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## Introduction

### *Crash Summary*

Over the past eight years, North Carolina has experienced a fairly stable number of traffic fatalities and mileage death rate. The number of fatalities has been between 1,530 and 1,596 during most of the last eight years. At the same time, the fatality rate had dropped from 1.87 to 1.53, with the last four years showing steady but small decreases. This stability was broken in 2007 with an abnormal increase in the number of fatalities. North Carolina saw a jump to 1,675 fatalities and an increase of less than two percent in the VMT which translated to an increase in the Fatality Rate to its highest rate since 2004 of 1.62. North Carolina has been fortunate to see a significant reduction in the number of injuries, dropping from 150,120 in 1998 to 118,313 in 2007. Alcohol-related fatalities have dropped from 469 in 1998 to 379 in 2006. Alcohol fatalities also saw an increase in 2007 to 487. An area of concern in North Carolina, as well as across the country, is the recent rise in motorcycle fatalities. The number of motorcycle fatalities in North Carolina has increased from 82 in 1998 to 183 in 2007.

### Accomplishments

North Carolina has experienced an increase in safety belt usage over the past ten years from 81.7 percent in 1998 to 89.8 percent in 2008. The 89.8 percent rate is an all time high for North Carolina. This increased safety belt usage rate has helped to stabilize the number of fatalities and the mileage death rate. It has also assisted in the significant drop in overall traffic injuries.

North Carolina has established an Executive Highway Safety Committee that brings together decision-makers from all major entities involved in traffic safety, or that can have an impact on traffic safety. During 2004, this group adopted the AASHTO goal of 1.0 fatalities per 100 million miles traveled goal. The Southeast NHTSA Region, NHTSA, and GHSA have also adopted this goal. The EHSC meets quarterly and addresses a wide variety of traffic safety issues.

Subcommittees have been formed to address several key highway safety issues including occupant protection. A complete report on their activities and a copy of the updated North Carolina Strategic Highway Safety Plan can be found at [www.ncdot.org/doh/preconstruct/traffic/echs/#](http://www.ncdot.org/doh/preconstruct/traffic/echs/#).

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

## **Challenges**

The challenge for North Carolina in FY 2008 and beyond will be to reach the 1.0 fatality rate, as established by the Executive Committee for Highway Safety. This goal is worthy of striving for and will hopefully be accomplished. However, North Carolina's population, registered vehicles, and miles driven continue to climb and will put pressure on keeping the mileage death rate at a high level. Much work will be required by all those involved in highway safety to get the mileage death rate down to 1.0 per million miles traveled.

## **Impaired Driving Program Overview**

North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. The GHSP developed a model program, "Booze It & Lose It", that has been in existence for 15 years. This program is modeled after the "Click It or Ticket" program that was also developed in North Carolina in 1993. The "Booze It & Lose It" program focuses on highly visible nighttime impaired driving checkpoints. This program operates year round, utilizing six mobile breath alcohol testing units, or "BAT Mobiles" that allow law enforcement to provide enforcement tools for DWI checkpoints any day of the year.





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

The most intense periods of enforcement activities for the BAT Mobiles is during the GHSP's annual "Booze It & Lose It" campaigns. Typically, these campaigns run during the weeks surrounding the July Fourth holiday and the Thanksgiving to New Year time period. During 2008, in an effort to coordinate with the National Impaired Driving Campaigns, additional "Booze It and Lose It" campaigns were run during the St. Patricks Day weekend; the Labor Day timeframe and the Halloween timeframe. A once in a lifetime date occurred during 2008. We were presented with the date of 08-08-08. In as much as this is North Carolina's per se BAC level, we ran a one day, statewide "Booze It & Lose It" Campaign to highlight the date and it's significance to Impaired Driving. This one day campaign resulted in 1,213 checkpoints and saturation patrols, 454 DWI charges, 993 Seatbelt charges, 6,975 total traffic charges, 56 fugitive arrests, 190 drug charges, 11 stolen vehicles recovered, 70 felony arrests and 9,588 total charges.

