North Carolina
Governor's Highway Safety Program
FY 2013 Highway Safety Plan

GOVERNOR BEVERLY EAVES PERDUE
STATE OF NORTH CAROLINA

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GOVERNOR'S HIGHWAY SAFETY PROGRAM

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Executive Summary

Each year, the North Carolina Governor's Highway Safety Program (GHSP) prepares a Highway Safety Plan as a guide for the state's federally funded traffic safety activities. GHSP strives to ensure that funding is allocated to those projects and programs that can provide the greatest impact on reducing motor vehicle crashes, injuries and fatalities in North Carolina.

Fellow North Carolinians,

On behalf of the Governor Perdue Administration, I am pleased to submit this Highway Safety Plan for fiscal year 2013. The past several years have seen substantial declines in traffic fatalities in North Carolina. Currently, the death toll on the state's roadways is at its lowest level since 1959. This is particularly remarkable when considering that North Carolina's population has doubled since that time, and the number of vehicles (and miles driven) has increased dramatically. For example, there were only 1,920,000 registered vehicles in 1959, compared to over 8,000,000 registered vehicles today.

In addition to reductions in overall fatalities, many other traffic safety indicators saw substantial improvements during 2011. These include:

- Unrestrained passenger vehicle occupant fatalities decreased 7%, from 412 to 382.
- Speed-related fatalities decreased 13%, from 383 to 355.
- Motorcycle fatalities decreased 17%, from 191 to 158.
- The number of drivers age 20 or younger involved in fatal crashes decreased 15%, from 193 to 165.
- There were only 10 unhelmeted motorcyclist fatalities in 2011, representing 7% of all motorcyclist fatalities.

This progress has been achieved through the efforts of many individuals and organizations in our state including law enforcement officers, prosecutors, judges, educators, researchers, community groups, and safety advocates.

Not all areas have seen improvement, however, and several challenges remain. Alcohol-impaired driving fatalities increased somewhat in 2011, even though the overall trend from the past several years shows a gradual decline in these fatalities. Moreover, little change was observed in pedestrian fatalities and fatal crashes involving older drivers. It has also proven challenging to raise North Carolina's observed seat belt rate over 90%.

The plans laid out in this FY 2013 Highway Safety Plan are designed to push fatalities even lower during the next few years, while furthering the state's progress on other performance measures. To combat alcohol-impaired driving, GHSP will implement *Booze It & Lose It* across the state accompanied by substantial public awareness campaigns. New grants will fund increases in SFST training, breath testing equipment certification, and DRE training. GHSP is also supporting DWI task forces and DWI courts in a number of counties.

In the area of occupant protection, GHSP will implement *Click It or Ticket* statewide, and also conduct a mini-mobilization that will target counties below the 90 percent seat belt threshold. These efforts will focus particularly on nighttime seat belt enforcement.

GHSP has become increasingly concerned with the safety of young drivers. GHSP has designated one Highway Safety Specialist (HSS) as the State Youth Coordinator. This employee has an education background and understands the issues of communicating effectively with youth. GHSP currently supports both educational presentation activities and hands-on driver training programs for young drivers. During FY 2013, GHSP will evaluate the impact of *StreetSafe*, one of the most promising programs in North Carolina for reducing young driver crashes.

Motorcycle riding has become increasingly popular in North Carolina, especially in the mountainous western region of the state. GHSP strongly supports efforts to provide training to help motorcyclists become safe riders. During FY 2013, in response to high demand, GHSP will be expanding the *Bike Safe North Carolina* program to reach a larger number of motorcyclists.

New grants are also being awarded to address speeding-related fatalities, older driver safety, pedestrian safety, school bus safety, and other important traffic safety issues.

This document describes the organizational structure of the Governor's Highway Safety Program, the problem identification process employed to determine the priority areas and accompanying goals for FY 2013, and the process to select sub-grantees for FY 2013. It also includes the performance measures and goals for the eleven core outcome and behavior measures as required by the National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA). Based on the problem identification process, GHSP has identified 8 high priority program areas for addressing motor vehicle crashes, injuries and fatalities in North Carolina, each of which is discussed in detail in this Highway Safety Plan. Finally, the document includes the Certifications and Assurances and cost summary.

GHSP is committed to reducing motor vehicle crashes and fatalities in North Carolina. We thank our partners and federal counterparts for their continued support and dedication to highway safety, and we look forward to having another productive and successful year.

Becky W. Wallace

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

Overview of the NC Governor's Highway Safety Program

GHSP's 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.

History

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

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

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

North Carolina State Legislative Building

Organizational Structure

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

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

1. Planning, Programs and Evaluation Section

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

2. Finance Section

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

3. Public Information and Education

The function of the Public Information and Education section is to increase the level of awareness and visibility of highway safety issues and the visibility of the GHSP. The Public Information and Education section is currently open; however, the GHSP plans to fill the Public Affairs Manager and Public Affairs Assistant positions in the near future.

North Carolina State Flag

North Carolina Demographics

North Carolina was one of the original thirteen colonies. It became a state in 1789, as the 12th state in the U.S.

Geography

North Carolina is located in the southeastern United States and borders four states: Virginia, Tennessee, Georgia and South Carolina. In terms of land area, North Carolina is the 28th largest state with 53,819 square miles.

There are three distinct geographic regions in North Carolina – the Coastal plain, Mountain region, and Piedmont. The Coastal plain occupies the eastern part of the state and is a popular tourist destination. Besides its many beaches, the Coastal plain features the Outer Banks, Kill Devil Hills (the site of the Wright Brothers' first powered flight), a shipwreck museum and lighthouses. The Mountain region is located in the western part of the state and includes hundreds of miles of hiking trails. The highest elevation is Mt. Mitchell at 6,684 feet – the highest peak east of the Mississippi River. In between the Coastal and Mountain regions lies the Piedmont, which is the state's most urbanized and densely populated region. North Carolina's capital (Raleigh) and largest city (Charlotte) are both in the Piedmont.

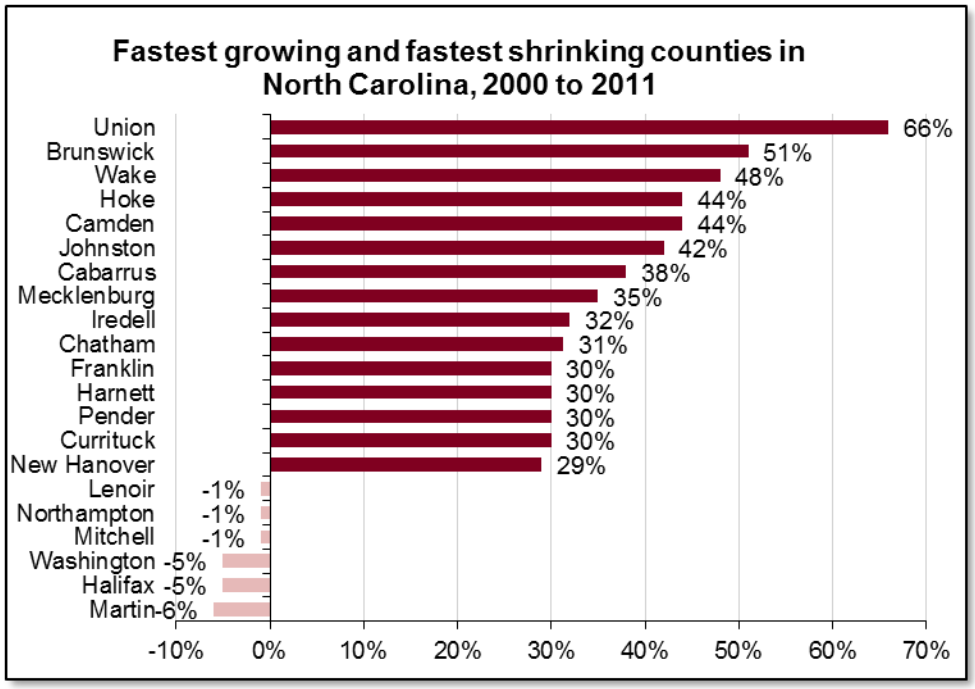
Bodie Island Lighthouse, NC

Population

North Carolina is the 10th largest state in the U.S. The population was an estimated 9,656,401 in 2011 according to the U.S. Census Bureau. North Carolina is growing rapidly – the state's population has increased 20% since 2000.

The median age in North Carolina is 36.6 years. Thirteen percent of the state's population is age 65 or older; 24% of the population is under age 18. The population is predominantly white (72%) and Black/African American (22%). Nine percent of the population is Hispanic/Latino. The median household income is $45,570.

North Carolina is comprised of 100 counties. As shown in the figure below, some of the fastest growing counties between 2000 and 2011 include Union County (66% population growth), Brunswick County (51%), Wake County (48%), Hoke County (44%) and Camden County (44%). Eighty-three of North Carolina's 100 counties have experienced population growth since 2000.



Source: U.S. Census Bureau

Economy

North Carolina's economy has changed greatly in recent years. Once relying heavily on industries such as tobacco, textiles and furniture making, the economy is now much more diversified, with major industries including finance, medicine, education, electronics, and agriculture (e.g., hog farming, sweet potatoes and peanuts).

Charlotte, NC

The state also boasts a number of excellent colleges and universities, including public universities (e.g., North Carolina State University, the University of North Carolina, East Carolina University, Appalachian State University), private universities (e.g., Duke University, Wake Forest

University), and several well-known African American universities (e.g., North Carolina A&T University, North Carolina Central University).

Transportation

North Carolina has 105,317 miles of roadway, including 1,140 miles of interstate highways and 69,450 miles of rural roads. According to the Federal Highway Administration, North Carolina had 6,536,601 licensed drivers in 2010. North Carolina DMV records indicate a total of 8,110,797 registered vehicles in 2010, of which 5,284,505 were privately owned automobiles and 182,836 were privately owned motorcycles.

Media

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

Cardinal

Other facts

State flower: Dogwood
State bird: Cardinal
State dog: Plott Hound
State vegetable: Sweet potato
State wildflower: Carolina Lily
State nicknames: “Tar Heel State,” “First in Flight State,” and “The Old North State.”

Project Selection Process

Each year, the GHSP provides seed money for projects that are designed to reduce crashes, injuries and fatalities in North Carolina.

Traffic Safety Project Proposals

Beginning in FY 2012, the GHSP implemented a new web-based application system that makes it easier for organizations, municipalities and state agencies to apply for highway safety grants. Grants through GHSP will only be available using this new system. As of June, 2011 more than 450 users had signed up to use the new system and submitted more than $19 million worth of applications.

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

All traffic safety project proposals are due to the GHSP by January 31st of each year. GHSP utilizes an in-house review team to select the best project applications. GHSP Highway Safety Specialists (HSS) conduct the initial review of projects and score the applications based on the applicants' problem identification, goals and objectives, strategies and activities, budget, and past performance. Specialists also consider whether the application is within the top 25 target counties. GHSP then has a review meeting that includes all GHSP HSS, the Director, Assistant Director, Law Enforcement Liaison, and Finance Officer.

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

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

The Highway Safety Plan

The Highway Safety Plan is a compilation of all the approved highway safety projects with a short description of select projects and how they address the identified problems. The GHSP Planning, Programs and Evaluation staff drafts the Highway Safety Plan on the basis of the problems identified and the various approved projects. The Plan is submitted to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) for review. It is also sent to the Governor and to the NCDOT Secretary. After review, the Highway Safety Plan is implemented on October 1 and is in effect through September 30 of the following year.

For FY 2013, the University of North Carolina Highway Safety Research Center assisted with the preparation of North Carolina's Highway Safety Plan.

Planning Process

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

1. **Solicit potential grantees (January)**
   Organizations and agencies who are interested in developing projects that address GHSP identified priority program areas are encouraged to attend one of several webinars offered early in the year. The webinar outlines the priority program areas and the type of grant activities that the GHSP is seeking for the next fiscal year. In addition, instructions and timelines are reviewed for submitting application using the new online system. Grantees who have received funding from GHSP in previous fiscal years as well as potential new applicants are encouraged to attend the webinar.

2. **Review highway safety grant applications (February – April)**
   As described above, the GHSP Highway Safety Specialists review projects and score applications based on the applicants' problem identification, goals and objectives, strategies and activities, budget, and past performance. The GHSP also receives input from others in the decision making process, such as the Regional Law Enforcement Liaison network, before final selections are made during a review meeting.

3. **Project agreements (May – July)**
   Applicants are informed about decisions on their applications. During this period, the final Highway Safety Plan and Performance Plan are submitted to NHTSA and FHWA.

4. **Monitoring and reporting (August – December)**
   New grants are implemented beginning October 1. GHSP staff monitor grantees to ensure compliance with standards and project agreements. Throughout the year,

grantees are required to submit quarterly progress reports documenting their activities, accomplishments, and any potential problems that may have arisen. Finally, the GHSP begins work on the Annual Report which is due December 31 of each year.

Problem Identification & Goal Setting Process

North Carolina's Highway Safety Performance Plan uses a variety of data sources to identify the primary traffic safety problems facing the state, and to establish performance goals, objectives and countermeasures to address those problems.

Problem Identification

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

The GHSP uses the problem identification process and guidelines outlined in the NHTSA Traffic Safety Performance Measures for States and Federal Agencies and the GHSA Guidelines for Developing Highway Safety Performance Plans. The sources of information that informed our problem identification process for FY 2013 are described below.

- **Collection and analysis of traffic crash data:** The GHSP compares current year crash data with crash data from the previous 5-10 years. This data is critical to monitoring trends and establishing appropriate goals. The FY 2013 Highway Safety Plan includes North Carolina crash data through 2011, and FARS data through 2010.
- **Sources of data:** A number of data sources were examined to give the most complete picture of the major traffic safety problems in the state. For FY 2013, the following data sources were included:
    - North Carolina State Crash Data
    - Fatality Analysis Reporting System (FARS)
    - Administrative Office of the Court (AOC) Data
    - Special enforcement data reported to GHSP
    - Census Data (state-wide and by county)
    - State licensure data (state-wide and by county)
    - Registered vehicle data (state-wide and by county)
    - Vehicle miles traveled data

  North Carolina is fortunate to have a centralized source for all traffic data. This data is collected from the Department of Motor Vehicles (DMV) as well as from the Department of Transportation (NCDOT) staff members throughout the state. This data is

channeled to the State Traffic Safety Engineer within NCDOT and is readily available to the GHSP and the public. Additionally, GHSP has access to the Fatality Analysis Reporting System (FARS) which is another tool for comparison to the national numbers to identify our state's ongoing concerns. North Carolina also has a centralized system of courts administered by the Administrative Office of Courts (AOC). This enables GHSP to obtain accurate and up to the minute data available on citations, status of cases and disposition.

- **Statewide telephone survey:** The GHSP conducted a statewide telephone survey in November, 2011 asking a standard series of questions recommended by NHTSA to gauge public opinion and awareness of several issues including alcohol-impaired driving, occupant protection, and speeding. The survey included a random sample of 606 North Carolina residents age 15 ½ or older who were licensed to drive a motor vehicle. Findings from the survey were used to identify key problem areas and gauge progress with ongoing enforcement activities in the state.
- **Belt use observational survey:** North Carolina's annual belt use survey was conducted in June, 2012 in 15 counties across the state. Trained observers recorded information from stopped or nearly stopped vehicles. Data were collected during rush hours (weekdays between dawn and 9am or 3:30pm and dusk), non-rush hours (weekdays between 9am and 3:30pm), and on weekends (Saturday or Sunday between 9am and dusk). Data from the annual belt use survey is used to track (1) how belt use has changed over time, and (2) who are the high-risk populations for seat belt non-use.
- **Consultation with other organizations:** The GHSP collaborates with many organizations as part of the problem identification process, including the Division of Motor Vehicles, the Traffic Safety Systems Management Unit of the North Carolina Department of Transportation, and the University of North Carolina Highway Safety Research Center at Chapel Hill. The information provided by these agencies is supplemented by data from other state and local agencies. Federal mandates and the nine national priority program emphasis areas also influence problem identification.

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

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

Goal Setting Process

Many factors were considered when setting performance goals for FY 2013. The overall objective was to set performance goals that were challenging, but obtainable. The ultimate goal is zero deaths from motor vehicle crashes in North Carolina. The factors considered in the goal setting process included the following:

- **Trends in crashes and fatalities:** As mentioned above, trends in crashes and fatalities in North Carolina were examined for the previous 5-10 years. For example, motor vehicle fatalities have decreased from 1,676 during 2007, to 1,208 during 2011. During that same period, reductions have also been achieved in fatalities involving a driver with a BAC of .08 or above, unrestrained passenger vehicle occupant fatalities, young driver fatalities, motorcyclist fatalities, and speed-related fatalities. A primary objective is to build upon this success by setting achievable goals for further reductions in fatalities.
- **Ceiling/floor effects:** As crashes or fatalities become rare, progress becomes increasingly difficult to achieve. For example, the number of unhelmeted motorcycle fatalities in North Carolina has been 15 or fewer each year for the past 5 years. This rate is very low, and would be difficult to improve upon. Rather than spending funds to reduce this rate even further, resources are better spent on other problem areas where greater progress can be achieved.
- **The effect of external forces:** We also considered the extent to which crashes or fatalities may be a function of external forces or factors beyond the ability of law enforcement, safety advocates, educators and others to influence. These may include economic factors, gasoline prices, changes to the population, geographic, topographic and roadway system factors. For example, North Carolina's population has steadily increased during the past decade. The larger population – along with the resulting increase in licensed drivers and registered vehicles – elevate the potential for crashes and fatalities. However, other factors such as a slow economy and high gas prices may serve to dampen this effect. To the extent possible, we considered the potential effect of these external forces in setting goals.
- **Effectiveness of known countermeasures:** Another factor we considered when setting goals is whether there are known effective programs/approaches to address the particular problem area. This includes how many effective countermeasures are available and how powerful they are. With some problem areas, such as alcohol-impaired driving, there are a number of proven countermeasures for reducing crashes and fatalities. For example, NHTSA's *Countermeasures that Work* assigns high-visibility sobriety checkpoints a maximum 5-stars for effectiveness. Hence, we set fairly challenging, but achievable goals for this problem area. With regard to young drivers, there is only one proven countermeasure – graduated driver licensing (GDL). North Carolina is fortunate to have an excellent GDL system in place. However, achieving further reductions in young driver crashes may be challenging given the lack of other proven programs currently available. There are several young driver initiatives underway in North Carolina, such as the *StreetSafe* program and *VIP for a VIP*, but these

have not yet been evaluated so their effectiveness is unknown. Our goals for reducing young driver crashes are therefore somewhat lower than for alcohol-impaired driving.

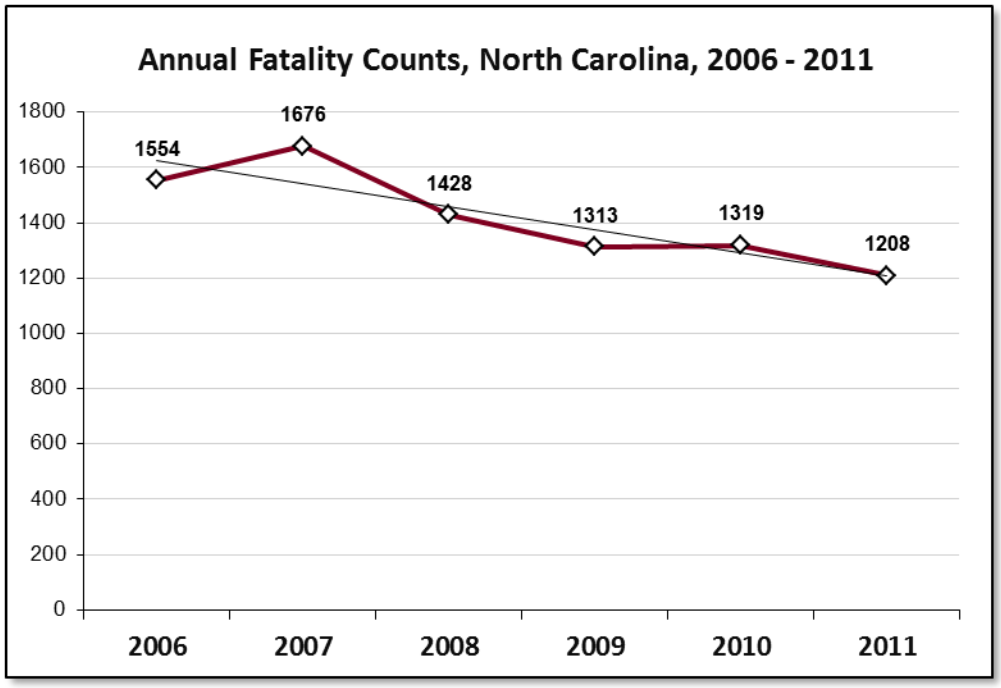
The FY 2013 Highway Safety Plan goals for North Carolina were established after considering the above factors. The specific performance measures and goals for North Carolina are described in the next section.

Performance Measures & Goals

Highlights

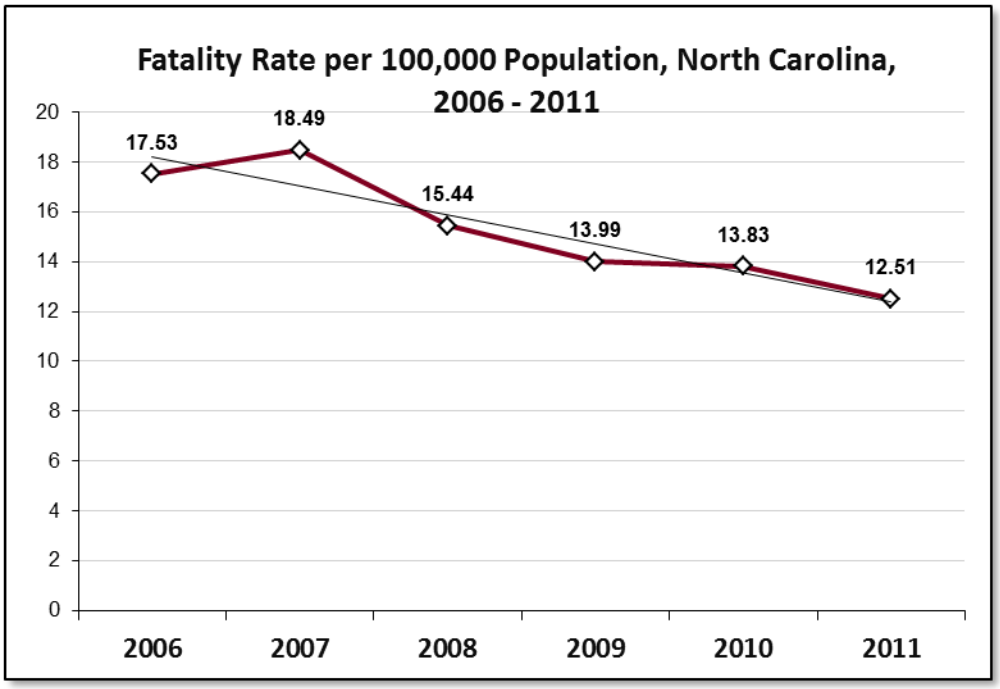
- **During 2011, there were 1,208 motor vehicle fatalities in North Carolina, the lowest level of fatalities since 1959.**
- **Unrestrained passenger vehicle occupant fatalities, speed-related fatalities, young driver fatalities, and motorcyclist fatalities all decreased in 2011.**
- **There were 10 unhelmeted motorcyclist fatalities in 2011, representing 7% of all motorcyclist fatalities.**
- **North Carolina's observed belt use rate was essentially unchanged in 2011, at 89.5%.**

North Carolina's 17 key traffic safety indicators are shown on page 22. During 2011, there were 1,208 fatalities resulting from motor vehicle crashes in North Carolina. This was an 8% decrease from the 1,319 fatalities in 2011. There has been a general downward trend in motor vehicle fatalities in North Carolina in recent years, as shown in the figure below.



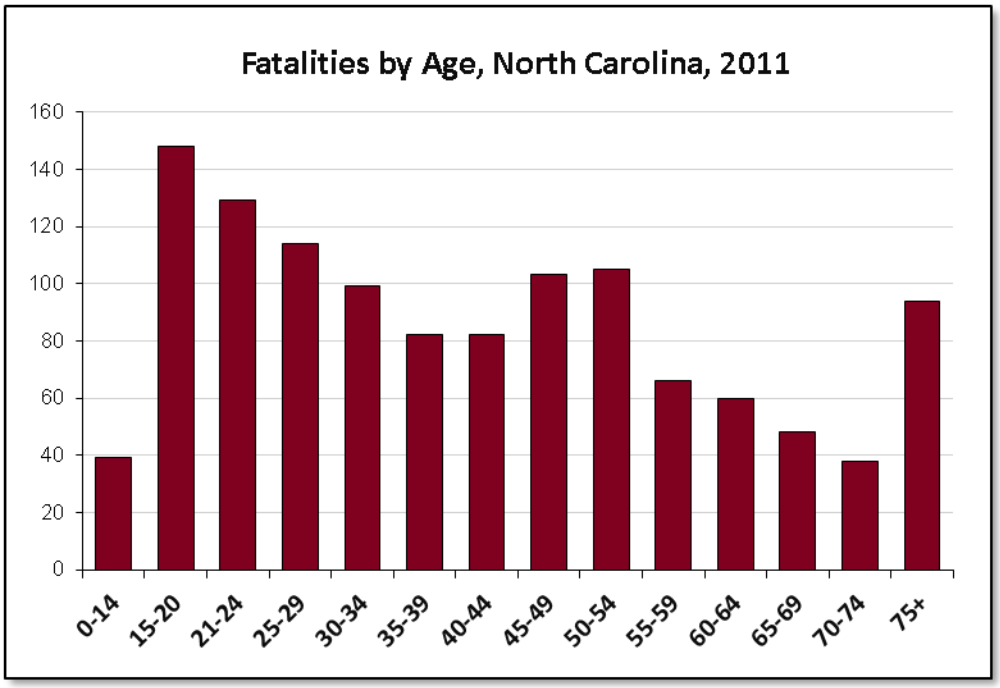
Fatalities in North Carolina are currently at their lowest level since 1959. This is particularly remarkable when considering that North Carolina's population has doubled since that time, and the number of vehicles (and miles driven) has increased dramatically. For example, there were only 1,920,000 registered vehicles in 1959, compared to over 8,000,000 registered vehicles today.

As mentioned in the "State Demographics" section, North Carolina's population has changed considerably during the last decade. Consequently, it is important to consider fatality rates based on population in addition to raw numbers. The figure below shows fatality rates per 100,000 population in North Carolina from 2006 through 2011. Similar to the raw numbers, the overall pattern shows a steady decline in per capita fatal crashes since 2007.

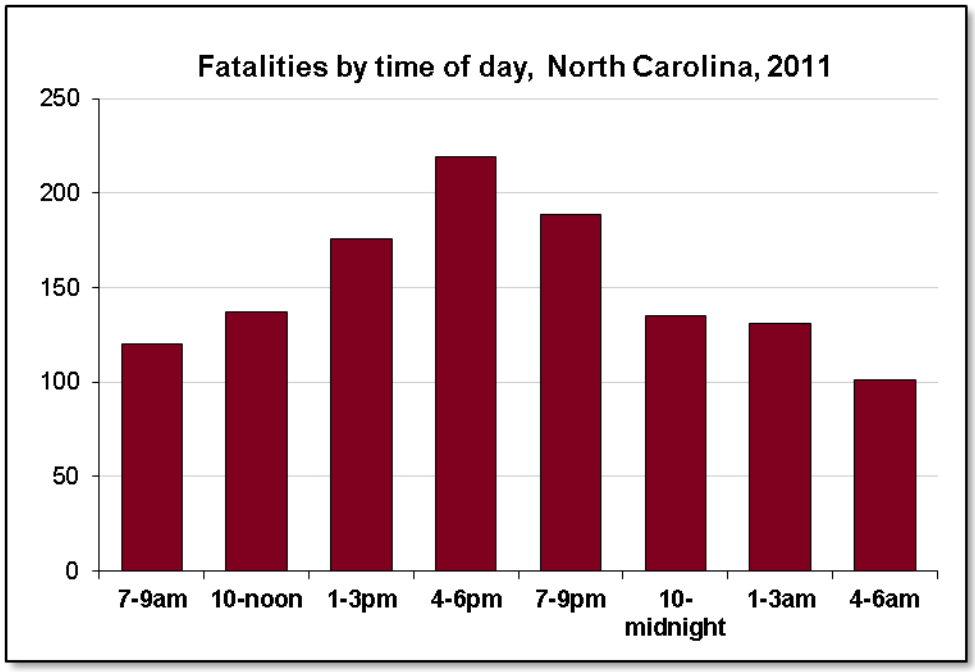


Of the 1,208 fatalities during 2011, two-thirds (68%) were male. Fatalities most commonly involved passenger vehicles (39%), pickup trucks (13%), SUVs (13%), pedestrians (13%), or motorcycles (12%). A majority of the fatalities (71%) occurred on rural roadways.

The age of persons fatally injured in motor vehicle crashes during 2011 is shown on the next page. Fatalities were disproportionately high among young adults – there were 148 fatalities during 2011 among persons age 15 to 20. To a large degree, this reflects crashes involving inexperienced drivers and their young passengers. The oldest road users (ages 75+) were also overrepresented in traffic fatalities. This is partly a consequence of the increasing fragility that comes with age. During 2011, there were 39 fatalities among the very youngest road users, those age 14 or younger.



Fatalities also vary based on time of day. Fatalities are generally highest between 1 p.m. and 10 p.m., peaking from 4 p.m. to 7 p.m. This coincides with the daily "rush hour." In fact, 18% of all fatalities during 2011 occurred between the hours of 4 p.m. and 7 p.m.



In addition to reductions in overall fatalities and fatalities per capita, many other traffic safety indicators saw substantial improvements during 2011. These include:

- Unrestrained passenger vehicle occupant fatalities decreased 7%, from 412 to 382.
- Speed-related fatalities decreased 13%, from 383 to 355.
- Motorcycle fatalities decreased 17%, from 191 to 158.
- The number of drivers age 20 or younger involved in fatal crashes decreased 15%, from 193 to 165.

The broad decrease in fatalities across a number of performance measures is likely due to a variety of factors including ongoing high visibility enforcement and education efforts, a changing population, and economic factors that influence driving. As part of the FY 2013 Performance Plan, we have set goals to further reduce crashes and fatalities in North Carolina by 2013.

Although the total number of fatalities decreased in 2011, the number of disabling (A) injuries increased 4%, from 2,283 to 2,363. Injury ratings are assigned by police officers at the time of a crash and may not accurately represent the true seriousness of injuries. Nonetheless, this is a concerning trend that needs to be monitored and addressed.

Other performance measures saw little (or no) change from 2010 to 2011. During 2011, there were 10 unhelmeted motorcyclist fatalities in 2011, representing 7% of all motorcyclist fatalities. A recent Centers for Disease Control publication named North Carolina as number 1 in the nation for both lives and economic costs saved by motorcycle helmet use. For that reason, GHSP has set a goal to keep unhelmeted motorcyclist fatalities at, or below, the currently low number.

North Carolina's observed belt use rate has changed little over the past 6 years. The observed belt use rate for drivers and front seat occupants was 89.5% in 2011, compared to 89.7% in 2010. Unfortunately, the most recent observational survey (conducted in June 2012) found the observed belt use rate dropped slightly to 88.7%. Observed belt use in North Carolina continues to be higher than the national average, but the difficulty in raising belt usage over 90% has been frustrating given the considerable time and resources devoted to this issue.

This past year also saw a small uptick in alcohol-impaired fatalities. This, too, is surprising given the intense focus on this issue. However, the long-term trend shows a slow, consistent decline in the overall number and per VMT rate of alcohol-impaired fatalities in North Carolina. See the alcohol chapter for further discussion.

