide. In FY2019, there were 207 Permanent Car Seat Checking Station programs operating 264 service locations in 88 counties. More than 7,900 children were served, and 8,040 child restraints were checked at North Carolina car seat checking stations.

GHSP hosted a NHTSA-facilitated assessment of North Carolina’s occupant protection program in April 2016. 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 the State. It also 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 North



Carolina Occupant Protection Task Force is currently implementing recommendations from the assessment.

Speeding and Police Traffic Services

North Carolina experienced 327 speed-related fatalities in 2018, a decrease of 23 percent from 2017. Approximately 25 percent of all fatalities in 2018 were speed related. GHSP remains committed to supporting proven countermeasures to reduce the number of speed-related crashes and fatalities.

Law enforcement agencies in North Carolina conducted the “Speed a Little. Lose a Lot” enforcement campaign from April 15 to April 21, 2019. In total, 2,102 checkpoints and saturation patrols were conducted resulting in 10,938 speeding citations. In a further effort to target speed enforcement, GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. Additionally, 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.

During August 2019, GHSP hosted the Traffic Safety Conference and Expo in Raleigh, NC. The conference was attended by more than 753 national, state and local traffic safety professionals. 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 the fields of distracted and impaired driving, child passenger safety, pedestrians and bicycles, motorcycles, teen drivers, older drivers, adult occupant protection, vehicle technology, law enforcement, and commercial vehicles. The conference shared the latest research, evidence-based strategies, proven countermeasures and promising new approaches in a series of 85 workshops.



Young Drivers

During 2018, there were 157 fatal crashes involving a driver age 20 or younger, a decrease of 8 percent from 2017. Young drivers currently account for eight percent of fatal crashes in the State. GHSP is supporting and evaluating several innovative approaches to improving young driver safety.

For the past five years, GHSP has supported the Vidant Health Foundation’s “PittCo Teen Safe Drivers” program. The program uses a peer-to-peer model and a variety of evidence-based strategies to create a community focused on teen safe driving. During FY2019, project staff expanded into two local counties



(Beaufort and Lenoir) in addition to Pitt County with the goal of expanding local parent education and peer-to-peer education initiatives. GHSP has funded a similar program in Cabarrus County through the Cabarrus County Health Alliance. The KEYS (Keeping Every Youth Safe) Program creates four targeted strategies to address teen drivers: a toolkit providing schools with youth-friendly skills based products that can be integrated into class curriculum; a social norms marketing effort; monthly newsletters to partners educating them on their role in teaching good driving skills; and a 90-minute immersive driving simulation held at area high schools.

GHSP also supports the North Carolina Teen Driver Resource Center, where communities interested in improving teen driver safety can connect with experts for help in developing programs and policies, analyzing and interpreting their teen driving data, and creating focused strategies that address specific teen driving issues in their community. GHSP also created 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.

Motorcycle Safety

Motorcycles are an increasingly popular form of transportation in North Carolina. There were 191 motorcyclist fatalities in North Carolina in 2018, up 9 percent from the 176 fatalities in 2017. Motorcyclists currently account for 13 percent of all traffic fatalities in the State, even though they represent just 3 percent of all registered vehicles.

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 FY2019, there were 47 host agencies for the BikeSafe program that conducted a total of 148 BikeSafe events with 437 attendees. The North Carolina State Highway Patrol assumed a leadership role in coordinating the BikeSafe NC program in FY2019. The program has a new Statewide Coordinator from the NCSHP who is responsible for monitoring safety course material, evaluating the course, and providing updates to the program as needed. The Statewide Coordinator also attends and assesses courses and trainings throughout the state. The NCSHP is working toward a curriculum update for the BikeSafe program in FY2020.



During 2019 Governor Roy Cooper issued a proclamation declaring May as Motorcycle Safety Awareness Month. The Governor cited the popularity of motorcycle riding as a form of recreation and transportation for thousands of citizens across North Carolina and the United States. He urged all motorists to recognize the importance of motorcycle safety and of sharing the roadways with motorcycles. He also noted the importance of motorcycle rider training, knowledge of traffic laws, and licensing requirements.

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. 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.

GHSP supports a variety of efforts to improve traffic records systems in North Carolina. GHSP has funded a Traffic Records Assessment, helped the NC Administrative Office of the Courts continue eCitation®, funded several ongoing projects to develop data linkage between the crash reporting database with licensing and medical databases, and assisted the NC Traffic Records Coordinating Committee (NC TRCC) with developing project ranking policies along with a project application form for the NC TRCC to review. Additionally, through the analytical work funded through the Vision Zero program, GHSP has supported efforts to make NC crash data readily available to law enforcement, the general public, media representatives, and researchers.

The NC TRCC was established in 2002. The NC TRCC has a diverse membership that includes representation from the data stewards for each primary data or information system: crash records; vehicle and driver records; roadway inventory and GIS; court, citation and adjudication systems; and medical outcome systems. The NC TRCC makes policy and program recommendations to the NC Executive Committee for Highway Safety. Additionally, the NC TRCC prepared a 2019 Strategic Plan to identify needed improvements in traffic safety information systems across the State.

Other Priorities

The North Carolina Governor's Highway Safety Program funds a smaller number of projects that help North Carolina and GHSP advance the traffic safety goals set forth in the FY2019 Highway Safety Plan, even though they fall outside the traditional high priority areas. These projects



address issues such as older driver safety, pedestrians and bicyclists, distracted driving, and commercial motor vehicle safety. Similar to the high priority areas described above, GHSP focuses on proven countermeasures to reduce traffic-related fatalities and serious injuries.

Ongoing Commitment to Improving Traffic Safety in North Carolina

GHSP will continue to serve 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 reducing incapacitating injuries. The achievements to date have been the result of a wide range of educational, enforcement, and other safety initiatives in our State, and can be credited to the hard work and dedication of many agencies and individuals including law enforcement officers, prosecutors, judges, educators, researchers, community groups and safety advocates. We are confident that our efforts during FY2019 and beyond will continue to improve the safety of our streets and highways for all North Carolinians.



About the North Carolina Governor's Highway Safety Program

Mission

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

Organizational Structure

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



The GHSP has an authorized staff of eleven professionals and two full-time and one part-time support staff. The GHSP Director is responsible for the program's administration, and two Assistant Directors are responsible for office operations and functions of the agency. The Assistant Directors oversee GHSP's three sections: 1) Planning, Programs and Evaluation; 2) Finance and Administration; and 3) Public Information and Education. GHSP coordinates traffic safety marketing campaigns through NC DOT, which is responsible for the Department's overall marketing efforts.

Planning, Programs and Evaluation Section

The Planning, Programs and Evaluation section develops, implements, manages, monitors and evaluates a grants program that address highway safety concerns identified through an evidence-based analysis of crash, citation and other empirical data. The Planning, Programs and Evaluation section staff includes a manager and four Highway Safety Specialists (HSS). One additional specialist coordinates and oversees the law enforcement liaison network in addition to a specific program area. Every project is assigned to a specific Highway Safety Specialist. The Highway Safety Specialist is the Project Director's liaison with the GHSP, NHTSA and other highway safety agencies. Highway Safety Specialists are responsible for these project areas:

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



Finance and Administration Section

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

Public Information and Education Section

The Public Information and Education section promotes public awareness and visibility of highway safety issues. The Public Information and Education section is currently staffed with a Communications and Events Coordinator and a program assistant. The Communications and Events Coordinator is supported by the NC DOT Communications Office.

GHSP Staff

Mark Ezell	Director
Stacy Deans	Assistant Director-Internal Operations
Cheryl Leonard	Assistant Director-External Operations
Warren Smith	Planning, Programs and Evaluation Manager
Vacant	HSS-Traffic Records/Bicycle and Pedestrian Coordinator
David Williams.....	HSS-Impaired Driving Coordinator
Bob Stevens.....	Law Enforcement Liaison/HSS-Speed Coordinator
Kevin Buster	HSS-Occupant Protection/Youth and Young Driver Coordinator
Jackie Wilson.....	HSS/Occupant Protection and Impaired Driving Task Force Coordinator
Miracle King	Communications and Events Coordinator
Deidra Joyner	Finance Officer
Shanon Daniels.....	Program Assistant
Vacant	Program Assistant
Vacant	Program Assistant

Contact Information

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Funded Projects and Activities

The following project helped to support planning and administration activities by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): PA-19-01-01
 Project Title: GHSP In-House P&A
 Agency: Governor's Highway Safety Program
 Project Description: This was an ongoing project that provided funding for the Director and Assistant Director positions to manage the day-to-day operations of the highway safety office. This project also provided funding for the Finance Officer, Administrative Assistant and Program Assistant positions to carry out the administrative tasks necessary for the office to function.
 Contribution to Meeting Targets: This project supported salaries and associated costs of five administrative employees to manage the highway safety office.

Project Number(s): SA-19-09-01
 Project Title: GHSP In-House Programs and Operations



Agency: Governor's Highway Safety Program

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

Contribution to Meeting Targets: This project supported five highway safety specialists and one law enforcement liaison to provide oversight for grants. The highway safety specialists conducted compliance monitoring on over 90 projects funded for FY19. This project also supported a Communications and Events Coordinator position and a temporary employee to promote highway safety campaigns through earned media. In total there were numerous campaign kickoff as well as other media events conducted through the year to generate attention to various highway safety efforts.

Project Number(s): SA-19-09-02

Project Title: GHSP In-House Events and Media

Agency: Governor's Highway Safety Program

Project Description: This was an ongoing project to provide funding for highway safety programs and events (including but not limited to impaired driving and occupant protection). The Governor's Highway Safety Program (GHSP) continued to plan and implement Booze It & Lose It, Click It or Ticket, and other highway safety events and activities. GHSP developed and updated materials as needed to enhance the highway safety message in various program areas. This project funded the Traffic Safety Conference and Expo (formerly the Highway Safety Symposium).

Contribution to Meeting Targets: GHSP conducted earned media events to kick off the Booze It & Lose It campaigns during October (Halloween), December/January (Holiday), March (St. Patrick's Day), June/July (Operation Firecracker) and August/September (Labor Day). Other events included the Tree of Life media event in conjunction with Mothers Against Drunk Drivers in December. GHSP conducted earned media events to kick off the Click It or Ticket campaigns during November and May, as well as the Child Passenger Safety Week efforts in September. Additionally, this project supported the Traffic Safety Conference & Expo. The conference attendance exceeded 800 highway safety advocates, including law enforcement, district attorneys, magistrates, child passenger safety technicians and other partners. GHSP continued outreach efforts at Safety City during the NC State Fair.

Project Number(s): SA-19-09-10

Project Title: Development of a Safe Systems Tool Kit

Agency: UNC-HSRC



Project Description: This was the first year of a two year project designed to develop and test a pilot "toolkit" of resources for use by transportation professionals and their local partners to address local transportation safety issues as the State of North Carolina seeks to grow the Vision Zero campaign.

Contribution to Meeting Targets: This project was designed to develop and test a pilot "Safe Systems Toolkit" for use by transportation professionals and their local partners to address local transportation safety issues. The Safe Systems Summit was scheduled for FY18; however, a hurricane caused it to be postponed and it was rescheduled to April of 2019. As part of the FY19 project, HSRC developed a final list of 58 resources authored by 21 U.S. and internationally based agencies. The tools, guides, policy documents, and data sources all relate to improving road user safety, with many of them being informed by system approaches. Additionally, HSRC identified and engaged three North Carolina-based, opinion-leading experts in traffic safety. Through these interviews, HSRC further developed the compendium of safe systems resources and identified the audience for which the safe systems approaches should be targeted. After the end of the project year, HSRC staff will continue refining the contents of the online Safe Systems Toolkit and devise a marketing plan to target municipalities with influence in traffic safety.

Project Number(s): SA-19-09-11

Project Title: NC Vision Zero Conference and Event Support

Agency: NCSU-ITRE

Project Description: This was the second year of a project to provide dedicated staff to lead conference and event coordination designed in support of North Carolina's Vision Zero initiative. Specifically, dedicated staff coordinated the annual North Carolina Traffic Safety Conference and Expo, the North Carolina State Fair's "Safety City" exhibition and other events focused on promoting a unified traffic safety culture message for preventing roadway injuries and fatalities.

Contribution to Meeting Targets: This was the second year of a project that provided dedicated staff to lead conference and event coordination designed in support of North Carolina's Vision Zero initiative. The Institute for Transportation Research and Education (ITRE) at NC State University (NCSU) coordinated six planning committees to plan and execute the 2019 NC Traffic Safety Conference & Expo, including program development, marketing efforts, on-site logistics, speaker coordination, and volunteer planning. ITRE successfully maintained up-to-date conference website hosting all information pertaining to the conference, including agenda, hotel and travel information, speaker information, FAQ, sponsorship information, as well as other information. ITRE coordinated staff and students to work at Safety City, host the NC Vision Zero booth, and conduct the third annual Traffic Safety Culture Survey. ITRE received over 1,800 responses from North Carolina residents about their traffic safety beliefs and behaviors.

Project Number(s): SA-19-09-07



Project Title: GHSP Website and Report System-Year 5
Agency: UNC-HSRC
Project Description: This was an ongoing project with HSRC to maintain, support and make changes to the website and system based on feedback from and collaboration with the GHSP Project team and end users.
Contribution to Meeting Targets: A campaign reminder was developed and sent a message to agencies that had not reported in the current campaign. This reminder helped boost the State's participation rate to 88.1 percent for the year.



Performance Measures and Targets

NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by states in the development and implementation of behavioral highway safety plans and programs. North Carolina's performance measures and targets were developed by the GHSP in collaboration with a team of partner agencies including the Division of Motor Vehicles, the Traffic Safety Systems Management Unit of the North Carolina 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 eleven core performance measures and one core behavior measure include:

Core performance measures

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

Core behavior measure

- Seat belt use rate

For the ten performance measures related to fatalities, the primary data source is the Fatality Analysis Reporting System (FARS). The North Carolina State Crash Data file serves as the source for serious injuries data and the annual seat belt observation survey serves as the source for the one core behavior measure, observed seat belt use. A summary of North Carolina traffic safety performance measures is presented in a table at the end of this section.

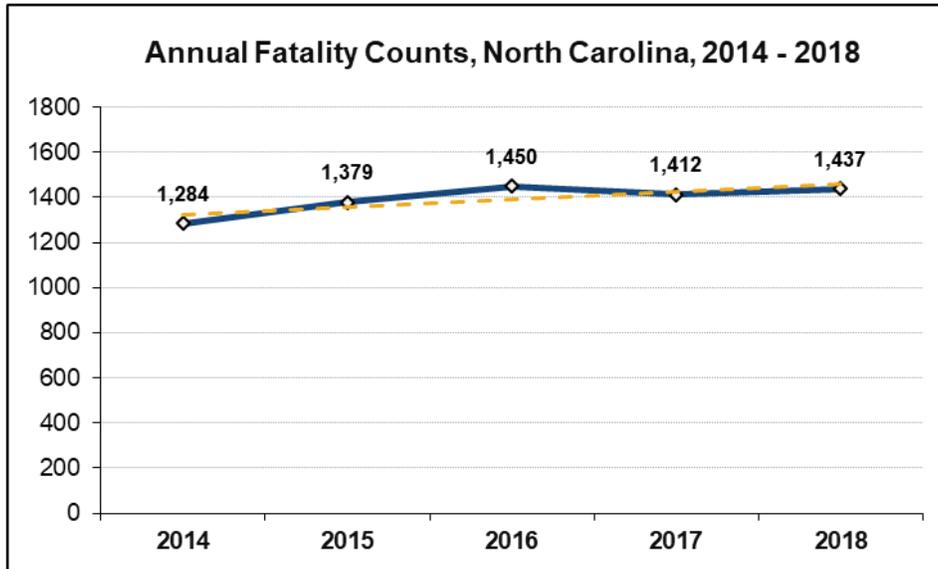
For each of the performance measures, we first present targets for 2019 and indicate whether these targets have been achieved. We then provide figures showing five-year trends for each performance measure. This is followed by a brief discussion of North Carolina's overall progress in addressing each performance measure. For those performance targets that were not met, a description is provided of how GHSP will adjust its upcoming HSP to better meet future targets.



Traffic Fatalities

Target: Reduce traffic-related fatalities by 9.38 percent from the 2012-2016 average of 1,340.4 to the 2015-2019 average of 1,214.7 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of traffic fatalities was 1,392.4, a 3.8 percent increase from the 2012–2016 average of 1,340.4.



Source: FARS, 2014–2018

Assessment of State’s Progress: North Carolina experienced 1,437 traffic fatalities in 2018, a 1.8 percent increase from 2017. Overall, the five-year trend suggests a gradual rise in traffic fatalities in North Carolina. One likely contributor: vehicle miles traveled (VMT) has risen steadily over this period. In addition, there were notable increases in fatalities involving SUVs, fatalities in the early evening (8 p.m. to midnight), and fatalities in rural areas. Fatalities have also risen among males, motorcyclists and pedestrians.

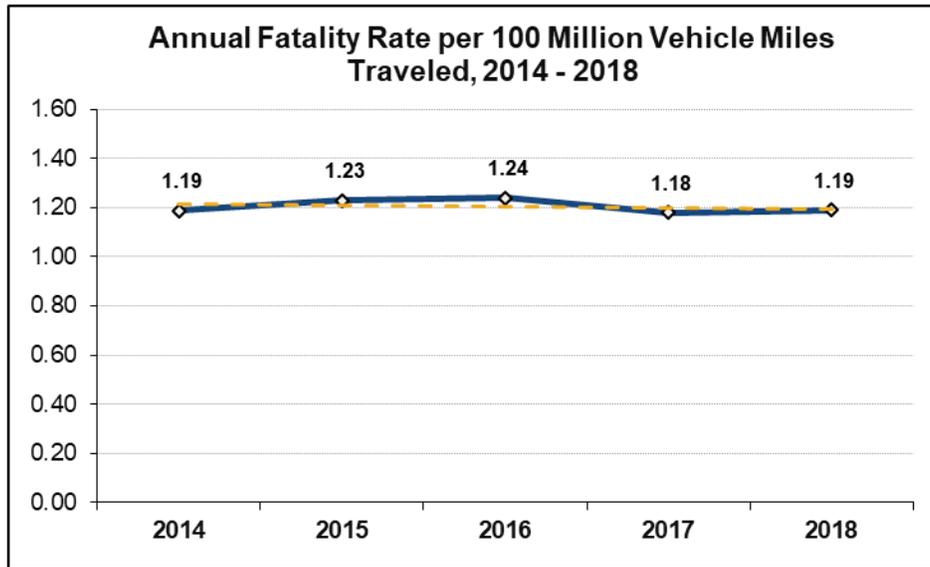
Plans to Meet Performance Targets: GHSP remains committed to reducing traffic fatalities in our State. To meet future performance targets, GHSP is focusing on evidence-based strategies identified in NHTSA’s *Countermeasures that Work*. This includes high-visibility enforcement of alcohol, speed, and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



Fatality Rate per 100 Million VMT

Target: Reduce the fatality rate of 100 million VMT by 10.65 percent from the 2012–2016 average of 1.227 to the 2015–2019 average of 1.097 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average fatality rate per 100 million VMT was 1.206, a 2.1 percent decrease from the 2012–2016 average of 1.227.



Source: FARS, 2014–2017; NCDOT, 2018

Assessment of State’s Progress: During 2018, the annual fatality rate increased slightly to 1.19 per 100 million vehicle miles traveled (VMT). However, the long-term trend in the annual fatality rate shows little change. The fatality rate for 2018 is based on NCDOT VMT data and may be adjusted once this rate is published by NHTSA.

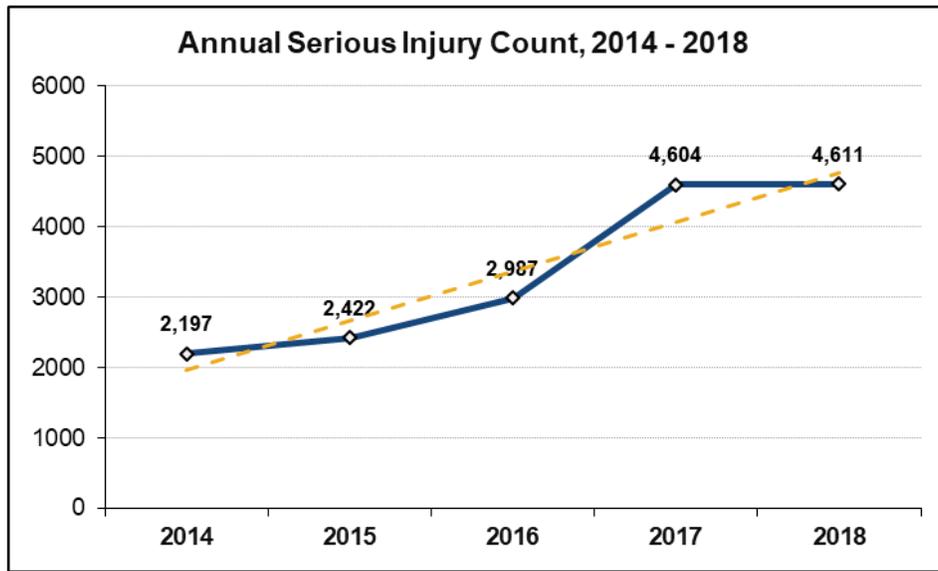
Plans to Meet Performance Targets: As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives, and reducing incapacitating injuries. The Program Area sections of the Annual Report describe planned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



Serious Injuries

Target: Reduce the number of serious injuries by 13.07 percent from the 2013–2017 average of 2,865.2 to the 2015–2019 average of 2,490.6 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of serious injuries was 3,364.2, a 17 percent increase from the 2013–2017 average of 2,865.2.



Source: NCDOT Motor Vehicle Crash Data, 2014–2018

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

Assessment of State’s Progress: Serious (“disabling”) injuries resulting from crashes increased from 2014 through 2018. However, this increase was largely a result of a change to the definition of “serious injury” in the last quarter of 2016. Both 2017 and 2018 used the new serious injury definition. There was almost no change in serious injuries between the two years.

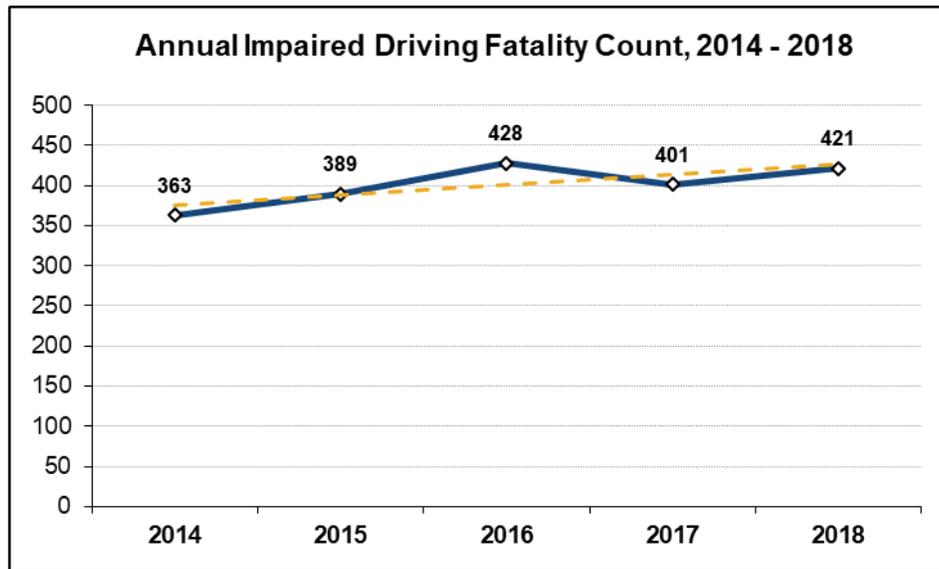
Plans to Meet Performance Targets: As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives, and reducing incapacitating injuries. The Program Area sections of the Annual Report describe planned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



Alcohol-Impaired Driving Fatalities

Target: Decrease alcohol impaired driving fatalities 10 percent from the 2012–2016 average of 386 to the 2015–2019 average of 347 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of fatalities involving drivers with a BAC of .08 or above was 400, a 3.6 percent increase from the 2012–2016 average of 386.



Source: FARS, 2014–2018

Assessment of State’s Progress: Alcohol-impaired driving fatalities have fluctuated in North Carolina in recent years. After dropping in 2017, alcohol-impaired driving fatalities increased five percent in 2018. Twenty-nine percent of all fatalities in North Carolina were alcohol-related in 2018, up slightly from 28 percent of fatalities in 2017.

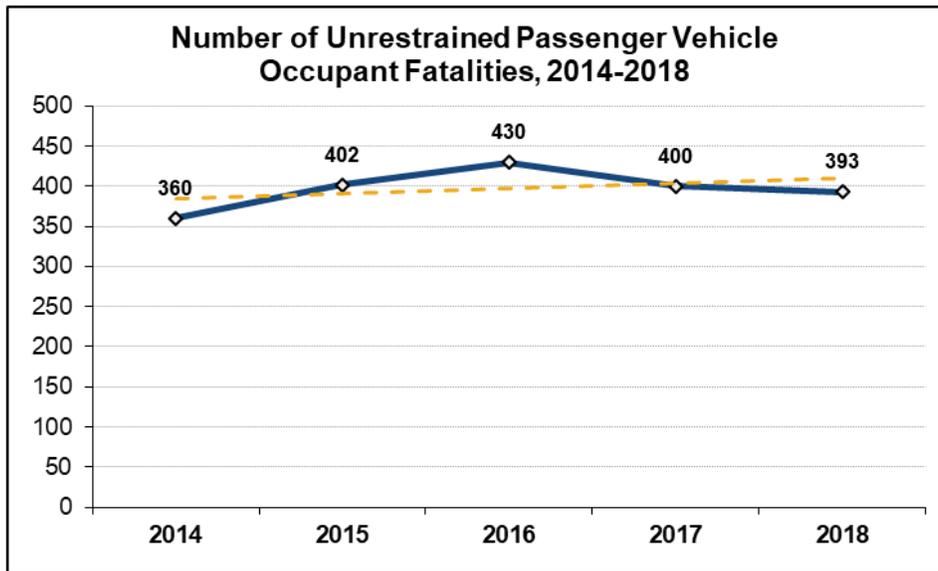
Plans to Meet Performance Targets: North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. To meet performance targets, GHSP is supporting five statewide “Booze It & Lose It” campaigns during the next fiscal year. GHSP is also establishing DWI Enforcement teams in counties that are overrepresented in alcohol-related fatalities. By focusing on these problem counties, GHSP expects to maximize the impact of available resources. Additionally, GHSP is 1) supporting a Drug Recognition Expert (DRE) coordinator who will schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs, and 2) working to create Regional DRE coordinators in high need areas. See the Alcohol-Impaired Driving program area for more details.



Unrestrained Passenger Vehicle Occupant Fatalities

Target: Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 15 percent from the 2012–2016 average of 381 to the 2015–2019 average of 324 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of unrestrained passenger vehicle occupant fatalities was 397, a 4 percent increase from the 2012–2016 average of 381.



Source: FARS, 2014–2018

Assessment of State’s Progress: North Carolina has seen a decrease in unrestrained fatalities each of the past two years. There were 393 unrestrained fatalities in 2018, a decrease of two percent from 2017. Nonetheless, the long-term trend suggests a gradual rise in unrestrained fatalities. An estimated 600 lives are saved each year in North Carolina by passenger restraints. Approximately 100 more lives could be saved each year if all passenger vehicle occupants were properly restrained.

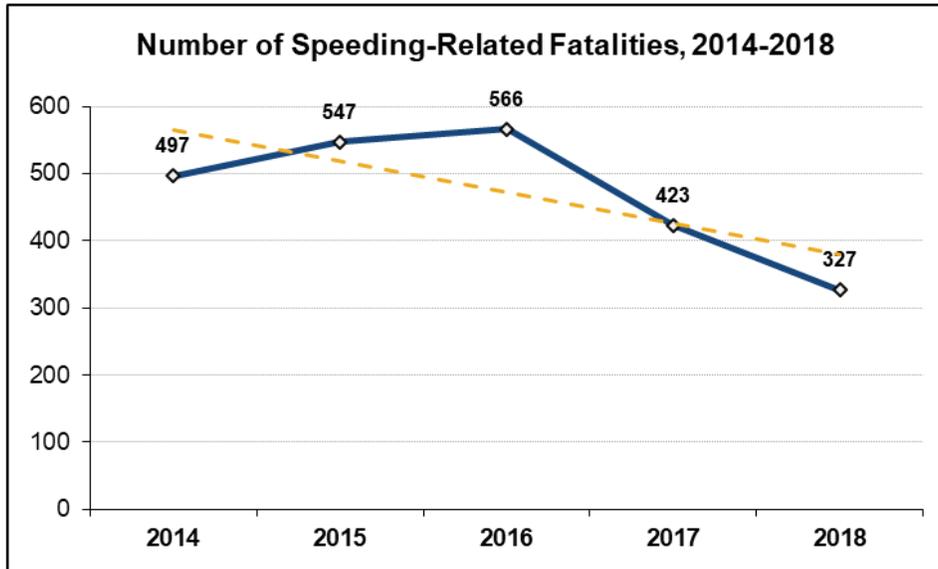
Plans to Meet Performance Targets: To meet performance targets for unrestrained fatalities, GHSP is planning to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP is supporting two “Click It or Ticket” mobilizations, with additional mini-mobilizations in the 25 counties with the highest number of unrestrained fatalities over the past five years. Efforts will emphasize nighttime enforcement—GHSP will require all law enforcement grantees to conduct a minimum of one nighttime seat belt enforcement checkpoint each month. GHSP is also partnering with the NC State Highway Patrol to fund special operations projects in high priority counties with low belt use rates or high rates of unrestrained fatalities. In addition, the State is expanding its Permanent Car Seat Checking Stations and the number of certified CPS Technicians to assist parents/caregivers about child passenger safety and to ensure that car seats are installed and used correctly. GHSP is also coordinating with community coalitions in low belt use areas of the state to educate citizens about the community health benefits of seat belt use. See the Occupant Protection program area for more details.



Speeding-Related Fatalities

Target: Decrease speeding-related fatalities by 5 percent from the 2012–2016 average of 493 to the 2015–2019 average of 468 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of speeding-related fatalities was 472, a 4.3 percent decrease from the 2012–2016 average of 493.



Source: FARS, 2014–2018

Assessment of State’s Progress: Speed-related fatalities decreased sharply in North Carolina each of the past two years. During 2018, North Carolina experienced 327 speed-related fatalities, down 23 percent from 2017. The five-year trend also shows a noticeable decrease in speed-related fatalities. Twenty-three percent of all fatalities in North Carolina were speed-related during 2018. Speeding was especially common among drivers age 16-29, on weekends, among motorcyclists, and among drivers who had been drinking.