During FY 2008, the weeks of “Booze It & Lose It” in North Carolina consisted of 32,889 checkpoints and saturation patrols. These enforcement efforts yielded 11,134 DWI arrests and over 279,000 total traffic violations. Additionally, the officers arrested 2,677 fugitives, recovered 557 stolen vehicles, discovered 7,687 drug violations, and made a total of 31,808 criminal arrests.

North Carolina will continue to operate “Booze It & Lose It” campaigns in FY 2009 and beyond. During FY 2009, five statewide campaigns are scheduled. The first will be over the St. Patrick’s Day weekend in March. The next crackdown will be over the national Fourth of July holiday period. This will be followed by a “Booze It & Lose It” coinciding with the National Enforcement Crackdown August 21 through September 7. Additionally, another short campaign will be run during the weekend of Halloween. North Carolina will also run the traditional holiday campaign December 1, 2008 through January 4, 2009.

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



## Occupant Protection – Program Overview

North Carolina entered its' 15<sup>th</sup> year of "Click It or Ticket" during 2008. The state pioneered "Click It or Ticket" in 1993 as a statewide safety belt enforcement effort and the program is now active in most states across the nation. During 2008, North Carolina continued to press forward with "Click It or Ticket", with law enforcement still strongly supports the program. During 2008, North Carolina participated in the NHTSA national mobilizations.

Results for the 2008 "Click It or Ticket" mobilizations were once again impressive. A total of 8,237 checkpoints and patrols were conducted, resulting in 13,910 safety belt citations and 1,374 child passenger safety violations. In addition to the occupant protection violations, over 2,124 DWI arrests were made, 24,571 speeding citations issued, 149 stolen vehicles recovered, 1,833 drug charges, over 7,290 total criminal violations discovered, and 439 fugitives were apprehended.



"R U Buckled?" is in its' third year operating as a partnership between the Governor's Highway Safety Program and 212 North Carolina high schools created to reduce the number of teenage injuries and fatalities on our roadways. This program requires all drivers and passengers to buckle their safety belts before leaving school parking lots or risk losing parking privileges at school. At the present time the program is serving over 80,000 student drivers. The future goal of this program is to have the program in every high school in the state.

## **R U BUCKLED?**



## **Paid Media FY 2008**

There was no media purchased for the May “Click It or Ticket” mobilization.

### **Insider Sports Marketing and Minor League Baseball**

Total Investment \$59,000

In 2008, more than two million fans attended minor league basement games in North Carolina. More of who perfectly match GHSP’s most sought-after demographic: 18-44 year olds, which makes up more than 65 percent of the fans that attend baseball games.

Each team (10 total) provide the GHSP with the following elements during the 2008 season: one outfield sign in each ballpark, with two teams providing signage on the team’s scoreboard, one banner in a prominent location with the “Click It or Ticket”, “Booze It & Lose It” and the GHSP logo, and a PA announcement at the conclusion of each home game with a GHSP message. In addition to the ballpark signage GHSP will provide 25 signs to be placed on stadium, parking and surrounding area stop signs close to each venue and in high traffic areas.

Totaling 250 parking signs, 10 outfield signs and 25 banners.

### **Carolina Hurricanes**

Total Investment \$35,000

Games are played at the RBC Center in Raleigh, which has over 1.5 million visitors per year. The facility houses several events throughout the year, totaling over four million people who use their parking facilities. GHSP has “R U BUCKLED?” signs attached to each stop sign (20) around the parking lots.

### **Carolina Panthers**

Total Investment \$40,000

On average, 70,000 people attend home games hosted and over 1.5 million listen to the games on the radio. Most of whom perfectly match our most sought-after demographic: 18-44 year olds, which makes up the majority of the fans that attend football games.

The GHSP partnership included: One (1):30 second commercial during all 16 regular season home games. In addition, GHSP received four concourse signs to be placed at the exits of the stadium. GHSP will also receive sponsorship of the network radio feature “Around the NFL”, where announcers will tag GHSP as the sponsoring agency for the program during each 16 regular season home game. “Click It or Ticket” and “Booze It & Lose It” messages were used.