Finally, both pedestrian fatalities and fatal crashes involving older drivers saw little change from 2010 to 2011. These traditionally have not been high priority areas. However, GHSP has included pedestrians and older drivers among the eight high priority program areas for FY 2013. Pedestrians and older drivers are discussed in detail in subsequent sections of the Highway Safety Plan.

Summary of North Carolina Traffic Safety Indicators	Year					
	2006	2007	2008	2009	2010	2011†
Fatalities	1,554	1,676	1,428	1,313	1,319	1,208
Fatality Rate /100 million VMT	1.53	1.62	1.40	1.28	1.29	---
Number of "Disabling" (A) Injuries	3,632	3,192	2,769	2,473	2,283	2,363
Number of Fatalities Involving Driver or MC Operator w/ > .08 BAC	421	497	423	358	388	---
Number of Unrestrained Passenger Vehicle Occupant Fatalities	530	538	477	418	412	382
Number of Speeding-Related Fatalities	557	574	435	405	383	335
Number of Motorcyclist Fatalities	150	201	169	154	191	158
Number of Unhelmeted Motorcyclist Fatalities	14	14	14	15	11	10
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	257	263	223	199	193	165
Number of Pedestrian Fatalities	172	172	160	146	169	165
Observed Belt Use by Passenger Vehicle Drivers & Right Front Seat Occupants	88.5%	88.8%	89.8%	89.5%	89.7%	89.5%
Seat Belt Citations Issued During Grant-Funded Enforcement Activities	42,084	57,421	50,704	49,495	44,700	38,099
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	11,362	15,303	15,789	16,145	16,096	13,833
Speeding Citations Issued During Grant-Funded Enforcement Activities	116,023	184,969	175,603	176,100	174,250	147,045
Rural Fatality Rate /100 million VMT	2.86	3.19	2.72	2.37	2.36	---
Urban Fatality Rate /100 million VMT	0.74	0.69	0.65	0.56	0.60	---

†2011 fatality data are from North Carolina State Crash Data. All other fatality data are from FARS.

National Comparisons

Although North Carolina has seen improvement across many of the 17 key traffic safety indicators, there are several areas where the state lags behind the U.S. as a whole. The table below shows how North Carolina compares to the nation on a variety of performance measures. All figures are based on 2010 FARS data.

Comparison of North Carolina to the U.S., 2010	North Carolina	United States
Fatalities per 100 million VMT	1.29	1.11
Fatalities per 100,000 population	13.79	10.63
Alcohol-impaired driving fatalities (BAC = .08+) per 100 million VMT	.38	.34
Percent of fatalities with the highest driver BAC in the crash of .08+	29%	31%
Percent of passenger vehicle occupant fatalities who were unrestrained	46%	48%
Observed belt use by passenger vehicle drivers & right front seat occupants	90%	85%
Percent of fatalities that are speed-related	37%	32%
Percent of motorcyclists killed who were unhelmeted	6%	41%
Percent of motorcyclist fatalities with a rider BAC of .08+	26%	29%
Pedestrian fatalities per 100,000 population	1.77	1.38
Percent of fatalities in rural areas	72%	55%

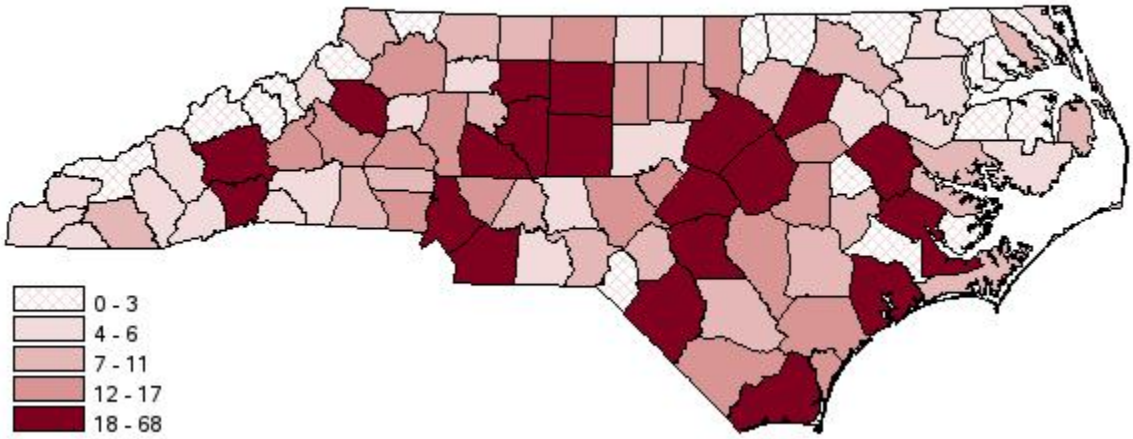
Compared to the U.S., North Carolina has a higher rate of fatalities per capita and per mile traveled. The percent of speed-related fatalities is also somewhat higher in North Carolina, as is pedestrian fatalities per capita and the percent of fatalities in rural areas. These are all areas where North Carolina can improve.

Meanwhile, there are several areas where North Carolina compares quite favorably to the nation. For example, helmet use among motorcyclists is quite strong in North Carolina. There have been 15 or fewer fatalities each year to motorcyclists who were not wearing helmets. Additionally, North Carolina has high rates of observed seat belt use – approximately 5 percentage points above the national average. These are strengths which North Carolina can build upon for the future.

County Comparisons

North Carolina is comprised of 100 counties. As would be expected, there are sizeable differences between individual counties in the occurrence of motor vehicle fatalities. The map below shows the number of fatalities in each of North Carolina's 100 counties during 2011.

Total Fatalities in North Carolina, by County, 2011

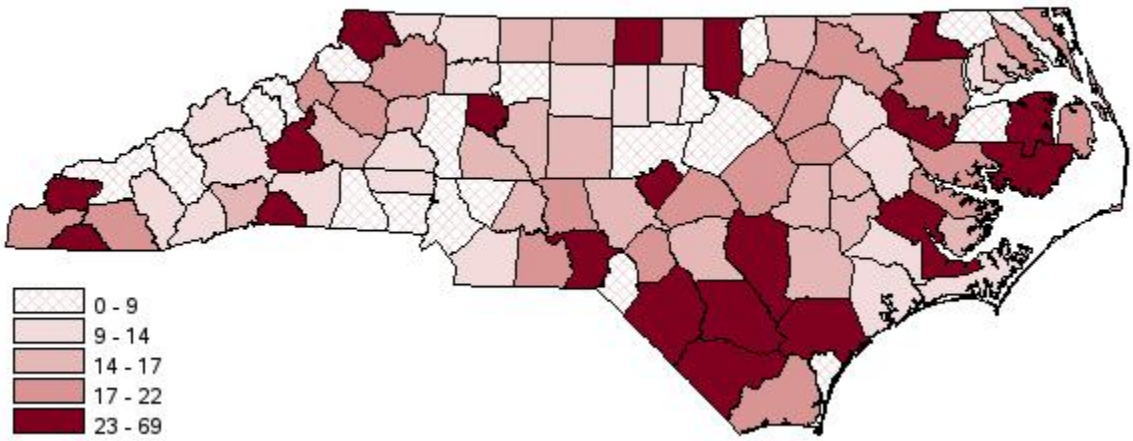


The counties with the highest number of fatalities in 2011 included Mecklenburg County (68 fatalities), Wake County (62), Robeson County (48), Cumberland County (46), Guilford County (44), Johnston County (31), Forsyth County (30), Davidson County (27), Buncombe County (25), and Craven County (25). Not surprisingly, many of these counties are also among the most populous counties in the state.

The map on the next page shows the fatality rate *per 100,000 population* during 2011. Here, the pattern is very different. The counties with the highest fatality rate tend to be small counties, primarily in the eastern (coastal) part of the state. This part of the state is a popular tourist destination. Moreover, the I-95 corridor passes through this region. Since most of these counties have relatively small populations, even small numbers of fatalities produce high fatality rates. The counties with the highest rate of fatalities per 100,000 population include Hyde County (68.79 fatalities per 100,000 population), Clay County (47.80), Graham County

(44.73), Robeson County (35.65), Columbus County (29.48), Davie County (26.47), McDowell County (26.40), Bladen County (25.61), Ashe County (25.53), and Caswell County (25.37).

Fatalities per 100,000 Population, by County, 2011



To achieve statewide goals for decreasing motor vehicle fatalities, both the counties with the highest number of fatalities *and* the counties with a greater than expected contribution of fatalities per population must be considered. Each of the individual sections of the Highway Safety Plan (e.g., alcohol-impaired driving, occupant protection) identify the specific counties in North Carolina where highway safety problems are most significant.

The table on the next page presents the total number of fatalities, and fatalities per 100,000 population, during the year 2011 for all 100 counties in North Carolina. The fatality data shown in the table are from North Carolina State Crash Data.

Fatalities in motor vehicle crashes, by county, 2011							
County	Fatalities	Population	Fatals per 100k	County	Fatalities	Population	Fatals per 100k
Mecklenburg	68	940,697	7.23	Lenoir	9	59,314	15.17
Wake	62	925,938	6.70	Carteret	8	67,696	11.82
Robeson	48	134,651	35.65	Cleveland	8	98,209	8.15
Cumberland	46	327,643	14.04	Pasquotank	8	40,438	19.78
Guilford	44	495,231	8.88	Surry	8	73,575	10.87
Johnston	31	172,570	17.96	Ashe	7	27,423	25.53
Forsyth	30	354,878	8.45	Dare	7	34,216	20.46
Davidson	27	163,364	16.53	Macon	7	34,459	20.31
Buncombe	25	243,855	10.25	Stokes	7	47,551	14.72
Craven	25	104,965	23.82	Alexander	6	37,528	15.99
Union	23	205,717	11.18	Caswell	6	23,654	25.37
Brunswick	22	110,140	19.97	Cherokee	6	27,300	21.98
Harnett	21	118,615	17.70	Hertford	6	24,466	24.52
Nash	20	96,122	20.81	Martin	6	24,083	24.91
Randolph	20	142,901	14.00	Montgomery	6	27,864	21.53
Rowan	20	138,309	14.46	Person	6	39,700	15.11
Onslow	19	184,228	10.31	Rutherford	6	68,392	8.77
Caldwell	18	83,117	21.66	Anson	5	25,822	19.36
Henderson	18	108,448	16.60	Chatham	5	64,553	7.75
Pitt	18	170,263	10.57	Clay	5	10,460	47.80
Catawba	17	154,992	10.97	Currituck	5	23,643	21.15
Columbus	17	57,657	29.48	Edgecombe	5	56,089	8.91
New Hanover	17	206,774	8.22	Haywood	5	59,684	8.38
Wayne	17	123,710	13.74	Polk	5	20,453	24.45
Gaston	16	207,506	7.71	Yadkin	5	38,442	13.01
Sampson	16	63,746	25.10	Avery	4	17,834	22.43
Alamance	15	152,531	9.83	Bertie	4	20,890	19.15
Orange	15	135,776	11.05	Graham	4	8,942	44.73
Rockingham	15	93,558	16.03	Hyde	4	5,815	68.79
Wilson	15	81,380	18.43	Jackson	4	40,606	9.85
Granville	14	60,863	23.00	Transylvania	4	33,275	12.02
Iredell	14	161,522	8.67	Greene	3	21,489	13.96
Lee	14	58,304	24.01	Northampton	3	21,844	13.73
Moore	14	89,395	15.66	Warren	3	20,883	14.37
Burke	13	90,722	14.33	Watauga	3	52,111	5.76
Cabarrus	13	181,253	7.17	Chowan	2	14,796	13.52
Pender	13	53,437	24.33	Madison	2	21,193	9.44
Durham	12	272,314	4.41	Pamlico	2	13,214	15.14
McDowell	12	45,462	26.40	Perquimans	2	13,537	14.77
Wilkes	12	69,592	17.24	Scotland	2	36,029	5.55
Davie	11	41,560	26.47	Vance	2	45,558	4.39
Franklin	11	61,651	17.84	Alleghany	1	11,069	9.03
Richmond	11	46,459	23.68	Gates	1	11,944	8.37
Duplin	10	59,476	16.81	Jones	1	10,327	9.68
Halifax	10	54,397	18.38	Mitchell	1	15,501	6.45
Lincoln	10	79,026	12.65	Swain	1	14,263	7.01
Stanly	10	60,936	16.41	Tyrrell	1	4,342	23.03
Beaufort	9	47,854	18.81	Washington	1	13,060	7.66
Bladen	9	35,148	25.61	Camden	0	9,921	0.00
Hoke	9	49,065	18.34	Yancey	0	18,069	0.00

Program Goals

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

Summary of North Carolina Traffic Safety Goals	
Program area	**Goal(s)**
Overall goals	Reduce traffic-related fatalities by 20 percent from the 2007-2011 average of 1,389 to 1,111 by 2013. Reduce the fatality rate per 100 million VMT by 20 percent from the 2006-2010 average of 1.43 to 1.14 by 2013.
Alcohol-impaired Driving	Reduce alcohol-impaired driving fatalities by 20 percent from the 2006-2010 average of 417 to 334 by 2013.
Occupant Protection	Reduce unrestrained fatalities by 25 percent from the 2007-2011 average of 445 to 334 by 2013. Increase observed seat belt use by drivers and right front occupants from the 2007-2011 average of 89.5% to 92% by 2013.
Police Traffic Services	Reduce speed-related fatalities by 25 percent from the 2007-2011 average of 426 to 319 by 2013.
Young Drivers	Reduce the number of young drivers involved in fatal crashes by 30 percent from the 2007-2011 average of 209 to 146 by 2013.
Motorcycles	Reduce motorcycle fatalities by 20 percent from the 2007-2011 average of 178 to 142 by 2013. Keep unhelmeted motorcyclist fatalities at, or below, the current low number of 10.
Older Drivers	Reduce the number of older drivers involved in fatal crashes by 20 percent from the 2007-2011 average of 203 to 162 by 2013.
Pedestrians	GHSP's goal is to reduce pedestrian fatalities by 15 percent from the 2007-2011 average of 162 to 138 by 2013.
Traffic Records	Provide direction and facilitate coordination among the safety data stewards and stakeholders to improve the transportation safety information systems in North Carolina.

Program Areas

Grounded on the problem identification process, the GHSP has identified 8 high priority program areas for addressing motor vehicle crashes, injuries and fatalities in North Carolina.

During FY 2013, the GHSP will fund a variety of programs, projects and activities with federal transportation funds, which are intended to advance the traffic safety goals set forth in this Highway Safety Plan. The North Carolina Governor's Highway Safety Program has identified the following areas as top priorities for program funding for FY 2013:

- Alcohol-Impaired Driving (accounting for 388 fatalities in 2011)
- Occupant Protection (382 fatalities)
- Speeding and Police Traffic Services (335 fatalities)
- Young Drivers (165 fatalities)
- Motorcycles (158 fatalities)
- Older Drivers (178 fatalities)
- Pedestrians (165 fatalities)
- Traffic Records

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

Each program area below begins with the goal for the problem area (reductions in fatalities, increases in belt use, etc.). The evidence considered in establishing the goal is then reviewed. This includes crash/fatality data, findings from observational surveys, attitude & awareness questionnaires, and other data sources. Statewide campaigns/programs to address the problem area are then briefly described, followed by a discussion of funding priorities. Finally, a listing is provided of projects currently approved by the review team for FY 2013.

Alcohol-impaired Driving

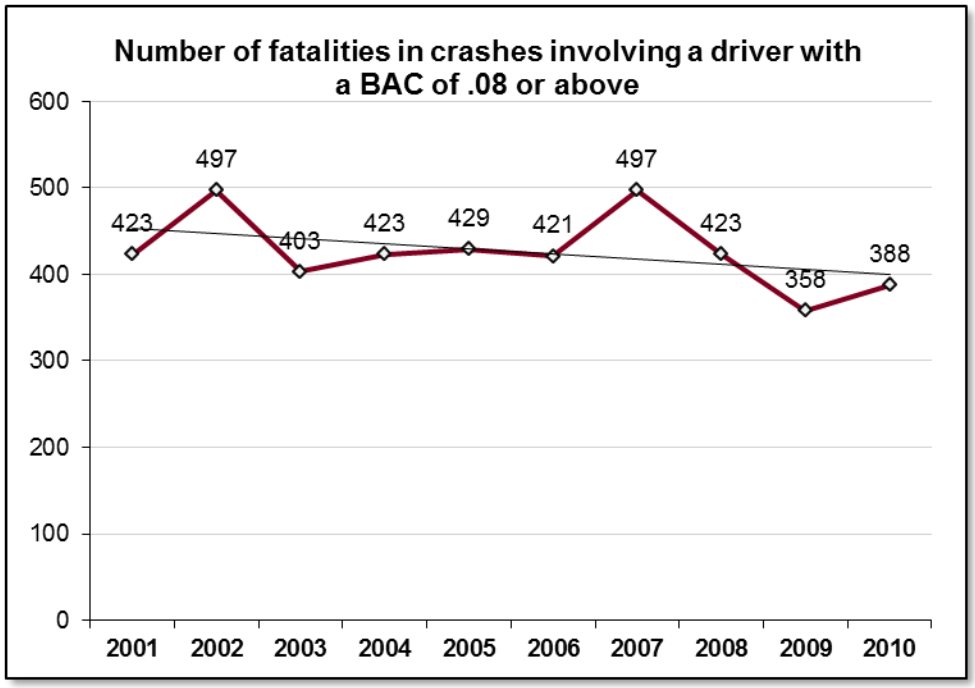
Goal:

GHSP's goal is to reduce alcohol-impaired driving fatalities by 20 percent from the 2006-2010 average of 417 to 334 by 2013.

Evidence Considered

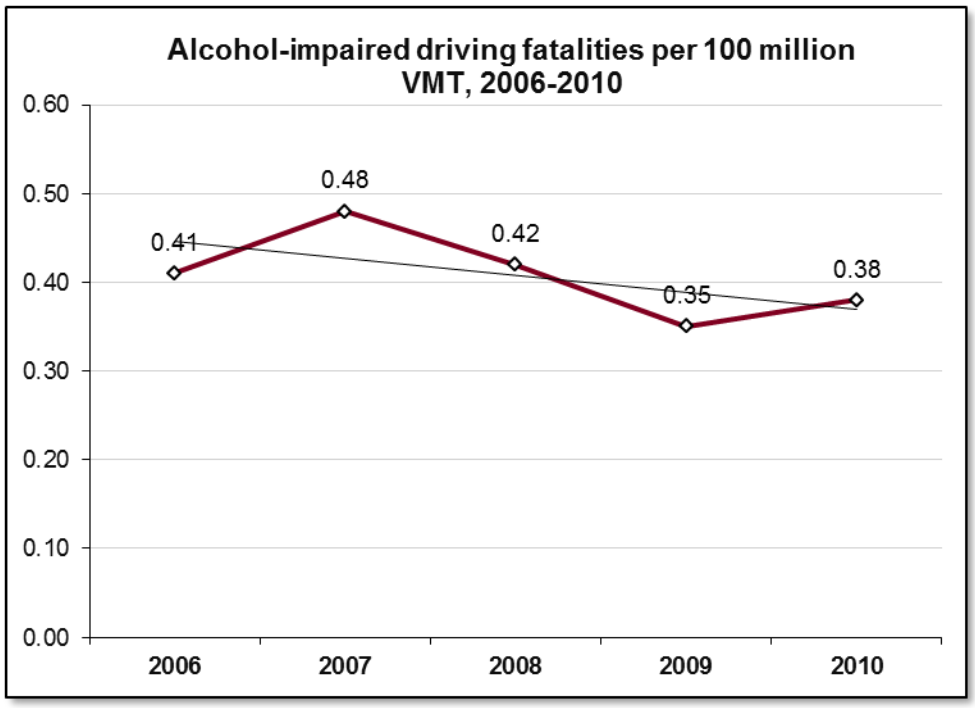
Crashes, deaths, and injuries

In 2010, 388 persons were killed in crashes in North Carolina involving a driver or motorcycle operator with a BAC of .08 or above. This represents an 8% increase from the 358 alcohol-involved fatalities in 2009. The figure below shows trends in the number of fatalities from 2001 to 2010 involving an impaired driver. Fatalities have fluctuated over the past decade, but the trendline suggests a gradual decrease in fatalities.



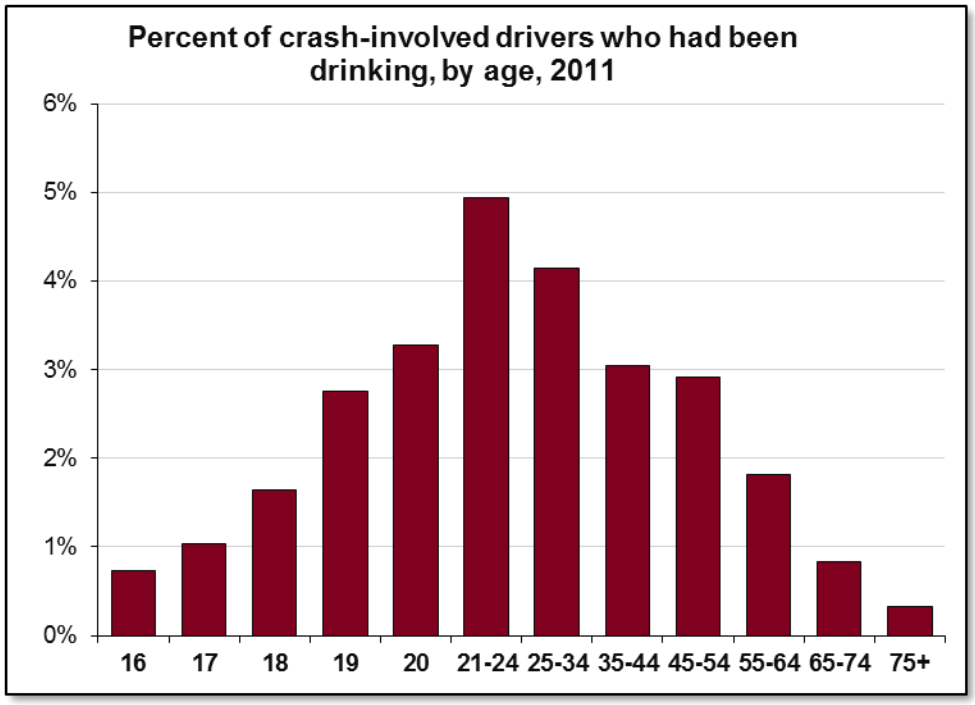
The *percent* of fatalities that involve an impaired driver has changed little over the past ten years. During 2010, 29% of fatalities in North Carolina involved a driver with a BAC of .08 or above. This was a slight increase from the figure of 26% in 2009. However, the percent of fatalities involving an impaired driver has remained between 26% and 30% for each of the past 10 years.

Alcohol-impaired driving fatalities per 100 million VMT have also fluctuated somewhat in recent years. Again, however, the general trend shows a gradual decrease in alcohol-impaired driving fatalities per mile traveled, as illustrated below.



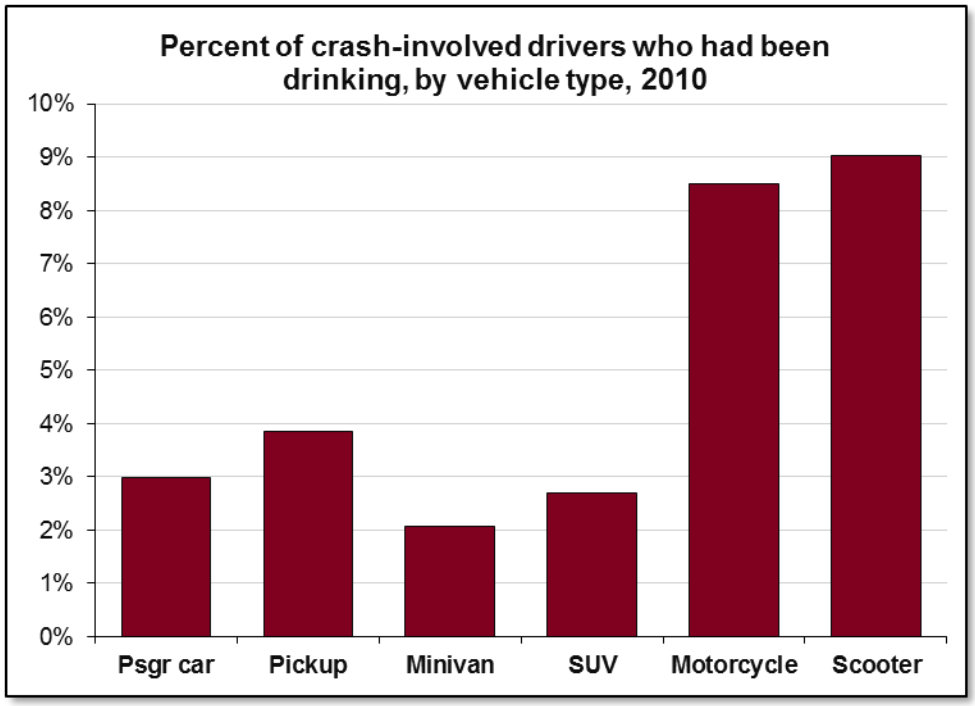
Alcohol is less often involved in non-fatal crashes. Among all drivers in crashes in North Carolina during 2011, 3.0% had been drinking (based on the judgment of the law enforcement officer who completed the crash report form). This is virtually unchanged from 2010. Alcohol-involvement in crashes was nearly three times higher among males than females (4.2% versus 1.5%).

Alcohol-involvement also varies substantially by the age of the driver. As shown below, alcohol involvement is highest among crash-involved drivers between the ages of 21 and 34. Contrary to popular notion, North Carolina's youngest drivers seldom drink and drive. The percent of 16 and 17 year-old crash-involved drivers who had been drinking is comparable to that of drivers ages 65 and older.



Looking at time of day, alcohol-involvement in crashes is highest between midnight and 4 a.m. Twenty-three percent (23%) of late-night crashes involve a driver who had been drinking. By comparison, alcohol is involved in less than 1% of crashes that occur between 8 a.m. and 4 p.m.

Drivers of different vehicle types also vary in their rate of alcohol-involvement in crashes. As shown in the figure on the next page, alcohol-involvement tends to be highest among riders of motorcycles and motor-scooters. About 9% of motorcycle and motor-scooter crashes involve a driver who had been drinking. Crashes of pickup truck drivers are also slightly more likely to involve alcohol than crashes of drivers in passenger cars, SUVs, or minivans.



Alcohol involvement is more than twice as common among drivers involved in rural crashes (4.5%) as urban crashes (2.1%). Rural roadways are inherently more dangerous than urban roadways, and they can be particularly difficult to handle if a driver has been drinking.

The table on the next page shows the counties with the most fatalities in crashes from 2006 to 2010 involving a driver with a BAC of .08 or above. Mecklenburg County had the most alcohol-involved fatalities during this period, followed by Wake, Guilford, Robeson and Cumberland counties. In total, the 40 counties listed in the table account for 75% of all alcohol-involved fatalities in North Carolina from 2006 to 2010. The table also shows alcohol-involved fatality rates per 10,000 population. Note that counties with high per capita rates of alcohol-involved fatalities tend to be most common in the southeastern part of the state (e.g., Bladen, Brunswick, Columbus and Robeson counties).

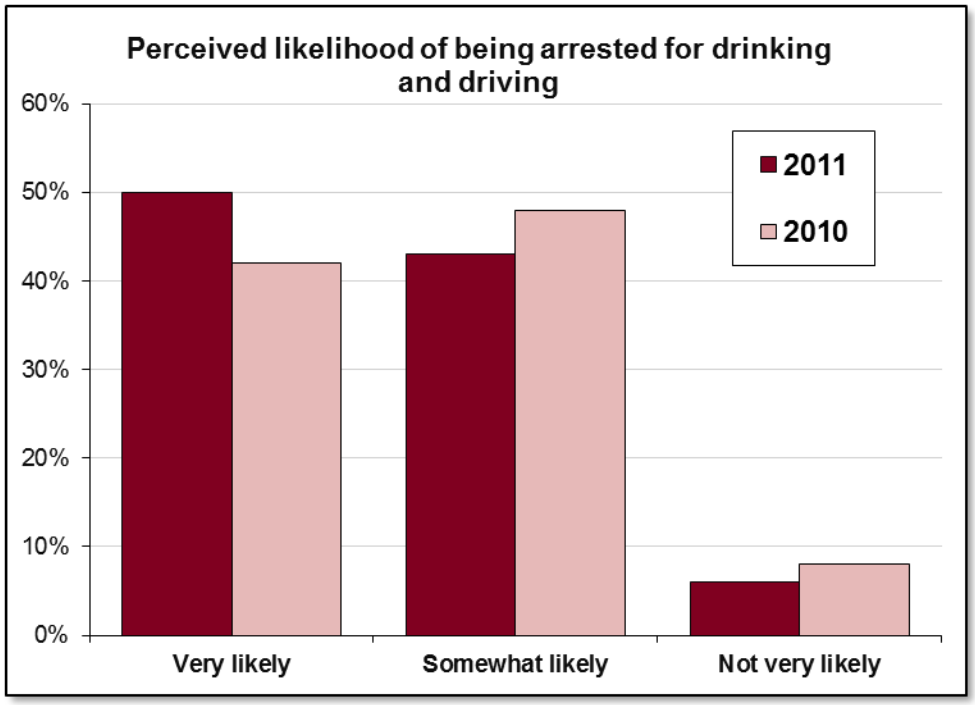
Fatalities in crashes involving a driver with a BAC of .08 or above, 2006-2010			
County	Fatalities in alcohol-involved crashes	Fatalities per 10,000 population	% of all alcohol-involved fatalities
Mecklenburg	112	0.32	5.37%
Wake	99	0.32	4.74%
Guilford	98	0.47	4.70%
Robeson	90	1.46	4.31%
Cumberland	70	0.46	3.35%
Forsyth	56	0.37	2.68%
Johnston	52	0.85	2.49%
Onslow	51	0.68	2.44%
Union	44	0.71	2.11%
Brunswick	43	1.18	2.06%
Catawba	43	0.61	2.06%
Davidson	43	0.58	2.06%
Gaston	42	0.44	2.01%
Columbus	40	1.46	1.92%
Randolph	37	0.57	1.77%
Wayne	36	0.63	1.72%
Iredell	34	0.55	1.63%
Rockingham	32	0.70	1.53%
Buncombe	31	0.30	1.49%
Durham	31	0.28	1.49%
Pitt	31	0.46	1.49%
New Hanover	30	0.37	1.44%
Sampson	29	0.96	1.39%
Alamance	28	0.43	1.34%
Cabarrus	28	0.43	1.34%
Nash	28	0.64	1.34%
Caldwell	25	0.64	1.20%
Harnett	25	0.55	1.20%
Lee	24	0.98	1.15%
Bladen	23	1.43	1.10%
Wilson	23	0.62	1.10%
Rowan	22	0.34	1.05%
Wilkes	22	0.67	1.05%
Cleveland	21	0.44	1.01%
Duplin	21	0.86	1.01%
Lincoln	21	0.66	1.01%
Burke	20	0.45	0.96%
Chatham	20	0.81	0.96%
Granville	20	0.82	0.96%
Franklin	19	0.80	0.91%

Attitudes & Awareness

The Governor's Highway Safety Program conducted a statewide telephone survey, including a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of alcohol-impaired driving issues. A random sample of 606 North Carolina residents age 15½ or older who were licensed to drive a motor vehicle were interviewed between November 3 and November 16, 2011.