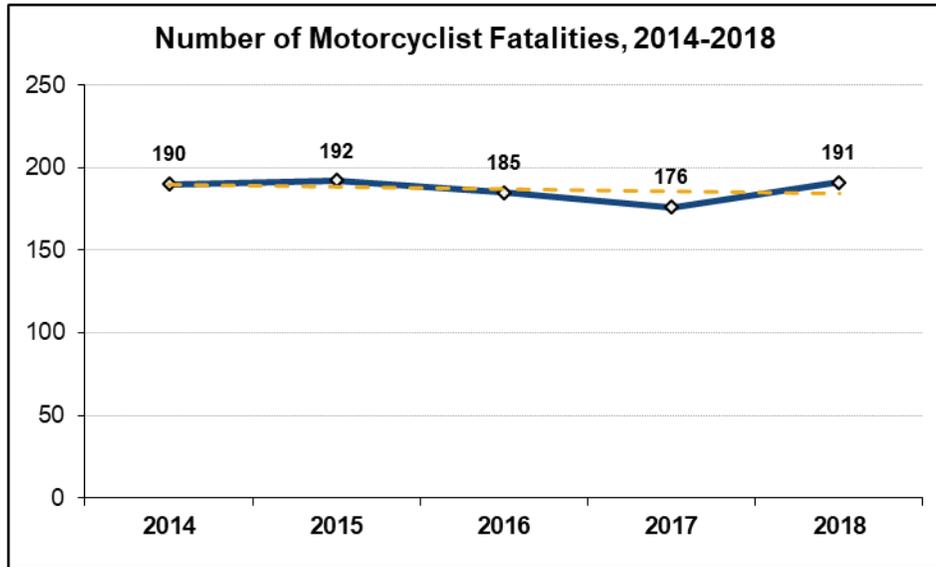
Plans to Meet Performance Targets: GHSP is committed to supporting proven countermeasures to reduce speed-related crashes and fatalities. To meet performance targets, GHSP will support the statewide campaign “Speed a Little. Lose a Lot” during the next fiscal year. In addition, GHSP will provide funds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



Motorcyclist Fatalities

Target: Decrease motorcyclist fatalities 5 percent from the 2012–2016 average of 191 to the 2015–2019 average of 181 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of motorcyclist fatalities was 187, a 2.1 percent decrease from the 2012–2016 average of 191.



Source: FARS, 2014–2018

Assessment of State’s Progress: Motorcyclist fatalities in North Carolina have changed little since 2014. There were 191 motorcyclist fatalities during 2018, an increase of nine percent in comparison with 2017. Motorcyclists comprise an increasing proportion of traffic fatalities in North Carolina. During 2018, motorcyclists accounted for 13 percent of all traffic fatalities in the State, compared to just six percent of fatalities in 2000. This is due in part to the growing popularity of motorcycle riding. There are more riders traveling more miles, resulting in more exposure of motorcyclists to other traffic and potentially dangerous conditions. Additionally, the average age of riders killed in crashes has risen. During 2018, riders age 41 and older accounted for approximately half of all motorcyclist fatalities.

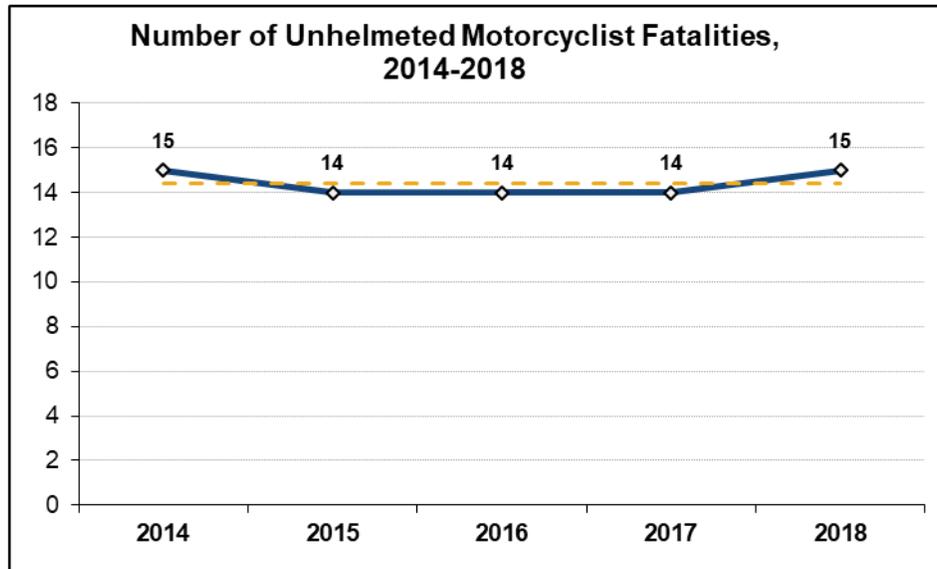
Plans to Meet Performance Targets: GHSP strongly supports efforts to provide training to help motorcyclists become safe riders. To meet performance targets, GHSP is expanding its support of “BikeSafe North Carolina” which offers training to new and experienced riders by law enforcement motorcycle officers. The program is updating its curriculum, training new instructors, and expanding to six regions of the State. GHSP has also shifted this program to the NC State Highway Patrol, which is working with law enforcement agencies and community colleges to expand participation rates. Additionally, GHSP will conduct kickoff events for Motorcycle Safety Awareness Month. See the Motorcycle Safety program area for more details.



Unhelmeted Motorcyclist Fatalities

Target: Limit the 2015–2019 average number of unhelmeted motorcyclist fatalities to the 2012–2016 average of 17 by December 31, 2019.

Outcome: Target achieved. The 2014–2018 average number of unhelmeted motorcyclist fatalities was 14, below the 2012–2016 average of 17.



Source: FARS, 2014–2018

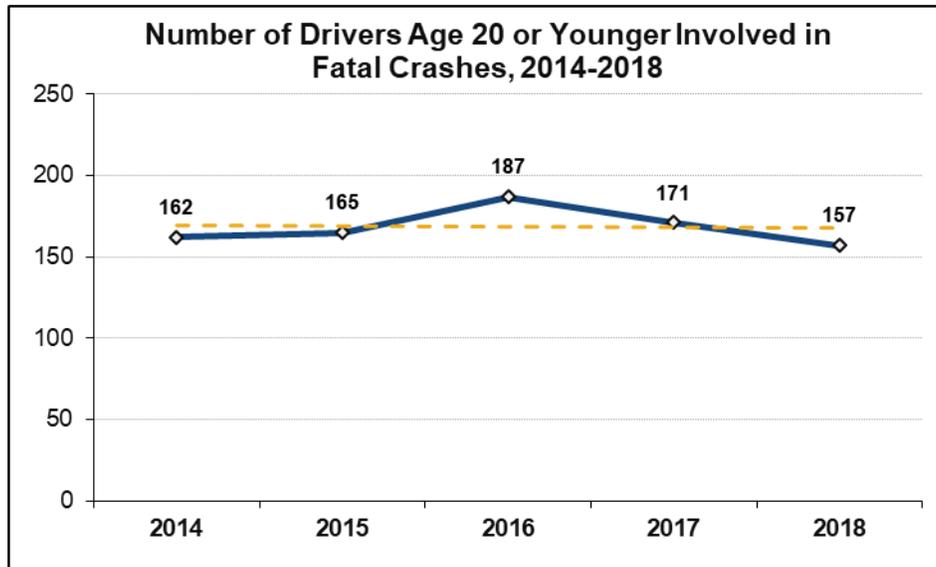
Assessment of State’s Progress: North Carolina has a universal helmet law covering all riders. Consequently, the State has a very low number of unhelmeted motorcyclist fatalities each year. During 2018, only 15 unhelmeted motorcyclists were killed in crashes. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets. Additional lives could be saved if all riders wore helmets.



Drivers Age 20 or Younger Involved in Fatal Crashes

Target: Decrease drivers age 20 or younger involved in fatal crashes by 20 percent from the 2012–2016 average of 168 to the 2015–2019 average of 134 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of young drivers involved in fatal crashes was 168, unchanged from the 2012–2016 average of 168.



Source: FARS, 2014–2018

Assessment of State’s Progress: Motor vehicle crashes are the leading cause of death among teenagers in North Carolina. During 2018, there were 157 fatal crashes involving drivers age 20 or younger in North Carolina, a decrease of eight percent from 2017. The long-term trend suggests little change in young driver fatal crashes. Young drivers currently account for eight percent of fatal crashes in the State.

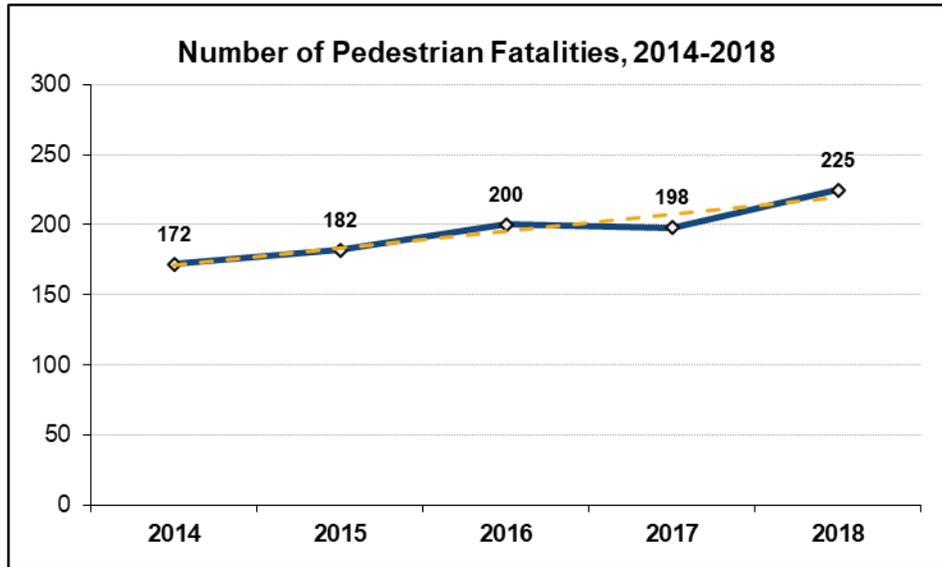
Plans to Meet Performance Targets: GHSP plans to support and evaluate several innovative approaches to improve young driver safety in North Carolina. For example, GHSP is funding the development of a comprehensive program to help parents of new drivers that includes a parent orientation session, smartphone app, and other guidance. 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. See the Young Drivers program area for more details.



Pedestrian Fatalities

Target: Limit the 2015–2019 average number of pedestrian fatalities to the 2012–2016 average of 186 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of pedestrian fatalities was 195, a 5 percent increase from the 2012–2016 average of 186.



Source: FARS, 2014–2018

Assessment of State’s Progress: North Carolina experienced 225 pedestrian fatalities during 2018, an increase of 27 fatalities from 2017. Moreover, the long-term trend suggests an increase in pedestrian fatalities. This mirrors national trends. Pedestrian fatalities accounted for 16 percent of all traffic fatalities in North Carolina during 2018.

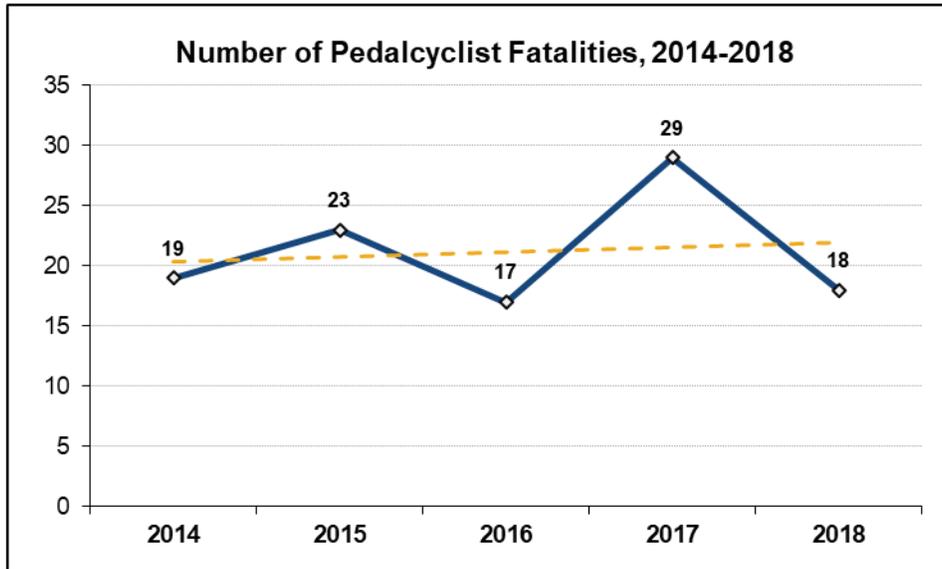
Plans to Meet Performance Targets: GHSP believes reductions in pedestrian fatalities are possible. GHSP is working with the NC Bike and Pedestrian Division to revise the “Watch for Me” program to better address pedestrian safety needs in our larger cities. In addition, GHSP is working closely with the NC Safety and Mobility Section of NC DOT to align both structural and behavioral funding to address pedestrian safety. See the Other Highway Safety Priorities section for more details.



Pedalcyclist Fatalities

Target: Decrease the number of bicyclist fatalities 15 percent from the 2012–2016 average of 22 to the 2015–2019 average of 19 by December 31, 2019.

Outcome: Target not yet achieved. The 2014–2018 average number of bicyclist fatalities was 21, a 5 percent decrease from the 2012–2016 annual average of 22.



Source: FARS, 2014–2018

Assessment of State’s Progress: The number of pedalcyclist fatalities in North Carolina is much lower than the number of fatalities involving pedestrians, motorcyclists and other types of vulnerable road users. Although the number of fatalities has fluctuated from year to year, the long-term trend suggests little change in pedalcyclist fatalities. During 2018, there were 18 pedalcyclists killed in crashes in North Carolina, a decrease of 11 pedalcyclists in comparison with 2017.

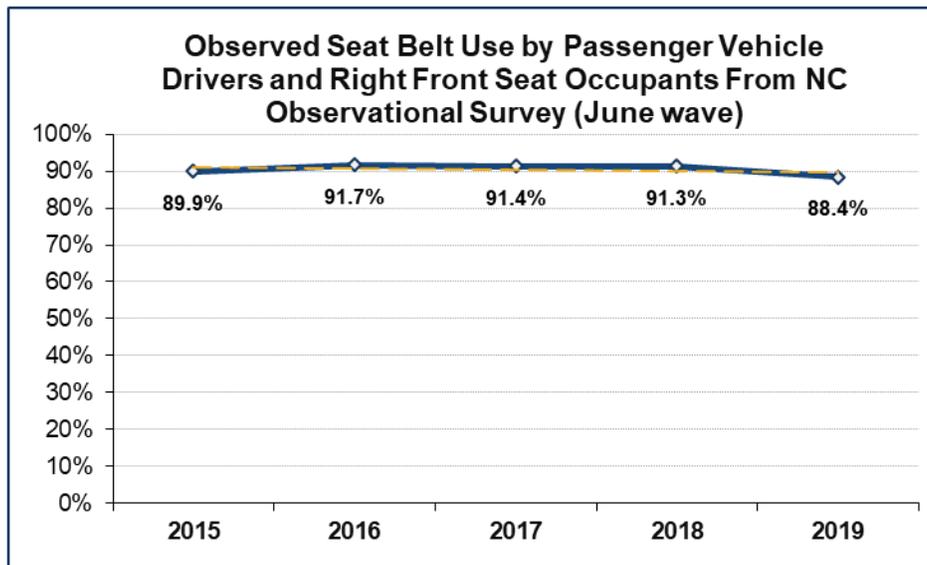
Plans to Meet Performance Targets: GHSP believes further reductions in pedalcyclist fatalities are possible. GHSP is working with the NC Bike and Pedestrian Division to revise the “Watch for Me” program to better address pedalcyclist safety needs in our state. In addition, GHSP is working closely with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



Seat Belt Use Rate

Target: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.5 percentage points from the 2012–2016 average usage rate of 89.9 percent to the 2015–2019 average of 93.4 percent by December 31, 2019.

Outcome: Target not yet achieved. The 2015–2019 average observed seat belt use rate was 90.5 percent, below the target of 93.4 percent set for 2019.



Source: North Carolina’s annual seat belt use survey

Assessment of State’s Progress: North Carolina’s seat belt use rate has been above the 90 percent threshold for three of the past five years. Observed seat belt use among passenger vehicle occupants decreased somewhat to 88.4 percent in 2019. Belt use decreased for both drivers (from 91.5 percent to 88.8 percent) and passengers (from 90.3 percent to 86.3 percent). Generally, observed seat belt use has changed only slightly during the past five years, remaining very close to 90 percent.

Plans to Meet Performance Targets: Increasing seat belt use continues to be one of GHSP’s highest priorities. As described earlier, in order 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.



Summary of North Carolina Traffic Safety Performance Measures

SUMMARY OF NORTH CAROLINA TRAFFIC SAFETY PERFORMANCE MEASURES

Core Outcome Measures	Calendar Year					
	2014	2015	2016	2017	2018	
Traffic Fatalities	1,284	1,379	1,450	1,412	1,437	
Fatalities per 100 million VMT ¹	1.19	1.23	1.24	1.19	1.22	
Number of "Disabling" (A) Injuries ²	2,197	2,422	2,987	4,604	4,611	
Alcohol-Impaired Driving Fatalities (BAC=.08+)	363	389	428	401	421	
Unrestrained Passenger Vehicle Occupant Fatalities	360	402	430	400	393	
Speeding-Related Fatalities	497	547	566	401	321	
Motorcyclist Fatalities	190	192	185	176	191	
Unhelmeted Motorcyclist Fatalities	15	14	14	14	15	
Drivers Age 20 or Younger Involved in Fatal Crashes	162	165	189	173	157	
Pedestrian Fatalities	172	182	200	198	225	
Pedalcyclist Fatalities	19	23	17	29	18	
Core Behavior Measure ³	Calendar Year					
	2015	2016	2017	2018	2019	
Observed Seat Belt Use	89.9%	91.7%	91.4%	91.3%	88.4%	
Activity Measures ⁴	Fiscal/Project Year					
	2015	2016	2017	2018	2019	
	Occupant Restraint Citations Issued During Grant-Funded Enforcement Activities	46,161	38,236	38,765	29,679	29,869
	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	13,856	13,462	11,883	9,404	9,994
Speeding Citations Issued During Grant-Funded Enforcement Activities	146,546	151,628	154,089	122,004	127,956	

¹The fatality rate for 2017 and 2018 is based on VMT data provided by NCDOT.

²Serious injury data are from the North Carolina State Crash Data files.

³Annual observational survey conducted in June.

⁴Activity measures as reported from law enforcement agencies for all enforcement campaigns.



Program Areas and Selection of Evidence-Based Countermeasures

Evidence-Based Traffic Safety Enforcement Plan

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

During FY2019, GHSP used federal highway funds to support a variety of programs, projects and activities to advance the traffic safety targets set forth in the Highway Safety Plan. GHSP focuses on evidenced-based strategies which are proven effective in reducing motor vehicle crashes, injuries, and fatalities.

Data-driven Problem Identification

GHSP conducts an extensive problem identification process to develop and implement the most effective and efficient plan for the distribution of federal funds. A number of data sources are examined to give the most complete picture of the major traffic safety problems in the State. These sources include FARS data, the North Carolina Crash Database, and enforcement and adjudication data. North Carolina also conducts seat belt and cell phone use observational surveys and examines these data for problem identification and evaluation purposes. The problem identification process helps to ensure the implemented initiatives address the crash, fatality, and injury problems within the State. This process also provides appropriate criteria for the designation of funding priorities and provides a benchmark for administration and evaluation of the overall highway safety plan.

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

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

Selection of Evidence-based Countermeasures

To meet North Carolina's targets, GHSP focuses on strategies that are proven effective in reducing motor vehicle crashes, injuries, and fatalities, including evidence-based enforcement. To assist in this process, GHSP uses the 9th Edition of NHTSA's *Countermeasures that Work* (CMTW). CMTW was designed to assist State Highway Safety Offices in selecting evidence-based countermeasures for addressing major highway safety problem areas.



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



Continuous Monitoring

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

Program Areas

During FY2019, GHSP funded a variety of programs, projects, and activities with federal transportation funds to advance the traffic safety targets set forth in the Highway Safety Plan. The North Carolina Governor's Highway Safety Program has identified the following top priorities for program funding:

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

The order in which the program areas are discussed in this Annual Report generally coincides with their position in the GHSP overall set of priorities, with the top priorities being alcohol-impaired driving and occupant protection. Each program area begins with a brief background, followed by a discussion of programs funded during FY2019 and their results.



Alcohol-Impaired Driving

Background and Noteworthy Programs

In 2018, there were 421 fatalities in crashes involving a driver with a BAC of .08 or above. This was a 5% increase from the 401 alcohol-impaired driving fatalities in 2017. Alcohol-impaired crashes accounted for 29% of all traffic fatalities in North Carolina during 2018. Alcohol involvement is more common in crashes involving males, drivers ages 21 to 39, motorcycle and moped riders, and drivers on rural roadways. Alcohol-involved crashes are also most common at nighttime, especially between the hours of 5 p.m. and 3 a.m. The counties that experienced the most alcohol-related fatalities in 2018 were Mecklenburg (42), Wake (21), Robeson (18), Forsyth (16), Guilford (16), and Cumberland (16) counties. Together, these six counties comprise 31 percent of all alcohol-related fatalities in the state. (North Carolina has 100 counties.)

Impaired Driving

North Carolina is aggressive in the fight to remove impaired drivers from our roadways. GHSP funds a variety of efforts to educate drivers and to enforce the state's impaired driving laws.

High Visibility Enforcement

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 2019, law enforcement participation rates continued to be high. The statewide participation rate for all highway safety campaigns was 88.1%, and statewide participation in "Booze It & Lose It" campaigns averaged 88.5%. 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. GHSP uses a network of 11 Regional Law Enforcement Liaisons (LEL) working with up to 100 county coordinators (LECC) to ensure full participation throughout the state. All law enforcement agencies funded by GHSP are required to participate in a minimum of one DWI checkpoint each month and in all high visibility enforcement campaigns.

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 participated in 4,551 DWI checking stations that have resulted in the arrest of 19,156 impaired drivers, 145,162 other traffic violations and 19,760 other criminal charges. Additionally, the BAT Mobile Program has participated in 1,350 community safety awareness and education events.

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

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 FY2019, GHSP provided funds to support DWI Enforcement Teams in Buncombe, Forsyth, Guilford, Mecklenburg, Onslow, Union, Wake and Wayne counties. GHSP also funded two State Highway Patrol DWI Enforcement Teams to work in Gaston and Robeson counties. Collectively, these ten counties accounted for a third (34%) of the alcohol-related fatalities in North Carolina during the past five years, and they include the five counties with the highest number of fatalities. These agencies have set goals to reduce the number of alcohol-related crashes and fatalities, increase the number of officers trained to use breath testing equipment and administer field sobriety tests, and educate the public about the dangers of driving while impaired. GHSP also provided access to data and county maps in these communities to communicate the location of impaired driving crashes, injuries and fatalities, as well as the time of day and day of week that these are occurring.

Adjudication, Dedicated DWI Courts, DWI Treatment Courts, Alcohol Blood Testing Labs, And Ignition Interlocks

GHSP is dedicated to the successful prosecution of impaired drivers. North Carolina has expanded the Traffic Safety Resource Prosecutor (TSRP) program with the N. C. Conference of District Attorneys. These positions act as a liaison with NHTSA, National Association of Prosecutor Coordinators (NAPC), GHSP, North Carolina State Highway Patrol, NC court system and other agencies, and provide both general and specific technical assistance to prosecutors, law enforcement, judges and other highway safety professionals. Some of their activities during FY2019 include:

- Distributing a DWI Primer, Checkpoint Primer, Criminal Procedure Manual, Cannabis Impairment Quick Assessment, and DWI Manual for law enforcement.
- Publishing the tri-annual "For the Record," a traffic safety newsletter distributed to every prosecutor in North Carolina, as well as legal assistants and law enforcement officers. The newsletter serves as a resource providing case law, important traffic safety topics, and procedural updates on highway safety issues.
- Managing a listserv known as the NC Traffic Law Forum which has 599 participating law enforcement officers, judges, magistrates and prosecutors throughout North Carolina. The NC Traffic Law Forum lets officers, prosecutors, judges and magistrates obtain professional advice at any time and to track defense arguments that are being used throughout the State.



- Maintaining a webpage for highway safety issues that includes a training calendar for prosecutors, judges, magistrates, and law enforcement officers as well as information about publications and contact information for the TSRP.
- Providing highway safety training courses for prosecutors, law enforcement officers, magistrates, and judges. We completed and assisted in the following trainings this year: 3 DWI Boot Camps, Train the Trainer, New Prosecutor's School, 3 Legal Updates, Summer and Fall Association Meetings, Lethal Weapon, GHSP Traffic Safety Conference, Cross Examination, Understanding Toxicology in Impaired Driving, and 3 Webinars. In addition, the CRP, TSRP, TSC, and RTSRPs have provided training as requested. They presented traffic safety related topics to Newly Elected DAs, Report Writing and Testifying in Court to State Highway Patrol Cadets and other BLET/academies, NAPC/NHTSA Traffic Safety Meeting, DRE Annual In-Service, DMV, DRE training, Trial Advocacy training with FTA, Testimony in DWI Investigations for various agencies, Giglio Training: DMV License and Theft, National TSRP Conference, Safe Systems Summit, Mock Trial Training with ALE Cadets and other BLET/academies, TACID, Basic and Advanced Crash Investigation course for various agencies, Seated Battery, BLET Courtroom Preparation Training, NC Occupant Protection meeting, several SFST and ARIDE classes, CPS Workshop, NCSHP Basic School, Motor Vehicle Offenses for the Citizens Academy at Wake Tech, Motor Vehicle Law for various agencies, Case Preparation and Testimony for DRE School, DWI Court Training for various agencies and prosecution offices and various programs out of NC. We trained over 2,600 attendees this fiscal year.

The Conference of District Attorneys has five positions for the regionally based TSRP's. These Regional TSRP's are regionally based throughout the state. They will continue to assist with prosecuting cases, providing technical assistance and training prosecutors, law enforcement, judicial officials and other allied professionals in their assigned regions.

Additionally, GHSP continued working with North Carolina court officials to create dedicated DWI treatment courts. North Carolina presently has six DWI treatment courts. During FY2019, GHSP supported dedicated DWI treatment courts in Buncombe and Cumberland counties, and plans to expand in FY2020 to fund additional DWI courts. 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.

During FY2019, GHSP continued support for a DRE coordinator, who scheduled trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE coordinator also provided 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. The system has allowed for increased management proficiency in the DRE Program.

Although the North Carolina State Bureau of Investigation (SBI) laboratory does the blood alcohol testing for most law enforcement agencies in North Carolina, other labs exist as well. During FY2019, GHSP funded blood alcohol testing labs in Wake County, Pitt County and Wilmington to expand their existing blood alcohol testing facilities and to expedite the blood alcohol analysis. Due to a court



decision that requires the right to confront your accuser, the length between when a blood analysis request is submitted to the state to the time it takes for the technician to testify in court is up to 18 months. Because of the increased time, many of these cases were dismissed in court before they could come to trial. 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.

For the past several years GHSP has funded the NC Division of Motor Vehicles (NCDMV) to properly train their Administrative Hearing Officers, who oversee hearings about driving privilege restorations after convictions for driving while impaired, driving while license revoked, and licensees required to drive with ignition interlock devices. The Division's hearing officers are expected to conduct administrative hearings, make evidentiary findings, draft findings of facts, and reach and draft conclusions of law. The findings of fact and conclusions of law made by the hearing officers are subject to judicial review. It is imperative that the hearing officers receive training on conducting fair and impartial administrative hearings and drafting orders that will withstand judicial scrutiny. The National Judicial College (NJC) offers certification in Administrative Law Adjudication Skills, Dispute Resolution Skills, General Jurisdiction Trial Skills, and Special Court Trial Skills. The certification program is typically completed over the course of a two-week period on-site at the NJC campus. As a cost saving measure the NJC sends instructors to North Carolina to conduct the training. In addition to the training and instruction provided by the NJC, they also trained their hearing officers and support staff on legislative changes, policy and procedure changes, and recent judicial decisions pertinent to their work. The NCDMV found that it was more effective to deliver this message to all hearing officers and support staff simultaneously.

Currently, 10,894 ignition interlocks are installed in the vehicles of DWI offenders in North Carolina. GHSP previously provided funding to DMV for a web-based reporting system for all approved ignition interlock service providers in North Carolina. Prior to implementation of the web-based system, the NCDMV had been implementing the ignition interlock program through labor intensive, manual processes.

Impaired Driving Task Force

In August 2013, GHSP worked with the Governor's office to establish a Statewide Impaired Driving Task Force. The Task Force was 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 developed an Impaired Driving Plan for the State of North Carolina in 2014. The purpose of the Impaired Driving Plan was to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan described North Carolina's current and future initiatives regarding enforcement, media and outreach, adjudication, and treatment and rehabilitation. The original term of the task force expired. During June 2017, GHSP assembled a new task force to review the initial plan, recommend/approve changes, and reformat the plan to meet NHTSA Highway Safety Program Guideline No. 8 Impaired Driving. This past year, the Impaired Driving Task Force met on June 19, 2019. The Impaired Driving Task Force discussed possible legislative proposals, structure of the Task Force, and future membership.



Traffic Safety Conference and Expo

During August 2019, GHSP hosted the Traffic Safety Conference and Expo in Raleigh, NC. The conference was attended by 753 national, state and local traffic safety professionals. 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 the fields of 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. The conference shared the latest research, evidence-based strategies, proven countermeasures and promising new approaches in a series of 85 workshops. GHSP funded the attendance of 513 participants, including a large contingent of law enforcement.



Program Results

Booze It & Lose It

During FY2019, law enforcement agencies in North Carolina conducted five “Booze It & Lose It” campaigns:

- Halloween Booze It & Lose It (October 25 – 29, 2018)
- Holiday Booze It & Lose It (December 14, 2018 – January 2, 2019)
- St. Patrick’s Day Booze It & Lose It (March 14 – 18, 2019)
- Booze It & Lose It, Operation Firecracker (July 1 – July 8, 2019)
- Labor Day Booze It & Lose It (August 16 – September 2, 2019)



During these five campaigns, law enforcement officers conducted 18,760 checkpoints and saturation patrols, yielding 6,769 DWI arrests and over 211,000 other traffic violations. Additionally, officers arrested 7,899 fugitives, recovered 725 stolen vehicles, discovered 9,808 drug violations, and made a total of 24,245 criminal arrests. Detailed results from “Booze It & Lose It” activities in FY2019 are presented below.