### **Lowe's Motor Speedway**

Total Investment \$60,000

On average one million people visit Lowe's Motor Speedway (LMS) in Charlotte each year. Most of whom perfectly match our most sought-after demographic: 18-44 year olds, which makes up the majority of the fans that attend events hosted at the track.

The investment included the following elements during the 2008 NASCAR season, which occurs from May-October at LMS: One full page ad in each LMS NASCAR program, a GHSP public service announcement on all seven jumbrotions and all 125 close circuit TVs prior to and after driver introductions, public address announcements through out all event weekends, "Click It or Ticket" signage at the track exit tunnel and pedestrian bridges. In addition, LMS provided GHSP with 50 tickets to all LMS NASCAR events to use for law enforcement promotional purposes.

### **Tar Heel Sports Marketing**

Total Investment \$ 70,000

Tar Heel Sports Marketing provides marketing services for North Carolina's four Atlantic Coast Conference (ACC) universities. On average, one million people attend home games hosted by these schools and over 1.5 million listen to the games on the radio. Most of whom perfectly match our most sought-after demographic: 18-44 year olds, which makes up the majority of the fans that attend basketball games.

Tar Heel Sports Marketing provided the GHSP with the following elements during the 2008-2009 basketball season, which occurs from November-March: One (1):30 second commercials during all 28 regular season basketball games for Duke, NC State, UNC-Chapel Hill, and Wake Forest. In addition, one Public Address Announcement at each basketball home game was aired. "Click It or Ticket", "Booze It & Lose It" messages were aired.

## **Paid Media Report**

The GHSP participated in five media partnerships in FY 2008. The GHSP continued its partnership with the Carolina Hurricanes and the RBC Center in Raleigh, which has over 1.5 million visitors per year. The facility houses several events throughout the year; totaling over four million people who use their parking facilities. The buckle-up awareness campaign featured various parking lot signage encouraging fans to buckle-up.

The GHSP also continued its partnership with the National Football League team, the Carolina Panthers. The GHSP had "Click It or Ticket" and "Booze It & Lose It" messages featured during each home game radio broadcast. The partnership also included concourse signage encouraging fans not to drink and drive.

The third media effort involved all 10 of the minor league baseball teams in North Carolina in conjunction with Insider Sports Marketing. The 10 ballparks span across the entire state. Each ballpark had parking lot signage as well as several banners throughout the concourse with "Click It or Ticket" and "Booze It & Lose It" messaging. The partnership also included an outfield sign at each location.

Through Tar Heel Sports Marketing, GHSP partnered with the following Atlantic Coast Conference schools: Duke University, North Carolina State University, University of North Carolina at Chapel Hill, and Wake Forest University. "Click It or Ticket" and "Booze It & Lose It" radio public service announcements were aired during each game reaching over 144 radio affiliates in North Carolina. On average two million people a month tune in to these radio networks and listen to the games, most of who match our demographic, 18-44 year olds.

The fifth media partnership involved Lowe's Motor Speedway in Charlotte. LMS provided a full page ad in each NASCAR program, a GHSP public service announcement on all jumbro-trons and all 125 close circuit TVs prior to and after driver introductions, public address announcements through out event weekends and "Click It or Ticket" signage around the track. In addition, LMS provided GHSP with 50 tickets to all LMS NASCAR events to use for law enforcement promotional purposes. On average one million people visit LMS each year, most of whom perfectly match our most sought-after demographic: 18-44 year olds.

North Carolina also (for the second year) published a Law Enforcement Calendar which featured a different Agency each month of the year. The calendar was distributed to law enforcement agencies across the state. This was one more way of putting our schedule for activities and campaigns in front of those who needed the information.



## **Noteworthy Practices**

### ***Project Title***

North Carolina Executive Highway Safety Committee (ECHS)

### ***Target Group***

Upper level decision makers from across North Carolina that can have an impact on traffic safety

### ***Program Area***

Overall Traffic Safety

### ***Problem Statement***

Many traffic safety efforts are implemented on a fragmented basis across the state, as well as, some extremely coordinated statewide campaigns. Although gains have been made to address this issue, it is still a priority of the ECHS to continue to address this issue.