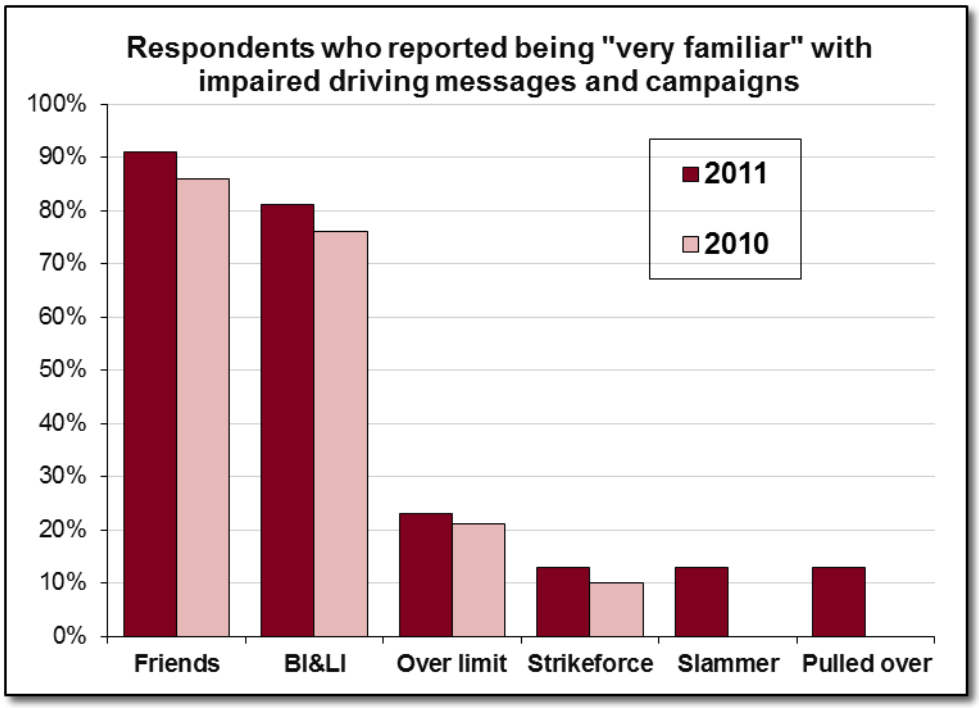
Forty-three percent (43%) of respondents reported having consumed at least one alcoholic drink during the previous 30 days. Among this group, 21% reported they had driven a vehicle within two hours after drinking during the past month. This is similar to the percent (22%) who reported drinking and driving in the 2010 survey.

Six out of ten (60%) respondents reported having read, seen or heard something about drunk driving enforcement by police during the previous 30 days. This compares to 62% in the 2010 survey. Most respondents believe the chances are good that drinking drivers will be arrested. Half (50%) of respondents said drivers are "very likely" to be arrested if they drive after drinking, up from 42% in 2010. Only 6% said it is "not very likely" a person who drinks and drives will be arrested.



Respondents were asked about their familiarity with six impaired driving messages and campaigns. *Friends Don't Let Friends Drive Drunk* and *Booze It and Lose It* are clearly the most recognizable impaired driving messages/campaigns in North Carolina, rated as "very familiar" by 91% and 86% of respondents, respectively. Awareness of both messages has increased by

five percentage points since 2010. Respondents are considerably less familiar with other messages/campaigns, including *Over the Limit, Under Arrest* (23% "very familiar"), *Checkpoint Strikeforce* (13%), *Sober or Slammer* (13%), and *Drive Sober or Get Pulled Over* (13%). (Note that *Sober or Slammer* and *Drive Sober or Get Pulled Over* were not included in the 2010 survey.)



Finally, respondents were asked whether they favored or opposed five potential penalties for drinking drivers. Most respondents favored increased fines (86%), lengthening the amount of time a license is revoked following conviction for drinking and driving (81%), longer license suspensions (80%), and requiring persons convicted of impaired driving to have a breath test device installed on their vehicle (70%). Only a minority of respondents (38%) favored lowering the blood alcohol level for driving under the influence. Opinions about penalties for drinking drivers have changed little since 2010.

Statewide Campaigns/Programs

Enforcement Activities

During 2011, law enforcement agencies in North Carolina conducted five waves of the *Booze It & Lose It* campaign:

- St. Patrick's Day *Booze It & Lose It* (March 11-17)
- *Booze It & Lose It: Operation Firecracker* (June 27-July 4)
- Labor Day *Booze It & Lose It* (August 19-September 5)
- Halloween *Booze It & Lose It* (October 28-31)

- Holiday *Booze It & Lose It* (December 3-January 2, 2012)

Across all five waves, 26,734 checkpoints and saturation patrols were conducted, resulting in a total of 7,547 DWI charges (see the table below). Compared to 2010, 22% fewer checkpoints and saturation patrols were issued during *Booze It & Lose It* enforcement waves in 2011, and 25% fewer DWI charges. This is due, in part, to an added focus on occupant protection campaigns (e.g., *Click It or Ticket* and Child Passenger Safety Week) during 2011. The information about checkpoint activity and DWI charges was provided to GHSP, as required, by law enforcement agencies participating in *Booze It & Lose It* enhanced enforcement periods.

Checkpoints and DWI charges

	2011	2010
St. Patrick's Day *Booze It & Lose It*		
Checkpoints and saturation patrols	2,618	2,876
DWI charges	1,013	868
Booze It & Lose It: Operation Firecracker		
Checkpoints and saturation patrols	3,728	4,609
DWI charges	1,192	1,291
Labor Day *Booze It & Lose It*		
Checkpoints and saturation patrols	8,081	11,180
DWI charges	2,957	3,267
Halloween *Booze It & Lose It*		
Checkpoints and saturation patrols	1,664	2,157
DWI charges	758	816
Holiday *Booze It & Lose It*		
Checkpoints and saturation patrols	10,643	13,635
DWI charges	3,627	3,873
Totals		
Checkpoints and saturation patrols	26,734	34,457
DWI charges	7,547	10,115

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

A total of 6,553 additional DWI charges were made during other enhanced enforcement periods in 2010, such as *Click It or Ticket* and *No Need 2 Speed*. This was 9% higher than the 6,023 DWI charges made during other enhanced enforcement periods in 2010.

Summary

During 2011, the number of fatalities in crashes involving a driver with a BAC of .08 or greater increased 8%, going against decreases from the previous two years. However, the general trend appears to be a gradual decline in impaired-driving fatalities. There continue to be certain groups who are at higher risk for alcohol involvement in crashes. This includes males, drivers 21 to 29, motorcycle and motor-scooter riders, and drivers on rural roadways. The counties that account for the most alcohol-involved fatalities are Mecklenburg, Wake, Guilford, Robeson and Cumberland counties.

We believe further reductions in alcohol-impaired crashes and fatalities are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward a reduction of 20% in fatalities by 2013 involving drivers with a BAC of .08 or above.

Countermeasures and Funding Priorities

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

GHSP is also committed to supporting enforcement efforts statewide and particularly to the support of agencies that seek assistance to establish impaired driving checking stations. Checking stations have been proven by NHTSA and MADD to be extremely effective in curbing impaired driving and are supported by an overwhelming percentage of the population. GHSP is also fully supportive of the continued operation and expansion of the North Carolina BAT Mobile Program, operated by the Forensic Tests for Alcohol Branch. This program has been in operation since 1996 and since the program's inception has resulted in almost 2,300 checking stations and netted over 12,000 DWI arrests. The fleet of BAT Mobiles will increase in FY 2013 to accommodate the ever increasing demand for BAT Mobiles to be present for on-site impaired driver processing by law enforcement.

GHSP is dedicated to the continued prosecution of impaired drivers and will support the North Carolina Conference of District Attorneys' (CDA) efforts to train more prosecutors and law enforcement officers statewide. GHSP supports a few DWI Processing Courts and plans to establish and implement more DWI Courts in the state to address the recurring problem of repeat offenders that have chemical dependence issues that are not addressed by the DWI Processing Courts. During FY 2013, GHSP will also be supporting a DRE coordinator, who will schedule trainings across the state to help officers detect impaired 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 also explore possible collaborations with the NHTSA Regional Judicial Outreach Liaison (JOL) to address impaired driving judicial issues that occur across the state. GHSP will seek opportunities to inform judges of impaired driving detection techniques such as horizontal gaze nystagmus and the effects or alcohol on humans and their ability to perform tasks such as driving.

Media Plan

GHSP will support all of the fore mentioned FY 2013 impaired driving campaigns with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to draw attention to the campaigns and the enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2013 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, MADD, SHP, local law enforcement, CDA, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of impaired driving issues.

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

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

GHSP is adding to the partnership with the National Hockey League (NHL) Carolina Hurricanes to address alcohol use with their fan base. This will consists of venue signage that will be visible

to all fans in attendance or watching on television and will be targeted specifically during the Holiday "Booze It & Lose It" campaign.

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

FY 2013 Alcohol Impaired Driving Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: North Carolina Department of Public Safety - NCALE
Project Number: AL-13-01-03
Project Title: Keys to Life/Mobile Enforcement Grant 2012-2013
Budget: $55,000
Local/State Match: $55,000
Project Description: This is an ongoing continuation project that will allow North Carolina Alcohol Law Enforcement Agents to travel the State in order to conduct their Keys to Life Programs and Mobile Enforcement Operations.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-13-02-02
Project Title: Breath Alcohol Testing Mobile Unit Program
Budget: $689,243
Local/State Match: $0
Project Description: The Blood Alcohol Testing (BAT) program provides the BAT Mobile Units across the state. The state currently has five of these mobile testing units and will have an additional unit in place this year. This grant also includes the salary for a BAT coordinator. This project will enhance our ability to assist law enforcement agencies across the state in their efforts to remove DWI drivers from the highways by conducting checkpoints upon request from law enforcement agencies.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-13-02-03
Project Title: Science
Budget: $486,425
Local/State Match: $0
Project Description: This grant provides and maintains all the breath alcohol testing instruments for law enforcement officers statewide. The grant also provides all the training for law enforcement officers on these instruments. The goal of the Science grant is to maintain a minimum of

6000 law enforcement officers in North Carolina trained and certified to conduct tests using the Intox EC/IR II by providing statewide training in the initial operation and biennial recertification.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-13-02-04
Project Title: Drug Recognition Expert
Budget: $284,379
Local/State Match: $0
Project Description: This grant includes the salary for the DRE coordinator. The DRE coordinator schedules training across the state to help officers detect impaired suspects under the influence of drugs. The DRE coordinator also provides training for DRE's and DRE instructors to ensure state of the art training for all certified DRE personnel in North Carolina.

Agency: NC Department of Health & Human Services (FTA)
Project Number: K8-13-02-05
Project Title: Standardized Field Sobriety Testing
Budget: $154,600
Local/State Match: $0
Project Description: This grant provides training to law enforcement officers for SFST and ASTD across the state. The goal of the SFST grant is to increase the number of SFST trained law enforcement officers across the state and to provide continuing education for SFST instructors and practitioners.

Agency: AOC NC Conference of District Attorneys
Project Number: K8-13-02-06
Project Title: Traffic Safety Resource Prosecutor
Budget: $502,867
Local/State Match: $0
Project Description: Continue providing training, information, technical support and education to law enforcement personnel, prosecutors, magistrates and judges as it pertains to basic and advanced traffic related safety topics and their daily job duties/responsibilities.

Agency: N. C. Judicial Department
Project Number: K8-13-02-08
Project Title: Forsyth DWI Prosecution
Budget: $148,656
Local/State Match: $0
Project Description: In October 2010, the Governors Highway Safety Program began funding a DWI Task Force in Forsyth County. A comparison of AOC statistics from FY 2009-10 to FY 2010-11 reflects an increase of DWI filings in Forsyth County of approximately 18.6 percent. This grant provides for an

Assistant District Attorney, a Legal Assistant and a Deputy Clerk to address the enlarged caseload and other activities related to DWI cases. According to data collected from CCIS-DA, in February 2012 Forsyth had approximately 1,712 DWI cases pending.

Agency: AOC Wake County Special DWI Court
Project Number: K8-13-02-12
Project Title: Special DWI Court
Budget: $144,127
Local/State Match: $0.00
Project Description: Wake County's population will soon reach one million by 2013. DWI cases composite about 10% of all motor vehicle crashes. Wake County Special DWI Court operates five days a week to dispose of backlogged DWI cases. During FY10/FY11, 1,296 cases were resolved in Special DWI Court. Out of these, 533 cases were older than one year. There are specific goals and objectives which AOC Wake County will continue to pursue in FY13.

Agency: Guilford County Sheriff's Office
Project Number: K8-13-02-24/K2-13-07-13
Project Title: Guilford County Multi-Agency DWI Task Force
Budget: $800,780
Local/State Match: $0
Project Description: This is the formation year for a DWI Task Force for Guilford County. The Task Force will have officers from Guilford County Sheriff's Office, High Point Police Department, Greensboro Police Department and UNC-Greensboro Police Department participating in a concentrated effort to address the alcohol problems in the county and to address the seatbelt problems through daytime and nighttime enforcement activities. The task force will consist of seven full time officers with additional support from UNC-Greensboro in a signatory capacity.

Agency: Winston Salem Police Department
Project Number: K8-13-02-19/K2-13-07-07
Project Title: Forsyth County DWI Task Force
Budget: $460,820
Local/State Match: $136,246
Project Description: This is the third year of a four year plan for a DWI Task Force to address alcohol problems and seatbelt problems in Forsyth County. This six person unit consists of officers from Winston Salem Police Department, Forsyth County Sheriff's Office and Kernersville Police Department acting as a separate unit to address alcohol and seatbelt issues in the county. They will be continuing their enforcement activities in DWI enforcement, daytime and nighttime seatbelt enforcement and educational activities.

Project Number	Project Title	Budget	Budget Source
AL-13-01-03	Keys to Life/Mobile Enforcement Grant 2012-2013	$55,000	402
K8-13-02-02	Breath Alcohol Testing Mobile Unit Program	$689,243	410
K8-13-02-03	Science	$486,425	410
K8-13-02-04	Drug Recognition Expert	$284,379	410
K8-13-02-05	Standardized Field Sobriety Testing	$154,600	410
K8-13-02-06	Traffic Safety Resource Prosecutor	$502,862	410
K8-13-02-07	NC Judicial Department	$49,162	410
K8-13-02-08	Forsyth DWI Prosecution	$148,656	410
K8-13-02-09	DWI Strike Force	$48,929	410
K8-13-02-10	The Ledger	$57,018	410
K8-13-02-11	Drunk Driving and Underage Drinking Prevention/Outreach	$173,260	410
K8-13-02-12	Special DWI Court	$144,127	410
K8-13-02-13	DWI Enforcement	$12,000	410
K8-13-02-14	Town of Cary Police Department	$116,814	410
K8-13-02-15	Department of Administration SADD	$12,000	410
K8-13-02-16	Robeson County DWI Task Force	$43,400	410
K8-13-02-17	Columbus County Traffic Team	$36,629	410
K8-13-02-18	Nuestra Seguridad Campaign	$36,950	410
K8-13-02-19	Forsyth County DWI Task Force	$161,287	410
K8-13-02-20	Brunswick County Sheriff's Office DWI Team	$46,753	410
K8-13-02-21	City of Morganton Police Department	$4,000	410
K8-13-02-22	Traffic Safety Checkpoint Equipment	$4,280	410
K8-13-02-24	Guilford County Multi-Agency DWI Task Force	$382,890	410
K8-13-02-25	NC DMV	$63,000	410
K8-13-02-26	Effective DWI Prosecution	$115,514	410
K8-13-02-27	Weldon Police Department	$11,800	410
K8-13-02-28	DWI Year - 2	$112,724	410
K8-13-02-29	DWI Enforcement Trailer	$9,475	410
K8-13-02-33	Justice in Motion	$2,370	410
K8-13-02-34	Cape Carteret Police Department	$12,028	410
402 Total		**$55,000**	
410 Total		**$3,922,575**	
Total all funds		**$3,977,575**	

Occupant Protection

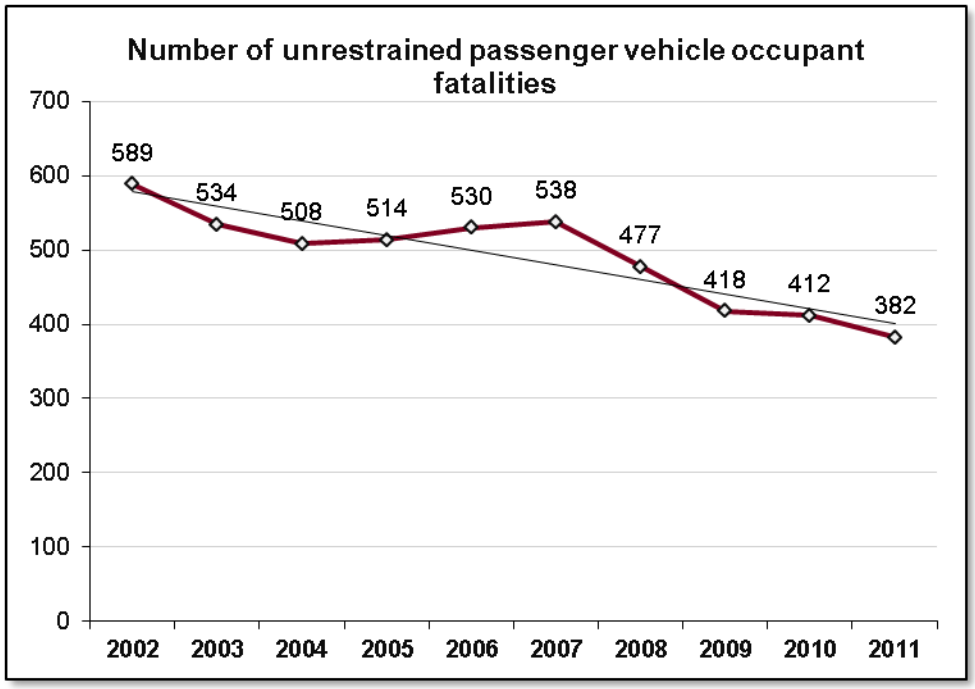
Goals:

- **GHSP's goal is to reduce unrestrained fatalities by 25 percent from the 2007-2011 average of 445 to 334 by 2013.**
- **Additionally, GHSP's goal is to increase observed seat belt use by drivers and right front occupants from the 2007-2011 average of 89.5% to 92% by 2013.**

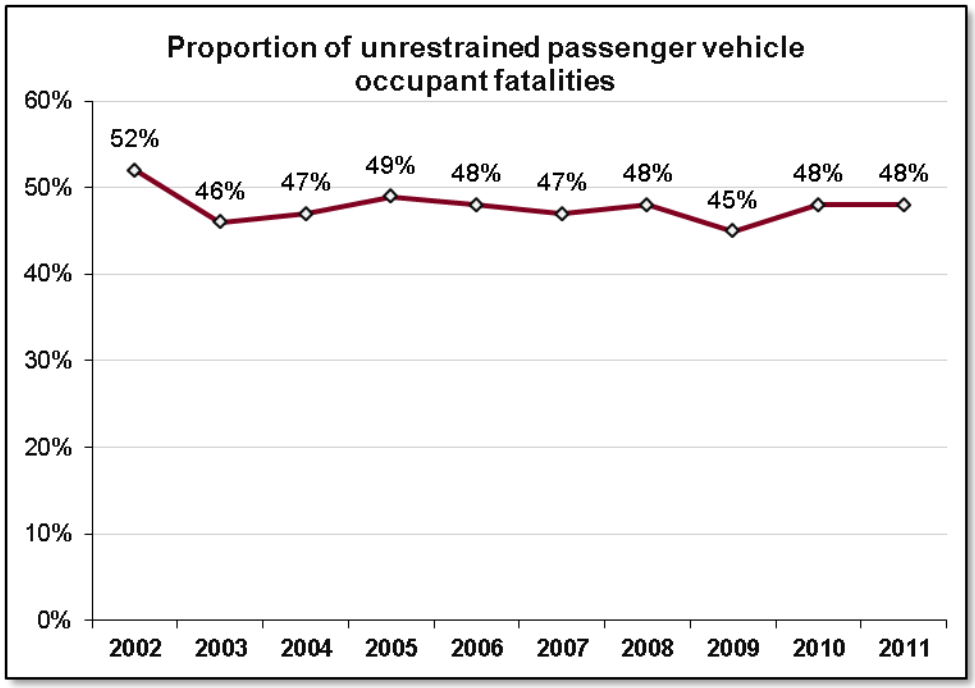
Evidence Considered

Crashes, deaths, and injuries

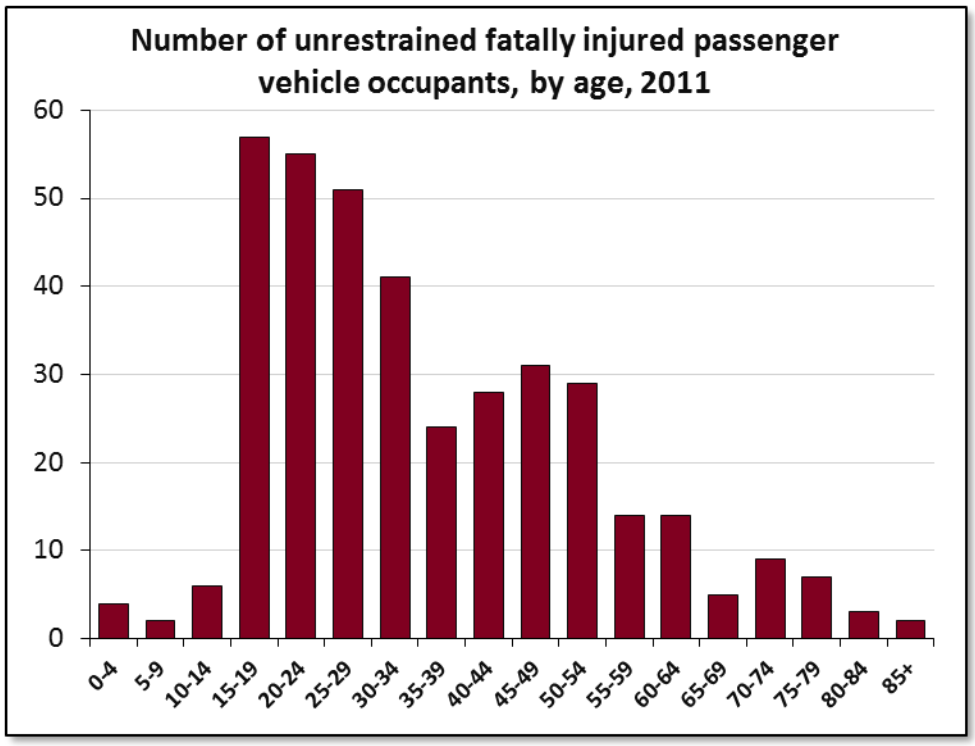
In 2011, there were 382 fatalities in North Carolina involving an unrestrained passenger vehicle occupant. This was a 7% decrease from the 412 unrestrained fatalities in 2010. As shown in the figure below, there has been a steady decline in unrestrained fatalities, especially since 2007.



Although the total number of unrestrained fatalities have decreased in recent years, the *percent* of unrestrained fatally injured passenger vehicle occupants has remained essentially unchanged since 2002. Just under half of all fatalities each year in North Carolina involve an unrestrained passenger.

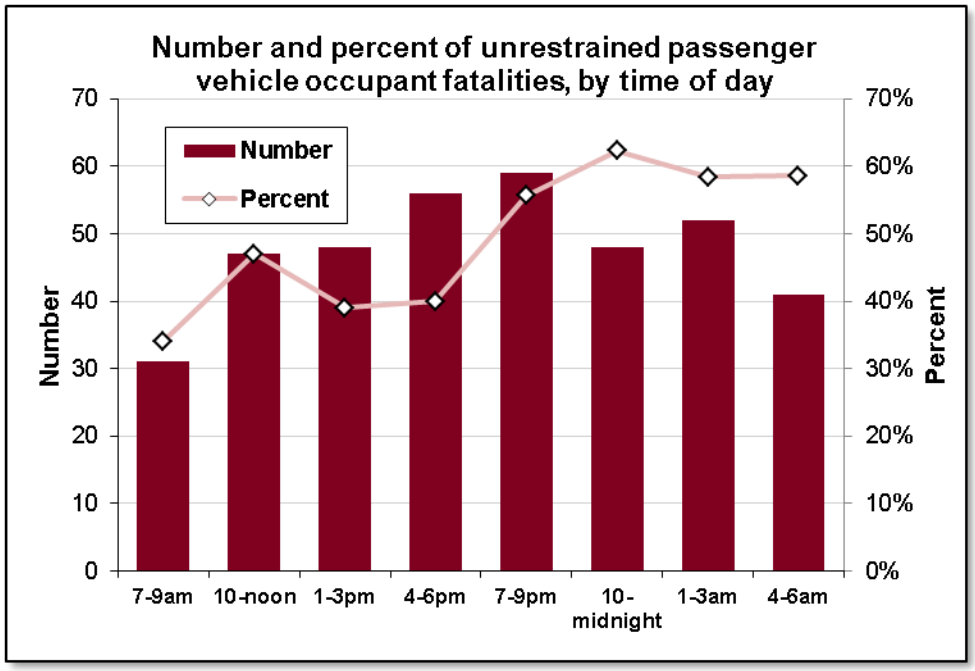


During 2011, there were more than twice as many unrestrained fatalities among males as females (268 vs. 114). Unrestrained fatalities also vary by age, as shown below. Unrestrained fatalities are most common among those ages 15 to 34. By comparison, unrestrained fatalities are relatively rare among those younger than 15 and those 65 and older. Twenty-six passenger vehicle occupants ages 14 and under were killed in 2011. Of these, 46% were unrestrained.



Belt use also varies by vehicle type. During 2011, the proportion of fatally injured occupants who were unrestrained was highest among occupants of pickup trucks, at 59%. The proportion of unrestrained fatally injured occupants was lower for those in SUVs (53%), passenger cars (43%), and minivans (36%). As discussed later in this chapter, observational data also supports this trend of lower belt use among pickup truck occupants.

The figure below shows both the number and percent of fatally injured passenger vehicle occupants by time of day. During 2011, the total number of unrestrained fatalities was fairly consistent across time of day (shown by bars in the figure). However, the *percent* of fatally injured passenger vehicle occupants who were unrestrained is substantially higher at night (shown with the line). The likelihood that a fatally injured occupant was unrestrained is relatively high between 7 p.m. and 6:59 a.m., and peaks between 10 p.m. and 12:59 a.m.



For the county-specific analyses, counts of fatally injured unrestrained passenger vehicle occupants from 2007 to 2011 are shown on the next page. The table also shows the proportion of fatalities in each county who were unrestrained, as well as the total unrestrained fatalities accounted for by each county.[1] Seven counties had at least 50 unrestrained passenger vehicle fatalities from 2007 to 2011. In total, the 40 counties listed in the table represent 73% of all unrestrained fatally injured passenger vehicle occupants in North Carolina from 2007 to 2011. Many of the counties with the highest number of unrestrained fatalities also have large populations (for instance, Wake and Mecklenburg Counties). By contrast, note that high *proportions* of unrestrained fatalities tend to be most common in the southeastern part of the state (e.g., Robeson, Brunswick and Columbus counties).

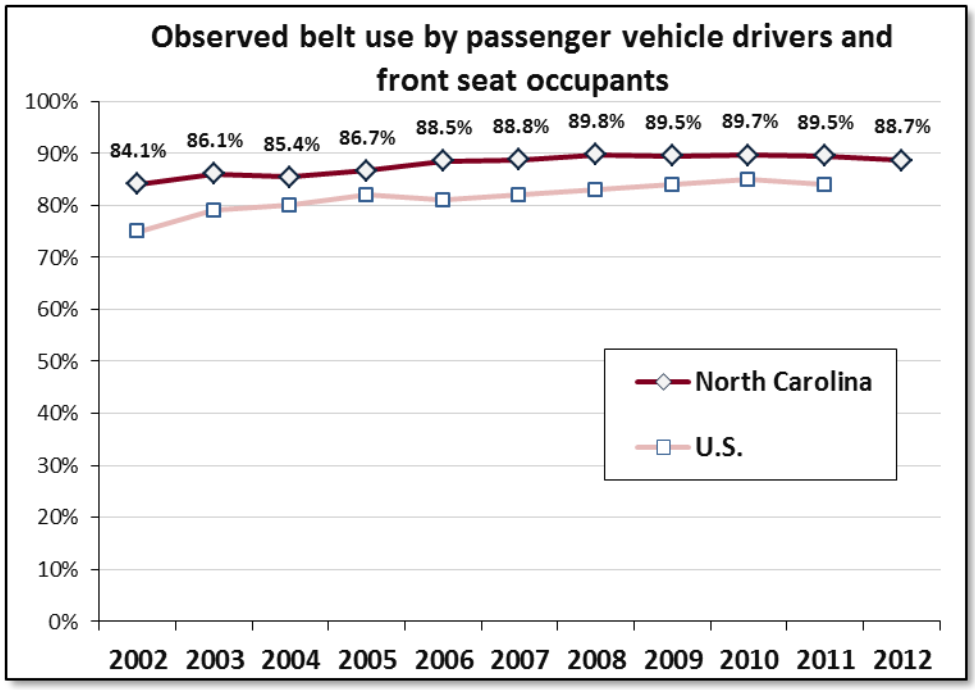
[1] Seat belt observational data is not available at the county level; hence, the county-specific analyses focused on fatally injured unrestrained passengers.

Unrestrained passenger vehicle fatalities, 2007-2011			
County	Total unrestrained fatalities	% total county fatalities who were unrestrained	% total NC unrestrained fatalities
Robeson	109	61.9%	4.89%
Mecklenburg	104	53.9%	4.67%
Guilford	92	47.2%	4.13%
Wake	80	40.6%	3.59%
Johnston	68	50.0%	3.05%
Cumberland	61	42.1%	2.74%
Brunswick	55	62.5%	2.47%
Columbus	47	56.6%	2.11%
Davidson	47	46.5%	2.11%
Forsyth	44	48.9%	1.98%
Rockingham	41	59.4%	1.84%
Wayne	41	56.2%	1.84%
Nash	39	51.3%	1.75%
Sampson	39	53.4%	1.75%
Gaston	38	46.9%	1.71%
Onslow	38	46.3%	1.71%
Iredell	37	45.1%	1.66%
Rowan	37	42.5%	1.66%
Union	37	49.3%	1.66%
Buncombe	36	45.6%	1.62%
Harnett	35	41.2%	1.57%
Catawba	32	39.5%	1.44%
Wilkes	32	50.0%	1.44%
Durham	30	46.9%	1.35%
Surry	30	54.5%	1.35%
Pitt	29	39.2%	1.30%
Randolph	29	38.2%	1.30%
Cleveland	28	53.8%	1.26%
Wilson	28	52.8%	1.26%
Duplin	27	51.9%	1.21%
Pender	27	52.9%	1.21%
Lee	26	48.1%	1.17%
Franklin	24	61.5%	1.08%
Granville	24	49.0%	1.08%
Moore	24	47.1%	1.08%
Alamance	23	54.8%	1.03%
Cabarrus	23	32.9%	1.03%
Burke	22	42.3%	0.99%
Bladen	21	43.8%	0.94%
Halifax	21	50.0%	0.94%

Behaviors

North Carolina's annual belt use survey was conducted in June 2012 in 15 counties. Trained observers recorded information from stopped or nearly stopped vehicles. Data were collected during rush hours (weekdays between dawn and 9 a.m. or 3:30 p.m. and dusk), non-rush hours (weekdays between 9 a.m. and 3:30 p.m.), and on weekends (Saturday or Sunday between 9 a.m. and dusk).