RESULTS OF “BOOZE IT & LOSE IT” ACTIVITIES DURING FY2019

	Campaign					Totals
	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	
Checkpoints	368	759	405	598	1,122	3,252
Saturation patrols	2,224	4,886	1,221	2,189	4,988	15,508
Total checkpoints and patrols	2,592	5,645	1,626	2,787	6,110	18,760
Under 21 DWI charges	71	181	75	106	213	646
21 and over DWI charges	738	1,654	531	764	1,810	5,497
DWI Drugs	74	194	80	96	182	626
DRE Evaluations	6	10	13	7	32	68
Total DWI charges	883	2,029	686	966	2,205	6,769
Safety belt violations	1,866	2,795	1,325	2,831	5,262	14,079
Child passenger safety	329	549	273	489	820	2,460
Total occupant restraint charges	2,195	3,344	1,598	3,320	6,082	16,539
Drug violations	1,324	3,207	1,178	1,275	2,824	9,808
Stolen vehicles recovered	72	230	46	116	261	725
Fugitives arrested	863	2,274	715	1,050	2,997	7,899
Felony arrests	563	1,433	399	576	1,572	4,543
Other criminal violations	1,718	4,825	1,351	1,801	4,742	14,437
Total criminal violations	3,042	8,032	2,529	3,076	7,566	24,245
Total other traffic violations¹	29,197	56,943	19,311	34,249	71,748	211,448
Total traffic & criminal violations	36,815	74,285	25,284	43,353	92,431	272,168

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

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

Future Strategies

North Carolina will continue to operate “Booze It & Lose It” campaigns in FY2018 and beyond. During FY2020, five statewide campaigns are scheduled:

- Halloween Booze It & Lose It (late October 2019)
- Holiday Booze It & Lose It (December 2019)
- St. Patrick’s Day Booze It & Lose It (March 2020)
- Booze It & Lose It, Operation Firecracker (June & July, 2020)
- Labor Day Booze It & Lose It (August & September, 2020)

GHSP will continue to establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related fatalities. During FY2019, GHSP is funding DWI Enforcement Teams in Buncombe,



Forsyth, Guilford, Mecklenburg, Onslow, Robeson, Union, Wake and Wayne counties. GHSP will also fund two State Highway Patrol DWI Enforcement Teams to work in Gaston and Robeson counties. By focusing proven enforcement strategies in this select group of counties, GHSP expects to maximize the impact with the resources available. GHSP will encourage more communities that are overrepresented in alcohol-related fatalities to be involved in the DWI Enforcement Team approach.

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

GHSP is dedicated to the continued prosecution of impaired drivers and will support the North Carolina Conference of District Attorneys' (CDA) efforts to train more prosecutors and law enforcement officers statewide. GHSP continues to fund DWI treatment courts to address the recurring problem of repeat offenders that have chemical dependence issues. During FY2019, GHSP supported a Drug Recognition Expert (DRE) coordinator who scheduled 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.

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

Funded Projects and Activities

The following alcohol-impaired driving related projects and activities were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s):	SA-19-09-04
Project Title:	Repeat Offenders in North Carolina
Agency:	UNC-HSRC
Project Description:	This was year two of a two year project to better understand the contribution of repeat offenders to traffic crashes, injuries and fatalities. and to identify approaches to mitigate this problem. Repeat offenders can include drinking drivers, speeders, aggressive drivers, and those who show a general disregard of traffic laws.
Contribution to Meeting Targets:	This was year two of a two-year project designed to better understand the contribution of repeat offenders to traffic crashes, injuries and fatalities and to identify approaches to mitigate this problem. HSRC was unable to complete the analysis of the datasets or identify three to five proven or promising countermeasures to combat recidivism in impaired driving and speeding because



the data provided to HSRC by the North Carolina Division of Motor Vehicles (NCDMV) and the Administrative Office of the Courts was incomplete. HSRC is working to obtain the needed data to complete the linkage by December of 2019.

Project Number(s):	PT-19-06-25
Project Title:	Administrative Hearings Annual Training
Agency:	NC DMV Fiscal
Project Description:	This was a continuation project with the North Carolina Division of Motor Vehicles. The project provided funding to train hearing officers on the skills required to conduct professional and thorough hearings that balance an individual's privilege to drive with highway safety concerns. The hearing officers were also educated on law changes (case law and statutes) to ensure that they conduct and hold hearings in accordance with all applicable laws. The project requested to bring the National Judicial College (NJC) to North Carolina to conduct training for the hearing officers, instead of sending all of their hearing officers to Reno, Nevada for the training.
Contribution to Meeting Targets:	This is a continuation project that provides funding to train Hearing Officers working for the Division of Motor Vehicles on the skills required to conduct professional and thorough hearings that balance an individual's privilege to drive with highway safety concerns. Hearing officers were educated on law changes (case law and statutes) and received training from the National Judicial College in May of 2019 which provided insight to the Driver License and L&T Hearing Officers in case management and the finer points of judicial writing. The training focused on perceptions, credibility assessments, and articulations when accepting testimony and evidence. Instruction was given on effective decision writing that concentrated on syntax, semantics, and nominalizations in an effort to write for a specific judicial audience. Employees also attended the 2019 AIIPA conference in San Diego CA to network with other states on upcoming technology of Ignition Interlock Programs. Employees of the Medical Program attended the FMCSA Medical Examiner training to receive a better understanding of the program.

Project Number(s):	M5X-19-15-04
Project Title:	ABC Commission-Training Summit
Agency:	NCDPS
Project Description:	This was the initial year of a project that will provide funding for a Responsible Alcohol Sales and Fake ID Recognition Training Summit. The purpose of the summit was to unify alcohol server training curricula and to ensure all alcohol sellers and servers have the most up-to-date rules and regulations, industry trends, and fake ID trends. The summit also ensured all training programs are



effective in teaching how to serve alcohol responsibly. The goal of the project was to reduce alcohol-related fatalities statewide.

Contribution to Meeting Targets: This project provided funding for a Responsible Alcohol Sales and Fake ID Recognition Training Summit. The summit helped to unify alcohol server training curricula and ensured that all alcohol sellers and servers had the most up to date rules and regulations, industry trends, and fake ID trends. Alcohol-related fatalities decreased by 10.4 percent from the 2012-2016 five-year average of 373 to 338 in FY19.

Project Number(s): AL-19-02-04

Project Title: Union County DWI Task Force

Agency: Union County Sheriff's Office

Project Description: This was the fourth year of a DWI Task Force project with the Union County Sheriff's Office. Union County was ranked 21st for overall fatalities and 21st for alcohol-related fatalities. This project provided funding for five DWI Task force officers (four Deputies and one Sergeant) . The goal of the project was to reduce alcohol-related fatalities, traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted drivers by conducting saturation patrols and by holding DWI checking stations on peak night time hours, holidays, and weekends. The Task Force worked to educate the citizens of Union County about the dangers of drinking and driving by conducting outreach/educational events.

Contribution to Meeting Targets: The Union County Sheriff's Office Task Force Deputies made 488 DWI arrests, and issued 92 occupant protection citations and 6186 citations for other traffic. The Sheriff's Office conducted high visibility enforcement, worked primarily nights and weekends, and hosted or supported 12 multi-agency DWI checking stations.

Project Number(s): M5CS-19-15-01

Project Title: Buncombe County DWI Treatment Court

Agency: NC Judicial Department-AOC

Project Description: This was an ongoing project that funded a Legal Assistant to work with the Buncombe County DWI Treatment Court Coordinator. Buncombe County is the 7th most populated County in North Carolina. However, the county has a higher conviction rate for habitual DWI offenders in comparison with other counties which have a larger population. Buncombe County was ranked 20th for alcohol-related fatalities. Buncombe County has aggressively targeted repeat offenders with a DWI Treatment Court. Part of the overall process was to identify Level 1 and 2 offenders and facilitate entry into the program. The goal of the project was to reduce recidivism of DWI offenders and is a companion project with Buncombe County.



Contribution to Meeting Targets: The Buncombe County DWI Court had 44 active participants in the program and did not have to remove any participant for failure to comply. The DWI court reviewed over 900 DWI arrests this past year.

Project Number(s): M5X-19-15-02
Project Title: 2019 NCSCCL Toxicology Enhancement
Agency: NC Department of Justice-SBI (Ral/Edny/Greens)
Project Description: This was a continuation project with the North Carolina Department of Justice/North Carolina State Crime Laboratory . The project sent nine chemical analysts to receive training at the Robert F. Borkenstein course on Alcohol and Highway Safety and three chemical analysts to the Robert F. Borkenstein course on drugs. The project has leased three new Liquid Chromatograph/Quadrupole-Time-of-Flight instruments. This was the second year of a three year lease. These instruments has allowed for the screening of blood sample extracts for compounds with known molecular formulas, which includes over a thousand drugs and metabolites.

Contribution to Meeting Targets: The North Carolina Department Of Justice-State Crime Lab completed the second year of a three year lease for the three Liquid Chromatograph/Quadrupole-Time-of-Flight Instruments. The State Crime Lab sent personnel to the Robert F. Borkenstein course on Alcohol and Highway Safety and also the Drug course.

Project Number(s): M5BAC-19-15-01
Project Title: Breath Alcohol Testing Mobile Unit Program
Agency: NC Department of Health & Human Services-FTA
Project Description: This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Blood Alcohol Testing (BAT) program. This program provided the BAT Mobile Units stationed regionally across the state. The project included the salary for three existing BAT coordinators and the salary for two part-timely BAT coordinators. The project has enhanced their ability to assist law enforcement agencies across the state in their efforts to remove impaired drivers from the highways by conducting checkpoints upon request from law enforcement agencies.

Contribution to Meeting Targets: The BAT program conducted 189 educational events about the dangers of drinking and driving that reached over 61,974 people statewide. The BAT program participated in 330 DWI checking stations this past fiscal year. The BAT program gained participation from 4 Law Enforcement agencies who had not participated in the program in the past.

Project Number(s): M5BAC-19-15-02



Project Title: Drug Recognition Expert Program

Agency: NC Department of Health & Human Services-FTA

Project Description: This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Drug Recognition Expert (DRE) Program. The project included funding for the DRE Training Coordinator and added a DRE Program Coordinator position this fiscal year. The DRE Training Coordinator scheduled training across the state to help officers detect impaired suspects under the influence of drugs. The coordinator also provides instruction for DRE's and DRE instructors to ensure state of the art training for all certified DRE personnel. The newly created DRE Program Coordinator oversaw all of the DRE programs and helped to develop effective education programs and strategies that will be provided to all DREs in the North Carolina.

Contribution to Meeting Targets: The FTA increased the number of DRE's statewide from 164 to 175. The FTA conducted 2 DRE pre schools training 28 DRE students, conducted two DRE schools training 28 students, and conducted 35 advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 362 officers. The FTA conducted 2 DRE instructor training courses training 28 DRE instructors. The FTA held their annual DRE in-service training class training 150 students.

Project Number(s): M5TR-19-15-01

Project Title: Science Program

Agency: NC Department of Health & Human Services-FTA

Project Description: This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Science Program. The project provided and maintained the breath alcohol testing instruments statewide. The project also conducted all the training for law enforcement officers on these instruments.

Contribution to Meeting Targets: The FTA made available repair and service at no cost ASTD's used in DWI enforcement. The FTA maintained 182 test sites housing 292 EC/IR II breath testing instruments and 114 backup instruments. The FTA completed the following training: Held 37 EC/IR II Operator Training Classes with 608 officers trained, held 170 EC/IR Operator Recertification Classes with 2,754 officers trained, and 38 ASTD Basic School with 485 officers trained.

Project Number(s): M5TR-19-15-02

Project Title: Standardized Field Sobriety Testing Program

Agency: NC Department of Health & Human Services-FTA

Project Description: This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Standardized Field Sobriety Testing Program (SFST). The project provided training to law enforcement



officers for SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) across the state.

Contribution to Meeting Targets: The FTA conducted 190 basic SFST practitioner courses training 1155 officers. The grant held 137 SFST refresher courses training 1613 officers and 2 initial SFST instructor course training 24 new SFST instructors. The grant also held 13 SFST instructor refresher courses training 110 instructors for recertification.

Project Number(s): AL-19-02-01

Project Title: Forsyth County DWI Task Force Expansion

Agency: Kernersville Police Department

Project Description: This was the fourth year of a project to fund a traffic officer as part of the expansion of the Forsyth County DWI Task Force. Forsyth County was ranked sixth in alcohol-related fatalities. The Task Force is a multi-agency effort between the police departments of Kernersville and Winston-Salem and the Forsyth County Sheriff's Office. The goals of the project included reducing alcohol related fatalities in Forsyth County.

Contribution to Meeting Targets: The Kernersville Police Department made 169 DWI arrests and issued 2 occupant protection citations, and issued 348 citations for other traffic charges. The traffic team officer conducted high visibility enforcement, nights, on the weekends and holidays. They hosted and or supported 77 checking stations.

Project Number(s): M5X-19-15-03

Project Title: Keys to Life

Agency: NC DPS ALE

Project Description: This was an ongoing continuation project that allowed North Carolina Alcohol Law Enforcement (NC ALE) Agents to travel within North Carolina to conduct their Keys to Life Programs and Mobile Enforcement Operations while focusing on the top 25 counties for young driver-alcohol related crashes. The NC ALE conducted Mobile Enforcement Operations and public information responsible seller programs this past grant year.

Contribution to Meeting Targets: The NCALE conducted 42 programs targeting younger drivers. They hosted 21 Keys to Life presentations 21 other public information programs presented to younger drivers. The total number of attendees for these presentations/programs was over 5200. The NCALE conducted 32 mobile enforcement operations statewide targeting areas with high underage alcohol violations/consumption.

Project Number(s): AL-19-02-07

Project Title: DWI Task Force Grant (and Educator)

Agency: Guilford County Sheriff's Office



Project Description: This was the seventh year of an impaired driving enforcement project to fund six positions and included a DWI Educator position. Guilford County ranked third in overall fatalities, fourth in alcohol-related fatalities and fourth in unrestrained fatalities. The project continued funding for a multi-agency DWI Task Force (Guilford County Sheriff's Office, Greensboro Police Department and High Point Police Department). The Task Force maintained a high level of impaired driving arrests through strict daytime and nighttime enforcement with the goal to reduce alcohol-related fatalities. The DWI Educator educated the public on impaired driving.

Contribution to Meeting Targets: The Guilford County DWI team made 456 DWI arrests, 68 occupant protection citations, and issued 1,647 citations for other traffic charges. The DWI Task Force participated in 8 DWI checking stations and a total of 30 checking stations.

Project Number(s): M5X-19-15-01

Project Title: Prevention of Impaired Driving and Underage Drinking

Agency: MADD

Project Description: This was an ongoing project with MADD North Carolina. MADD North Carolina trained and educated the public about the destructive decisions associated with drinking and driving. The project continued to fund the Program Specialist and Court Monitor Specialist positions, along with materials and events. The Court Monitor Specialist trained volunteers to observe pending DWI cases and note their outcomes. The project's goals was to significantly reduce alcohol-related fatalities and injuries, instances of impaired driving, and to continue educating the youth on highway safety issues and making positive choices/decisions.

Contribution to Meeting Targets: MADD continued to expand their Power of The Parent program by presenting over 195 Power of Youth presentations and reaching over 9,000 students statewide. MADD currently has 13 active MADD chapters in the state serving 31 counties. MADD currently has court monitors working in 21 counties in the state. MADD supported over 60 DWI checking stations statewide held six regional law enforcement recognition events and a state event to recognize officers from across the state.

Project Number(s): AL-19-02-10

Project Title: Year 9 DWI Task Force for Forsyth County

Agency: Winston-Salem Police Department

Project Description: This was a continuation project to fund the Forsyth County DWI Task Force. Forsyth County ranked sixth in impaired driving-related fatalities and eighth in the number of unrestrained fatalities in 2018. The Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem and the Forsyth County Sheriff's Office. The goals of the project were to reduce the number of alcohol-related crashes and fatalities.



Contribution to Meeting Targets: The Forsyth County DWI Task Force arrested 587 DWI offenders and issued 70 occupant protection citations. They also held 41 Impact classes and reached 1,544 students. The DWI Task force participated in 93 checking stations.

Project Number(s): AL-19-02-11
Project Title: DWI Treatment Court
Agency: Buncombe County-DWI Treatment Court
Project Description: This was a continuation project that provides funding for DWI treatment court in Buncombe County and included a Treatment Court Coordinator position. Part of the overall process was to identify Level 1 and Level 2 offenders who may participate in the program. The DWI Treatment Court Coordinator was responsible in contacting these individuals, as well work along with personnel from the companion application with AOC.

Contribution to Meeting Targets: The Buncombe County DWI Court had 44 active participants in the program and did not have to remove any participant this past year from the program for failure to comply. The DWI court reviewed over 900 DWI arrests this past year.

Project Number(s): M5CS-19-15-02 OP-19-04-04
Project Title: NCCDA 2018 Traffic Safety Prosecutor Project
Agency: NC Judicial Department-AOC (Conf. of DA's)
Project Description: This was an ongoing project with the Conference of District Attorneys. The grant conducted trainings, providing information, technical support and education to law enforcement personnel, prosecutors, magistrates and judges on basic and advanced traffic related safety topics and their daily job duties/responsibilities. This was provided through individualized and joint trainings, publications and technical support. In FY 17 the Conference of District Attorneys increased the number of Traffic Safety Resource Prosecutors (TSRP) to 4 (four). The additional TSRPs helped to alleviate increased caseloads, provide technical assistance, and train prosecutors, law enforcement, judicial officials, and other allied officials in the counties where the DWI Task Forces have been created.

Contribution to Meeting Targets: The Conference of District Attorneys, Traffic Safety Resource Prosecutors conducted training courses for Prosecutors, Law Enforcement, Magistrates, Judges, and other traffic safety professionals. These courses included Prosecuting the Drugged Driver, Legal Updates, Evidence training, New Prosecutors School, NCSHP training academy, DRE school, LEL meetings and Lifesavers National Conference. The Traffic Safety Resource Prosecutor (TSRP) responded to 117 direct requests for technical assistance, including briefs. The five (5) (Regional) RTSRPs disposed of 472 DWI cases in district court, 198 in superior court, and 889 other traffic cases. The Conference of DAs completed and also assisted in over 50 trainings statewide with over 2600 attendees.



Project Number(s): AL-19-02-12
Project Title: Asheville Buncombe DWI Task Force
Agency: Asheville Police Department
Project Description: This was the sixth year of a DWI Task Force project with the Asheville Police Department and the Buncombe County Sheriff's Office. Buncombe County was ranked 8th for overall fatalities, 17th for alcohol-related fatalities, 12th for unrestrained fatalities and 7th for young driver fatal crashes. This project provided funding for six DWI Task force officers (four Asheville Police officers including a Sergeant, and two Buncombe County SO). The goal of the project was to reduce alcohol-related fatalities, traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting saturation patrols and by holding DWI checking stations on peak night time hours, holidays, and weekends. The Task Force worked closely with the local MADD chapter to educate the citizens of Buncombe County about the dangers of drinking and driving.

Contribution to Meeting Targets: The Buncombe County DWI Task Force made 543 impaired driving arrests and issued 2985 citations for other traffic charges. The DWI Task Force participated in 139 DWI checking stations and a total of 180 checking stations. The Buncombe County DWI Task Force remained actively involved with the Buncombe County Sobriety Court. The DWI team continued the Sober Hero campaign to educate the driving public about the importance of driving sober. The Task Force held 11 displays/presentations to educate the public on the dangers of drinking and driving.

Project Number(s): M5HVE-19-15-01
Project Title: DWI Task Force -Robeson County
Agency: NC Department of Public Safety-NCSHP
Project Description: This was a continuation project that funds four Troopers and one Sergeant staffing a DWI Task Force assigned to Robeson County. Robeson County ranked fifth (5th) for alcohol-related fatalities in the state. The goal of the project was to reduce the number of alcohol-related fatalities and serious injuries in Robeson county. The enforcement efforts focused on driving while impaired during the peak nighttime hours and on the weekends.

Contribution to Meeting Targets: The Task Force worked in Robeson County to arrest impaired drivers. The Task Force made 276 DWI arrests and issued 236 occupant protection citations. The DWI Task force participated in 51 DWI checking stations and a total of 131 checking stations.

Project Number(s): M5HVE-19-15-02
Project Title: DWI Task Force-Gaston County (formerly Cumberland)
Agency: NC Department of Public Safety-NCSHP



Project Description: This was a continuation project with the North Carolina State Highway Patrol for a DWI Task Force in Gaston County. The project was originally a DWI Task Force in Cumberland County. The NCSHP implemented a dedicated DWI Task Force to Troop B (one Sergeant and seven Troopers) that began enforcement efforts in January 2015. The team associated with this project focused their efforts specifically in Gaston County, which ranked 10th in North Carolina for the number of alcohol-related fatalities per year based on the 2012-2016 average. The unit was deployed during the peak hours when impaired drivers are known to be on the road throughout the county.

Contribution to Meeting Targets: The Task Force worked in Gaston County to arrest impaired drivers. The Task Force made 164 DWI arrests and issued 632 occupant protection citations. The DWI Task force participated in 75 DWI checking stations and a total of 123 checking stations.

Project Number(s): M5HVE-19-15-03

Project Title: NCSHP Booze It or Lose It 2019

Agency: NC Department of Public Safety-NCSHP

Project Description: This was a continuation project with the North Carolina State Highway Patrol. The grant provided funding to the NC State Highway Patrol for overtime enforcement of driving while impaired offenses. The goal of the State Highway Patrol was to reduce the number of alcohol related fatalities and serious injuries. The NCSHP accomplished this by strategically placing Troopers in the top ten counties for impaired driving fatalities during the “Booze It and Lose It” sponsored campaigns during FY19. They did this by focusing on driving while impaired suspects during the peak night time hours and on the weekends.

Contribution to Meeting Targets: The SHP worked DWI overtime enforcement in selected counties with high impaired driving fatalities. The overtime enforcement resulted in the arrest of 238 impaired drivers and 1875 total charges.

Project Number(s): AL-19-02-03

Project Title: DWI Task Force Grant

Agency: Charlotte Mecklenburg Police Department

Project Description: This was the sixth year of a DWI Task Force project with the Charlotte-Mecklenburg Police Department . Mecklenburg County was ranked 1st for overall fatalities, alcohol-related fatalities, unrestrained fatalities, speed related fatalities and 2nd for young driver fatal crashes. The project provided funding for a Sergeant and seven DWI Task force officers. The goal of the project was to reduce alcohol-related fatalities, traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting saturation patrols and by holding DWI checking stations on peak night time hours, holidays, and weekends. The Task Force worked closely with



the local teen safe driving project to educate the teens and the citizens of Mecklenburg County about the dangers of drinking and driving.

Contribution to Meeting Targets: The Charlotte-Mecklenburg Police Department DWI team made 374 DWI arrests, 140 occupant protection citations, and issued 5344 citations for other traffic charges. The DWI Task Force participated in 117 DWI checking stations and a total of 167 checking stations.

Project Number(s): M5II-19-15-01

Project Title: Ignition Interlock Management Systems Enhancement

Agency: DMV Fiscal Section

Project Description: This was the first year of a two year project designed to create additional subsystems with the current Ignition Interlock Management System (IIMS) to enhance the current system. The grant will automate processes related to vendor oversight and statutorily required medical accommodations, ultimately allowing the NCDMV greater capabilities to manage the IIMS.

Contribution to Meeting Targets: The North Carolina Division of Motor Vehicles just completed the first year of a two year project to enhance the Ignition Interlock Management System. In the first year the project was successful in the initial setup and implementation phase and is on track to complete the project in year two.

Project Number(s): AL-19-02-14

Project Title: Wake County DWI Blood Drug Analysis

Agency: Wake/Raleigh CCBI

Project Description: This was a new project with the Wake/Raleigh CCBI. The DWI Blood Chemistry Unit utilized gas chromatograph / mass spectrometers (GC/MS) to identify drugs in blood samples seized from divers charged with impaired driving. GC/MS technology is limited in its ability to detect certain drugs because of the concentration levels in blood. In addition, many drugs and the associated metabolites in blood are often better analyzed via liquid chromatography / mass spectrometry (LC/MS) due to the aqueous nature of the blood matrix. LC/MS has become widely used in the forensic examinations of blood for drugs. Liquid chromatograph triple quadrupole mass spectrometers (LC/MS/MS) provides for the identification of a large panel of targeted drugs with simplified and automated sample analysis. The LC/MS/MS provides greater sensitivity, detects and identifies a broader range of drugs, reduces sample preparation time and reduces analysis cost per sample while maintaining current staffing levels. The purchase of an LC/MS/MS system has allowed to reduce analysis time and expand the analysis capabilities of the CCBI DWI Blood Chemistry Unit to identify drugs in blood samples seized from impaired drivers.

Contribution to Meeting Targets: The Raleigh/Wake County City-County Bureau of Identification purchased one LC/MS/MS instrument this past year. The new instrument has allowed the Wake/Raleigh CCBI to test blood drug samples of impaired drivers.



Project Number(s): AL-19-02-15
Project Title: Wake County DWI Blood Analysis
Agency: Wake/Raleigh CCBI
Project Description: This was an ongoing project with the Wake/Raleigh CCBI. The Governor's Highway Safety Program grant included funding for additional personnel, equipment, contractual services, and the laboratory supplies necessary to complete blood alcohol testing within thirty days from the receipt of blood evidence in DWI cases.
Contribution to Meeting Targets: The Raleigh/Wake County City-County Bureau of Identification project funded two Chemist positions for the testing of blood alcohol of possible impaired drivers. The presence of these positions sped up the turn around time for the alcohol blood testing to under 30 days. Consequently, their appearance in court has decreased for impaired driving court cases, which has resulted in more guilty pleas for Impaired Driving cases.

Project Number(s): AL-19-02-05
Project Title: Regional Crime Laboratory Continuation
Agency: Wilmington Police Department
Project Description: This was the fifth year of project with the Wilmington Police Department for blood alcohol analysis. New Hanover County was ranked 14th for alcohol-related fatalities. The North Carolina State Bureau of Investigation laboratory conducts the blood alcohol testing for the majority of law enforcement agencies in our state. Currently, the Wilmington blood laboratory aims for a turnaround time of 10 days or less for the blood alcohol testing results. The Wilmington Police Blood Laboratory expanded the blood alcohol testing to the Tri-County region and now provides analysis for several counties. The expanded laboratory increased the local and state agencies served from 34 to 55 agencies covering the counties of New Hanover, Brunswick, Duplin, Onslow, Columbus and Pender.
Contribution to Meeting Targets: This is the fifth and final year of project with the Wilmington Police Department for blood alcohol analysis. New Hanover County has seen its alcohol-related fatalities rank go from 14th to 21st. During the project the Wilmington Police Blood Laboratory expanded the blood alcohol testing to the Tri-County region and now provides analysis for several counties of New Hanover, Brunswick, Duplin, Onslow, Columbus and Pender. the Wilmington Police Department ceased operation and management of the blood laboratory effective June 30th, 2019. To continue to provide these valuable services, the Wilmington Police Department transferred these duties over to the New Hanover County Sheriff's Office.

Project Number(s): AL-19-02-06



Project Title: Onslow County DWI Team
Agency: Onslow County Sheriff's Office
Project Description: This was a new grant application for the Onslow County Sheriff's Office. Onslow County was ranked 15th for overall fatalities, 8th for alcohol-related fatalities, 28th for unrestrained fatalities and 10th for speed related fatalities. The goal of the project was to reduce alcohol-related fatalities and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting DWI checking stations during the high peak Impaired driving times.
Contribution to Meeting Targets: This is a first year of the Onslow County SO DWI Task force. During the project, the unit was staffed, vehicles and equipment were purchased and the unit began enforcement operations. This is the first dedicated traffic unit in the history of the Onslow County Sheriff's Office and the task force has worked to develop partnerships with surrounding jurisdictions and the district attorney's office. They currently do not have a dedicated traffic team. The task force reported making two hundred and fifty-six (256) DWI arrests during the performance period, which is an over four hundred percent increase from the same period the previous year. The agency participated in GHSP campaigns and hosted the July fourth holiday Driving While Impaired enforcement campaign kickoff event.

Project Number(s): PT-19-06-03
Project Title: City of Lumberton DWI/OP Enforcement Project
Agency: Lumberton Police Department
Project Description: This was a continuation project that funded two traffic officers. Robeson County was ranked 5th for alcohol-related fatalities and 2nd for unrestrained fatalities. Enforcement efforts occurred during the peak nighttime hours when impaired drivers were known to be on the road. The officers collaborated with other agencies and municipalities within Robeson County. In addition to enforcement efforts, the officers educated students by teaching fatal vision courses to high schools and attending driver education classes around the county. The goal of the project was to reduce the number of alcohol-related and unrestrained fatalities in Robeson County.
Contribution to Meeting Targets: The traffic unit conducted high visibility enforcement in the City of Lumberton and reported one hundred forty-three (143) Driving While Impaired citations, two hundred fifty-three (253) seatbelt citations, and twenty-five (25) speeding citations during the period of performance. Lumberton participated in or conducted nine DWI checking stations, ten seatbelt initiatives, one hundred sixty license checkpoints, and utilized the Forensic Tests for Alcohol BAT mobile for an operation.

Project Number(s): AL-19-02-08
Project Title: Wayne County DWI Task Force



Agency: Wayne County Sheriff's Office

Project Description: This was the fourth year of a project for a DWI Task Force in Wayne County and consisted of four deputies to address the impaired driving problem. Wayne County was ranked 17th in overall fatalities, 24th in alcohol-related fatalities and 26th in young-driver fatalities. Wayne County is the home to Seymour Johnson Air Force Base, resulting in a large population of younger drivers. Therefore, special enforcement and education efforts are aimed at the 18 - 25 age group. The goals of the project were to reduce the number of alcohol-related crashes and fatalities and the number of young driver-involved crashes.

Contribution to Meeting Targets: Wayne County DWI Task Force officers charged 312 drivers with DWI during grant year. The DWI Task Force conducted 48 DWI checkpoints/saturation patrols during the period of performance. The DWI Task Force conducted at least one outreach/educational event per month at venues that included high schools, middle schools, and military installations.

Project Number(s): AL-19-02-09 M5BAC-19-15-03

Project Title: Pitt County Impaired Driving Laboratory Analysis Program

Agency: Pitt County

Project Description: This was the sixth year of a project for blood alcohol analysis with the Pitt County Sheriff's Office. The North Carolina State Bureau of Investigation laboratory does the blood alcohol testing for the majority of law enforcement agencies in our state. The goal of the project was to provide a blood alcohol testing facility for Pitt County. This lab sought to expedite the adjudication process by offering the court system the immediate availability of the lab technician that performed the blood testing. The goal of the project was to reduce the blood alcohol analysis time frame from 12-18 months to 1 month and expand by one additional judicial district.