### ***Objectives/Strategies***

Current objectives/strategies can be found at [www.ncdot.gov/doh/preconstruct/echs/#](http://www.ncdot.gov/doh/preconstruct/echs/#).

### ***Results***

Results can be found at [www.ncdot.gov/doh/preconstruct/echs/#](http://www.ncdot.gov/doh/preconstruct/echs/#).

### ***Cost***

Unknown.

### ***Funding Source(s)***

State funds.

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## **Noteworthy Practices**

### ***Project Title***

North Carolina GHSP Law Enforcement Points System

### ***Target Group***

All local law enforcement agencies in the state

### ***Program Area***

Overall Traffic Enforcement and Education

### ***Problem Statement***

It is the goal of the North Carolina Governor's Highway Safety Program to have every law enforcement agency in the state (approximately 500) to be active on a daily basis with GHSP programs and to be actively working daily to enforce the traffic laws of the State.

### ***Objectives/Strategies***

To involve every law enforcement agency in traffic safety and have the agencies report these activities to GHSP. Reporting activities results in "points" being awarded that can be redeemed once a year for traffic safety related equipment.

### ***Results***

Results from 2006 to 2007 show a 64.5 percent increase in the number of checkpoints and patrols; a 24.7 percent increase in DWI citations; a 20.5 percent increase in safety belt violations; a 47.5 percent increase in speeding violations and a 35.0 percent increase in total criminal traffic violations.

### ***Cost***

\$163,850 total.

### ***Funding Source(s)***

\$47,250 in Section 410 funding, \$116,600 in Section 405 funding.

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## Looking to the Future

### *Significant Challenges to be addressed*

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



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

statewide coalition for better coordination. The group is known as the Governor's Hispanic Highway Safety Program, or Nuestra Seguridad.



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

- North Carolina will need financial resources to address the issues of speeding and safety belt usage. A concentrated enforcement campaign will be necessary to address the safety belt usage rates in pickup trucks and vans. Additionally, educational efforts will be necessary. District Attorneys need to be aware of the toll speeding is creating in traffic crashes, and be less tolerant of violators
- North Carolina needs assistance from the federal level to educate legislators about the effectiveness of motorcycle helmets and the negative impact that other states have experienced as a result of a repeal, or downgrade of a mandatory helmet usage law.

## HIGHWAY SAFETY RELATED LAWS – ENACTED 2008 SESSION

For copies of the bills go to: [www.ncleg.net/Legislation/Legislation.html](http://www.ncleg.net/Legislation/Legislation.html)  
HOUSE BILL 133, [ATV for Beach Driving](#), allows a person age 16 or older to operate an ATV on the beach without wearing eye protection and a safety helmet as required by G.S. 20-171.19(a).  
Effective: July 11, 2008

HOUSE BILL 2167, [Towing of Recreational Boats/Exemption](#), provides that boats or boat trailers that are 120 inches (10 feet) or more wide may only be towed after obtaining a permit and may only be towed during daylight hours. Boats or boat trailers that are 114 inches (9.5 feet) but less than 120 inches (10 feet) wide may be towed without a permit any day of the week, (including weekends and holidays), but only from sun up to sun down. Boats or boat trailers that are 102 inches (8.5 feet) wide but less than 114 inches (9.5 feet) wide may be towed without a permit any day of the week (including weekends and holidays), day or night. Boats or boat trailers that are in excess of 102 inches (8.5 feet) wide must have two amber lights at the widest part of the boat or trailer.

Note: This bill was enacted by the General Assembly and then vetoed by Governor Easley. The General Assembly then reconvened and voted to override the Governor's veto, thereby allowing this legislation to be enacted into law.

Effective: August 27, 2008

HOUSE BILL 2340, [Transporting Children in Open Bed of Vehicle](#), raises the minimum age for unsupervised children in an open pickup truck bed from age 12 to age 16. It also deletes the previous exception in this law for counties that have no incorporated area with a population in excess of 3,500, so now this law applies statewide. The person who violates this section is guilty of an infraction and must pay a penalty of not more than \$25 and no court costs, no matter how many underage children were in the pickup truck bed.