The 2012 observed belt use rate for drivers and front seat occupants was 88.7%. This is somewhat lower than the June 2011 rate (89.5%). As shown in the figure below, North Carolina's observed belt use rate has changed relatively little over the past 6 years. However, North Carolina's observed belt use rate continues to be higher than the national average.



In June 2012, belt use was higher among drivers (89.2%) than front seat passengers (86.9%). This has been the case each year since at least 2000. As shown in the table below, groups with relatively low belt use in North Carolina include males, young drivers, those living in rural areas, and drivers of pickup trucks. Belt use was also somewhat lower among those living in the coastal and Piedmont parts of the state.

Observed seat belt use rates, June 2012	
	Weighted Use (%)
Overall	
Driver	89.2%
Passenger	86.9%
Combined	88.7%
Sex of Driver	
Male	87.0%
Female	92.2%
Age of Driver	
16-24	88.0%
25-64	90.9%
65+	93.6%
Urban/Rural	
Urban	90.0%
Rural	84.5%
Vehicle Type	
Car	91.3%
Minivan	93.4%
Pickup Truck	83.2%
Sport-Utility Vehicle	92.3%
Region	
Mountain	94.2%
Piedmont	87.2%
Coast	85.1%

Seatbelt observations were conducted in 15 counties. As shown below, observed belt use differed somewhat across counties, from a low of 75.5% in Columbus County, to a high of 95.2% in Cabarrus County.

Observed seat belt use rates by county, June 2012		
County	Observed belt use	2013 County Goal
Alamance	83.9%	89.1%
Cabarrus	95.2%	97.1%
Caldwell	94.8%	96.7%
Catawba	94.4%	96.3%
Columbus	75.5%	81.5%
Franklin	82.6%	87.6%
Guilford	86.3%	89.8%
Harnett	90.2%	92.0%
Johnston	91.9%	94.2%
Mecklenburg	92.7%	94.6%
Nash	85.1%	89.4%
Onslow	89.0%	91.7%
Robeson	82.2%	87.1%
Rowan	93.1%	95.0%
Wake	89.4%	92.1%

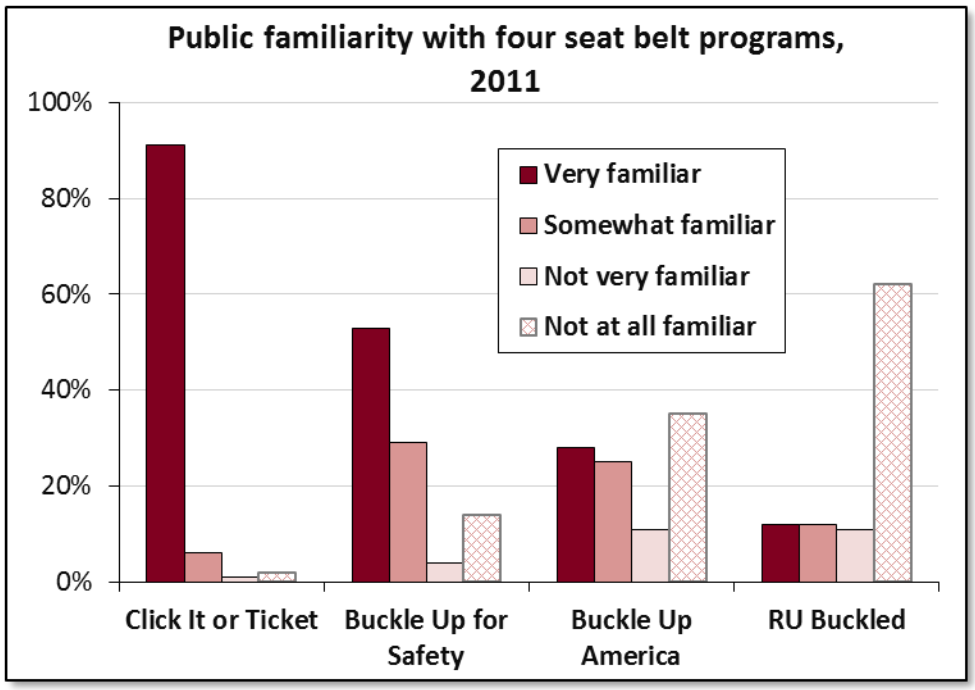
Goals for 2013 were set for each of the counties where seat belt observations are conducted. These goals represent a 2% to 8% increase in belt use over 2012.

Attitudes & Awareness

The Governor's Highway Safety Program conducted a statewide telephone survey, including a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of occupant protection issues. A random sample of 606 North Carolina residents age 15½ or older who were licensed to drive a motor vehicle were interviewed between November 3 and November 16, 2011.

Nine out of ten (90%) of respondents reported wearing a seat belt "all of the time." This is down slightly from 93% in 2010. About four in ten (42%) respondents said drivers who do not wear their seat belt are "very likely" to be stopped by law enforcement officers. This is a six-percentage-point increase from 2010. Another 36% of respondents say it is "somewhat likely" that drivers will be stopped and issued a ticket.

One third (34%) of respondents recalled having seen, heard or read information about seat belt law enforcement campaigns in North Carolina during the 60 days preceding the survey. This figure is seven percentage points lower than in 2010. Respondents were asked about their familiarity with four seat belt campaigns: *Buckle Up America, RU Buckled, Click It or Ticket,* and *Buckle Up for Safety*. Familiarity was highest for *Click It or Ticket*, with 91% of respondents saying they were "very familiar" with this campaign. Familiarity was substantially lower for *Buckle Up for Safety* (53%), *Buckle Up America* (28%), and *RU Buckled* (12%). Familiarity with each of the four campaigns changed little since the 2010 survey.



Two-thirds (64%) of respondents support increasing the $25 fine for not wearing a seat belt. This is unchanged from the 2010 survey. Respondents were less favorable to assessing points on one's driving record (44%) or points on a driver's insurance (38%) for non-seat belt use.

Statewide Campaigns/Programs

Child Passenger Safety Programs

North Carolina is very active in the field of child passenger safety. As of August 2012, North Carolina had 2,329 certified child passenger safety technicians and 54 certified instructors in 98 of North Carolina's 100 counties. (Northampton and Tyrell counties do not currently have a technician or instructor.) Nearly half of these technicians are in the fire services (e.g., fire fighters).

North Carolina has numerous programs that support child passenger safety efforts in the state. *NC Buckle Up Kids* (BUK) is a GHSP funded program administered through the NC Department of Insurance, Office of State Fire Marshal. Currently there are BUK programs in 90 of 100 counties. BUK programs assist parents and other caregivers by providing low-cost child restraints and education on their use to qualifying families. Only trained, qualified personnel are allowed to provide educational and installation assistance to parents/caregivers, including those receiving BUK seats. During FY 2011, over 4,800 child restraints were distributed through NC BUK programs. These included primarily convertible and booster seats, and to a lesser extent rear-facing-only infant seats and combination restraints. In addition to distributing child restraints, local BUK programs and their partners conduct checkup events and other child passenger safety education programs. During FY 2011, 677 child passenger safety events were held and 5,870 seats were checked in local communities through BUK programs.

Presently there are 131 permanent checking station programs, with over 165 locations in 66 counties (some programs have more than one permanent location). Permanent checking stations (PCS) are locations where parents/caregivers can receive information about child passenger safety and have their child restraints and seat belts checked to ensure they are installed and used correctly. During FY 2011, NC PCS programs served over 10,000 families and checked more than 11,300 child restraints. Over half of these checks were for children less than age two.

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

Enforcement Activities

During 2011, law enforcement agencies in North Carolina conducted three waves of enforcement concerning occupant protection:

- Spring *Click it or Ticket* (May 23-June 5)
- Child passenger safety week (September 19-25)
- Thanksgiving *Click it or Ticket* (November 21-27)

Across all three enforcement waves, 14,633 citations were issued for violations of the seat belt law and 1,857 for violations of the child passenger safety law, for a total of 16,490 occupant restraint citations. This is a 19% increase from the 13,886 occupant restraint citations issued during 2010.

Seat belt and child passenger safety law citations		
	2011	2010
Spring *Click it or Ticket* campaign		
Seat belt violations	11,043	11,939
Child passenger safety law violations	1,180	1,315
Total	12,223	13,254
Child passenger safety week campaign		
Seat belt violations	383	424
Child passenger safety law violations	185	208
Total	568	632
Thanksgiving *Click it or Ticket* campaign		
Seat belt violations	3,207	---
Child passenger safety law violations	492	---
Total	3,699	---
Totals		
Seat belt violations	14,633	12,363
Child passenger safety law violations	1,857	1,523
Total	16,490	13,886

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

An additional 23,466 seat belt violations and 4,189 child passenger safety law violations were issued in 2011 during other enhanced enforcement periods (e.g., *Booze It and Lose It*).

Summary

Over the past decade, there has been a steady decrease in the number of unrestrained passenger vehicle occupant fatalities in North Carolina. During 2011, unrestrained passenger vehicle occupant fatalities decreased by 7%.

Observed restraint use for drivers and front seat occupants in North Carolina currently stands at 88.7%. This is higher than the national average, but somewhat below the observed belt use rate in 2011.

Both unrestrained fatalities and observed belt use paint a similar picture of the problem. Belt use is lower among males, those age 15 to 34, and occupants of pickup trucks. In addition, belt use is lower at nighttime, especially between the hours of 10 p.m. and 1 a.m. Five counties in

North Carolina account for 20% of state's unrestrained fatalities (Robeson, Mecklenburg, Guilford, Wake, and Johnston). Several smaller counties in the southeast part of the state also disproportionately account for a larger share of unrestrained fatalities.

We believe further reductions in unrestrained passenger vehicle fatalities are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing unrestrained passenger vehicle occupant fatalities 25% by 2013. In addition, GHSP has set a goal to increase observed seat belt use among drivers and right front occupants to 92% by 2013.

Countermeasures and Funding Priorities

In addition to the statewide mobilization efforts for "Click It or Ticket", GHSP will conduct a mini-mobilization during April 2013 that will target survey counties below the 90 percent threshold. Those include Alamance, Columbus, Franklin, Guilford, Nash, Onslow, Robeson and Wake counties. GHSP will be exploring innovative approaches to ramping up efforts in these counties. GHSP will focus particularly attention to nighttime seat belt enforcement and will conduct meetings with all law enforcement agencies in each of these counties to communicate the importance of improving seat belt compliance rates and their role in reaching the goals set for each county.

GHSP will focus law enforcement and media attention on the enforcement of seat belts at night and will require seat belt enforcement efforts by projects to devote at least 50 percent of their enforcement efforts at night. GHSP will share county maps with agencies in counties that are overrepresented in unbelted fatalities, showing the locations of these crashes and the time of day they are occurring. GHSP will seek buy in from the agencies to address the problem locations and GHSP will offer incentives or funding as needed to enhance the enforcement efforts. GHSP is also funding light towers for a number of communities to aid in conducting nighttime seatbelt enforcement activities.

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

Media Plan

GHSP will support all FY 2013 seat belt mobilization efforts with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2013 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law

enforcement, Safe KIDS, etc. Typically, the kickoff events feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of occupant protection issues.

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

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

FY 2013 Occupant Protection Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: North Carolina Department of Insurance
Project Number: K3-13-06-01
Project Title: Buckle Up Kids/Safe Kids NC
Budget: $463,000
Local/State Match: $0
Project Description: This is an ongoing continuation project that will allow NC DOI Safe Kids to continue to increase the usage of child restraints, booster seats, and seat belts in order to reduce the number of injuries and deaths to motor vehicle occupants by collaborating with local and state child passenger safety programs. They will offer National Child Passenger Safety (CPS) Technician classes, providing 15 regional CPS courses to fire/rescue, law enforcement, hospital, health care, and other child safety advocates; fund instructors for CPS courses in communities that host technician courses in addition to those staffed by NCDOI-OSFM; offer 10 update/refresher or renewal classes to assist technicians in maintaining certification by acquiring continuing education units and assist Western North Carolina Safe Kids in administering Special Needs classes. Class contracts will be coordinated by NCDOI-OSFM including travel for

instructors for meals, mileage and lodging and scholarships. NC DOI Safe Kids will also host CPS Training Committee members and provide scholarships for members' meals, lodging and mileage; make available 25- $1000 revitalization grants for Permanent Checking Stations to restock supplies, materials and update equipment; host CPS Conference in conjunction with the CPS training committee (this will provide continuing education for technicians throughout NC) and distribute child restraints to local Buckle up Kids counties and compile data through quarterly reports. In addition, NC Safe Kids will offer 25 scholarships to local agencies to receive child passenger safety certification by reimbursing travel costs including meals and lodging. Offer 5 renewal courses for technicians who are expired due to missing the recertification period. Provide 20 child passenger safety equipment grants for established child passenger safety programs to purchase child passenger safety supplies to assist in community CPS programs.

Agency: Western North Carolina Safe Kids
Project Number: OP-13-05-05
Project Title: Safe Transportation for All Children
Budget: $119,605
Local/State Match: $0
Project Description: This is an ongoing continuation project. Western North Carolina Safe Kids will continue to provide leadership for the State to increase base of CPS Technicians trained in Special Needs Transportation. During this grant cycle Western North Carolina Safe Kids will continue to revise the current Transporting Children with Special Needs curriculum and schedule Special Needs Classes for the State. Conferences will be attended including NC CPS, Safe Kids NC, FLSE, Life Savers and Edu Pro: Transporting Children with Disabilities.

Agency: University of North Carolina – Chapel Hill
Project Number: OP-13-05-06
Project Title: Continued Development of the North Carolina Child Passenger Safety Resource Center
Budget: $166,740
Local/State Match: $0
Project Description: This is an ongoing continuation project. This grant will provide consumer information to the public through a toll free number, website, brochures and flyers. Provide program and technical assistance to CPS advocates and administrators by keeping curriculum current. Coordinate all CPS training activities and programs in N. C. Support N. C. CPS Training Committee. Register and pay for participants in the national certification course. Maintain and keep current the website: www.buckleupnc.org.

Agency: Columbus County Sheriff's Office
Project Number: K4-13-04-02
Project Title: Columbus County Traffic Team
Budget: $175,979
Local/State Match: $31,055
Project Description: This is an initial year project. Two full-time traffic enforcement officers will focus on speed and occupant restraint enforcement in order to reduce crashes and fatalities in Columbus County. A minimum of one Night Time Seat Belt Enforcement Initiative will be held per month and high visibility enforcement during peak traffic hours will be used to help raise the county seat belt usage rate from 74% in 2011 to 84% in 2013. This grant also aims to reduce the number of speed related traffic crashes by 14% from 142 in 2011 to 122 during Fiscal Year 2013.

Agency: Union County Sheriff's Office
Project Number: K4-13-04-06
Project Title: Union County Sheriff's Office
Budget: $214,058
Local/State Match: $37,792
Project Description: This is a grant for traffic safety. This the first year of funding and it includes the salaries and equipment for two deputies in the Town of Indian Trail. The goal of the Union County Sheriff's Office is to reduce traffic crashes and injuries in the Town of Indian Trail by increased enforcement, high visibility and education initiatives. The Town of Indian Trail hires contract deputies to work in their jurisdiction. These deputies will work solely in the Town of Indian Trail, which is the largest municipality in Union County, and has over 35,000 residents.

Project Number	Project Title	Budget	Budget Source
OP-13-05-03	Nuestra Seguridad Campaign	$36,950	402
OP-13-05-04	2013 North Carolina Seat Belt Survey	$200,959	402
OP-13-05-05	Safe Transportation for All Children	$119,605	402
OP-13-05-06	Continued Development of the North Carolina Child Passenger Safety Resource Center	$166,740	402
OP-13-05-08	Johnston County Sheriff's Office	$15,200	402
K2-13-07-02	Saved by the Belt	$4,000	405
K2-13-07-03	Robeson County Sheriff's Office	$43,400	405
K2-13-07-04	Columbus County Sheriff's Office	$36,628	405
K2-13-07-05	Brunswick County Sheriff's Office	$46,752	405
K2-13-07-06	New Hanover County Sheriff's Office	$112,725	405
K2-13-07-07	City of Winston-Salem Police Department	$161,287	405

K2-13-07-08	Columbus Police Department	$15,200	405
K2-13-07-09	Laurinburg Checkpoint Equipment	$10,870	405
K2-13-07-10	Saved by the Belt	$8,950	405
K2-13-07-11	Harnett County Sheriff's Office	$4,280	405
K2-13-07-12	Night Time Seat Belt Enforcement	$15,630	405
K2-13-07-13	Guilford County Sheriff's Office	$382,890	405
K2-13-07-14	New Hanover County Sheriff's Office	$9,475	405
K2-13-07-15	Cape Carteret Police Department	$12,028	405
K2-13-07-16	S Solutions	$21,000	405
K2-13-07-17	Craven County Sheriff's Office	$16,435	405
K4-13-04-01	Traffic Officer 2012	$104,886	406
K4-13-04-02	Columbus County Traffic Team	$175,879	406
K4-13-04-03	Town of Fuquay-Varina	$92,635	406
K4-13-04-04	Traffic Officer	$75,332	406
K4-13-04-05	Operation Safe Arrival	$86,044	406
K4-13-04-06	Union County Sheriff's Office	$214,058	406
K4-13-04-07	Conover Police Department	$100,742	406
K4-13-04-08	Red Springs Police Department	$85,409	406
K4-13-04-09	Macon County Sheriff's Office	$103,033	406
K4-13-04-10	City of Boiling Spring Lakes Police Department	$44,850	406
K3-13-06-01	Buckle Up Kids/Safe Kids NC	$463,000	2011
402 Total		**$539,454**	
405 Total		**$901,550**	
406 Total		**$1,082,868**	
2011 Total		**$463,000**	
Total all funds		**$2,986,872**	

Police Traffic Services

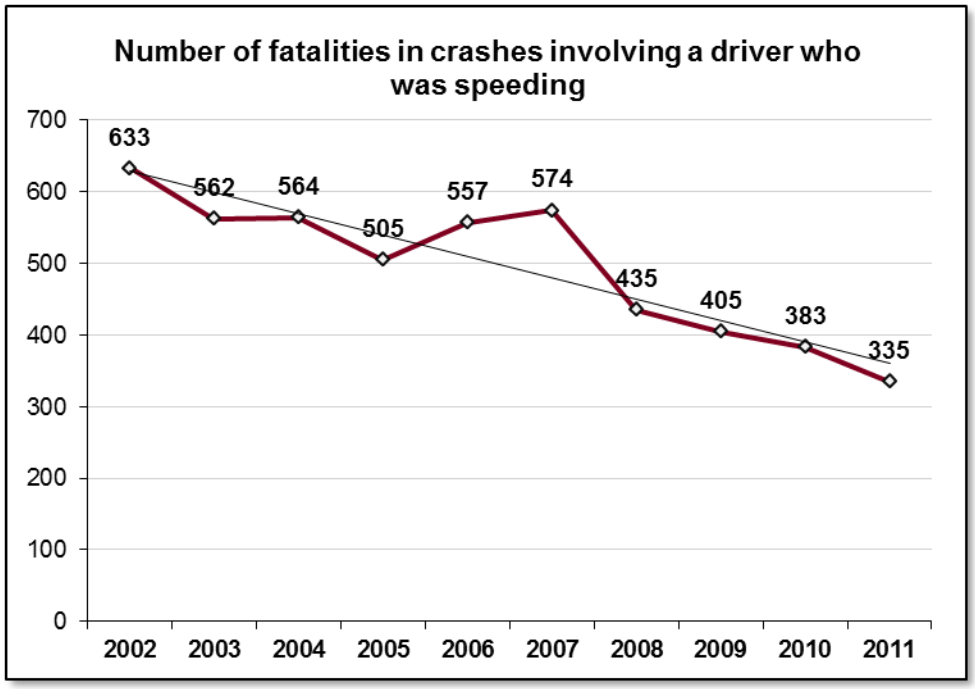
Goal:

GHSP's goal is to reduce speed-related fatalities by 25 percent from the 2007-2011 average of 426 to 319 by 2013.

Evidence Considered

Crashes, deaths, and injuries

In 2011, 335 persons were killed in crashes in North Carolina involving a driver who was speeding.[2] This is a 13% decrease from the 383 speed-related fatalities in 2010. As shown in the figure below, speed-related fatalities have steadily declined from 2002 to 2011 (with the exception of brief increases in 2006 and 2007).

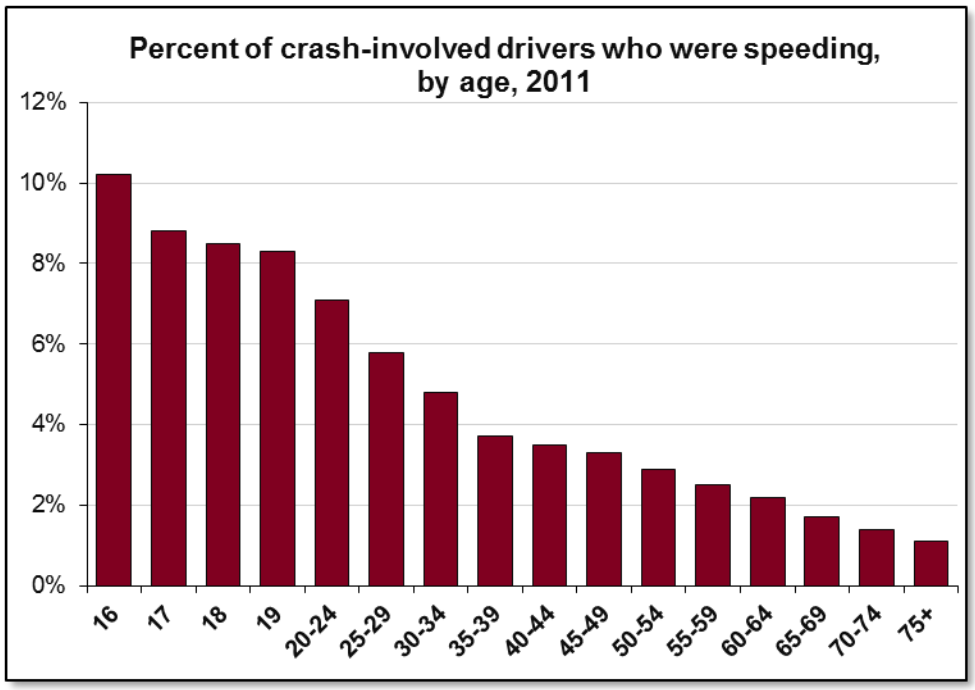


[2] For the current Highway Safety Plan, "speeding" has been redefined. The current definition includes those drivers who were judged by the law enforcement officer who completed the crash report form to have exceeded the posted speed limit or exceeded a safe speed for conditions. Previously, the definition of speeding also included failure to reduce speed. However, data analysis revealed that failure to reduce speed was more strongly associated with following too closely rather than speeding. As a consequence of the redefinition of speeding, the numbers presented in the current Highway Safety Plan may not match numbers from previous years.

The *percent* of fatalities that involve a driver who was speeding has also declined over time. In 2002, 40% of fatalities in North Carolina were speed-related. In 2011, this figure had decreased to 28%.

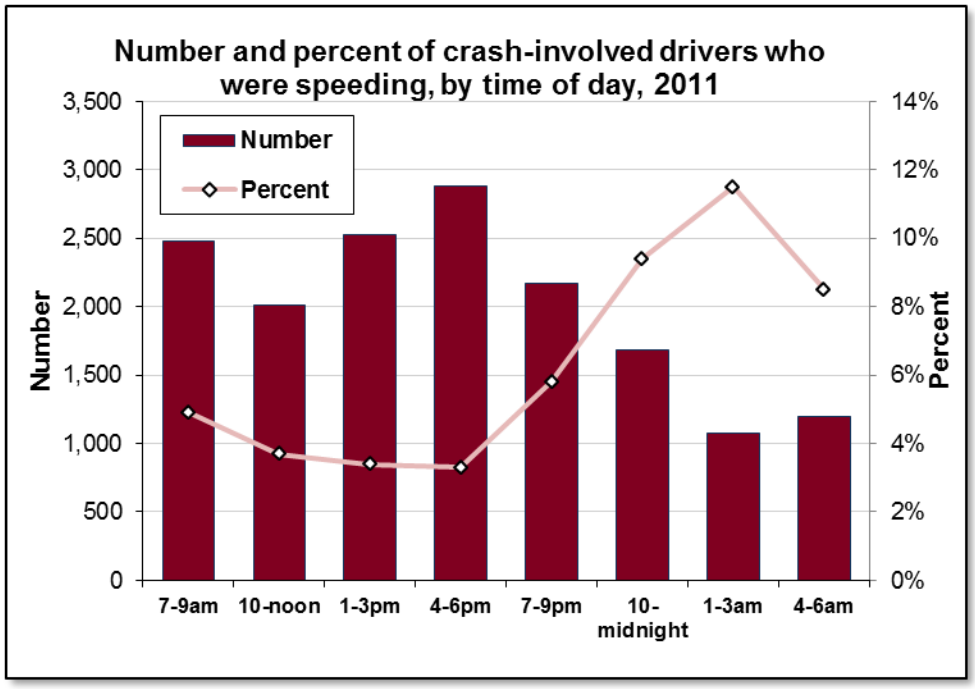
Speed is less often involved in non-fatal crashes. Among all drivers in crashes in North Carolina during 2011, 4.6% were speeding. Male drivers were approximately 50% more likely to be involved in a speed-related crash than female drivers. Among crash-involved drivers in 2011, 5.5% of males were speeding compared to 3.6% of females.

Speeding also varies by the age of the driver, as shown below. Generally, speed involvement in crashes is highest among the youngest drivers and gradually decreases with age.



Speeding is also quite common among motorcycle riders. During 2011, 14.9% of crash-involved motorcycle riders were speeding. This is substantially higher than the rate of speeding for drivers of pickup trucks (5.2%), passenger cars (4.7%), SUVs (4.6%), and minivans (2.4%).

The figure below shows the number and percent of drivers in crashes who were speeding by time of day. The percent of crash-involved drivers who were speeding is highest in the late night hours, peaking between 1 a.m. and 3:59 a.m. However, the *number* of crash-involved drivers who were speeding is generally highest during the daytime. In sum, the majority of speed-related crashes occur during the day, although crashes late at night are more likely to involve speeding.



Speeding is also substantially more common in rural crashes than urban crashes. During 2011, 8.2% of drivers in crashes on rural roads were speeding, compared to 2.5% of drivers who crashed on urban roads.

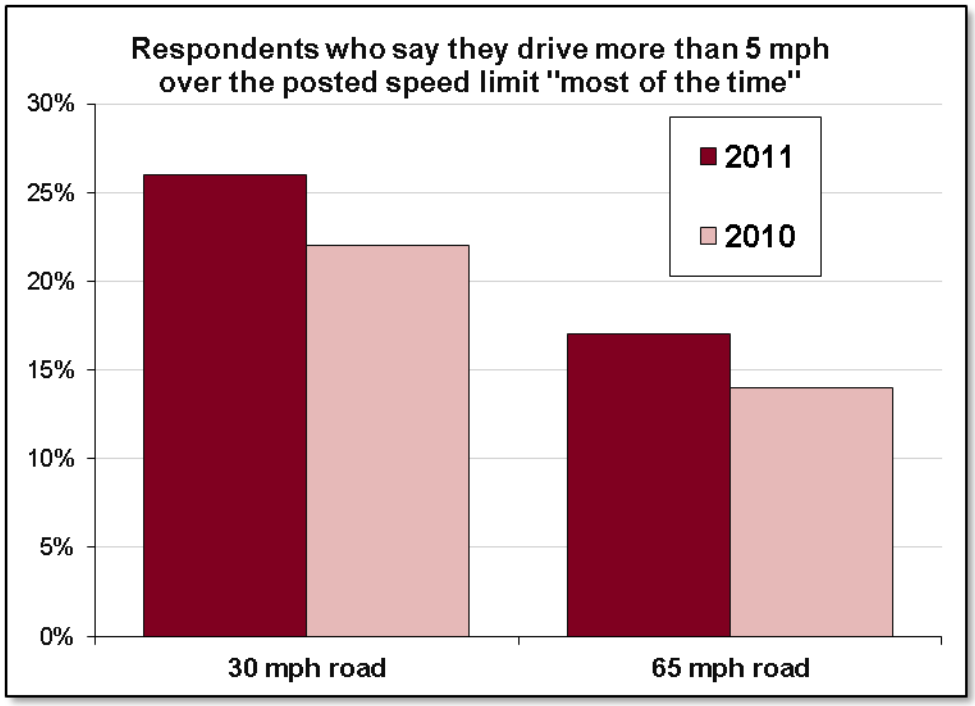
The table on the next page shows the 40 counties in North Carolina with the most fatalities in crashes from 2007 to 2011 involving a driver who was speeding. Mecklenburg County had the highest speed-involved fatalities during this period, followed by Wake, Guilford, Johnston and Robeson counties. Note these are among the largest counties in North Carolina in terms of population. In total, the 40 counties listed in the table account for 73% of all speed-related fatalities in North Carolina from 2007 to 2011. The table also shows fatalities per 10,000 population. When looking at speed-related fatalities per capita, the counties that stand out include Columbus, McDowell, and Johnston counties.

Fatalities in crashes involving a driver who was speeding, 2007-2011			
County	Fatalities in speed-related crashes	Fatalities per 10,000 population	% of all speed-related fatalities
Mecklenburg	116	0.33	5.44%
Wake	114	0.36	5.35%
Guilford	85	0.40	3.99%
Johnston	76	1.25	3.56%
Robeson	68	1.10	3.19%
Cumberland	66	0.44	3.10%
Randolph	48	0.74	2.25%
Forsyth	47	0.31	2.20%
Harnett	44	0.97	2.06%
Onslow	42	0.56	1.97%
Columbus	42	1.53	1.97%
Gaston	38	0.40	1.78%
Brunswick	37	1.01	1.74%
Buncombe	35	0.34	1.64%
Durham	34	0.30	1.59%
Cleveland	34	0.71	1.59%
Wilkes	34	1.04	1.59%
Wayne	33	0.58	1.55%
Catawba	32	0.45	1.50%
Iredell	32	0.52	1.50%
Union	32	0.52	1.50%
Pitt	31	0.46	1.45%
Rockingham	31	0.67	1.45%
Nash	30	0.69	1.41%
Davidson	29	0.39	1.36%
Granville	28	1.15	1.31%
Halifax	27	0.94	1.27%
Franklin	26	1.10	1.22%
Alamance	25	0.38	1.17%
Surry	25	0.70	1.17%
Rowan	24	0.37	1.13%
Craven	24	0.52	1.13%
Lee	22	0.89	1.03%
Caldwell	22	0.57	1.03%
Chatham	22	0.89	1.03%
McDowell	22	1.48	1.03%
Richmond	21	0.90	0.98%
Burke	20	0.45	0.94%
Sampson	19	0.63	0.89%
Wilson	19	0.51	0.89%

Attitudes & Awareness

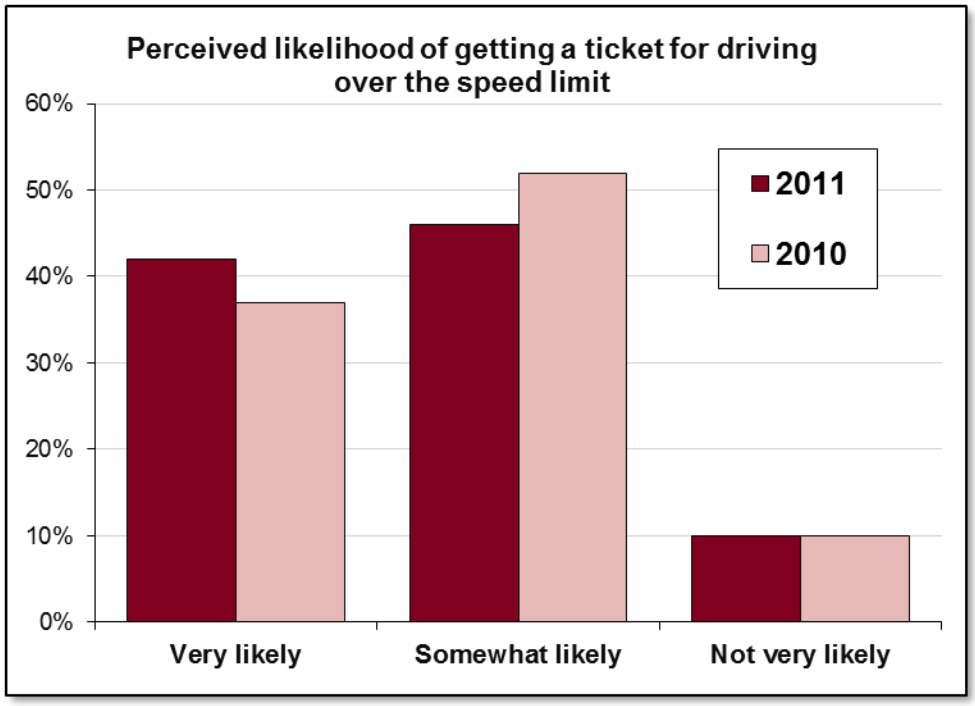
The Governor's Highway Safety Program conducted a statewide telephone survey, including a standard series of questions recommended by NHTSA, to gauge public opinion and awareness of speed-related issues. A random sample of 606 North Carolina residents age 15½ or older who were licensed to drive a motor vehicle were interviewed between November 3 and November 16, 2011.