Contribution to Meeting Targets: During the period of performance the Pitt County Blood Lab case completion time increased from thirty-one (31) to forty-three (43) days due to new laboratory requirements and policy development. The Blood Alcohol Lab continues to expand the service area in Northeastern North Carolina. The Blood Lab has continued to operate using best practices and increased professionalism with the addition of a quality control manager.

Project Number(s): AL-19-02-13

Project Title: Cumberland County Sobriety Coordinator/Community Liaison

Agency: Cumberland County

Project Description: This was an ongoing project for the Cumberland County DWI Sobriety Treatment Court. Cumberland County was ranked 4th in overall fatalities and 3rd in alcohol-related fatalities. Cumberland County had one of the highest per capita arrest rates for DWI in North Carolina. Cumberland County continued to aggressively target repeat offenders with a DWI Treatment Court. Part of the overall process



was to identify Level 1 and Level 2 offenders who are eligible to participate in the program.

Contribution to Meeting Targets: The Cumberland County DWI Court saw 100 - 120 pretrial participants, 8 to 11 probation defendants, and 12 in after care. The DWI court continued educational programs at Fort Bragg including a presentation to the 82nd Airborne.

Project Number(s): AL-19-02-16

Project Title: Regional Crime Laboratory Continuation (From Wilmington PD)

Agency: New Hanover Sheriff's Office

Project Description: This project funded the New Hanover County Sheriff's Office to assume responsibility, manage, and continue operations of the Regional DWI Blood Laboratory. The New Hanover Sheriff's Office took over operations from the Wilmington Police Department effective July 1, 2019. The laboratory aimed for a ten (10) business day turnaround with notification for turnarounds of more than thirty (30) days. The New Hanover County Sheriff's Forensic Lab sought to ensure continuity of operations, providing analysis for casework submitted by partner agencies to ensure effective investigation and prosecution of crime and offenders with consistent, reliable testing and results. The New Hanover County Sheriff's Office continued and expanded the regional forensic lab to service all fifty-five (55) State and local agencies in the six (6) county region of New Hanover, Brunswick, Pender, Duplin, Columbus, and Onslow counties.

Contribution to Meeting Targets: During the period of performance the New Hanover County Blood Lab under the new direction of the New Hanover County Sheriff's office hired and trained new staff and completed lab handover from the Wilmington Police Department. The New Hanover County Blood Lab began preparations for Department of Health and Human Services inspection and ISO 17025 accreditation, which is required before testing can begin.

Project Number(s): M5X-19-00-00

Project Title: GHSP In-House Impaired Driving Futures Projects

Agency: Governor's Highway Safety Program

Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.

Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.

Project Number(s): AL-19-00-00

Project Title: GHSP In-House Impaired Driving Futures Projects

Agency: Governor's Highway Safety Program



Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.

Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.



Occupant Protection

Background and Noteworthy Programs

In 2018, there were 1,437 motor vehicle crash fatalities in North Carolina. Of these, 958 were passenger vehicle drivers or occupants and 393 (41%) were unrestrained. The number of unrestrained passenger vehicle occupant fatalities decreased by 2% in 2018.

The 2019 observed belt use rate for drivers and front seat occupants in North Carolina was 88.4%, noticeably lower than the combined rate of 91.3% in 2018. This is similar to national trends—observed seat belt use in the U.S. has decreased each of the last two years. Seat belt use in North Carolina is somewhat lower among males, young people (ages 16-24), pickup truck occupants, and those in rural areas. As a result of the observed belt use rate for drivers and front seat passengers in 2019, GHSP will participate in a NHTSA-led Occupant Protection Assessment in 2020.

During FY2019, GHSP worked with law enforcement, media, local partners and others to both educate the public about occupant protection and to enforce North Carolina's occupant protection laws. GHSP law enforcement grantees are required to conduct a minimum of one nighttime seat belt enforcement effort each month. GHSP also encouraged nighttime seat belt enforcement in counties that are overrepresented in unbelted fatalities. GHSP also educated law enforcement agencies on the importance of improving seat belt compliance rates and their role in reducing unrestrained fatalities and injuries, and GHSP gave law enforcement agencies a guide with descriptions of both the Child Passenger Safety Law and the Seat Belt Law. This guide provided law enforcement officers, particularly those with little to no training in child passenger safety, a clear outline of how to enforce the law. GHSP also funded a pilot seat belt diversion program in Robeson County. This program, a partnership between a local hospital and the District Attorney's office, 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 among local law enforcement. The project's goals address one of the recommendations from NC's 2016 OP assessment, namely, to evaluate and consider expanding the network of court diversion programs which would provide a less costly alternative for unrestrained motorists who get cited.

Occupant Restraints

An estimated 600 lives are saved each year in North Carolina by passenger restraints. Approximately 100 more lives could be saved if all passenger vehicle occupants were properly restrained.



To increase occupant protection enforcement and improve seat belt usage rates in North Carolina, the GHSP 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. The Special Operation Projects were conducted for eight weeks throughout FY2019 and covered Buncombe, Cumberland, Davidson, Durham, Forsyth, Gaston, Guilford, Harnett, Johnston, Mecklenburg, Onslow, Robeson, Rowan, and Wake Counties. These projects resulted in 1,787 seat belt and 101 child passenger safety citations. A total of 3,144 citation charges were written, including 137 for speeding. Overtime enforcement was conducted for a total of 1,712 hours.

North Carolina law specifies that a person shall not be convicted of a child passenger safety law violation if they show satisfactory proof to the court that an appropriate car seat has been acquired for the vehicle in which the child is most frequently transported. A pilot program was started in FY2010 in three counties to increase enforcement of the child passenger safety law and to provide optional education to drivers who violate the law. Since FY2010, over 80 counties have either implemented the program or held initial planning meetings to create plans for doing



so. In communities where this program is active, drivers who receive a ticket for violating the child passenger safety law are given the option to visit a designated permanent car seat checking station with their car seat and child to receive education and installation help by a certified child passenger safety technician. Once the technician is comfortable with the driver's understanding on 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 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 seeks to increase the number of children who are properly restrained in an age and size appropriate car seat. In FY2017, a multi-use diversion video was created. The video was designed to improve law enforcement participation, inform parents and caregivers of the program, and increase awareness of both the program and importance of children being properly restrained. The diversion program is operational in 51 counties, an increase over past years due to increased focus and staff involvement. Since release of the law enforcement toolkit and the presence of a new diversion specialist working on this project, multiple counties have shown a renewed interest in the program. Currently, ten counties are conducting discussions on implementing the diversion program in their areas.

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



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

North Carolina's Permanent Car Seat Checking Stations (PCS) are locations where parents/caregivers can receive information from CPS Technicians about child passenger safety and have their car seats and seat belts checked to be sure they are installed and used correctly. At the end of FY2019, there were 207 Permanent Checking Station programs operating 264 service locations in 88 counties.

Finally, North Carolina has a number of Safe Kids coalitions affiliated with Safe Kids Worldwide. Many coalitions partner with GHSP supported programs and activities to focus on reducing child fatalities and injuries caused by traffic incidents, fire/burns, drowning, falls, poisonings, and choking/suffocation. Local Safe Kids coalitions conduct child passenger safety clinics and educational events throughout the year. There are currently 43 Safe Kids coalitions covering 68 counties.

Program Results

Click It or Ticket

During FY2019, 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:

- Thanksgiving Click It or Ticket (November 19-25, 2018)
- Spring Click It or Ticket (May 20 – June 2, 2019)
- Child Passenger Safety Week (September 15-21, 2019).



During these three waves, law enforcement officers conducted 8,822 checkpoints and saturation patrols, resulting in 9,812 safety belt citations and 1,205 child passenger safety violations. In addition to the occupant protection violations, 2,586 DWI arrests were made, 352 stolen vehicles were recovered, 4,138 wanted persons were apprehended, 4,634 drug charges were issued, 38,886 speeding charges were issued, 10,947 driving while license revoked and 2,844 reckless driving charges were issued, and over 48,000 citations were issued for other traffic violations. Detailed results from "Click It or Ticket" activities in FY2019 are presented in the table below.



RESULTS OF "CLICK IT OR TICKET" ACTIVITIES DURING FY2019¹

	Campaign			Totals
	Thanksgiving 2018 Click It or Ticket	Spring 2019 Click It or Ticket	Sept. 2019 Child Passenger Safety Week	
Number of Checkpoints	241	838	202	1,281
Saturation and Random Patrols	2,674	3,988	879	7,541
Total Checkpoints & Patrols	2,915	4,826	1,081	8,822
Safety Belt Violations	1,680	7,843	289	9,812
Child Passenger Safety Violations	299	813	93	1,205
Total Occupant Restraint Violations	1,979	8,656	382	11,017
Under 21 DWI Charges	48	121	37	206
21 And Over DWI Charges	639	1,256	296	2,191
DWI Drug Charges	52	95	42	189
DRE Evaluations	5	13	3	21
Total DWI Charges	739	1,472	375	2,586
Speeding	12,157	23,037	3,692	38,886
DWLR	2,690	6,638	1,619	10,947
Reckless Driving	899	1,767	178	2,844
Other Traffic Violations ²	12,932	28,356	7,202	48,190
Total Traffic Violations	28,678	59,798	12,691	101,167
Drug Violations	1,010	2,341	1,283	4,634
Stolen Vehicles Recovered	73	187	92	352
Wanted Persons Apprehended	879	1,953	1,306	4,138
Felony Arrests	490	1,160	692	2,342
Other, Not Listed Criminal Violations	1,303	3,692	1,884	6,879
Total Criminal Violations	3,755	9,333	5,257	18,345
Total Traffic & Criminal Violations	35,151	79,259	18,705	133,115

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

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

CPS Certification

In FY2019, a total of 28 Child Passenger Safety Certification and five Certification Renewal classes were held across the state through which 621 individuals were certified or recertified. In addition, three Technicians applied for and one completed their Instructor Candidacy during FY2019.



At the end of FY2019, North Carolina had 3,296 people certified including 44 Instructors and 99 Technician Proxies. Technician Proxies assist with recertification of Technicians by verifying and signing off on their skills during seat checks, which is required for biennial recertification. North Carolina has established a strong Technician Proxy Program which is critical to maintaining our high recertification rates. Many of the Technician Proxies are in more rural parts of the State with no Instructors nearby.

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

NORTH CAROLINA CERTIFIED CPS TECHNICIANS*	
Certification Type	Number
Instructor	44
Instructor Candidate	0
Technician Proxy	99
Technician	3,153
Total Certified	3,296

*As of October 8, 2019

At the end of September 2019, 1,052 out of 1,589 eligible Technicians opted for recertification. The FY2019 Technician recertification rate was 66.2% for North Carolina, compared to 55.1% nationwide. North Carolina had the highest number of Technicians eligible for recertification across all states.



Permanent Car Seat Checking Stations

In FY2019, more than 9,100 children were served, and 9,110 car seats were checked at North Carolina car seat checking stations. Nearly all of the car seats checked were for children age 5 and younger.

North Carolina Occupant Protection Task Force

GHSP hosted a NHTSA-facilitated assessment on April 17-22, 2016 of North Carolina's occupant protection programs. 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 North Carolina Occupant Protection (OP) Task Force was formed in the spring of 2014. Members of the OP Task Force, comprised of state agency representatives, university research centers, law enforcement officers and healthcare professionals, developed a Strategic Occupant Protection Plan for North Carolina. The Strategic Occupant Protection Plan provides data on occupant protection related issues in North Carolina, monitors ongoing initiatives to address various aspects of the problem, and presents potential strategies for progress. This plan was developed in accordance with NHTSA's Occupant Protection Guidelines for:

- Program management
- Legislation, regulation and policy
- Enforcement program
- Communication program
- Occupant protection for children program
- Outreach program
- Data and program evaluation

The North Carolina Occupant Protection Task Force met one time in FY2019 and will meet in December 2019. During the June 2019 meeting, the OP Task Force discussed: the FY2019 Occupant Protection grants and FY2020 Applications; updated statistics on unrestrained fatalities; increasing membership of the Task Force; potential working groups; the 2019 Seat Belt Survey sample re-selection; CPS initiatives around the state; CPS Diversion Programs; and an HSRC social norms campaign to increase seat belt use. GHSP has hired a staff member to serve as an administrator to all Highway Safety Task Forces, with responsibility for logistics, research and other duties needed to strengthen Highway Safety Task Force efforts. The Occupant Protection Task Force also increased membership, adding representatives from NC Child, Students Against Destructive Decisions (SADD), the NC Child Fatality Task Force, local firefighters, and Mothers Against Drunk Driving (MADD).

Future Strategies

During F20Y20, NC GHSP will continue to review the recommendations from the 2016 OP assessment and use them as a basis for strengthening the North Carolina occupant protection program and prepare for the 2020 OP assessment. These Key Recommendations include programmatic improvements such as:



- Re-engage the Statewide Occupant Protection Task Force for regularly scheduled face-to-face meetings.
- Add an electronic data reporting page to the existing buckleupnc.org website to capture data from as many checking stations/events as possible for a more accurate snapshot of activities, non-use, misuse, and correct use.
- Implement occupant protection enforcement efforts specifically focused on young males, the cohort identified as the least likely to wear seat belts. Law enforcement agencies will support such initiatives only if they are not perceived to constitute profiling.
- Explore with key law enforcement partners the possibility of implementing a monitoring system for occupant protection citations and written warnings.
- Prioritize support for the Click It or Ticket mobilizations with messages that direct public attention to the increased number of law enforcement patrols that are taking place, using the national high visibility enforcement model.
- Conduct message research to determine if unrestrained motorists understand the message of the law enforcement focused advertisements.
- Design seat belt and child passenger safety education curricula for school personnel and traffic safety stakeholders that also meets the state standard curriculum requirements.

The assessment also included several policy recommendations such as:

- Allow primary enforcement for passengers 16 and older in the rear seating position of all vehicles.
- Require all children to be properly restrained at all times in passenger vehicles with no exception for available seated positions.
- Dedicate a portion of court costs for violation of an occupant protection law to programs designed to increase occupant protection, including the purchase and distribution of car seats for children in need.
- Enable and require tracking of warnings and dismissed citations to track repeat offenders.
- Evaluate and consider expanding the network of court diversion programs which would provide a less costly alternative for unrestrained motorists who get cited.
- Identify the extent of the practice of allowing seat belt law violators to plead down their citations to a lesser back seat violation.
- Coordinate the use of the traffic records data to help standardize its use by the numerous highway safety partners in the State.

These recommendations will play a major role in the NC GHSP occupant protection strategies during the coming years. Goals for the FY2019 Occupant Protection Plan include continued administration of the North Carolina Occupant Protection Task Force, implementation of the Strategic Occupant Protection Plan, and possibly reinvigorating the “mini-mobilizations” conducted in previous years in lower belt use counties.

NC GHSP planned and organized a statewide “Click It or Ticket” campaign during the 2018 Thanksgiving holiday. In addition, NC GHSP participated in the national “Click It or Ticket” campaign that took place May 20-June 2, 2019. NC 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. Due to consistent use and popularity at such events, the Tarboro Police Department (Region 4) and the Guilford County Sheriff’s Office (Region 7) acquired new seatbelt convickers.

GHSP will support FY2020 seat belt mobilization efforts with earned and/or paid media to draw attention to each of the campaigns. As demonstrated in the “Paid Media Plan” section, North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Annual Seat Belt Survey

The 2019 Seat Belt Survey focused on collecting data in fifteen counties in North Carolina divided between the Mountain, Piedmont, and Coastal regions. Eight observation sites were included in each county for a total of 120 sites. The survey was once again conducted by North Carolina State University’s Institute for Transportation Research and Education (ITRE). ITRE provided GHSP with a comprehensive written report indicating an overall statewide usage rate of 88.4%. GHSP expressed to ITRE a need for seat belt use data and statistics for all North Carolina counties. Thus, at the request of GHSP, ITRE conducted additional observations in thirty (37) counties in the Piedmont region with plans to conduct similar observations in the Mountain region next year. Again, ITRE provided GHSP with comprehensive report documenting the seat belt usage rates for those additional Piedmont counties that were surveyed.

The 2020 Seat Belt Survey will be conducted in Alamance, Buncombe, Catawba, Cleveland, Columbus, Durham, Forsyth, Guilford, Mecklenburg, Nash, Pender, Robeson, Sampson, Wake and Wilkes Counties.

Funded Projects and Activities

The occupant protection related projects and activities listed on the following pages were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): OP-19-04-05

Project Title: Seat Belt Survey

Agency: NCSU-ITRE

Project Description: This project provided funding to fulfill all reporting requirements for North Carolina’s Observational Survey of Seat Belt Use for 2019 with respect to NHTSA’s guidelines and guidance. In order to successfully fulfill the annual reporting specifications, this project followed all procedures for NHTSA approval. The project collected seat belt use data in June 2019 to use for determining an estimate of the statewide seat belt use rate. This project conducted additional surveys to gather thirty additional counties seat belt usage Occupant Protection



rates and provide training to law enforcement agencies so that they can conduct their own reliable seat belt usage surveys.

Contribution to Meeting Targets: This project provided funding to fulfill all reporting requirements for North Carolina’s Observational Survey of Seat Belt Use for 2019 with respect to NHTSA’s guidelines and guidance. Staff at the Institute of Transportation Research and Education (ITRE) collected seat belt use data in June 2019 to use for determining an estimate of the statewide seat belt use rate. This project also conducted additional surveys to gather seat belt usage rates for 37 additional counties in North Carolina.

Project Number(s): OP-19-04-07
Project Title: NCSHP Click It or Ticket 2019
Agency: NC Department of Public Safety-NCSHP
Project Description: This was an ongoing continuation project that provided funding for overtime enforcement for occupant restraint violations. The project provided increased and sustained enforcement efforts in Occupant Protection Focus Counties. Select waves of overtime enforcement were conducted during the May “Click It or Ticket” campaign and at other times throughout the year. With increased high visibility enforcement, the goal of the project was to reduce unrestrained fatalities and serious injuries, while also increasing the seat belt usage rate.

Contribution to Meeting Targets: This was an ongoing continuation project that provided funding for overtime enforcement for occupant restraint violations in 14 counties. North Carolina State Highway Patrol (NCSHP) troopers worked 214 overtime shifts (8-hours each) in April, May, June, and August in fourteen counties and issued 1,787 seat belt citations during assigned shifts. Counties included Guilford, Mecklenburg, Durham, Buncombe, Onslow, Gaston, Robeson, Wake, Forsyth, Johnston, Harnett, Rowan, Cumberland, and Davidson. Overall, NCSHP issued 91,274 seat belt citations across the state in FY19.

Project Number(s): PT-19-06-03
Project Title: City of Lumberton DWI/OP Enforcement Project
Agency: Lumberton Police Department
Project Description: This was a continuation project that funded two traffic officers. Robeson County was ranked 5th for alcohol-related fatalities and 2nd for unrestrained fatalities. Enforcement efforts were to occur during the peak nighttime hours when impaired drivers were known to be on the road. The officers collaborated with other agencies and municipalities within Robeson County. In addition to enforcement efforts, the officers sought to educate students by teaching fatal vision courses to high schools and attending driver education classes around the county. The goal of the project was to reduce the number of alcohol-related and unrestrained fatalities in Robeson County.



Contribution to Meeting Targets: The traffic unit conducted high visibility enforcement in the City of Lumberton and reported one hundred forty-three (143) Driving While Impaired citations, two hundred fifty-three (253) seatbelt citations, and twenty-five (25) speeding citations during the period of performance. Lumberton participated in or conducted nine DWI checking stations, ten seatbelt initiatives, one hundred sixty license checkpoints, and utilized the Forensic Tests for Alcohol BAT mobile for an operation.

Project Number(s): M1CPS-19-13-02

Project Title: NC CPS Statewide Program

Agency: NC Department of Insurance-CPS

Project Description: This was an ongoing continuation project that will provide funding for the Office of State Fire Marshal (OSFM)/Safe Kids NC to continue child passenger safety efforts. The goal of the project was to increase the usage of child restraints, booster seats and seat belts in order to reduce the number of injuries and deaths to motor vehicle occupants. OSFM accomplished this by collaborating with local and state child passenger safety and occupant protection programs. This project also aimed to restructure and reinforce the child passenger safety diversion through partnerships with Governor's Highway Safety Program, District Attorney's Offices, child passenger safety programs and law enforcement.

Contribution to Meeting Targets: NC DOI CPS Statewide Program Safe Kids reported there were three thousand one hundred and eighty-nine CPS technicians with a recertification rate of sixty-six percent during the period of performance. DOI continued to provide certification classes refresher classes across North Carolina. DOI convened a diversion workshop, developed a draft diversion best practices guide, and developed ten new relationships with elected district attorneys to begin diversion efforts in those respective counties. DOI purchased and delivered child seats local SAFE Kids offices all over North Carolina, as well as providing administrative support for the delivery of special needs technician certifications.

Project Number(s): M1PE-19-13-01 OP-19-04-06

Project Title: Con't Devel. Of the BuckleUpNC Resource Center

Agency: UNC-HSRC

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



Contribution to Meeting Targets: HSRC provided information to the public through the toll-free phone line, email inquires, and the buckleupnc.org website. The website and a newly implemented mobile application averaged 735 views per day. HSRC continued to assist with the coordination, scheduling, and registration of certification classes. The CPS Technician recertification rate was 66% which was short of the 67% goal. At the end of FY19, North Carolina had 3,296 Technicians and Instructors in North Carolina an increase of One hundred seven. There were 250 SAFE Kids and permanent checking station service locations accessible in 95 of the 100 counties in North Carolina. 9,117 children were served and 9,110 seats were checked during the period of performance.

Project Number(s): OP-19-04-03

Project Title: NC Click It or Ticket Reboot Year 2

Agency: UNC-HSRC

Project Description: This was a continuation project that provides funding to help to revise and revamp the "Click It or Ticket" message to more effectively target and influence the behavior of those who do not wear safety belts. The project also explored how social media can best support seat belt programs such as Click It or Ticket.

Contribution to Meeting Targets: HSRC identified and began a social norming intervention in Person County with Caswell County as a comparison. Survey materials were developed and 246 surveys were completed in Person County and 252 were completed in Caswell County. The self reported seatbelt use was higher in Caswell County than in Person County. The Person County rate of 88% was consistent with the observed Statewide seatbelt rate.

Project Number(s): M1CPS-19-13-01

Project Title: Safe Transportation for all Children/Occupant Protection 2018-2019

Agency: WNC Safe Kids

Project Description: This was a continuation project that provides funding for 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 continued to serve as the referral resource for families of children with special health care needs and offer the "Transporting Children with Special Needs" CPS enrichment course two times per year in different regions of the state. This project allowed Safe Kids WNC to attend several conferences including BuckleUpNC, Safe Kids NC and Lifesavers. Partnerships with law enforcement continued to grow while participating in local Click It or Ticket enforcement activities and the CPS Diversion Program. The project sought to educate tweens and teens through program objectives to become a safe passenger now, as well as in the future as drivers.

Contribution to Meeting Targets: Mission Hospital, the parent organization of SAFE Kids WNC, was sold to HCA and this is the final year of Mission's involvement with this project. (However,



HCA has agreed to fund the project until early 2020, when another nonprofit home for the project will be identified.) Safe Kids WNC provided seats to children with special health care needs, and consulted with caregivers and therapists from across the state on safe transportation options for people with special health care needs. WNC SAFE Kids increased the number of special needs trained CPS Technicians from seventy-eight to one hundred four. WNC SAFE Kids supported the DOI Statewide CPS program as being the only certified special needs instructors in the state.

Project Number(s): OP-19-04-08
Project Title: Robeson County "Saved by the Belt" Occupant Restraint Program
Agency: Southeastern Regional Medical
Project Description: The project funded Southeastern Health-Community Health Services Department (SeHealth-CHSD) to employ a program coordinator to implement public education and a seat belt diversion program to reduce deaths and severe injuries caused by unrestrained motor vehicle crashes. The program coordinator worked to create and foster relationships with law enforcement agencies and stakeholders throughout Robeson County. The goal was to create a safe driving culture in which motorists support the NC Vision Zero goal for zero road fatalities by practicing and promoting safe and smart driving behavior.
Contribution to Meeting Targets: This was the first year of the Southeastern Health Seatbelt Diversion Program. The program is in support of the Robeson County Vision Zero initiative. The project did not start until the 3rd quarter due to staffing and implementation delays. The program developed partnerships with all Robeson County law enforcement agencies to cultivate partnerships that encourage seatbelt use. The grant coordinator initiated and implemented a seatbelt awareness campaign in Robeson County targeting the general public, parents, child care providers, and health professionals. The project held one seatbelt diversion (Trauma Nurses Talk Tough) class attended by ten first time seatbelt offenders.

Project Number(s): M1X-19-00-00
Project Title: GHSP In-House Occupant Protection Futures Projects
Agency: Governor's Highway Safety Program
Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.
Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.

Project Number(s): M2X-19-00-00



Project Title: GHSP In-House Occupant Protection Futures Projects

Agency: Governor's Highway Safety Program

Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.

Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.



Police Traffic Services

Background and Noteworthy Programs

North Carolina experienced 327 speed-related fatalities in 2018, a decrease of 23% from 2017. Approximately 25% of all fatalities in 2018 were speed-related. Speed involvement in crashes is highest among males, young drivers (ages 16-29), motorcycle riders, and drivers on rural roadways. Speed also plays a role in a large percentage of nighttime crashes (10 p.m. to 5 a.m.). Mecklenburg (49), Wake (20), Forsyth (14), Guilford (13), Cumberland (12), and Robeson (11) counties experienced the largest number of speed-related fatalities during 2018. Together, these six counties accounted for more than a third (36%) of all speed-related fatalities in the State. (North Carolina has a total of 100 counties.) Although recent trends are encouraging, 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.

Speeding

Speed-related fatalities in North Carolina have reached their lowest level in more than 15 years. GHSP is committed to further reductions in the injuries and costs associated with speed-related crashes.

In 2017, GHSP introduced a new statewide campaign: “Speed a Little. Lose a Lot.” The campaign reminds drivers there is no reason to speed because the consequences could be more than just getting a ticket. The campaign complements the NC Vision Zero initiative, which seeks to reach zero traffic-related fatalities through coordinated agency-to-agency efforts that help change the overall traffic safety culture. North Carolina conducted the “Speed a Little. Lose a Lot” campaign from April 15 to April 21, 2019.



In FY2019, GHSP funded five new projects providing traffic safety officers to supplement existing traffic teams or to create new teams. GHSP provided continued funding for an additional ten projects providing traffic safety officers. In addition, GHSP provided three overtime grants intended to provide increased speeding and seat belt enforcement. For all teams, speed enforcement in high crash corridors was part of the traffic safety team’s day-to-day duties.

GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. Through support and refinement of the Vision Zero Analytics project, GHSP facilitated the collection and sharing of data and county maps with agencies in the top 20-25 counties that are overrepresented in speeding fatalities



according to the FY2019 Highway Safety Plan. This information included the locations of these crashes, day of week and time of day. Additionally, GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. GHSP has continued 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. GHSP has also continued our long-standing relationship with NC Sheriffs by marketing opportunities with the NC Sheriff's Leadership Institute held each year for all NC Sheriffs.

Program Results

Speed a Little. Lose a Lot

Law enforcement agencies in North Carolina conducted the “Speed a Little. Lose a Lot” campaign from April 15 to April 21, 2019. In total, 2,102 checkpoints and saturation patrols were conducted resulting in 10,938 speeding citations. Additionally, the campaign produced 392 DWI arrests, 470 safety belt and child passenger violations, 1,303 drug violations, and 1,026 wanted persons apprehended. Detailed results from campaign activities in FY2018 are presented below.



RESULTS OF “SPEED A LITTLE. LOSE A LOT” SPEED ENFORCEMENT CAMPAIGN ACTIVITIES DURING FY2019 ¹	
Number of Checkpoints	334
Saturation and Random Patrols	1,768
Total Checkpoints & Patrols	2,102
Under 21 DWI Charges	51
21 and Over DWI Charges	545
DWI Drug Charges	43
DRE Evals	5
Total DWI Charges	639
Safety Belt Violations	2,031
Child Passenger Safety Violations	282
Total Occupant Restraint Charges	2,313
Speeding	10,938
DWLR	2,863
Reckless Driving	865
Other Traffic Violations ²	12,949
Total Traffic Violations	27,615



RESULTS OF “SPEED A LITTLE. LOSE A LOT” SPEED ENFORCEMENT CAMPAIGN ACTIVITIES DURING FY2019¹

Drug Violations	1,270
Stolen vehicles recovered	118
Wanted Persons Apprehended	929
Felony arrests	656
Other, Not Listed Criminal Violations	1,767
Total Criminal Violations	3,037
Total Traffic and Criminal Violations	35,307

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

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

Future Strategies

GHSP remains committed to supporting proven countermeasures to reduce the frequency of speed-related crashes and fatalities. GHSP will continue to support the national campaign with its own statewide campaign, “Speed a Little. Lose a Lot.” This campaign is planned for April 6 through April 12, 2020. The strategy is to hold this campaign annually and to look for continued growth in future years. In addition, GHSP will focus law enforcement and media attention on the enforcing speed laws at night. GHSP will also continue to share data with all agencies, particularly in counties overrepresented in speeding fatalities. This data will include the locations of speed related crashes, day of the week and the time of day, and other enforcement data. The analytical and mapping tools of the GHSP funded Vision Zero efforts will provide this information in a timely manner. GHSP will work with agencies to address the problem locations and GHSP will consider funding as needed to enhance the enforcement efforts. The Statewide Traffic Enforcement Program mainly focuses on speed enforcement and thus will provide additional enforcement efforts to address the overall speeding problem.

Funded Projects and Activities

The police traffic services related projects and activities listed below were funded by GHSP under the FY2019 Highway Safety Plan:

-
- Project Number(s): PT-19-06-01
 - Project Title: GHSP In-House-Statewide Traffic Enforcement Program
 - Agency: Governor's Highway Safety Program
 - Project Description: This was an ongoing project to fund a program for traffic safety equipment for use in a statewide enforcement and education program. The Governor’s Highway Safety Program (GHSP) conducts various enforcement efforts throughout the year, including several “Booze It & Lose It” and “Click It or Ticket” campaigns. GHSP encourages 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 are evaluated at the end of the year for their participation and reporting. Based on a demonstrated need, agencies may then request specific equipment to assist GHSP in achieving their goals in the reduction of alcohol, speed, or unrestrained fatalities. This project funded the cost of the equipment.

Contribution to Meeting Targets: The statewide participation rate during all campaign weeks increased from 79% in FY2018 to 88.1% in FY2019.