Effective: October 1, 2008

HOUSE BILL 2341, [Child Passenger Safety Technician Liability](#), enacts a new law to protect a "certified child passenger safety technician" or a "sponsoring organization" from civil liability for the "inspection, installation, or adjustment of a child safety seat or in providing education regarding the installation or adjustment of a child safety seat if: (1) the service is provided without fee or charge other than reimbursement for expenses; and (2) the child passenger safety technician or sponsoring organization acts in good faith and within the scope of training for which the technician is currently certified." The certified child passenger safety technician or sponsoring organization is not protected from civil liability for "willful or wanton misconduct or gross negligence" or if the inspection installation or adjustment of the child safety seat or the education is in conjunction with the for-profit sale of a child safety seat.

Effective: October 1, 2008

HOUSE BILL 2487, Change Format of Drivers Licenses/Under 21, provides for drivers licenses and special identification cards issued after October 1, 2008 for persons under the age of 21 to be printed in a vertical format that distinguishes them from the current horizontal format that will now only be issued to persons over the age of 21.

Effective: October 1, 2008

HOUSE BILL 2570, Create Permit for Movement of Trailer Frames, allows the Division of Motor Vehicles (DMV) to issue an annual permit for a manufacturer to move trailer frames that are fourteen feet and weigh 7,000 pounds or less to another location within three miles during daylight hours. Flags and markings on the trailer frames are required. G.S. 20-119 (special permits for vehicles of excessive size or weight; fees) is amended to impose a \$200 fee for a trailer frame permit.

Effective: August 3, 2008

SENATE BILL 944, Change Penalty for Hit and Run Violations, raises the punishment for leaving the scene of a crash involving death or serious bodily injury (previously was death or injury) from a Class H felony to a Class F felony. The bill creates a new offense of leaving the scene of a crash involving injury and makes it a Class H felony. It also provides for a one year revocation of a driver's license for commission of either offense unless the court determines a longer revocation is appropriate. A person who is convicted of the new offense of hit and run involving injury is eligible for a limited driving privilege.

The bill also abolishes the common law distinction that provides that personal property that has become affixed to real property is not subject to a charge of larceny. Any person who removes or takes and carries away any property that is affixed to real property, with the intent to steal the property, is guilty of larceny.

Effective: December 1, 2008

SENATE BILL 1695, Vehicle Size and Weight Changes, makes several changes to the motor vehicle laws related to vehicle size and weight, including:

1. Expands G.S. 20-7 (issuance and renewal of drivers licenses) to provide that the holder of a Class C driver's license may also operate "[a] combination of non-commercial motor vehicles that have a GVWR of more than 10,000 pounds but less than 26,001 pounds." The bill provides that this new provision does not apply to a Class C license holder who is less than 18 years of age.
2. Amends G.S. 20-88 (property-hauling vehicles) to provide that license plates issued at the farm rate "shall be placed upon trucks and truck-tractors that are operated for the primary purpose of carrying or transporting the applicant's farm products, raised or produced on the

applicant's farm, and farm supplies." The statute will continue to prohibit the use of these plates on vehicles "operated in hauling for hire."

3. Amends G.S. 20-115.1 (limitations on tandem trailers and semitrailers on certain North Carolina highways) to allow the North Carolina Department of Transportation (NC DOT), under certain conditions, to designate State highway system roads for use by vehicle combinations. Under current law, the NC DOT may not extend such a designation to a portion of the State highway system within the corporate limits of a municipality unless the municipality's governing body concurs. This bill repeals the requirement to get local government concurrence.
4. Provides that motor vehicle combinations consisting of a semitrailer of not more than 53 feet in length and a truck tractor "may be operated on all primary highway routes of North Carolina provided the motor vehicle combination meets the requirements of [G.S. 20-115.1(b)]." (Under current law, these motor vehicle combinations "may be operated on the interstate highways . . . and federal-aid primary system highways designated by the United States Secretary of Transportation" provided the combination meets the requirements of G.S. 20-115.1(b).)
5. The bill authorizes the NC DOT to, "at any time, prohibit motor vehicle combinations on portions of any route on the State highway system." If the DOT does prohibit a motor vehicle combination on a route, it must "submit a written report to the Joint Legislative Transportation Oversight Committee within six months of the prohibition clearly documenting through traffic engineering studies that the operation of a motor vehicle combination on that route cannot be safely accommodated and that the route does not have sufficient capacity to handle the vehicle combination."
6. Amends G.S. 20-116 (size of vehicles and loads) to provide that the total length limit of 60 feet for combinations of vehicles may be exceeded by "[m]otor vehicle combinations of one semitrailer of not more than 53 feet in length [current law is 48 feet] and a truck tractor."
7. Also: (i) allows "the operation of self-propelled grain combines or other farm equipment self-propelled, pulled, or otherwise, not exceeding 25 feet in width [current law is 18 feet] on any highway, except a highway or section of highway that is a fully controlled access highway or is a part of the National System of Interstate and Defense Highways"; and (ii) amends the conditions that apply to the operation of combines exceeding 10 feet in width.