Respondents were asked how often they drive at least 5 mph over the posted speed limit on roads with a speed limit of 30 mph, and roads with a speed limit of 65 mph. The findings are shown below.



The percent of respondents who report frequently exceeding the speed limit has increased since 2010. One in four (26%) say they drive more than 5 mph "most of the time" on roads with a speed limit of 30 mph, up 4 percentage points from 2010. Similarly, 17% reported often speeding on roads with a 65 mph posted speed limit, a 3 percentage point increase. Although concerning, it should be noted that for both speed limits, a majority of respondents said they "occasionally" or "never" exceed the posted speed limit by 5 mph.

Forty percent (40%) of respondents reported having read, seen or heard something about speed enforcement by police during the previous 30 days. This is lower than the 44% recorded in the 2010 survey. When asked about the chances of getting a ticket in North Carolina for driving over the speed limit, 42% said it would be "very likely," a slight increase from the 2010 survey. Most of the remaining respondents said it was "somewhat likely" a person would receive a ticket for speeding.



Finally, respondents were asked whether they support the use of automated traffic enforcement efforts, such as red light cameras and speed cameras that carry a fine for violators but no insurance penalties. Respondents were evenly split on this issue, with 49% favoring automated enforcement (19% "strongly favor," 30% "somewhat favor") and 48% opposed (21% "somewhat oppose," 27% "strongly oppose"). The percent who "strongly favor" automated enforcement dropped 6 percentage points from the 2010 survey.

Statewide Campaigns/Programs

Enforcement Activities

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

Law enforcement agencies in North Carolina conducted the *No Need 2 Speed* campaign during the spring of 2011 (March 28 – April 3). Over the course of the campaign, 2,227 special patrols were conducted, resulting in 12,476 speeding charges (see the table below). There was a substantial drop in speeding charges compared to 2010. However, during 2010 there were two *No Need 2 Speed* enforcement waves, compared to only one in 2011.

Special patrols and speeding charges during *No Need 2 Speed*		
	2011	**2010**
Spring *No Need 2 Speed*		
Special patrols	2,774	4,280
Speeding charges	12,476	15,789
Fall *No Need 2 Speed*		
Special patrols	---	7,105
Speeding charges	---	26,870
Totals		
Special patrols	2,774	11,385
Speeding charges	12,476	42,659

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

During 2011, a total of 134,569 additional speeding citations were issued during other enhanced enforcement periods (e.g., *Booze It and Lose It*). This was slightly higher than the 131,591 speeding citations during other enhanced enforcement periods in 2010.

Summary

The number of fatalities in crashes involving a driver who was speeding has decreased over the last decade in North Carolina. In 2011, there was a 13% decrease in speeding-related fatalities compared to 2010. Nonetheless, speeding is still a factor in 28% of all motor vehicle fatalities in the state. Speed involvement in crashes is highest among males, drivers under the age of 35, motorcycle riders, and drivers on rural roadways. Although the number of speed-involved crashes is highest during the daytime, the percent of crash-involved drivers who were speeding is highest at night. The counties that account for the most speed-involved fatalities are Mecklenburg, Wake, Guilford, Johnston and Robeson counties.

We believe further reductions in speed-related crashes and fatalities are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing speed-related fatalities 25% by 2013.

Countermeasures and Funding Priorities

GHSP will focus law enforcement and media attention on the enforcement of speeding at night and will share county maps with agencies in counties that are overrepresented in speeding fatalities, showing the locations of these crashes and the time of day they are occurring. GHSP

will seek buy in from the agencies to address the problem locations and GHSP will offer incentives or funding as needed to enhance the enforcement efforts.

Media Plan

GHSP will support the FY 2013 speed enforcement crackdown effort with earned media to draw attention to the campaign. North Carolina utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

Campaign kickoff events are planned for all FY 2013 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law enforcement, Conference of District Attorneys, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of speed-related issues.

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

FY 2013 Police Traffic Services Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: NC Sheriff's Association
Project Number: PT-13-03-01
Project Title: 2012 Legislative Update Training
Budget: $43,370
Local/State Match: $0
Project Description: This grant provides training to law enforcement officers statewide on the most recent General Assembly Legislative decisions on new laws passed, changed or amended. The goal of the NC Sheriff's Association is to increase the knowledge of North Carolina law enforcement officers in the additions or changes in the North Carolina General Statues in areas such as Motor Vehicle Law, Motorcycle Safety, Identify Theft, and other traffic safety issues.

Agency: NC Department of Justice
Project Number: PT-13-03-02
Project Title: North Carolina Justice Academy
Budget: $139,500
Local/State Match: $0

Project Description: This grant provides training to law enforcement officers statewide for crash investigation and radar instructor certification. The Justice Academy's goal is to seek out experts in the crash investigation/ reconstruction and radar instruction fields to supplement the training programs offered to NC law enforcement officers.

Agency: Haywood County Sheriff's Office
Project Number: PT-13-03-04-03
Project Title: Haywood County Selective Traffic Enforcement Team (HC-STEP)
Budget: $122,737
Local/State Match: $61,368
Project Description: This is a continuation grant for traffic safety. This is the second year of funding and it funds the salary for two Sheriff's Deputies. The goal of the Haywood County Sheriff's Office is reduce traffic crashes and injuries through enforcement, high visibility and education. The Haywood county Sheriff's office will also train additional deputies in the use of radar, Standardized Field Sobriety Testing and increase the number of intox ECRII operators.

Agency: Henderson County Sheriff's Office
Project Number: PT-13-03-04-08
Project Title: Henderson County Sheriff's Office
Budget: $130,082
Local/State Match: $65,041
Project Description: This is a continuation grant for traffic safety. This is the third year of funding and it funds the salary for two Sheriff's Deputies. The goal of the Henderson County Sheriff's office is to reduce traffic crashes by enhanced enforcement and education initiatives. They will accomplish this by citing speed violators, aggressive drivers and subjects who drink and drive. The Henderson County Sheriff's Office will also educate the community about safe driving habits and awareness.

Agency: Town of Knightdale Police Department
Project Number: PT-13-03-04-14
Project Title: Traffic Unit
Budget: $152,200
Local/State Match: $76,100
Project Description: The Knightdale Police Department is coming upon its 3rd and final GHSP funding stream. The traffic unit has been able to concentrate in areas of high speed volume and complaints in 2011, the traffic unit wrote 1393 speeding tickets, 81 DWI citations, 53 CPS citations and over 300 seatbelt citations. All increases from the previous year. As the population continues to increase in Knightdale, so do traffic related issues.

Knightdale police department will strive to achieve specific FY13 goals and objectives.

Agency: Town of Fuquay-Varina Police Department
Project Number: PT-13-03-04-15
Project Title: Traffic Safety Enforcement Program
Budget: $109,100
Local/State Match: $16,365
Project Description: Fuquay-Varina has seen a population growth since 2006; the police department is understaffed and cannot properly enforce traffic related issues such as Seatbelt, DWI and Speed violators. Their goal is to create a permanent traffic unit which would allow them to have a visible presence in the Fuquay-Varina area to combat their traffic related deficits.

Agency: Thomasville Police Department
Project Number: PT-13-03-04-16
Project Title: Vehicle Safety Awareness Relying on Officer Mobility
Budget: $111,005
Local/State Match: $55,502
Project Description: This grant will be the third year of a three year plan that integrates the DDACTS plan in conjunction with the two motorcycle officers. In 2011, the officers were on directed patrol at high area crash sites. The two officers were able to concentrate on primarily three heavily traveled areas in an effort to decrease the number and severity of crashes.

Agency: Town of Erwin Police Department
Project Number: PT-13-03-04-18
Project Title: Traffic Safety Enforcement Program
Budget: $80,675
Local/State Match: $14,237
Project Description: The Erwin police department cannot properly enforce traffic related issues such as Seatbelt, DWI and Speed violators. There are several thoroughfares such as US421, NC55, and NC217 which go through Erwin. Their goal is to create a traffic unit which would allow them to have a visible presence in Erwin and the roadways which go through town.

Agency: Wilson Police Department
Project Number: PT-13-03-04-19
Project Title: 2013 GHSP Traffic Unit
Budget: $216,629
Local/State Match: $108,315
Project Description: This three person traffic unit is in the third year of a three year plan. Although not formally using the DDACTS program, they are addressing the areas as suggested by “crime data” collected. While addressing all

areas of traffic enforcement they will be using daytime and nighttime checking stations as a major deterrent to crime as well as traffic problems. This unit is also a participating agency with a NHTSA project being run through UNC-Chapel Hill, HSRC.

Project Number	Project Title	Budget	Budget Source
PT-13-03-01	2012 Legislative Update Training	$43,370	402
PT-13-03-02	North Carolina Justice Academy	$139,500	402
PT-13-03-03-01	Region 2 Law Enforcement Liaison	$20,000	402
PT-13-03-03-02	Region Five LEL Grant	$20,000	402
PT-13-03-03-03	Region 7 LEL	$20,000	402
PT-13-03-03-05	Jackson County Sheriff's Office	$20,000	402
PT-13-03-03-06	Region 1 Law Enforcement Liaison Grant	$20,000	402
PT-13-03-03-07	Region 9 LEL	$20,000	402
PT-13-03-03-08	LEL Region 8 Grant	$20,000	402
PT-13-03-03-09	LEL - 2013	$20,000	402
PT-13-03-03-10	Region Six LEL Grant	$20,000	402
PT-13-03-03-11	Region 4 LEL	$20,000	402
PT-13-03-03-12	Traffic Safety Equipment: Crash Reconstruction Kit	$8,216	402
PT-13-03-03-13	Traffic Safety Equipment: Speed Monitor Trailer	$9,000	402
PT-13-03-03-14	Rocky Mount Police Department	$5,348	402
PT-13-03-03-15	Radar Speed Control	$5,625	402
PT-13-03-03-16	Radar Speed Display	$3,375	402
PT-13-03-03-17	Oxford Police Department	$6,750	402
PT-13-03-03-18	2013 Traffic Enforcement Equipment Program	$41,434	402
PT-13-03-03-19	Slower is Faster	$26,250	402
PT-13-03-03-20	Speed Enforcement	$22,500	402
PT-13-03-03-21	Community Safe Roads	$61,125	402
PT-13-03-03-22	Columbus County Sheriff's Office	$19,440	402
PT-13-03-03-23	Coastal Edge Traffic Safety Initiative	$7,500	402
PT-13-03-04-01	Columbus County Sheriff's Office	$100	402
PT-13-03-04-02	Lumberton Police Department	$63,568	402
PT-13-03-04-03	Haywood County Sheriff's Office	$61,369	402
PT-13-03-04-04	DDACTS Analyst	$55,008	402
PT-13-03-04-05	Safe Roads Polk County	$37,666	402
PT-13-03-04-06	Traffic Unit Grant	$39,128	402
PT-13-03-04-07	Troutman Police Department	$36,645	402
PT-13-03-04-08	Henderson County Sheriff's Office	$65,041	402
PT-13-03-04-09	Traffic Safety Enforcement	$40,600	402

PT-13-03-04-10	Traffic Safety Enforcement	$28,326	402
PT-13-03-04-11	Harnett County Sheriff	$54,890	402
PT-13-03-04-12	Traffic Negotiation Team (TNT)	$54,605	402
PT-13-03-04-13	Newton Police Department	$24,303	402
PT-13-03-04-14	Traffic Unit	$76,100	402
PT-13-03-04-15	Traffic Safety Enforcement Program	$100	402
PT-13-03-04-16	Vehicle Safety Awareness Relying on Officer Mobility	$55,503	402
PT-13-03-04-17	Operation Slow Down and Reduce Accidents	$33,007	402
PT-13-03-04-18	Traffic Safety Enforcement Program	$80,675	402
PT-13-03-04-19	2013 GHSP Traffic Unit	$108,315	402
PT-13-03-04-20	Reidsville Traffic Safety Officer	$27,432	402
PT-13-03-04-21	Youngsville Police Department	$36,574	402
PT-13-03-04-21	Holly Ridge Police Department	$100	402
PT-13-03-04-24	Traffic Safety Enforcement	$74,031	402
PT-13-03-04-25	City of Fairmont Police Department	$100	402
PT-13-03-04-26	Camden County Sheriff's Office	$34,122	402
PT-13-03-04-27	Union County Sheriff's Office	$100	402
PT-13-03-04-28	City of Conover Police Department	$100	402
PT-13-03-04-29	Town of Red Springs Police Department	$100	402
PT-13-03-04-30	Waxhaw Police Department	$11,625	402
PT-13-03-04-31	Robeson County Traffic Enforcement Division	$54,100	402
PT-13-03-04-32	Boiling Spring Lakes Police Department	$44,851	402
402 Total		**$1,797,617**	
Total all funds		**$1,797,617**	

Young Drivers

Goal:

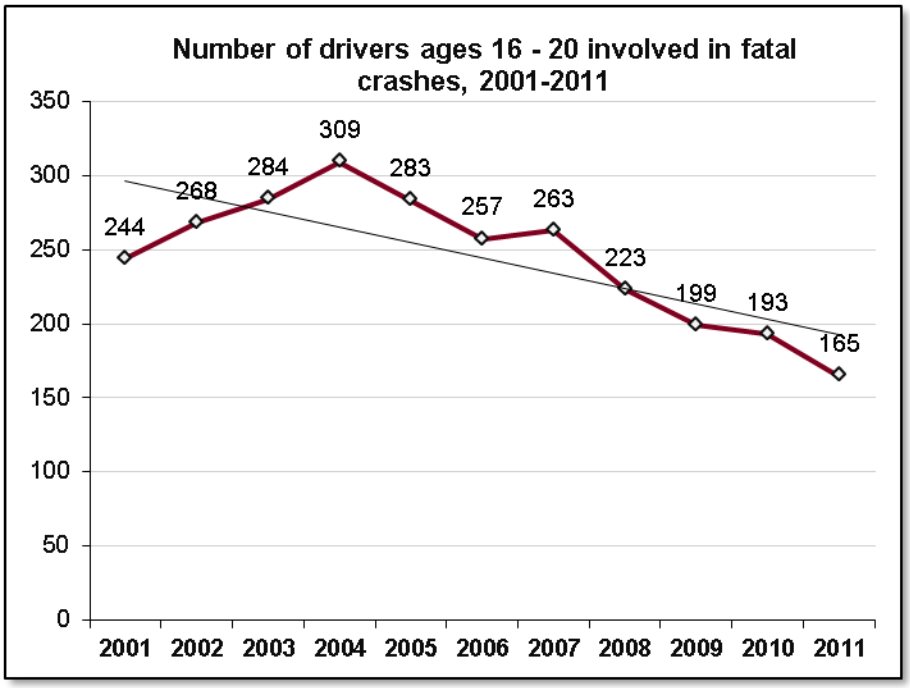
GHSP's goal is to reduce the number of young drivers involved in fatal crashes by 30 percent from the 2007-2011 average of 209 to 146 by 2013.

Evidence Considered

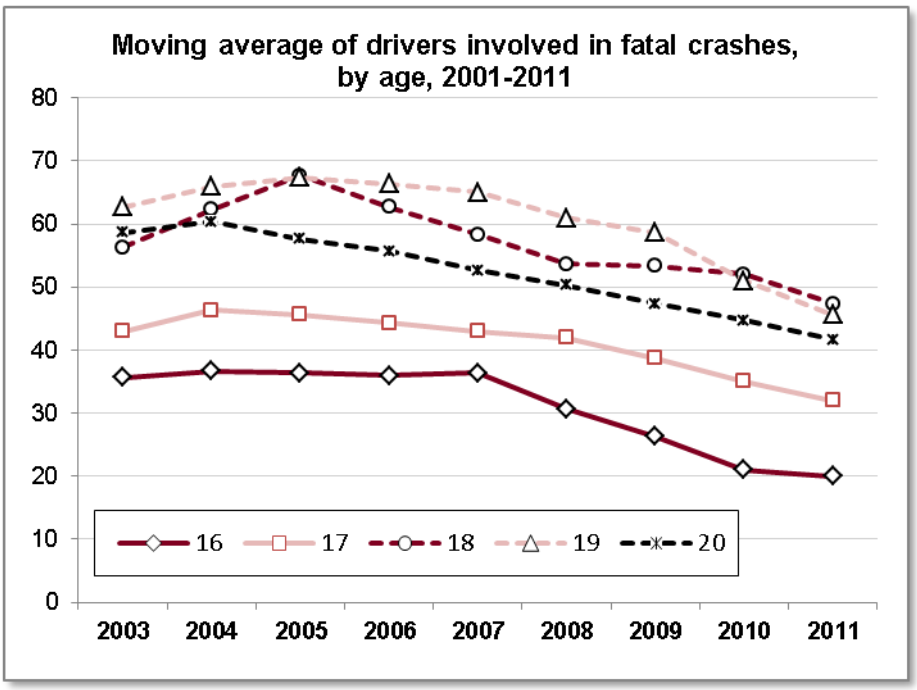
Crashes, deaths, and injuries

Motor vehicle crashes are the leading cause of death among teenagers in North Carolina. During 2011, 165 drivers age 16 to 20 were involved in a fatal crash. This was a 15% drop from the 193 fatal crashes in 2010.

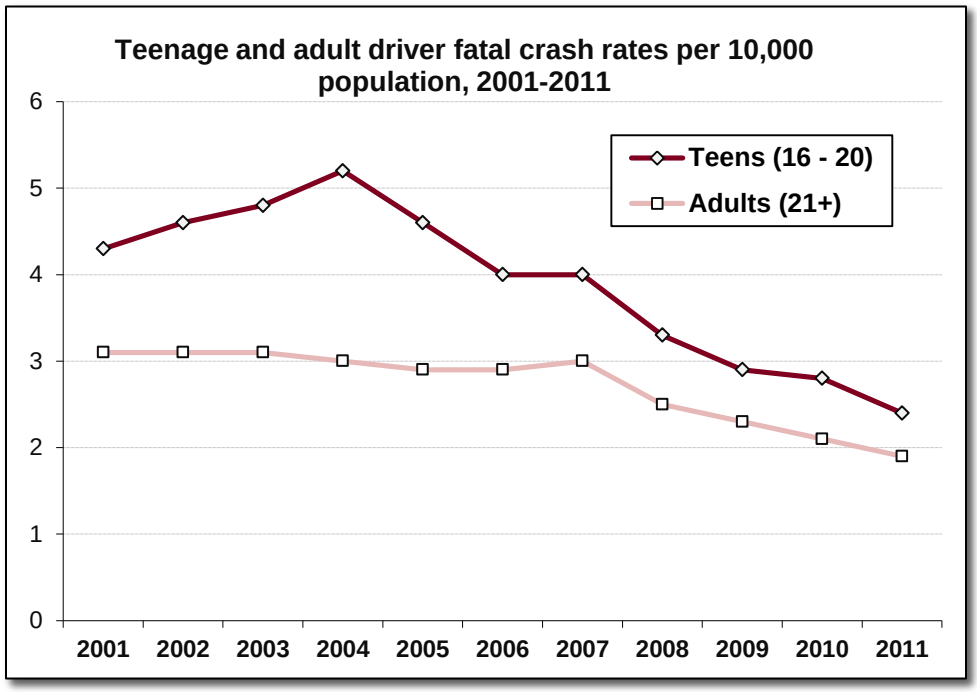
The figure below shows the number of young drivers involved in fatal crashes in North Carolina from 2001 to 2011. As illustrated, the number of young drivers in fatal crashes has declined substantially since 2004. Between 2004 and 2011, fatal crashes involving young drivers decreased by 47%.



Involvement in fatal crashes has decreased for young drivers of all ages. The figure below shows the moving average of drivers in fatal crashes, separately for ages 16 through 20. Moving averages were used to smooth out the yearly fluctuations in fatalities for each individual age. Generally, 16-year-old drivers experience fewer fatal crashes each year than their older counterparts. Drivers age 17 have slightly higher involvements in fatal crashes, while involvement is higher still for ages 18 to 20. This is not surprising, since many 16 year-olds (and some 17 year-olds) do not have a license, and younger teens drive fewer miles, on average, than older teens. Perhaps the most important finding, however, is that involvement in fatal crashes has decreased since 2004 for young drivers of *all* ages.



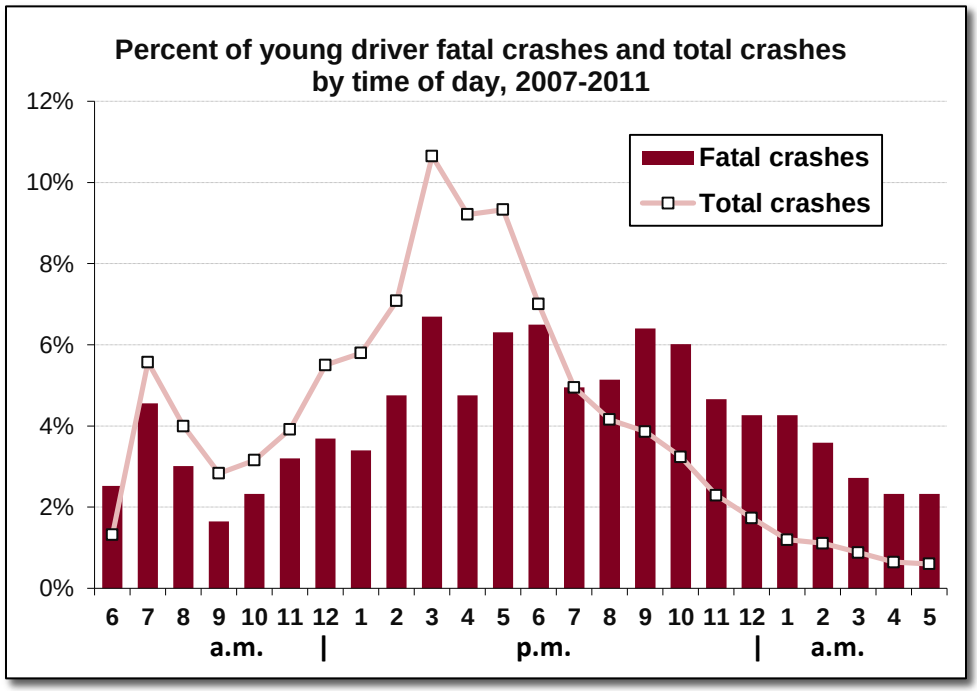
North Carolina's population has grown dramatically during the past decade. Consequently, it is important to examine crash involvements per capita in addition to simple counts. The figure below shows fatal crash rates per ten thousand population for young drivers and adult drivers. For young drivers, the fatal crash involvement rate per 10 thousand population declined 54% from 2004 to 2011. A similar downward trend is also evident among adult drivers, especially from 2007 onwards. Between 2007 and 2011, there was a 40% reduction in the fatal crash involvement rate for adult drivers.



Despite the reduction in young driver fatal crashes in recent years, young drivers in North Carolina continue to be over-represented in crashes and fatalities. In 2011, 16 to 20-year-olds comprised 7% of the population of North Carolina, yet they accounted for 13% of all crashes and 11% of fatal crashes.

During 2011, young drivers were involved in 45,664 crashes in North Carolina. This was a 5% decrease from the 47,908 crashes in 2010. Consistent with previous years, males (53%) accounted for a somewhat greater proportion of crashes than females (47%). Crash-involved young drivers were most likely to be driving passenger vehicles (69%), followed by SUVs (17%) and pickup trucks (11%). Somewhat more young driver crashes occurred on urban roads (58%) than rural roads (42%).

Young driver crashes also vary by time of day. The figure below shows the time of day of fatal crashes and total crashes from 2007 to 2011. When looking at all young driver crashes, there are distinct peaks near 7 a.m. and 3 p.m. This represents the time when teens are driving to and from school. Young driver crashes drop off in the evening, and are very low late at night. By comparison, fatal crashes occur at all times of the day, including evening and late at night.



The table on the next page lists the 40 counties with the highest numbers of young drivers involved in fatal crashes from 2007 to 2011. Wake County had the most fatal crashes (60), followed by Mecklenburg County (49), Guilford County (43), Cumberland County (41), and Johnston County (38). In total, the 40 counties listed in the table account for 78% of all young drivers involved in fatal crashes in North Carolina from 2007 to 2011. The counties near the top of the table are generally those with the largest populations. When looking at the *rate* of young driver fatal crashes per 10,000 population, the counties which stand out are Columbus (12.55), Bladen (8.77), Pender (7.78), Chatham (7.50), Lee (7.43), Johnston (7.05), Harnett (6.65), and Brunswick (6.55). Several of these counties are located in the coastal (eastern) part of the state.

Young drivers involved in fatal crashes, 2007-2011			
County	Young drivers involved in fatal crashes	Rate per 10,000 population	% of all 16-20 involved in fatal crashes
Wake	60	1.93	5.82%
Mecklenburg	49	1.61	4.75%
Guilford	43	2.17	4.17%
Cumberland	41	3.23	3.98%
Johnston	38	7.05	3.69%
Harnett	29	6.65	2.81%
Robeson	28	4.89	2.72%
Rowan	26	5.47	2.52%
Onslow	24	2.48	2.33%
Pitt	24	2.51	2.33%
Union	24	3.47	2.33%
Columbus	23	12.55	2.23%
Davidson	23	4.54	2.23%
Buncombe	18	2.51	1.75%
Forsyth	18	1.40	1.75%
Rockingham	18	6.18	1.75%
Brunswick	17	6.55	1.65%
Orange	17	2.23	1.65%
Randolph	17	3.66	1.65%
Cabarrus	16	2.77	1.55%
Catawba	16	3.19	1.55%
Wayne	16	3.73	1.55%
Gaston	14	2.03	1.36%
Lee	14	7.43	1.36%
Durham	13	1.32	1.26%
Iredell	13	2.40	1.26%
New Hanover	13	1.69	1.26%
Pender	13	7.78	1.26%
Wilkes	13	6.44	1.26%
Alamance	12	2.04	1.16%
Chatham	12	7.50	1.16%
Franklin	12	5.93	1.16%
Edgecombe	11	5.51	1.07%
Lincoln	11	4.46	1.07%
Nash	11	3.41	1.07%
Sampson	11	5.19	1.07%
Surry	11	4.62	1.07%
Bladen	10	8.77	0.97%
Cleveland	10	2.71	0.97%
Richmond	10	5.87	0.97%

Statewide Campaigns/Programs

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

Click It or Ticket, Securing Your Future began in 53 high schools in 16 counties in the fall of 2005. The program requires drivers and passengers at participating schools to buckle their seat belts before leaving school property or risk losing on campus parking privileges. Participating schools are provided exit signs, a citation booklet, brochures that have parent/student agreements, and promotional items to use as incentives for students who are buckled. Over 93,000 students from 312 high schools in over 90 counties participated in *Click It or Ticket, Securing Your Future* in 2011.

Two other North Carolina programs supported by GHSP include *StreetSafe* and *VIP for a VIP*. *StreetSafe* is a hands-on driving program for young drivers designed to change the driving behaviors that cause moving violations, crashes, DWI's, injuries and death. During the program, young drivers witness and experience the consequences of improper motor vehicle operation, particularly in dangerous situations, but in a controlled environment. As a result, they gain the experience and information they need to appreciate driving safely. *VIP for a VIP* (Vehicle Injury Prevention for a Very Important Person) educates teen drivers about the dangers of driving impaired or distracted. The program brings the sight, sounds, and smell of a fatal vehicle accident to high school students in a dramatic way in hopes of embedding the consequences of these often senseless events into the minds of teenage drivers. The vision is that, at the end of the day, students will have a realistic picture of what can happen as a result of one moment of inattention. The program is delivered by volunteers from local Fire, EMS, Police, and State Highway Patrol agencies.

It should be noted that several other initiatives, such as *Booze It & Lose It, No Need 2 Speed, and Click It or Ticket* encompass young drivers as part of the overall driving population. These are discussed in detail elsewhere in the Highway Safety Plan.

Summary

North Carolina has seen substantial decreases in fatal crashes involving young drivers in recent years. Between 2004 and 2011, fatal crashes decreased by 47%, with a drop of 15% in 2011 alone. These decreases have been evident for young drivers of all ages, and have also been observed when taking population changes into account.

Despite these improvements, motor vehicle crashes continue to be the leading cause of death among young people in North Carolina. Crashes are most common among males driving to and from school on urban roads. The counties that account for the highest number of young drivers

involved in fatal crashes are Wake, Mecklenburg, Guilford, Cumberland and Johnston counties. Several counties in the eastern part of the study, such as Columbus, Bladen and Pender, are noteworthy in having both a high number of young drivers involved in fatal crashes and a high rate per capita.

We believe further reductions in the number of young drivers involved in fatal crashes are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing the number of young drivers involved in fatal crashes 30% by 2016.

Funding Priorities

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

GHSP is committed to exploring and evaluating innovative approaches to training young drivers. GHSP is currently supporting both educational presentation activities and hands-on driver training. Both approaches utilize law enforcement and rescue personnel in delivering the training. During FY 2013, GHSP will evaluate the impact of *StreetSafe*, one of the most promising programs in North Carolina for reducing young driver crashes.

Media Plan

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

FY 2013 Young Driver Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: StreetSafe
Project Number: DE-13-14-02
Project Title: StreetSafe Teen Driving Program
Budget: $53,200
Local/State Match: $0
Project Description: This is an initial year project that will provide the StreetSafe program with equipment needed to expand and form another team to offer additional sessions. Monthly StreetSafe sessions will be conducted throughout the State of North Carolina teaching at-risk young drivers and their parents

the importance of always wearing a seatbelt; the dangers of speeding, following too closely, distractions and alcohol/drug use while driving; and other important safety messages.

Agency: UNC Highway Safety Research Center
Project Number: DE-13-14-03
Project Title: Evaluate StreetSafe Driver Training Program
Budget: $89,900
Local/State Match: $0
Project Description: This is an initial year project that will evaluate the StreetSafe program in North Carolina to determine the effectiveness in producing safety benefits for participants that traditional driver training cannot.

Agency: Vehicle Injury Prevention for a Very Important Person (VIP for a VIP)
Project Number: K8-13-02-23
Project Title: Bleacher System for the Eastern VIP for a VIP Team
Budget: $34,101
Local/State Match: $0
Project Description: This is a continuation project that will allow the VIP for a VIP program to continue to expand the implementation of their eastern team. The program goals are to increase the availability of the VIP for a VIP program to high school teen drivers and changing teen driving behaviors and attitudes by demonstrating the consequences of poor driving decisions.

Agency: Johnston County – JoCo Teen Drivers
Project Number: OP-13-05-08
Project Title: Johnston County Teen Driving Awareness Program
Budget: $15,200
Local/State Match: $0
Project Description: This is an initial year project that targets teen drivers in Johnston County. The goals of this project are to heighten public awareness of teen driving safety concerns in Johnston County, develop leadership teams for the JoCo Teen Drivers program and gather data to determine the behavioral changes that have occurred throughout the year amongst students that attend Johnston County High Schools.

Project Number	Project Title	Budget	Budget Source
OP-13-05-08	Johnston County Teen Driving Awareness Program	$15,200	402
DE-13-14-02	StreetSafe Teen Driving Program	$53,200	402
DE-13-14-03	Evaluate StreetSafe Driver Training Program	$89,900	402
K2-13-07-16	StreetSafe	$21,000	405

K8-13-02-15	Statewide Students Against Destructive Decisions Conference	$12,000	410
K8-13-02-23	Bleacher System for the Eastern VIP for a VIP Team	$34,101	410
402 Total		**$158,300**	
405 Total		**$21,000**	
410 Total		**$46,101**	
Total all funds		**$225,401**	

Motorcycle Safety

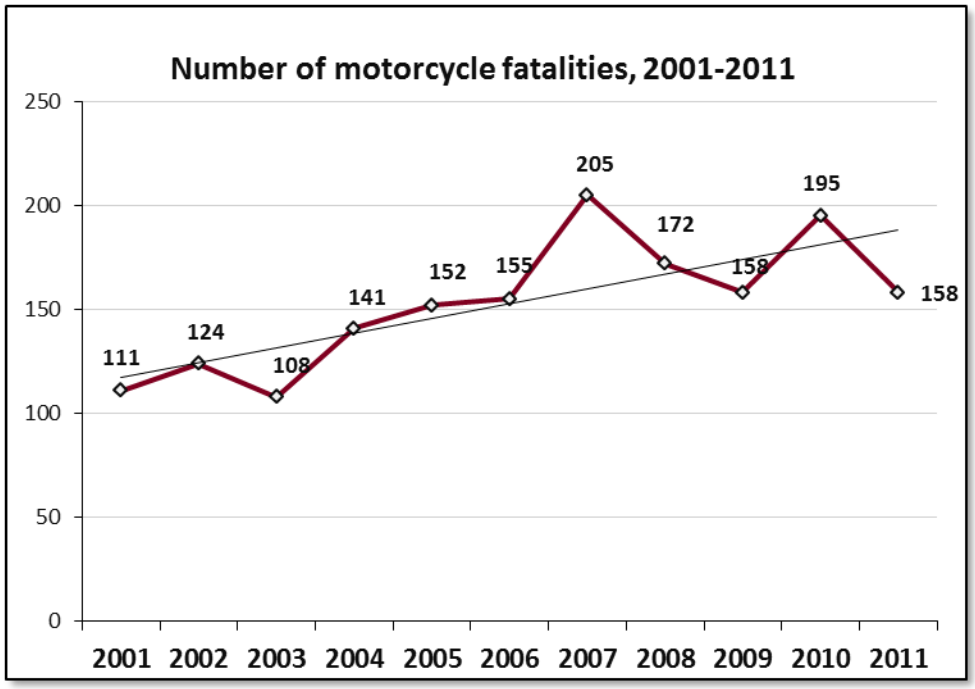
Goals:

- **GHSP's goal is to reduce motorcycle fatalities by 20 percent from the 2007-2011 average of 178 to 142 by 2013.**
- **Additionally, GHSP's goal is to keep unhelmeted motorcyclist fatalities at, or below, the current low number of 10.**

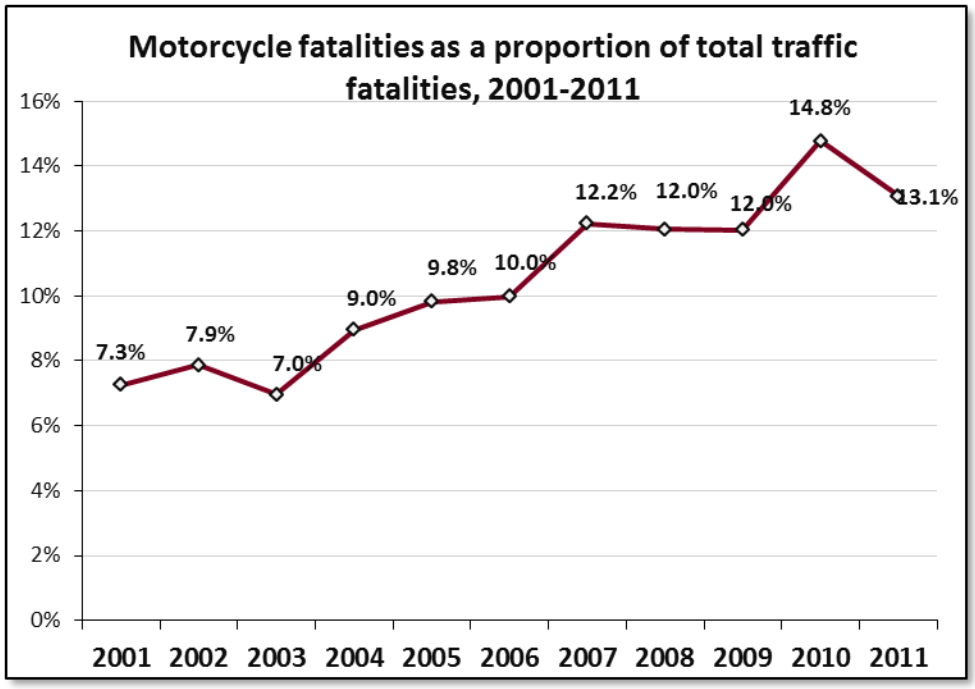
Evidence Considered

Crashes, deaths, and injuries

In 2011, there were 158 motorcycle rider fatalities in North Carolina. This includes 145 motorcycle operators and 13 passengers. Motorcycle fatalities were down by 19% in 2011 compared to 2010. However, as illustrated below, motorcycle rider fatalities have been gradually increasing in North Carolina over the past decade.



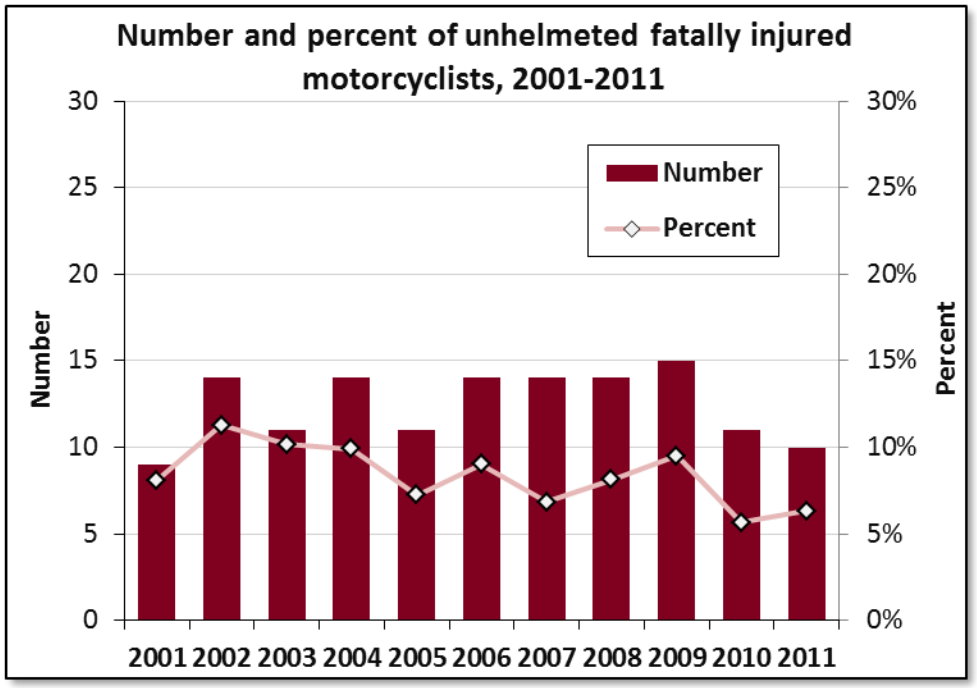
An additional concern is that motorcyclists are comprising an increasing proportion of traffic fatalities in North Carolina (see figure on the next page). Motorcyclists currently account for 13% of traffic fatalities, up from 7% of traffic fatalities in 2001.



The types of motorcycles involved in fatal crashes have changed over time also. Prior to 2008, less than 10 moped riders per year were killed in North Carolina. In 2010, however, there were 24 moped rider fatalities. This likely reflects the economic downturn beginning in 2008, with more people choosing mopeds as a less expensive means of transportation.

One positive finding is the vast majority of fatally injured motorcyclists in North Carolina were wearing a helmet when they crashed. In 2011, only 10 fatally injured motorcycle riders were not wearing a helmet. As shown in the figure on the next page, both the number and percent of unhelmeted motorcycle fatalities has been relatively consistent since 2001. Each year, there are roughly 10 to 15 fatalities involving unhelmeted motorcyclists, representing approximately 10% of all motorcyclist fatalities.

A recent Centers for Disease Control (CDC) publication named North Carolina as number 1 in the nation for both lives and economic costs saved by motorcycle helmet use. For a copy of the report, see: www.cdc.gov/motorvehiclesafety/pdf/mc2012/MotorcycleSafetyBook.pdf.



Although the total number of motorcycle rider fatalities has increased over the last decade, both the fatality rate per registered motorcycle and the total crash rate per registered motorcycle have been relatively stable since at least 2000, as shown below. This indicates the increase in motorcycle fatalities in recent years is due primarily to more riders.

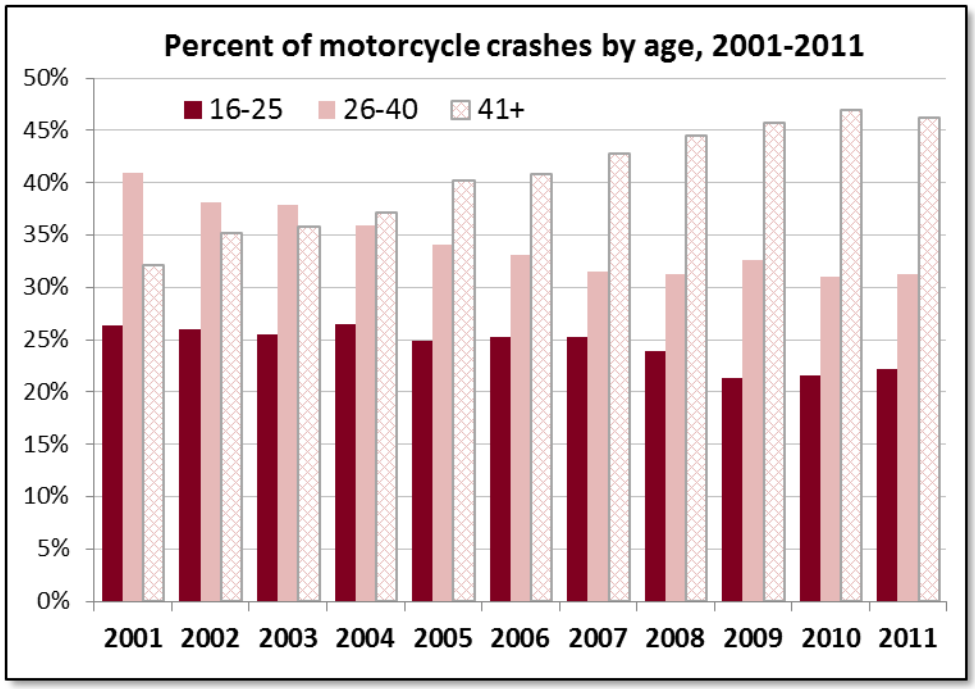
Motorcycle crash and fatality rates per registered motorcycle, 2001-2010

	Total crashes	Total fatalities	Registered motorcycles*	Crash rate per 1,000 registered motorcycles	Fatality rate per 10,000 registered motorcycles
2001	2541	111	111,051	22.9	10.00
2002	2606	124	121,047	21.5	10.24
2003	2904	108	131,991	22.0	8.18
2004	3350	141	145,450	23.0	9.69
2005	3664	152	160,420	22.8	9.48
2006	4099	155	176,909	23.2	8.76
2007	4390	205	193,486	22.7	10.60
2008	4877	172	210,719	23.1	8.16
2009	4162	158	200,718	20.7	7.87
2010	4240	195	182,836	23.2	10.67

*Note: Registered motorcycle data are from NC DOT vehicle registration file. These differ substantially from what is reported in the FHWA database, which is simply an estimate of motorcycle registrations.

Most motorcycle riders in the U.S. and North Carolina are males. Not surprisingly, the vast majority (93%) of crash-involved motorcycle riders in 2011 were male. Approximately half (53%) of motorcycle crashes were single vehicle crashes, and a majority (60%) occurred on rural roads. Alcohol use continues to be an important contributing factor to motorcycle crashes. Alcohol use was suspected in 8% of all motorcyclist crashes in 2011 – more than twice the rate of alcohol involvement in crashes involving passenger vehicles, pickup trucks, or other types of vehicles.

Over the past decade, there has been a gradual shift in the age of motorcyclists involved in crashes, as shown below. The percent of crash-involved riders between the ages of 26 and 40 has slowly decreased. Meanwhile, riders age 41 and older are increasingly involved in crashes. This same pattern has held true for fatal crashes. For example, 36% of fatally-injured riders in 2001 were age 45 or older. By 2010, this figure had increased to 48%.



Motorcycle crashes and fatalities tend to be most common during the afternoon and early evening, peaking from 3-6 p.m. Twenty-seven percent (27%) of all motorcycle crashes in 2010 occurred between 3-6 p.m., while 20% of fatal crashes occurred during this time period.

The table on the next page shows the 35 counties with the highest number of motorcyclist fatalities from 2007-2011. The counties with the most fatalities include Wake, Guilford, Mecklenburg, Cumberland, and Robeson. Many of the counties with the highest number of motorcyclist fatalities are also highly populated areas. The 35 counties listed in the table account for three-fourths (75%) of motorcyclist fatalities in the state.

Motorcyclist fatalities, 2007-2011		
County	Motorcyclist fatalities	% of all motorcyclist fatalities
Wake	50	5.85%
Guilford	43	5.04%
Mecklenburg	40	4.68%
Cumberland	35	4.10%
Robeson	30	3.51%
Buncombe	24	2.81%
Onslow	23	2.69%
Johnston	22	2.58%
Randolph	22	2.58%
Catawba	20	2.34%
Forsyth	20	2.34%
Rowan	18	2.11%
Union	18	2.11%
Davidson	17	1.99%
Iredell	17	1.99%
Alamance	16	1.87%
Cabarrus	16	1.87%
Gaston	15	1.76%
Burke	14	1.64%
New Hanover	14	1.64%
Caldwell	13	1.52%
Pitt	13	1.52%
Wayne	13	1.52%
Durham	12	1.41%
Harnett	12	1.41%
Wilkes	12	1.41%
Brunswick	11	1.29%
Graham	11	1.29%
Haywood	11	1.29%
Henderson	11	1.29%
Swain	11	1.29%
Craven	9	1.05%
Lincoln	9	1.05%
Cleveland	8	0.94%
Vance	8	0.94%

A different picture emerges when looking at fatalities *per registered motorcycle*. Here, many of the counties with the highest crash rates are located in the less populated mountainous western part of the state. As shown below, Graham County has a dramatically higher crash rate than any other county in North Carolina. This is likely due to Graham County's reputation as a

popular tourist destination for motorcyclists. In fact, since 2000, nearly 94% of motorcycle crashes in Graham County have occurred on 3 roads known in the motorcycling community for their scenery and challenging curves. In total, 8 of the top 10 counties with the highest rates of motorcycles involved in crashes per registered motorcycles are in the western part of the state.

Top 10 counties with highest rate of crash-involved motorcyclists per registered motorcycle, 2006-2010

County	Motorcyclist fatalities 2006-2010	Motorcycles involved in crashes 2006-2010	Registered motorcycles 2006-2010	Crash involved motorcycles per 1000 registered motorcycles
Graham	10	388	1236	313.9
Swain	10	166	2567	64.7
Macon	5	184	5235	35.1
Alleghany	2	47	1394	33.7
Transylvania	3	142	4260	33.3
Durham	11	395	13992	28.2
New Hanover	16	477	17052	28.0
Jackson	14	119	4284	27.8
Cumberland	36	1000	37202	26.9
Avery	1	59	2195	26.9

Statewide Campaigns/Programs

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

Students are typically experienced riders that are interested in improving their riding skills. The training takes place in the classroom and on the streets. Once on the road, students are paired with a motor officer that observes their riding techniques. The motor officer provides feedback on the riding techniques and offers instruction on how the rider can improve his/her techniques to become a safer rider. The on-street assessment is repeated and feedback and instruction are provided a second time.

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

Summary

Motorcycles are an increasingly popular form of transportation in North Carolina. From 2000 to 2009, motorcycle registrations per capita increased by 73%. Not surprisingly, the number of motorcyclist fatalities increased during that period as well. Motorcyclists now account for 13% of all traffic fatalities in North Carolina, up from 7% of traffic fatalities in 2001. In particular, there has been a notable increase in fatalities among moped riders.

The vast majority of crash-involved and fatally injured motorcycle riders are male. In addition, riders age 45 and older are increasingly involved in crashes. Five counties in North Carolina – Wake, Guilford, Mecklenburg, Cumberland, and Robeson – account for almost 25% 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 western part of the state. Graham County has a dramatically higher crash rate than any other county in North Carolina. This is likely due in part to Graham County's reputation as a popular tourist destination for motorcyclists.

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

Although North Carolina has been highly successful at minimizing the number of unhelmeted motorcyclist fatalities, we believe further reductions in overall motorcyclist fatalities are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing motorcyclist fatalities 20% by 2013. In addition, GHSP has set a goal to keep unhelmeted motorcyclist fatalities at, or below, the currently low number.

Countermeasures and Funding Priorities

GHSP is strongly supportive of efforts to provide training to help motorcyclists become safe riders. During FY 2013, GHSP will be expanding the *Bike Safe North Carolina* program to reach a larger number of motorcyclists. GHSP is interested in determining the impact of the educational efforts on crashes among motorcyclists.

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

Media Plan

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

GHSP will conduct a kickoff event for Motorcycle Safety Awareness month in May 2013. GHSP will seek earned media attention that will be gained from partnerships with NC DOT Communications Office, SHP, local law enforcement, rider groups, Camp Leujune Military Base, etc. Typically, the kickoff event will feature the GHSP Director, state law enforcement, local law enforcement, and Camp Leujune's Marine General. Bike Safe will conduct training in conjunction with the event. Additionally, GHSP will sponsor a motor officer competition in conjunction with the Raleigh Police Department in the spring of 2013.

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

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

FY 2013 Motorcycle Safety Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: Hendersonville PD
Project Number: MC-13-08-02/K6-13-09-08
Project Title: BikeSafe NC Expansion
Budget: $31,000
Local/State Match: $0
Project Description: This is an initial year project. With the motorcycle and other funds being provided, the Hendersonville Police Department will be able to increase its efforts to educate motorcycle riders through BikeSafe North Carolina in the Western region of the State.

Agency: Guilford County Sheriff's Office
Project Number: MC-13-08-04/K6-13-09-06
Project Title: BikeSafe Guilford County Sheriff's Office
Budget: $71,460
Local/State Match: $0
Project Description: This is an initial year project aimed at increasing motorcycle safety education in the region through conducting BikeSafe North Carolina classes for civilians. With the extra emphasis on motorcycle safety, the

desired end result is a decrease in the number of fatal and severe injury motorcycle crashes in Guilford County.

Agency: Gastonia Police Department
Project Number: MC-13-08-05/K6-13-09-07
Project Title: BikeSafe Gastonia
Budget: $71,800
Local/State Match: $0
Project Description: This is an initial year project. The Gastonia Police Department Traffic Enforcement Division will be traveling to various cities throughout the State to assist with BikeSAfe NC classes. To accomplish this task, two motorcycles along with a trailer and other equipment will be provided through this grant.

Agency: Lenoir Community College
Project Number: K6-13-09-02
Project Title: North Carolina Motorcycle Safety Education Program
Budget: $46,750
Local/State Match: $46,750
Project Description: This is an ongoing continuation project. Throughout this grant cycle the North Carolina Motorcycle Safety Education Program will conduct motorcycle training classes at various locations across the State of North Carolina. They will augment Ridercoaches at existing sites to offset attrition and to make Ridercoaches available to new or expanded sites. Repainting ranges that MSF requires to repaint and to get the new ranges painted while also purchasing training motorcycles will assure the quality and standards of the program.

Agency: Lenoir Community College
Project Number: K6-13-09-03
Project Title: North Carolina Motorcycle Safety Education Program
Budget: $56,450
Local/State Match: $0
Project Description: This is an ongoing continuation project. This grant will supply a summer update for RiderCoaches and Trainers to allow interaction and information sharing among all participants. This will allow us to ensure that our RiderCoaches are knowledgeable and proactive concerning motorcycle training issues. This will allow the North Carolina Motorcycle Safety Education Program to continue and enhance their Quality Control System by contracting with a team of specially trained RiderCoaches around the state to make Quality Assurance Visits to our training sites.

Agency: North Carolina Department of Public Safety - NCSHP
Project Number: K6-13-09-04

Project Title: BikeSafe NC 2013
Budget: $22,500
Local/State Match: $0
Project Description: This is an ongoing continuation project. The goals of this project are to reduce motorcycle collisions in North Carolina by 5% from 3,105 in 2010 to 2,950, and to reduce motorcycle fatalities in North Carolina by 5% by the end of 2013 by promoting BikeSafe NC. Throughout the grant cycle the NCSHP will offer one BikeSafe NC class to the public, at least once per month; offer assessor training to motorcycle units throughout the state once per quarter; make BikeSafe NC presentations throughout the state; and maintain a web site with information about BikeSafe NC for agencies and participants. This web site will increase statistical data by reviewing survey results compiled by the contracted agency.

Agency: Thomasville Police Department
Project Number: K6-13-09-05
Project Title: Bike Safety Thomasville
Budget: $17,350
Local/State Match: $0
Project Description: This is an initial year project. The Thomasville Police Department has two trained and certified motor officers in the BikeSafe NC program. A trailer, audio/visual equipment and travel funds will be provided in order to host and assist the BikeSafe NC program in Thomasville and the surrounding regions of the State. Thomasville Police Department will host or assist a minimum of six BikeSafe NC programs and increase motorcycle enforcement initiatives such as helmet compliance and Driving While Impaired. These initiatives are aimed at reducing motorcycle crashes and injuries.

Project Number	Project Title	Budget	Budget Source
MC-13-08-02	BikeSafe NC Expansion	$15,500	402
MC-12-08-04	BikeSafe Guilford County Sheriff's Office	$35,730	402
MC-12-08-05	BikeSafe Gastonia	$35,900	402
MC-13-08-06	Winston-Salem Police Department	$14,000	402
K6-13-09-02	North Carolina Motorcycle Safety Education Program	$46,750	2010
K6-13-09-03	North Carolina Motorcycle Safety Education Program	$56,450	2010
K6-13-09-04	BikeSafe NC 2013	$22,500	2010
K6-13-09-05	Bike Safety Thomasville	$17,350	2010
K6-13-09-06	Guilford County Sheriff's Office	$35,730	2010
K6-13-09-07	City of Gastonia	$35,900	2010

K6-13-09-08	City of Henderson Police Department	$15,500	2010
K6-13-09-09	City of Henderson Police Department	$14,000	2010
402 Total		**$101,130**	
2010 Total		**$244,180**	
Total all funds		**$345,310**	

Older Drivers

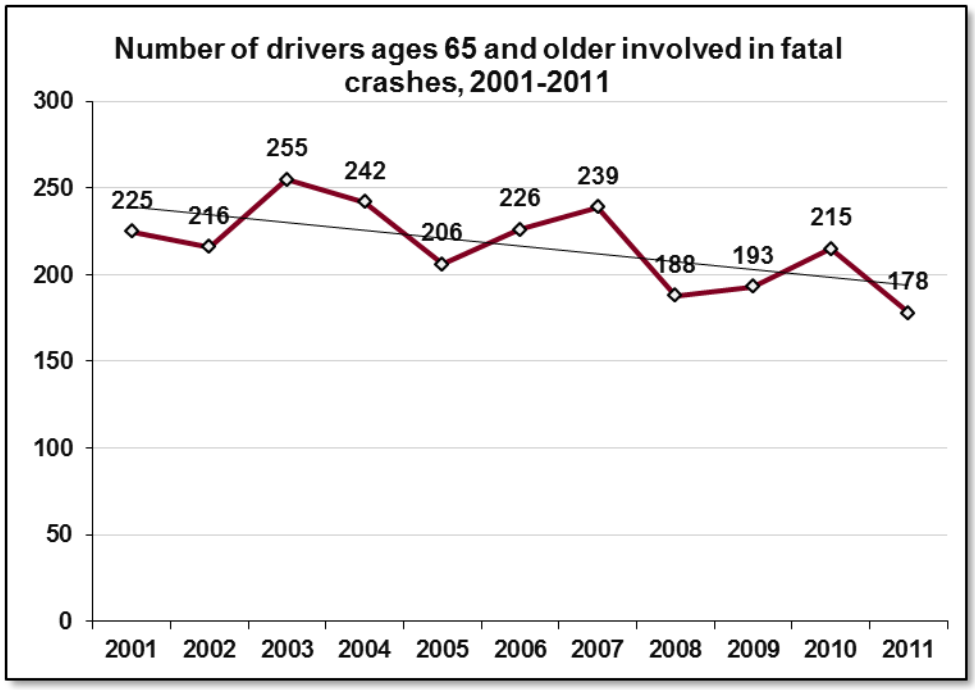
Goal:

GHSP's goal is to reduce the number of older drivers involved in fatal crashes by 20 percent from the 2007-2011 average of 203 to 162 by 2013.

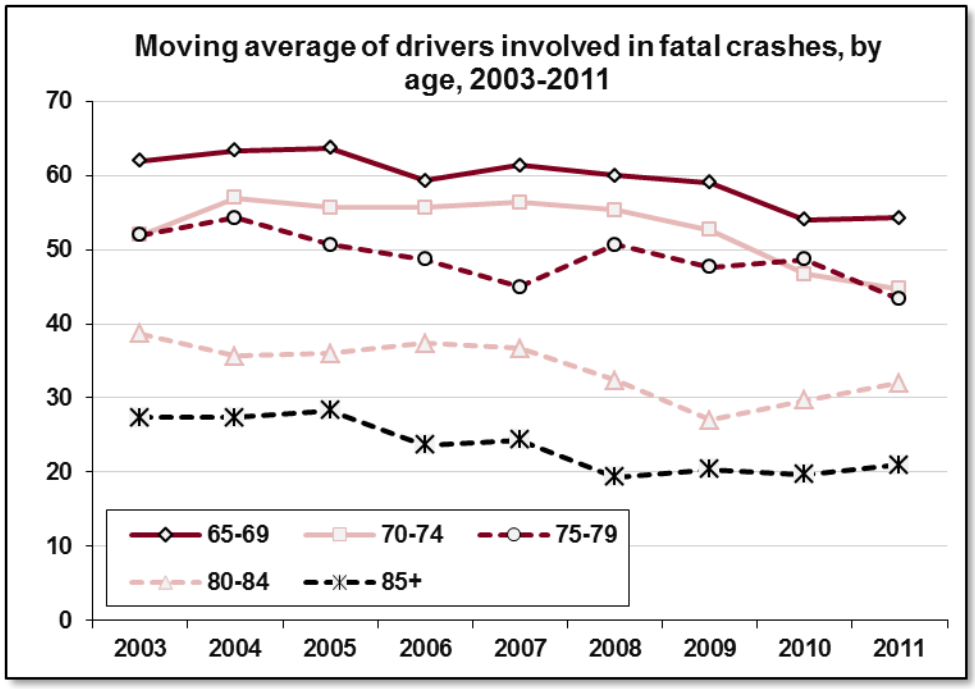
Evidence Considered

Crashes, deaths, and injuries

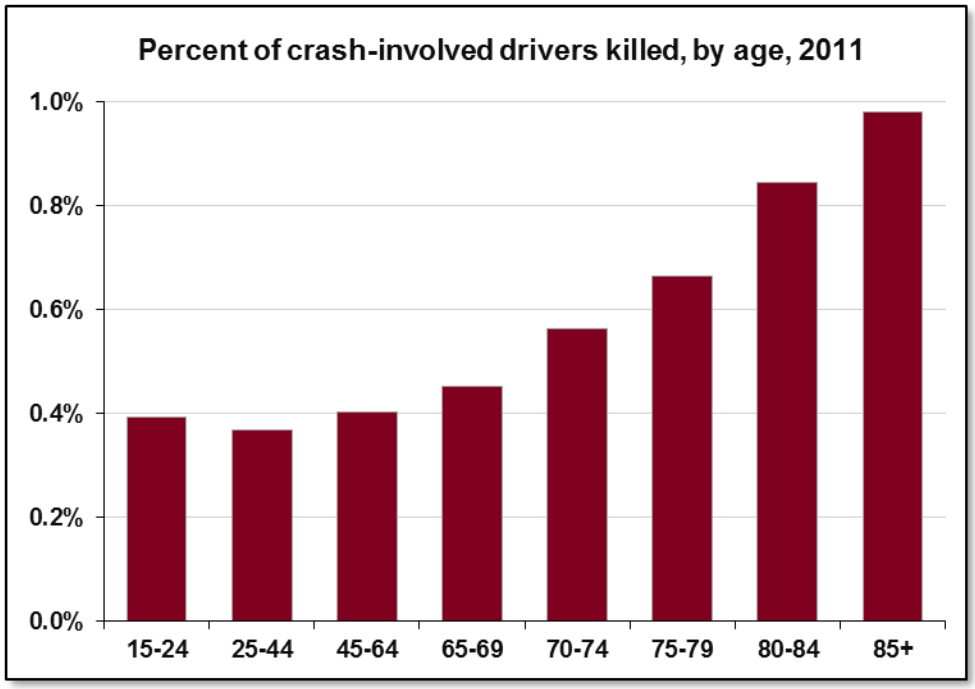
In 2011, there were 178 fatal crashes involving drivers age 65 and older. This was a 17% decrease from the 215 fatal crashes in 2010. The figure below shows fatal crashes involving older drivers from 2001 to 2011. Although fatal crashes have fluctuated over recent years, the general trend has been a slow decline in fatalities.



The figure on the next page shows the moving average of older driver involvement in fatal crashes, broken out into different age groups. Moving averages were used to smooth out yearly fluctuations in fatalities (since the individual age groups are relatively small). Not surprisingly, drivers age 65 to 69 are involved in more fatal crashes than their older counterparts. This partly reflects fewer drivers in the oldest age groups. However, it is also common for people to drive less as they get older, often by their own choice. For all of the age groups, fatal crashes have gradually decreased over time.



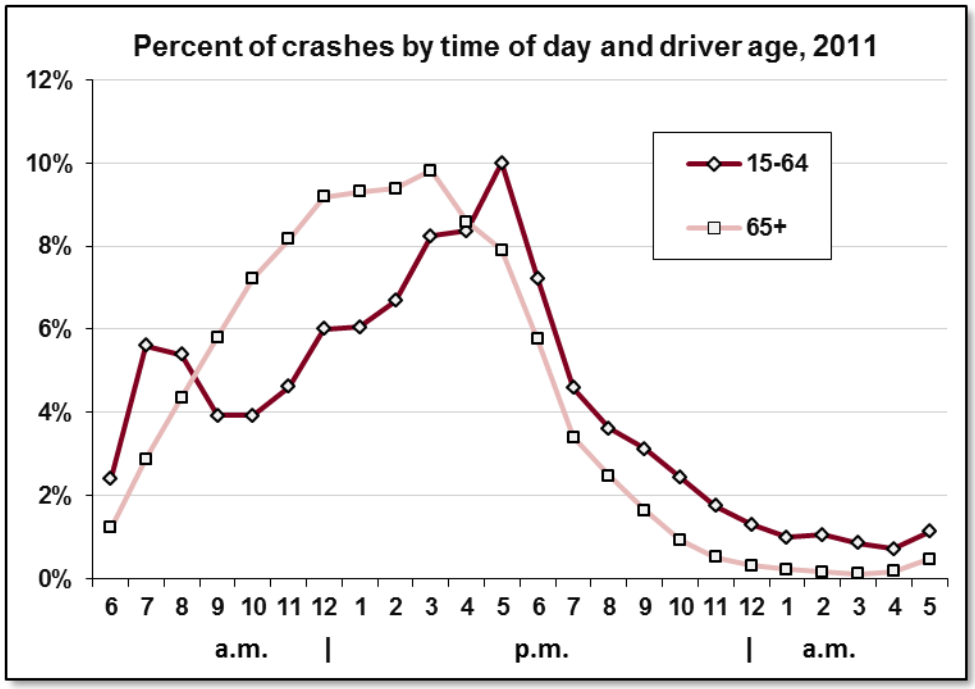
When older drivers are involved in a crash, they are more likely than their younger counterparts to be killed. The figure below shows the percent of crash-involved drivers in North Carolina who were killed, based on the age of the driver. Drivers age 65 to 69 are no more likely to be killed in a crash than drivers age 15 to 64. However, beginning with age 70, the risk of being killed in a crash increases greatly. To a large degree, this reflects the increasing fragility of older persons.



In 2011, there were 29,556 drivers age 65 and older involved in a crash in North Carolina. Although drivers age 65 and older represent 14.7% of the driving age population, they accounted for only 9% of drivers in crashes during 2011.

Of the older drivers involved in a crash in 2011, 55% were male. A majority (61%) were driving a passenger car; fewer were driving SUVs (28%), pickup trucks (17%), or minivans (12%). The percent driving a passenger car increased with age – almost 80% of the oldest drivers (85+) were driving a passenger car when they crashed. Thirty-eight percent (38%) of crashes involving drivers 65 and older occurred on rural roads.

Older driver crashes differ from their younger counterparts in the time of day of their crashes, as shown below. For drivers age 15 to 64, there are peaks in crashes at 7 a.m. and 5 p.m., corresponding to the "rush hour." For drivers age 65 and older, crashes are highest between noon and 4 p.m. It is also noteworthy that older drivers have few crashes during the evening and nighttime hours.



The table below lists the 40 counties with the highest number of older driver fatal crashes from 2007 to 2011. The counties with the most fatal crashes include Wake County (42), Mecklenburg County (37), Guilford County (35), and Buncombe County (32). Many of the counties near the top of the table also have large populations. The table also shows the crash rate per 10,000 population for drivers 65 and older. Counties that stand out with high crash rates per capita include Bladen (4.68), Duplin (3.57), Davie (3.48), Robeson (3.40), Columbus (3.38), and

Sampson (3.29) counties, many of which are located in the coastal (eastern) part of the state. In total, the 40 counties listed in the table account for 73% of all older driver fatal crashes.

Older drivers (65+) involved in fatal crashes, 2007-2011

County	Older drivers involved in fatal crashes	Rate per 10,000 population	% of all 65+ involved in fatal crashes
Wake	42	1.08	4.15%
Mecklenburg	37	0.90	3.65%
Guilford	35	1.15	3.46%
Buncombe	32	1.67	3.16%
Davidson	27	2.30	2.67%
Cumberland	26	1.66	2.57%
Robeson	26	3.40	2.57%
Rowan	26	2.59	2.57%
Brunswick	22	1.88	2.17%
Henderson	21	1.75	2.07%
Johnston	21	2.40	2.07%
Iredell	20	1.94	1.97%
New Hanover	20	1.41	1.97%
Cabarrus	18	1.78	1.78%
Union	18	1.83	1.78%
Forsyth	17	0.74	1.68%
Pitt	17	2.02	1.68%
Burke	16	2.18	1.58%
Chatham	16	2.71	1.58%
Caldwell	15	2.33	1.48%
Catawba	15	1.37	1.48%
Columbus	15	3.38	1.48%
Duplin	15	3.57	1.48%
Sampson	15	3.29	1.48%
Alamance	14	1.26	1.38%
Durham	14	1.06	1.38%
Nash	14	2.07	1.38%
Onslow	14	1.99	1.38%
Randolph	14	1.39	1.38%
Wayne	14	1.73	1.38%
Bladen	13	4.68	1.28%
Carteret	13	2.03	1.28%
Cleveland	13	1.76	1.28%
Halifax	13	2.92	1.28%
Moore	13	1.29	1.28%
Davie	12	3.48	1.18%
Orange	12	1.84	1.18%
Surry	12	1.95	1.18%
Wilkes	12	2.03	1.18%
Lenoir	11	2.30	1.09%

Summary

The number of fatalities involving a driver age 65 and older has gradually decreased during the last decade in North Carolina. However, the fatality rate for older drivers involved in crashes is two to three times higher than the rate for drivers less than 65 years of age. This suggests that when older drivers are involved in a crash, they are much more likely than their younger counterparts to be killed. The counties in North Carolina that account for the most older driver fatal crashes are Wake, Mecklenburg, Guilford, and Buncombe.

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

We believe further reductions in the number of older drivers involved in fatal crashes are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing the number of young drivers involved in fatal crashes 20% by 2013.

Countermeasures and Funding Priorities

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

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

Media Plan

GHSP will seek opportunities with older driver partners to draw media attention to the increasing issue of older driver safety, particularly in counties where older driver involved crashes are most prevalent. GHSP does not have any planned media events or advertising scheduled for FY 2013, but will evaluate opportunities in the coming months. GHSP will also explore non-traditional media opportunities to bring attention and awareness to older driver safety.

FY 2013 Older Driver Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: UNC Highway Safety Research Center
Project Number: SA-13-16-03
Project Title: Senior Driver Information and Materials Development and Delivery
Budget: $74,384
Local/State Match: $25,696
Project Description: This grant will provide senior driver crash data to support groups and coalitions working with the senior populations. They will also create a website for "one stop shopping" for information about older driver safety and resources in North Carolina. The website will serve as a resource to the state's older drivers, as well as to family members concerned about an older driver, physicians, law enforcement and others.

Project Number	Project Title	Budget	Budget Source
SA-13-16-03	Senior Driver Information and Materials Development and Delivery	$74,384	402
402 Total		**$74,384**	
Total all funds		**$74,384**	

Pedestrians

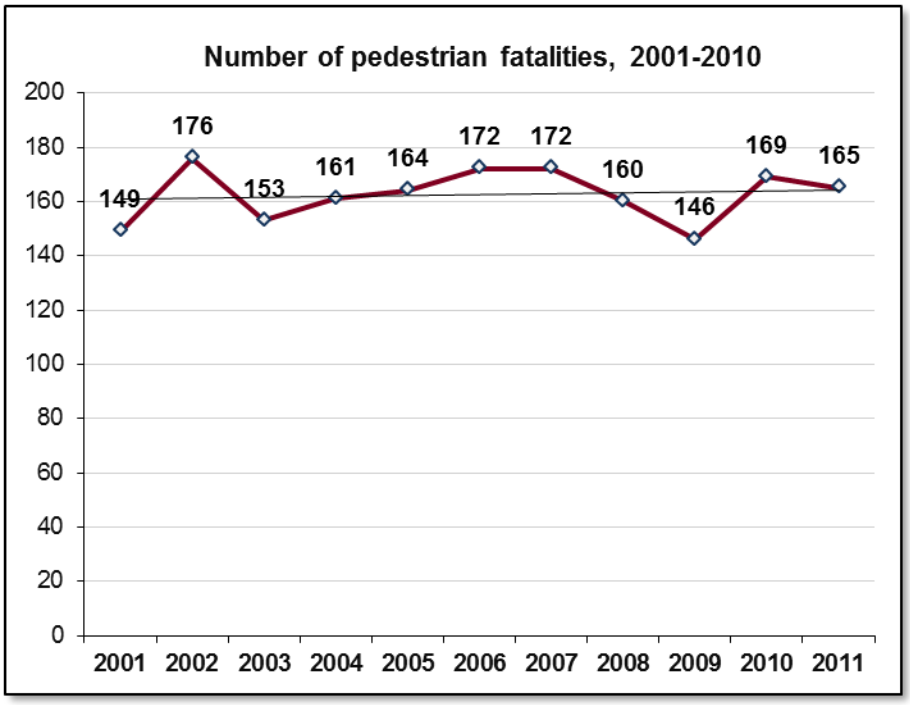
Goal:

GHSP's goal is to reduce pedestrian fatalities by 15 percent from the 2007-2011 average of 162 to 138 by 2013.

Evidence Considered

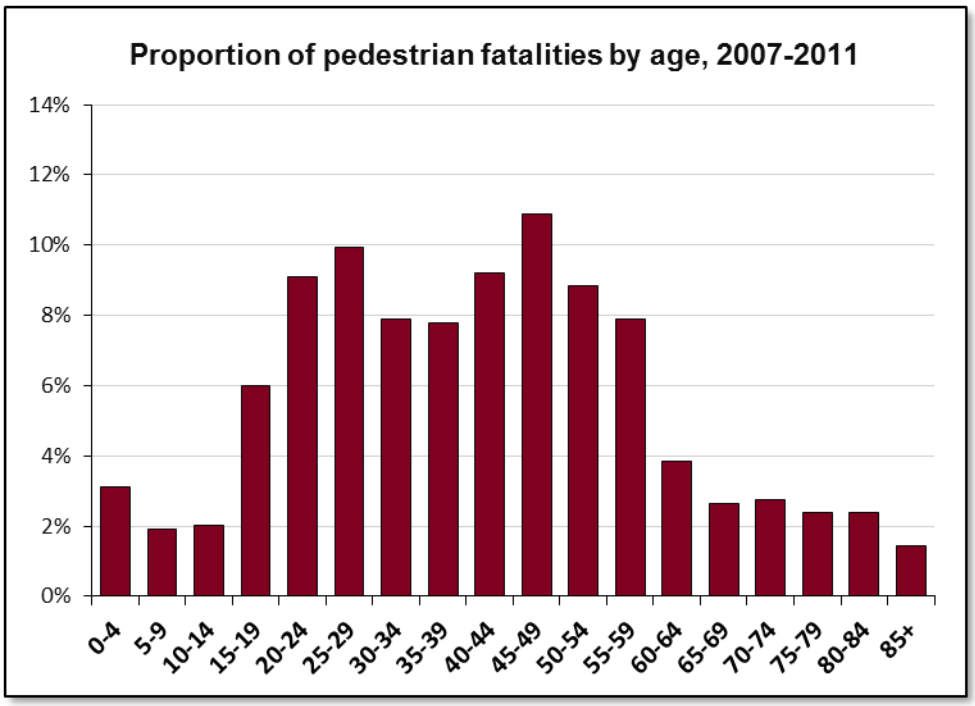
Crashes, deaths, and injuries

In 2011, 165 pedestrians were killed in pedestrian-motor vehicle crashes in North Carolina. This represents a slight decrease from the 169 fatalities in 2010. Overall, however, the number of pedestrian fatalities in North Carolina is essentially unchanged over the past decade, as shown in the figure below.



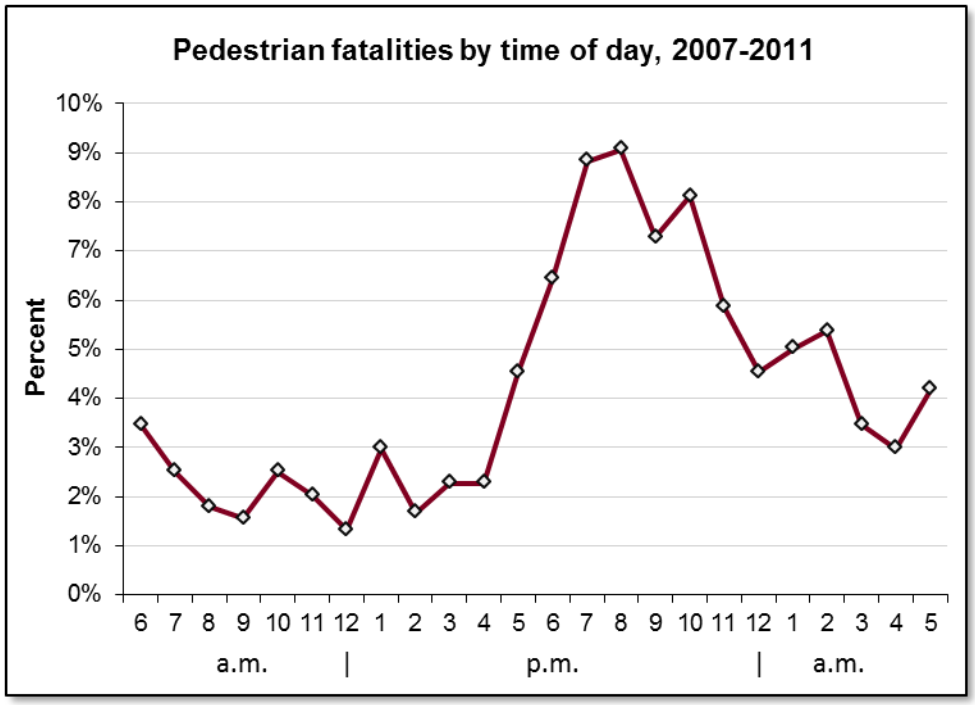
Although crashes involving pedestrians represent only about 1% of the total reported crashes in North Carolina, pedestrians are highly over-represented in fatal crashes. Pedestrian fatalities consistently account for just over 10% of all traffic fatalities each year. The reason why pedestrian fatalities are over-represented is obvious – pedestrians seldom "win" during a vehicle-pedestrian crash. Research shows the risk of pedestrian death is 25% when a vehicle is traveling at 32 mph, 50% at 42 mph, and 90% at 58 mph.

In 2011, males accounted for approximately twice as many pedestrian fatalities as females (114 versus 51). This is consistent with previous years. The figure below shows the age of pedestrians killed in crashes. Children (< age 15) and the elderly (> 64) account for a relatively small percentage of pedestrian fatalities. The highest proportion of pedestrian fatalities is among persons age 20 to 59.



It is not uncommon for alcohol to be involved in pedestrian fatalities. Between 2007 and 2011, 29% of pedestrians who were killed in crashes in North Carolina were judged to be intoxicated based on the judgment of the law enforcement officer who completed the crash report form. Other factors involved in pedestrian crashes in North Carolina, based on 2010 FARS data, include pedestrians who were not visible (e.g., dark clothing; 30% of fatalities), pedestrians who were in the roadway improperly (e.g., standing, lying or playing; 27%), pedestrians who darted into the road (23%), and failure to yield right of way (20%).

Pedestrian fatalities also vary by time of day. The figure on the next page shows pedestrian fatalities by time of day for the years 2007 through 2011. As illustrated, pedestrian fatalities are much more common during the nighttime hours. In all, 71% of pedestrian fatalities occurred between 6 p.m. and 6 a.m. This is not surprising, since pedestrians can be much more difficult to see at nighttime, and alcohol-involvement is higher in nighttime crashes.



Pedestrian-motor vehicle crashes are most common in urbanized areas. In North Carolina, approximately 70% of pedestrian collisions occur on urban streets. However, pedestrian *fatalities* are equally split between urban and rural roads. Between 2007 and 2011, 53% of pedestrian fatalities occurred on rural roads. Vehicles on rural roads are more likely to be traveling at high speeds. Consequently, pedestrian-motor vehicle crashes on rural roads are substantially more likely to result in fatalities.

The table on the next page shows the top 39 counties with the most pedestrian fatalities from 2007 to 2011. Mecklenburg County had the highest number of pedestrian fatalities during this period (89 fatalities), followed by Wake County (65), Robeson County (48), and Cumberland County (42). In total, the 39 counties listed in the table account for 82% of all pedestrian fatalities in North Carolina from 2007 to 2011. The counties with the highest numbers of pedestrian fatalities are generally those with the largest populations; however, there are exceptions to this pattern. Robeson County is particularly noteworthy in having both a high pedestrian fatality count and a high rate per capita. Other counties with high per capita rates of pedestrian fatalities include Bladen, Dare, Columbus, Halifax, Richmond, Cleveland, Sampson, Lee and Duplin counties. Note that a number of these counties are in the eastern (Coastal) part of the state.

Pedestrian fatalities, 2007-2011			
County	Pedestrian fatalities	Fatalities per 100,000 population	% of all pedestrian fatalities
Mecklenburg	89	1.93	10.62%
Wake	65	1.43	7.76%
Robeson	48	7.14	5.73%
Cumberland	42	2.57	5.01%
New Hanover	25	2.46	2.98%
Forsyth	24	1.37	2.86%
Onslow	23	2.46	2.74%
Buncombe	20	1.67	2.39%
Guilford	18	0.74	2.15%
Catawba	17	2.20	2.03%
Alamance	16	2.11	1.91%
Cleveland	16	3.26	1.91%
Durham	15	1.12	1.79%
Wayne	15	2.44	1.79%
Davidson	14	1.72	1.67%
Gaston	14	1.36	1.67%
Union	13	1.29	1.55%
Brunswick	12	2.22	1.43%
Johnston	12	1.41	1.43%
Bladen	11	6.25	1.31%
Columbus	11	3.80	1.31%
Henderson	11	2.06	1.31%
Nash	11	2.29	1.31%
Craven	10	1.92	1.19%
Halifax	10	3.67	1.19%
Orange	10	1.49	1.19%
Pitt	10	1.19	1.19%
Sampson	10	3.15	1.19%
Duplin	9	3.06	1.07%
Franklin	9	2.96	1.07%
Harnett	9	1.55	1.07%
Iredell	9	1.13	1.07%
Lee	9	3.11	1.07%
Rockingham	9	1.92	1.07%
Randolph	8	1.13	0.95%
Richmond	8	3.43	0.95%
Dare	7	4.12	0.84%
Moore	7	1.58	0.84%
Wilson	7	1.72	0.84%

Summary

The number of pedestrian fatalities in North Carolina has changed little over the past decade. Pedestrian fatalities are most common among males, persons age 20 to 59, and during nighttime hours. Pedestrian fatalities are equally common on urban and rural roadways. The counties that account for the most pedestrian fatalities are Mecklenburg, Wake, Robeson and Cumberland counties, although several counties in the eastern part of the state have high rates of pedestrian fatalities per capita. Robeson County is particularly noteworthy in having both a high pedestrian fatality count and a high rate per capita.

We believe further reductions in pedestrian fatalities are possible. To adjust for the confounding effect of economic conditions, five year averages were used as the baseline for setting goals. GHSP is working toward reducing the number of pedestrian fatalities 15% by 2013.

Funding Priorities

This past year, GHSP funded a study that used geo-coding to identify areas where a significant proportion of pedestrian motor vehicle crashes occur. Once identified, communities can use this information to target problematic pedestrian crash locations and implement effective pedestrian safety zone programs. Lessons learned from pilot efforts in Durham, Mecklenburg, and Wilson counties will serve as the starting point for enforcement and education efforts. GHSP will work with HSRC, NC DOT, AARP, and other partners to effectively impact pedestrian safety issues.

Media Plan

GHSP will seek opportunities with pedestrian safety partners to draw media attention to issues surrounding pedestrian safety in counties where pedestrian crashes are most prevalent. GHSP does not have any planned media events or advertising scheduled for FY 2013, but will evaluate opportunities in the coming months. GHSP will also explore non-traditional media opportunities to bring attention and awareness to pedestrian safety.

FY 2013 Pedestrian Projects

At this time, there are no projects currently approved by the review team to address pedestrian safety issues in North Carolina.

Traffic Records

Goal:

Provide direction and facilitate coordination among the safety data stewards and stakeholders to improve the transportation safety information systems in North Carolina.

NC Traffic Records Coordinating Committee (NC TRCC)

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

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

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

NC Traffic Records Assessment

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

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

NC Traffic Records Strategic Planning

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

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

NC TRCC Current Activities

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

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

The current NC TRCC has a steering committee who worked on assisting the DOT DMV Traffic Records Section with revising the NC DMV 349 Crash Report for the first time in 10 years. The first phase of this process has been completed and the recommendations will be implemented when several other critical NC DOT system changes have been completed first.

GHSP appointed a senior Highway Safety Specialist (HSS) as the new NC Traffic Records Coordinator in the fall of 2012. In this role, the HSS is responsible for coordinating and planning the TRCC meetings. In addition, this individual planed and completed the 2012 Traffic Records Assessment (January 2012), provided input in the development of the new, completely revamped 2012 Traffic Records Strategic Plan (May 2012) prepared by UNC HSRC, and helped prepare and submit the FY 2012 Section 408 Traffic Records Data Improvement Application (June 2012).

Newly Defined Goals of the NC TRCC

Recently, the NC TRCC decided to better identify the goals of the committee and bring them up-to-date. The June 2012 TR Strategic Plan includes the following description of the TRCC goals:

- Consider expanding the membership of the North Carolina TRCC to include additional stakeholders. Examples include local law enforcement, public health professionals, and transportation planners.

- In collaboration with the North Carolina GHSP, review and improve upon the protocol used in the identification, prioritization and selection of projects that are funded under the Section 408 State Traffic Safety Information System Improvement Grant program that was authorized under SAFETEA-LU and is administered by NHTSA.

- Annually review and update the Traffic Safety Information Systems Strategic Plan to measure progress on existing goals and objectives and to establish new goals and objectives. All TRCC members and additional stakeholders as necessary should provide input to the review/update process via facilitated workshops.

FY 2013 Traffic Records Projects

The following section outlines all projects that are currently approved by the review team and officially part of the original submission of the FY 2013 North Carolina Highway Safety Plan.

Agency: North Carolina Department of Crime Control (SHP)
Project Number: K9-13-11-02
Project Title: Air Cards Technology to Reduce Speed Related Crashes and Increase Seat Belt Use
Budget: $608,160
Local/State Match: $0
Project Description: To provide 1,267 State Troopers with air-cards which will enable better timeliness and accuracy in providing e-citation and electronic crash reporting statewide. This will greatly enhance the opportunities for the State of North Carolina to move toward a more rapid response for traffic records. This grant will also enable better tracking and mapping of crash sites and frequency which will enable law enforcement to address the problem locations. They will also be able to target locations of the highest number of non-seat belt use in the state.

Agency: N. C. Judicial Department
Project Number: K9-13-11-03
Project Title: eCitation Printers
Budget: $214,500
Local/State Match: $0
Project Description: This grant would provide printers for those law enforcement agencies unable to purchase them and therefore increase the number of law enforcement officers on eCitation, and would increase the percentage of eCitations versus paper citations.

Agency: N. C. Judicial Department
Project Number: K9-13-11-06
Project Title: eCitation/NCAWARE Arrestables Interface
Budget: $133,572
Local/State Match: $0
Project Description: This project covers costs for programmers to develop an interface between eCitation and NCAWARE for arrestable offenses. This would provide eCitation of the ability to create and transmit citations for arrestable offenses to NCAWARE to pre-populate the arrest process before law enforcement reaches the magistrates office with the offender for probable cause determination. This effectively 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.

Agency: UNC Highway Safety Research Center
Project Number: TR-13-10-01
Project Title: Quick Response System
Budget: $44,146
Local/State Match: $0
Project Description: To assist law enforcement officers, state employees, the media and citizens with prompt and accurate data regarding traffic related topics. This project has been operational for over fifteen years and has fielded thousands of queries by as many different parties. This has been a valuable asset in keeping the public informed and educated on traffic problems through the years.

Agency: UNC Highway Safety Research Center
Project Number: TR-13-10-02
Project Title: Web site using NC crash data
Budget: $55,421
Local/State Match: $0
Project Description: To continue an interactive web site of 2001 – 2012 crash data. Each year this web site is updated with the previous year's data and maintained by HSRC for the availability to anyone wishing to use the web for information.

Agency: UNC – Chapel Hill, HSRC
Project Number: TR-13-10-03
Project Title: 2013 N. C. Traffic Safety Information Systems Strategic Plan Update
Budget: $22,807
Local/State Match: $0
Project Description: To work with the N. C. Traffic Records Coordinating Committee and GHSP to update the State Traffic Records Strategic Plan and to assist in preparing the application to NHTSA for Section 408 monies.

Project Number	Project Title	Budget	Budget Source
TR-13-10-01	Quick Response System	$44,146	402
TR-13-10-02	Web site using NC crash data	$55,421	402
TR-13-10-03	2013 N. C. Traffic Safety Information Systems Strategic Plan Update	$22,807	402
K9-13-11-02	Air Cards Technology to Reduce Speed Related Crashes and Increase Seat Belt Use	$608,160	408
K9-13-11-03	eCitation Printers	$214,500	408
K9-13-11-05	Enfield Police Department	$4,000	408
K9-13-11-06	eCitation/NCAWARE Arrestables	$133,572	408

Interface	
402 Total	**$122,374**
408 Total	**$960,232**
Total all funds	**$1,082,606**

NC Highway Safety Media Plan

The GHSP media plan will target two areas of immediate concern: occupant protection and alcohol-impaired driving. All media for these areas will include paid and earned media.

In the area of occupant protection, North Carolina will participate in the national *Click It or Ticket* mobilization in FY 2013. A primary focus of media efforts will be counties and demographic groups which demonstrate low seat belt usage as indicated in the Occupant Protection section of the Highway Safety Plan. Paid media spots will convey an enforcement message to compliment the national media placement. In addition to paid public service announcements on television and radio, the spot will be strategically placed in movie theaters across the state airing prior to the feature presentation. The GHSP will also use gas station advertising in low seat belt usage counties to promote the *Click It or Ticket* message. Finally, earned media will be conducted statewide with planned campaign kickoffs and approximately 1,500 checkpoints planned for the mobilization.

North Carolina will also participate in all national impaired driving mobilizations. A state specific public service announcement will be placed across the state during the holiday campaign (Dec 2012 – Jan 2013). In addition, the spot will be strategically placed in movie theaters across the state airing prior to the feature presentation. The GHSP will also use gas station advertising in high alcohol-related crash areas to promote the *Booze It & Lose It* message during each impaired driving mobilization. Earned media will be gained from kickoff events as well as high visibility checkpoints throughout the campaigns.

North Carolina will continue to implement the *Click It or Ticket, Securing your Future* initiative, which targets high school age drivers. This program was launched in the fall of 2005 in 53 high schools across the state and is now in 312 high schools, reaching more than 93,000 students. North Carolina's goal is to eventually have this initiative in every high school in North Carolina.

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

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

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

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

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

Other Federal Requirements

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

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

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

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

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

  (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.;* PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:

1. The dangers of drug abuse in the workplace.

2. The grantee's policy of maintaining a drug-free workplace.

3. Any available drug counseling, rehabilitation, and employee assistance programs.

4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from

participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—

a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Becky W. Wallace

Governor's Representative for Highway Safety

North Carolina

State or Commonwealth

FY 2013

For Fiscal Year

August 31, 2012

Date

Equipment Requests of $5,000 or More

Project #	Agency	Quantity	Description	Unit amount	Total amount
MC-13-08-02/ K6-13-09-08	Hendersonville Police Department	1	Motorcycle	$28,000	$28,000
MC-13-08-04/ K6-13-09-06	Guilford Sheriff's Office	2	Motorcycle	$28,000	$56,000
MC-13-08-04/ K6-13-09-06	Guilford Sheriff's Office	2	In-Car Video System	$6,000	$12,000
MC-13-08-05/ K6-13-09-07	Gastonia Police Department	2	Motorcycle	$28,000	$56,000
MC-13-08-06/ K6-13-09-09	Winston-Salem Police Department	1	Motorcycle	$28,000	$28,000
DE-13-14-02	StreetSafe	1	Equipment Trailer	$5,000	$5,000
DE-13-14-02	StreetSafe	3	Program Vehicles	$12,500	$37,500
PT-13-03-02	NC Dept. Of Justice (NCJA)	2	CDR/Crash Reconstruction Program	$7,500	$15,000
PT-13-03-03-02	Morrisville Police Department	1	Light Tower and Generator	$8,000	$8,000
PT-13-03-03-05	Jackson County Sheriff's Office	3	In-Car Video System	$6,000	$18,000
PT-13-03-03-06	Kitty Hawk Police Department	1	GPS/Cell Phone Forensic Equipment	$8,700	$8,700
PT-13-03-03-11	Wilson Sheriff's Office	1	Light tower	$8,000	$8,000
PT-13-03-03-12	City of Durham	1	Crash Reconstruction Kit	$8,755	$8,755
PT-13-03-03-13	NC State University	1	Speed Trailer	$12,000	$12,000
PT-13-03-03-18	Jacksonville Police Department	1	Speed Trailer	$12,000	$12,000
PT-13-03-03-18	Jacksonville Police Department	1	Golf Cart	$5,700	$5,700
PT-13-03-03-18	Jacksonville Police Department	1	Variable Message Board	$8,845	$8,945
PT-13-03-03-21	Currituck Sheriff's Office	5	In-Car Video System	$6,000	$30,000
PT-13-03-04-04	Garner PD/DDACTS	1	DDACTS Analyst Software	$5,000	$5,000

PT-13-03-04-18	Town of Erwin	1	Patrol Vehicle	$30,000	$30,000
PT-13-03-04-18	Town of Erwin	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
PT-13-03-04-18	Town of Erwin	1	In-Car Video System	$6,000	$6,000
PT-13-03-04-30	Waxhaw Police Department	1	Speed Monitor Trailer	$12,000	$12,000
SB-13-13-01	NCDPI – Transportation	1	Buster the Bus	$9,000	$9,000
K2-13-07-08	Columbus Police Department	1	Light Tower	$8,000	$8,000
K2-13-07-08	Columbus Police Department	1	Equipment Trailer	$5,000	$5,000
K2-13-07-09	City of Laurinburg	1	Light Tower and Generator	$8,000	$8,000
K2-13-07-10	Kernersville Police Department	1	Light tower	$8,000	$8,000
K2-13-07-12	Fremont Police Department	1	Light Tower and Generator	$8,000	$8,000
K2-13-07-12	Fremont Police Department	1	Equipment Trailer	$5,000	$5,000
K2-13-07-16	StreetSafe	1	Seat Belt Convincer	$21,000	$21,000
K2-13-07-17	Craven Sheriff's Office	1	Light Tower and Generator	$8,000	$8,000
K2-13-07-17	Craven Sheriff's Office	1	Equipment Trailer	$5,000	$5,000
K2-13-07-18	Chapel Hill Police Department	1	Light Tower and Generator	$8,000	$8,000
K4-13-04-01	Stallings Police Department	1	Patrol Vehicle	$35,000	$35,000
K4-13-04-01	Stallings Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-01	Stallings Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-02	Columbus Sheriff's Office	2	Patrol Vehicle	$35,000	$70,000
K4-13-04-02	Columbus Sheriff's Office	2	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-02	Columbus Sheriff's Office	2	In-Car Video System	$6,000	$6,000
K4-13-04-03/ PT-13-03-04-15	Town of Fuquay-Varina	1	Patrol Vehicle	$30,000	$30,000
K4-13-04-03/ PT-13-03-04-15	Town of Fuquay-Varina	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-03/ PT-13-03-04-15	Town of Fuquay-Varina	1	In-Car Video System	$6,000	$6,000
K4-13-04-04	Holly Ridge Police Department	1	Patrol Vehicle	$30,000	$30,000

K4-13-04-04	Holly Ridge Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-05	Fairmont Police Department	1	Patrol Vehicle	$30,000	$30,000
K4-13-04-05	Fairmont Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-05	Fairmont Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-06	Union County Sheriff's Office	2	Patrol Vehicle	$35,000	$70,000
K4-13-04-06	Union County Sheriff's Office	2	MDT (Mobile,Data,Terminal)	$8,000	$16,000
K4-13-04-06	Union County Sheriff's Office	2	In-Car Video System	$6,000	$12,000
K4-13-04-07	Conover Police Department	1	Patrol Vehicle	$35,000	$35,000
K4-13-04-07	Conover Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-07	Conover Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-07	Conover Police Department	1	Light Tower and Generator	$8,000	$8,000
K4-13-04-08	Red Springs Police Department	1	Patrol Vehicle	$30,000	$30,000
K4-13-04-08	Red Springs Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-08	Red Springs Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-09	Macon County Sheriff's Office	1	Patrol Vehicle	$35,000	$35,000
K4-13-04-09	Macon County Sheriff's Office	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K4-13-04-09	Macon County Sheriff's Office	1	In-Car Video System	$6,000	$6,000
K4-13-04-10/ PT-13-03-04-32	Boiling Spring Lakes Police Department	1	Patrol Vehicle	$35,000	$35,000
K4-13-04-10/ PT-13-03-04-32	Boiling Spring Lakes Police Department	1	In-Car Video System	$6,000	$6,000
K4-13-04-10/ PT-13-03-04-32	Boiling Spring Lakes Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K9-13-11-05	Enfield Police Department	1	MDT (Mobile,Data,Terminal)	$8,000	$8,000
K8-13-02-02	NC Dept. Of Health & Human Svs. FTA-BAT	1	BAT Mobile Unit	$525,000	$525,000
K8-13-02-02	NC Dept. Of Health & Human Svs. FTA-BAT	5	BAT Vehicle Emergency LED Lights	$5,220	$26,100
K8-13-02-03	NC Dept. Of Health & Human Svs. FTA-Science	1	Web Based Training	$5,000	$5,000

K8-13-02-16/ K2-13-07-03	Robeson Sheriff's Office	1	Light Tower and Generator	$8,000	$8,000
K8-13-02-21/ K2-13-07-02	Morganton Pub. Ser.	1	Light tower	$8,000	$8,000
K8-13-02-22	Harnett County Sheriff	1	Equipment Trailer	$5,000	$5,000
K8-13-02-23	VIP for a VIP	1	Bleacher System	$34,101	$34,101
K8-13-02-24/ K2-13-07-13	Guilford Sheriff's Office	7	Vehicles	$35,000	$245,000
K8-13-02-24/ K2-13-07-13	Guilford Sheriff's Office	7	MDT (Mobile,Data,Terminal)	$8,000	$56,000
K8-13-02-24/ K2-13-07-13	Guilford Sheriff's Office	7	In-car camera	$6,000	$42,000
K8-13-02-24/ K2-13-07-13	Guilford Sheriff's Office	1	Checkpoint Trailer	$5,000	$5,000
K8-13-02-24/ K2-13-07-13	Guilford Sheriff's Office	1	Generator	$5,000	$5,000
K8-13-02-27	Weldon Police Department	1	Generator	$5,000	$5,000
K8-13-02-27	Weldon Police Department	1	Checkpoint trailer	$5,000	$5,000
K8-13-02-29/ K2-13-07-14	New Hanover Sheriff's Office	1	Light Tower and Generator	$8,000	$8,000
K8-13-02-29/ K2-13-07-14	New Hanover Sheriff's Office	1	Generator	$5,000	$5,000
K8-13-02-29/ K2-13-07-14	New Hanover Sheriff's Office	1	Equipment Trailer	$5,000	$5,000
K8-13-02-30	NC Dept. Of Crime Control (SHP)	35	In-Car Video Systems	$6,000	$210,000
K8-13-02-32	Montgomery County Sheriff	1	Equipment Trailer	$5,000	$5,000
K8-13-02-32	Montgomery County Sheriff	2	Light Tower and Generator	$8,000	$16,000
K8-13-02-32	Montgomery County Sheriff	2	Generator	$5,000	$10,000
K8-13-02-34/ K2-13-07-15	Cape Carteret Police Department	1	Light Tower and Generator	$8,000	$8,000

K8-13-02-34/ K2-13-07-15	Cape Carteret Police Department	1	Generator	$5,000	$5,000
K8-13-02-34/ K2-13-07-15	Cape Carteret Police Department	1	Equipment Trailer	$5,000	$5,000
K6-13-09-05	Thomasville PD	1	Dual Axle Trailer (motorcycles)	$9,000	$9,000

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NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-00-01-00	GHSP IN-HOUSE	$0.00	$273,093.00	$0.00	$273,093.00	$273,093.00	$0.00
Planning and Administration Total			**$.00**	**$273,093.00**	**$.00**	**$273,093.00**	**$273,093.00**	**$.00**
Alcohol								
	AL-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$2,000,000.00	$2,000,000.00	$0.00
	AL-2013-01-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$80,000.00	$80,000.00	$0.00
	AL-2013-01-03-00	NC DEPARTMENT OF CRIME CONTROL	$0.00	$0.00	$0.00	$55,000.00	$55,000.00	$0.00
Alcohol Total			$0.00	$0.00	$0.00	$2,135,000.00	$2,135,000.00	$0.00
Motorcycle Safety								
	MC-2013-08-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$40,000.00	$40,000.00	$0.00
	MC-2013-08-02-00	CITY OF HENDERSONVILLE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$15,500.00	$15,500.00	$15,500.00
	MC-2013-08-04-00	GUILFORD COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$35,730.00	$35,730.00	$35,730.00
	MC-2013-08-05-00	CITY OF GASTONIA	$0.00	$0.00	$0.00	$35,900.00	$35,900.00	$35,900.00
	MC-2013-08-06-00	CITY OF WINSTON-SALEM POLICE DEPARTMENT	$0.00	$0.00	$0.00	$14,000.00	$14,000.00	$14,000.00
Motorcycle Safety Total			**$0.00**	**$0.00**	**$0.00**	**$141,130.00**	**$141,130.00**	**$101,130.00**
Occupant Protection								
	OP-2013-05-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$120,000.00	$120,000.00	$0.00
	OP-2013-05-03-00	EL PUEBLO INC	$0.00	$0.00	$0.00	$36,950.00	$36,950.00	$0.00
	OP-2013-05-04-00	RESEARCH TRIANGLE INSTITUTE	$0.00	$0.00	$0.00	$200,959.00	$200,959.00	$0.00
	OP-2013-05-05-00	WNC SAFE KIDS	$0.00	$0.00	$0.00	$119,605.00	$119,605.00	$0.00
	OP-2013-05-06-00	UNC-CHAPEL HILL	$0.00	$0.00	$0.00	$166,740.00	$166,740.00	$166,740.00
	OP-2013-05-08-00	JOHNSTON COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$15,200.00	$15,200.00	$15,200.00

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Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$619,200.00**	**$619,200.00**	**$155,110.00**
Police Traffic Services								
	PT-2013-03-01-00	NC SHERIFF'S ASSOCIATION INC	$0.00	$0.00	$0.00	$43,370.00	$43,370.00	$0.00
	PT-2013-03-02-00	NC DEPARTMENT OF JUSTICE	$0.00	$0.00	$0.00	$139,500.00	$139,500.00	$0.00
	PT-2013-03-03-01	TOWN OF AYDEN POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-02	TOWN OF MORRISVILLE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-03	GUILFORD COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-05	JACKSON COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-06	TOWN OF KITTY HAWK POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-07	CITY OF LENOIR POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-08	CHARLOTTE MECKLENBURG POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-09	NEW HANOVER COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-10	ROCKINGHAM POLICE DEPARTMENT	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-11	WILSON COUNTY SHERIFFF'S OFFICE	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
	PT-2013-03-03-12	CITY OF DURHAM POLICE DEPARTMENT	$0.00	$2,739.00	$0.00	$8,216.00	$8,216.00	$8,216.00
	PT-2013-03-03-13	NC STATE UNIVERSITY	$0.00	$3,000.00	$0.00	$9,000.00	$9,000.00	$9,000.00
	PT-2013-03-03-14	CITY OF ROCKY MOUNT POLICE DEPARTMENT	$0.00	$5,347.00	$0.00	$5,348.00	$5,348.00	$5,348.00
	PT-2013-03-03-15	VILLAGE OF PINEHURST POLICE DEPARTMENT	$0.00	$1,875.00	$0.00	$5,625.00	$5,625.00	$5,625.00
	PT-2013-03-03-16	BUTNER PUBLIC SAFETY	$0.00	$1,125.00	$0.00	$3,375.00	$3,375.00	$3,375.00
	PT-2013-03-03-17	CITY OF OXFORD POLICE DEPARTMENT	$0.00	$2,250.00	$0.00	$6,750.00	$6,750.00	$6,750.00
	PT-2013-03-03-18	CITY OF JACKSONVILLE POLICE DEPARTMENT	$0.00	$13,811.00	$0.00	$41,434.00	$41,434.00	$41,434.00
	PT-2013-03-03-19	CITY OF GREENVILLE POLICE DEPARTMENT	$0.00	$8,750.00	$0.00	$26,250.00	$26,250.00	$26,250.00
	PT-2013-03-03-20	CITY OF WILMINGTON POLICE DEAPARTMENT	$0.00	$7,500.00	$0.00	$22,500.00	$22,500.00	$22,500.00
	PT-2013-03-03-21	CURRITUCK COUNTY SHERIFF'S OFFICE	$0.00	$20,375.00	$0.00	$61,125.00	$61,125.00	$61,125.00

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	PT-2013-03-03-22	COLUMBUS COUNTY SHERIFF'S OFFICE	$0.00	$6,480.00	$0.00	$19,440.00	$19,440.00	$19,440.00
	PT-2013-03-03-23	TOWN OF DUCK POLICE DEPARTMENT	$0.00	$2,500.00	$0.00	$7,500.00	$7,500.00	$7,500.00
	PT-2013-03-04-01	COLUMBUS COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-02	CITY OF LUMBERTON POLICE DEPARTMENT	$0.00	$63,568.00	$0.00	$63,568.00	$63,568.00	$63,568.00
	PT-2013-03-04-03	HAYWOOD COUNTY SHERIFF'S OFFICE	$0.00	$61,369.00	$0.00	$61,369.00	$61,369.00	$61,369.00
	PT-2013-03-04-04	TOWN OF GARNER POLICE DEPARTMENT	$0.00	$18,335.00	$0.00	$55,008.00	$55,008.00	$55,008.00
	PT-2013-03-04-05	POLK COUNTY SHERIFF'S OFFICE	$0.00	$16,143.00	$0.00	$37,666.00	$37,666.00	$37,666.00
	PT-2013-03-04-06	TOWN OF COLUMBUS COUNTY POLICE DEPARTMEN	$0.00	$16,769.00	$0.00	$39,128.00	$39,128.00	$39,128.00
	PT-2013-03-04-07	TOWN OF TROUTMAN POLICE DEPARTMENT	$0.00	$15,705.00	$0.00	$36,645.00	$36,645.00	$36,645.00
	PT-2013-03-04-08	HENDERSON COUNTY SHERIFF'S OFFICE	$0.00	$65,041.00	$0.00	$65,041.00	$65,041.00	$65,041.00
	PT-2013-03-04-09	TOWN OF ROLESVILLE POLICE DEPARTMENT	$0.00	$17,400.00	$0.00	$40,600.00	$40,600.00	$40,600.00
	PT-2013-03-04-10	TOWN OF MOUNT GILEAD POLICE DEPARTMENT	$0.00	$12,140.00	$0.00	$28,326.00	$28,326.00	$28,326.00
	PT-2013-03-04-11	HARNETT COUNTY SHERIFF'S OFFICE	$0.00	$54,890.00	$0.00	$54,890.00	$54,890.00	$54,890.00
	PT-2013-03-04-12	TOWN OF HOLLY SPRINGS POLICE DEPARTMENT	$0.00	$54,605.00	$0.00	$54,605.00	$54,605.00	$54,605.00
	PT-2013-03-04-13	CITY OF NEWTON POLICE DEPARMENT	$0.00	$24,303.00	$0.00	$24,303.00	$24,303.00	$24,303.00
	PT-2013-03-04-14	TOWN OF KNIGHTDALE POLICE DEPARTMENT	$0.00	$76,100.00	$0.00	$76,100.00	$76,100.00	$76,100.00
	PT-2013-03-04-15	TOWN OF FUQUAY VARINA POLICE DEPARTMENT	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-16	CITY OF THOMASVILLE POLICE DEPARTMENT	$0.00	$55,502.00	$0.00	$55,503.00	$55,503.00	$55,503.00
	PT-2013-03-04-17	TOWN OF SPRING LAKE POLICE DEPARTMENT	$0.00	$33,006.00	$0.00	$33,007.00	$33,007.00	$33,007.00
	PT-2013-03-04-18	TOWN OF ERWIN POLICE DEPARTMENT	$0.00	$14,237.00	$0.00	$80,675.00	$80,675.00	$80,675.00
	PT-2013-03-04-19	CITY OF WILSON POLICE DEPARTMENT	$0.00	$108,314.00	$0.00	$108,315.00	$108,315.00	$108,315.0
	PT-2013-03-04-20	CITY OF REIDSVILLE POLICE DEPARTMENT	$0.00	$27,432.00	$0.00	$27,432.00	$27,432.00	$27,432.00
	PT-2013-03-04-21	YOUNGSVILLE POLICE DEPARTMENT	$0.00	$15,674.00	$0.00	$36,574.00	$36,574.00	$36,574.00
	PT-2013-03-04-22	HOLLY RIDGE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00

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	PT-2013-03-04-24	TOWN OF APEX POLICE DEPARTMENT	$0.00	$31,727.00	$0.00	$74,031.00	$74,031.00	$74,031.00
	PT-2013-03-04-25	CITY OF FAIRMONT POLICE DEPARTMENT	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-26	CAMDEN COUNTY SHERIFF'S OFFICE	$0.00	$14,624.00	$0.00	$34,122.00	$34,122.00	$34,122.00
	PT-2013-03-04-27	UNION COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-28	CITY OF CONOVER POLICE DEPARTMENT	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-29	TOWN OF RED SPRINGS POLICE DEPARTMENT	$0.00	$0.00	$0.00	$100.00	$100.00	$100.00
	PT-2013-03-04-30	TOWN OF WAXHAW POLICE DEPARTMENT	$0.00	$3,875.00	$0.00	$11,625.00	$11,625.00	$11,625.00
	PT-2013-03-04-31	ROBESON COUNTY SHERIFF'S OFFICE	$0.00	$54,100.00	$0.00	$54,100.00	$54,100.00	$54,100.00
	PT-2013-03-04-32	CITY OF BOILING SPRING LAKES POLICE DEPA	$0.00	$7,915.00	$0.00	$44,851.00	$44,851.00	$44,851.00
Police Traffic Services Total			**$0.00**	**$938,526.00**	**$0.00**	**$1,797,617.00**	**$1,797,617.00**	**$1,614,747.0**
Traffic Records								
	TR-2013-10-01-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$44,146.00	$44,146.00	$0.00
	TR-2013-10-02-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$55,421.00	$55,421.00	$0.00
	TR-2013-10-03-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$22,807.00	$22,807.00	$0.00
	TR-2013-10-04-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$40,000.00	$40,000.00	$0.00
Traffic Records Total			**$0.00**	**$0.00**	**$0.00**	**$162,374.00**	**$162,374.00**	**$0.00**
Driver Education								
	DE-2013-14-02-00	SSOLUTIONS	$0.00	$0.00	$0.00	$53,200.00	$53,200.00	$53,200.00
	DE-2013-14-03-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$89,900.00	$89,900.00	$0.00
Driver Education Total			**$0.00**	**$0.00**	**$0.00**	**$143,100.00**	**$143,100.00**	**$53,200.00**
Railroad/Highway Crossings								
	RH-2013-12-01-00	OPERATION LIFESAVERS	$0.00	$0.00	$0.00	$20,000.00	$20,000.00	$20,000.00
Railway/Highway Crossings Total			**$0.00**	**$0.00**	**$0.00**	**$20,000.00**	**$20,000.00**	**$20,000.00**

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Safe Communities								
	SA-2013-16-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$475,000.00	$475,000.00	$0.00
	SA-2013-16-02-00	UNC CHAPEL HILL	$0.00	$0.00	$0.00	$76,038.00	$76,038.00	$0.00
	SA-2013-16-03-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$74,384.00	$74,384.00	$0.00
	SA-2013-16-04-00	UNC CHAPEL HILL HSRC	$0.00	$0.00	$0.00	$110,356.00	$110,356.00	$0.00
Safe Communities Total			**$0.00**	**$0.00**	**$0.00**	**$735,778.00**	**$735,778.00**	**$0.00**
School Bus								
	SB-2013-13-01-00	DPI Transportation Services	$0.00	$0.00	$0.00	$40,900.00	$40,900.00	$0.00
School Bus Total			**$0.00**	**$0.00**	**$0.00**	**$40,900.00**	**$40,900.00**	**$0.00**
Paid Advertising								
	PM-2013-17-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$680,000.00	$680,000.00	$680,000.00
Paid Advertising Total			**$0.00**	**$0.00**	**$0.00**	**$680,000.00**	**$680,000.00**	**$680,000.00**
NHTSA 402 Total			***$0.00***	***$1,211,619.00***	***$0.00***	***$6,788,446.00***	***$6,788,446.00***	***$2,651,017.00***
405 OP SAFETEA-LU								
	K2-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$1,800,000.00	$1,800,000.00	$0.00
	K2-2013-07-02-00	CITY OF MORGANTON POLICE DEPARTMENT	$0.00	$0.00	$0.00	$4,000.00	$4,000.00	$4,000.00
	K2-2013-07-03-00	ROBESON COUNTY SHERIFF'S OFFICE	$0.00	$18,600.00	$0.00	$43,400.00	$43,400.00	$43,400.00
	K2-2013-07-04-00	COLUMBUS COUNTY SHERIFF'S OFFICE	$0.00	$15,698.00	$0.00	$36,628.00	$36,628.00	$36,628.00
	K2-2013-07-05-00	BRUNSWICK COUNTY SHERIFF'S OFFICE	$0.00	$8,250.00	$0.00	$46,752.00	$46,752.00	$46,752.00
	K2-2013-07-06-00	NEW HANOVER COUNTY SHERIFF'S OFFICE	$0.00	$19,893.00	$0.00	$112,725.00	$112,725.00	$112,725.00
	K2-2013-07-07-00	CITY OF WINSTON SALEM POLICE DEPARTMENT	$0.00	$69,123.00	$0.00	$161,287.00	$161,287.00	$161,287.00
	K2-2013-07-08-00	TOWN OF COLUMBUS POLICE DEPARTMENT	$0.00	$0.00	$0.00	$15,200.00	$15,200.00	$15,200.00
	K2-2013-07-09-00	CITY OF LAURINBURG POLICE DEPARTMENT	$0.00	$0.00	$0.00	$10,870.00	$10,870.00	$10,870.00
	K2-2013-07-10-00	TOWN OF KERNSVILLE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$8,950.00	$8,950.00	$8,950.00

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	K2-2013-07-11-00	HARNETT COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$4,280.00	$4,280.00	$4,280.00
	K2-2013-07-12-00	FREMONT POLICE DEPARTMENT	$0.00	$0.00	$0.00	$15,630.00	$15,630.00	$15,630.00
	K2-2013-07-13-00	GUILFORD COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$382,890.00	$382,890.00	$283,890.00
	K2-2013-07-14-00	NEW HANOVER COUNTY SHERIFF'S	$0.00	$0.00	$0.00	$9,475.00	$9,475.00	$9,475.00
	K2-2013-07-15-00	CAPE CARTERET POLICE DEPARTMENT	$0.00	$0.00	$0.00	$12,028.00	$12,028.00	$12,028.00
	K2-2013-07-16-00	S SOLUTIONS	$0.00	$0.00	$0.00	$21,000.00	$21,000.00	$0.00
	K2-2013-07-17-00	CRAVEN COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$16,435.00	$16,435.00	$16,435.00
405 Occupant Protection Total			**$0.00**	**$131,564.00**	**$0.00**	**$2,701,550.00**	**$2,701,550.00**	**$781,550.00**
405 Paid Media								
	K2PM-2013-07-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$565,000.00	$565,000.00	$0.00
405 Paid Media Total			**$0.00**	**$0.00**	**$0.00**	**$565,000.00**	**$565,000.00**	**$0.00**
405 OP SAFETEA-LU Total			***$0.00***	***$131,564.00***	***$0.00***	***$3,266,550.00***	***$3,266,550.00***	***$781,550.00***
NHTSA 406								
	K4-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$50,000.00	$50,000.00	$0.00
	K4-2013-04-01-00	TOWN OF STALLINGS POLICE DEPARTM	$0.00	$18,509.00	$0.00	$104,886.00	$104,886.00	$104,886.00
	K4-2013-04-02-00	COLUMBUS COUNTY	$0.00	$31,055.00	$0.00	$175,879.00	$175,879.00	$175,879.00
	K4-2013-04-03-00	TOWN OF FUQUAY VARINA	$0.00	$16,365.00	$0.00	$92,635.00	$92,635.00	$92,635.00
	K4-2013-04-04-00	HOLLY RIDGE POLICE DEPARTMENT	$0.00	$13,312.00	$0.00	$75,332.00	$75,332.00	$75,332.00
	K4-2013-04-05-00	CITY OF FAIRMONT POLICE DEPARTME	$0.00	$15,202.00	$0.00	$86,044.00	$86,044.00	$86,044.00
	K4-2013-04-06-00	UNION COUNTY SHERIFF'S OFFICE	$0.00	$37,792.00	$0.00	$214,058.00	$214,058.00	$214,058.00
	K4-2013-04-07-00	CITY OF CONOVER	$0.00	$17,796.00	$0.00	$100,742.00	$100,742.00	$100,742.00
	K4-2013-04-08-00	TOWN OF RED SPRINGS	$0.00	$15,089.00	$0.00	$85,409.00	$85,409.00	$85,409.00
	K4-2013-04-09-00	MACON COUNTY SHERIFF'S OFFICE	$0.00	$18,182.00	$0.00	$103,033.00	$103,033.00	$103,033.00
	K4-2013-04-10-00	BOILING SPRING LAKES POLICE DEPART	$0.00	$7,915.00	$0.00	$44,850.00	$44,850.00	$44,850.00

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406 Safety Belts Incentive Total			**$0.00**	**$191,217.00**	**$0.00**	**$1,132,868.00**	**$1,132,868.00**	**$1,082,868.00**
NHTSA 406 Total			***$0.00***	***$191,217.00***	***$0.00***	***$1,132,868.00***	***$1,132,868.00***	***$1,082,868.00***
408 Data Program SAFETEA-LU								
	K9-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$500,000.00	$500,000.00	$0.00
	K9-2013-11-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$110,000.00	$110,000.00	$0.00
	K9-2013-11-02-00	NC DEPARTMENT OF CRIME CONTROL	$0.00	$0.00	$0.00	$608,160.00	$608,160.00	$0.00
	K9-2013-11-03-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$214,500.00	$214,500.00	$0.00
	K9-2013-11-05-00	ENFIELD POLICE DEPARTMENT	$0.00	$4,000.00	$0.00	$4,000.00	$4,000.00	$4,000.00
	K9-2013-11-06-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$133,572.00	$133,572.00	$0.00
408 Data Program Incentive Total			**$0.00**	**$4,000.00**	**$0.00**	**$1,570,232.00**	**$1,570,232.00**	**$4,000.00**
408 Data Program SAFETEA-LU Total			***$0.00***	***$4,000.00***	***$0.00***	***$1,570,232.00***	***$1,570,232.00***	***$4,000.00***
410 Alcohol SAFETEA-LU								
	K8-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$1,800,000.00	$1,800,000.00	$0.00
	K8-2013-02-02-00	NC DEPARTMENT OF HEALTH & HUMAN SERVICES	$0.00	$0.00	$0.00	$689,243.00	$689,243.00	$0.00
	K8-2013-02-03-00	NC DEPARTMENT OF HEALTH & HUMAN SERVICES	$0.00	$0.00	$0.00	$486,425.00	$486,425.00	$0.00
	K8-2013-02-04-00	NC DEAPRTMENT OF HEALTH & HUMAN SERVICES	$0.00	$0.00	$0.00	$284,379.00	$284,379.00	$0.00
	K8-2013-02-05-00	NC DEPARTMENT OF HEALTH & HUMAN SERVICES	$0.00	$0.00	$0.00	$154,600.00	$154,600.00	$0.00
	K8-2013-02-06-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$502,862.00	$502,862.00	$0.00
	K8-2013-02-07-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$49,162.00	$49,162.00	$0.00
	K8-2013-02-08-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$148,656.00	$148,656.00	$0.00
	K8-2013-02-09-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$48,929.00	$48,929.00	$0.00
	K8-2013-02-10-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$57,018.00	$57,018.00	$0.00
	K8-2013-02-11-00	MADD NORTH CAROLINA	$0.00	$0.00	$0.00	$173,260.00	$173,260.00	$0.00

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	K8-2013-02-15-00	DEPARTMENT OF ADMINSTRATION SADD	$0.00	$0.00	$0.00	$12,000.00	$12,000.00	$0.00
	K8-2013-02-16-00	ROBESON COUNTY SHERIFF'S OFFICE	$0.00	$18,600.00	$0.00	$43,400.00	$43,400.00	$43,400.00
	K8-2013-02-17-00	COLUMBUS COUNTY SHERIFF'S OFFICE	$0.00	$15,698.00	$0.00	$36,629.00	$36,629.00	$36,629.00
	K8-2013-02-18-00	EL PUEBLO, INC	$0.00	$0.00	$0.00	$36,950.00	$36,950.00	$0.00
	K8-2013-02-19-00	CITY OF WINSTON SALEM POLICE DEPARTMENT	$0.00	$69,123.00	$0.00	$161,287.00	$161,287.00	$161,287.00
	K8-2013-02-20-00	BRUNSWICK COUNTY SHERIFF'S OFFICE	$0.00	$8,251.00	$0.00	$46,753.00	$46,753.00	$46,753.00
	K8-2013-02-21-00	CITY OF MORGANTON POLICE DEPARTMENT	$0.00	$0.00	$0.00	$4,000.00	$4,000.00	$4,000.00
	K8-2013-02-22-00	HARNETT COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$4,280.00	$4,280.00	$4,280.00
	K8-2013-02-23-00	VIP FOR A VIP	$0.00	$0.00	$0.00	$34,101.00	$34,101.00	$34,101.00
	K8-2013-02-24-00	GUILFORD COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$382,890.00	$382,890.00	$382,890.00
	K8-2013-02-25-00	NC DMV	$0.00	$0.00	$0.00	$63,000.00	$63,000.00	$0.00
	K8-2013-02-26-00	NC JUDICIAL DEPARTMENT	$0.00	$0.00	$0.00	$115,514.00	$115,514.00	$0.00
	K8-2013-02-27-00	TOWN OF WELDON POLICE DEPARTMENT	$0.00	$0.00	$0.00	$11,800.00	$11,800.00	$11,800.00
	K8-2013-02-28-00	NEW HANOVER COUNTY SHERIFF'S OFFICE	$0.00	$19,892.00	$0.00	$112,724.00	$112,724.00	$112,724.00
	K8-2013-02-29-00	NEW HANOVER COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$9,475.00	$9,475.00	$9,475.00
	K8-2013-02-33-00	JUSTICE IN MOTION	$0.00	$0.00	$0.00	$2,370.00	$2,370.00	$2,370.00
	K8-2013-02-34-00	CAPE CARTERET POLICE DEPARTMENT	$0.00	$0.00	$0.00	$12,028.00	$12,028.00	$12,028.00
410 Alcohol SAFETEA-LU Total			**$0.00**	**$152,178.00**	**$0.00**	**$5,756,676.00**	**$5,756,676.00**	**$990,551.00**
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2013-02-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$350,000.00	$350,000.00	$0.00
410 Alcohol SAFETEA-LU Paid Media Total			**$0.00**	**$0.00**	**$0.00**	**$350,000.00**	**$350,000.00**	**$0.00**
410 Alcohol SAFETEA-LU Total			***$0.00***	***$152,178.00***	***$0.00***	***$6,106,676.00***	***$6,106,676.00***	***$990,551.00***
2010 Motorcycle Safety								
	K6-2013-00-00-00	GHSP HOLD ACCOUNT	$0.00	$0.00	$0.00	$600,000.00	$600,000.00	$0.00

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	K6-2013-09-01-00	GHSP IN-HOUSE	$0.00	$0.00	$0.00	$50,000.00	$50,000.00	$0.00
	K6-2013-09-02-00	LENOIR COMMUNITY COLLEGE	$0.00	$46,750.00	$0.00	$46,750.00	$46,750.00	$46,750.00
	K6-2013-09-03-00	LENOIR COMMUNITY COLLEGE	$0.00	$0.00	$0.00	$56,450.00	$56,450.00	$56,450.00
	K6-2013-09-04-00	NC DEPARTMENT OF CRIME CONTROL	$0.00	$0.00	$0.00	$22,500.00	$22,500.00	$22,500.00
	K6-2013-09-05-00	CITY OF THOMASVILLE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$17,350.00	$17,350.00	$17,350.00
	K6-2013-09-06-00	GUILFORD COUNTY SHERIFF'S OFFICE	$0.00	$0.00	$0.00	$35,730.00	$35,730.00	$35,730.00
	K6-2013-09-07-00	CITY OF GASTONIA	$0.00	$0.00	$0.00	$35,900.00	$35,900.00	$35,900.00
	K6-2013-09-08-00	CITY OF HENDERSONVILLE POLICE DEPARTMENT	$0.00	$0.00	$0.00	$15,500.00	$15,500.00	$15,500.00
	K6-2013-09-09-00	CITY OF WINSTON-SALEM POLICE DEPARTMENT	$0.00	$0.00	$0.00	$14,000.00	$14,000.00	$14,000.00
2010 Motorcycle Safety Incentive Total			**$0.00**	**$46,750.00**	**$0.00**	**$894,180.00**	**$894,180.00**	**$244,180.00**
2010 Motorcycle Safety Total			***$0.00***	***$46,750.00***	***$0.00***	***$894,180.00***	***$894,180.00***	***$244,180.00***
2011 Child Seats								
	K3-2013-06-01-00	NC DEPARTMENT OF INSURANCE SAFE KIDS	$0.00	$0.00	$0.00	$463,000.00	$463,000.00	$0.00
2011 Child Seat Incentive Total			**$0.00**	**$0.00**	**$0.00**	**$463,000.00**	**$463,000.00**	**$0.00**
2011 Child Seats Total			***$0.00***	***$0.00***	***$0.00***	***$463,000.00***	***$463,000.00***	***$0.00***
NHTSA Total			***$0.00***	***$1,737,328.00***	***$0.00***	***$20,221,952.00***	***$20,221,952.00***	***$5,754,166.00***
Total			***$0.00***	***$1,737,328.00***	***$0.00***	***$20,221,952.00***	***$20,221,952.00***	***$5,754,166.00***