Project Number(s): PT-19-06-04

Project Title: Tools to Achieve Vision Zero-(Justice Academy)

Agency: NC Department of Justice-Justice Academy

Project Description: This was a continuation project with the North Carolina Department of Justice/North Carolina Justice Academy. This project provided training to law enforcement officers statewide for crash investigation and radar instructor certification. The Justice Academy delivered multiple courses taught by the instructional staff of nationally recognized training facilities that will provide a highly advanced level of training to officers selected to attend the training. The Justice Academy’s goal was to seek out experts in the crash investigation and radar instruction fields to supplement the training programs offered to North Carolina law enforcement officers.

Contribution to Meeting Targets: This was a continuation project with the North Carolina Department of Justice/North Carolina Justice Academy. This project provided training to law enforcement officers employed by 571 different city, county, state, and federal agencies regarding crash investigation and radar instructor certification. The Justice Academy delivered 61 courses that provided a highly advanced level of training to officers in North Carolina. The NC Justice Academy helped to reduce speed-related fatalities from the 2012 to 2016 five-year average of 492 to 350 during the FY19 grant period.

Project Number(s): PT-19-06-24

Project Title: 2018 Legislative Update Training

Agency: NC Sheriff's Association

Project Description: This was an ongoing project to fund training related to legislative updates to Sheriffs and Sheriff's personnel in North Carolina. Funding was limited to training associated only with traffic safety.

Contribution to Meeting Targets: This project provided funding for training related to legislative updates to North Carolina General Statutes (NCGS). Funding was limited to training associated with traffic safety only. The NC Sheriff's Association provided instruction to 227 trainers in the state, who in turn trained additional law enforcement officers across the state.



Project Number(s): PT-19-06-09
Project Title: Bessemer City Police Traffic Grant
Agency: Bessemer City Police Department
Project Description: This was a continuation project with the Bessemer City Police Department. The project funded one traffic officer. Gaston County was ranked 10th for overall fatalities 10th for alcohol-related fatalities, 7th for unrestrained fatalities and 9th for speed related fatal crashes. The goal of the project was to reduce speed related, alcohol related and unrestrained traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.
Contribution to Meeting Targets: The Bessemer City Police Department made 4 DWI arrests and issued 22 occupant protection citations and issued over 900 citations for other traffic charges. The traffic officer conducted high visibility enforcement, worked days and nights, on the weekends and holidays. They hosted and or supported 17 checking stations.

Project Number(s): PT-19-06-05
Project Title: Huntersville Traffic Safety Grant
Agency: Huntersville Police Department
Project Description: This was a continuation project with the Huntersville Police Department. The project funded two traffic officers. Due to the recent growth within their city, it has been very challenging for the patrol officers to sometimes focus on traffic enforcement due to call volume and related responsibilities. Mecklenburg County was ranked first for overall fatalities first for alcohol-related fatalities, first for unrestrained fatalities and second for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.
Contribution to Meeting Targets: The Huntersville Police Department made 17 DWI arrests, issued 111 occupant protection citations and 353 speeding citations. The traffic team officers conducted high visibility enforcement, worked days and nights, on the weekends and holidays. They hosted and or supported 55 checking stations.

Project Number(s): PT-19-06-12
Project Title: Region 2 Law Enforcement Liaison
Agency: Ayden Police Department



Project Description: 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 as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a statewide seatbelt usage rate of 88.4 percent and obtained a regional participation rate of 100 percent. This was the second consecutive year that Region 2 had a 100 percent agency participation rate.

Project Number(s): PT-19-06-11

Project Title: Region 1 Law Enforcement Liaison

Agency: Dare County Sheriff's Office

Project Description: This was an ongoing project for the Region 1 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 1 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 78 percent.

Project Number(s): PT-19-06-17

Project Title: Region 7 Law Enforcement Liaison

Agency: Guilford County Sheriff's Office

Project Description: This was an ongoing project for the Region 7 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 7 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage of 88.4 percent and obtained a regional participation rate of 94 percent.

Project Number(s): PT-19-06-02

Project Title: 2109 Graham PD Traffic Safety Project

Agency: Graham Police Department

Project Description: This was the second year of the project that funded one traffic officer. As the county seat of Alamance County, the City of Graham experiences a high volume of traffic on a daily basis. Alamance County was ranked 25th in overall fatalities, 17th in unrestrained fatalities and 12th in young driver-involved fatal crashes.

Contribution to Meeting Targets: Graham Police Department planned to reduce the number of crashes with injuries and fatalities that were caused by speeding, reckless and intoxicated drivers by targeting high crash locations with targeted enforcement efforts. They failed to meet their goal of a 15 percent decrease in injury related crashes



but decrease injury related crashes by 6%. Young driver crashes were decreased by 45% and speed related crashes decreased from 22 to 15.

Project Number(s): PT-19-06-10
Project Title: Crash Reduction Team (CRT)
Agency: Nash County Sheriff's Office
Project Description: This was a new project to provide the Nash County Sheriff's Office with two traffic safety officers and equipment.
Contribution to Meeting Targets: The deputies conducted targeted enforcement and conducted education and outreach in the community to increase awareness of traffic safety issues. Fatal crashes increased from the 2012-16 average of 21 to 29 and fatalities increased from 23 to 33. Alcohol related crashes decreased from the 2012-16 average of 138 to 134 in FY 2019.

Project Number(s): PT-19-06-22
Project Title: CPD's Traffic Crash Reduction Resolution
Agency: Clayton Police Department
Project Description: This was the first year of a project that funded one traffic officer which expanded the existing traffic unit from a two man to a three man team. The Town of Clayton has approximately 20,250 residents and is responsible for over forty-six square miles of incorporated and unincorporated extra-territorial jurisdiction. Johnston County was ranked seventh in overall fatalities and ninth in alcohol-related and unrestrained fatalities. The goal of the project was to reduce traffic-related injury crashes, young driver injury crashes and alcohol-related fatal crashes through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.
Contribution to Meeting Targets: The number of traffic related injuries in Clayton were reduced from the 2014-16 average of 192 injuries to 173 injuries in FY 2019. Alcohol related crashes in Clayton were reduced from the FY 2018 total of 21 to 19 in FY 2019.

Project Number(s): PT-19-06-23
Project Title: Harnett Traffic Safety Project
Agency: Harnett County Sheriff's Department
Project Description: This was the second year of a project to provide the Harnett County Sheriff's Office with a traffic safety position. Harnett County provided one deputy to match the position funded by GHSP. These officers conducted targeted enforcement, conducted educational events, and conducted community outreach in an effort to increase awareness of traffic safety issues and reduce fatalities related to impaired driving and speed.



Contribution to Meeting Targets: In FY 2019, Harnett County had an increase in alcohol related fatalities from the 2012-16 average of 6 to 8. These officers were part of 20 impaired driving checking stations, three daytime, and 17 nighttime events.

Project Number(s): PT-19-06-06
Project Title: Traffic Enforcement Officer
Agency: Lillington Police Department
Project Description: This was the second year of a project that provided funding for one traffic safety officer in the Town of Lillington. The goal of the project was to reduce fatalities and increase seatbelt usage.

Contribution to Meeting Targets: Lillington had 235 crashes in FY 2019 and did not meet its goal of a 10% reduction from the 2012-16 average of 245. Crashes were decreased by 4%. Speed related crashes were reduced from the same four year average of 64 to an FY 2019 total of 15, a 76% reduction. Observed seatbelt usage increased from 85% in FY 2018 to 90% in FY 2019.

Project Number(s): PT-19-06-14
Project Title: Region 4 Law Enforcement Liaison
Agency: Tarboro Police Department
Project Description: This was an ongoing project for the Region 4 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 4 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 93 percent.

Project Number(s): PT-19-06-07
Project Title: Traffic Safety Unit
Agency: Wake Forest Police Department
Project Description: This was the second year of a project that provided funding for one traffic officer and expanded their five officer traffic team to six traffic officers. Wake County was ranked second in overall fatalities, second in alcohol-related fatalities, third in unrestrained fatalities and first in young driver-related fatalities (twenty years of age or younger).

Contribution to Meeting Targets: This officer conducted targeted enforcement by increasing patrols in high traffic areas, hosting and participating in DWI checking stations, set up daytime and nighttime seatbelt checking stations and conducted education and community outreach. The Wake Forest Police Department team aimed to increase DWI arrests and increase seatbelt citations issued. Wake county had 14 alcohol related crashes in FY 2019, a reduction for the 2011-2015 average of 21.



Project Number(s): PT-19-06-08
Project Title: Traffic Safety Enforcement Program
Agency: Fuquay-Varina Police Department
Project Description: This was the second year of a project that provided funding for one traffic officer and expanded the total number traffic safety officers to four. Wake County was ranked second in overall fatalities, second in alcohol-related fatalities, third in unrestrained fatalities and first in young driver-related fatalities (20 or younger).
Contribution to Meeting Targets: This officer participated in DWI checking stations, conducted daytime and nighttime seat belt checking stations and conducted education and community outreach. The Town of Fuquay-Varina Police Department aimed to reduce the number of speed-related crashes, reduce the young driver-involved crashes and reduce the total injury crashes through education and enforcement efforts. Speed related crashes in Fuquay-Varina were reduced by 9% from 321 to 292.

Project Number(s): PT-19-06-16
Project Title: Region 6 Law Enforcement Liaison
Agency: Rockingham Police Department
Project Description: This was an ongoing project for the Region 6 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 6 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 95 percent. Region 6 had 100% participation in during the St. Patrick's day campaign and over 90% reporting in every campaign last year.

Project Number(s): PT-19-06-18
Project Title: Region 8 Law Enforcement Liaison
Agency: Charlotte Mecklenburg Police Department
Project Description: This was an ongoing project for the Region 8 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 8 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 88 percent.

Project Number(s): PT-19-06-15
Project Title: Region 5 Law Enforcement Liaison



Agency: Orange County Sheriff's Office

Project Description: This was an ongoing project for the Region 5 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 5 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 86 percent.

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

Project Title: Region 9 Law Enforcement Liaison

Agency: Marion Police Department

Project Description: This was an ongoing project for the Region 9 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 9 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 83 percent.

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

Project Title: Region 11 Law Enforcement Liaison

Agency: Jackson County Sheriff's Office

Project Description: This was an ongoing project for the Region 11 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 11 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 76 percent.

Project Number(s): PT-19-06-13

Project Title: Region 3 Law Enforcement Liaison

Agency: New Hanover County Sheriff's Office

Project Description: 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 as it pertains to GHSP.

Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 73 percent.



Project Number(s): PT-19-06-20
Project Title: Region 10 Law Enforcement Liaison
Agency: Columbus Police Department
Project Description: This was an ongoing project for the Region 10 LEL. The Regional LEL continued serving GHSP to encourage County Coordinators within Region 10 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
Contribution to Meeting Targets: The LEL continued promoting highway safety within this region and worked with agencies to obtain a seatbelt usage 88.4 percent and obtained a regional participation rate of 100 percent. This was Chief Hamby's first year as the Region 10 LEL.

Project Number(s): PT-19-06-26
Project Title: Pembroke Overtime for Traffic Enforcement FY2019
Agency: Pembroke Police Department
Project Description: This project provided the Pembroke Police Department with funding for overtime for traffic enforcement. Efforts were focused on seatbelt and speeding enforcement in an effort to reduce related fatalities.
Contribution to Meeting Targets: Officers were required to work 4-6 hour shifts focusing on saturation patrols and high visibility enforcement. Both speed related fatalities and unrestrained fatalities were reduced in Robeson County in FY 2019. Pembroke PD worked less than 100 hours of enforcement over the final six months of the grant and less than 10 in the final quarter. Staffing shortages was the reason given for not working the allowable overtime.

Project Number(s): PT-19-06-27
Project Title: Mooresville Overtime for Traffic Enforcement FY2019
Agency: Mooresville Police Department
Project Description: This project provided the Mooresville Police Department with funding for overtime for traffic enforcement. Efforts focused on seatbelt and speeding enforcement in an effort to reduce related fatalities.
Contribution to Meeting Targets: Officers worked 4-6 hour shifts focusing on saturation patrols and high visibility enforcement. Mooresville PD stopped 12,086 vehicles and cited 2,327 drivers for speeding. Iredell county speed related fatalities from the 2012-2016 average of 5 to 3 in FY 2019. Mooresville PD cited 256 drivers for seatbelt violations which was 20% than their projected goal.

Project Number(s): PT-19-06-31
Project Title: STEP Vehicle
Agency: Marion Police Department



Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The City of Marion rests in McDowell County and includes a large section of I-40, US-221, US-226, many NC routes, and according to NC DOT thousands of vehicles travel these roads daily. The vehicle will be used to decrease serious injury accidents, primarily unrestrained serious injury crashes.

Contribution to Meeting Targets: Vehicle ordered, built, purchased, and then upfitted. Vehicle delivered mid way through the second quarter. Despite late delivery of vehicle 87 seat belt citations issued during high visibility enforcement operations. Marion Police Department has maintained 100% participation in every GHSP campaign during project period.

Project Number(s): PT-19-06-28

Project Title: STEP Vehicle

Agency: Pinehurst Police Department

Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Village of Pinehurst rests in Montgomery County and includes a section of NC-24/27 and US-220A and according to NC DOT the "Annual Average Daily Traffic" volume is 27,000 vehicles. The vehicle will be used to decrease serious injury accidents, primarily speed related serious injury crashes.

Contribution to Meeting Targets: Vehicle was not delivered until the 4th quarter of project. Initial dealership made commitment to fulfil vehicle order, but took a large order from another agency and put all other orders on hold. A new supplier had to be identified and purchase process restarted. No enforcement operations were conducted with the vehicle.

Project Number(s): PT-19-06-30

Project Title: STEP Vehicle

Agency: Guilford County Sheriff's Office

Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Guilford County Sheriff's Office conducts high visibility traffic enforcement on roads and highways in Guilford County which include I-40, I-73, I-74, I-85, I-785, and I-840. The vehicle will be used to decrease speed related and unrestrained fatalities and crashes.

Contribution to Meeting Targets: Vehicle was not delivered until late in the 4th quarter of project. One seatbelt citations was reported as issued during the period of performance. The agency participated in all GHSP enforcement campaigns.

Project Number(s): PT-19-06-32

Project Title: STEP Vehicle

Agency: Mount Gilead Police Department



Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Town of Mt. Gilead rests in Montgomery County and includes a section of NC-731, NC-73, and NC-109, and according to NC DOT the "Annual Average Daily Traffic" volume is 18,000 vehicles. The vehicle will be used to decrease serious injury accidents, primarily unrestrained serious injury fatalities and crashes.

Contribution to Meeting Targets: Vehicle was not delivered until the 4th quarter of project. Agency project director left and new project director had to be trained on system and get up to speed on project goals and objectives. Agency was unable to deploy vehicle for enforcement efforts during period of performance. Agency did participate in GHSP enforcement campaigns.

Project Number(s): PT-19-06-29

Project Title: STEP Vehicle

Agency: Biscoe Police Department

Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Town of Biscoe rests in Montgomery County and includes a section of NC-24/27 and US-220A and according to NC DOT the "Annual Average Daily Traffic" volume is 27,000 vehicles. The vehicle will be used to decrease serious injury accidents, primarily speed related serious injury crashes.

Contribution to Meeting Targets: Vehicle was not delivered until late in the 3rd quarter of project. Enforcement efforts were conducted with the vehicle to meet goals and objectives of project. Nineteen seatbelt citations, forty-six speeding citations, and three driving while impaired arrests were reported during the period of performance. The agency participated in GHSP enforcement campaigns.

Project Number(s): PT-19-06-34

Project Title: STEP Vehicle

Agency: Black Mountain Police Department

Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Town of Black Mountain rests in Buncombe County and includes a section of Interstate 40, US-70, and NC-9, and according to NC DOT the "Annual Average Daily Traffic" volume is 74,000 vehicles. The vehicle will be used to decrease serious injury accidents, primarily speed related fatalities and injury crashes.

Contribution to Meeting Targets: Vehicle was not delivered until late in the 3rd quarter of project. Enforcement efforts were conducted with the vehicle to meet goals and objectives of project. Eighteen seatbelt citations, ninety-five speeding citations, and thirteen driving while impaired arrests were reported during the period of performance. The agency participated in GHSP enforcement campaigns.



Project Number(s): PT-19-06-33
Project Title: STEP Vehicle
Agency: Wadesboro Police Department
Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The Town of Wadesboro rests in Anson County and includes a section of US-74, NC-52, NC-742, and NC-109, and according to NC DOT the "Annual Average Daily Traffic" volume is 50,000 vehicles. Anson County ranks 3rd in alcohol related, and 11th in unrestrained fatalities respectively. The vehicle will be used to decrease serious injury accidents, primarily alcohol and unrestrained serious injury crashes.
Contribution to Meeting Targets: Vehicle was not delivered until the 4th quarter of project. Enforcement efforts were conducted with the vehicle to meet goals and objectives of project. Seventy-five seatbelt, two hundred forty-one speeding, and eighty Driving While Impaired charges were reported during the period of performance. The agency participated in GHSP enforcement campaigns.

Project Number(s): PT-19-06-35
Project Title: STEP Vehicle
Agency: New Bern Police Department
Project Description: This project funded a patrol vehicle for use in traffic enforcement and education. The City of New Bern rests in Craven County and includes a section of US-17, US-70, NC-43, NC-55, and according to NC DOT the "Annual Average Daily Traffic" volume is 113,000 vehicles. The vehicle will be used to decrease serious injury accidents, primarily speed related fatalities and serious injury crashes.
Contribution to Meeting Targets: Vehicle was not delivered until late in the 4th quarter of project. There were delays with dealership to fulfil vehicle order and no other supplier was available due to the nature of the vehicle. No enforcement operations were conducted with the vehicle.



Young Drivers

Background and Noteworthy Programs

In 2018, there were 157 fatal crashes involving a driver age 20 or younger in North Carolina. This is a 10% decrease from the 173 fatal crashes in 2017. Young driver fatal crashes are more common among males, on urban roads, and in the mid to late afternoon (3 p.m. to 6 p.m.). Mecklenburg, Wake, Guilford, Buncombe, and Cumberland counties account for the highest number of young driver fatal crashes.

Young drivers

Motor vehicle crashes are a leading cause of death among teenagers in North Carolina. GHSP is supporting and evaluating several innovative approaches to improving young driver safety.

For the past five years, GHSP has supported University Health Systems of Eastern Carolina Foundation’s “PittCo Teen Safe Drivers” program. The program uses a peer-to-peer model and a variety of evidence-based strategies to create a community focused on teen safe driving. During FY2019, project staff expanded into two local counties (Beaufort and Lenoir) in addition to Pitt County with the goal of expanding local parent education and peer-to-peer education initiatives via the Countdown 2: Drive and PittCo Teen Safe Drivers programs. Project staff at University Health Systems of Eastern Carolina conducted three pre-intervention teen driving risk surveys and three pre-intervention distracted driving observations during the fall in selected high schools in Beaufort (Washington High), Lenoir (N. Lenoir High), and Pitt (D.H. Conley High) counties as well as follow-up surveys and observations at the same

schools in the spring.

Additionally, project staff conducted outreach via the “Countdown 2: Drive” program (two times at each high school) designed to promote safe driving habits in youth. A total of 21 educational activities and six distracted driving observations were conducted in the three counties during the project year. Follow-up observations reflected a marked decrease in distracted driving at the three focus schools.



GHSP has funded a similar program in Cabarrus County through the Cabarrus County Health Alliance. The KEYS (Keeping Every Youth Safe) Program creates four targeted strategies to address teen drivers: a toolkit providing schools with youth-friendly skills based products that can be integrated into class curriculum; a social norms marketing effort; monthly newsletters to partners educating them on their role in teaching good driving skills; and a 90-minute immersive driving simulation held at area high schools.



GHSP also funded the UNC Highway Safety Research Center to develop a comprehensive program to support parents of new drivers. Because of graduated driver licensing, parents play a large role in helping their teen learn to drive. However, they receive little guidance on what to do or how to do it. The overarching goal of the project was to provide the most important guidance to parents at the time it is most needed. Guidance for parents included the following:

- An in-person parent coaching session that encourages parents to give teens a substantial amount of driving practice in a wide variety of settings, and that helps parents better communicate with their teen during supervised driving;
- A smartphone app that encourages diversified practice during supervised driving;
- Tools for parents, such as an inventory they can use to assess their teen's readiness to drive without supervision and to determine the types of settings/environments in which the teen still needs practice;
- Resources for how to choose a safe, affordable vehicle for a newly licensed teen driver;
- A written driving agreement to be developed by parents and teens together at the outset of the intermediate licensing stage that reflects expectations for both teens and parents.

This guidance addresses the recommendations of the NHTSA Assessment mentioned below and assists the Driver Education Advisory Committee in meeting its goals and objectives.

GHSP also created an innovative marketing opportunity with the NC High School Athletic Association (NCHSAA) to work with the state's athletic directors, high school athletes and coaches to promote seat belt use. Dozens of high schools participated in two video and design contests creating innovative occupant protection messages to young people. GHSP also marketed "Click It or Ticket" through involvement with the Scholar Athlete Program, which reaches over 40,000 scholar-athletes in High Schools across the state.

Program Results

Driver Education Program Assessment

GHSP partnered with the Department of Public Instruction (NC DPI) in FY2015 to request a statewide driver education curriculum assessment. The purpose of the assessment was to review the State's driver education program, identify the program's strengths and accomplishments, identify weak areas, and offer suggestions for improvement. The assessment consisted of interviews with NCDPI staff, State and community level driver education program managers, trainers, public and commercial (private) instructors, law enforcement, a traffic safety resource prosecutor (TSRP), a district attorney, researchers, parents and students. The assessment team's report included recommendations for improving the driver education program in North Carolina (including 10 high priority recommendations). The North Carolina Driver Education Advisory Committee (DEAC), which reports to the State Board of Education, has formed six subcommittees to address and implement the recommendations of the NHTSA assessment.

North Carolina Teen Driver Resource Center

Housed within the University of North Carolina Highway Safety Research Center, the Teen Driver Resource Center (TDRC) provides information and guidance for those in the State who are working to



improve teen driver safety. During this past year, researchers at the Center provided personal assistance to communities and organizations in North Carolina that are developing policies or programs including:

- The NC Executive Committee for Highway Safety,
- The NC Child Fatality Task Force,
- The NC Department of Transportation in creation of the 2019 Strategic Highway Safety Plan,
- Leaders developing new teen driver safety programs in Wake County, and
- Leaders of the NC driver education community, including the Driver Education Advisory Committee.

TDRRC researchers also organized and participated in teen driver safety workshops at the North Carolina Traffic Safety Conference and Expo held in Raleigh and gave presentations at a variety of meetings across the State and nation.

Drivers Education Advisory Committee

GHSP is a key participant in the Driver Education Advisory Committee, a group of local and state experts advising the State Department of Public Instruction on driver education practices, policies and procedures. This group meets four times a year and consists of educators, driving instructors, youth leaders, researchers, and others.

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 FY2020, GHSP is funding teen driver safety initiatives led by PittCo Safe Teen Drivers, the Cabarrus County Health Alliance and the University of North Carolina Highway Safety Research Center and continued leadership in the Driver Education Advisory Committee. GHSP is also continuing to address young driver issues through marketing efforts and opportunities. Additionally, GHSP plans to use the Driver Education Program Assessment Report as the basis for planning driver education program improvements, assessing legislative priorities, 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.

Funded Projects and Activities

The young driver-related projects and activities listed below were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): SA-19-09-05

Project Title: The KEYS (Keeping Every Youth Safe) Program

Agency: Public Health Authority of Cabarrus County

Project Description: This was the initial year of a project that provided funding for two positions to manage the Keeping Every Youth Safe (KEYS) program in Cabarrus County. The project was designed to establish a safe driving task force within Cabarrus County, establish a Law Enforcement Mentoring program, train high school



leaders on safe driving and develop social media safe driving messages to distribute. The project aimed to reduce the number of young driver-involved serious injury crashes and reduce the amount of teens reporting that they drive while impaired.

Contribution to Meeting Targets: This was the initial year of a project that provided funding for two positions to manage the Keeping Every Youth Safe (KEYS) program in Cabarrus County. The KEYS program promoted safe driving through a variety of events aimed at young drivers and passengers. KEYS staff along with driver education instructors developed a "KEYS Toolkit" that was designed to enhance the Driver Education curriculum in four area high schools. Additionally, driving simulators were installed at the same four high schools that provide the ability for students to learn safe driving habits in an interactive format. KEYS staff members led a group of 27 high school mentors (Safe Driving Task Force) that were introduced to the KEYS program goals and objectives. Task force members participated in monthly meetings during the school year where many posters and social-norming campaigns were developed to promote safe driving. The KEYS program helped to reduce young driver-involved serious injury crashes in Cabarrus County from the 2012-2016 average of 4.8 serious injuries to 4 serious injuries in FY19.

Project Number(s): SA-19-09-08

Project Title: Distracted Driving in Eastern NC: Expansion into Beaufort/Lenoir

Agency: University Health Systems of Eastern NC

Project Description: This was the first year of a project that provides funding for a program specialist to assist in managing the PittCo Teen Safe Driver Program that is expanding to Lenoir and Beaufort Counties. The program coordinated efforts to effectively reduce the distracted driving crash rate among Pitt, Lenoir, and Beaufort County teen drivers utilizing evidence-informed strategies. The PittCo Teen Safe Drivers Program used a peer-peer model and a variety of evidence-based strategies to create a community focused on safe driving. The project focused on expanding into Lenoir and Beaufort Counties. The goal of the project was to reduce the distracted driving rate among teens in Pitt, Lenoir, and Beaufort Counties.

Contribution to Meeting Targets: This was the first year of a project that provided funding for a program specialist assisting in the management of the "PittCo Teen Safe Driver Program" that expanded into Lenoir and Beaufort Counties. Staff members at University Health Systems of Eastern Carolina conducted three pre-intervention teen driving risk surveys and three pre-intervention distracted driving surveys during the fall in selected high schools in Beaufort (Washington High), Lenoir (N. Lenoir High), and Pitt (D.H. Conley High) Counties as well as follow-up surveys and observations at the same schools in the spring. Additionally, staff members conducted outreach via the "Countdown 2: Drive" program (two times at each high school) designed to promote save driving habits in young drivers. A total of 21 educational activities and six distracted driving observations were conducted in the three counties during the project year. Young driver-involved fatalities dropped from five to four in the three counties during FY19. In addition, distracted driving



observations after outreach at the same high schools reflected a decrease in distracted driving among young drivers.



Motorcycle Safety

Background and Noteworthy Programs

The number of motorcyclist fatalities has changed little in North Carolina over the past decade. There were 191 motorcyclist fatalities in 2018, up 9% from the 176 fatalities in 2017.

Motorcyclists currently account for 13% of all traffic fatalities in the State. Most crash-involved and fatally-injured motorcycle riders are male. The average age of riders killed in crashes has risen—half of these riders are now age 41 or older. Alcohol use continues to be an important contributing factor to motorcycle crashes. Alcohol involvement is twice as high in motorcycle crashes compared to crashes involving passenger vehicles, pickup trucks, or other types of vehicles. The counties with the highest number of motorcyclist fatalities in 2018 were Durham (10), Buncombe (9), Guilford (9), Onslow (9), and Cumberland (8). Together, these five counties accounted for almost 25 percent of the State’s motorcyclist fatalities. However, many of the counties with the highest crash rates per registered motorcycle are located in the less populated, mountainous part of the state.

Motorcycle helmets

North Carolina has a universal helmet law covering all riders. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets. Additional lives could be saved if all riders wore helmets.

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



were wearing a helmet when they crashed. Only 15 fatally injured motorcycle riders in 2018 were not wearing a helmet. This is consistent with the very low number of unhelmeted fatalities over the past decade in North Carolina. NHTSA estimates that more than 100 lives are saved each year in North Carolina by helmets, and that more lives could be saved if all riders wore helmets.

A key safety initiative to reduce motorcyclist crashes and fatalities is “BikeSafe North Carolina.” Sponsored by the Governor’s Highway Safety Program, BikeSafe offers training in safe riding techniques and discusses safety topics. The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills. The training takes place in the classroom and on the streets.



On the road, each student is paired with a motorcycle officer who observes the student's riding. The motorcycle officer then provides feedback and instruction on how the student can improve his/her riding techniques to enhance safety. GHSP supports the BikeSafe program through Section 402 and Section 405 motorcycle safety incentive funds.

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

Program Results

BikeSafe North Carolina

Section 402 and Section 405 motorcycle safety incentive funding has enabled BikeSafe to expand in recent years. During FY2019 there were 47 host agencies for the BikeSafe program. These agencies conducted a total of 148 BikeSafe events with 437 attendees. Presently, there are 181 BikeSafe assessors across the state.

In FY2019, the North Carolina State Highway Patrol assumed a leadership role in coordinating the BikeSafe NC program. The program has a new Statewide Coordinator from the NCSHP who is responsible for monitoring safety course material, evaluating the course, and providing updates to the program as needed. The Statewide Coordinator also attends and assesses courses and trainings throughout the state. The NCSHP is working toward a curriculum update for the BikeSafe program in FY2020. The program update will be facilitated through BikeSafe London and will include a new training curriculum and teaching presentation, a full instructor plan, a full student lesson plan, and a two-day train-the-trainer session. The primary focus of the curriculum update will include the changes set forth by BikeSafe London and the new studies/practices designed to reduce motorcycle fatalities.



Motorcycle Safety Awareness Month

During 2019 Governor Roy Cooper issued a proclamation declaring May as Motorcycle Safety Awareness Month. The Governor cited the popularity of motorcycle riding as a form of recreation and transportation for thousands of citizens across North Carolina and the United States. He urged all motorists to recognize the importance of motorcycle safety and of sharing the roadways with motorcycles. He also noted the importance of motorcycle rider training, knowledge of traffic laws, and licensing requirements.

BikeSafe instructors consisting of State and local law enforcement officers conducted 19 BikeSafe classes and instructed 94 students during the month of May. There were numerous Motorcycle Safety Awareness education events promoting motorcycle safety and awareness. GHSP continues to utilize earned media and paid media when feasible to promote the free training and enhance motorist awareness.

Future Strategies

BikeSafe North Carolina has grown in popularity. To help expand agency participation across the state, the BikeSafe program has expanded from five to six regions: Great Smoky Mountain, Triad, Piedmont, Triangle, Eastern, and Southeast region. Each region has a Regional Coordinator who is dedicated to promoting the BikeSafe program and recruiting other agencies in the area to become involved. North Carolina currently has 181 trained BikeSafe assessors and is continually seeking to expand to the military and other municipal motor units.

GHSP will again conduct kickoff events for Motorcycle Safety Awareness Month in May 2020. GHSP will seek earned media attention gained from partnerships with NC DOT Communications Office, State Highway Patrol, local law enforcement and rider groups. Typically, the kickoff event will feature the GHSP Director, along with state and local law enforcement. BikeSafe typically conducts a training session in conjunction with the event. GHSP plans to kick off Motorcycle Safety Awareness Month in Maggie Valley at the Wheels Through Time Motorcycle Museum with an opening media event. The museum is home to the world's premier collection of rare & historic American Vintage Motorcycles.