8. Further amends G.S. 20-118 (weight of vehicles and load) to revise the weight limit exception for crop-hauling vehicles so that it will apply to a vehicle that: (i) “[i]s hauling agricultural crops from the farm where the crop is grown to the closest market;” (ii) “[d]oes not operate on an interstate highway or exceed any posted bridge weight limits during transportation or hauling of agricultural products”; and (iii) “[d]oes not exceed a single-axle weight of 22,000 pounds, a tandem-axle weight of 42,000 pounds, or a gross weight of 90,000 pounds.”
9. Amends the cotton-hauling exception in G.S. 20-118 so that it applies to “a vehicle which is equipped with a self-loading bed and which is designed and used exclusively to transport compressed seed cotton from the farm to a cotton gin . . . with a tandem-axle weight not exceeding 50,000 pounds [current law is 44,000 pounds].”
10. The wood-hauling exception in G.S. 20-118 is expanded so that it also applies to vehicles or vehicle combinations “hauling raw logs to first market.”

Effective: September 1, 2008

SENATE BILL 1787, Vehicle Registration/Inspection Changes, allows an unregistered vehicle or a vehicle purchased at a private sale to be registered if it has received a passing inspection within the last 12 months (was 30 days). This bill also allows the Division of Motor Vehicles (DMV) to issue a three-day trip permit (was a one way permit) that allows an insured vehicle with an expired inspection to be driven only from the place the vehicle is parked to an inspection station, repair shop or DMV or contract agent registration office. This bill changed the 10-day temporary permit to limit it to a vehicle that fails to pass an emission inspection. It no longer allows a 10-day permit for a safety inspection failure; that driver must obtain the three-day trip permit.

Effective: October 1, 2008

SENATE BILL 1800, Motor Vehicle Definitions/Federal Compliance/ATV Use, makes technical changes to the definitions of hazardous materials that require a vehicle to be placarded and to the term “State” in the Motor Vehicle Code related to the commercial drivers license law so they are both consistent with federal law. This bill also allows natural gas utility employees and contractors to operate ATVs on public highways and rights of way. The ATV operator must carry company identification and is subject to all other laws relating to ATVs.

Effective: August 3, 2008

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

- **Increased seatbelt use to 89.8 percent — the highest ever in North Carolina** — through ongoing “Click It or Ticket” public awareness campaign..
- **Continued the “R U Buckled” program to promote safety belt use among teenage drivers.** More than 210 high schools and 80,000 student drivers have participated in the program since its inception in 2005.
- **Continued a partnership with NC State Highway Patrol for Operation Slowdown/No Need 2 Speed, a joint speed enforcement effort among state and local law enforcement officers to encourage motorists to slow down and obey the speed limit.** More than 11,000 speeding citations were written during the 2008 campaign period.
- **More than tripled checkpoints and saturation patrols as part of GHSP's “Booze It & Lose It” campaign over the past six years.** The campaign has included more than 165,000 checkpoints; 73,000 DWI arrests; 431,000 total criminal violations; 3,900 stolen vehicles recovered, and 7,500 fugitive arrests.
- **Continued a partnership with North Carolina Safe Kids** providing funds to assist in their mission to prevent and reduce childhood injuries through education and outreach.
- **Continued a partnership with the Latino non-profit El Pubelo to implement “Nuestra Seguridad,” a highway safety education initiative** aimed at reducing the disproportionate number of highway safety fatalities and injuries among Hispanic drivers in North Carolina.
- **Continued a new commercial motor vehicle safety initiative.** *Be Safe Share the Space* addresses the increasing problem of crashes with property damage, injury and or fatalities involving large commercial vehicles on the streets and highways in North Carolina.
- **Partnered with N.C. State Highway Patrol to launch the *BikeSafe North Carolina* program.** *BikeSafe* is a rider skills evaluation program aimed at educating new and experienced riders on how to improve their riding performance and safety habits. This is the first program of its type in the United States.
- **Launched a “Points Program” for local Law Enforcement Agencies to encourage their participation in GHSP activities throughout the year.** Local law enforcement agencies receive “points” for participating and reporting selected activities during the year that they can redeem for traffic safety equipment.