GHSP plans to continue a partnership with Capital City Bikefest and Eurobike which is held in Raleigh each year. These events draw approximately 100,000 attendees. A majority of the attendees are riders or are interested in becoming riders. GHSP will promote rider safety and the various rider education and training opportunities available to riders in North Carolina.

The 2019 Motorcycle Safety Summit was held June 3-5 in Wilmington, North Carolina. Approximately 45 BikeSafe motor officers from across the State attended the summit which focused on motorcycle specific laws, issues and enforcement efforts. Additionally, BikeSafe coordinators were updated on the newest version of the BikeSafe program, a discussion was held on the current status of the program in North Carolina, and a BikeSafe class was offered with 11 students in attendance. As in previous years, the summit was well received by the motor officers. A summit is being planned for 2020.



Funded Projects and Activities

The motorcycle safety-related projects and activities listed below were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): MC-19-03-10
Project Title: BikeSafe Regional LEL
Agency: Guilford County Sheriff's Office
Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the Piedmont region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): MC-19-03-04
Project Title: BikeSafeNC-LEL Western Region
Agency: Hendersonville Police Department
Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP 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.
Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): M9MT-19-16-02 MC-19-03-02
Project Title: Motorcycle Safety Equipment
Agency: Lenoir County Community College
Project Description: This was an ongoing project that allows the N.C. Motorcycle Safety Education Program (NCMSEP) to offer rider training to meet the needs of a growing population of motorcyclists. Motorcycle registrations have increased and many military personnel are coming to NC and are required to complete a motorcycle safety class.
Contribution to Meeting Targets: The grant funded the purchase of sixteen (16) training motorcycles to further motorcycle rider training efforts. In addition, Lenoir County trained twelve (12) new students to become RiderCoaches.

Project Number(s): M9MT-19-16-01 MC-19-03-01
Project Title: BikeSafeNC Coordinator



Agency: NC Department of Public Safety-NCSHP

Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP throughout North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training. The NCSHP assumed responsibility for oversight of the program and continued to maintain the BikeSafe NC website.

Contribution to Meeting Targets: This grant funded a position and equipment within the NCSHP to supervise the program throughout the state. During FY2019 there were 47 host agencies for the BikeSafe program. These agencies conducted a total of 148 BikeSafe events with 437 attendees. Presently, there are 181 BikeSafe assessors across the state. During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): MC-19-03-03

Project Title: Quality Assurance/Summer Update

Agency: Lenoir County Community College

Project Description: This was an ongoing project to provide quality training to help minimize motorcycle crashes and fatalities through a quality assurance team and summer rider coach instructor update.

Contribution to Meeting Targets: The Motorcycle Safety Education Program conducted quality assurance visits at their schools across the state. RiderCoaches were also evaluated to ensure all instructors were properly educated. The summer update/training was conducted.

Project Number(s): MC-19-03-09

Project Title: Examining the Charac & CrashRisk of New MC Riders in NC

Agency: UNC-HSRC

Project Description: This was a study and evaluation of newly licensed motorcycle drivers to compare how their crash rate differs from experienced riders. It also examined contributing factors and injuries involving newly licensed riders.

Contribution to Meeting Targets: Due to licensing agreements not being signed late in the year, data storage limitations, and additional tables needed, neither of the project's goals were reached. HSRC and NCDMV are working on additional modifications to receive the needed data.

Project Number(s): MC-19-03-05

Project Title: 2019 BikeSafe Coordinator

Agency: Raleigh Police Department

Project Description: This was an ongoing project to fund the BikeSafe NC initiative of the GHSP in the central region of North Carolina. BikeSafe is a partnership with law enforcement



agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.

Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): MC-19-03-06

Project Title: NC BikeSafe Regional Coordinator

Agency: Jacksonville Police Department

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

Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): MC-19-03-07

Project Title: BikeSafe NC Regional Coordinator

Agency: Cabarrus County Sheriff's Office

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

Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): MC-19-03-11

Project Title: BikeSafe NC Eastern Region Coordinator

Agency: Wilson Police Department

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

Contribution to Meeting Targets: During FY 2019, motorcycle fatalities were reduced to 175 from the 2012-16 average of 190.

Project Number(s): M9X-19-00-00

Project Title: GHSP In-House Motorcycle Futures Projects

Agency: Governor's Highway Safety Program



Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.

Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.



Traffic Records

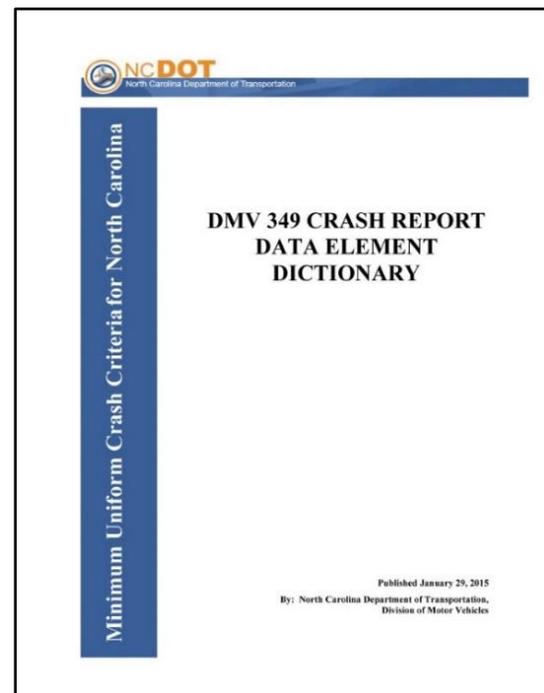
Background and Noteworthy Programs

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

GHSP uses Section 402 and Section 405(c) funds to support a variety of efforts to improve traffic records systems in North Carolina. Each year, GHSP provides an updated Highway Safety Plan (HSP) which analyzes the most recent data available to help set priorities for the coming year (with an eye on the coming five years). For the past five years, North Carolina has funded a Traffic Records Assessment, helped the NC Administrative Office of the Courts continue eCitation® (described below), funded several ongoing projects to develop data linkage between the crash reporting database and medical databases, and assisted the NC Traffic Records Coordinating Committee (NC TRCC) with developing project ranking policies along with a project application form for the NC TRCC to review. Additionally, through the analytical work funded through the Vision Zero program, GHSP has supported efforts to make NC crash data readily available to law enforcement, the general public, media representatives, and researchers.

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

- **The Traffic Engineering Accident Analysis System (TEAAS)** is the main tool used by the Traffic Engineering and Safety Systems Branch (TESSB) of the NCDOT to analyze and report on crashes that occur in the state. TEAAS is often used to help support policies and decisions at the state and federal levels.
- **NC Geographic Information System** provides quality mapping of state-maintained system of highways and produces computer generated images of proposed NCDOT projects. This information is used in the planning, funding, construction, and maintenance of transportation facilities throughout the state, helping to provide an efficient and cost-effective state transportation system.



- **NC Crash Data** is a database maintained by the North Carolina Division of Motor Vehicles (NCDMV) that contains information on all reported crashes in the state. The database serves as a single electronic repository for all crash data. There are three methods for entering crash data into the database maintained by NCDMV. The Electronic Crash Reporting System (ECRS) accepts crash data electronically from third-party crash collection applications. As of July 2019, ECRS accounted for 67% 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 12% of all crash submissions as of July 2019. The remaining 21% were keyed manually into the Crash database by DMV employees in July of 2019.
- **NCAWARE (North Carolina Warrant Repository)** is a custom-developed, web-based system that was designed, developed, and implemented by the North Carolina Administrative Office of the Courts (NCAOC). The system maintains detailed information about criminal processes, such as warrants, magistrate orders, citations that lead to an arrest, criminal summons, orders for arrest, release orders, and appearance bonds.
- **eCITATION®** automates the issuing of cite-and-release citations in North Carolina. Using existing wireless connections, eCitation® allows officers to create citations and schedule court dates electronically from the patrol car. A portable printer produces the copy of the citation for the cited person. After issuance of the eCitation®, the officer transmits the data directly to NCAOC where it can be immediately accessed statewide in the Automated Criminal Infraction System (ACIS). eCITATION® is the first system in the nation that fully automates the citation process.

North Carolina Traffic Records Coordinating Committee (NC TRCC)

The North Carolina TRCC was established in 2002. The mission of the NC TRCC 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 FY2019: February 6, 2019, May 1, 2019, and October 2, 2019.

The NC TRCC has a diverse membership that includes representation from the data stewards for each primary data or information system including: crash record, vehicle and driver records, roadway inventory and GIS, court, citation and adjudication systems, and medical outcome systems. Several key stakeholder agencies serve in membership roles 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>

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



For FY2019, the key TRCC current contacts are:

- Eric Rodgman (NC TRCC Co-chairperson), UNC HSRC
- Katie Harmon, UNC HSRC
- Nancy Lefler, UNC HSRC
- Alan Dellapenna, NCDPH, Injury and Violence Prevention Branch
- Greg Ferrara, NCSU ITRE
- Sharath Bhat, NCSU ITRE
- Amelia Foust, NCSU ITRE
- Jennifer Barbour, NCAOC, Technology Services Division
- Kimberly Rutledge, NCAOC, Technology Services Division
- Eric Bellamy, NCDOT DMV
- Bob Stevens (State Traffic Records Coordinator), NC GHSP
- Warren Smith, NC GHSP
- Brian Murphy, NCDOT Safety Planning Group
- Shawn Troy, NCDOT Safety Planning Group
- Brian Crissman, NC SHP
- Alan Stokes, Raleigh PD
- Roger Smock, NCDOT Rail Division
- Anna Waller, UNC Department of Emergency Medicine, Carolina Center for Health Informatics; UNC IPRC
- Vish Tharuvesanchi, NC DIT-IT
- Mike Thomas, NC DIT-IT
- Erin Lesh, NC DIT-IT
- Ryan Koschatsky, NC DIT-IT

State Traffic Records Strategic Plan

The North Carolina Traffic Safety Information Systems 2019 Strategic Plan was updated by the UNC Highway Safety Research Center in collaboration with the N.C. Traffic Records Coordinating Committee. A draft version was submitted to GHSP in June 2019, and the final version was submitted to NHTSA on July 1, 2019.

On May 8, 2017, the NC TRCC received the updated NC TR Assessment from NHTSA based on the results of the online assessment conducted in the spring of 2017. The report is available on the web-link: <https://connect.ncdot.gov/groups/NCTRCC/Documents/2017%20NC%20Final%20Traffic%20Records%20Assessment%20Report.pdf>. This year's Strategic Plan used the main recommendations for each data area to help update the goals and performance measures in the current 2019 TR Strategic Plan.

The Strategic Plan describes the organizational structure of NC TRCC, provides descriptive summaries of the traffic safety information systems that are available in North Carolina, shares the vision, mission, goals and objectives of the NC TRCC, and describes the process that is currently used by the NC TRCC to provide input to GHSP on the selection of projects for funding using Section 405(c) funds, as well as a listing of funded projects. Additionally, the Strategic Plan:



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

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

See the 2019 Strategic Plan for a full listing of the latest goals, objectives, and performance measures/targets (available at:

<https://connect.ncdot.gov/groups/NCTRCC/Documents/2019%20TRCC%20Strategic%20Plan.pdf>).

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

Future Strategies

For the past eight years (2012-2019), NC has created a traffic records strategic plan, which served as the application to NHTSA for an allocation of NHTSA Section 408/405(c) Data Improvement funds. These application/reports have been compiled through the NC State Data Coordinator, along with input from the entire NC TRCC membership. As a result, NC has been awarded monies for the NC Data Coordinator to allocate as needed to continue Traffic Record Data Improvements projects.

Future projects will increase the number of law enforcement officers utilizing eCitation®, with the long-term vision of 100 percent use by law enforcement. GHSP is using Section 405(c) funds for programmers to develop an interface between eCitation® and NCAWARE for arrestable offenses. This would allow law enforcement and magistrates to process on site arrests much more quickly and would allow law enforcement to return to their patrol duties much faster.

Funded Projects and Activities

The traffic records related projects and activities listed below were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): SA-19-09-03

Project Title: HSP and Annual Report 2019



Agency: UNC-HSRC

Project Description: This was a project to assist the NC GHSP in organizing and preparing the NC Highway Safety Plan and Annual Report.

Contribution to Meeting Targets: The 2018 Annual Report was submitted to the North Carolina Governor's Highway Safety Program (GHSP) on December 12, 2018. County fatality data for the 2013-2017 period was provided to GHSP on December 3, 2018. Staff at the Highway Safety Research Center (HSRC) at the University of North Carolina prepared the performance measures/targets for the Highway Safety Plan (HSP) and provided them to GHSP. Staff members at HSRC prepared North Carolina's applications for 405 funding under the Federal requirements of the FAST Act. Separate applications were prepared for occupant protection, traffic records, impaired driving, and motorcycle safety. Final copies of the 405 applications were submitted to GHSP.

Project Number(s): M3DA-19-14-01

Project Title: eCitation Printer Distribution

Agency: NC Judicial Department-AOC

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

Contribution to Meeting Targets: This project helped to improve data characteristics of citation data by providing printers to law enforcement agencies to increase the number of agencies and officers using eCitation. The NC Judicial Department - Administrative Office of the Courts (AOC) successfully procured 817 printers, cables, power adapters, and paper for distribution to NC law enforcement agencies across the state. AOC distributed 273 printer kits and 43 boxes of thermal paper to 60 agencies in the 2nd quarter. AOC employees attended the Lifesavers Conference in Louisville, KY in the 2nd quarter. AOC distributed 119 printer kits and 40 boxes of thermal paper to 55 agencies in the 3rd quarter. Employees attended the ATSIP Conference in the 4th quarter and distributed 89 printer kits and 23 boxes of thermal paper to 22 agencies in the 4th quarter. AOC successfully increased the percentage of eCitations submitted versus paper citations from 87.3 percent to 89 percent and increased the number of law enforcement agencies submitting eCitations from 470 to 508 agencies.

Project Number(s): M3DA-19-14-05

Project Title: Mobile Data Terminal GHSP Grant Request

Agency: Belhaven Police Department

Project Description: This was a one year project to purchase MDT's to enable the police department to implement electronic crash reporting. Doing so will increase the percentage



of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.

Contribution to Meeting Targets: This project helped to improve data characteristics for two (Crash and Citation/Adjudication) of the core Traffic Records databases. Belhaven Police Department purchased and installed two (2) MDTs, participated in all fourteen (14) campaigns hosted in the state in FY19, and successfully transmitted 100 percent of all crashes electronically in FY19 (goal was 50 percent). The agency submitted 81.7 of citations electronically (goal was 95 percent) after having submitted all paper citations in FY18; however, the agency did increase the overall number of citations reported to AOC by 82 percent (from 60 in 2018 to 109 in FY19).

Project Number(s): TR-19-07-01

Project Title: 2019 NC Traffic Safety Information Systems Strategic Plan Update

Agency: UNC-HSRC

Project Description: This was an ongoing project to provide technical and logistical support to the Traffic Records Coordinating Committee (TRCC) to enable coordination, communication and cooperation among the TRCC membership and other stakeholders and to update the NC Strategic Plan for Traffic Safety Information System

Contribution to Meeting Targets: This project provided technical and logistical support to the Traffic Records Coordinating Committee (TRCC) to enable coordination, communication, and cooperation among the TRCC membership and other stakeholders. TRCC members updated the NC Strategic Plan for Traffic Safety Information Systems. Additionally, a proposal ranking project was piloted this year to provide feedback from the TRCC regarding as to which proposed projects are the most important for the upcoming application period.

Project Number(s): M3DA-19-14-02 SA-19-09-12

Project Title: NC Vision Zero Technical and Program Support 2018-2019

Agency: NCSU-ITRE

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

Contribution to Meeting Targets: This ongoing project promoted North Carolina's Vision Zero efforts and provided updated information and analytical capabilities to all stakeholders and the public on North Carolina crash statistics. This website was maintained and updated monthly as new crash was received. Additionally, ITRE provided accessibility to NC State Highway Patrol (NCSHP) supervisors, Law Enforcement Liaisons (LELs), and all Metropolitan Planning Organization (MPO) representatives. ITRE provided accessibility to performance-based tools for GHSP staff to assist in the



prioritization of safety activities. ITRE provided continuous public accessibility (99.9 percent uptime) to the NC Vision Zero website and data visualization tools over the course of the project year and increased the total number of website page views by 15 percent in FY19.

Project Number(s): M3DA-19-14-06
Project Title: Town of Haw River Safe Speeds Initiative
Agency: Haw River Police Department
Project Description: This was a one year project to purchase MDT's to enable the police department to implement electronic crash reporting. Doing so will increase the percentage of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.
Contribution to Meeting Targets: This was a one-year project aimed at improving Traffic Records data characteristics for Crash and Citation/Adjudication databases. Haw River Police Department improved their eCitation submission rate from 93.2 to 93.5 percent. Due to staffing issues at the NC Division of Motor Vehicles, Haw River was unable to receive training for electronic crash submissions in FY19. Haw River Police Department participated in all GHSP sponsored campaigns during the fiscal year.

Project Number(s): M3DA-19-14-03
Project Title: Data Documentation for Linking Crash & Health Data in NC-Year 2
Agency: UNC-IPRC
Project Description: This grant was intended to result in thorough data documentation in a standardized format for each key data source identified for potential data linkage to address health outcomes of motor vehicle crash injury in N. C. It directly addressed issues identified in the 2017 TRCC Strategic Plan, as well as deficits identified in the 2017 NC Traffic Records Assessment. This was the second year of a two year project.
Contribution to Meeting Targets: This project was initiated to compile thorough data documentation in a standardized format for each key data source identified for potential data linkage to address health outcomes of motor vehicle crash injury in North Carolina. It was designed to address issues identified in the 2017 TRCC Strategic Plan, as well as deficits identified in the 2017 NC Traffic Records Assessment. A report including the data documentation template for NC was posted online Reports are available online at http://cchi.web.unc.edu/files/2019/09/DataDocumentationReport_2019_Final.pdf.

Project Number(s): M3DA-19-14-04
Project Title: Linking Crash Reports to Medical Data in NC-A Strategic Implementation Plan



Agency: UNC-IPRC

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

Contribution to Meeting Targets: This was the third year of an ongoing project to assess the linkage of crash data to medical data. Due to unforeseen difficulties with obtaining a complete set of hospital encounter data from the North Carolina Healthcare Association (NCHA), staff members at the Injury Prevention Research Center (IPRC) at the University of North Carolina did not pursue linkage efforts with NCHA in this year of the project. IPRC staff members instead chose to link pedestrian/bicyclist crashes to hospital encounter data and added two data linkage projects with emergency department data (NC DETECT) and data from the North Carolina Trauma Registry (NCTR) since the North Carolina Division of Motor Vehicles (NCDMV) has not provided a complete set of crash data to IPRC. IPRC published a report on the linkage in January 2019 entitled "North Carolina Linkage Study for Motor Vehicle Crashes Involving Pedestrians and Bicyclists." NCTR staff successfully linked Crash and NCTR data during this project year and is currently working on documenting the results for IPRC. Additionally, IPRC identified Medicaid data as a source of linkage and will work linking that data to crash data in year four of the project scheduled to be completed September 2020.

Project Number(s): M3DA-19-14-07

Project Title: Electronic Crash (eCrash) Replacement Program

Agency: NCDMV

Project Description: This project was intended to partially fund enhancements to the North Carolina electronic crash reporting system managed by the NCDMV as mandated by the N.C. Legislature.

Contribution to Meeting Targets: This project was designed to partially fund enhancements to the North Carolina electronic crash reporting system managed by the Division of Motor Vehicles (DMV). No work was completed as the Memorandum of Agreement (MOA) between the NC Division of Motor Vehicles (NCDMV) and the Highway Safety Research Center (HSRC) at the University of North Carolina (UNC) was not fully executed until September 13th, 2019.

Project Number(s): M3DA-19-00-00

Project Title: GHSP In-House Traffic Records Futures Projects

Agency: Governor's Highway Safety Program

Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.



Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.



Other Highway Safety Priorities

The North Carolina Governor's Highway Safety Program (GHSP) funds several projects and activities that do not fit in the previous sections of this Annual Report. These other traffic safety priorities are discussed in this section.

Older Drivers

In 2018, there were 309 drivers age 65 and older involved in fatal crashes in North Carolina. Fatal crashes among older drivers have increased 49% since 2011. The number is expected to increase even further as the “baby boom” generation continues to turn 65 and enters the ranks of “older drivers.” In addition to the potential for increasing crash involvement, older adults are more vulnerable to injury when they are involved in a crash. The percentage of drivers killed in crashes has consistently been two to three times higher for older drivers than for drivers less than 65 years of age.

There is no simple solution for meeting the transportation needs of an aging driver population. To reduce crashes and fatalities involving older drivers, most safety experts recommend a comprehensive approach that includes, among other things, improvements to the driving environment and driver licensing practices, increased public awareness, and greater access to alternative modes of transportation. Since the spring of 2004, GHSP has collaborated with and helped support a statewide Senior Driver Safety Coalition (SDSC). The Coalition assists NC’s



growing population of older adults in driving safely for as long as possible and provides access to viable transportation alternatives when driving is no longer an option. With GHSP’s support, the SDSC has developed www.ncseniordriver.org, a website to provide “one stop shopping” for information about older driver safety and resources in North Carolina. The website is a resource to the state’s older drivers, family members of older drivers, physicians, law enforcement personnel, and others.

Since September of 2005, the Coalition has also served as the Older Driver Working Group (ODWG) for the North Carolina Executive Committee for Highway Safety (ECHS). The ODWG is charged with recommending strategies for reducing the number of traffic related deaths and injuries in the state involving older road users.



Recently, GHSP and the NC Senior Driver Safety Coalition applied for and were awarded a National Highway Traffic Safety Administration funded demonstration project promoting Highway Safety Program Guideline (HSPG) No. 13. This project will use NHTSA's Guideline No. 13 as a "roadmap" to guide this effort with the overall objectives being to:

- Develop an overall North Carolina plan to work collaboratively with local jurisdictions to implement older driver strategies aimed at reducing older driver and pedestrian fatalities and injuries;
- Facilitate greater communication and collaboration between key stakeholders and service providers such as Division of Motor Vehicles driver licensing and medical review units, health care providers, social services, and law enforcement agencies to meet older drivers' needs; and
- Develop and implement educational opportunities for key service providers elements in driver licensing for the medically-at-risk, medical providers, law enforcement, and social and aging service providers.

The initial efforts of this demonstration program will focus on improving access for medically at-risk older drivers to obtain a comprehensive driving evaluation and to provide education to law enforcement personnel about older driver issues.

Pedestrians and Bicyclists

North Carolina experienced 225 pedestrian fatalities in motor vehicle related incidents during 2018, an increase of 14% from 2017. Moreover, the long-term trend suggests a steady rise in pedestrian fatalities. Although crashes involving pedestrians represent only about one percent of the total reported crashes in North Carolina, pedestrians are over-represented in fatal crashes. Pedestrian fatalities accounted for 16% of all traffic fatalities in 2018, largely because pedestrians are more vulnerable and at greater risk of injury than are vehicle occupants.

Males accounted for 69% of all pedestrian fatalities in North Carolina during 2018. Fatalities were most common among adults ages 20 to 59. Children (age 14 or younger) accounted for only 3% of fatalities. Three in five (58%) pedestrian fatalities occurred on urban roadways. Urbanized areas have many more pedestrians and motor vehicles; hence, there are more opportunities for pedestrian-motor vehicle conflicts to occur. Only 10% of pedestrian fatalities occurred at intersections. Saturday is the most common day for pedestrian fatalities, and most fatalities (76%) occur at nighttime.





In 2018, there were 18 bicyclists killed in fatal crashes in North Carolina, a noticeable decrease from the 29 bicyclists killed in 2017. Bicyclist fatalities are most common among males (95%) and at non-intersections (72%). Nearly half (45%) of those killed are older adults between the ages of 50 and 69. Bicycle fatalities are evenly split between daytime and nighttime and between urban and rural areas.

More communities are developing or expanding partnerships and programs to improve pedestrian and bicyclist safety and to increase the number of people walking and biking rather than driving. Successful programs recognize that education is needed for motor vehicle drivers as well as pedestrians and bicyclists. There are many ways to educate motorists about the rights of pedestrians and bicyclists and how to drive safely in areas where motorists are likely to encounter them, including educational campaigns, neighborhood coalitions, and creating a culture of bicycling and walking. Programs that target the pedestrians and bicyclists strive to educate them about their responsibilities as well as their rights, and to provide safety tips such as making yourself visible to drivers, avoiding dangerous behaviors, and being careful at crossings. Communities are also recognizing that having adequate facilities for walking and bicycling can significantly enhance the experience and make it easier for people to walk and bike in their community as well as making these forms of transportation as safe as possible. One such program is “Watch for Me NC,” a statewide program funded by GHSP. The program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education, community engagement, and high visibility law enforcement. In addition, the Outer Banks Bicycle & Pedestrian Safety Coalition focuses on pedestrian and bicycle safety in North Carolina’s coastal communities.



Distracted Driving

NHTSA defines distraction as “a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on some other activity instead.” Distraction can include secondary tasks such as operating vehicle controls, eating/drinking, attending to personal hygiene, or operating a cell phone. Drivers can also be distracted by other vehicle occupants or by outside persons, objects or events. Driving while daydreaming or lost in thought is identified as distracted driving by



NHTSA, but physical conditions and/or impairments (such as fatigue, alcohol, and medical conditions) or psychological states (such as anger or depression) are not. NHTSA's Fatality Analysis Reporting System (FARS) data includes fields that identify one or more attributes which may indicate inattention just prior to the impending critical event. NHTSA has included these distraction variables since 2010.

According to 2018 FARS data, there were 81 persons killed in fatal crashes in North Carolina in which one or more drivers were reported as being distracted at the time of the crash. These "distraction-involved" crashes accounted for 6% of the total fatalities in 2018. On a positive note, distraction-involved fatalities were down 20% in 2018 in comparison with 2017. Distracted driving is likely underreported in crashes. It can be difficult for officers to determine whether inattention contributed to a crash and the form of that inattention (e.g., cell phone use). North Carolina law does not have a hands-free law but does have a less restrictive law that prohibits texting while driving. GHSP is continuing to monitor new hands-free laws in surrounding states such as Georgia and Tennessee to gauge their effectiveness in preventing distracted driving crashes.

GHSP is concerned about the issue of distracted driving. Our goal is to reduce the occurrence of distracted driving in North Carolina through combined education and enforcement. GHSP recognizes that distracted driving results in part from lifestyle choices and larger societal and cultural trends. Consequently, few highway safety countermeasures have been identified to reduce distracted driving. Recent demonstration programs suggest high-visibility cell phone/text messaging enforcement may be effective in reducing this behavior. GHSP funds two youth-oriented projects—Cabarrus Health Alliance's STARS program and University Health System of Eastern North Carolina's "PittCo Teen Safe Drivers Program"—that address distracted driving among young drivers. GHSP is also exploring potential countermeasures including high-visibility enforcement and education. GHSP brought attention to distracted driving through the State Fair Safety City display and during Distracted Driving Awareness month through a partnership with AT&T's "It Can Wait" campaign. The display at Safety City included driving simulators to demonstrate how distractions play a significant role in crashes. GHSP has also been in discussions with insurance industry representatives and other groups interested in strengthening NC law to prohibit use on cell phones while driving except for those using hands free cell phone devices.

Commercial Motor Vehicles

Large trucks (defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds) play an important role in North Carolina's economy through the efficient distribution of our state's products and commodities. However, large trucks also play a major role in the number and severity of NC traffic crashes because of their size, weight, and the number of miles they are driven.

In 2018, there were 160 fatal crashes involving large trucks in North Carolina, up from 139 fatal crashes in 2017. Large



trucks were involved in 10% of all fatal crashes in North Carolina during the years 2014 to 2018. Large trucks are involved in a relatively small number of crashes each year, but they are involved in a disproportionate number of fatal and serious injury crashes due to their size and weight. While the largest SUVs weigh less than 6,000 pounds, large trucks weigh more than 10,000 pounds and can weigh as much as 80,000 pounds fully loaded. When two vehicles collide, the lighter vehicle will always be at a disadvantage when there is a sizeable difference in vehicle weights. Also, large trucks are taller and have higher ground clearances than passenger cars, meaning that passenger cars can underride the truck trailers which can result in severe injuries.

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

Many large truck-related crashes result from unsafe driver behaviors by other motorists around large trucks, such as speeding, distracted driving, or following too closely. Highly visible traffic enforcement can deter drivers from such behaviors. However, many law enforcement officers may be reluctant to conduct a vehicle stop of a large truck due to a lack of knowledge and/or skills relating to large truck .

GHSP will work with our program partners, including the Executive Committee for Highway Safety, to explore programs and countermeasures that will help reduce large truck-related crashes and fatalities. GHSP is committed to exploring programs and techniques, including evidence-based enforcement, to improve large truck and commercial motor vehicle safety. GHSP continues to seek opportunities with large truck and commercial motor vehicle safety partners to draw media attention to the issue related to sharing the road with large trucks.

Funded Projects and Activities

The projects and activities listed below address traffic safety issues other than impaired driving, occupant protection, police traffic services, young drivers, motorcycle safety, or traffic records and were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): SA-19-09-09

Project Title: Senior Driver Info & Materials Dev. & Delivery

Agency: UNC-HSRC

Project Description: This was a continuing project that provided support to maintain the statewide Senior Driver Safety Coalition and to develop and maintain a website with the primary focus of educating older adults and their families about ways aging can affect driving, steps that individuals and families can take to keep driving safer and longer, what resources are available, and how to access these services. While the number of fatalities involving a driver age 65 and older has gradually decreased during the last decade, when older drivers are involved in a crash, they are more likely than their younger counterparts to be killed.



Contribution to Meeting Targets: This was a continuing project where the Highway Safety Research Center (HSRC) at the University of North Carolina maintained the North Carolina Senior Driver website. In addition to working on increasing public and professional awareness of senior driver related issues via the website, HSRC staff also prepared several presentations and participated in several working groups aimed at reducing the number of older drivers involved in fatal crashes. Staff members participated in the Older Driver Safety Working Group/NC Senior Driver Safety Coalition (ODWG/SDSC) each quarter during the project year and the State Aging Road User Program - Interstate Collaboration, that met to discuss efforts of different states across the country related to senior driving, to share developed resources, and to collaborate on ways to improve outcomes and senior driving resources. HSRC collaborated on a Senior Driver Safety booth which was included as part of Safety City on Senior Day at the 2018 NC State Fair. HSRC designed a postcard-sized handout that was distributed to individuals who visited the booth. Staff members also presented to several professional advocates as well as NC lawmakers. Presentations focused on background information related to the senior driver population in NC and challenges faced by both drivers and practitioners. HSRC staff finalized the development of an informational card that provides safety-related information for senior drivers and their families. HSRC printed 30,000 copies of the informational card and began working on a plan for distribution. There were 295 older drivers (65 and older) involved in fatal crashes in FY19.

Project Number(s): DE-19-08-01

Project Title: North Carolina Teen Driver Safety Initiative

Agency: UNC-HSRC

Project Description: This was an ongoing project that provides funding for the Teen Driver Resource Center. The Highway Safety Resource Center continued to provide guidance and assistance to various stakeholder groups with interest in improving teen driver and passenger safety throughout North Carolina.

Contribution to Meeting Targets: This project provided funding for the Teen Driver Resource Center at the Highway Safety Research Center (HSRC) at the University of North Carolina (UNC) in efforts to provide guidance and assistance to various stakeholder groups interested in improving teen driver and passenger safety in North Carolina. HSRC staff met with leaders of state agencies, non-governmental organizations, law enforcement, the driver education community, and North Carolina school systems in FY19 to provide assistance in efforts to address teen driver safety. HSRC staff members participated in multiple meetings across the state including (but not limited to) meeting with the NC Public Driving Schools Association and the Driver Education Advisory Committee (DEAC). HSRC participated as an active member of the subcommittee working to address the “parental involvement” recommendations in the NHTSA Driver Education Assessment. HSRC staff members assisted the Poe Center for Health Education in developing a one-hour, in-person educational session for teen drivers. Topics



covered during the session include seat belts, distracted driving, and choosing a safe vehicle for teen drivers. HSRC established working groups to implement the parent support program in North Carolina. The working groups represent insurers/automobile dealers, driver education/schools, and DMV/legislative action. Young driver-involved fatal crashes decreased from the five-year average of 168 (2012-2016) to 162 in FY19 (goal was 160).

Project Number(s): FHPE-19-17-02

Project Title: Bicycle and Pedestrian Program

Agency: NC Department of Insurance

Project Description: This is a new project designed enhance the Safe Kids Program by expanding their ability to conduct bike rodeos for all ages. The project will includes a trailer, and purchases bikes for toddlers, youth, and adults and educational materials to use at the events.

Contribution to Meeting Targets: This was a new project designed to expand the ability of the Safe Kids Program to conduct statewide bike rodeos for all ages. The North Carolina Department of Insurance (NCDI) remodeled the bike trailer and loaned it out to sixteen (16) Bike-Ped rodeo events across the state. Due to a hurricane in September, grantee was unable to remodel the trailer until the second quarter, thus reducing the number of agencies that were able to utilize the trailer for events. NCDI was successful in educating approximately 4,000 families through school assemblies, bike rodeos, and “Walk Your Child to School” events. NCDI participated in over eighty (80) events reaching no less than fifty (50) families at each event.

Project Number(s): SA-19-09-06

Project Title: Address the Challenges of Older Drivers in NC Using Modern Technology

Agency: NCSU

Project Description: This was the third year of this project to address the the needs and challenges of older drivers in North Carolina. This was necessary to develop and implement programs and countermeasures to reduce the crash risks of older drivers and to improve the road safety for everyone in North Carolina. This project conducted a survey of older drivers (drivers age 65 and older) in North Carolina on general physical and mental health conditions, driving habits, transportation needs and preferences, and then combined the survey information with North Carolina crash data to identify the needs and challenges of older drivers and to suggest what services and countermeasures could be implemented using simulated driving technology (e.g., self-assessment of mental functioning, driving strategy adoption, and training programs).

Contribution to Meeting Targets: This was the third year of a project designed to pinpoint the needs and challenges of older drivers in North Carolina. This project conducted a survey of older drivers (drivers age 65 and older) in North Carolina on general physical and



mental health conditions, driving habits, transportation needs and preferences, and then combined the survey information with North Carolina crash data to identify the needs and challenges of older drivers through the use of simulated driving technology (e.g., self-assessment of mental functioning, driving strategy adoption, and training programs). The project team expanded the preliminary testing and training materials from last year based on the Drive Aware Task (DAT) and developed the full training protocol. As a result, the duration of training was expanded. The project team conducted training with older drivers and collected data on training effectiveness. Additionally, a survey of participants' feedback on the training tool and method was administered.

Project Number(s): FHPE-19-17-03

Project Title: OBBPSC FY 2018-2019 Safety Education Grant

Agency: Outer Banks Bicycle Pedestrian

Project Description: This grant provided ongoing funding to the Outer Banks Bicycle and Pedestrian Safety Coalition. Funds were used to update and maintain the coalition's website and purchase equipment to be used at bike rodeos and other educational functions.

Contribution to Meeting Targets: This grant provided ongoing funding to the Outer Banks Bicycle and Pedestrian Safety Coalition (OBBPSC). Funds were used to update and maintain the coalition's website and pay for the Adobe Cloud annual renewal fee. Throughout the grant year, the six municipalities in Dare County and the county itself were well represented at each of the Coalition's monthly meetings. The Coalition successfully recruited new coalition members. OBBPSC renewed its partnership with "Watch For Me NC." The Coalition continued placing the two message boards received in FY18 in prime pedestrian and pedal-cyclist locations throughout the Dare County.

Project Number(s): SB-19-10-01

Project Title: School Bus Safety and Ridership

Agency: NC Department of Public Instruction

Project Description: This was an ongoing project that provides funding for a school bus safety program. The project conducted outreach activities, developed the School Bus Safety Web, and evaluated use of enhanced loading procedures. North Carolina Department of Public Instruction aimed to decrease the number of motorists passing stopped school busses through increased prosecutions from the use of stop arm cameras.

Contribution to Meeting Targets: This project provided funding for a school bus safety program. The project conducted outreach activities, developed the School Bus Safety Web and gathered information on stop arm camera use. Because no counties chose to create an ordinance for automated enforcement, exploring best practices was not feasible; therefore, no guidebook regarding best practices was created.



North Carolina Department of Public Instruction aims to decrease the number of motorists passing stopped school busses through increased prosecutions from the use of stop arm cameras.

Project Number(s): FHTR-19-17-01
Project Title: Watch for Me NC-Safety, Education, and Enforcement Statewide Campaign
Agency: NC Department of Transportation
Project Description: This was the sixth year of a project with the Division of Bicycle and Pedestrian Transportation. This project provided funding to manage and implement the "Watch for Me" NC (WFMNC) program statewide. This included partnering with statewide communications to disseminate the bicycle and pedestrian safety message. The project also included education and training for law enforcement agencies throughout the state on bicycle and pedestrian laws. The goal of the project was to reduce the number of injuries and deaths associated with bicycle and pedestrian traffic crashes by changing the general behaviors of bicyclists, pedestrians and the motoring public.
Contribution to Meeting Targets: Watch For Me NC along with its partners reported seven (7) law enforcement training workshops were held that resulted in One hundred thirty-two (132) attendees. Four Action Planning workshops were held that seventy-nine individuals from thirty communities attended. Six municipal police agencies conducted thirty-five (35) enforcement operations during the period of performance.

Project Number(s): FHX-19-00-00
Project Title: GHSP In-House Non-Motorized Safety Futures Projects
Agency: Governor's Highway Safety Program
Project Description: GHSP set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.
Contribution to Meeting Targets: The funds were used to fund project increases and mid-cycle projects.



Paid Media Plan

During FY2019, GHSP worked with the agency of record for media and marketing and conducted a more refined approach to better reach our target audience. The end result of these efforts was a focus on venues that would capture the intended audience. GHSP participated in a number of media partnerships during FY2019. These partnerships are described in detail in this section.

Minor League Baseball

Durham Bulls—\$17,000—estimated reach over 547,000

Elements of the Media Plan:

- Exit Signage: Booze It & Lose It
- Permanently displayed at Main Exit: 631,000 impressions
- 12 In-game Promotions
- Radio Read: 30 second radio read on Bulls Radio Network during each game
- TV Commercial: 30 second commercial in each of 55 televised games during the 2018 season and post-season
- Two live, in-game appearances on Durham Bulls TV and Durham Bulls Radio Network

Winston-Salem Dash—\$8,800—estimated reach over 300,000

Elements of the Media Plan:

- Signage during promos
- Signage throughout stadium
- Dash radio mentions

College Athletics

During FY2019, GHSP partnered with both North Carolina State University and the University of North Carolina at Chapel Hill football programs. “Click It or Ticket” and “Booze It & Lose It” radio public service announcements were aired during each game. Other elements included advertising on various social media channels, official sporting websites and during tailgating.

NC State Football—\$41,179—estimated reach over 400,000

Elements of the Media Plan:

- One (1) in-game video board PSA during all seven (7) home football games
- "Don't Drink & Drive" PSA with NC State Football greats Torry & Terrance Holt
- LED Ribbon Board branded with GHSP messaging during the feature
- NC State Mascot appeared for one (1) hour at the North Carolina Governor's Highway Safety Program "Safety City" area at the NC State Fair
- Live mention by NC State radio for all game day broadcasts for football (12 games) during the pre-game as people are tailgating, etc.

UNC Football—\$36,473—estimated reach over 330,000

Elements of the Media Plan:

- Booze It or Lose It five (5) minutes minimum of exposure throughout the games, with each panel rotating in :30 loops. These TVs showcase the videoboard feed in the general concourse,



concession stands, Blue Zone Club and suite areas throughout Kenan Stadium, ensuring all fans can see the action no matter where they are in the venue.

- Booze It or Lose It received one (1) appearance from the Tar Heel mascot, Rameses, to remind attendees to not drink and drive
- An in-venue video PSA featuring the mascot, Rameses

Other

North Carolina High School Athletic Association—\$100,000

GHSP partnered with the North Carolina High School Athletic Association to target high school students, which puts seat belt safety at the top of minds for students who are driving. This included a PSA contest to get students involved in creating a message that relates to their age group. The partnership also included banner ads, social media exposure and game presence. Banners and posters were placed around high schools in our target counties.

Charlotte Sky Show—\$17,000—estimated reach over 60,000

Elements of the Media Plan:

- Facebook posts
- Rotating logo on website
- Over 600 recorded and live promos during the show
- On-site signage
- Logo on video board at Charlotte Knights stadium
- Mention in 12 promotional emails
- Mention in local radio stations

CIAA—\$12,000—estimated reach over 70,000

Elements of the Media Plan:

- (Two) :15 second PA's per game inclusion of Scoreboard logo
- Toyota Fan Fest
- (Four) :15 second PA's per day at the Fan Fest
- (Two) :30 second commercials per day to played before and after the 6 p.m. concerts
- CIAA BIG Day Party with DJ Kool\
- All wristbands given to patrons had "CITI" logo on them
- 25 tabletop advertisements for "CITI" with logo on them

Carolina Hurricanes—\$150,000—estimated reach over 480,000

Elements of the Media Plan:

- Logo in ice
- LED Screen visibility
- Click It signage on Arena stop signs
- TV: two :30 commercials during 40 games plus bonus games
- Radio: two (:30) commercials during 40 games plus bonus games
- Branding on the mobile marketing truck/trailer at all home games, on the road, and at 50 plus local events during the season; screens inside the vehicle playing the loop of Click It video

John Wall Tournament—\$2,941.33—estimated reach over 12,000

Elements of the Media Plan:



- Two full page color ads in the program
- Tablecloth with logo covered table on press row for in-person and media viewing
- Public address acknowledgement over the four days of the tournament
- Large banner in the Cary Academy Gym during the tournament

Braves—\$40,000—estimated reach over 16,000,000

Elements of the Media Plan:

- Ad ran April – September
- Traffic safety ad featuring troopers from 5 different states in the Braves network area.

David Glenn Show—\$24,044.44—estimated reach over 52,000

Elements of the Media Plan

- The fastest growing and largest local sports talk show in the state
- One live mention each week
- Eight :30 commercials per week across all affiliate stations for a total of 80 spots

Professional Bull Riders—\$10,000

Elements of the Media Plan:

- Logo and link on website
- In-arena PA reads
- Video board visibility
- Ribbon messages throughout the event
- Booth on concourse
- Rider participation at booth and another off-site media event

Live Nation—\$41,000

Elements of the Media Plan:

- 3,000 cup holders located inside the seating bowl area
- Annual attendance: 300,000, primary audience 18-44-year olds

Artsposure—\$35,000

Elements of the Media Plan:

- Logo in prominent position in official program, poster, large-format print ads, and other marketing and promotional pieces
- Logo on the First Night Raleigh website and mobile app
- On-site visibility through the use of banners

Other Components of the Media Plan

In the area of occupant protection, North Carolina participated in the national “Click It or Ticket” mobilization. Media efforts focused mostly on counties and demographic groups with low seat belt usage. The Click It or Ticket campaign raised awareness and reminded North Carolinians to wear their seatbelts. This year’s campaign focused on increasing seatbelt usage around the enforcement period in May as well as during high travel periods throughout the summer, particularly low use counties and among young men ages 18-34. There were 15,781,807 impressions for this campaign including digital display, social, social video, Pandora, traffic radio and out of home. Media was placed in counties with highest fatalities.



The Child Passenger Safety campaign educated parents of tweens on the laws and best practices for buckling up and booster seat usage. The media was placed to coincide with the Child Passenger Safety Week Campaign. The media was focused on the top 25 unbuckled counties with a skew toward counties that had a high child population. The main audience was parents of children aged 8-14. The campaign was supported by digital display, Facebook and digital streaming radio (Pandora) resulting in over 6 million impressions.

North Carolina also participated in all national impaired driving mobilizations. This year North Carolina included our *Operation Firecracker* summer campaign and the Labor Day campaign. Kickoff events for each campaign resulted in earned media. The campaigns were focused on enforcement and alternate ways of getting home such as use of a ride sharing app, taxis, public transit and calling a friend. The media efforts targeted the “young invincibles” (adults 18-34 with emphasis on males). The campaign resulted in 12,871,887 impressions including digital, display, Facebook, Facebook video, Pandora, out of home (bars/restaurants), gas toppers and cinema.

For bicycle and pedestrian efforts, North Carolina supported the “Watch for Me NC” program through paid media efforts in communities with high rates of bicycle and pedestrian crashes running during targeted months. These areas included beach communities (Brunswick, Carteret, Dare, New Hanover, Pasquotank, Pitt and Pender counties) and city communities (Asheville, Boone, Charlotte, Greensboro, Greenville, Raleigh, Durham and Chapel Hill). The campaign resulted in the following impressions: transit ads, posters and bus tails (seven city markets reaching 5M impressions); Pandora radio ads (2.8M impressions; .07% CTR); Boone community outreach (37 groups agreed to share safety information); and sidewalk stencils (65 spots in 7 communities reaching at least 3.5M impressions).

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

Funded Projects and Activities

The paid media activities listed below were funded by GHSP under the FY2019 Highway Safety Plan:

Project Number(s): FHPE-19-17-01
 Project Title: GHSP In-House Pedestrian Safety Media Buys
 Agency: Governor's Highway Safety Program
 Project Description: This was an ongoing project to provide funding for a media campaign to address bicycle and pedestrian safety. The Governor's Highway Safety Program (GHSP) continued outreach efforts regarding bicycle and pedestrian safety with a media placement campaign advertising as appropriate. GHSP utilized our agency of record to supply media buys, placement and distribution of our message using data to target specific locations and identify the most effective methods.
 Contribution to Meeting Targets: Campaign focusing efforts in coastal communities and densely population urban areas resulted in 21,912,513 total impressions. Additionally, car wraps over-



delivered by 114 percent. The thirty-six wrapped vehicles resulted in 16.8 million impressions. Additional efforts included coasters placed within thirty-seven venues that resulted in 1.4 million impressions and Pandora radio ads that resulted in 3.6 million impressions.

Project Number(s): OP-19-04-01 M2X-19-13-01 M1X-19-13-01
Project Title: Click It or Ticket Media Buys FY2019
Agency: Governor's Highway Safety Program
Project Description: This was an ongoing project to provide funding for a media campaign to address occupant protection issues. The Governor's Highway Safety Program (GHSP) continued outreach efforts regarding occupant protection with a media placement campaign during each enforcement period. GHSP utilized our agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.
Contribution to Meeting Targets: GHSP conducted paid media through various modes for the multiple scheduled Click It or Ticket campaigns. Media was focused on target demographics overrepresented in crashes involving an unrestrained occupant and geographic locations overrepresented in unrestrained fatalities, particularly males between the ages of 18-34. The media reach was over 37 million impressions. A separate effort was also conducted for Child Passenger Safety Week during September. The target audience was parents of children aged 8-14. The media reach was approximately 5.5 million impressions.

Project Number(s): M5PEM-19-15-01
Project Title: Booze It & Lose It Media Buys FY2019
Agency: Governor's Highway Safety Program
Project Description: This was an ongoing project to provide funding for a media campaign associated with Booze It & Lose It to address impaired driving issues. The Governor's Highway Safety Program (GHSP) planned to continue outreach efforts regarding impaired driving with a media placement campaign during each enforcement period which may include TV, radio or other advertising as appropriate. As part of the plan, GHSP utilized our agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.
Contribution to Meeting Targets: GHSP conducted paid media through various modes for the multiple scheduled Booze It & Lose It campaigns. Media was focused on target demographics overrepresented in impaired driving crashes and geographic locations overrepresented in impaired driving fatalities, as well as general public messaging. In fact, the campaign targeted males between the ages of 18-34 years. The media reach was over 48 million impressions.



Project Number(s): M2X-19-13-02 OP-19-04-02 M1X-19-13-02 M5PEM-19-15-02 M5PEM-19-15-03

Project Title: Sports & Event Marketing for Booze It & Lose It and Click It or Ticket FY2019

Agency: Governor's Highway Safety Program

Project Description: This was an ongoing project to provide funding for sports and events marketing of highway safety messages. Though the Governor's Highway Safety Program has utilized sports and events marketing to reach our target demographics, we reassessed this approach. This project provided funding for marketing efforts associated with sporting and other events. Previously GHSP had conducted marketing with major league teams in North Carolina, major universities, NASCAR, minor league baseball clubs and other areas including outdoor concert venues and other events. A new agency of record was utilized to help guide our efforts. Sports and events marketing efforts were designed to target impaired driving. Outreach efforts focused on increasing attention on the target audience using data to identify the most effective methods.

Contribution to Meeting Targets: GHSP sponsored marketing campaigns with high school and college athletics, professional hockey, minor league baseball, high school athletics, and racing venues. The minor league and local speedway efforts targeted counties that are overrepresented in unrestrained and impaired driving fatalities. The Booze It & Lose It and Click It or Ticket marketing efforts had the potential to reach over 1.7 million people.



2018-2019 Highway Safety Related Legislation

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

House Bill 546, AN ACT TO PROHIBIT THE IMPORT, MANUFACTURE, SALE, OFFER OF SALE, INSTALLATION, OR REINSTALLATION OF COUNTERFEIT AND NONFUNCTIONAL AIRBAGS.

This Bill was enacted and signed by the Governor. The law makes it a crime to install counterfeit or non-function airbags. It is a misdemeanor unless a person is injured, then it is a felony.

Effective: October 1, 2019

House Bill 82, AN ACT TO CLARIFY THAT VEHICLES AND PERSONS MUST OBEY RAILROAD SIGNALS AND CROSSING RULES FOR ON-TRACK EQUIPMENT

This Bill was enacted and signed by the Governor. The law adds track equipment to law relating to trains approaching highway grade crossings

Effective: December 1, 2019

House Bill 179, AN ACT TO AMEND THE MOTOR VEHICLE LAWS OF THE STATE TO REGULATE MINI-TRUCKS

This Bill was enacted and signed by the Governor. The law defines and regulates mini-trucks. A Mini-truck is defined as a motor vehicle designed, used, or maintained primarily for the transportation of property and having four wheels, an engine displacement of 660cc or less, an overall length of 130 inches or less, an overall height of 78 inches or less, and an overall width of 60 inches or less.

Effective: June 21, 2019

House Bill 211, AN ACT TO MAKE VARIOUS CHANGES TO MOTOR VEHICLE LAWS OF THE STATE

This Bill was enacted and signed by the Governor. The law makes an exception to the helmet law for the operator and passengers of an autocycle “that has completely enclosed seating or is equipped with a roll bar or roll cage.”

Effective: October 1, 2019



Senate Bill 321, AN ACT TO IMPLEMENT REQUIREMENTS OF THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION'S PERFORMANCE AND REGISTRATION INFORMATION SYSTEMS MANAGEMENT (PRISM) PROGRAM.

The law provides as described in the title. This Bill was enacted and signed by the Governor.

Effective: November 14, 2019.

Senate Bill 29, AN ACT TO INCREASE THE PENALTIES FOR VIOLATION OF THE MOVE OVER LAW AND TO LIMIT THE USE OF FLASHING AMBER LIGHTS.

This Bill was enacted and signed by the Governor. It increases the punishment for a driver who fails to move over and causes injury or death to emergency personnel.

Effective: December 1, 2019



Federal Funds Spent on Each Project

SEE ATTACHED



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

State: North Carolina

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Reimbursement Info: Total: \$.00
For Approval

Report Date: 12/29/2019
Claim Period: 10/01/2018 - 09/30/2019
Not Posted In DELPHI

2019-FINAL

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2019-01-01-00	GHSP PLANNING & ADMIN NCGHSP9	\$0.00	\$0.00	\$291,096.00	\$0.00	\$0.00	\$0.00
Administration Total			\$0.00	\$0.00	\$291,096.00	\$0.00	\$0.00	\$0.00
Alcohol								
	AL-2019-02-01-00	KERNERSVILLE POLICE DEPT NCGHSP1	\$37,700.00	\$32,282.00	\$69,982.00	\$32,282.00	\$32,282.00	\$0.00
	AL-2019-02-03-00	CHARLOTTE MECKLENBURG POL DEPT NCGHSP1	\$187,479.00	\$140,200.00	\$702,638.00	\$140,200.00	\$140,200.00	\$0.00
	AL-2019-02-04-00	UNION COUNTY SHERIFF'S OFFICE NCGHSP1	\$175,000.00	\$175,000.00	\$525,000.00	\$175,000.00	\$175,000.00	\$0.00
	AL-2019-02-05-00	WILMINGTON POLICE DEPT - LAB NCGHSP6	\$58,550.00	\$58,550.00	\$58,550.00	\$58,550.00	\$58,550.00	\$0.00
	AL-2019-02-06-00	ONslow COUNTY SHERIFF'S OFFICE NCGHSP4	\$500,000.00	\$378,680.00	\$448,123.00	\$448,123.00	\$448,123.00	\$0.00
Alcohol Total			\$958,729.00	\$784,712.00	\$1,804,293.00	\$854,155.00	\$854,155.00	\$0.00
Motorcycle Safety								
	MC-2019-03-01-00	NC DEPT OF PUB SFTY-SHP BIKESAFE NCGHSP9	\$53,034.00	\$0.00	\$53,034.00	\$53,034.00	\$53,034.00	\$0.00
	MC-2019-03-02-00	LENOIR CNTY COMM COLL TRAINING NCGHSP4	\$85,170.00	\$26,227.00	\$26,227.00	\$26,227.00	\$26,227.00	\$0.00
	MC-2019-03-03-00	LENOIR CNTY COMM COLL QUALITY NCGHSP3	\$22,330.00	\$17,000.00	\$22,330.00	\$22,330.00	\$22,330.00	\$0.00
	MC-2019-03-04-00	HENDERSONVILLE POLICE DEPT NCGHSP4	\$5,000.00	\$3,096.00	\$3,096.00	\$3,096.00	\$3,096.00	\$0.00
	MC-2019-03-05-00	RALEIGH POLICE DEPT NCGHSP4	\$5,000.00	\$3,727.00	\$3,727.00	\$3,727.00	\$3,727.00	\$0.00
	MC-2019-03-06-00	JACKSONVILLE POLICE DEPT NCGHSP4	\$5,000.00	\$416.00	\$416.00	\$416.00	\$416.00	\$0.00
	MC-2019-03-07-00	CABARRUS COUNTY SO NCGHSP4	\$5,000.00	\$2,672.00	\$2,672.00	\$2,672.00	\$2,672.00	\$0.00
	MC-2019-03-09-00	UNC-HSRC CHAR CRASH RISK NCGHSP4	\$106,982.00	\$0.00	\$72,221.00	\$72,221.00	\$72,221.00	\$0.00
	MC-2019-03-11-00	CITY OF WILSON POLICE DEPT	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Motorcycle Safety Total			\$292,516.00	\$53,138.00	\$183,723.00	\$183,723.00	\$183,723.00	\$0.00
Occupant Protection								
	OP-2019-04-01-00	GHSP-COMMS - CIOT MEDIA NCGHSP7	\$50,000.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00

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

Federal Reimbursement Voucher

2019-FINAL

Report Date: 12/29/2019

For Approval

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Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	OP-2019-04-02-00	GHSP-COMMS - MARKETING NCGHSP7	\$319,209.00	\$319,209.00	\$319,209.00	\$319,209.00	\$319,209.00	\$0.00
	OP-2019-04-03-00	UNC-HSRC - CLICK IT REBOOT NCGHSP4	\$203,253.00	\$0.00	\$160,034.00	\$160,034.00	\$160,034.00	\$0.00
	OP-2019-04-04-00	NC JUDICIAL DEPT AOC-CDA NCGHSP8	\$10,000.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
	OP-2019-04-05-00	NCSU-ITRE SB SURVEY NCGHSP9	\$175,738.00	\$0.00	\$169,575.00	\$169,575.00	\$169,575.00	\$0.00
	Occupant Protection Total		\$758,200.00	\$319,209.00	\$708,818.00	\$708,818.00	\$708,818.00	\$0.00
	Police Traffic Services							
	PT-2019-06-02-00	GRAHAM POLICE DEPARTMENT NCGHSP1	\$51,954.00	\$51,003.00	\$95,535.00	\$51,003.00	\$51,003.00	\$0.00
	PT-2019-06-03-00	LUMBERTON POLICE DEPT NCGHSP1	\$29,272.00	\$28,954.00	\$204,582.00	\$28,954.00	\$28,954.00	\$0.00
	PT-2019-06-04-00	NC DEPT OF JUST-JUSTICE ACDMY NCGHSP3	\$181,280.00	\$0.00	\$84,627.00	\$84,627.00	\$84,627.00	\$0.00
	PT-2019-06-05-00	HUNTERSVILLE POLICE DEPT NCGHSP1	\$100,809.00	\$94,687.00	\$151,588.80	\$94,687.00	\$94,687.00	\$0.00
	PT-2019-06-06-00	LILLINGTON POLICE DEPT NCGHSP1	\$39,939.00	\$38,538.00	\$55,655.00	\$38,538.00	\$38,538.00	\$0.00
	PT-2019-06-07-00	WAKE FOREST POLICE DEPT NCGHSP1	\$43,541.00	\$42,254.00	\$60,915.00	\$42,254.00	\$42,254.00	\$0.00
	PT-2019-06-08-00	FUQUAY-VARINA POLICE DEPT NCGHSP1	\$40,685.00	\$39,985.00	\$57,422.00	\$39,985.00	\$39,985.00	\$0.00
	PT-2019-06-28-00	TOWN OF BISCOE PD - TRAFFIC ENFORCE/EDU	\$35,000.00	\$34,999.00	\$34,999.00	\$34,999.00	\$34,999.00	\$0.00
	PT-2019-06-29-00	VILLAGE OF PINEHURST PD-TRAFFIC ENFORCE/	\$17,500.00	\$14,030.00	\$14,030.00	\$14,030.00	\$14,030.00	\$0.00
	PT-2019-06-30-00	GUILFORD CO. SHERIFF'S-TRAFFIC ENFORCE/E	\$17,500.00	\$17,483.00	\$17,483.00	\$17,483.00	\$17,483.00	\$0.00
	PT-2019-06-31-00	CITY OF MARION PD-TRAFFIC ENFORCE/EDU	\$17,500.00	\$17,500.00	\$17,500.00	\$17,500.00	\$17,500.00	\$0.00
	PT-2019-06-32-00	TOWN OF MOUNT GILEAD PD-TRAFFIC ENFORCE/	\$17,500.00	\$17,495.00	\$17,495.00	\$17,495.00	\$17,495.00	\$0.00
	PT-2019-06-33-00	TOWN OF WADESBORO PD-TRAFFIC ENFORCEMENT	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$0.00
	PT-2019-06-34-00	TOWN OF BLACK MOUNTAIN PD-TRAFFIC ENFORC	\$17,500.00	\$16,090.00	\$16,090.00	\$16,090.00	\$16,090.00	\$0.00
	PT-2019-06-35-00	CITY OF NEW BERN PD-TRAFFIC ENFORCEMENT	\$17,500.00	\$14,411.00	\$14,411.00	\$14,411.00	\$14,411.00	\$0.00
	Police Traffic Services Total		\$641,480.00	\$441,429.00	\$856,332.80	\$526,056.00	\$526,056.00	\$0.00
	Traffic Records							
	TR-2019-07-01-00	UNC-HSRC - TRCC NCGHSP5	\$57,828.00	\$0.00	\$49,058.00	\$49,058.00	\$49,058.00	\$0.00

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

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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
Traffic Records Total								
			\$57,828.00	\$0.00	\$49,058.00	\$49,058.00	\$49,058.00	\$0.00
Safe Communities								
	SA-2019-09-01-00	GHSP Programs & Support	\$510,000.00	\$0.00	\$510,000.00	\$510,000.00	\$510,000.00	\$0.00
	SA-2019-09-02-00	GHSP MEDIA & EVENTS NCGHSP9	\$350,667.12	\$0.00	\$335,829.00	\$335,829.00	\$335,829.00	\$0.00
	SA-2019-09-03-00	UNC-HSRC HSP NCGHSP9	\$108,471.00	\$0.00	\$80,806.00	\$80,806.00	\$80,806.00	\$0.00
	SA-2019-09-04-00	UNC-HSRC REPEAT OFF NCGHSP9	\$74,982.00	\$0.00	\$41,221.00	\$41,221.00	\$41,221.00	\$0.00
	Safe Communities Total		\$1,044,120.12	\$0.00	\$967,856.00	\$967,856.00	\$967,856.00	\$0.00
NHTSA 402 Match								
	MATCH-2019-00-00-00 AGGREGATE MATCH		\$0.00	\$0.00	\$143,805.25	\$0.00	\$0.00	\$0.00
	NHTSA 402 Match Total		\$0.00	\$0.00	\$143,805.25	\$0.00	\$0.00	\$0.00
	NHTSA 402 Total		\$3,752,873.12	\$1,598,488.00	\$5,004,982.05	\$3,289,666.00	\$3,289,666.00	\$0.00
MAP 21 405b OP High								
	405b High Community CPS Services							
	M1CPS-2019-13-01-00	WNC SAFEKIDS	\$117,837.72	\$0.00	\$93,855.72	\$93,855.72	\$93,855.72	\$0.00
	405b High Community CPS Services Total		\$117,837.72	\$0.00	\$93,855.72	\$93,855.72	\$93,855.72	\$0.00
	MAP 21 405b OP High Total		\$117,837.72	\$0.00	\$93,855.72	\$93,855.72	\$93,855.72	\$0.00
MAP 21 405b OP Low								
	405b OP Low							
	M2X-2019-13-02-00	GHSP-COMMS - MARKETING NCGHSP7	\$30,790.60	\$30,790.00	\$0.00	\$0.00	\$0.00	\$0.00
	405b OP Low Total		\$30,790.60	\$30,790.00	\$0.00	\$0.00	\$0.00	\$0.00
	MAP 21 405b OP Low Total		\$30,790.60	\$30,790.00	\$0.00	\$0.00	\$0.00	\$0.00
MAP 21 405c Data Program								
	405c Data Program							
	M3DA-2019-00-00-00	DATA FUTURE PROJECTS	\$48,489.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