## **SPECIAL FUNDING SECTIONS**

Section 163 - .08 BAC Incentive Grant      \$283,300

These funds were used to fund two agencies for the purchase of in-car-cameras for better enforcement of the DWI laws. The North Carolina State Highway Patrol received \$265,800 and Lexington Police Department received \$13,100.

Section 405 – Occupant Protection Incentive Grant      \$293,454

Section 406 – Safety Belt Performance Grant      \$885,622

These funds were used in conjunction with funds from 402 and 2011 to provide the funding for all “Click It or Ticket” activities during the year. North Carolina also used these funds for the grants to our ten Regional Law Enforcement Liaisons. It is with these funds that the North Carolina Governor’s Highway Safety Program (GHSP) funded a major grant to the N. C. Safe Kids program for training of CPS technicians and the purchase of booster seats for those that qualify and to the UNC Highway Safety Research Center to provide statewide monitoring and data assimilation for Child Passenger Safety. (HSRC maintains the records for all CPS technicians for the State of North Carolina and maintains a website for professionals as well as the general public for information on CPS.) Additionally (and by far the largest total amount) are those grants made to local law enforcement agencies for enforcement of the occupant protection laws and the child passenger safety laws.

Section 408 – Traffic Safety Information System Improvement Grant  
\$418,874

These funds were used in conjunction with funds from 402 to provide the NC State Highway Patrol and several local police departments with updated computers for their vehicles so they could better perform on-site electronic crash reporting. Funds were also used to assist the NC Department of Motor vehicles to update and expand their capabilities to handle crash reporting electronically and also to assist in the transmission of data to NHTSA and the FAR’s system. North Carolina has created the position of “State Traffic Records Coordinator” which is housed in GHSP and this position was funded through section 408 funds. North Carolina is committed to improving and modernizing our traffic records collection, storage and dissemination and these funds are providing the state with the ability to continue to improve in this very vital area.

Section 410 – Alcohol Impaired Driving Countermeasure Grant      \$3,002,395

These funds were used in conjunction with 402 funds for the continuation of the very successful “Booze It & Lose It” campaign. 2008 also saw the Forensic Tests for Alcohol Branch of NC-DHHS update by replacement, every Intoxilizer 5000 in the state with the latest model Intoximeter ECIR II which were funded by GHSP with 410 funds. These funds were also used to underwrite the DRE program and the BATmobile program with Forensic Tests for Alcohol. Five District Attorney districts were aided with funds to provide additional personnel to handle DWI cases and the NC Conference of District Attorney’s was given grant funds to provide a full time attorney as the Traffic Safety Resource Prosecutor/State Judicial Educator. Section 410 funds were also used in support of the North Carolina chapter of MADD and the North Carolina chapter of SADD. Additionally funding was made available to 35 local law enforcement agencies for improved DWI enforcement.

Section 2010 – Motorcycle Safety Grant      \$15,829

These funds were used in conjunction with 402 funds to provide funding to the NC Motorcycle Safety Education Program, the CBA/ABATE of N. C., Inc and the NC State Highway Patrol to conduct a variety of motorcycle education programs. The NC SHP funds were used to start up the “Bike Safe” program which is the first use of this method of education in the United States.