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	M3DA-2019-14-01-00	NC JUDICIAL DEPT-AOC ECITATION NCGHSP5	\$283,595.00	\$0.00	\$283,595.00	\$283,595.00	\$283,595.00	\$0.00
	M3DA-2019-14-02-00	NCSU-ITRE VISION ZERO ANALYTICS NCGHSP5	\$340,716.00	\$0.00	\$340,716.00	\$340,716.00	\$340,716.00	\$0.00
	M3DA-2019-14-03-00	UNC-IPRC DATA DOC NCGHSP5	\$90,000.00	\$0.00	\$90,000.00	\$90,000.00	\$90,000.00	\$0.00
	M3DA-2019-14-04-00	UNC-IPRC CRASH REPORT LINK NCGHSP5	\$223,127.00	\$0.00	\$223,127.00	\$223,127.00	\$223,127.00	\$0.00
	M3DA-2019-14-05-00	BELHAVEN POLICE DEPT	\$6,607.00	\$0.00	\$6,607.00	\$6,607.00	\$6,607.00	\$0.00
	M3DA-2019-14-06-00	HAW RIVER POLICE DEPT	\$3,184.00	\$0.00	\$3,184.00	\$3,184.00	\$3,184.00	\$0.00
	405c Data Program Total		\$995,718.79	\$0.00	\$947,229.00	\$947,229.00	\$947,229.00	\$0.00
	MAP 21 405c Data Program Total		\$995,718.79	\$0.00	\$947,229.00	\$947,229.00	\$947,229.00	\$0.00
	MAP 21 405d Impaired Driving Mid 405d Mid HVE							
	M5HVE-2019-15-01-00	NC DEPT OF PUBLIC SAFETY - ROBESON	\$256,011.00	\$0.00	\$256,011.00	\$256,011.00	\$256,011.00	\$0.00
	M5HVE-2019-15-02-00	NC DEPT OF PUBLIC SAFETY - GASTON	\$228,087.00	\$0.00	\$228,087.00	\$228,087.00	\$228,087.00	\$0.00
	M5HVE-2019-15-03-00	NC DEPT OF PUBLIC SAFETY - BILI	\$76,334.00	\$0.00	\$76,334.00	\$76,334.00	\$76,334.00	\$0.00
	405d Mid HVE Total		\$560,432.00	\$0.00	\$560,432.00	\$560,432.00	\$560,432.00	\$0.00
	405d Mid Court Support							
	M5CS-2019-15-01-00	NC JUDICIAL DEPT AOC BUNCOMBE	\$46,087.00	\$0.00	\$46,087.00	\$46,087.00	\$46,087.00	\$0.00
	M5CS-2019-15-02-00	NC JUDICIAL DEPT AOC CDA	\$603,524.00	\$0.00	\$603,524.00	\$603,524.00	\$603,524.00	\$0.00
	405d Mid Court Support Total		\$649,611.00	\$0.00	\$649,611.00	\$649,611.00	\$649,611.00	\$0.00
	405d Mid Ignition Interlock							
	M5II-2019-15-01-00	DMV FISCAL SECTION - INTERLOCK NCGHSP1	\$231,514.00	\$0.00	\$231,514.00	\$231,514.00	\$231,514.00	\$0.00
	405d Mid Ignition Interlock Total		\$231,514.00	\$0.00	\$231,514.00	\$231,514.00	\$231,514.00	\$0.00
	405d Mid Paid/Earned Media							
	M5PEM-2019-15-01-00	GHSP-COMMUNICATIONS - BILI MEDIA NCGHSP7	\$499,982.00	\$0.00	\$499,982.00	\$499,982.00	\$499,982.00	\$0.00
	M5PEM-2019-15-02-00	GHSP-COMMS - MARKETING NCGHSP7	\$360,000.00	\$0.00	\$360,000.00	\$360,000.00	\$360,000.00	\$0.00

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

State: North Carolina

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Reimbursement Info: Total: \$.00

2019-FINAL
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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
405d Mid Paid/Earned Media Total			\$859,982.00	\$0.00	\$859,982.00	\$859,982.00	\$859,982.00	\$0.00
405d Impaired Driving Mid								
	M5X-2019-15-01-00	MADD NCGHSP4	\$147,487.00	\$21,361.00	\$147,487.00	\$147,487.00	\$147,487.00	\$0.00
405d Impaired Driving Mid Total			\$147,487.00	\$21,361.00	\$147,487.00	\$147,487.00	\$147,487.00	\$0.00
	MAP 21 405d Impaired Driving Mid Total		\$2,449,026.00	\$21,361.00	\$2,449,026.00	\$2,449,026.00	\$2,449,026.00	\$0.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2019-16-02-00	LENOIR CNTY COMM COLL TRAINING NCGHSP4	\$22,330.00	\$0.00	\$22,330.00	\$22,330.00	\$22,330.00	\$0.00
405f Motorcyclist Training Total			\$22,330.00	\$0.00	\$22,330.00	\$22,330.00	\$22,330.00	\$0.00
405f Motorcycle Programs								
	M9X-2019-00-00-00	MC FUTURE PROJECTS	\$18,705.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcycle Programs Total			\$18,705.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MAP 21 405f Motorcycle Programs Total			\$41,035.26	\$0.00	\$22,330.00	\$22,330.00	\$22,330.00	\$0.00
FAST Act NHTSA 402								
Planning and Administration								
	PA-2019-01-01-00	GHSP PLANNING & ADMIN NCGHSP	\$300,000.00	\$0.00	\$465,916.00	\$232,958.00	\$232,958.00	\$0.00
Planning and Administration Total			\$300,000.00	\$0.00	\$465,916.00	\$232,958.00	\$232,958.00	\$0.00
Alcohol								
	AL-2019-00-00-00	ID FUTURE PROJ-NCGHSP1, 2, 3, 4, 6, 7, 8	\$11,109,471.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	AL-2019-00-02-16	NEW HANOVER SHERIFFS OFFICE DWI LAB	\$40,700.00	\$0.00	\$34,130.00	\$34,130.00	\$34,130.00	\$0.00
	AL-2019-02-04-00	UNION COUNTY SHERIFF'S OFFICE NCGHSP1	\$59,874.00	\$20,245.00	\$20,245.00	\$20,245.00	\$20,245.00	\$0.00
	AL-2019-02-05-00	WILMINGTON POLICE DEPT - LAB NCGHSP6	\$54,895.00	\$15,640.00	\$15,640.00	\$15,640.00	\$15,640.00	\$0.00
	AL-2019-02-06-00	ONSLow COUNTY SHERIFF'S OFFICE NCGHSP4	\$117,365.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	AL-2019-02-07-00	GUILFORD COUNTY SO NCGHSP1	\$130,317.00	\$56,233.00	\$391,160.02	\$107,009.00	\$107,009.00	\$0.00

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	AL-2019-02-08-00	WAYNE COUNTY SO NCGHSP1	\$118,461.00	\$75,179.00	\$202,254.79	\$101,758.00	\$101,758.00	\$0.00
	AL-2019-02-09-00	PITT COUNTY BLOOD LAB NCGHSP6	\$29,701.00	\$29,701.00	\$59,402.00	\$29,701.00	\$29,701.00	\$0.00
	AL-2019-02-10-00	WINSTON-SALEM POLICE DEPT NCGHSP1	\$140,314.00	\$116,845.00	\$537,969.00	\$117,027.00	\$117,027.00	\$0.00
	AL-2019-02-11-00	BUNCOMBE COUNTY-DWI TREATMENT NCGHSP8	\$119,549.00	\$108,029.00	\$108,029.00	\$108,029.00	\$108,029.00	\$0.00
	AL-2019-02-12-00	ASHEVILLE POLICE DEPT NCGHSP1	\$112,821.00	\$81,799.00	\$420,263.00	\$81,799.00	\$81,799.00	\$0.00
	AL-2019-02-13-00	CUMBERLAND CNTY SOBRIETY COORD NCGHSP8	\$99,095.00	\$117,302.00	\$82,735.00	\$82,735.00	\$82,735.00	\$0.00
	AL-2019-02-14-00	WAKE-RALEIGH CCBI-BLOOD/DRUG NCGHSP6	\$410,000.00	\$383,797.00	\$383,797.00	\$383,797.00	\$383,797.00	\$0.00
	AL-2019-02-15-00	WAKE-RALEIGH CCBI-BLOOD/ALCOHOL NCGHSP6	\$56,046.00	\$53,617.00	\$221,755.00	\$53,617.00	\$53,617.00	\$0.00
	Alcohol Total		\$12,598,609.17	\$1,058,387.00	\$2,477,379.81	\$1,135,487.00	\$1,135,487.00	\$0.00
	Motorcycle Safety							
	MC-2019-03-01-00	NC DEPT OF PUB SAF-SHP NCGHSP9	\$84,732.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	MC-2019-03-03-00	LENOIR COUNTY COMM COLL NCGHSP3	\$37,670.00	\$0.00	\$13,153.00	\$13,153.00	\$13,153.00	\$0.00
	MC-2019-03-10-00	GUILFORD COUNTY SO NCGHSP4	\$5,000.00	\$0.00	\$950.00	\$950.00	\$950.00	\$0.00
	Motorcycle Safety Total		\$127,402.00	\$0.00	\$14,103.00	\$14,103.00	\$14,103.00	\$0.00
	Occupant Protection							
	OP-2019-04-05-00	NCSU-ITRE SB SURVEY NCGHSP9	\$20,971.00	\$0.00	\$2,485.00	\$2,485.00	\$2,485.00	\$0.00
	OP-2019-04-06-00	UNC-HSRC - BUCKLEUP NC NCGHSP4	\$137,469.00	\$0.00	\$112,279.00	\$112,279.00	\$112,279.00	\$0.00
	OP-2019-04-07-00	DEPT OF PUB SAF-SHP CIOT OT NCGHSP1	\$100,000.00	\$0.00	\$96,552.00	\$96,552.00	\$96,552.00	\$0.00
	OP-2019-04-08-00	SOUTHEASTERN REGIONAL MEDICAL	\$37,650.00	\$0.00	\$12,053.00	\$12,053.00	\$12,053.00	\$0.00
	Occupant Protection Total		\$296,090.00	\$0.00	\$223,369.00	\$223,369.00	\$223,369.00	\$0.00
	Police Traffic Services							
	PT-2019-06-01-00	GHSP STEP NCGHSP1	\$2,992,500.00	\$0.00	\$682,800.00	\$682,800.00	\$682,800.00	\$0.00
	PT-2019-06-09-00	BESSEMER CITY POLICE DEPT NCGHSP1	\$41,229.00	\$40,529.00	\$58,199.00	\$40,529.00	\$40,529.00	\$0.00
	PT-2019-06-10-00	NASH COUNTY SO NCGHSP1	\$190,657.00	\$105,833.00	\$194,209.91	\$173,986.00	\$173,986.00	\$0.00

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	PT-2019-06-11-00	DARE COUNTY SHERIFF'S OFFICE-LEL NCGHSP2	\$20,000.00	\$15,555.00	\$15,555.00	\$15,555.00	\$15,555.00	\$0.00
	PT-2019-06-12-00	AYDEN POLICE DEPARTMENT - LEL NCGHSP2	\$20,000.00	\$19,490.00	\$19,490.00	\$19,490.00	\$19,490.00	\$0.00
	PT-2019-06-13-00	NEW HANOVER CNTY SO-LEL NCGHSP2	\$20,000.00	\$3,226.00	\$17,758.00	\$17,758.00	\$17,758.00	\$0.00
	PT-2019-06-14-00	TARBORO POLICE DEPT-LEL NCGHSP2	\$20,000.00	\$18,476.00	\$18,476.00	\$18,476.00	\$18,476.00	\$0.00
	PT-2019-06-15-00	ORANGE CNTY SO-LEL NCGHSP2	\$20,000.00	\$0.00	\$12,884.00	\$12,884.00	\$12,884.00	\$0.00
	PT-2019-06-16-00	ROCKINGHAM POL DEPT-LEL NCGHSP2	\$20,000.00	\$5,992.00	\$18,418.00	\$18,418.00	\$18,418.00	\$0.00
	PT-2019-06-17-00	GUILFORD CNTY SO - LEL NCGHSP2	\$20,000.00	\$726.00	\$12,635.00	\$12,635.00	\$12,635.00	\$0.00
	PT-2019-06-18-00	CHARLOTTE MECKLENBURG PD-LEL NCGHSP2	\$20,000.00	\$19,018.00	\$19,018.00	\$19,018.00	\$19,018.00	\$0.00
	PT-2019-06-19-00	MARION POLICE DEPT-LEL NCGHSP2	\$20,000.00	\$18,088.00	\$18,088.00	\$18,088.00	\$18,088.00	\$0.00
	PT-2019-06-20-00	COLUMBUS POLICE DEPT-LEL NCGHSP2	\$20,000.00	\$21,700.00	\$11,904.00	\$11,904.00	\$11,904.00	\$0.00
	PT-2019-06-21-00	JACKSON COUNTY SO-LEL NCGHSP2	\$20,000.00	\$3,202.00	\$16,444.00	\$16,444.00	\$16,444.00	\$0.00
	PT-2019-06-22-00	CLAYTON POLICE DEPT NCGHSP1	\$101,449.00	\$87,675.00	\$105,578.00	\$87,675.00	\$87,675.00	\$0.00
	PT-2019-06-23-00	HARNETT COUNTY SO NCGHSP1	\$51,199.00	\$8,089.00	\$67,686.46	\$45,990.00	\$45,990.00	\$0.00
	PT-2019-06-24-00	NC SHERIFF'S ASSOCIATION NCGHSP3	\$8,100.00	\$8,100.00	\$8,100.00	\$8,100.00	\$8,100.00	\$0.00
	PT-2019-06-25-00	NCDMV FISCAL-HEARING TRNG NCGHSP3	\$84,350.00	\$0.00	\$64,538.00	\$64,538.00	\$64,538.00	\$0.00
	PT-2019-06-26-00	PEMBROKE POLICE DEPT OT NCGHSP1	\$25,000.00	\$3,886.00	\$8,089.00	\$8,089.00	\$8,089.00	\$0.00
	PT-2019-06-27-00	MOORESVILLE POLICE DEPT OT NCGHSP1	\$25,000.00	\$17,037.00	\$17,037.00	\$17,037.00	\$17,037.00	\$0.00
		Police Traffic Services Total	\$3,739,484.00	\$396,622.00	\$1,386,907.37	\$1,309,414.00	\$1,309,414.00	\$0.00
		Driver Education						
		DE-2019-08-01-00	UNC-HSRC - TEEN DRIVER NCGHSP4	\$0.00	\$46,415.00	\$46,415.00	\$46,415.00	\$0.00
		Driver Education Total	\$51,384.00	\$0.00	\$46,415.00	\$46,415.00	\$46,415.00	\$0.00
		Safe Communities						
		SA-2019-09-01-00	GHSP PROGRAMS & SUPPORT NCGHSP9	\$0.00	\$6,141.00	\$6,141.00	\$6,141.00	\$0.00
		SA-2019-09-02-00	GHSP MEDIA & EVENTS NCGHSP9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

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	SA-2019-09-05-00	PUB HEALTH AUTH/CABARRUS CNTY NCGHSP4	\$134,840.00	\$128,069.00	\$134,477.00	\$134,477.00	\$134,477.00	\$0.00
	SA-2019-09-06-00	NCSU PSYCH - OLDER DRIVER NCGHSP4	\$149,886.00	\$0.00	\$120,067.00	\$120,067.00	\$120,067.00	\$0.00
	SA-2019-09-07-00	UNC-HSRC STEP WEBSITE NCGHSP9	\$7,695.00	\$0.00	\$5,486.00	\$5,486.00	\$5,486.00	\$0.00
	SA-2019-09-08-00	UNIV HEALTH SYS/EASTERN NC NCGHSP4	\$78,503.00	\$76,565.00	\$76,565.00	\$76,565.00	\$76,565.00	\$0.00
	SA-2019-09-09-00	UNC-HSRC - SENIOR DRIVER NCGHSP4	\$63,137.00	\$0.00	\$53,568.00	\$53,568.00	\$53,568.00	\$0.00
	SA-2019-09-10-00	UNC-HSRC - SAFE SYSTEMS NCGHSP9	\$147,357.00	\$0.00	\$101,834.00	\$101,834.00	\$101,834.00	\$0.00
	SA-2019-09-11-00	NCSU-ITRE VISION ZERO-CONF NCGHSP9	\$233,670.00	\$0.00	\$181,060.00	\$181,060.00	\$181,060.00	\$0.00
	SA-2019-09-12-00	NCSU-ITRE VISION ZERO ANALYTICS NCGHSP5	\$150,175.00	\$0.00	\$137,233.00	\$137,233.00	\$137,233.00	\$0.00
	Safe Communities Total		\$2,520,509.00	\$204,634.00	\$816,431.00	\$816,431.00	\$816,431.00	\$0.00
	Pupil Transportation Safety							
	SB-2019-10-01-00	NC DEPT OF PUB INSTRUCTION NCGHSP4	\$40,500.00	\$0.00	\$37,307.00	\$37,307.00	\$37,307.00	\$0.00
	Pupil Transportation Safety Total		\$40,500.00	\$0.00	\$37,307.00	\$37,307.00	\$37,307.00	\$0.00
	FAST Act NHTSA 402 Total		\$19,673,978.17	\$1,659,643.00	\$5,467,828.18	\$3,815,484.00	\$3,815,484.00	\$0.00
	FAST Act 405b OP High							
	405b High Public Education							
	M1PE-2019-13-01-00	UNC-HSRC - BUCKLEUP NC NCGHSP4	\$41,910.00	\$0.00	\$41,910.00	\$41,910.00	\$41,910.00	\$0.00
	405b High Public Education Total		\$41,910.00	\$0.00	\$41,910.00	\$41,910.00	\$41,910.00	\$0.00
	405b High Community CPS Services							
	M1CPS-2019-13-01-00	WNC SAFE KIDS NCGHSP4	\$110,005.00	\$53,193.00	\$314.28	\$314.28	\$314.28	\$0.00
	M1CPS-2019-13-02-00	NC DEPT OF INSURANCE-CPS NCGHSP3	\$390,000.00	\$0.00	\$612,942.00	\$312,536.00	\$312,536.00	\$0.00
	405b High Community CPS Services Total		\$500,005.00	\$53,193.00	\$613,256.28	\$312,850.28	\$312,850.28	\$0.00
	405b OP High							
	M1X-2019-00-00-00	OP FUTURE PROJ-NCGHSP1, 3, 4, 6, 7, 8, 9	\$974,958.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M1X-2019-13-01-00	GHSP-COMMS CIOT MEDIA NCGHSP7	\$370,890.00	\$0.00	\$369,925.00	\$369,925.00	\$369,925.00	\$0.00

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	M1X-2019-13-02-00	GHSP-COMMS - MARKETING NCGHSP7	\$50,000.00	\$0.00	\$38,699.00	\$38,699.00	\$38,699.00	\$0.00
	405b OP High Total		\$1,395,848.84	\$0.00	\$408,624.00	\$408,624.00	\$408,624.00	\$0.00
	FAST Act 405b OP High Total		\$1,937,763.84	\$53,193.00	\$1,063,790.28	\$763,384.28	\$763,384.28	\$0.00
	FAST Act 405b OP Low							
	405b OP Low							
	M2X-2019-00-00-00	OP FUTURE PROJECTS	\$96,482.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M2X-2019-13-01-00	GHSP-COMMS - CIOT MEDIA NCGHSP7	\$79,110.00	\$0.00	\$79,110.00	\$79,110.00	\$79,110.00	\$0.00
	M2X-2019-13-02-00		\$0.00	\$0.00	\$30,790.00	\$30,790.00	\$30,790.00	\$0.00
	405b OP Low Total		\$175,592.73	\$0.00	\$109,900.00	\$109,900.00	\$109,900.00	\$0.00
	FAST Act 405b OP Low Total		\$175,592.73	\$0.00	\$109,900.00	\$109,900.00	\$109,900.00	\$0.00
	FAST Act 405c Data Program							
	405c Data Program							
	M3DA-2019-00-00-00	TR FUTURE PROJ-NCGHSP 5	\$2,974,150.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2019-14-01-00	NC JUDICIAL DEPT-AOC ECITATION NCGHSP5	\$50,000.00	\$0.00	\$4,103.00	\$4,103.00	\$4,103.00	\$0.00
	M3DA-2019-14-02-00	NC SU-ITRE VISION ZERO ANALYTICS NCGHSP5	\$35,273.00	\$0.00	\$2,873.00	\$2,873.00	\$2,873.00	\$0.00
	M3DA-2019-14-03-00	UNC-IPRC DATA DOC NCGHSP5	\$13,531.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00	\$0.00
	M3DA-2019-14-04-00	UNC-IPRC CRASH REPORT LINK NCGHSP5	\$50,200.00	\$0.00	\$48,888.00	\$48,888.00	\$48,888.00	\$0.00
	M3DA-2019-14-05-00	BELHAVEN POLICE DEPT NCGHSP5	\$9,000.00	\$6,607.00	\$6,607.27	\$0.00	\$0.00	\$0.00
	M3DA-2019-14-06-00	HAW RIVER POLICE DEPT NCGHSP5	\$6,000.00	\$3,184.00	\$6,000.00	\$0.00	\$0.00	\$0.00
	M3DA-2019-14-07-00	NC DMV FISCAL SECTION-CRASH DB NCGHSP5	\$85,779.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	405c Data Program Total		\$3,223,933.88	\$9,791.00	\$80,471.27	\$67,864.00	\$67,864.00	\$0.00
	FAST Act 405c Data Program Total		\$3,223,933.88	\$9,791.00	\$80,471.27	\$67,864.00	\$67,864.00	\$0.00
	FAST Act 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2019-15-01-00	NC DEPT OF PUB SFTY SHP-ROBESON NCGHSP1	\$498,280.00	\$0.00	\$230,106.00	\$230,106.00	\$230,106.00	\$0.00

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	M5HVE-2019-15-02-00	NC DEPT OF PUB SFTY SHP--GASTON NCGHSP1	\$498,280.00	\$0.00	\$223,101.00	\$223,101.00	\$223,101.00	\$0.00
	M5HVE-2019-15-03-00	NC DEPT OF PUBC SFTY SHP BILLI OT NCGHSP1	\$200,000.00	\$0.00	\$80,794.00	\$80,794.00	\$80,794.00	\$0.00
	405d Mid HVE Total		\$1,196,560.00	\$0.00	\$534,001.00	\$534,001.00	\$534,001.00	\$0.00
	405d Mid Court Support							
	M5CS-2019-15-01-00	NC JUDICIAL DEPT-AOC BUNCOMBE NCGHSP6	\$56,289.00	\$0.00	\$9,956.00	\$9,956.00	\$9,956.00	\$0.00
	M5CS-2019-15-02-00	NC JUDICIAL DEPT AOC-CDA NCGHSP8	\$1,072,025.00	\$0.00	\$259,280.00	\$259,280.00	\$259,280.00	\$0.00
	405d Mid Court Support Total		\$1,128,314.00	\$0.00	\$269,236.00	\$269,236.00	\$269,236.00	\$0.00
	405d Mid Ignition Interlock							
	M5II-2019-15-01-00	DMV FISCAL SECTION - INTERLOCK NCGHSP1	\$388,509.00	\$0.00	\$224,324.00	\$224,324.00	\$224,324.00	\$0.00
	405d Mid Ignition Interlock Total		\$388,509.00	\$0.00	\$224,324.00	\$224,324.00	\$224,324.00	\$0.00
	405d Mid BAC Testing/Reporting							
	M5BAC-2019-15-01-00	NC DEPT OF HEALTH - BAT NCGHSP1	\$491,942.00	\$0.00	\$340,375.00	\$340,375.00	\$340,375.00	\$0.00
	M5BAC-2019-15-02-00	NC DEPT OF HEALTH - DRE NCGHSP3	\$525,385.00	\$0.00	\$284,738.00	\$284,738.00	\$284,738.00	\$0.00
	M5BAC-2019-15-03-00	PITT COUNTY BLOOD LAB NCGHSP6	\$26,067.00	\$0.00	\$44,970.00	\$18,903.00	\$18,903.00	\$0.00
	405d Mid BAC Testing/Reporting Total		\$1,043,394.00	\$0.00	\$670,083.00	\$644,016.00	\$644,016.00	\$0.00
	405d Mid Paid/Earned Media							
	M5PEM-2019-15-03-00	GHSP-COMMS - MARKETING NCGHSP7	\$40,000.00	\$0.00	\$28,699.00	\$28,699.00	\$28,699.00	\$0.00
	405d Mid Paid/Earned Media Total		\$40,000.00	\$0.00	\$28,699.00	\$28,699.00	\$28,699.00	\$0.00
	405d Mid Training							
	M5TR-2019-15-01-00	NC DEPT OF HEALTH - SCIENCE NCGHSP1	\$807,422.00	\$0.00	\$519,054.00	\$519,054.00	\$519,054.00	\$0.00
	M5TR-2019-15-02-00	NC DEPT OF HEALTH - SFST NCGHSP3	\$221,525.00	\$0.00	\$119,352.00	\$119,352.00	\$119,352.00	\$0.00
	405d Mid Training Total		\$1,028,947.00	\$0.00	\$638,406.00	\$638,406.00	\$638,406.00	\$0.00
	405d Impaired Driving Mid							
	M5X-2019-00-00-00	ID FUTURE PROJ-NCGHSP1, 3, 4, 6, 7, 8, 9	\$5,220,623.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

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

Federal Reimbursement Voucher

Report Date: 12/29/2019

Reimbursement Info: Total: \$.00

Claim Period: 10/01/2018 - 09/30/2019

Not Posted In DELPHI

2019-FINAL

For Approval

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
	MSX-2019-15-01-00	MADD NCGHSP4	\$52,314.00	\$.00	\$52,314.00	\$52,314.00	\$52,314.00	\$.00
	MSX-2019-15-02-00	NC DEPT OF JUSTICE - SBI LAB NCGHSP6	\$456,264.00	\$.00	\$446,717.00	\$446,717.00	\$446,717.00	\$.00
	MSX-2019-15-03-00	NC DEPT OF PUB SFTY - ALE KEYS NCGHSP1	\$10,000.00	\$.00	\$9,183.00	\$9,183.00	\$9,183.00	\$.00
	MSX-2019-15-04-00	ABC COMMISSION TRAINING NCGHSP3	\$15,000.00	\$.00	\$12,022.00	\$12,022.00	\$12,022.00	\$.00
	405d Impaired Driving Mid Total		\$5,754,201.46	\$.00	\$520,236.00	\$520,236.00	\$520,236.00	\$.00
	FAST Act 405d Impaired Driving Mid Total		\$10,579,925.46	\$.00	\$2,884,985.00	\$2,858,918.00	\$2,858,918.00	\$.00
	FAST Act 405f Motorcycle Programs							
	405f Motorcyclist Training							
	M9MT-2019-16-01-00	NC DEPT OF PUB SFTY-SHP BIKESAFE NCGHSP9	\$138,640.00	\$.00	\$105,790.00	\$105,790.00	\$105,790.00	\$.00
	405f Motorcyclist Training Total		\$138,640.00	\$.00	\$105,790.00	\$105,790.00	\$105,790.00	\$.00
	405f Motorcycle Programs							
	M9X-2019-00-00-00	MCSAFETY FUTURE PROJ-NCGHSP3, 4, 7, 9	\$153,875.72	\$.00	\$.00	\$.00	\$.00	\$.00
	405f Motorcycle Programs Total		\$153,875.72	\$.00	\$.00	\$.00	\$.00	\$.00
	FAST Act 405f Motorcycle Programs Total		\$292,515.72	\$.00	\$105,790.00	\$105,790.00	\$105,790.00	\$.00
	FAST Act 405h Nonmotorized Safety							
	405h Training							
	FHTR-2019-17-01-00	NC DEPT OF TRANS BIKE/PED NCGHSP4	\$130,000.00	\$.00	\$126,409.00	\$126,409.00	\$126,409.00	\$.00
	405h Training Total		\$130,000.00	\$.00	\$126,409.00	\$126,409.00	\$126,409.00	\$.00
	405h Public Education							
	FHPE-2019-17-01-00	GHSP WATCH FOR ME MEDIA NCGHSP7	\$150,000.00	\$.00	\$149,949.00	\$149,949.00	\$149,949.00	\$.00
	FHPE-2019-17-02-00	NC DEPT OF INSURANCE BIKE/PED NCGHSP4	\$25,000.00	\$.00	\$24,303.00	\$24,303.00	\$24,303.00	\$.00
	FHPE-2019-17-03-00	OUTER BANKS BICYCLE PEDESTRIAN NCGHSP4	\$9,300.00	\$.00	\$2,854.00	\$2,854.00	\$2,854.00	\$.00
	405h Public Education Total		\$184,300.00	\$.00	\$177,106.00	\$177,106.00	\$177,106.00	\$.00
	405h Nonmotorized Safety							
	FHX-2019-00-00-00	FHX FUTURE PROJECTS	\$151,249.42	\$.00	\$.00	\$.00	\$.00	\$.00

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

Federal Reimbursement Voucher

2019-FINAL

Report Date: 12/29/2019

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Claim Period: 10/01/2018 - 09/30/2019

Reimbursement Info: Total: \$.00

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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
405h Nonmotorized Safety Total			\$151,249.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST Act 405h Nonmotorized Safety Total			\$465,549.42	\$0.00	\$303,515.00	\$303,515.00	\$303,515.00	\$0.00
NHTSA Total			\$43,736,540.71	\$3,373,266.00	\$18,533,702.50	\$14,826,962.00	\$14,826,962.00	\$0.00
Total			\$43,736,540.71	\$3,373,266.00	\$18,533,702.50	\$14,826,962.00	\$14,826,962.00	\$0.00

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

State Official: