

# North Carolina Governor's Highway Safety Program FY2020 Annual Report



**GOVERNOR ROY COOPER**  
STATE OF NORTH CAROLINA

**SECRETARY J. ERIC BOYETTE**  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**DIRECTOR MARK EZZELL**  
GOVERNOR'S HIGHWAY SAFETY PROGRAM





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

December 30, 2020

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

Dear Ms. Hancock,

North Carolina is pleased to submit the following Annual Report for federal fiscal year 2020. The Annual Report describes the education, enforcement and other safety efforts that have been implemented in North Carolina to reduce motor vehicle crashes and the resulting injuries and fatalities. Specifically, the Annual Report includes an assessment of progress in working toward highway safety performance targets, descriptions of projects and funded activities, and an assessment of communications and media efforts.

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

As Director of GHSP and Governor's Representative for Highway Safety, I am proud of the Governor's Highway Safety Program and their partners for the work they accomplished during a very challenging FY2020, and I look forward to another productive year ahead.

Sincerely,

Mark Ezzell  
Director/GR

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## Executive Summary

This Annual Report describes the accomplishments and challenges experienced by the North Carolina Governor’s Highway Safety Program (GHSP) during FY2020 (October 1, 2019 – September 30, 2020). GHSP funded a total of 101 projects for state, local and nonprofit agencies with the goal of reducing motor vehicle crashes and the resulting injuries and fatalities. These projects addressed several problem areas, including alcohol-impaired driving, occupant protection, speeding, young drivers, older drivers, motorcycle safety, pedestrians, bicyclists and traffic records.

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

This FY2020 Annual Report includes:

- North Carolina’s progress in meeting the targets set for reductions in overall fatalities and other performance measures
- A description of how GHSP will adjust its upcoming HSP to better meet performance targets for performance targets not met
- A description of North Carolina’s data-driven problem identification process and selection of evidence-based countermeasures
- A description of the State’s evidence-based enforcement program activities
- A list of projects and activities approved during FY2020 including a description of each project, an explanation of how each project contributed to meeting North Carolina’s targets, and a rationale for projects that were not implemented
- A description of paid media expenditures
- A legislative update

## Progress in Meeting Targets

North Carolina experienced 1,373 traffic fatalities during 2019 (the most recent year for which Fatality Analysis Reporting System (FARS) data are available). This was a decrease of 4.5 percent from the 1,437 fatalities in 2018. The decrease is notable considering the continuing rise in North Carolina’s population and the number of vehicles and vehicle miles traveled (VMT). In addition to reductions in total fatalities, North Carolina made progress toward meeting several of its performance targets. Most notably, speed-related fatalities decreased 45 percent between 2016 and 2019. As described in this report, GHSP supports enforcement and educational campaigns designed to encourage drivers to obey speed limits. During 2019, reductions were also achieved in alcohol-impaired driving fatalities, pedestrian fatalities, bicyclist fatalities and drivers age 20 or younger involved in fatal crashes. These trends are encouraging and provide a foundation upon which GHSP can build in future years.

The June 2019 observed seat belt use rate for North Carolina was 87.1 percent. This was the second consecutive year that North Carolina’s belt use was below the 90 percent threshold. Additionally, unrestrained passenger vehicle occupant fatalities increased three percent in 2019, from 393 to 405. To reverse this trend, GHSP is planning to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP has also reinvigorated the Occupant Protection Task Force and is preparing for an Occupant Protection Assessment from NHTSA.

Motorcyclist fatalities increased nine percent in 2019. In response, GHSP is expanding its support of “BikeSafe North Carolina” which offers training to new and experienced riders by law enforcement motorcycle officers. On a positive note, North Carolina continues to have a very low number of unhelmeted motorcyclist fatalities. North Carolina has a universal helmet law covering all riders. An

estimated 100+ lives in North Carolina are saved each year by motorcycle helmets.

Another concerning trend is that serious (“disabling”) injuries has risen each of the last five years. A change to the definition of “serious injury” likely contributed to the increases in 2016 and 2017.

Nonetheless, GHSP remains committed to reversing this trend and reducing traffic fatalities and injuries in our state.

The COVID-19 pandemic had an impact on achieving targets. Overall, the early months of the pandemic and the subsequent Executive Orders curtailing activity resulted in lower traffic volume on North Carolina roads. This decrease was especially noticeable from mid-March until May when restrictions were eased. However, like most states, decreased traffic volume did not result in fewer crashes. Traffic safety enforcement grantees made appropriate modifications to adjust to public health conditions as they continued their work throughout the pandemic. North Carolina did not use any of the waivers available through the CARES Act.

## Program Area Highlights

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

### Alcohol-Impaired Driving

GHSP is very aggressive in the fight to remove impaired drivers from our roadways. GHSP supports proven programs such as “Booze It & Lose It” to deter drinking and driving. During FY2020, 88.6 percent of law enforcement agencies in the state participated in the “Booze It & Lose It” campaign, yielding 5,546 DWI arrests and 177,271 charges for other traffic violations. Law enforcement officers in North Carolina use mobile breath-alcohol testing units, better known as BAT Mobiles, to increase the efficiency of on-site DWI processing. Each BAT Mobile is equipped with evidentiary breath test instruments, a Drug Recognition Expert (DRE) evaluation room, cellular

telephones, computers, officers’ workstations, magistrates’ work area, lavatory, DWI checkpoint signs, traffic cones, traffic vests, search batons, screening test devices and all other necessary equipment and supplies for processing DWI suspects.



During FY2020, GHSP supported DWI Enforcement Teams in eight counties that are overrepresented in alcohol-related crashes, injuries and fatalities. GHSP crafted the initiative to encourage law enforcement agencies in the identified counties to focus their enforcement efforts on days and times that impaired drivers are most likely to be on the roadways – typically Thursday, Friday and Saturday nights between 10 p.m. and 6 a.m. GHSP also works to ensure the successful prosecution of impaired drivers through initiatives such as the Traffic Safety Resource Prosecutor (TSRP) program, the creation of dedicated DWI courts and the expansion of blood alcohol testing facilities. Additionally, North Carolina’s Impaired Driving Task Force reconvened this year and approved an Impaired Driving Plan for FY2021.

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

## Occupant Protection

Increasing seat belt use is one of GHSP's highest priorities. During FY2019, law enforcement agencies in North Carolina conducted two statewide waves of the "Click It or Ticket" campaign, plus a special enforcement campaign held during Child Passenger Safety Week. (The spring Click It or Ticket campaign was postponed to September because of COVID-19.) During these three waves, law enforcement officers conducted 8,709 checkpoints and saturation patrols, resulting in 11,476 safety belt citations, 1,196 child passenger safety violations and 44,620 other traffic citations. Additionally, GHSP partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in 14 designated high-risk counties. GHSP also funded a pilot seat belt diversion program in Robeson County. Developed through a partnership between a local hospital and the District Attorney's office, the program allows first-time seat belt violations to be dismissed pending participation in a seat belt use training class. The project is coupled with increased enforcement efforts in the local community. GHSP also revised communications tactics on occupant protection to help reach younger drivers and passengers, a group that seat belt survey results show use seat belts less often than others.



North Carolina remains very active in child passenger safety training, education and assistance. As of the end of FY2020, North Carolina had 3,439 individuals with Child Passenger Safety Certification, including 44 Instructors and 108 Technician Proxies. The Technician recertification rate was 66 percent for North Carolina (compared to 45 percent nationwide). In FY2020, there were 203 Permanent Car Seat Checking Station programs operating 260 service locations in 87 counties. More than 4,100 children were served, and 3,386 car seats were checked at North Carolina car seat checking stations. COVID-19 dramatically limited checking station hours and availability. Many stations suspended interactions with the public due to COVID-19 restrictions and some have not yet resumed seat check activities.

During FY2020, GHSP reinvigorated the Occupant Protection Task Force to include 20 additional members. The North Carolina Occupant Protection Task Force met twice in FY2020 and updated the North Carolina Strategic Occupant Protection Plan. GHSP last hosted a NHTSA-facilitated assessment of North Carolina's occupant protection programs in April 2016. An updated assessment was scheduled for June 2020; however, the assessment was postponed due to COVID-19. GHSP's Occupant Protection Assessment is currently scheduled to take place virtually in February of 2021.

## Speeding and Police Traffic Services

Speeding continues to be a major cause of injuries and fatalities on North Carolina roadways and has significant economic, social and personal costs for North Carolinians. Law enforcement agencies in North Carolina conducted the "Speed a Little. Lose a Lot" enforcement campaign from April 6 to April 12, 2020. The campaign reminds drivers there is no reason to speed because the consequences could be more than just getting a ticket. The campaign complements the NC Vision Zero initiative, which seeks to reach zero traffic-related fatalities through coordinated agency-to-agency efforts that help change the overall traffic safety culture.

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



## NC VISION ZERO

Analytics project, GHSP facilitated the collection and sharing of data and county maps with agencies in the top 20-25 counties that are overrepresented in speeding fatalities. Additionally, GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. GHSP has a long-standing partnership with the North Carolina Justice Academy, which provides training in crash investigation and speed measuring instrument certification to law enforcement officers statewide.

### Young Drivers

GHSP is supporting and evaluating several innovative approaches to improving young driver safety. For the past five years, GHSP has supported University Health Systems of Eastern Carolina Foundation's "PittCo Teen Safe Drivers" program. The program uses a peer-to-peer model and a variety of evidence-based strategies to create a community focused on teen safe driving. GHSP has funded a similar program in Cabarrus County through the Cabarrus County Health Alliance. The KEYS (Keeping Every Youth Safe) Program creates four targeted strategies to address teen drivers: a toolkit providing schools with youth-friendly skills based products that can be integrated into class curriculum; a social norms marketing effort; monthly newsletters to partners educating them on their role in teaching good driving skills; and a 90-minute immersive driving simulation held at area high schools.

GHSP also funded the UNC Highway Safety Research Center (HSRC) to examine crash risks among older novice drivers (age 18+) in North Carolina. There is growing evidence that teenagers are choosing to postpone licensure. To the extent teens wait until they are 18 or older

to begin driving, they miss the benefits of graduated driver licensing (GDL). This project used a combined crash and licensing dataset to examine the extent to which teens are delaying licensure, whether older novices have different crash rates than younger novices, and whether extending GDL to older novices ages 18-20 would reduce crashes and fatalities among this group.

### Motorcycle Safety

Motorcycles are an increasingly popular form of transportation in North Carolina. A key safety initiative to reduce motorcyclist crashes and fatalities is BikeSafe North Carolina. BikeSafe offers training in riding techniques and discusses a variety of safety topics. The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills and the training takes place in the classroom and on the streets. During FY2020, there were 46 host agencies for the BikeSafe program that conducted a total of 150 events with 474 attendees.

The North Carolina State Highway Patrol (NCSHP) assumed a leadership role in coordinating the BikeSafe NC program in FY2019. The program has a new statewide coordinator who is responsible for monitoring safety course material, evaluating the course and providing updates to the program as needed. The Statewide Coordinator also attends and assesses courses and trainings throughout the state. In FY2020, the NCSHP began an update of the BikeSafe curriculum. The update will include a full instructor plan, a full student lesson plan and a two-day train-the-trainer session.



## Traffic Records

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

For the past five years, North Carolina has funded a Traffic Records Assessment, helped the North Carolina Administrative Office of the Courts (AOC) continue eCitation® (described below), and funded several ongoing projects to develop data linkage between the crash reporting database and medical databases. Additionally, through the analytical work



funded through the Vision Zero program, GHSP has supported efforts to make state crash data readily available to law enforcement, the general public, media representatives and researchers.

## Other Priorities

The North Carolina Governor's Highway Safety Program funds other projects that help North Carolina and GHSP advance the traffic safety goals set forth in the FY2020 Highway Safety Plan. These projects address issues such as older driver safety, pedestrians and bicyclists, distracted driving and commercial motor vehicle safety. Similar to the high priority areas described above, GHSP focuses on proven countermeasures to reduce traffic-related fatalities and serious injuries.

## Ongoing Commitment to Improving Traffic Safety in North Carolina

GHSP will continue serving as a leader for improving traffic safety in North Carolina. GHSP is committed to funding evidence-based, innovative and results-oriented programs to accomplish our mission of reducing crashes, saving lives and decreasing incapacitating injuries. The achievements to date have been the result of a wide range of educational, enforcement and other safety initiatives in our state. These efforts are credited to the hard work and dedication of many agencies and individuals including law enforcement officers, prosecutors, judges, educators, researchers, community groups and safety advocates. We are confident that our efforts during FY2021 and beyond will continue to improve the safety of our streets and highways for all North Carolinians.

## About the North Carolina Governor's Highway Safety Program

### Mission

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

### Organizational Structure

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

The GHSP has a staff of 11 professionals and two full-time and one part-time support staff. The GHSP director is responsible for the program's administration, and two assistant directors are responsible for office operations and functions of the agency. The Assistant Directors oversee GHSP's three sections: 1) Planning, Programs and Evaluation; 2) Finance and Administration; and 3) Public Information and Education. GHSP provides grant funding to NCDOT to coordinate traffic safety marketing campaigns aligned with the Department's overall marketing efforts.

#### **Planning, Programs and Evaluation Section**

The Planning, Programs and Evaluation section develops, implements, manages, monitors and evaluates a grants program that addresses highway safety concerns identified through an evidence-based analysis of crash, citation and other empirical data. The Planning, Programs and Evaluation section staff includes a manager and four Highway Safety Specialists (HSS). One additional specialist coordinates and oversees the law enforcement liaison network in

addition to a specific program area. Every project is assigned to a specific Highway Safety Specialist who is the Project Director's liaison with the GHSP, NHTSA and other highway safety agencies. Highway Safety Specialists are responsible for these project areas:

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

#### **Finance and Administration Section**

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

#### **Public Information and Education Section**

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

**GHSP's mission 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.**

## GHSP Staff

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

## Contact Information

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## Funded Projects and Activities

The following projects helped to support planning and administration activities by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s):	PA-20-01-01
Project Title:	GHSP Planning and Administration In-House
Agency:	North Carolina Department of Transportation - Governor's Highway Safety Program
Project Description:	This was an ongoing project that provided funding for the Director and Assistant Director positions to manage the day-to-day operations of the highway safety office. This project also provided funding for the Finance Officer, Administrative Assistant and Program Assistant positions to carry out the administrative tasks for the office to properly function.
Contribution to Meeting Targets:	This project supported salaries and associated costs of five administrative employees to manage the highway safety office.

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Project Number(s):	SA-20-09-01
Project Title:	GHSP Programs and Operations Support In-House
Agency:	North Carolina Department of Transportation-Governor's Highway Safety Program



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

**Contribution to Meeting Targets:** This project supported five highway safety specialists and one law enforcement liaison to provide oversight for grants. The highway safety specialists conducted compliance monitoring on over 90 projects funded for FY20. This project also supported a Communications and Events Coordinator position to promote highway safety campaigns through earned media. There were numerous campaign kickoffs and other media events conducted through the year to generate attention to various highway safety efforts.

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**Project Number(s):** SA-20-09-02

**Project Title:** GHSP Media and Events In-House

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

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

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

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**Project Number(s):** SA-20-09-03

**Project Title:** GHSP STEP Website

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

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

**Contribution to Meeting Targets:** HSRC continued to provide maintenance and support of the GHSP's STEP website. HSRC continued supporting on-demand and ad-hoc system user support throughout the

year. An instructional video was developed for users demonstrating the proper procedures for using the reporting system.

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Project Number(s):	SA-20-09-06
Project Title:	NC Vision Zero Conference & Event Support
Agency:	North Carolina State University - Institute for Transportation Research and Education
Project Description:	The Institute for Transportation Research and Education (ITRE) at North Carolina State University (NCSU) will continue supporting NC Vision Zero public outreach events and the NC Traffic Safety Conference & Expo (NCTSC). ITRE was to provide logistics and support services for the NCTSC as directed by the lead Governor's Highway Safety Program (GHSP) staff organizer for the event.
Contribution to Meeting Targets:	The Traffic Safety Conference was canceled during the fiscal year. However, ITRE maintained the TSC website and continued organizing the FY2021 conference. Regular organizational meetings were held throughout the fiscal year. COVID did impact the efforts of ITRE in planning efforts.

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## Performance Measures and Targets

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

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

### Core performance measures

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

### Core behavior measure

- Seat belt use rate

For the 10 performance measures related to fatalities, the primary data source is the Fatality Analysis Reporting System (FARS). The North Carolina State Crash Data file is the source for serious injury data, and the annual seat belt observation survey is the core behavior measure of seat belt use.

For each performance measure, we first present targets for FY2020 and indicate whether these targets have been achieved. We then provide figures showing five-year trends for each performance measure. This is followed by a brief discussion of North Carolina's overall progress in addressing each performance measure. For those performance targets that were not met, a description is provided of how GHSP will adjust its upcoming Highway Safety Plan (HSP) to better meet future targets. At the end of this section, we present a table that summarizes the results in achieving performance targets for FY2020 and FY2019.

### SHSP and HSIP Coordination

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

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

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

## Traffic Fatalities

**Assessment of State's Progress:** North Carolina had 1,373 traffic fatalities in 2019, a 4.5 percent decrease from 2018. Overall, the five-year trend suggests little change in traffic fatalities. This is noteworthy considering North Carolina's growing population and the substantial rise in vehicle miles traveled (VMT) over this period.

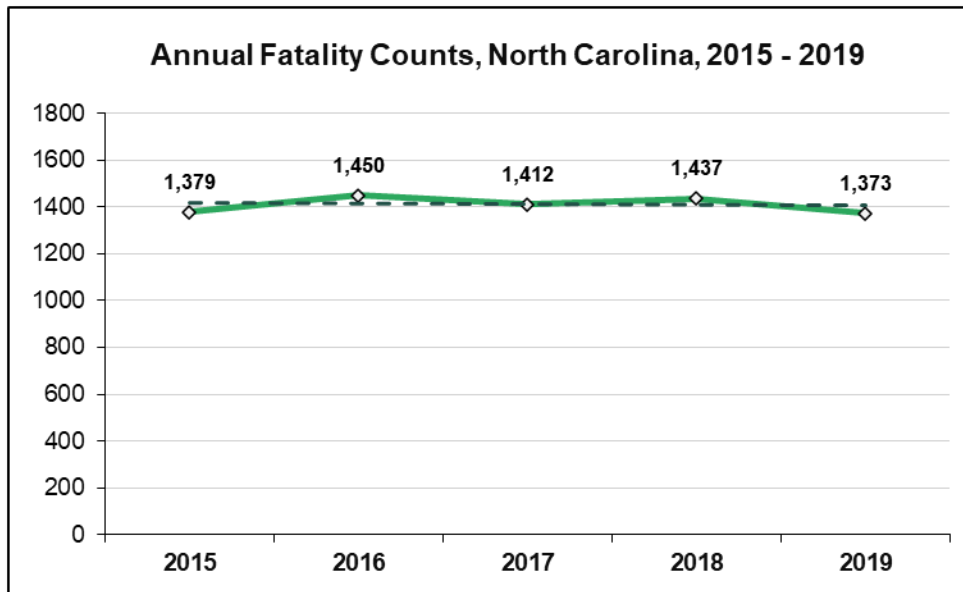
**Plans to Meet Performance Targets:** GHSP remains committed to reducing traffic fatalities in our state. To meet future performance targets, GHSP is focusing on evidence-based strategies identified in NHTSA's *Countermeasures that Work*. This includes high-visibility enforcement of alcohol, speed and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

### Target

Reduce traffic-related fatalities by 9.92 percent from the 2013-2017 average of 1,363.0 to the 2016-2020 average of 1,227.8 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015-2019 average number of traffic fatalities was 1,410.2, a 3.5 percent increase from the 2013-2017 average of 1,363.0.



Source: FARS, 2015-2019



## Fatality Rate per 100 Million VMT

**Assessment of State's Progress:** During 2019, the annual fatality rate decreased slightly to 1.18 per 100 million vehicle miles traveled (VMT). Moreover, the long-term trend in the annual fatality rate shows a slight decline. The fatality rate for 2019 is based on NCDOT VMT data and may be adjusted once the final rate is published by NHTSA.

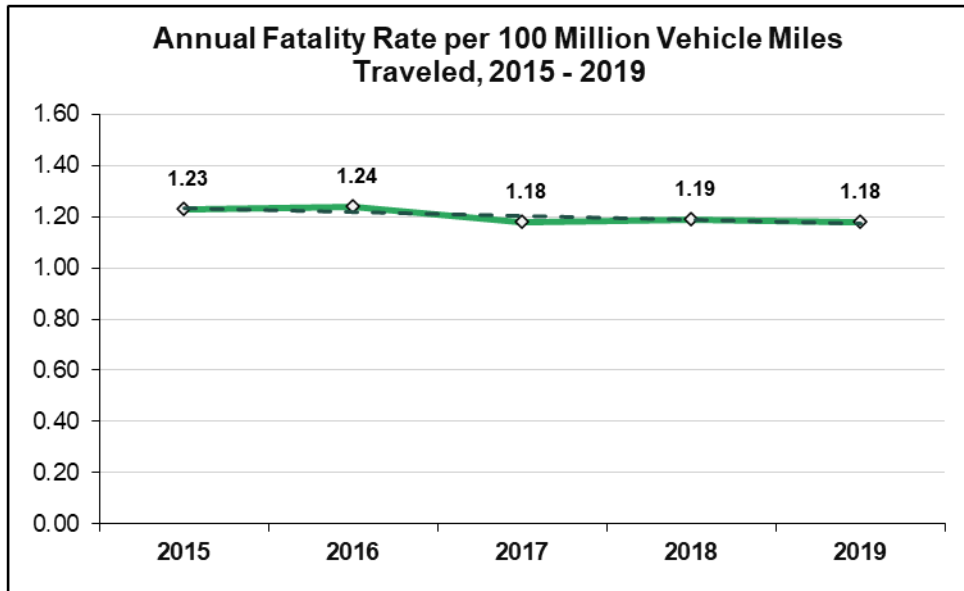
**Plans to Meet Performance Targets:** As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives and reducing incapacitating injuries. The Program Area sections of the Annual Report describe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

### Target

Reduce the fatality rate of 100 million VMT by 10.71 percent from the 2013–2017 average of 1.214 to the 2016–2020 average of 1.084 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average fatality rate per 100 million VMT was 1.204, a 0.8 percent decrease from the 2013–2017 average of 1.214.



Source: FARS, 2015–2018; NC Crash Data and NCDOT, 2019

## Serious Injuries

**Assessment of State’s Progress:** Serious (“disabling”) injuries resulting from crashes increased from 2015 through 2017. However, this increase was largely a result of a change to the definition of “serious injury” in the last quarter of 2016. Serious injuries appear to have risen only slightly since 2017 when the new serious injury definition was fully in effect.

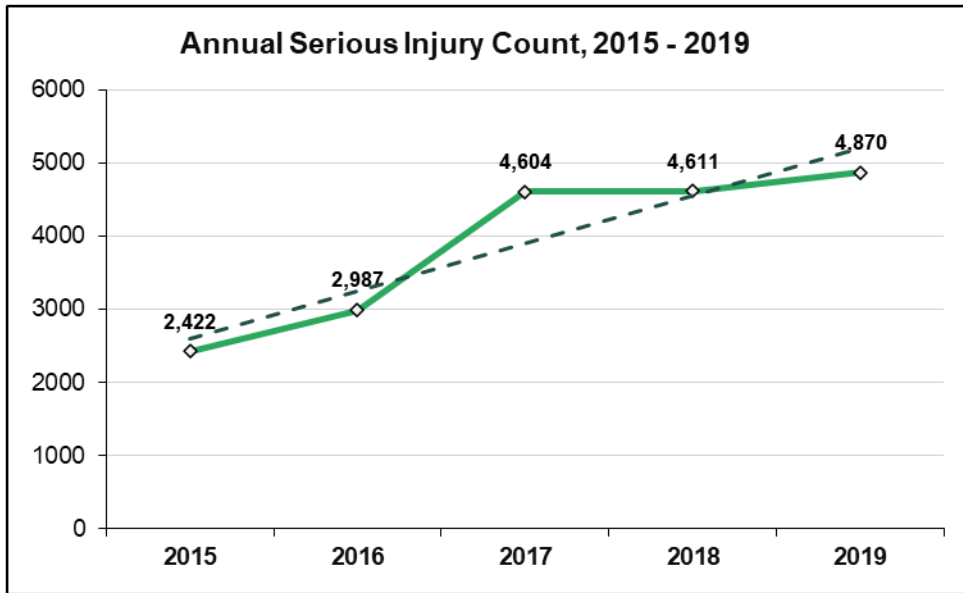
**Plans to Meet Performance Targets:** As stated previously, GHSP is committed to funding evidence-based, innovative, and results-oriented programs to accomplish our mission of reducing crashes, saving lives and reducing incapacitating injuries. The Program Area sections of the Annual Report describe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

### Target

Reduce the number of serious injuries by 1.78 percent from the 2013–2017 average of 2,863.8 to the 2016–2020 average of 2,812.8 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of serious injuries was 3,898.8, a 36 percent increase from the 2013–2017 average of 2,863.8.



Source: NCDOT Motor Vehicle Crash Data, 2015–2019

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

## Alcohol-Impaired Driving Fatalities

**Assessment of State’s Progress:** Alcohol-impaired driving fatalities decreased by 23 percent in 2019, from 421 to 323. Moreover, the long-term trend suggests a moderate decline in alcohol-impaired fatalities. Each year, approximately 30 percent of all traffic fatalities in North Carolina are alcohol related. Certain groups are over-represented in alcohol-impaired crashes including males, drivers age 21-34, motorcycle and motor-scooter riders, and drivers on rural roadways. Alcohol-involved crashes are most common at night, especially between 8 p.m. and 3 a.m.

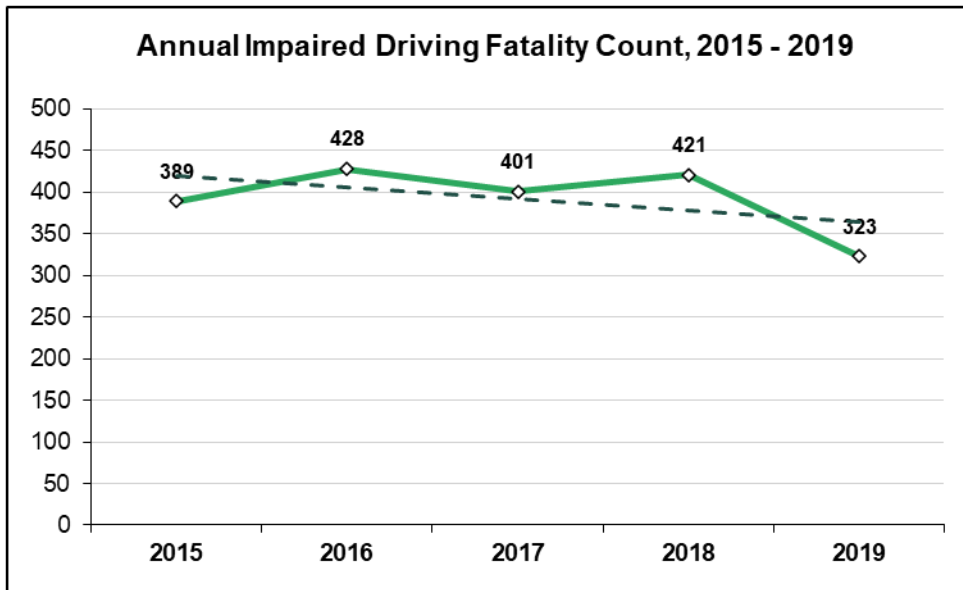
**Plans to Meet Performance Targets:** North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. To meet performance targets, GHSP is supporting five statewide “Booze It & Lose It” campaigns during the next fiscal year. GHSP is also establishing DWI Enforcement teams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

### Target

Decrease alcohol-impaired driving fatalities 10 percent from the 2013–2017 average of 389 to the 2016–2020 average of 351 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of fatalities involving drivers with a BAC of .08 or above was 392, an 0.8 percent increase from the 2013–2017 average of 389.



Source: FARS, 2015–2019

## Unrestrained Passenger Vehicle Occupant Fatalities

**Assessment of State’s Progress:** There were 405 unrestrained fatalities in North Carolina during 2019, a three percent increase from 2018. The long-term trend suggests a slight drop in unrestrained fatalities. Belt use in North Carolina is somewhat lower among males, young adults ages 20-39, and occupants of vans and pickup trucks. In addition, belt use is lower at nighttime and the percent of unrestrained fatalities is highest from 6 p.m. to 5:59 a.m. An estimated 600 lives are saved each year in North Carolina by passenger restraints. Approximately 100 more lives could be saved each year if all passenger vehicle occupants were properly restrained.

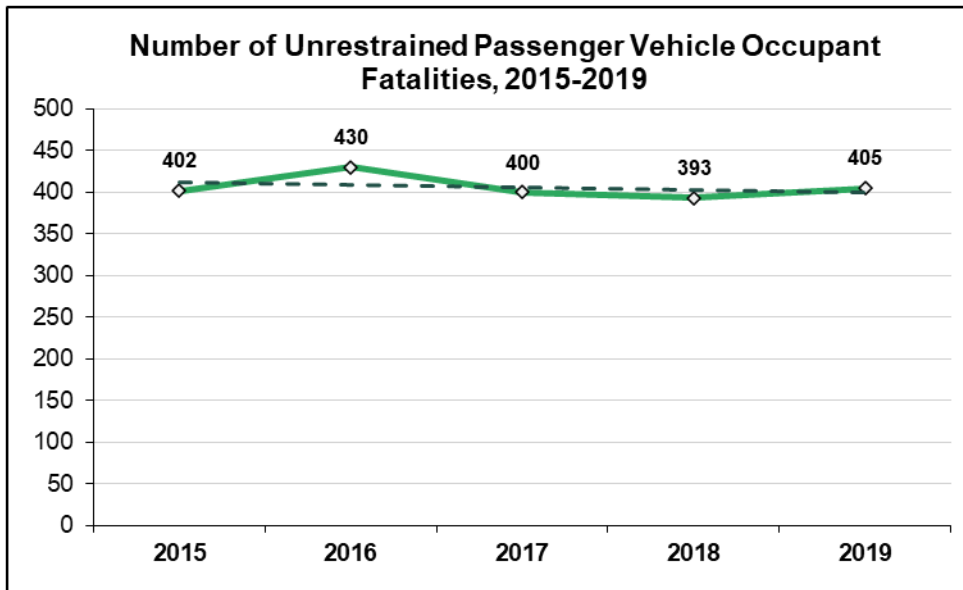
### Target

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 10 percent from the 2013–2017 average of 389 to the 2016–2020 average of 350 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of unrestrained passenger vehicle occupant fatalities was 406, a 4 percent increase from the 2013–2017 average of 389.

**Plans to Meet Performance Targets:** To meet performance targets for unrestrained fatalities, GHSP is planning to support a variety of evidence-based educational and enforcement efforts during the next fiscal year. GHSP is supporting two “Click It or Ticket” mobilizations, with additional mini-mobilizations in the 25 counties with the highest number of unrestrained fatalities over the past five years. Efforts will emphasize nighttime enforcement—GHSP will require all law enforcement grantees to conduct a minimum of one nighttime seat belt enforcement checkpoint each month. GHSP is also partnering with the NC State Highway Patrol to fund special operations projects in high priority counties with low belt use rates or high rates of unrestrained fatalities. In addition, the State is expanding its Permanent Car Seat Checking Stations and the number of certified CPS Technicians to assist parents/caregivers about child passenger safety and to ensure that car seats are installed and used correctly. GHSP is also coordinating with community coalitions in low belt use areas of the state to educate citizens about the community health benefits of seat belt use. Finally, GHSP has reinvigorated the Occupant Protection Task Force to include 20 additional members, created a comprehensive Occupant Protection Plan, and is preparing for an Occupant Protection Assessment from NHTSA in the upcoming year. See the Occupant Protection program area for more details.



Source: FARS, 2015–2019



## Speeding-Related Fatalities

**Assessment of State’s Progress:** Speed-related fatalities decreased sharply in North Carolina during the past three years. During 2019, North Carolina experienced 307 speed-related fatalities, down six percent from 2018. Twenty-two percent of all fatalities in North Carolina were speed-related during 2019. Speeding was especially common among drivers age 16-29, on weekends, among motorcyclists, and among drivers who had been drinking.

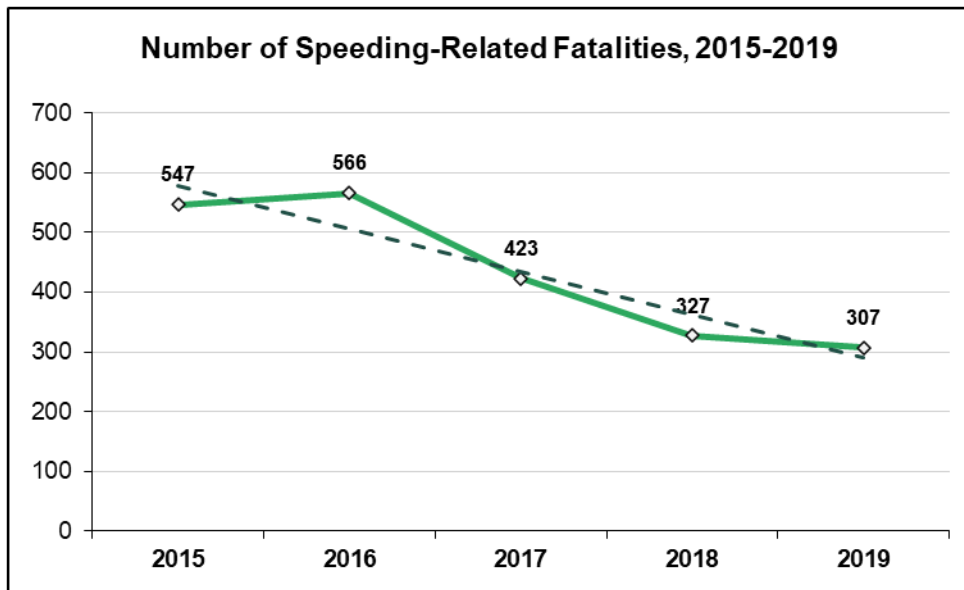
**Plans to Meet Performance Targets:** GHSP is committed to supporting proven countermeasures to reduce speed-related crashes and fatalities. To meet performance targets, GHSP will support the statewide campaign “Speed a Little. Lose a Lot” during the next fiscal year. In addition, GHSP will provide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

### Target

Decrease speeding-related fatalities by five percent from the 2013–2017 average of 489 to the 2016–2020 average of 465 by December 31, 2020.

### Outcome

Target achieved. The 2015–2019 average number of speeding-related fatalities was 434, an 11 percent decrease from the 2013–2017 average of 489.



Source: FARS, 2015–2019

## Motorcyclist Fatalities

**Assessment of State’s Progress:** Motorcyclist fatalities in North Carolina have risen since 2015. There were 208 motorcyclist fatalities during 2019, an increase of 17 fatalities over 2018. Motorcyclists comprise an increasing proportion of traffic fatalities in North Carolina. During 2019, motorcyclists accounted for 15 percent of all traffic fatalities in the state, compared to just six percent of fatalities in 2000. This is due in part to the growing popularity of motorcycle riding. There are more riders traveling more miles, resulting in more exposure of motorcyclists to other traffic and potentially dangerous conditions. Additionally, the average age of riders killed in crashes has risen. In 2019, riders age 41 and older accounted for approximately half of all motorcyclist fatalities.

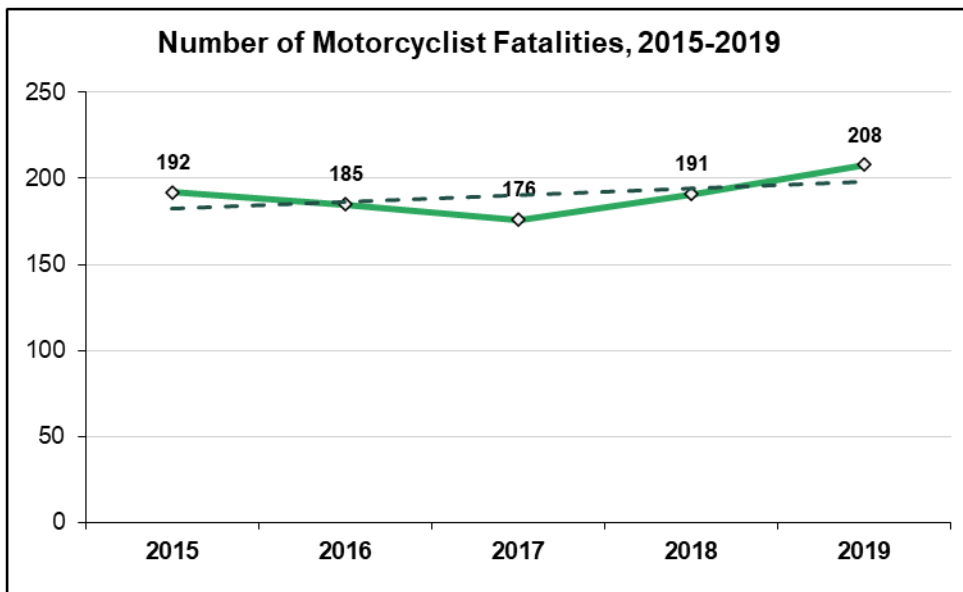
### Target

Decrease motorcyclist fatalities five percent from the 2013–2017 average of 186 to the 2016–2020 average of 177 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of motorcyclist fatalities was 190, a 2 percent increase from the 2013–2017 average of 186.

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



Source: FARS, 2015–2019

## Unhelmeted Motorcyclist Fatalities

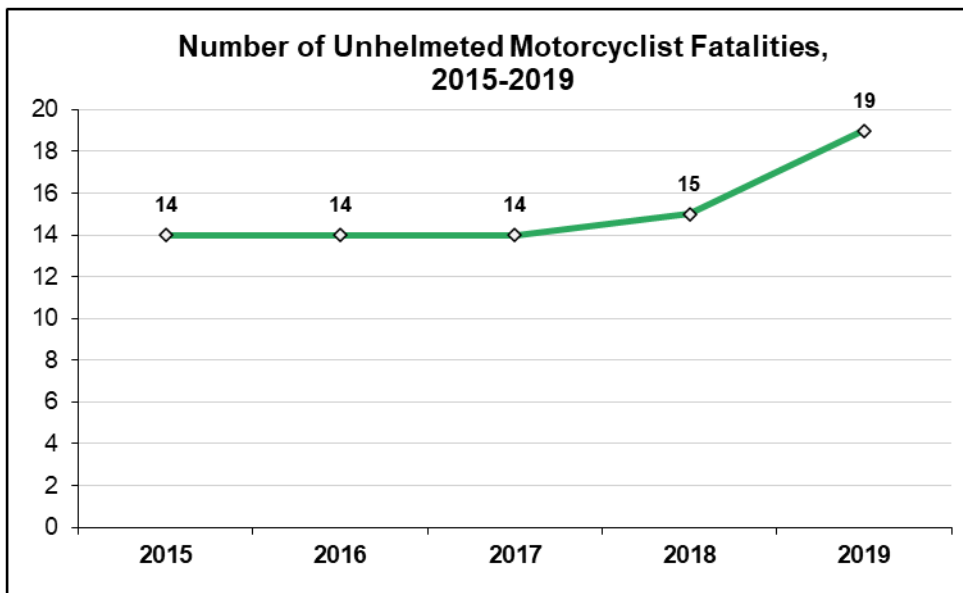
**Assessment of State's Progress:** North Carolina has a universal helmet law covering all riders. Consequently, the state has a very low number of unhelmeted motorcyclist fatalities each year. During 2019, only 19 unhelmeted motorcyclists were killed in crashes. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets. Additional lives could be saved if all riders wore helmets.

### Target

Limit the 2016–2020 average number of unhelmeted motorcyclist fatalities to the 2013–2017 average of 15 by December 31, 2020.

### Outcome

Target achieved. The 2015–2019 average number of unhelmeted motorcyclist fatalities was 15, same as the 2013–2017 average of 15.



Source: FARS, 2015–2019

## Drivers Age 20 or Younger Involved in Fatal Crashes

**Assessment of State's Progress:** Motor vehicle crashes are a leading cause of death among teenagers in North Carolina. During 2019, there were 145 fatal crashes involving drivers age 20 or younger, a decrease of 12 fatal crashes from 2018. Moreover, the long-term trend suggests a gradual decline in young driver fatal crashes. Young drivers currently account for seven percent of fatal crashes in the state.

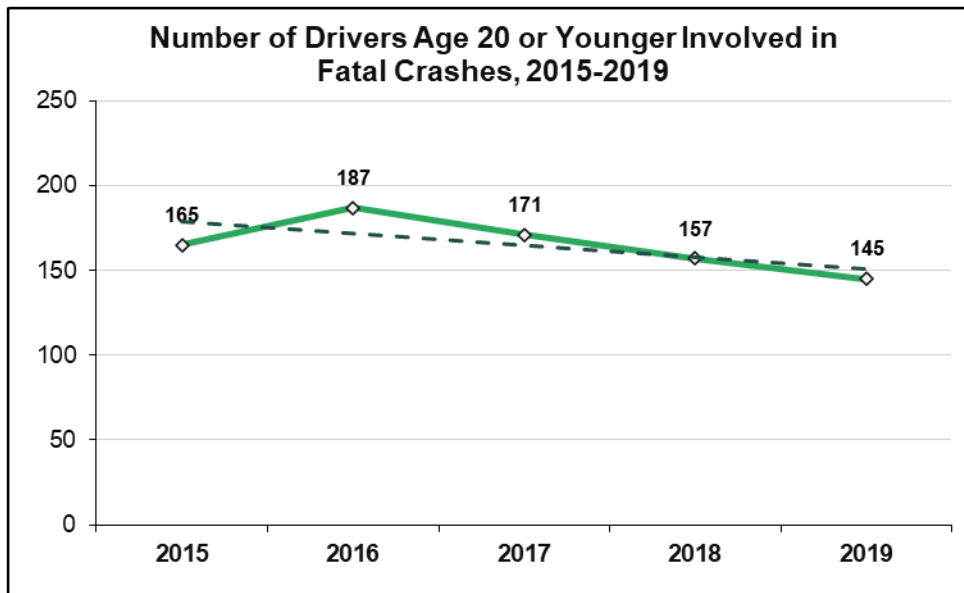
**Plans to Meet Performance Targets:** GHSP plans to support and evaluate several innovative approaches to improve young driver safety in North Carolina. For example, GHSP is working with insurance agents and car dealerships to encourage families to choose safe vehicles for teenage drivers. Additionally,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

### Target

Decrease drivers age 20 or younger involved in fatal crashes by 10 percent from the 2013–2017 average of 168 to the 2016–2020 average of 151 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of young drivers involved in fatal crashes was 165, a 1.8 percent decrease from the 2013–2017 average of 168.



Source: FARS, 2015–2019

## Pedestrian Fatalities

**Assessment of State’s Progress:** North Carolina experienced 209 pedestrian fatalities during 2019, a decrease of 16 fatalities from 2018. However, the long-term trend suggests a steady rise in pedestrian fatalities, mirroring national trends. Pedestrian fatalities accounted for 15 percent of all traffic fatalities in North Carolina during 2019, up from 13 percent of fatalities in 2015.

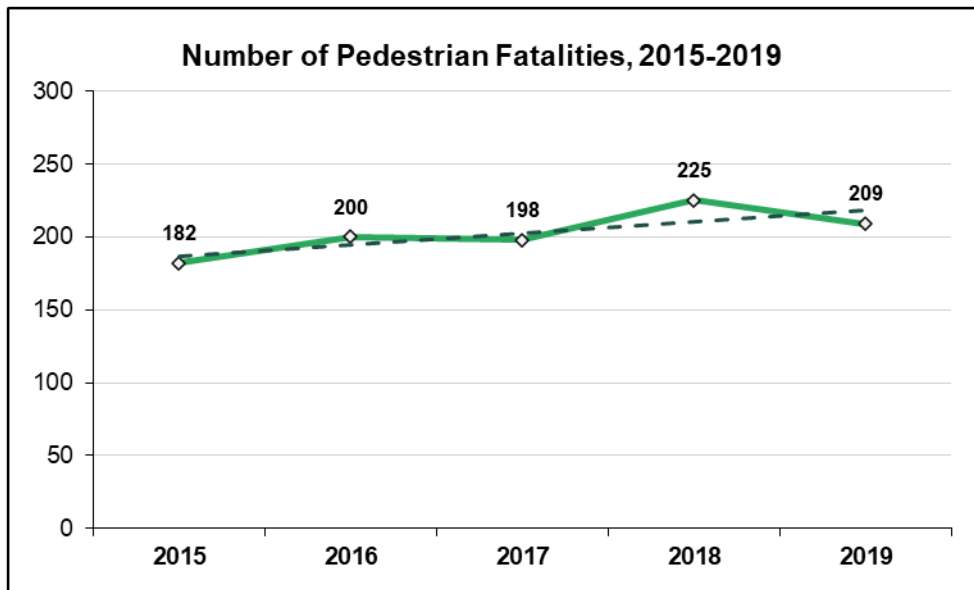
**Plans to Meet Performance Targets:** GHSP believes reductions in pedestrian fatalities are possible. GHSP is working with the NC Bicycle and Pedestrian Division to revise the “Watch for Me” program to better address pedestrian safety needs in our larger cities. In FY2021, GHSP will transfer management of the “Watch for Me” program to the Highway Safety Research Center. In addition, GHSP is working closely with the NC Safety and Mobility Section of NCDOT to align both structural and behavioral funding to address pedestrian safety. GHSP is also working with the NC Office of State Human Resources to pilot “WalkSmartNC,” a comprehensive pedestrian safety campaign targeting state employees but scalable and replicable for other employers. See the Other Highway Safety Priorities section for more details.

### Target

Decrease pedestrian fatalities five percent from the 2013–2017 average of 185 to the 2016–2020 average of 176 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of pedestrian fatalities was 203, a 10 percent increase from the 2013–2017 average of 185.



Source: FARS, 2015–2019



## Pedalcyclist Fatalities

**Assessment of State’s Progress:** The number of pedalcyclist fatalities in North Carolina is much lower than the number of fatalities involving pedestrians, motorcyclists and other types of vulnerable road users. Although the number of fatalities has fluctuated year to year, the long-term trend suggests a small decline in pedalcyclist fatalities. During 2019, there were 17 pedalcyclists killed in crashes in North Carolina, one fewer fatality than in 2018.

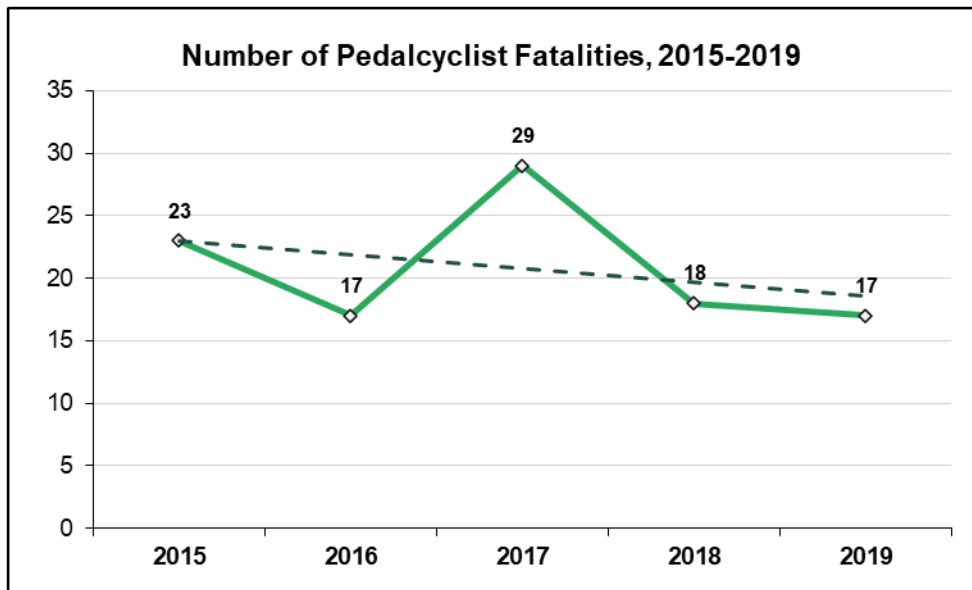
**Plans to Meet Performance Targets:** GHSP believes further reductions in pedalcyclist fatalities are possible. GHSP is working with the NC Bike and Pedestrian Division to revise the “Watch for Me” program to better address pedalcyclist safety needs in our state. In FY2021, GHSP will transfer management of the “Watch for Me” program to the Highway Safety Research Center. In addition, GHSP is working closely with the NC Safety and Mobility Section of NCDOT to align both structural and behavioral funding to address pedalcyclist safety. See the Other Highway Safety Priorities section for more details.

### Target

Decrease the number of bicyclist fatalities 10 percent from the 2013–2017 average of 22 to the 2016–2020 average of 20 by December 31, 2020.

### Outcome

Target not yet achieved. The 2015–2019 average number of bicyclist fatalities was 21, a 5 percent decrease from the 2013–2017 annual average of 22.



Source: FARS, 2015–2019

## Seat Belt Use Rate

**Assessment of State’s Progress:** North Carolina’s seat belt use rate has remained close to 90 percent each of the past five years. Observed seat belt use among passenger vehicle occupants was 87.1 percent in 2020. In comparison to 2019, belt use decreased for drivers (from 88.8 percent to 86.8 percent) but increased for passengers (from 86.3 percent to 88.3 percent).

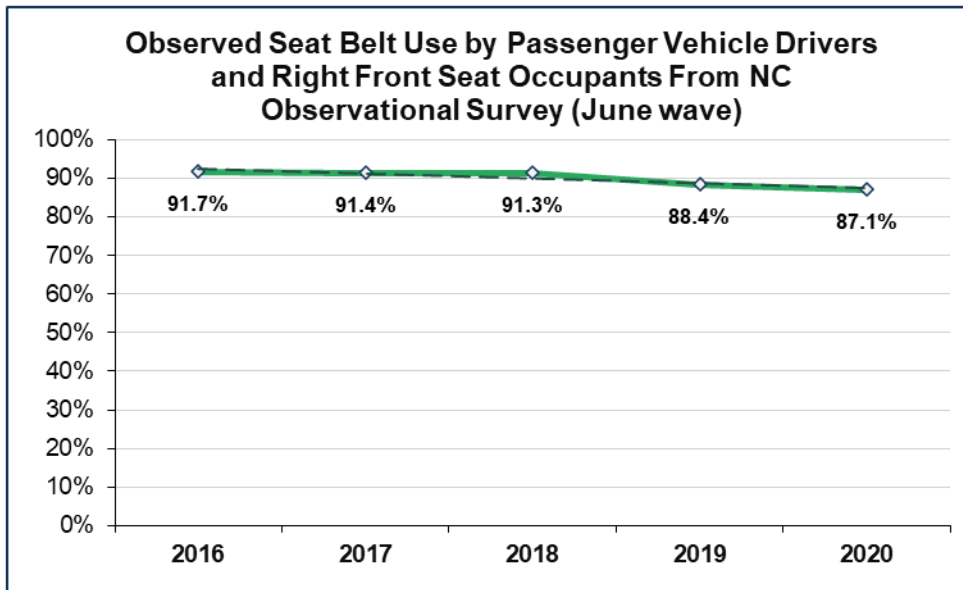
**Plans to Meet Performance Targets:** Increasing seat belt use continues to be one of GHSP’s highest priorities. As described earlier, to meet performance targets, GHSP-funded activities will focus on nighttime belt enforcement, low-belt use counties and child passenger safety. See the Occupant Protection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

### Target

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2013–2017 average usage rate of 90.4 percent to 93.4 percent by December 31, 2020.

### Outcome

Target not achieved. The 2016–2020 average observed seat belt use rate was 90.0 percent, below the target of 93.4 percent set for 2020.



Source: North Carolina’s annual seat belt use survey

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

### Assessment of Results in Achieving Performance Targets for FY2020 and FY2019

Performance Measure	FY2020					FY2019			
	Target period	Target Years	Target value FY20 HSP	Data Source/ FY20 Progress Results	On Track to Meet FY20 Target	Target Value FY19 HSP	Target Years	Data Source/ FY19 Final Results	Met FY19 Target
C-1) Total Traffic Fatalities	5 year	2016-2020	1,227.8	1,410.2 (2015-2019 FARS)	N	1,207.3	2015-2019	1,410.2 (2015-2019 FARS)	N
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	2,812.8	3,898.8 (2015-2019 State)	N	2,161.2	2015-2019	3,898.8 (2015-2019 State)	N
C-3) Fatalities/VMT <sup>1</sup>	5 year	2016-2020	1.084	1.204 (2015-2019 FARS)	N	1.114	2015-2019	1.204 (2015-2019 FARS)	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions	5 year	2016-2020	350	406 (2015-2019 FARS)	N	315	2015-2019	406 (2015-2019 FARS)	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	351	392 (2015-2019 FARS)	N	338	2015-2019	392 (2015-2019 FARS)	N
C-6) Speeding-Related Fatalities	5 year	2016-2020	465	434 (2015-2019 FARS)	Y	451	2015-2019	434 (2015-2019 FARS)	Y
C-7) Motorcyclist Fatalities	5 year	2016-2020	177	190 (2015-2019 FARS)	N	178	2015-2019	190 (2015-2019 FARS)	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	15	15 (2015-2019 FARS)	Y	16	2015-2019	15 (2015-2019 FARS)	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	168	165 (2015-2019 FARS)	N	132	2015-2019	165 (2015-2019 FARS)	N
C-10) Pedestrian Fatalities	5 year	2016-2020	176	203 (2015-2019 FARS)	N	178	2015-2019	203 (2015-2019 FARS)	N
C-11) Bicyclist Fatalities	5 year	2016-2020	20	21 (2015-2019 FARS)	Y	20	2015-2019	21 (2015-2019 FARS)	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2020	93.4	87.1 State survey	N	92.7	2019	88.4 State survey	N

<sup>1</sup>The fatality rate for 2019 is based on VMT data provided by NCDOT.

## Summary of North Carolina Enforcement Activity

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

SUMMARY OF NORTH CAROLINA ENFORCEMENT ACTIVITY					
Activity Measures	2016	2017	2018	2019	2020
Occupant Restraint Citations Issued During Grant-Funded Enforcement Activities	38,236	38,765	29,679	29,869	20,942
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	13,462	11,883	9,404	9,994	8,280
Speeding Citations Issued During Grant-Funded Enforcement Activities	151,628	154,089	122,004	127,956	104,572

*Activity measures as reported from law enforcement agencies for all enforcement campaigns. Note, the May Click It or Ticket campaign was postponed and moved to Thanksgiving due to COVID-19.*

## Program Areas and Selection of Evidence-Based Countermeasures

### Evidence-Based Traffic Safety Enforcement Plan

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

#### **Data-driven Problem Identification**

GHSP conducts an extensive problem identification process to develop and implement the most effective and efficient plan for the distribution of federal funds. A number of data sources are examined to give the most complete picture of the major traffic safety problems in the State. These sources include FARS data, the North Carolina Crash Database, and enforcement and adjudication data. North Carolina also conducts seat belt and cell phone use observational surveys and examines these data for problem identification and evaluation purposes. Additionally, North Carolina will conduct a statewide survey of North Carolina residents during FY2021—the first such survey since 2012. The problem identification process helps to ensure the implemented initiatives address the crash, fatality, and injury problems within the State. This process also provides appropriate criteria for the designation of funding priorities and provides a benchmark for administration and evaluation of the overall highway safety plan.

The data analyses conducted in the problem identification process identifies which drivers or other road users are under- or overinvolved in crashes and determine when and where crashes are occurring. Behavioral measures, such as alcohol impairment, speeding and seat belt non-use, are also examined. GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. To

this end, GHSP promotes training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies to assist local law enforcement agencies to develop their enforcement plans.

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

#### **Selection of Evidence-based Countermeasures**

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

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

**During FY2020, GHSP used federal highway funds to support a variety of programs, projects and activities to advance the traffic safety targets set forth in the Highway Safety Plan. GHSP focuses on evidenced-based strategies which are proven effective in reducing motor vehicle crashes, injuries, and fatalities.**



## ***Continuous Monitoring***

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

## **Program Areas**

During FY2020, GHSP funded a variety of programs, projects, and activities with federal transportation funds to advance the traffic safety targets set forth in the Highway Safety Plan. The North Carolina Governor's Highway Safety Program has identified the following top priorities for program funding:

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

The order in which the program areas are discussed in this Annual Report generally coincides with their position in the GHSP overall set of priorities, with the top priorities being alcohol-impaired driving and occupant protection. Each program area begins with a brief background, followed by a discussion of programs funded during FY2020 and their results.

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

## Alcohol-Impaired Driving

### Background and Noteworthy Programs

In 2019, there were 323 fatalities in crashes involving a driver with a BAC of .08 or above. This was a 23% decrease from the 421 alcohol-impaired driving fatalities in 2018. Alcohol-impaired crashes accounted for 24% of all traffic fatalities in North Carolina during 2019. Alcohol involvement is more common in crashes involving males, drivers ages 21-34, motorcycle and moped riders, and drivers on rural roadways. Alcohol-involved crashes are also most common at nighttime, especially between the hours of 8 p.m. and 3 a.m. The counties that account for the most alcohol-related fatalities are Mecklenburg, Wake, Guilford, Robeson, Forsyth and Cumberland counties. Together, these six counties comprise approximately 30 percent of all alcohol-related fatalities in the state. (North Carolina has 100 counties.)

### Enforcement

#### High Visibility Enforcement

According to NHTSA's Countermeasures that Work, high visibility enforcement (HVE) is one of the most effective approaches for reducing impaired driving. The high visibility aspect is key because the largest benefit from such campaigns comes from deterring the general driving population from violating traffic safety laws. When drivers believe impaired driving is likely to be detected and violators punished, fewer will engage in this behavior. To ensure the general driving population is aware of law enforcement campaigns, they must be highly visible and publicized extensively.

North Carolina has developed a comprehensive program to combat impaired driving and to maximize the likelihood of detecting, investigating, arresting, and convicting impaired drivers. The state has implemented the "Booze It & Lose It" campaign every

year since 1994. This is a statewide campaign stressing enforcement and media coverage. During 2020, law enforcement participation rates continued to be high despite the COVID-19 pandemic. The statewide participation rate for all highway safety campaigns was 87.6%, and statewide participation in Booze It & Lose It campaigns averaged 88.6%. GHSP continues to utilize an online reporting system for law enforcement agencies. This system allows each

department to enter their activity each week during campaigns. Enforcement numbers are then immediately available in the statewide totals. GHSP uses a network of 11 Regional Law Enforcement Liaisons (LEL) working with up to 100 county coordinators (LECC) to ensure full participation throughout the state. All law enforcement agencies funded by

GHSP are required to participate in a minimum of one DWI checkpoint each month and in all high visibility enforcement campaigns.

North Carolina utilizes a variety of communication strategies to draw attention to Booze It & Lose It and the enforcement efforts in the state. This year, GHSP held few in-person campaign kickoff events due to the COVID-19 pandemic. Those events have been held virtually instead and have still provided statewide coverage. GHSP uses innovative paid media strategies to reach young adult audiences, a key demographic according to market research. This includes media buys on internet radio, digital video, digital displays on microtargeted web sites, TV advertising on cable stations, and customizable advertising such as in movie theaters. GHSP has created new digital video ads, including cartoons and animation, to use as digital video and displays. GHSP also uses free social media such as Facebook, Twitter and Instagram. Social media site engagement has doubled and will continue to be a key part of our advertising strategy. Marketing and advertising efforts are becoming more strategic with the ability to micro-target our audience

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

and utilize a variety of mediums to ensure Booze It & Lose It makes the most effective use of messaging.

## Law Enforcement Liaisons Network

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

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

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

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

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

## DWI Enforcement Teams

GHSP continues to establish DWI Enforcement Teams in counties that are overrepresented in alcohol-related crashes, injuries and fatalities. GHSP crafted the initiative to encourage law enforcement agencies in the identified counties to focus their enforcement efforts on days and times that impaired drivers are most likely to be on the roadways – typically Thursday, Friday, and Saturday nights between 10 p.m. and 6 a.m. During FY2020, GHSP provided funds to support DWI Enforcement Teams in Forsyth, Guilford, Mecklenburg, Onslow, Union, Robeson, Wake and Wayne counties. Collectively, these eight counties accounted for 30% of the alcohol-related fatalities in North Carolina during the past five years, and they include the five counties with the highest number of fatalities. These agencies have set goals to reduce the number of alcohol-related crashes



and fatalities, increase the number of officers trained to use breath testing equipment and administer field sobriety tests, and educate the public about the dangers of driving while impaired. GHSP also provided access to data and county maps in these communities to communicate the location of impaired driving crashes, injuries and fatalities, as well as the time of day and day of week that these are occurring.

### **Drug Recognition Expert Program**

During FY2020, GHSP continued to support the Drug Recognition Program through the N.C. Department of Health and Human Services' Forensic Testing for Alcohol section. This grant funds both a DRE Program Coordinator to administer the program and a DRE Training Coordinator to schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE Training Coordinator also provides training for DRE's and DRE instructors to ensure state-of-the-art training for all certified DRE personnel in North Carolina. The GHSP continued to fund the Data Entry and Management System, which allows for increased management proficiency in the DRE Program.

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

### **Prosecution**

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

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

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

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



## **Adjudication**

### **DWI Treatment Courts**

GHSP supports the implementation of DWI Treatment Courts to address the recurring problem of repeat offenders who have chemical dependence issues. North Carolina presently has six DWI treatment courts. In FY2020, GHSP supported a dedicated DWI treatment court in Robeson County. Research shows these courts result in quicker disposition of DWI cases, significantly higher conviction rates, and lower rates of offender recidivism. These DWI treatment courts are designed and operated according to the guidelines set by the National Association of Drug Court Professionals. The DWI treatment court identifies DWI offenders for participation in the program. The overall goal of the DWI treatment court is to reduce the recidivism rate for the habitual DWI offenders.

### **Blood Alcohol Testing Facilities**

Although the North Carolina State Bureau of Investigation (SBI) laboratory does the blood alcohol testing for most law enforcement agencies in North Carolina, other labs exist as well. During FY2019, GHSP funded blood alcohol testing labs in Wake County, Pitt County and Wilmington to expand their existing blood alcohol testing facilities and to expedite the blood alcohol analysis. In FY2021, a laboratory in New Hanover County will receive funding. The establishment of the regional blood alcohol testing labs has decreased the turnaround time for a blood analysis from as much as 18 months to as little as 30 days in participating counties.

## **Administrative Sanctions**

### **Ignition Interlocks**

Currently, approximately 10,000 ignition interlocks are installed in the vehicles of DWI offenders in North Carolina. In 2020, GHSP provided funding to DMV to develop a web-based system to track all interlock program participants. Funding will be provided in 2021 to complete development of this system. The web-based system can track reporting for all participants, including participants in the medical program for ignition interlock. The system also transmits correct restrictions to service providers at time of install system for all approved ignition interlock service providers in North Carolina. Prior to

implementation of the web-based system, the NCDMV had been implementing the ignition interlock program through a labor intensive, manual processes. In addition to the web-based system to monitor participants on the program, the system can track data regarding service providers.

### **Administrative Hearings**

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

### **Impaired Driving Task Force**

In July 2020, the North Carolina Statewide Impaired Driving Task Force prepared and approved an Impaired Driving Plan for FY2021. The Plan provides a comprehensive strategy for preventing and reducing alcohol-impaired driving. It provides data on the impaired driving problem in North Carolina, documents ongoing initiatives to address the issue and discusses recommendations and new strategies.



Recommendations from the FY2021 Impaired Driving Plan included:

- Expand North Carolina's Ignition Interlock Program to include all convicted first time offenders and remove the 45-day waiting period for cases involving ignition interlock
- Maintain North Carolina's existing Alcohol Beverage Control System
- Make Standard Field Sobriety Test (SFST) training a required part of the state's Basic Law Enforcement Training (BLET) standard curriculum
- Restore funding for North Carolina's DWI Courts
- Update impaired driving and occupant protection campaigns to reflect new communication methods and partnerships.

The Impaired Driving Task Force has a long and storied history in North Carolina. Since its inception via Executive Order in the late 1980s, the Task Force has helped shape leading policy changes such as our .08 per se law and our state's Graduated Drivers Licensing (GDL) program. In 2018 the Task Force composition was greatly expanded and the Governor's Highway Safety Program (GHSP) hired a full-time staff member to serve as staff to the Task Force. The 21 current members were selected under the authority of the Governor's representative, who serves as the chair.

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

GHSP hosts the biennial North Carolina Traffic Safety Conference and Expo. The most recent conference was held in Raleigh in August 2019 and focused on strategies for reducing traffic-related fatalities and serious injuries in North Carolina, with the ultimate goal of eliminating roadway deaths. Conference

participants learned from leading experts in the fields of distracted and impaired driving, child passenger safety, pedestrians and bicycles, motorcycles, teens and older driver safety, adult occupant protection, vehicle technology, law enforcement, and commercial vehicles. Presenters shared the latest research, evidence-based strategies, proven countermeasures and promising new approaches in a series of 80+ workshops. The next NC Traffic Safety Conference and Expo is scheduled to be held in Raleigh in August 2021.

### **Program Results**

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

During FY2020, law enforcement agencies in North Carolina conducted five Booze It & Lose It campaigns:

- Halloween Booze It & Lose It (October 28 – November 3, 2019)
- Holiday Booze It & Lose It (December 16, 2019 – January 5, 2020)
- St. Patrick's Day Booze It & Lose It (March 12 – 15, 2020)
- Booze It & Lose It: Operation Firecracker (June 29 – July 5, 2020)
- Labor Day Booze It & Lose It (August 31 – September 13, 2020)

During these five campaigns, law enforcement officers conducted 16,790 checkpoints and saturation patrols, yielding 5,546 DWI arrests and over 171,725 other traffic violations. Additionally, officers arrested 6,011 fugitives, recovered 670 stolen vehicles, discovered 7,656 drug violations, and made a total of 18,151 criminal arrests. Detailed results from Booze It & Lose It activities in FY2020 are presented below.

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



## RESULTS OF "BOOZE IT & LOSE IT" ACTIVITIES DURING FY2020

	Campaign					Totals
	Halloween Booze It & Lose It	Holiday Booze It & Lose It	St. Patrick's Day Booze It & Lose It	Booze It & Lose It: Operation Firecracker	Labor Day Booze It & Lose It	
Participating Agencies	452	452	452	452	452	N/A
Campaign Participation Rate	92.7%	88.2%	87.2%	6.4%	88.9%	N/A
Checkpoints	307	917	192	110	301	1,827
Saturation patrols	1,774	5,926	1,226	1,964	4,073	14,963
<b>Total checkpoints and patrols</b>	<b>2,081</b>	<b>6,843</b>	<b>1,418</b>	<b>2,074</b>	<b>4,374</b>	<b>16,790</b>
Under 21 DWI charges	81	178	53	64	120	496
21 and over DWI charges	669	1,733	475	581	1,110	4,568
DWI Drugs	65	184	40	64	129	482
DRE Evaluations	11	27	16	6	16	76
<b>Total DWI charges</b>	<b>815</b>	<b>2,095</b>	<b>568</b>	<b>709</b>	<b>1,359</b>	<b>5,546</b>
Safety belt violations	1,427	3,856	1,506	1,256	3,627	11,672
Child passenger safety	256	691	178	158	421	1,704
<b>Total occupant restraint charges</b>	<b>1,683</b>	<b>4,547</b>	<b>1,684</b>	<b>1,414</b>	<b>4,048</b>	<b>13,376</b>
Drug violations	986	2,860	765	806	2,239	7,656
Stolen vehicles recovered	100	252	41	84	193	670
Fugitives arrested	910	2,467	530	549*	1,555	6,011
Felony arrests	463	1,369	262	426	1,097	3,617
Other criminal violations	1,311	4,131	813	1,271	2,969	10,495
<b>Total criminal violations</b>	<b>2,297</b>	<b>6991</b>	<b>1,578</b>	<b>2,077</b>	<b>5,208</b>	<b>18,151</b>
<b>Total other traffic violations<sup>1</sup></b>	<b>24,275</b>	<b>69,430</b>	<b>18,832</b>	<b>18,009</b>	<b>46,725</b>	<b>177,271</b>
<b>Total traffic &amp; criminal violations</b>	<b>30,543</b>	<b>87,151</b>	<b>23,495</b>	<b>23,268</b>	<b>60,185</b>	<b>224,642</b>

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

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

## Future Strategies

North Carolina will continue to operate Booze It & Lose It campaigns in FY2021 and beyond. Next year, five statewide campaigns are scheduled:

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

GHSP will continue to establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related fatalities. During FY2021, GHSP is funding DWI Enforcement Teams in Buncombe, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, Robeson and Wake counties. By focusing proven enforcement strategies in this select group of counties, GHSP expects to maximize the impact with the resources available. GHSP will encourage more communities that are overrepresented in alcohol-related fatalities to be involved in the DWI Enforcement Team approach.

North Carolina's Blood Alcohol Testing (BAT) program is housed in the Forensic Tests for Alcohol Branch (FTA) and provides BAT Mobile Units for DWI activities across the state. The state has seven mobile testing units currently in use. The FTA will

continue to diversify the fleet which now has two smaller versions: one for the mountain region to better navigate the terrain and a recently acquired unit stationed in the eastern area of the state. Upon request from law enforcement agencies the BAT program has the capability to provide assistance across the state with efforts to remove DWI drivers from the highways during checkpoints.

GHSP is dedicated to the continued prosecution of impaired drivers and will support the North Carolina Conference of District Attorneys' (CDA) efforts to train more prosecutors and law enforcement officers statewide. GHSP continues to fund DWI treatment courts to address the recurring problem of repeat offenders that have chemical dependence issues. During FY2020, GHSP continued support for the Drug Recognition Program through the N.C. Department of Health and Human Services' Forensic Testing for Alcohol section. This grant funds both a DRE Program Coordinator to administer the DRE program and a DRE Training Coordinator to schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE Training Coordinator will also provide training for DRE's and DRE instructors to ensure state-of-the-art training for all certified DRE personnel in North Carolina.

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

## Funded Projects and Activities

The following alcohol-impaired driving related projects and activities were funded by GHSP under the FY2020 Highway Safety Plan:

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**Project Number(s):** M5TR-20-15-01  
**Project Title:** Science Program  
**Agency:** North Carolina Department of Health and Human Services - Forensic Tests for Alcohol Branch  
**Project Description:** This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Science Program. This project provided and maintained the breath alcohol testing instruments statewide. The project also conducted all the training for law enforcement officers on these instruments.  
**Contribution to Meeting Targets:** The FTA made available repair and service at no cost to ASTD's used in DWI enforcement. The FTA maintained 186 test sites housing 262 EC/IR II breath testing instruments and 28 backup instruments. The FTA completed the following trainings: held 23 EC/IR II Operator Training Classes with 383 officers trained; held 293 EC/IR Operator Recertification Classes with 2815 officers trained; held 13 ASTD Basic School with 145 officers trained. In addition, the FTA maintained 70 instruments used in the training classes.

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**Project Number(s):** AL-20-02-14  
**Project Title:** Standardized Field Sobriety Testing Program  
**Agency:** North Carolina Department of Health and Human Services - Forensic Tests for Alcohol Branch  
**Project Description:** This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Standardized Field Sobriety Testing Program (SFST). This project provided training to law enforcement officers for SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) across the state.  
**Contribution to Meeting Targets:** The FTA conducted 38 basic SFST practitioner courses training 456 officers. The grantee held 39 SFST refresher courses training 314 officers and one initial SFST instructor course training 13 new SFST instructors. The grantee also held 5 SFST instructor refresher courses training 59 instructors for recertification.

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**Project Number(s):** AL-20-02-02  
**Project Title:** CMPD DWI Task Force  
**Agency:** Charlotte-Mecklenburg Police Department  
**Project Description:** This was the seventh year of a DWI Task Force project with the Charlotte-Mecklenburg Police Department. Mecklenburg County is ranked 1st for overall fatalities, alcohol-

related fatalities, unrestrained fatalities, speed-related fatalities and young driver fatal crashes. This project provided funding for seven DWI Task force officers including a Sgt. The goal of the project was to reduce alcohol-related fatalities, traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting saturation patrols and by holding DWI checking stations on peak nighttime hours, holidays and weekends.

**Contribution to Meeting Targets:** The Charlotte-Mecklenburg Police Department failed to meet their goal of reducing alcohol-related fatalities by 15% but did realize a reduction in such fatalities. The agency made 258 arrests for DWI offenses, a reduction of 88 impaired driving offenses from the previous year. The agency conducted eight drug and alcohol awareness classes in area high schools and four SFST/DWI classes to local law enforcement. The COVID pandemic greatly affected the agency's enforcement and educational efforts in FY2020.

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**Project Number(s):** AL-20-02-03

**Project Title:** DWI Task Force For Forsyth County

**Agency:** Winston-Salem Police Department

**Project Description:** This was a continuation project to fund the Forsyth County DWI Task Force. Forsyth County ranked sixth in impaired driving-related fatalities and sixth in the number of unrestrained fatalities in 2017. This Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem and the Forsyth County Sheriff's Office. The goals of the project included a reduction in the number of alcohol-related crashes and fatalities.

**Contribution to Meeting Targets:** The Winston-Salem Police Department made 668 DWI arrests. The Kernersville Police Department made 200 DWI arrests. The Forsyth County Sheriff's Office made 170 DWI arrests. Task Force members were responsible for 375 of these arrests and made a total of 2,340 traffic and criminal charges. They conducted 13 educational classes attended by 374 students. They attended numerous community events. Efforts were somewhat impeded by the COVID pandemic. All member agencies of the Task Force participated in all GHSP campaigns.

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**Project Number(s):** AL-20-02-04

**Project Title:** Continuation of Forsyth County DWI Task Force Expansion

**Agency:** Kernersville Police Department

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



**Contribution to Meeting Targets:** Forsyth County experienced an increase in alcohol-related fatalities and crashes in FY2020. There were three more (13 to 16) alcohol-related fatalities and twenty-nine more crashes (352-381) in FY2020 than the previous fiscal year. DWI arrests decreased as well, from 352 to 227. The agency participated in all GHSP campaigns and events. However, enforcement efforts were diminished as a result of the effects of the COVID pandemic.

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**Project Number(s):** M5HVE-20-15-01  
**Project Title:** Booze It & Lose It 2020  
**Agency:** North Carolina Department of Public Safety-State Highway Patrol  
**Project Description:** This was a continuation project with the North Carolina State Highway Patrol. The grant provided funding to the NC State Highway Patrol for overtime enforcement of driving while impaired offenses. The goal of the State Highway Patrol was to reduce the number of alcohol related fatalities and serious injuries. The NCSHP will attempt to accomplish this by strategically placing Troopers in the top counties for impaired driving fatalities during the “Booze It and Lose It” sponsored campaigns in FY20. They will do this by focusing on driving while impaired suspects during the peak nighttime hours and on the weekends.

**Contribution to Meeting Targets:** The NCSHP conducted Booze It & Lose It DWI enforcement in Cumberland, Robeson, Wake, Randolph, Davidson, Pender, Brunswick, New Hanover, Harnett, Nash, Johnston, Durham, Rowan, Cabarrus, Iredell, Catawba, Buncombe, Cleveland, Moore, and Gaston Counties during the fiscal year. Efforts resulted in 228 DWI charges, 896 speeding charges, 114 seat belt charges, 30 CPS charges, 1,365 other charges, and a total of 2,692 charges.

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**Project Number(s):** M5CS-20-15-02 OP-20-04-02  
**Project Title:** 2020 NCCDA Traffic Safety Program  
**Agency:** North Carolina Judicial Department-Conference of District Attorneys  
**Project Description:** This was an ongoing project with the Conference of District Attorneys. The grant conducted trainings, provided information, technical support and education to law enforcement personnel, prosecutors, magistrates and judges about basic and advanced traffic related safety topics and their daily job duties/responsibilities. This was provided through individualized and joint trainings as well as publications and technical support. The Conference of District Attorneys provided five Traffic Safety Resource Prosecutors (TSRP) to assist in alleviating the increased caseloads, provide technical assistance, train prosecutors, law enforcement, judicial officials, and other allied officials in the counties where the DWI Task Forces have been created.

**Contribution to Meeting Targets:** Despite the challenges brought about by the COVID pandemic, the Conference of DA's conducted numerous trainings during the fiscal year aimed at educating and assisting law enforcement, prosecutors, judicial officials, etc. Over 4,168 attendees received this

valuable training. Regional Traffic Safety Resource Prosecutors and other funded positions responded to 726 direct requests for technical assistance. The TSRP's disposed of 325 DWI cases in District Court and 44 DWI cases in Superior Court.

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**Project Number(s):** AL-20-02-06  
**Project Title:** Prevention of Impaired Driving and Underage Drinking  
**Agency:** MADD North Carolina  
**Project Description:** This was an ongoing project with MADD North Carolina. MADD North Carolina trains and educates the public about the destructive decisions associated with drinking and driving. The project continued funding the Program Specialist and Court Monitor Specialist positions. The main duty of the Court Monitor Specialist is to train volunteers to observe pending DWI cases and note their outcomes. The project's goals were to significantly reduce alcohol-related fatalities and injuries, instances of impaired driving, and to continue educating the youth on highway safety issues and making positive choices/decisions.  
**Contribution to Meeting Targets:** MADD sought to achieve a 10% reduction in alcohol-related fatalities in FY2020. Though the full 10% reduction was not achieved, a reduction was realized. During the fiscal year, MADD staff and volunteers conducted a volunteer retreat and training event attended by forty-five volunteers and five law enforcement officers, fifty-seven community events, two law enforcement training sessions, and two law enforcement recognition events. MADD participated in forty-nine DWI checkpoints and provided court monitoring in eleven counties. In excess of 2300 volunteer hours were provided through MADD. MADD sought to achieve a 10% reduction in young driver crashes in FY2020. A reduction was realized but not the 10% sought. During the fiscal year, MADD staff and volunteers reached over 4100 high school and middle school youths through ninety-one Power of Youth presentations. MADD reached and additional sixty-two people through four Power of Parents workshops. COVID did affect MADD's educational efforts during the fiscal year.

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**Project Number(s):** AL-20-02-07  
**Project Title:** Wayne County DWI Task Force  
**Agency:** Wayne County Sheriff's Office  
**Project Description:** This was the fifth year of a project for a DWI Task Force in Wayne County. Wayne County is ranked 22nd in overall fatalities, 25th in alcohol-related fatalities and 34th in young driver fatal crashes. Wayne County is the home to Seymour Johnson Air Force Base resulting in a large population of younger drivers, therefore special enforcement and education efforts are aimed at the 18-25 age group. The goals of the project were to reduce the number of alcohol-related crashes and fatalities as well as reducing the number of young driver-involved crashes.

**Contribution to Meeting Targets:** Wayne County participated in all GHSP sponsored events in FY2020. The agency increased the number of DWI arrests from 256 in FY2019 to 326 in FY2020, a 27% increase. However, alcohol related crashes and fatalities and young driver crashes increased during the fiscal year. Wayne County's ability to conduct checkpoints and participate in educational and community events was impeded by the COVID pandemic.

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**Project Number(s):** AL-20-02-08  
**Project Title:** Guilford County DWI Task Force  
**Agency:** Guilford County Sheriff's Office  
**Project Description:** This was the eighth year of an impaired driving enforcement project to fund six positions, one of which is a DWI Educator. Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and fourth in unrestrained fatalities. This project continued funding for a multi-agency DWI Task Force (Guilford County Sheriff's Office and High Point Police Department). The Task Force continues to maintain a high level of impaired driving arrests through strict nighttime enforcement with the goal of reducing alcohol-related fatalities. The DWI Educator educates the public on impaired driving.

**Contribution to Meeting Targets:** The Guilford County DWI Task Force remains one of the most active and successful in North Carolina. Though alcohol-related fatalities did increase slightly in FY2020, alcohol-related crashes were reduced. The task force made 475 DWI arrests in FY2020. However, efforts related to checking stations and saturation patrols were impeded due to COVID. Educational efforts were also affected by COVID as driver's education classes were canceled in August and September. Outreach efforts continued with bars and restaurants.

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**Project Number(s):** AL-20-02-09  
**Project Title:** Buncombe County DWI Treatment Court  
**Agency:** Buncombe County  
**Project Description:** This was a continuation project that provided funding for DWI treatment court in Buncombe County including a Treatment Court Coordinator position. Part of the overall process is to identify Level 1 and Level 2 offenders for potential inclusion in the program. The DWI Treatment Court Coordinator is responsible for identifying participants and coordinating efforts with personnel from the companion application with AOC.

**Contribution to Meeting Targets:** The DWI Court was unable to maintain its anticipated level of 25-30 participants due to the COVID pandemic and the resulting effects on the court system in Buncombe County. District Court was shut down for pleas from mid-March through June. During FY2020, 26 new referrals were made to the program, xix were denied for various reasons and six others withdrew. A total of eight participants were referred, met the

requirements and entered the program. During the fiscal year, the DWI Court supported a total forty participants, only one of which reoffended.

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Project Number(s):	M5CS-20-15-03
Project Title:	Buncombe County DWI Treatment Court
Agency:	North Carolina Judicial Department-Administrative Office of the Courts
Project Description:	This was an ongoing project with the Buncombe County Administrative Office of the Courts. Buncombe County is the 7th most populated County in North Carolina. However, the county has a higher conviction rate for habitual DWI offenders in comparison with other counties which have a larger population. Buncombe County aggressively targets repeat offenders with a DWI Treatment Court, which follows in similar fashion, their Drug Treatment Court. Part of the overall process was to identify Level 1 and 2 offenders and facilitate entry into the program. This project funded a Legal Assistant to work in conjunction with the Buncombe County DWI Treatment Court Coordinator.
Contribution to Meeting Targets:	During the fiscal year, the program had 45 participants in treatment court, thus exceeding the goal of 30 established in the grant. Nineteen remain current in the program, seven withdrew from the program and four were terminated from the program. The grantee met their goal of successfully graduating 15 participants from the program.

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Project Number(s):	M5HVE-20-15-04
Project Title:	Union County Sheriff's Office DWI Task Force
Agency:	Union County Sheriff's Office
Project Description:	This was the fifth year of a DWI Task Force project with the Union County Sheriff's office. Union County is ranked 19th for overall fatalities and 16th for alcohol-related fatalities. This project provided funding for five DWI Task force officers (four Deputies and one Sgt.). The goal of the project was to reduce alcohol-related fatalities, traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting saturation patrols and by holding DWI checking stations on peak nighttime hours, holidays, and weekends. The Task Force also worked to educate the citizens of Union County about the dangers of drinking and driving by conducting outreach/educational events.
Contribution to Meeting Targets:	Union County did experience a reduction in alcohol-related fatalities from the previous five year average of 6.4 to 5 during the fiscal year. Alcohol-related crashes were reduced from the five year average of 206 to 186 during the year. However, DWI arrests were reduced from 488 to 406. The COVID pandemic was cited as cause for decreased DWI arrests.

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**Project Number(s):** AL-20-02-15

**Project Title:** Keys to Life/Mobile Enforcement Grant 2020

**Agency:** North Carolina Department of Public Safety-Alcohol Law Enforcement

**Project Description:** This was an ongoing continuation project intended to allow North Carolina Alcohol Law Enforcement (NC ALE) Agents to travel within North Carolina to conduct their Keys to Life Programs and Mobile Enforcement Operations focused on the top 25 counties for young driver-alcohol related crashes. The NC ALE planned on conducting twenty-four Mobile Enforcement Operations and 168 public information responsible seller programs during the grant year.

**Contribution to Meeting Targets:** The N.C. ALE sought to reduce young driver fatal crashes by 10% and alcohol-related crashes by 10% during the FY2020 fiscal year. Young driver fatal crashes were reduced by 5.92% and alcohol-related crashes were reduced by 1.13%. ALE conducted nineteen public information programs, including six Keys to Life presentations. ALE held 601 Be a Responsible Seller/Server (B.A.R.S.) presentations reaching 2,048 employees at ABC permitted establishments. An additional fourteen B.A.R.S. presentations were conducted virtually and reached an additional 1,000 people. Thirty mobile enforcement operations were conducted throughout the state with a concentration in Pitt, Buncombe, Durham, Cumberland, and Harnett counties.

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**Project Number(s):** AL-20-02-13

**Project Title:** Drug Recognition Expert Program

**Agency:** North Carolina Department of Health and Human Services-Forensic Tests for Alcohol Branch

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

**Contribution to Meeting Targets:** The number of DRE's statewide decreased from 175 to 168, largely due to the pandemic. The FTA conducted 2 DRE pre-schools that trained 16 DRE students, conducted only 1 (not 2 as planned) DRE schools training 16 students, and conducted 20 advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 169 officers. The FTA conducted no DRE instructor training courses and trained no DRE instructors due to the restrictions as a result of the COVID-19 pandemic. The FTA held their annual DRE in-service training class, training 20 students.

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**Project Number(s):** M5BAC-20-15-04  
**Project Title:** Breath Alcohol Testing Mobile Unit Program  
**Agency:** North Carolina Department of Health and Human Services-Forensic Tests for Alcohol Branch  
**Project Description:** This was an ongoing project with North Carolina Department of Human Services/Forensic Tests for Alcohol Branch for the Blood Alcohol Testing (BAT) program. This program provided the BAT Mobile Units stationed regionally across the state. This project also included the salary for three existing BAT coordinators and the salary for two part-time BAT coordinators. This project enhanced their ability to assist law enforcement agencies across the state in their efforts to remove impaired drivers from the highways by conducting checkpoints upon request from law enforcement agencies.  
**Contribution to Meeting Targets:** The BAT program conducted 92 educational events related to the dangers of drinking and driving that reached over 59,015 people statewide. The BAT program participated in 324 DWI checking stations this past fiscal year. The BAT program gained participation from 18 law enforcement agencies who had not previously participated in the program.

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**Project Number(s):** M5BAC-20-15-05  
**Project Title:** 2020 North Carolina State Crime Lab Toxicology Enhancement  
**Agency:** North Carolina Department of Justice  
**Project Description:** This was a continuation project with the North Carolina Department of Justice/North Carolina State Crime Laboratory. The project has provided funding to lease three new Liquid Chromatograph/Quadrupole-Time-of-Flight instruments. This was the third year of a three year lease. These instruments allow for the screening of blood sample extracts for compounds with known molecular formulas, which includes over a thousand drugs and metabolites.  
**Contribution to Meeting Targets:** Each of the three LC/Q-TOF instruments is operational and in use for blood drug analysis. The agency increased the amount of substances it is capable of screening for in blood drug cases to over 130 compounds. Training for the chemical analysts was affected by the COVID. The agency briefly achieved a 10% reduction in turnaround time for blood drug analysis.

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**Project Number(s):** AL-20-02-12  
**Project Title:** Guilford County DWI Task Force Expansion  
**Agency:** Guilford County Sheriff's Office  
**Project Description:** This was a new grant to expand the Guilford County DWI Task Force by adding two additional members. Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and fourth in unrestrained fatalities. This project continued funding for a multi-agency DWI Task Force (Guilford County Sheriff's Office and the High Point



Police Department). The Task Force maintains a high level of impaired driving arrests through strict nighttime enforcement with the goal to reduce alcohol-related fatalities.

Contribution to Meeting Targets: The Guilford County DWI Task Force remains one of the most active and successful in North Carolina. Though alcohol-related fatalities did increase slightly in FY2020, alcohol-related crashes were reduced. The task force made 475 DWI arrests in FY2020. However, efforts related to checking stations and saturation patrols were impeded due to COVID.

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Project Number(s): AL-20-02-11

Project Title: Apex DWI Personnel

Agency: Apex Police Department

Project Description: This was a new grant application for the Apex Police Department for a dedicated DWI enforcement officer. Apex has a dedicated traffic team with seven traffic officers. This additional officer will increase the detection and apprehension of DWIs through enforcement, special initiatives, and education efforts. This increase in personnel will allow the unit to have more enforcement effort in the identified “hot-spot” crash areas and to direct their efforts to the causes of crashes in an effort to reduce impaired driving crashes. Enforcement efforts will target these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.

Contribution to Meeting Targets: Apex failed to accomplish its goal of reducing fatal crashes in Wake County by 10%. However, the agency was active in all GSHP sponsored events and campaigns. A number of both enforcement and educational efforts were made to accomplish this goal. Apex did accomplish the goal of reducing alcohol-related fatalities in Wake County through similar efforts.

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Project Number(s): SA-20-09-11

Project Title: Repeat Offenders in North Carolina

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

Project Description: The objective of this project was to link the Crash database to the Driver database in order to better understand the contribution of repeat offenders to traffic crashes, injuries and fatalities, and to identify approaches to mitigate this problem. Repeat offenders can include drinking drivers, speeders, aggressive drivers, and those who show a general disregard of traffic laws.

Contribution to Meeting Targets: HSRC completed data linkage between crash data, offense data, and licensing data based on the true match criteria using driver license number, date of birth, gender, and race. The crash data covered crashes from 1991 to 2018, the licensing data covered licensing records from 1978 to 2019 offense data covered offense records from 2006 to 2016. They identified 519 traffic citation codes associated with over 15 million records. HSRC determined drivers who receive multiple speeding or reckless driving citations are more likely to be involved in a crash than drivers with only one citation. However,

the length of time between citations was important—the shorter the interval between citations, the greater the likelihood of a future crash.

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**Project Number(s):** PT-20-06-23  
**Project Title:** Administrative Hearings Training  
**Agency:** North Carolina Department of Transportation - Division of Motor Vehicles  
**Project Description:** This grant funded the the North Carolina Division of Motor Vehicles (NCDMV) efforts to provide annual training regarding legislative and policy changes for Hearings Officers and all hearings support units regarding motor vehicle liability insurance lapses, driving privilege restorations after convictions for driving while impaired (DWI) and driving while license revoked, driver license suspensions or revocations, medical fitness to drive, auto franchise disputes, registration denials, licensing of motor vehicles dealers and salesman, misconduct of motor vehicle dealers and salesman, licensing of safety and emission inspection stations and mechanics, misconduct of safety and emission inspection stations and mechanics, and financial responsibility for motor vehicle crashes.  
**Contribution to Meeting Targets:** Due to the COVID pandemic, the NCDMV was forced to cancel the annual training provided in the grant.

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**Project Number(s):** M5II-20-15-01  
**Project Title:** Ignition Interlock Management System Enhancement (IIMS)  
**Agency:** North Carolina Department of Transportation-Division of Motor Vehicles  
**Project Description:** This was the second year of a two year project to create additional subsystems within the current IIMS system that will be integrated to allow for a completely automated process across business units within the DMV for managing all aspects of the Ignition Interlock Program.  
**Contribution to Meeting Targets:** The NCDMV accomplished many of the objectives required for the grant related to medical accommodations and vendor oversight. Unfortunately the COVID pandemic impacted NCDMV's ability to complete the project in FY2020 as anticipated due to business staff and contractor furloughs, the required replacement of a mainframe developer contractor, and technical issues encountered during system integration testing. NCDMV was awarded a FY2021 grant to complete this project.

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**Project Number(s):** AL-20-02-10  
**Project Title:** Robeson County DWI Treatment Court  
**Agency:** Robeson County District Attorney's Office  
**Project Description:** The Robeson County DWI treatment court was designed to decrease the number of repeat DWI offenders in Robeson County and to address these cases in a timely

manner. The District Attorney's office and the Robeson County Government joined together in requesting the assistance of the GHSP to provide sentencing alternatives to repeat offenders charged with DWI.

**Contribution to Meeting Targets:** COVID significantly impacted the ability of the Robeson County DWI Treatment Court to meet its desired goals. Court operations were reduced as a result of the pandemic. As such, the program was only able to enroll ten participants, only one of whom reoffended. The Robeson County DWI Court anticipates increased operations once the public health crisis is contained.

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**Project Number(s):** PT-20-06-24

**Project Title:** Lumberton DWI/OP Enforcement Team

**Agency:** Lumberton Police Department

**Project Description:** The DWI/Traffic Enforcement Team worked to reduce the number of impaired and dangerous drivers in order to reduce the number of motor vehicle fatalities in Robeson County. The team aimed to work with community groups such as MADD, Safe Kids and others in order to reach different segments of the community through outreach efforts.

**Contribution to Meeting Targets:** There were thirteen alcohol-related fatalities in Robeson County in FY2020. Lumberton failed to reach a 40% reduction in alcohol-related fatalities but did not experience an increase. Lumberton made a total of 284 DWI charges, 348 seat belt charges and 145 child restraint charges. The agency did conduct checkpoints and participated in public information presentations prior to restrictions brought about by COVID.

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**Project Number(s):** AL-20-02-16

**Project Title:** Regional Forensic Laboratory Program

**Agency:** New Hanover County Sheriff's Office

**Project Description:** This was the first year for New Hanover County to oversee the regional lab and provide blood alcohol analysis. The lab was previously managed by the City of Wilmington. The North Carolina State Bureau of Investigation laboratory conducts the blood alcohol testing for the majority of law enforcement agencies in our state. Because of a recent court decision that requires the right to confront your accuser, the length between when a blood analysis is submitted to the time it takes for the technician to testify in court is up to 18 months. Valuable time is being spent traveling between counties statewide to testify on the analysis procedures and the results. The New Hanover Blood Laboratory expanded the blood alcohol testing to the Tri-County region and now provides analysis for several counties.

**Contribution to Meeting Targets:** During FY2020, the New Hanover County Laboratory provided alcohol services to nine agencies in the region. The lab improved its turnaround time to five business days for DWI-related cases. Lab employees were made available for courtroom testimony and

efforts were made to expand professional development training. However, the COVID pandemic did impede training efforts.

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**Project Number(s):** AL-20-02-01  
**Project Title:** Onslow County DWI Team  
**Agency:** Onslow County Sheriff's Office  
**Project Description:** This was the second year of funding for the Onslow County Sheriff's Office for a DWI Task Force. The DWI Task Force consists of three deputies and one Sergeant. Onslow County is ranked 20th for overall fatalities, 8th for alcohol-related fatalities, 31st for unrestrained fatalities and 13th for speed related fatalities. The goal of the project was to reduce alcohol-related fatalities and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting DWI checking stations during the peak Impaired driving times.  
**Contribution to Meeting Targets:** Onslow County was unable to meet the goal of reducing alcohol-related fatalities by 25% but did realize a 21% decrease. The agency made over 200 more impaired driving arrests during FY20. Onslow County participated in all GHSP events and campaigns. They conducted or participated in almost forty educational events. Onslow County's efforts were hindered by the COVID pandemic.

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**Project Number(s):** M5BAC-20-15-01  
**Project Title:** Pitt County Impaired Driving Laboratory Analysis Program  
**Agency:** Pitt County Sheriff's Office  
**Project Description:** This was the seventh year of a project for blood alcohol analysis with the Pitt County Sheriff's Office. The North Carolina State Bureau of Investigation laboratory does the blood alcohol testing for the majority of law enforcement agencies in our state. The goal of the project was to reduce the blood alcohol analysis time frame from 12-18 months to 1 month and expand by one additional judicial district.  
**Contribution to Meeting Targets:** The grant could not be administered as expected. The BAC Chemist resigned early in the fiscal year and was not replaced. Due to the staffing issues, lack of qualified applicants, and COVID effects, the Pitt County Sheriff's Office reverted remaining grant funds and closed the grant. This was an extremely successful project in previous years.

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**Project Number(s):** M5CS-20-15-01  
**Project Title:** Cumberland County Sobriety Coordinator/Community Liaison  
**Agency:** Cumberland County  
**Project Description:** This was an ongoing project for the Cumberland County DWI Sobriety Treatment Court. Cumberland County is ranked 5th in overall fatalities and 6th in alcohol-related fatalities. Cumberland County has one of the highest per capita arrest rates for DWI in

## Contribution to Meeting Targets:

North Carolina. Cumberland County continued to aggressively target repeat offenders with a DWI Treatment Court. Part of the overall process was to identify Level 1 and Level 2 offenders who were eligible to participate in the program.

Cumberland County did experience a reduction in alcohol-related fatalities in FY2020. There were seventeen alcohol-related fatalities compared to the previous five-year average of forty-four. The program used a number of existing compliance measures including probation, monitoring devices, and random drug and alcohol screening. COVID affected court operations and the ability to conduct several educational events. However, educational pamphlets were still sent electronically to high schools, technical schools, and universities. Pretrial participants were reduced from 90 to 80 while probation participant subjects increased from 20 to 30. Cumberland County is using a newly created database to monitor recidivist clients.

## Occupant Protection

### Background and Noteworthy Programs

There were 1,373 traffic fatalities in North Carolina during 2019. Of these, 893 were passenger vehicle drivers or occupants and 405 (45%) were unrestrained. The number of unrestrained passenger vehicle occupant fatalities increased by 3% in 2019. The 2020 observed belt use rate for drivers and front seat occupants in North Carolina was 87.1%, somewhat lower than the rate of 88.4% in 2019. Seat belt use in North Carolina is lower among males, young people (ages 16-24), pickup truck occupants, and those in rural areas.

During FY2020, GHSP worked with law enforcement, the media and local partners to educate the public about occupant protection and to enforce North Carolina's occupant protection laws. GHSP law enforcement grantees are required to conduct a minimum of one nighttime seat belt enforcement effort each month. In addition, GHSP educates law enforcement agencies on the importance of improving seat belt compliance rates and their role in reducing unrestrained fatalities and injuries. GHSP provided law enforcement agencies with a guide that describes North Carolina's child passenger safety and seat belt laws to ensure officers understand how to enforce them. GHSP also funded a pilot seat belt diversion program in Robeson County. Developed through a partnership between a local hospital and the District Attorney's office, the program allows first-time seat belt violations to be dismissed pending participation in a seat belt use training class. The project is coupled with increased enforcement efforts in the local community.

GHSP also partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in designated high-risk counties. Selected enforcement days and times corresponded with data that showed when unrestrained fatalities were occurring. These efforts were conducted during traditional Click It or Ticket campaigns and covered Alamance, Buncombe, Cumberland, Davidson, Forsyth, Gaston, Guilford, Harnett, Johnston,

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

Mecklenburg, Nash, Pender, Robeson and Wake counties. Due to the COVID pandemic, enforcement efforts were somewhat inhibited. However, these efforts resulted in 864 seat belt and 24 child passenger safety citations. A total of 1,335 charges were made, including 58 for speeding. Overtime enforcement was conducted for a total of 969 hours.

North Carolina law specifies that a person shall not be convicted of a child passenger safety law violation if they show satisfactory proof to the court that an appropriate car seat has been acquired for the vehicle in which the child is most frequently transported. In many North Carolina counties, drivers who receive a ticket for violating the child passenger safety law are given the option of visiting a designated permanent car seat checking station to receive education and car seat installation help by a certified child passenger safety technician. Once the technician is comfortable with the driver's understanding of how to properly use their car seat, they give the driver a form to take to the District Attorney's office to have the ticket dismissed. This program, managed by Safe Kids NC, encourages law enforcement officers to be proactive in enforcing child passenger safety violations and provides education and installation assistance to drivers charged with these violations. The diversion program is operational in 43 counties and seeks to increase the number of children who are properly restrained in an age and size appropriate car seat. During FY2020, Safe Kids NC finalized a Best Practices Guide for CPS Diversion to standardize these diversion programs across the state.

North Carolina remains very active in child passenger safety training, education and assistance. North



Carolina offers two county or region-based programs to assist parents and other caregivers with child passenger safety needs: Permanent Car Seat Checking Stations (PCS) and Safe Kids coalitions. Certified Child Passenger Safety Technicians (CPS Technicians) are essential to both of these programs.

North Carolina's Permanent Car Seat Checking Stations (PCS) are locations where parents/caregivers can receive information from CPS Technicians about child passenger safety and have their car seats and seat belts checked to be sure they are installed and used correctly. At the end of FY2020, there were 203 Permanent Checking Station programs operating 260 service locations in 87 counties.

Additionally, North Carolina has a number of Safe Kids coalitions affiliated with Safe Kids Worldwide. Many coalitions partner with GHSP supported programs and activities to focus on reducing child fatalities and injuries caused by traffic incidents, fire/burns, drowning, falls, poisonings and choking/suffocation. Local Safe Kids coalitions conduct child passenger safety clinics and educational events throughout the year. There are currently 45 Safe Kids coalitions covering 71 counties.

## Program Results

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

During FY2020, law enforcement agencies in North Carolina planned three statewide waves of the "Click It or Ticket" campaign, plus a special enforcement campaign held during Child Passenger Safety Week. Due to COVID-19, the Spring "Click it

or Ticket" campaign was postponed to September 2020.

The dates of these campaigns were:

- Thanksgiving Click It or Ticket (November 25 – December 1, 2019)
- Child Passenger Safety Week (September 20-26, 2020)
- September Click or Ticket (September 14-19, 2020)

During the two waves, law enforcement officers conducted 8,709 checkpoints and saturation patrols, resulting in 11,476 safety belt citations and 1,196 child passenger safety violations. In addition, 2,635 DWI arrests were made, 389 stolen vehicles were recovered, 3,491 wanted persons were apprehended, 4,292 drug charges were issued, 38,217 speeding charges were issued, 11,208 driving while license revoked and 3,663 reckless driving charges were issued, and over 44,620 citations were issued for other traffic violations. Detailed results from "Click It or Ticket" activities in FY2020 are presented in the table below.



## RESULTS OF "CLICK IT OR TICKET" ACTIVITIES DURING FY2020<sup>1</sup>

	Campaign			Totals
	Thanksgiving 2019 Click It or Ticket	Sept. 2020 Child Passenger Safety Week	Sept. 2020 Click It or Ticket	
Participating Agencies	452	452	452	N/A
Campaign Participation Rate	89.6%	85.8%	87.0%	N/A
Number of Checkpoints	838	75	140	1,053
Saturation and Random Patrols	3,988	1,808	1,860	7,656
<b>Total Checkpoints &amp; Patrols</b>	<b>4,826</b>	<b>1,883</b>	<b>2,000</b>	<b>8,709</b>
Safety Belt Violations	7,843	1,485	2,148	11,476
Child Passenger Safety Violations	813	188	195	1,196
<b>Total Occupant Restraint Violations</b>	<b>8,656</b>	<b>1,673</b>	<b>2,343</b>	<b>12,672</b>
Under 21 DWI Charges	121	57	58	236
21 And Over DWI Charges	1,256	484	438	2,178
DWI Drug Charges	95	61	65	221
DRE Evaluations	13	6	4	23
<b>Total DWI Charges</b>	<b>1,472</b>	<b>602</b>	<b>561</b>	<b>2,635</b>
Speeding	23,037	7,750	7,430	38,217
DWLR	6,638	2,178	2,392	11,208
Reckless Driving	1,767	969	927	3,663
Other Traffic Violations <sup>2</sup>	28,356	8,017	8,247	44,620
<b>Total Traffic Violations</b>	<b>59,798</b>	<b>19,625</b>	<b>19,788</b>	<b>99,211</b>
Drug Violations	2,341	1,110	841	4,292
Stolen Vehicles Recovered	187	108	94	389
Wanted Persons Apprehended	1,953	797	741	3,491
Felony Arrests	1,160	515	498	2,173
Other, Not Listed Criminal Violations	3,692	1,439	1,295	6,426
<b>Total Criminal Violations</b>	<b>9,333</b>	<b>2,549</b>	<b>2,136</b>	<b>14,018</b>
<b>Total Traffic &amp; Criminal Violations</b>	<b>79,259</b>	<b>25,869</b>	<b>26,161</b>	<b>131,289</b>

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

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

## CPS Certification

In FY2020, 16 Child Passenger Safety Certification and three Certification Renewal classes were held across the state through which 324 individuals were certified or recertified. COVID-19 impacted the number of classes held in FY2020 and, consequently, the number of technicians certified. A total of 22 Certification classes were cancelled due to COVID-19. In addition, three technicians applied for and one completed their Instructor Candidacy during FY2020.

At the end of FY2020, North Carolina had 3,439 people certified including 44 Instructors and 108 Technician Proxies. Technician Proxies assist with recertification of Technicians by verifying and signing off on their skills during seat checks, which is required for biennial recertification. North Carolina has established a strong Technician Proxy Program which is critical to maintaining our high recertification rates. Many of the Technician Proxies are in more rural parts of the state with no Instructors nearby.

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



credits needed to recertify, the NC CPS Program coordinated a series of 13 free webinars. NC State CPS Coordinators also advocated for additional seat check sign-off options for Technicians who were unable to complete in-person seat checks.

Additionally, there were statewide outreach efforts to expiring Technicians reminding them to recertify. As a result of these efforts, the NC recertification rate was similar to that of typical years even while the national recertification rate fell. At the end of October 2020, 713 out of 1,077 eligible Technicians opted for recertification for a recertification rate of 66.2% (compared to 45.0% nationwide).

## Permanent Car Seat Checking Stations

In FY2020, more than 4,100 children were served and 3,386 car seats were checked at North Carolina car seat checking stations. Nearly all of the car seats checked were for children age 5 and younger. COVID-19 dramatically limited checking station hours and availability. Many stations suspended interactions with the public due to COVID-19 restrictions and some have not yet resumed seat check activities.

## North Carolina Occupant Protection Task Force

The North Carolina Occupant Protection (OP) Task Force was formed in the spring of 2014. Members of the OP Task Force included state agency representatives, university research centers, law enforcement officers and healthcare professionals. During FY2020, GHSP reinvigorated the Occupant Protection Task Force to include 20 additional members. The North Carolina Occupant Protection Task Force met twice in FY2020 and updated the NC

### NORTH CAROLINA CERTIFIED CPS TECHNICIANS\*

Certification Type	Number
Instructor	44
Instructor Candidate	1
Technician Proxy	108
Technician	3,286
<b>Total Certified</b>	<b>3,439</b>

\*As of October 1, 2020

As a result of COVID-19, many in-person trainings and car seat checks were canceled. These in-person events are important for recertification. To ensure NC Technicians had access to the continuing education

Strategic Occupant Protection Plan. The Plan reviews data on occupant protection-related issues in North Carolina, documents ongoing initiatives, and outlines strategies to strengthen the program. This plan was developed in accordance with NHTSA's Occupant Protection Guidelines and includes strategies for each of the following areas:

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

GHSP last hosted a NHTSA-facilitated assessment of North Carolina's occupant protection programs in April 2016. The assessment, conducted by traffic safety experts from around the nation, examined current programs and policies regarding seat belts and occupant protection for children in North Carolina. The assessment identified the program's strengths, accomplishments and challenges, and offered suggestions for improvement, especially in efforts to target persistent seat belt non-users more effectively. An updated assessment was scheduled for June 2020; however, the assessment was postponed due to COVID-19. GHSP's Occupant Protection Assessment is currently scheduled to take place virtually in February of 2021.

## Future Strategies

During FY2021, NC GHSP will conduct a virtual OP assessment. The recommendations from that assessment will be the basis for strengthening North Carolina's occupant protection program. Progress has been made on many of the Key Recommendations from the 2016 assessment:

- Re-engaging the Statewide Occupant Protection Task Force for regularly scheduled face-to-face meetings
- Adding an electronic data reporting page to the existing buckleupnc.org website to capture data from as many checking stations/events as possible for a more accurate snapshot of activities, non-use, misuse, and correct use

- Implementing occupant protection enforcement efforts specifically focused on young males—the cohort identified as the least likely to wear seat belts
- Exploring with key law enforcement partners the possibility of implementing a monitoring system for occupant protection citations and written warnings
- Prioritizing support for the Click It or Ticket mobilizations with messages that direct public attention to the increased number of law enforcement patrols that are taking place, using the national high visibility enforcement model
- Conducting message research to determine if unrestrained motorists understand the message of the law enforcement focused advertisements
- Designing seat belt and child passenger safety education curricula for school personnel and traffic safety stakeholders that also meets the state standard curriculum requirements

The assessment also included several policy recommendations such as:

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

Many of these recommendations will play a major role in the NC GHSP occupant protection strategies during the coming years. Goals for FY2021 include continued administration of the North Carolina Occupant Protection Task Force and implementation of the 2020 Strategic Occupant Protection Plan.

GHSP will continue to explore innovative approaches such as the Statewide Traffic Enforcement Program to focus efforts and encourage participation in target counties. In addition, GHSP will continue partnering with the NC State Highway Patrol by funding overtime enforcement special operations projects in high priority counties with a low usage rate or a high rate of unrestrained fatalities. This enforcement will take place throughout the year, especially during the “Click It or Ticket” campaigns.

As part of our statewide educational efforts all LEL regions have seatbelt convincers for use at community events, school presentations and other venues. Due to consistent use and popularity at such events, the Dare County Sheriff’s Office (Region 1) acquired a new seatbelt convincer in FY2020.

GHSP will support FY2021 seat belt mobilization efforts with earned and/or paid media to draw attention to each of the campaigns. As demonstrated in the “Paid Media Plan” section, North Carolina

utilizes a variety of media modes to raise awareness for enforcement efforts in the state.

## Annual Seat Belt Survey

Due to unprecedented impacts from the COVID-19 pandemic, including restrictions related to travel and work across the state and the need to ensure the safety of personnel and the public, the annual seat belt survey was conducted in September rather than June 2020. As in previous years, the survey collected observational data in fifteen counties divided between the Mountain, Piedmont, and Coastal regions of the State. Eight observation sites were included in each county for a total of 120 sites. The survey was once again conducted by North Carolina State University’s Institute for Transportation Research and Education (ITRE). ITRE provided GHSP with a detailed report indicating an overall statewide usage rate of 87.1%. GHSP previously expressed to ITRE a need for seat belt use data and statistics for all North Carolina counties. Thus, at the request of GHSP, ITRE conducted additional observations in the remaining eighteen (18) western counties of the Mountain region of the state. Observations in the Coastal and Piedmont regions were conducted in the previous two grant years. Again, ITRE provided GHSP with comprehensive report documenting the seat belt usage rates for those additional Mountain counties that were surveyed.

## Funded Projects and Activities

The occupant protection related projects and activities listed on the following pages were funded by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s):	M1PE-20-13-01
Project Title:	Continued Development of the BuckleUpNC Resource Center
Agency:	University of North Carolina at Chapel Hill - Highway Safety Research Center
Project Description:	In an effort to maintain the extensive network of occupant protection educational programs and service providers, the UNC Highway Safety Research Center (HSRC) continued collaborative efforts with the NC Governor's Highway Safety Program (GHSP) and the NC Department of Insurance Office of State Fire Marshal (OSFM) to support North Carolina's CPS Technicians and Programs and to provide car seat and seatbelt resources to the general public. Specifically, HSRC collaborated with GHSP and OSFM to coordinate educational opportunities for CPS Technicians. Maintaining the large network of CPS Technicians is crucial to the success of this program. As such, HSRC worked to ensure CPS Technicians had ample opportunity to earn all continuing education credits needed for recertification while seeking better ways to assist counties with the highest rates of Technician expiration.
Contribution to Meeting Targets:	HSRC continued to provide updated content and management of the BuckleUPNC website. During FY2020, buckleupnc.org averaged 531 website sessions per day, a 14.7% increase from previous years. This includes observable decreases in the second and third quarters that coincided with the COVID-19 state of emergency. To address continuing confusion regarding the use of booster seats, HSRC created a resource available through buckleupnc.org to educate parents regarding when it is appropriate for their child to ride without a booster seat. HSRC continued work on revising the Car Seat Recall List and continued functioning as a permanent checking stations. Due in part to the efforts of HSRC, North Carolina maintained a very high CPS retention rate with 3,100 certified CPS technicians during the fiscal year.

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Project Number(s):	M1HVE-20-13-01
Project Title:	Click It or Ticket Overtime
Agency:	North Carolina Department of Public Safety-State Highway Patrol
Project Description:	Click it or Ticket is a high visibility enforcement project that has proven to be an effective tool in getting motorists to wear their seat belts. This grant allowed the NCSHP to continue to support the Click it or Ticket model with enforcement in high priority counties with high rates of unrestrained fatalities and injuries.
Contribution to Meeting Targets:	Enforcement efforts were impeded by the COVID pandemic. The NCSHP conducted enforcement efforts in ten counties, to include Mecklenburg, Wake, Guilford, Forsyth, Gaston, Davidson, Buncombe, Nash and Alamance. A total of 864 seat belt violations and 24 child passenger safety violations were enforced.



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Project Number(s): OP-20-04-03  
Project Title: 2020 North Carolina Observational Survey of Seat Belt Use  
Agency: North Carolina State University-Institute of Transportation Research and Education  
Project Description: This project fulfilled the requirements of the National Highway Traffic Safety Administration (NHTSA) by conducting annual seat belt usage surveys in accordance with the Uniform Criteria for State Observational Surveys of Seat Belt Use. The seat belt usage survey is required to qualify for seat belt incentive grant program funds.  
Contribution to Meeting Targets: Due to travel restrictions imposed as a result of COVID, the actual seat belt observations originally scheduled for June were conducted in September. The statewide seat belt rate was calculated to be 87.1%.

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Project Number(s): OP-20-04-05  
Project Title: Robeson County "Saved by the Belt" Occupant Restraint Program  
Agency: Southeastern Regional Medical Center  
Project Description: Southeastern Health-Community Health Services Department (SeHealth-CHSD) continued to employ a part-time program coordinator and continued to partner with the Robeson County District Attorney (DA), local law enforcement agencies, and the court system to continue public education and the seat belt diversion program. The program coordinator continued fostering relationships with law enforcement agencies and stakeholders throughout Robeson County. The seat belt diversion program, Trauma Nurses Talk Tough (TN TT), continued in FY20 to increase awareness and promote compliance of North Carolina seatbelt laws. Offenders were granted a one-time opportunity to participate in the seat belt diversion class providing information regarding the dangers of riding unrestrained in a motor vehicle. Upon completion of the class, offenders were provided a certificate which allowed the offender to have the seat belt charge dismissed.  
Contribution to Meeting Targets: Program representatives met with law enforcement agencies and community groups to coordinate program efforts, provide information, and attempt to increase seat belt usage in Robeson County. Law enforcement and community partners were provided rack cards to distribute. During FY2020, a total of 284 participants attended the two-hour educational class. The program initially sought to conduct twelve total classes for participants, but were able to conduct a total of 21 classes. COVID did impact efforts as three months of classes and events had to be canceled. Under guidance from local health experts, the program resumed classes in late June with health questionnaires and decreased class size.

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Project Number(s): M2CPS-20-13-01 M1\*OP-20-13-01  
Project Title: North Carolina CPS Statewide Program

**Agency:** North Carolina Department of Insurance

**Project Description:** This was an ongoing project for the Office of State Fire Marshal (OSFM)/Safe Kids NC to continue child passenger safety efforts. The goal of the project was to increase the usage of child restraints, booster seats and seat belts to reduce the number of injuries and deaths to motor vehicle occupants. OSFM sought to accomplish this by collaborating with local and state child passenger safety and occupant protection programs. This project restructured and reinforced the child passenger safety diversion program through partnerships with the Governor's Highway Safety Program, District Attorneys' Offices, child passenger safety programs and law enforcement.

**Contribution to Meeting Targets:** As a result of the ongoing efforts of the North Carolina Department of Insurance through the statewide Child Passenger Safety Program, the state currently has 3,395 CPS technicians while maintaining a recertification rate of 76.4%. Safe Kids NC held seventeen National CPS certification classes though these efforts were impeded by the COVID pandemic. Over 700 child passenger safety sets were provided to Safe Kids coalitions or permanent checking stations across the state. Safe Kids NC partnered with HSRC to conduct twelve CEU webinars for a total of 1,273.5 CEU's. Efforts remain underway to further diversion efforts in several counties where such programs do not exist. Again, COVID inhibited efforts in this area.

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**Project Number(s):** OP-20-04-04

**Project Title:** Click It or Ticket Reboot

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

**Project Description:** This project aimed to supplement the Click It or Ticket program to more effectively target and influence the behavior of those drivers and passengers who still do not wear seat belts. Data was collected using social norms programs and roadside seat belt observations. Data were collected to determine if increased seat belt use was accomplished by project.

**Contribution to Meeting Targets:** Efforts in Person County were completed in December of 2019. Efforts in Columbus County could not be initiated due to COVID. (An additional FY2021 grant will allow HSRC to continue this project in Columbus County). HSRC provided results regarding the social norms programs. It does not appear the efforts resulted in an increase in the observed seat belt usage rate.

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**Project Number(s):** OP-20-04-06

**Project Title:** Safe Kids Western North Carolina FY2020

**Agency:** Mountain Area Health Education Center

**Project Description:** This was a continuation project that provided funding for Safe Kids Western North Carolina (Safe Kids WNC) to provide leadership for the State to increase and maintain the base of Child Passenger Safety (CPS) Technicians trained in Special Needs Transportation. Safe Kids WNC continued to serve as the referral resource for families

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

Contribution to Meeting Targets:

This was the first year the Mountain Area Health Education Center partnered with WNC Safe Kids to provide child passenger safety efforts in Western North Carolina. Safe Kids WNC provided seats to children with special health care needs, and consulted with caregivers and therapists from across the state on safe transportation options for people with special health care needs. WNC SAFE Kids increased the number of special needs trained CPS Technicians from seventy-eight to one hundred four. WNC SAFE Kids supported the DOI Statewide CPS program as being the only certified special needs instructors in the state.

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# Police Traffic Services

## Background and Noteworthy Programs

North Carolina experienced 307 speed-related fatalities in 2019, a 6% decrease from 2018. Twenty-two percent (22%) of fatalities in 2019 were speed related. Speed involvement in crashes is highest among males, young drivers (ages 16-24), motorcycle riders, and drivers on rural roadways. Speed also plays a role in a large percentage of nighttime crashes (10 p.m. to 6 a.m.). Mecklenburg, Guilford, Wake, Robeson and Cumberland counties have the largest number of speed-related fatalities. Together, these five counties account for a quarter (25%) of all speed-related fatalities in the State. (North Carolina has a total of 100 counties.) Overall, speeding continues to be a major cause of injuries and fatalities on North Carolina roadways and has significant economic, social, and personal costs for North Carolinians.

In 2017, GHSP introduced a new statewide campaign: “Speed a Little. Lose a Lot.” The campaign reminds drivers there is no reason to speed because the consequences could be more than just getting a ticket. The campaign complements the NC Vision Zero initiative, which seeks to reach zero traffic-related fatalities through coordinated agency-to-agency efforts that help change the overall traffic safety culture. North Carolina conducted the “Speed a Little. Lose a Lot” campaign from April 6 to April 12, 2020.

In FY2020, GHSP funded six new projects providing traffic safety officers to supplement existing traffic teams or to create new teams. GHSP funded these projects for the Cabarrus County Sheriff’s Office, the Garner Police Department, the Gastonia Police Department, the Knightdale Police Department, the Mooresville Police Department, and the Robeson

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



County Sheriff’s Office. GHSP provided continued funding for an additional ten projects providing traffic safety officers. In addition, GHSP provided one overtime grant to the Jacksonville Police Department intended to provide increased speeding and seat belt enforcement. For all teams, speed enforcement in high crash corridors was part of the traffic safety team’s day-to-day duties. In addition to these traffic safety enforcement grants, GHSP also funded two new projects providing DWI enforcement officers to supplement existing efforts or to create new teams. A position was funded with the Apex Police Department. Also, the Guilford County Sheriff’s Office DWI Task Force was expanded. GHSP continued to provide funding for an additional seven projects focused on DWI enforcement.

GHSP encourages counties to adopt more systematic approaches for identifying roads that are priorities. Through support and refinement of the Vision Zero Analytics project, GHSP facilitated the collection and sharing of data and county maps with agencies in the top 20-25 counties that are overrepresented in speeding fatalities according to the FY2020 Highway Safety Plan. This information included the locations of these crashes, day of week and time of day. Additionally, GHSP has continued to promote training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. GHSP has

continued its long-standing partnership with the North Carolina Justice Academy, which provides training in crash investigation and speed measuring instrument certification to law enforcement officers statewide. GHSP has also continued our long-standing relationship with NC sheriffs by marketing opportunities with the NC Sheriff's Leadership Institute held each year for all NC sheriffs.

## Program Results

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

Law enforcement agencies in North Carolina conducted the "Speed a Little. Lose a Lot" campaign from April 6 to April 12, 2020. In total, 1,737

checkpoints and saturation patrols were conducted resulting in 2,578 speeding citations. Additionally, the campaign produced 376 DWI arrests, 235 safety belt and child passenger violations, 628 drug violations, and 332 wanted persons apprehended. Detailed results from campaign activities in FY2020 are presented below. These numbers are a much lower than in previous years because the COVID-19 epidemic "Stay At Home" executive orders were in effect during this campaign period, and thus traffic volume was significantly reduced.



RESULTS OF "SPEED A LITTLE. LOSE A LOT" SPEED ENFORCEMENT CAMPAIGN ACTIVITIES DURING FY2020 <sup>1</sup>	
Number of Checkpoints	67
Saturation and Random Patrols	1,670
<b>Total Checkpoints &amp; Patrols</b>	<b>1,737</b>
Under 21 DWI Charges	43
21 and Over DWI Charges	296
DWI Drug Charges	37
DRE Evals	7
<b>Total DWI Charges</b>	<b>376</b>
Safety Belt Violations	204
Child Passenger Safety Violations	31
<b>Total Occupant Restraint Charges</b>	<b>2,35</b>
Speeding	2,578
DWLR	862
Reckless Driving	420
Other Traffic Violations <sup>2</sup>	3,183
<b>Total Traffic Violations</b>	<b>7,301</b>
Drug Violations	628
Stolen Vehicles recovered	92
Wanted Persons Apprehended	332
Felony arrests	350
Other, Not Listed Criminal Violations	1,269
<b>Total Criminal Violations</b>	<b>1,897</b>
<b>Total Traffic and Criminal Violations</b>	<b>10,583</b>

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

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

## Future Strategies

GHSP remains committed to supporting proven countermeasures to reduce the frequency of speed-related crashes and fatalities. GHSP will continue to support the national campaign with its own statewide campaign, “Speed a Little. Lose a Lot.” This campaign is planned for April 5 through April 11, 2021. The strategy is to hold this campaign annually and to look for continued growth in future years, though it is unclear what effect the COVID-19 pandemic might have on next year’s campaign. In addition, GHSP will focus law enforcement and media attention on the enforcing speed laws at night. GHSP will also continue

to share data with all agencies, particularly in counties overrepresented in speeding fatalities. This data will include the locations of speed related crashes, day of the week and the time of day, and other enforcement data. The analytical and mapping tools of the GHSP funded Vision Zero efforts will provide this information in a timely manner. GHSP will work with agencies to address the problem locations and GHSP will consider funding as needed to enhance the enforcement efforts. The Statewide Traffic Enforcement Program mainly focuses on speed enforcement and thus will provide additional enforcement efforts to address the overall speeding problem.

## Funded Projects and Activities

The police traffic services related projects and activities listed below were funded by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s):	PT-20-06-01
Project Title:	GHSP STEP Program In House
Agency:	North Carolina Department of Transportation-Governor's Highway Safety Program
Project Description:	This was an ongoing project to fund a program for traffic safety equipment for use in a statewide enforcement and education program. The Governor’s Highway Safety Program (GHSP) conducted various enforcement efforts throughout the year, including several “Booze It & Lose It” and “Click It or Ticket” campaigns. GHSP encouraged law enforcement agencies to participate and report their citation totals via online reporting on a weekly basis during each campaign as well as at other times during the year. Agencies were evaluated at the end of the year for their participation and reporting. Based on a demonstrated need, agencies requested specific equipment to assist GHSP in achieving their goals in the reduction of alcohol, speed, or unrestrained fatalities. This project funded the cost of the equipment.
Contribution to Meeting Targets:	Resource allocation took place in the first quarter of FY2020. Numerous agencies redeemed credits for equipment utilized in achieving the goals of reducing alcohol, speed, and unrestrained fatalities. The statewide participation reporting rate was 87.6% for the year.

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Project Number(s):	PT-20-06-20
Project Title:	Bessemer City Police Traffic Grant
Agency:	Bessemer City Police Department



**Project Description:** This was a continuation project with the Bessemer City Police Department. The project funded one traffic officer. Gaston County is ranked 9th for overall fatalities 12th for alcohol-related fatalities, 10th for unrestrained fatalities and 10th for speed related fatal crashes. The goal of the project was to reduce speed-related, alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts. Enforcement efforts will target these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.

**Contribution to Meeting Targets:** Bessemer City identified crash locations in the city and conducted target enforcement efforts on a monthly basis. The agency increased traffic citations by 15% during the fiscal year from 1,242 to 1,439. Bessemer City participated in all national highway safety campaigns.

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

**Project Title:** Huntersville Traffic Safety Grant

**Agency:** Huntersville Police Department

**Project Description:** This was a continuation project with the Huntersville Police Department. The project funded two traffic officers. Mecklenburg County is ranked 1st for overall fatalities 1st for alcohol-related fatalities, 1st for unrestrained fatalities and 1st for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.

**Contribution to Meeting Targets:** Huntersville sought a 10% reduction in traffic crashes during the fiscal year and accomplished a 21% reduction. Huntersville had 1,572 crashes in FY2020 and 2,005 crashes the previous year. This was accomplished through directed enforcement at top crash locations and social media and educational efforts. Huntersville sought to reduce alcohol-related crashes but actually experienced an increase in FY2020. They did increase arrests slightly but not to the goal established. Efforts were affected by the COVID pandemic.

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**Project Number(s):** PT-20-06-26

**Project Title:** Mooresville Traffic Safety Officers

**Agency:** Mooresville Police Department

**Project Description:** This was the first year of a grant for two traffic officers for a data-driven, proactive traffic enforcement team. The unit consisted of four officers, two GHSP funded officers and two town funded officers. The goal of the grant was to reduce serious injury traffic crashes, alcohol-related traffic crashes, and speed-related traffic crashes in Mooresville.

**Contribution to Meeting Targets:** Mooresville failed to realize the 25% reduction in serious injury crashes it sought after experiencing 361 such crashes during FY2020 compared to the 2016-2018 average of

360. However, the agency did see an increase in traffic stops and occupant restraint citations during the year despite challenges presented by the COVID pandemic. Mooresville experienced a reduction in alcohol-related crashes despite having fewer DWI arrests in FY2020 than anticipated in the grant. Mooresville also experienced a reduction in speed-related crashes after doubling the number of speeding citations during FY2020.

**Project Number(s):** PT-20-06-28  
**Project Title:** Traffic Safety Officers  
**Agency:** Cabarrus County Sheriff's Office  
**Project Description:** This was the first year of a three project to fund two deputies for traffic enforcement and traffic safety education in Cabarrus County.  
**Contribution to Meeting Targets:** The Cabarrus County Sheriff's Office identified the top eight crash locations and conducted targeted enforcement. The agency conducted a number of educational events at local schools and community events. Cabarrus County participated in all GHSP and NHTSA campaign events. However, some efforts were inhibited by the COVID pandemic. Cabarrus County did not achieve the reduction in serious injury crashes it sought.

**Project Number(s):** PT-20-06-32  
**Project Title:** Gastonia Traffic Safety Grant  
**Agency:** Gastonia Police Department  
**Project Description:** This was the first year of a grant with the Gastonia Police Department which added two additional traffic officers to the current dedicated team of four officers. The Gastonia Police Department is located Gaston County, approximately 20 miles west of Charlotte. Gaston County is ranked 9th for overall fatalities 12th for alcohol-related fatalities, 10th for unrestrained fatalities and 8th for young driver fatal crashes. The goal of the project was to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts. Enforcement efforts targeted these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.  
**Contribution to Meeting Targets:** The Gastonia Police Department sought to decrease alcohol-related fatal crashes by 20% but failed to realize a reduction from the previous five year average. Gastonia participated in all GHSP campaign efforts but was not able to conduct enforcement efforts as planned due to the COVID pandemic. As such, DWI arrests were reduced during the fiscal year from 331 to 303. Gastonia successfully reduced speed-related fatalities in FY2020 through a significant increase in speeding citations. Gastonia issued 3,515 speeding citations in FY2020 compared to 2,217 the previous year. The agency was unable to implement the Think First for Teens Injury Prevention Program as intended due to schools being closed as a result of the COVID pandemic.

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**Project Number(s):** PT-20-06-02  
**Project Title:** Region 11 Law Enforcement Liaison  
**Agency:** Jackson County Sheriff's Office  
**Project Description:** This was an ongoing project for the Region 11 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 11 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.  
**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 81%, a 5% increase from the previous year. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-03  
**Project Title:** Nash County Crash Reduction Team  
**Agency:** Nash County Sheriff's Office  
**Project Description:** This was the second year of the Nash County SO Crash Reduction Team. Two deputies are assigned to work traffic safety and education. The deputies conducted targeted enforcement and conducted education and outreach in the community to increase awareness of traffic safety issues.  
**Contribution to Meeting Targets:** The Nash County Sheriff's Office failed to meet goals related to fatal crashes and alcohol-related crashes. Fatalities increased from the 2013-2017 average of 19.8 to 23 and alcohol-related crashes increased from the 2013-2017 average of 141 to 153. Nash County did meet the goal of reducing teen-related crashes by realizing a decrease from the 2013-2017 average of 451 to 327 during the FY20 fiscal year. Nash County worked diligently to meet expectations and goals but did report challenges brought about by the COVID pandemic.

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**Project Number(s):** PT-20-06-04  
**Project Title:** Region 7 Law Enforcement Liaison  
**Agency:** Guilford County Sheriff's Office  
**Project Description:** This was an ongoing project for the Region 7 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 7 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety

within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 96%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-05

**Project Title:** Region 2 Law Enforcement Liaison

**Agency:** Ayden Police Department

**Project Description:** This was an ongoing project for the Region 2 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 2 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 98%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic. Despite this, the region had 100% reporting for all but one campaign during the year.

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

**Project Title:** Region 6 Law Enforcement Liaison

**Agency:** Rockingham Police Department

**Project Description:** This was an ongoing project for the Region 6 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 6 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 88%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-07

**Project Title:** 2020 Graham Police Department Safety Project

**Agency:** Graham Police Department

**Project Description:** This was the third year of the project that funds one traffic officer. As the county seat of Alamance County, the City of Graham experienced a high volume of traffic on a daily

basis. Alamance County was ranked 24th in overall fatalities, 16th in unrestrained fatalities and 11th in young driver-involved serious injury crashes. Graham Police Department planned to reduce the number of crashes with injuries and fatalities that are caused by speeding, reckless and intoxicated drivers by targeting high crash locations with targeted enforcement efforts.

**Contribution to Meeting Targets:** Prior to the end of the first quarter of the FY2020 fiscal year, the Graham Police Department determined it would no longer participate in the enforcement grant. GHSP was told the agency could not dedicate personnel to traffic enforcement only.

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**Project Number(s):** PT-20-06-08  
**Project Title:** Region 8 Law Enforcement Liaison  
**Agency:** Charlotte-Mecklenburg Police Department  
**Project Description:** This was an ongoing project for the Region 8 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 8 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 86%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-09  
**Project Title:** Region 1 Law Enforcement Liaison  
**Agency:** Dare County Sheriff's Office  
**Project Description:** This was an ongoing project for the Region 1 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 1 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 88.3%, a 10% increase from the previous year. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-10  
**Project Title:** Region 9 Law Enforcement Liaison

Agency: Marion Police Department

Project Description: This was an ongoing project for the Region 9 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 9 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 74%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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Project Number(s): PT-20-06-11

Project Title: Region 10 Law Enforcement Liaison

Agency: Columbus Police Department

Project Description: This was an ongoing project for the Region 10 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 10 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.

Contribution to Meeting Targets: The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was 100% for the second consecutive year. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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Project Number(s): PT-20-06-12

Project Title: Harnett County Traffic Safety Project

Agency: Harnett County Sheriff's Office

Project Description: This was the third year of a project to provide the Harnett County Sheriff's Office with a traffic safety position. Harnett County provided one deputy to match the one funded by GHSP. The funded officer conducted targeted enforcement, conducted education events, and provided community outreach to increase awareness of traffic safety issues. The goal of the project was to reduce alcohol-related traffic fatalities

Contribution to Meeting Targets: Harnett County realized a reduction in alcohol-related fatalities during the fiscal year. However, goals of reducing speed-related fatalities and young driver fatal crashes could not be met. The COVID pandemic prevented the grantee from participating in SFST training and most of the checkpoints planned during the fiscal year. The grantee was also unable to conduct most planned educational presentations. The agency did participate in all GHSP campaigns.

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**Project Number(s):** PT-20-06-13  
**Project Title:** Lillington Traffic Enforcement Officer  
**Agency:** Lillington Police Department  
**Project Description:** This was the third year of a project that provides funding for one officer. This officer conducted targeted enforcement, conducted education events, and provided community outreach to increase awareness of traffic safety issues. The goal of the project is to reduce fatalities and increase seatbelt usage.  
**Contribution to Meeting Targets:** Lillington accomplished its goals of reducing total crashes and speed-related crashes. Lillington also observed an increase in seat belt usage from 80.75% to 90%. COVID did impact the agency's efforts to conduct enforcement activities.

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**Project Number(s):** PT-20-06-14  
**Project Title:** Region 5 Law Enforcement Liaison  
**Agency:** Orange County Sheriff's Office  
**Project Description:** This was an ongoing project for the Region 5 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 5 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor's Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.  
**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 90%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-15  
**Project Title:** Traffic Safety Enforcement Program  
**Agency:** Fuquay-Varina Police Department  
**Project Description:** This was the third year of a project that provided funding for one traffic officer that expanded the current three officer dedicated traffic team to a total of four traffic officers. Wake County is ranked second in overall fatalities, second in alcohol-related fatalities, and third in unrestrained fatalities. This project participated in DWI checking stations, conducted daytime and nighttime seat belt checking stations and conducted education and community outreach. The Town of Fuquay-Varina Police Department aimed to reduce the number of speed-related crashes, reduce the young driver-involved crashes and reduce the total injury crashes through education and enforcement efforts.  
**Contribution to Meeting Targets:** Speed related crashes were reduced in Fuquay-Varina by 42%. Young driver crashes were reduced in Fuquay-Varina by 12% but did not meet the goal set. Total crashes were reduced by 15% during the fiscal year. Fuquay-Varina worked diligently to certify

additional officers in the use of RADAR and LIDAR. The agency accomplished reductions through a combination of education, enforcement, and training.

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**Project Number(s):** PT-20-06-16  
**Project Title:** Region 4 Law Enforcement Liaison  
**Agency:** Tarboro Police Department  
**Project Description:** This was an ongoing project for the Region 4 LEL. The Regional LEL continued to assist GHSP by encouraging County Coordinators within Region 4 to continue GHSP campaigns and other traffic related initiatives as it pertains to the North Carolina Governor’s Highway Safety Program. The LEL continued promoting highway safety within this region and worked with agencies to attempt to raise the seatbelt usage above 92.5% and obtain a regional participation rate of 75% or higher.  
**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was determined to be 90%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-17  
**Project Title:** Traffic Safety Unit  
**Agency:** Wake Forest Police Department  
**Project Description:** This was the third year of a project that provided funding for one traffic officer that expanded their six-officer dedicated traffic team to a total of seven traffic officers. Wake County is ranked second in overall fatalities, second in alcohol-related fatalities, third in unrestrained fatalities and first in young driver-related fatalities (20 or younger). This project aimed to conduct targeted enforcement by increasing patrols in high traffic areas, host and participate in DWI checking stations, set up daytime and nighttime seatbelt checking stations and conduct education and community outreach. The Wake Forest Police Department team aimed to increase DWI arrests and increase seatbelt citations issued.  
**Contribution to Meeting Targets:** Wake Forest participated in all GHSP sponsored events. While Wake County experiences an increase in alcohol-related fatalities, Wake Forest did not have an alcohol-related fatality in its jurisdiction during the fiscal year. Wake County also experienced an increase in unrestrained fatalities. Wake County did experience a reduction in speed related crashes.

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**Project Number(s):** PT-20-06-18  
**Project Title:** Traffic Crash Reduction Resolution  
**Agency:** Clayton Police Department

**Project Description:** This was the second year of a project that funded one traffic officer which expanded the existing traffic unit from a two man to a three-man team. The goal of the project was to reduce traffic-related injury crashes, young driver injury crashes and alcohol-related fatal crashes through enforcement and education efforts. Enforcement efforts were to target these drivers by conducting seat belt initiatives and by holding checking stations during the day and nighttime.

**Contribution to Meeting Targets:** Clayton experienced an increase in crash-related injuries despite conducting numerous outreach and educational events during the fiscal year. Enforcement efforts were affected by the COVID pandemic. However, alcohol-related crashes and young driver crashes were reduced in FY20.

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**Project Number(s):** PT-20-06-19

**Project Title:** Region 3 Law Enforcement Liaison

**Agency:** New Hanover County Sheriff's Office

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

**Contribution to Meeting Targets:** The seat belt usage rate in North Carolina in 2020 was determined to be 87.1%. The regional participation rate was 68%. Law enforcement agencies across the state were greatly impacted by the COVID pandemic.

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**Project Number(s):** PT-20-06-25

**Project Title:** Knightdale DWI Enforcement

**Agency:** Knightdale Police Department

**Project Description:** This project added one traffic safety officer to the traffic unit to expedite the safe and expeditious movement of vehicle and pedestrian traffic. To accomplish this, the project will conduct selective enforcement in areas designated by data as high in crashes, provide educational seminars, and provide aggressive enforcement of DWI laws.

**Contribution to Meeting Targets:** Knightdale experienced a reduction in unrestrained fatal and serious injury crashes and a reduction in speed-related fatal and serious injury crashes. Knightdale also realized a reduction in young driver crashes.

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**Project Number(s):** PT-20-06-29

**Project Title:** Garner Traffic Safety Officers

**Agency:** Garner Police Department

**Project Description:** This was the first year of a three year project to fund a traffic safety officer to decrease the number of alcohol, unrestrained, and speed-related crashes in the town.

**Contribution to Meeting Targets:** Alcohol-related crashes were reduced in Wake County in FY20, as were speed-related crashes in Garner. However, unrestrained fatalities increased in Wake County during FY20.

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**Project Number(s):** PT-20-06-22

**Project Title:** Spreading the Belief in Vision Zero

**Agency:** North Carolina Department of Justice

**Project Description:** This grant provided funding for the the North Carolina Justice Academy to provide necessary specialized training to law enforcement officers. The Justice Academy is the only agency permitted to develop and conduct training for speed measuring instruments (SMI). This grant allowed for the purchase of all approved SMI's in North Carolina for training purposes. NCJA conducted Driving Instructor training (EVOC) to help reduce emergency vehicle crashes. NCJA offered the Traffic Crash Investigation and Reconstruction program that provides a thorough, albeit basic, reconstruction of highway incidents. NCJA purchased and provided training and access for LEAs across the state for CDRs and EDRs that would otherwise be unavailable for LEAs with budget restraints. Additionally, training regarding the investigation, analysis, and documentation of CMV crashes was provided. Training regarding drugs was provided to LEOs regarding identifying illicit drugs and how to test for impairment. Officers were provided a "drug bible" and field test kits after completion of the training. To maximize reach, training was offered off-campus to LEAs across North Carolina.

**Contribution to Meeting Targets:** The North Carolina Justice Academy continue its efforts as the primary point of creation and distribution of essential materials used by eighty-four highway safety training programs in North Carolina. The NCJA trained individuals from over 600 agencies in FY2020. However, there efforts were greatly impeded by the COVID pandemic.

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**Project Number(s):** PT-20-06-30

**Project Title:** Jacksonville Overtime for Traffic Enforcement

**Agency:** Jacksonville Police Department

**Project Description:** This was a new grant application for the Jacksonville Police Department. The agency requested funding for increased traffic safety enforcement efforts. Onslow County is ranked 20th for overall fatalities 10th for alcohol-related fatalities, 31st for unrestrained fatalities and 13th for speed-related fatal crashes.

**Contribution to Meeting Targets:** The Jacksonville Police Department sought to reduce speed-related fatalities by 20% and unrestrained fatalities by 25% in Onslow County during the fiscal year. Jacksonville met the speed-related goal but failed to meet the unrestrained goal. The agency failed

to conduct grant-related enforcement efforts in the first or second quarter. A lack of interest and the COVID pandemic were cited as causes.

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Project Number(s):	PT-20-06-31
Project Title:	Robeson County Traffic Team
Agency:	Robeson County Sheriff's Office
Project Description:	This project was designed to implement a three-man traffic team to perform selective enforcement in high crash areas and to deliver safety education programs. Training was provided to patrol deputies in radar, intoxilyzer, Standard Field Sobriety Testing and high visibility enforcement techniques. This project served as a force multiplier by working with other law enforcement agencies, media, local schools and civil groups to increase highway safety efforts.
Contribution to Meeting Targets:	The Robeson County Sheriff's Office Traffic Team participated in all GHSP campaigns during the fiscal year. They participated in numerous community and educational events prior to restrictions brought about by the COVID pandemic. Enforcement activities were also affected by COVID but the agency still relied on targeted high visibility enforcement related to seat belt violations and speeding. The agency assisted the Robeson County District Attorney's Office by participating in and disseminating information related to the newly formed seat belt diversion initiative.

# Young Drivers

## Background and Noteworthy Programs

Motor vehicle crashes are a leading cause of death for young people in North Carolina. In 2019, there were 145 fatal crashes involving a driver age 20 or younger. Even though persons age 16-20 comprise just 3.5 percent of the population in North Carolina, they account for 7.5 percent of all fatal crashes. Fatal crashes among young drivers are most common among males, on rural roads, and in the mid to late afternoon (3-6 p.m.). Mecklenburg, Wake, Guilford, Buncombe, and Cumberland counties account for the highest number of young driver fatal crashes.

For the past five years, GHSP has supported University Health Systems of Eastern Carolina Foundation’s “PittCo Teen Safe Drivers” program. The program uses a peer-to-peer model and a variety of evidence-based strategies to create a community focused on teen safe driving. During FY2019 and FY2020, project staff expanded into two local counties (Beaufort and Lenoir) in addition to Pitt County with the goal of expanding local parent education and peer-to-peer education initiatives via the Countdown 2: Drive and PittCo Teen Safe Drivers programs. School closures and community event cancellations related to the COVID pandemic necessitated a modification in the how University Health Systems of Eastern N.C. conducted education programs. Twelve peer-to-peer teen safe driving activities were conducted at high schools, reaching more than 900 students. Post intervention student surveys could not be completed

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

due to COVID. A distracted driving video was developed and shared on multiple social media pages. The video reached 7,237 individuals, had 1,162 engagements, and was shared 66 times. Online programming, social media platforms, and gas station TV were utilized to share teen safe driving messaging throughout the year.

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

GHSP also funded the UNC Highway Safety Research Center (HSRC) to examine crash risks among older novice drivers in North Carolina. There is growing evidence that teenagers are choosing to postpone licensure. Economic factors likely play a role because the cost of driving is steep for a new teenage driver. Delayed licensure has important safety implications. To the extent teens wait until they are eighteen or older to begin driving, they miss the benefits of graduated driver licensing (GDL). A new driver who is eighteen (or older) can simply apply for a full adult





license, thus avoiding the extended learner period and other key GDL requirements and restrictions. For this reason, safety advocates such as GHSA recommend states consider extending GDL to novices older than seventeen. This project used a combined crash and licensing dataset to examine important questions about older novice drivers:

- 1) How many teens in North Carolina are delaying licensure until they are 18 or older, and how has this changed over time?
- 2) Do older novices have different crash rates than younger novices?
- 3) How do the characteristics of crashes among older novices differ from those of experienced drivers of the same age?
- 4) Would extending GDL to older novice drivers reduce crashes and fatalities among this age group?

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

## Program Results

### ***Driver Education Program Assessment***

GHSP partnered with the Department of Public Instruction (NC DPI) in FY2015 to request a statewide driver education curriculum assessment. The purpose of the assessment was to review the State's driver education program, identify the program's strengths and accomplishments, identify weak areas, and offer suggestions for improvement. The assessment consisted of interviews with NCDPI staff, State and community level driver education program managers, trainers, public and commercial (private) instructors, law enforcement, a traffic safety resource prosecutor (TSRP), a district attorney, researchers, parents and students. The assessment team's report included recommendations for improving the driver education

program in North Carolina (including 10 high priority recommendations). The North Carolina Driver Education Advisory Committee (DEAC), which reports to the State Board of Education, has formed six subcommittees to address and implement the recommendations of the NHTSA assessment.

### ***North Carolina Teen Driver Resource Center***

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

- The NC Executive Committee for Highway Safety
- The NC Child Fatality Task Force
- The NC Department of Transportation in creation of the 2019 Strategic Highway Safety Plan
- Leaders of the NC driver education community, including the Driver Education Advisory Committee

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

### ***Drivers Education Advisory Committee***

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

## Future Strategies

GHSP is committed to exploring and evaluating innovative approaches to improving young driver safety. GHSP will continue to fund programs that include educational presentation activities and hands on driver training. During FY2021, GHSP is funding

teen driver safety initiatives led by SADD (Students Against Destructive Decisions), PittCo Safe Teen Drivers, Cabarrus County Health Alliance, and the University of North Carolina Highway Safety Research Center.

A new project with the SADD National Office will seek to identify the causes of teen crashes through a data-driven approach, respond with evidence-based countermeasures, and build a sustainable network of peer-to-peer based student chapters to provide programming in schools and communities across the state. SADD will work with GHSP to select five communities overrepresented in teen crashes. These Program Implementation Communities (PIC's) will receive programming and intervention strategies to reduce teen crashes.

GHSP is also funding two positions to manage the Keeping Every Youth Safe (KEYS) program in Cabarrus County. The project will establish a safe driving task force within Cabarrus County, establish a Law Enforcement Mentoring program, train high school leaders on safe driving and develop social media safe driving messages to distribute. The project aims to reduce the number of young driver-involved serious injury crashes and to reduce the number of teens who drive while impaired.

GHSP is supporting an effort by HSRC to help parents understand the importance of choosing a safe vehicle for their teen. Typically, teens receive inexpensive "hand me down" vehicles based on the assumption that the vehicle will be less costly to replace if/when the teen is involved in a crash. However, these older vehicles are often missing important safety features such as side airbags, electronic stability control, and antilock brakes. As a consequence, teens who are involved in a crash are more likely to be seriously injured or killed. Similar to helping parents chose an appropriate car seat for their infant or young child, this project will provide assistance to parents in North Carolina with choosing a vehicle that is safe and that will protect their teen in a crash.

Finally, GHSP plans to continue using the Driver Education Program Assessment Report as the basis for planning driver education program improvements, assessing legislative priorities, considering additional training, and evaluating funding priorities. The Driver Education Advisory Committee is also utilizing the Assessment to make changes and improvements in the quality, availability, content, and delivery of driver education.

## Funded Projects and Activities

The young driver-related projects and activities listed below were funded by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s):	DE-20-08-01
Project Title:	North Carolina Teen Driving Safety Initiative
Agency:	University of North Carolina at Chapel Hill - Highway Safety Research Center
Project Description:	This was a continuation project to develop new approaches to reduce teen driver crashes and fatalities in North Carolina, and to provide information, guidance and assistance to stakeholders who are working to improve teen driver safety in our state. During previous years of the project, HSRC examined the nature of young driver crashes in NC, conducted surveys of NC parents and teens, developed a comprehensive program to assist parents of teen drivers, and created a Teen Driver Resource Center (TDRC).

Contribution to Meeting Targets:

HSRC assisted a number of groups, organizations, agencies, and news outlets in matters related to teen driving during the fiscal year. Efforts were impeded, however, once COVID restrictions were implemented in the state.

## Motorcycle Safety

### Background and Noteworthy Programs

A total of 208 motorcyclists were killed in crashes in 2019, up 9% from 2018. Motorcyclists account for 15% of all traffic fatalities in the State. Most crash-involved and fatally-injured motorcycle riders are male. The average age of riders killed in crashes has risen; half of these riders are now age 41 or older. Alcohol use continues to be an important contributing factor to motorcycle crashes. Alcohol involvement is twice as high in motorcycle crashes compared to crashes involving passenger vehicles, pickup trucks, or other types of vehicles. The counties with the highest number of motorcyclist fatalities are Mecklenburg, Guilford, Wake, Cumberland, Onslow and Forsyth. Together, these six counties account for more than 25 percent of the State's motorcyclist fatalities. (North Carolina has 100 counties.) However, many of the counties with the highest crash rates per registered motorcycle are located in the less populated, mountainous part of the state.

In North Carolina, all operators and passengers on motorcycles and mopeds are required to wear a helmet that complies with Federal Motor Vehicle Safety Standard (FMVSS) 218. Research shows that a motorcycle rider who is not wearing a helmet is five times more likely to sustain a critical head injury than a helmeted rider. In North Carolina, the vast majority of fatally or seriously injured motorcyclists were wearing a helmet when they crashed. Only 14 fatally injured motorcycle riders in 2019 were not wearing a helmet. This is consistent with the very low number of unhelmeted fatalities over the past decade in North Carolina. NHTSA estimates that more than 100 lives are saved each year in North Carolina by helmets, and that more lives could be saved if all riders wore helmets.

A key safety initiative to reduce motorcyclist crashes and fatalities is "BikeSafe North Carolina." Sponsored by the Governor's Highway Safety Program, BikeSafe offers training in safe riding techniques and discusses safety topics. The training is conducted by law

enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills. The training takes place in the classroom and on the streets. On the road, each student is paired with a motorcycle officer who observes the student's riding. The motorcycle officer then provides feedback and instruction on how the student can improve his/her riding techniques to enhance safety. GHSP supports the BikeSafe program through Section 402 and Section 405 motorcycle safety incentive funds.

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

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

### Program Results

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

Section 402 and Section 405 motorcycle safety incentive funding has enabled BikeSafe to expand in recent years. There were 46 host agencies for the BikeSafe program during FY2020. These agencies conducted a total of 150 BikeSafe events with 474 attendees. Presently, there are 190 BikeSafe assessors across the state.

In FY2019, the North Carolina State Highway Patrol assumed a leadership role in coordinating the BikeSafe NC program. The program's Statewide Coordinator from the NCSHP is responsible for



monitoring safety course material, evaluating the course, and providing updates to the program as needed. The Statewide Coordinator also attends and assesses courses and trainings throughout the state. In FY2020, the NCSHP began updating the curriculum of BikeSafe. The update will include a new training curriculum and teaching presentation, a full instructor plan, a full student lesson plan, and a two-day train-the-trainer session. The primary focus of the curriculum update will include the changes set forth by BikeSafe London and the new studies/practices designed to reduce motorcycle fatalities.

### **Motorcycle Safety Awareness Month**

During 2020, Governor Roy Cooper issued a proclamation declaring May as Motorcycle Safety Awareness Month. The Governor cited the popularity of motorcycle riding as a form of recreation and transportation for thousands of citizens across North Carolina and the United States. He urged all motorists to recognize the importance of motorcycle safety and of sharing the roadways with motorcycles. He also noted the importance of motorcycle rider training, knowledge of traffic laws and licensing requirements.

BikeSafe instructors consisting of State and local law enforcement officers conducted 11 BikeSafe classes and instructed 15 students during the month of May. The month of May typically represents the most attended BikeSafe classes of the year. However, the COVID pandemic greatly affected attendance. Therefore, the North Carolina Highway Patrol focused on a variety of social media platforms to conduct outreach related to motorcycle safety. In addition, there were numerous Motorcycle Safety Awareness education events promoting motorcycle safety and

awareness. GHSP continues to utilize earned media and paid media when feasible to promote the free training and enhance motorist awareness.

### **Future Strategies**

BikeSafe North Carolina has grown in popularity. To help expand agency participation across the state, the BikeSafe program has expanded from five to six regions: Great Smoky Mountain, Triad, Piedmont, Triangle, Eastern, and Southeast region. Each region has a Regional Coordinator who is dedicated to promoting the BikeSafe program and recruiting other agencies in the area to become involved. North Carolina currently has 190 trained BikeSafe assessors and is continually seeking to expand to the military and other municipal motor units.

GHSP will again conduct kickoff events for Motorcycle Safety Awareness Month in May 2021. GHSP will seek earned media attention gained from partnerships with NCDOT Communications Office, State Highway Patrol, local law enforcement and rider groups. Typically, the kickoff event will feature the GHSP Director, along with state and local law enforcement. BikeSafe typically conducts a training session in conjunction with the event. GHSP plans to kick off Motorcycle Safety Awareness Month in Maggie Valley at the Wheels Through Time Motorcycle Museum with an opening media event. The museum is home to the world's premier collection of rare & historic American Vintage Motorcycles.

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

The 2020 BikeSafe Motorcycle Safety Summit was held June 8-10 in Asheville, North Carolina. Approximately 45 BikeSafe motor officers from across the state attended the summit which focused on motorcycle specific laws, issues and enforcement efforts. Initially, 63 officers were scheduled to attend.

However, attendance was affected by the COVID pandemic. BikeSafe coordinators were also updated on the newest version of the BikeSafe program, a discussion was held on the current status of the

program in North Carolina, and a BikeSafe class was offered with five students in attendance. As in previous years, the summit was well received by the motor officers. A summit is being planned for 2021.

## Funded Projects and Activities

The motorcycle safety-related projects and activities listed below were funded by GHSP under the FY2020 Highway Safety Plan:

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**Project Number(s):** MC-20-03-01  
**Project Title:** Regional BikeSafe Coordinator  
**Agency:** Raleigh Police Department  
**Project Description:** This was an ongoing project to fund the BikeSafe NC initiative. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. The position covers the regional coordinator for the Triangle region of the State.  
**Contribution to Meeting Targets:** The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

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**Project Number(s):** M9MT-20-16-01  
**Project Title:** Statewide BikeSafe Coordinator  
**Agency:** North Carolina Department of Public Safety-State Highway Patrol  
**Project Description:** This was a continuation project to fund the BikeSafe NC initiative of the NCGHSP. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. The funded position is the Statewide Coordinator and oversees the daily operations of the course.  
**Contribution to Meeting Targets:** The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled. However, a new Bike Safe curriculum was created and provided to local coordinators.

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**Project Number(s):** MC-20-03-02  
**Project Title:** Regional BikeSafe Coordinator  
**Agency:** Asheville Police Department



**Project Description:** This was a first year project to fund the BikeSafe NC regional coordinator position at Asheville PD. This was the position previously held at Hendersonville. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. They position covers the western portion of North Carolina.

**Contribution to Meeting Targets:** The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

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**Project Number(s):** MC-20-03-03

**Project Title:** North Carolina Motorcycle Safety Program Quality Assurance and Summer Update

**Agency:** Lenoir County Community College

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

**Contribution to Meeting Targets:** Due to the COVID pandemic, Lenoir County was unable to have the summer update. While 42 quality assurance visits were conducted during the fiscal year, a number of visits could not be conducted due to school shutdowns and additional restrictions.

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**Project Number(s):** MC-20-03-04 M9MT-20-16-02

**Project Title:** Motorcycle Safety Equipment

**Agency:** Lenoir County Community College

**Project Description:** This was an ongoing project that allows the North Carolina Motorcycle Safety Education Program (NCMSEP) to offer rider training to meet the needs of a growing population of motorcyclists. Motorcycle registrations have increased and many military personnel are coming to NC and are required to complete a MSF class.

**Contribution to Meeting Targets:** In an effort to address the training needs of the motorcycle riding community, Lenoir County converted seven motorcycles to three-wheel motorcycles. The COVID pandemic greatly affected the ability to conduct training events.

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**Project Number(s):** MC-20-03-05

**Project Title:** Regional BikeSafe Coordinator

**Agency:** Guilford County Sheriff's Office

**Project Description:** This was a continuation project to fund the BikeSafe NC regional coordinator position at Guilford County SO. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. This position covers the Triad portion of North Carolina.

Contribution to Meeting Targets: The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

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Project Number(s): MC-20-03-06

Project Title: Regional BikeSafe Coordinator

Agency: Cabarrus County Sheriff's Office

Project Description: This was a continuation project to fund the BikeSafe NC regional coordinator position at Cabarrus County SO. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. This position covers the Charlotte area.

Contribution to Meeting Targets: The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

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Project Number(s): MC-20-03-07

Project Title: Regional BikeSafe Coordinator

Agency: Wilson Police Department

Project Description: This was a continuation project to fund the BikeSafe NC regional coordinator position at Wilson PD. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. This position covers the eastern portion of North Carolina.

Contribution to Meeting Targets: The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

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Project Number(s): MC-20-03-08

Project Title: Examining the Characteristics and Crash Risks of New Motorcycle Riders in North Carolina

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

Project Description: This was a continuation of an HSRC study determining if crash risk is highest for motorcycle riders within the first year after obtaining a licensing.

Contribution to Meeting Targets: HSRC analyzed linked datasets to investigate the characteristics of motorcycle riders in North Carolina. A summary of the data analysis and recommendations for

interventions to reduce motorcyclist fatalities and serious injuries was completed and provided to GHSP.

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Project Number(s): MC-20-03-09

Project Title: Regional BikeSafe Coordinator

Agency: Jacksonville Police Department

Project Description: This was a continuation project to fund the BikeSafe NC regional coordinator position at Jacksonville. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities. This position covers the Southeastern portion of North Carolina.

Contribution to Meeting Targets: The regional BikeSafe programs sought a decrease in statewide motorcycle fatalities during FY2020. North Carolina had 190 motorcycle fatalities during this time which was an increase from the most recent five year average. Due to restrictions brought about by the COVID pandemic, many training and educational events were canceled.

# Traffic Records

## Background and Noteworthy Programs

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

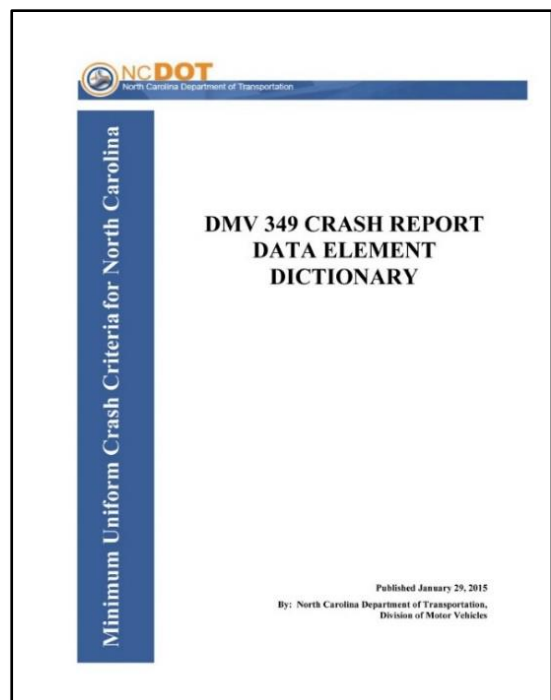
For the past five years, North Carolina has funded a Traffic Records Assessment, helped the NC Administrative Office of the Courts (AOC) continue eCitation® (described below), and funded several ongoing projects to develop data linkage between the crash reporting database and medical databases. Additionally,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

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

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

an efficient and cost-effective state transportation system.

- **NC Crash Data** is a database maintained by the North Carolina Division of Motor Vehicles (NCDMV) that contains information on all reported crashes in the state. The database serves as a single electronic repository for all crash data. There are three methods for entering crash data into the database maintained by NCDMV. The Electronic Crash Reporting System (ECRS) accepts crash data electronically from third-party crash collection applications. As of July 2020, ECRS accounted for 68% of total crash reports submitted. The Traffic and Criminal Software (TraCS) application is a national model software package that is used and maintained by NCDMV for electronic crash reporting. TraCS accounted for 11% of all crash submissions as of July 2019. The remaining 21% of crash reports were keyed manually into the NC Crash database by DMV employees.
- **NCAWARE (North Carolina Warrant Repository)** is a custom-developed, web-based system that was designed, developed, and implemented by



the North Carolina Administrative Office of the Courts (NCAOC). The system maintains detailed information about criminal processes, such as warrants, magistrate orders, citations that lead to an arrest, criminal summons, orders for arrest, release orders, and appearance bonds.

- **eCITATION®** automates the issuing of cite-and-release citations in North Carolina. Using existing wireless connections, eCitation® allows officers to create citations and schedule court dates electronically from the patrol car. A portable printer produces the copy of the citation for the cited person. After issuance of the eCitation®, the officer transmits the data directly to NCAOC where it can be immediately accessed statewide in the Automated Criminal Infraction System (ACIS). eCITATION® is the first system in the nation that fully automates the citation process.
- Additional AOC systems include the **Automated Criminal Infraction System (ACIS), Criminal Court Information System – Clerks Component (CCIS-CC), Criminal Court Information System – District Attorneys Component (CCIS-DA), Electronic Compliance and Dismissal (ECAD), payNticket, and Online Request for Reduction of Speeding**. More information on all these systems can be found in the 2020 NC TR Strategic Plan. Note that AOC has recently signed a contract for the Integrated Case Management System (ICMS) through Tyler Technologies, and statewide rollout is anticipated to begin in 2021. The configuration and statewide rollout are expected to occur over a five-year period. A similar contract has been awarded to Tyler Technologies for an eCitation and NCAWARE replacement solution.

### **North Carolina Traffic Records Coordinating Committee (NC TRCC)**

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

*Provide leadership to establish and maintain a level of coordination, communication, and cooperation between agencies and stakeholders to maximize utilization and improve functionality, data accuracy, timeliness, and linkages, and to advance electronic data collection, protect privacy, minimize*

*redundancies in traffic records systems, and better accomplish individual agencies' goals.*

The NC TRCC makes policy and program recommendations to the NC Executive Committee for Highway Safety, which then may work to further implement these recommendations. The NC TRCC met on three occasions in FY2020: February 4, 2020, May 6, 2020, and October 7, 2020. The most recent two TRCC meetings were virtual due to the ongoing COVID-19 pandemic.

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

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

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

### **State Traffic Records Strategic Plan**

The North Carolina Traffic Safety Information Systems 2020 Strategic Plan was updated by the UNC Highway Safety Research Center in collaboration with the N.C. Traffic Records Coordinating Committee.

On May 8, 2017, the NC TRCC received the updated NC TR Assessment from NHTSA based on the results of the online assessment conducted in the spring of 2017. The report is available at: <https://connect.ncdot.gov/groups/NCTRCC/Documents/2017%20NC%20Traffic%20Records%20Assessment.pdf>. This year's Strategic Plan used the main recommendations for each data area to help update the goals and performance measures in the current 2020 TR Strategic Plan.

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

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

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

See the 2020 Strategic Plan for a full listing of the latest goals, objectives, and performance measures/targets (available at: <https://connect.ncdot.gov/groups/NCTRCC/Documents/2020%20TRCC%20Strategic%20Plan.pdf>).

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

## Future Strategies

For the past nine years (2012-2020) North Carolina has created a traffic records strategic plan. These application/reports have been compiled through the NC State Data Coordinator, along with input from the entire NC TRCC membership. As a result, NC has been awarded monies for the NC Data Coordinator to allocate as needed to continue Traffic Record Data Improvements projects.

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

Electronic Crash (eCrash) Replacement Program is currently underway and is directed by the UNC Highway Safety Research Center with Program Manager Nancy Lefler as PI. This project is a five-year effort to completely revise the current NC Crash Data system, including the crash report form and each of the data systems involved in the recording and analyses of crash data by traffic engineers, municipalities, NC law enforcement, and researchers.



## Funded Projects and Activities

The traffic records related projects and activities listed below were funded by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s): M3DA-20-14-06  
Project Title: eCitation/TRACS Expansion in Ashe County  
Agency: Jefferson Police Department  
Project Description: Jefferson Police Department received funding for two Mobile Data Terminals (MDTs). The addition of two (2) MDT's was designed to enable officers working full-time for Jefferson Police Department to utilize eCitation which in return would increase officer safety and help make an impact on crashes. The use of eCitation reduced the time spent on traffic stops, which in return allowed officers more time to focus on traffic safety.  
Contribution to Meeting Targets: All officers are currently utilizing eCitation and have the ability to submit crash investigations electronically.

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Project Number(s): M3DA-20-14-04 SA-20-09-09  
Project Title: NC Vision Zero Technical and Program Support 2019-2020  
Agency: North Carolina State University-Institute of Transportation Research and Education  
Project Description: NC Vision Zero (NCVZ) is North Carolina's collaborative, data-driven traffic safety program for preventing roadway deaths and injuries. The goal of NC Vision Zero was to create a unified traffic safety vision for changing our overall traffic safety culture. One of the main strategies of this campaign was to engage ALL safety partners, including the public, to bring this shared safety vision to reality.  
Contribution to Meeting Targets: NC Vision Zero focused on engaging all safety partners to drive traffic fatalities on North Carolina roads to zero by providing data driven traffic safety planning tools via the NC Vision Zero website and hosting four Vision Zero Task Force meetings. The project also worked with GHSP and NC State Highway Patrol to improve data collection and dissemination practices by adding data elements useful to these partners.

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Project Number(s): SA-20-09-05  
Project Title: Highway Safety Plan and Annual Report  
Agency: University of North Carolina at Chapel Hill - Highway Safety Research Center  
Project Description: This was an ongoing project designed to prepare the North Carolina Highway Safety Plan and the Governor's Highway Safety Program's (GHSP) Annual Report.  
Contribution to Meeting Targets: Both the Annual Report and Highway Safety Plan were completed and submitted to NHTSA, as required.

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**Project Number(s):** M3DA-20-14-05  
**Project Title:** Electronic Crash (eCrash) Replacement Program  
**Agency:** North Carolina Department of Transportation - Division of Motor Vehicles  
**Project Description:** The North Carolina Division of Motor Vehicles (NC DMV) contracted with the Highway Safety Research Center (HSRC) at UNC to modernize North Carolina's crash reporting systems.  
**Contribution to Meeting Targets:** The timeline for completing this project continues to change. NCDMV has completed the kick-off meeting with stakeholders to clarify vision and the needs of the system.

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**Project Number(s):** M3DA-20-14-02  
**Project Title:** Improving Traffic Records Performance Measures in Elizabeth City: TraCS and eCitation  
**Agency:** Elizabeth City Police Department  
**Project Description:** Elizabeth City Police Department requested funding for five Mobile Data Terminals (MDTs) to ensure that officers have in-car use of E-Citation for reporting traffic violations and in-car use of the TraCS application for collecting and reporting crash data to NCDMV.  
**Contribution to Meeting Targets:** Elizabeth City purchased the MDT's and accomplished the installation in patrol vehicles. The agency currently reports all crashes electronically.

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**Project Number(s):** TR-20-07-01  
**Project Title:** 2020 North Carolina Traffic Safety Information Systems Strategic Plan Update  
**Agency:** University of North Carolina at Chapel Hill - Highway Safety Research Center  
**Project Description:** This was an ongoing project that provided technical and logistical support to the Traffic Records Coordinating Committee (TRCC) to enable coordination, communication, and cooperation among the TRCC membership and other stakeholders as well as to update the North Carolina Strategic Plan for Traffic Safety Information Systems.  
**Contribution to Meeting Targets:** HSRC planned and facilitated three TRCC meetings held on October 2, 2019, February 4, 2020, and May 6, 2020. HSRC provided GHSP a summary of each meeting with the corresponding Quarterly Reports. HSRC used the formal 405 (c) project prioritization process for the TRCC in the October meeting. The process is currently being used to review and to recommend possible 405 (c) proposals to GHSP for funding. The 2020 ATSIP Traffic Records Forum was canceled due to COVID-19 and a smaller, virtual conference was held in its place. HSRC prepared for the TRCC Plan updates, collected key updated information from all agencies, and facilitated the May 2, 2020 NC TRCC all-day virtual meeting. Based on feedback gathered from the May meeting, as well as additional follow-up conducted, the 2020 NCTR Strategic Plan was updated, reviewed, finalized, approved and submitted on schedule. The current 2020 NC TR Strategic Plan is available at: <https://connect.ncdot.gov/grops/NCTRCC/Pages/Projects-Plans.aspx>.

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**Project Number(s):** M3DA-20-14-03  
**Project Title:** Linking Crash Reports to Health Data in North Carolina: Adding Claims Data to Measure Cost Outcomes  
**Agency:** University of North Carolina at Chapel Hill - Injury Prevention Research Center  
**Project Description:** The Injury Prevention Research Center (IPRC) at the University of North Carolina continued to advance the Traffic Records Coordinating Committee’s overall objective of linking police reported motor vehicle crash data with health outcomes data to better inform highway safety planning and policy decisions. Crash data provides detailed information regarding the circumstances and events of a crash, but very little information on the injuries sustained in the crashes and nothing on the costs for treating injuries. Of particular significance are costs of treating injuries that are borne by the state of North Carolina itself and other taxpayer-funded sources. Systematic incorporation of health outcomes data, including clinical, billing, and payment information, and crash data into a consolidated database will facilitate decision-making and will also improve North Carolina’s response reporting requirements.  
**Contribution to Meeting Targets:** During the fiscal year, IPRC reported that it was able to document the data linkage process. IPRC completed a linkage study for motor vehicle crashes involving pedestrians, bicyclists, and motorcyclists. The report can be located on the Carolina Center for Health Informatics (CCHI) website. IPRC created and analyzed a linked Medicaid/HSRC crash dataset.

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**Project Number(s):** M3DA-20-14-09  
**Project Title:** Improving Traffic Records Performance Measures in Macon County: eCitation and eCrash  
**Agency:** Macon County Sheriff's Office  
**Project Description:** Macon County Sheriff's Office requested funding to equip eight (8) patrol vehicles with Mobile Data Terminals (MDTs) to assist in collecting and submitting citations and crash reports electronically.  
**Contribution to Meeting Targets:** Macon County acquired eight MDT's and equipped patrol officers with the ability to submit crashes and citations electronically.

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**Project Number(s):** M3DA-20-14-01  
**Project Title:** eCitation Printer Distribution  
**Agency:** North Carolina Judicial Department-Administrative Office of the Courts  
**Project Description:** This was an ongoing project that provided printers to law enforcement agencies to increase the number of agencies and officers on eCitation, thus increasing the percentage of eCitations versus paper citations in support of the Traffic Safety Information Systems Strategic Plan goals.

Contribution to  
Meeting Targets:

The goals of the Administrative Office of the Courts during FY2020 included increasing electronic submissions of citations to 87.7%. At present over 90% of citations are submitted electronically. In addition, AOC sought to increase the number of participating agencies from 486 to 501 during the fiscal year. Currently, 519 law enforcement agencies submit citations electronically through eCitation.

# Other Highway Safety Priorities

## Older Drivers

In 2019, there were 280 drivers age 65 and older involved in fatal crashes in North Carolina. Fatal crashes among older drivers have increased 26% since 2010. The number is expected to increase even further as the “baby boom” generation turns 65 and enters the ranks of “older drivers.” In addition to the potential for increasing crash involvement, older adults are more vulnerable to injury when they are involved in a crash. The percentage of drivers killed in crashes is two to three times higher for older drivers than for drivers less than 65 years of age.

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

Since the spring of 2004, GHSP has collaborated with and helped support a statewide Senior Driver Safety Coalition (SDSC). This coalition harnesses the collective knowledge of North Carolina professionals and research institutions working in the field of older driver safety. The primary goal of the SDSC is to collaborate on methods for improving safety among older drivers and to advance awareness of viable transportation alternatives when driving is no longer an option. Since 2005, the Coalition has also served as the North Carolina Executive Committee for Highway Safety (ECHS) Older Driver Working Group (ODWG) charged with recommending strategies for reducing traffic-related deaths and injuries in the state involving older drivers. One ongoing effort involves a NHTSA-funded demonstration project promoting Highway Safety Program Guideline No. 13. This effort is led by an SDSC member out of Eastern Carolina University and draws on collaboration with both GHSP and SDSC.



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

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

## Pedestrians and Bicyclists

North Carolina experienced 209 pedestrian fatalities in motor vehicle-related incidents during 2019, a decrease of 7% from 2018. However, the long-term



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

Pedestrian fatalities in North Carolina are most common among males age 20-64. They typically occur on urban roads between 6 p.m. and midnight. Urbanized areas have many more pedestrians and motor vehicles; hence, there are more opportunities for pedestrian-motor vehicle conflicts to occur. Moreover, pedestrians can be more difficult to see at nighttime and alcohol-involvement is higher in nighttime crashes. Ninety percent of the state's pedestrian fatalities occur at places other than intersections.

Seventeen bicyclists were killed in crashes in North Carolina during 2019. Bicyclist fatalities are most common among males between the hours of 3-9 p.m. This reflects commuting cyclists sharing the road with motorists, with declining visibility as it gets darker. Half of all bicyclist fatalities occur in crashes where a motorist attempts to overtake the bicyclist.

More communities are developing or expanding partnerships and programs to improve pedestrian

and bicyclist safety and to increase the number of people walking and biking rather than driving. Successful programs recognize that education is needed for motor vehicle drivers as well as pedestrians and bicyclists. There are many ways to educate motorists about the rights of pedestrians and bicyclists and how to drive safely in areas where motorists are likely to encounter them, including educational campaigns, neighborhood coalitions, and creating a culture of

bicycling and walking. GHSP's strategy is to work closely with local communities to create local pilot projects replicable across the state. One such program is "Watch for Me NC," a statewide program funded by GHSP. The program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education, community engagement, and high visibility law enforcement. In addition, the Outer Banks Bicycle & Pedestrian Safety Coalition focuses on pedestrian and bicycle safety in North Carolina's coastal communities.

Another program is "Walk Smart NC", which promotes pedestrian safety among state employees by educating them about safe

pedestrian practices and involving city and state engineers in promoting design changes in problem areas. This project, though presently focused in downtown Raleigh, has the potential to be replicated among other areas with a high concentration of state employees, and can be modified for private employers interested in promoting pedestrian safety on their work campuses.





## Distracted Driving

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

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

GHSP is concerned about distracted driving and is working to address the problem through the combination of education and enforcement. GHSP recognizes that distracted driving results in part from lifestyle choices and larger societal and

cultural trends. Consequently, few highway safety countermeasures have been identified to reduce distracted driving. GHSP funds two youth-oriented projects—Cabarrus Health Alliance’s KEYS (Keeping Every Youth Safe) program and University Health System of Eastern North Carolina’s “PittCo Teen Safe Drivers Program”—that address distracted driving among young drivers. GHSP is also in discussions with insurance industry representatives and other groups interested in strengthening NC law to prohibit use on cell phones while driving except for those using hands free cell phone devices.

## Commercial Motor Vehicles

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

In 2019, there were 83 fatal crashes involving large trucks in North Carolina, down from 97 fatal crashes in 2018. Large trucks were involved in 7% of all fatal crashes in North Carolina during the last five years. Large trucks are involved in a relatively small number of crashes each year, but they are involved in a disproportionate number of fatal and serious injury crashes due to their size and weight. While the largest SUVs weigh less than 6,000 pounds, large trucks weigh more than 10,000 pounds and can weigh as much as 80,000 pounds fully loaded. When two vehicles collide, the lighter vehicle will always be at a disadvantage when there is a sizeable difference in vehicle weights. Also, large trucks are taller and have higher ground clearances than passenger cars, meaning that passenger cars can under ride the truck trailers which can result in severe injuries.

Working in collaboration with the NC State Highway Patrol Commercial Vehicle Unit and other law enforcement agencies, GHSP has helped enhance awareness and enforcement efforts that target

aggressive driving around, as well as by, large trucks. GHSP partners with other agencies to promote “No-Zone” messaging aimed at increasing driver awareness of trucks and other commercial motor vehicles and the danger areas around these large vehicles where crashes are more likely to occur.

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

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

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

## Funded Projects and Activities

The projects and activities listed below address other highway safety priorities funded by GHSP under the FY2020 Highway Safety Plan:

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Project Number(s):	SA-20-09-08
Project Title:	Distracted Driving in Eastern NC: Expansion of Parent and Teen Education to Additional High Schools in Beaufort and Lenoir Counties
Agency:	University Health Systems of Eastern North Carolina
Project Description:	This project supported statewide driving polices by expanding local parent education and peer-to-peer education initiatives. This project utilized evidence-informed strategies approved by the NC Injury Free Academy, a community collaborative sponsored by the NC Injury and Violence Prevention Branch, NC Safe Kids, Wake County Human Services and the UNC Injury Prevention Research Center. ECIPP was chosen to represent eastern NC at the inaugural Injury Free Academy due to strong community partnerships, past program successes, and evidence-informed practice. Through the Academy, ECIPP utilized a logic model to plan further program expansion and evaluation and developed a parent-teen safe driving agreement. The agreement is now a strong component of parent education, which serves as the first focus of this project.
Contribution to Meeting Targets:	The peer-to-peer teen driving program was expanded to four additional high schools in Beaufort and Lenoir Counties, impacting hundreds of students. A distracted driving video was developed and shared on multiple social media platforms. The video reached 7,237 people, had 1,162 engagements, and was shared sixty times. Safe driving posters were displayed at the high schools. COVID resulted in remote instruction for students. As a result, University Health relied a great deal on social media messaging for its target audience. During the fiscal year, Facebook posts reached and engaged over 21,000 people and Twitter posts resulted in 7,434 impressions. Beaufort County experienced a 25% decrease in distracted driving crashes. Lenoir County experienced a 50% decrease in distracted driving crashes. Pitt County experienced a 50% decrease in distracted driving crashes.

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Project Number(s):	SA-20-09-04
Project Title:	Senior Driver Information Center
Agency:	University of North Carolina at Chapel Hill - Highway Safety Research Center
Project Description:	This was a continuation project that provided funding for increasing public awareness in North Carolina with a comprehensive website ( <a href="http://ncseniordriver.org">ncseniordriver.org</a> ) that provides information about aging and safe driving, including how medical conditions affect driving, warning signs associated with deteriorating abilities, and planning for driving retirement. This information is tailored to three different audiences: caregivers, professionals, and the drivers themselves. HSRC continues to

serve as the centralized source of aging and safe driving information by updating and maintaining the [ncseniordriver.org](http://ncseniordriver.org) website and associated materials.

**Contribution to Meeting Targets:** HSRC experienced an increase in the number of users on the [ncseniordriver.org](http://ncseniordriver.org) website during the fiscal year. During the year, HSRC staff completed an analysis of key search terms and search result placement of [ncseniordriver.org](http://ncseniordriver.org) within those searches. They created a form for the website to provide a mechanism for ordering the NC Senior Driver Information Card. HSRC staff participated in a number of community outreach and information dissemination events throughout the year, including Coffee with a Cop, Older Driver Safety Awareness Week social media posts, CarFit Events, podcast interview, and a virtual discussion with professionals in the field of older driver safety. Closures and cancellations resulting from COVID-19 hindered the ability of project staff to participate in community engagement and education as often as planned.

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**Project Number(s):** SA-20-09-07

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

**Agency:** Public Health Authority of Cabarrus County

**Project Description:** In Year 2 of implementation, Public Health Authority of Cabarrus County (CHA) expanded the Keeping Every Youth Safe (KEYS) approach to four new high schools by supplementing the traditional driver education curriculum. KEYS complements the traditional driver's education curriculum with approaches designed to increase protective factors and endorse safe driving among youth. Four additional high schools in Cabarrus County were to begin programming, and their students' self-reported rates of alcohol and substance use were to be collected during the annual Cabarrus Youth Substance Use Survey (CYSUS).

**Contribution to Meeting Targets:** Despite restrictions imposed by the COVID pandemic, the Public Health Authority of Cabarrus County managed to conduct a number of outreach events prior to school closures. Training was conducted at Cox Mill High School, Concord High School, Jay M. Robinson High School, and Mount Pleasant High School. KEYS tool kits were provided to instructors. The KEYS Program participated in the World Remembrance Day and hosted a Texting and Driving Pledge at the schools. Speeding awareness signs were displayed at the schools. The KEYS Program placed awareness stickers on alcoholic beverages and refrigerator doors at several locations in Cabarrus County and Kannapolis City reminding people of the fines associated with purchasing alcohol for underage teens. The KEYS Program hosted the Safe Driving PSA Competition. Four Cabarrus County teens submitted a video. These videos were shared on the CHA Facebook page as well as TRAIL Instagram page. The KEYS Parent Newsletter was distributed each month. The KEYS Program partnered with Perry Productions to create five videos highlighting each of the '5 to Drive' campaign components.

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**Project Number(s):** SB-20-10-01  
**Project Title:** School Bus Safety and Ridership  
**Agency:** North Carolina Department of Public Instruction  
**Project Description:** This was an ongoing project that continued to provide education on school bus safety to school district staff and the public with the emphasis on improving the safety of every student that rides the school bus.  
**Contribution to Meeting Targets:** The NCDPI staff continued to provide educational materials to school administrators, staff, the general public, and law enforcement. All districts were included in educational efforts. Training opportunities for DPI staff was limited due to COVID.

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**Project Number(s):** SA-20-09-12  
**Project Title:** Accelerate Implementation of Vision Zero in North Carolina  
**Agency:** University of North Carolina at Chapel Hill - Highway Safety Research Center  
**Project Description:** This project assembled a select team of HSRC researchers to work with GHSP to best utilize HSRC's research on Vision Zero efforts in the United States with the goal of providing implementable plans for North Carolina's participating communities.  
**Contribution to Meeting Targets:** HSRC developed and distributed a package of effective VZ interventions, framing them as "procedures" that VZ partners could routinely put into practice. They reviewed traffic safety literature & identified fourteen safety countermeasures that could be either routinely carried out in practice or applied across broad areas. They developed a VZ Safety Procedures resource which provides illustrations and descriptions of eight safety interventions that can be readily implemented across transportation networks. Due to the COVID health crisis, HSRC had to seek alternatives to planned workshops and community meetings such as online meetings.

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**Project Number(s):** FHTR-20-17-01 PS-20-05-02  
**Project Title:** Watch For Me  
**Agency:** North Carolina Department of Transportation  
**Project Description:** This project will fund program coordination and law enforcement training. The NCDOT will assist in the solicitation and review of partner applications for calendar year 2019 implementation, scheduling and hosting regular partner webinars and police training events, and case study documentation.  
**Contribution to Meeting Targets:** North Carolina did experience increases in pedestrian and bicycle fatalities in FY2020. Efforts to conduct high-visibility enforcement projects were impeded by the COVID pandemic. In addition, several new Watch For Me communities were added in FY2020.

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Project Number(s): PS-20-05-03  
Project Title: OBBPSC FY 2019-2020 Safety Education Grant  
Agency: Outer Banks Bicycle and Pedestrian  
Project Description: Campaign activities were to focus on program coordination and law enforcement training. The NCDOT was to assist in the solicitation and review of partner applications for calendar year 2020 implementation, scheduling and hosting regular partner webinars and police training events, and case study documentation.  
Contribution to Meeting Targets: PSA's were scripted during the first quarter but could not be recorded due to COVID related restrictions. Community and educational events were canceled as a result of COVID. Additional efforts will be made in the ensuing fiscal year.

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Project Number(s): PS-20-05-04  
Project Title: WalkSmart NC  
Agency: North Carolina Department of Administration  
Project Description: This project aimed to reduce pedestrian crashes and fatalities in Wake County through outreach and increasing awareness in state agencies. Raleigh is home to thousands of state employees. The NCDOA sought to create a program around pedestrian safety that could be replicated in other parts of the state.  
Contribution to Meeting Targets: The grantee worked with HSRC to develop a pedestrian safety training tool that can be utilized by state employees as part of their regular training requirements. The grantee also worked with HSRC to refine the project's comprehensive strategic plan. The overall goal of the project to reduce pedestrian crashes and fatalities in Wake County was not realized. The onset of the COVID pandemic hampered outreach and training efforts.



## Paid Media Plan

During FY2020, GHSP worked with the agency of record for media and marketing, designed and updated creative materials such as new videos, and conducted a more refined approach to better reach our target audience. The result of these efforts was a reduced focus on event marketing, working only with venues that would capture the intended audience. COVID-19 therefore had limited impact on our marketing opportunities because we had opted to reduce those events prior to the pandemic. The partnerships GHSP opted to participate in are described in detail in this section.

### Athletics

#### Professional Hockey

##### Carolina Hurricanes—\$117,647

- Click It or Ticket in-ice logo during pre and regular season home games
- Mobile marketing vehicle logo
- Twenty (20) Twitter posts
- Click It or Ticket logo on landing page
- Arena marquee messaging to promote Click It or Ticket four hours per day
- Click It or Ticket signage on stop signs located at NC arena parking lot
- In-arena player PSA
- TV spot on TV broadcasts during post games

#### Professional Baseball

##### Atlanta Braves Strategic Alliance—\$33,424

- July – September
- Traffic safety ad featuring troopers from four different states in the Braves network area
- Features the Booze It & Lose it message
- Estimated more than 1,000,000 impressions

#### North Carolina High School Athletic Association—\$58,823.50

##### NCHSAA – Presence at State Championship Events

- Signage (digital or traditional)
- :30 second commercial on boards
- Personal message GHSP Executive Director for football and basketball

- Branding on brackets and digital ticket pages
  - Public address messaging
  - Full-page ad copy in souvenir programs
  - Branded media backdrops

##### NCHSAA – Presence at Non-Championship Events

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

##### Special Initiatives

- Scholar-Athlete Program – branding on program materials, Scholar-Athlete Essay Contests (Spring 2020, Fall 2020)
- Drive of the Game/Lane video contests (Basketball-Winter 2020, Women’s Soccer-Spring 2020, Football-Fall 2020)
- Promotions and messaging during Distracted Driving Awareness Month (April 2020)
- Back to School media campaign/messaging
- Curtis Media Group: 5 x :30 spots per week, Monday-Friday for nine weeks (3 weeks per season)
- Seat Belt Pledge

##### Media Opportunities

- Promotions/messaging during National Teen Driver Safety Week (October 18-24, 2020)

### Other

#### New Creative—\$80,000

A series of new creative ads were developed with French West Vaughn to be used in all campaigns. This was much needed as it had been several years since new ads were developed. These include six new videos geared towards a young adult audience. These

ads have been placed on gas station TV and used on social media.

### **Social Distance Signs—\$234,471.41**

Many sports marketing opportunities were lost because of the COVID pandemic. As such, GHSP pivoted to use these funds to create additional opportunities and venues to share the CIOT and BILL message. To ensure these messages were spread in areas where unrestrained and impaired driving fatalities were highest, funding was used on social distancing/curbside signage in several grocery stores, convenience stores, and pharmacies across the state.

### **Click It or Ticket – \$43,582.71 – estimated 11,000,000 impressions**

- Cleveland County
- Columbus County
- Robeson County
- Nash County
- Pender County
- Person County
- Sampson County
- Catawba County
- Wilkes County

### **Booze It & Lose It – \$190,888.70 – estimated 18,000,000 impressions**

- New Hanover County
- Wake County
- Mecklenburg County
- Johnston County
- Union County
- Buncombe County
- Brunswick County
- Cumberland County
- Wayne County
- Harnett County
- Onslow County
- Cleveland County
- Pender County

### **Other Components of the Media Plan**

In the area of occupant protection, North Carolina participated in the national “Click It or Ticket” mobilization. Media efforts focused mostly on

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

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

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

For bicycle and pedestrian efforts, North Carolina supported the “Watch for Me NC” program through paid media efforts in communities with high rates of bicycle and pedestrian crashes running during targeted months. These areas included beach communities (Brunswick, Carteret, Dare, New Hanover, Pasquotank, Pitt and Pender counties) and city communities (Asheville, Boone, Charlotte,

Greensboro, Greenville, Raleigh, Durham and Chapel Hill). The campaign resulted in the following impressions: transit ads, posters and bus tails (seven city markets reaching 5M impressions); Pandora radio ads (2.8M impressions; .07% CTR); Boone community outreach (37 groups agreed to share safety information); and sidewalk stencils (65 spots in seven communities reaching at least 3.5M impressions).

GHSP also published a law enforcement planning calendar which featured a different law enforcement

agency each month. The calendar included all campaign and GHSP event dates and general kickoff locations. This allows for our messages and schedule of activities to reach those who need the information.

GHSP also began plans to create two “Local Heroes” ads to run in Mecklenburg County and Southeastern North Carolina, two areas with low use rates. The ads were to be shot the week after NC’s Executive Order went into effect. As a result, the ad creation was postponed until FY2021.

## Funded Projects and Activities

The paid media activities listed below were funded by GHSP under the FY2020 Highway Safety Plan:

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**Project Number(s):** PS-20-05-01 FHPE-20-17-01  
**Project Title:** Watch For Me Media Buys  
**Agency:** North Carolina Department of Transportation - Governor's Highway Safety Program  
**Project Description:** This was an ongoing project to provide funding for a media campaign to address bicycle and pedestrian safety. NCDOT Communications and GHSP continued outreach efforts regarding bicycle and pedestrian safety with a media placement campaign which were to include TV, radio, or other advertising as appropriate. As part of the plan, NCDOT utilized their agency of record to supply media buys, placement and distribution of our message using data to target specific locations and identify the most effective methods.  
**Contribution to Meeting Targets:** Media efforts focused in beach areas (Elizabeth City, Pine Knoll Shores, Beaufort, Kill Devil Hills, Washington, and Wilmington), Metro areas (Asheville, Charlotte, Greensboro, Greenville, Raleigh, Durham, Carrboro, and Winston-Salem), and mountain areas (Murphy, Shelby, Forest City, Transylvania County, Sparta, and Sylva). These campaigns included car toppers (42,275,644 impressions with over 164,000 miles logged throughout the state), gas station cooler handles (4,004,280 impressions at twenty-one gas stations), food delivery bag inserts (148,500 inserts distributed resulting in 371,000 impressions), and Pandora radio ads for an additional 4.8 million impressions.

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**Project Number(s):** M1X-20-13-01 OP-20-04-01  
**Project Title:** Click It or Ticket Media Buys  
**Agency:** North Carolina Department of Transportation - Governor's Highway Safety Program  
**Project Description:** This was an ongoing project to provide funding for a media campaign to address occupant protection issues. NCDOT Communications and GHSP continued outreach

efforts regarding occupant protection with a media placement campaign during each enforcement period. These campaigns were to include TV, radio or other advertising as appropriate. As part of the plan, NCDOT utilized the agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.

Contribution to Meeting Targets:

GHSP conducted paid media through various modes for the multiple scheduled Click It or Ticket campaigns. Media was focused on target demographics overrepresented in crashes involving an unrestrained occupant and geographic locations overrepresented in unrestrained fatalities, particularly males between the ages of 18-34. The media reach was over 23.6 million impressions. A separate effort was also conducted for Child Passenger Safety Week during September. The target audience was parents of children aged 8-14. The media reach was approximately 5.3 million impressions.

Project Number(s): M5PEM-20-15-01 M5PEM-20-15-02

Project Title: Booze It and Lose It Media Buys

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

Project Description: This was an ongoing project to provide funding for a media campaign to address impaired driving issues. NCDOT Communications and GHSP continued outreach efforts regarding occupant protection with a media placement campaign during each enforcement period. These campaigns were to include TV, radio or other advertising as appropriate. As part of the plan, NCDOT utilized the agency of record to supply media buys, placement and statewide distribution of our message during and between campaigns using data to identify the most effective methods.

Contribution to Meeting Targets:

GHSP conducted paid media through various modes for the multiple scheduled Booze It & Lose It campaigns. Media was focused on target demographics overrepresented in impaired driving crashes and geographic locations overrepresented in impaired driving fatalities, as well as general public messaging. In fact, the campaign targeted males between the ages of 18-34 years. The media reach was over 33 million impressions.

Project Number(s): M1X-20-13-02 M5PEM-20-15-03 M5PEM-20-15-04

Project Title: Sports Marketing Media Buys

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

Project Description: This was an ongoing project to provide funding for sports and events marketing of highway safety messages. This project provided funding for marketing efforts associated with sporting and other events. Outreach efforts focused on increasing attention on the target audience using data to identify the most effective venues and messages.

Contribution to Meeting Targets:

GHSP sponsored marketing campaigns with high school athletics, professional hockey, and professional baseball. COVID significantly impacted efforts in this area. As such, GHSP and NCDOT sought additional opportunities and venues to share the CIOT and

BILL message. In an effort to ensure these messages were spread in areas where unrestrained and impaired driving fatalities were highest, funding was used on social distancing/curbside signage in several grocery stores, convenience stores, and pharmacies across the state. These efforts had the potential to reach over 29 million people.

## 2019-2020 Highway Safety Related Legislation

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

### House Bill 307, Mod. Utility Vehicle Classification

- Amends G.S. 20-4.01.
- Includes in our motor vehicle laws a new classification of vehicle called a “modified utility vehicle.” Modified utility vehicle is now defined in G.S. 20-4.01(27) as a four-wheeled motor vehicle that is manufactured for off-road use with an engine displacement greater than 2,400 cubic centimeters, an overall length of 142 inches (11.8 feet) or greater, an overall width of 58 inches (4.8 feet) or greater, an overall height of 70 inches (5.8 feet) or greater, a maximum speed capability of 40 miles per hour or greater, and that does not require an operator or passenger to straddle a seat.
- The bill also amends G.S. 20-121.1 to allow the use of modified utility vehicles on streets and highways where the posted speed limit is 55 miles per hour or less.
- These vehicles must be insured, registered with the NCDMV, and must be equipped with the common safety features associated with a motor vehicle (such as a horn, turn signals, headlights, etc.).
- **Effective:** October 1, 2020
- **Note:** Modified utility vehicles are commonly used on farms to haul feed, hay, and supplies as well as at schools, where they are used to transport water jugs, sports equipment and occasionally athletes. All-terrain vehicles and golf carts are not included in this definition.

### Senate Bill 315, North Carolina Farm Act of 2019-2020

- Amends G.S. 20-150.
- Enacts a new subsection (e1) to prohibit and make it an infraction for a driver of a vehicle to overtake and pass, in the same direction of travel, self-propelled farm equipment (such as a

tractor) when the farm equipment is making a left turn or is signaling that it intends to make a left turn.

- **Effective:** December 1, 2020 and applies to offenses committed on or after that date.

### Senate Bill 739 Personal Delivery Device/PDD/Delivery Robots

- Amends G.S. 20-4.01.
- Includes in our motor vehicle laws a new classification of device called a “Personal Delivery Device (PDD).” PDD is now defined in G.S. 20-4.01(28a) as an electronically powered device intended for transporting cargo that is equipped with automated driving technology that enables device operation with or without the remote support and supervision of a human, and that does not exceed a weight of 500 pounds, excluding cargo, a length of 40 inches (3.3 feet), and a width of 30 inches (2.5 feet).
- Specifies that only business entities (such as a corporation or limited liability company) may operate a PDD in a pedestrian area, such as a sidewalk, at 10 miles per hour or less, or on the shoulder of a highway at 20 miles per hour or less.
- PDDs may not be operated on a highway with a speed limit greater than 35 miles per hour and may only be operated on a highway in order to cross a highway or to travel along a highway when there is no available or accessible sidewalk.
- An operator of a PDD is defined as any person that is 16 years of age or older that is responsible for the monitoring and operation of the PDD, and is authorized by the business entity that owns the PDD to operate the device
- Additional requirements for the operation of a PDD:
  1. The device must be monitored by an operator who is able to exercise remote control over the device.
  2. All traffic and pedestrian control devices and signs must be obeyed.



3. The device must yield the right of way to all pedestrians.
  4. The device must not unreasonably interfere with any vehicle or pedestrian.
  5. The device must not transport hazardous materials as defined under federal law.
  6. The device must be equipped with a marker clearly stating the contact information of the owner.
  7. The device must be equipped with a braking system allowing the device to come to a controlled stop.
  8. The device must be equipped with front and rear lights when operating at night that are visible from at least 500 feet on all sides of the device.
- Authorizes local governments to regulate the time and place of the operation of PDDs, and also requires PDDs to be insured.
  - **Effective:** July 1, 2020

# FY2020 Non-implemented Grants

The following projects were not implemented during FY2020. For each project, the rationale for discontinuing the grant is provided.

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Project Number(s): M5BAC-20-15-01  
Project Title: Pitt County Impaired Driving Laboratory Analysis Program  
Agency: Pitt County Sheriff's Office  
Reason for Discontinuation: During the first quarter of the FY2020 grant year, the BAC Chemist resigned. Pitt County was unable to fill the vacancy. The grant was discontinued as a result.

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Project Number(s): PT-20-06-07  
Project Title: 2020 Graham Police Department Safety Project  
Agency: Graham Police Department  
Reason for Discontinuation: Following the first quarter of the FY2020 grant year, the Graham Police Department determined it would no longer be able to dedicate a position to traffic enforcement. The grant was discontinued as a result.

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Project Number(s): OP-20-04-06  
Project Title: Safe Transportation for All Children/Occupant Protection 2019-2020  
Agency: WNC Safe Kids  
Reason for Discontinuation: WNC Safe Kids' partnership with Mission Health ended when it became a 'for profit' hospital. As such, this grant was discontinued and a new grant with the Mountain Area Health Education Center was initiated to further the efforts of WNC Safe Kids.

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Project Number(s): M5TR-20-15-02  
Project Title: Drug Recognition Expert Project  
Agency: North Carolina Department of Public Safety State Highway Patrol  
Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2020.

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Project Number(s): SA-20-02-11  
Project Title: Highway Safety Education-Driving Simulators  
Agency: North Carolina Division of Motor Vehicles

## FY2020 Non implemented Grants

Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2020.

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Project Number(s): M5HVE-20-15-03  
Project Title: DWI Task Force Robeson County  
Agency: North Carolina Department of Public Safety State Highway Patrol  
Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2020.

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Project Number(s): M5TR-20-15-05  
Project Title: DWI Task Force Catawba County  
Agency: North Carolina Department of Public Safety State Highway Patrol  
Reason for Discontinuation: The grantee decided not to move forward with the grant in FY2020.

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Project Number(s): AL-20-02-05  
Project Title: Asheville Buncombe DWI Task Force  
Agency: Asheville Police Department  
Reason for Discontinuation: The grantee (Asheville Police Department) decided the agency would not be able to continue with the grant. The Buncombe County Sheriff's Office was awarded a grant in FY2021 to continue DWI enforcement efforts in the region.

## Cost Summary

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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Alcohol</b>								
	AL-2020-02-17-00	ONslow COUNTY SHERIFF'S OFFICE	\$92,805.00	\$ .00	\$185,610.00	\$92,805.00	\$92,805.00	\$ .00
	<b>Alcohol Total</b>		<b>\$92,805.00</b>	<b>\$ .00</b>	<b>\$185,610.00</b>	<b>\$92,805.00</b>	<b>\$92,805.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2020-04-01-00	NCDOT-CLICK IT OR TICKET MEDIA	\$150,000.00	\$ .00	\$300,000.00	\$150,000.00	\$150,000.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$150,000.00</b>	<b>\$ .00</b>	<b>\$300,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2020-06-01-00	GHSP-STEP PROGRAM	\$113,207.00	\$ .00	\$226,414.00	\$113,207.00	\$113,207.00	\$ .00
	<b>Police Traffic Services Total</b>		<b>\$113,207.00</b>	<b>\$ .00</b>	<b>\$226,414.00</b>	<b>\$113,207.00</b>	<b>\$113,207.00</b>	<b>\$ .00</b>
<b>Safe Communities</b>								
	SA-2020-09-01-00	GHSP-PROGRAMS & OPERATIONS SUPPORT	\$100,000.00	\$ .00	\$200,000.00	\$100,000.00	\$100,000.00	\$ .00
	SA-2020-09-02-00	GHSP-MEDIA & EVENTS	\$7,195.00	\$ .00	\$14,390.00	\$7,195.00	\$7,195.00	\$ .00
	<b>Safe Communities Total</b>		<b>\$107,195.00</b>	<b>\$ .00</b>	<b>\$214,390.00</b>	<b>\$107,195.00</b>	<b>\$107,195.00</b>	<b>\$ .00</b>
	<b>NHTSA 402 Total</b>		<b>\$463,207.00</b>	<b>\$ .00</b>	<b>\$926,414.00</b>	<b>\$463,207.00</b>	<b>\$463,207.00</b>	<b>\$ .00</b>
<b>MAP 21 405b OP High</b>								
	<b>405b OP High</b>							
	M1X-2020-13-01-00	NCDOT-CLICK IT OR TICKET MEDIA	\$23,982.00	\$ .00	\$47,964.00	\$23,982.00	\$23,982.00	\$ .00
	<b>405b OP High Total</b>		<b>\$23,982.00</b>	<b>\$ .00</b>	<b>\$47,964.00</b>	<b>\$23,982.00</b>	<b>\$23,982.00</b>	<b>\$ .00</b>
<b>MAP 21 405b OP High Total</b>								
	<b>MAP 21 405b OP High Total</b>		<b>\$23,982.00</b>	<b>\$ .00</b>	<b>\$47,964.00</b>	<b>\$23,982.00</b>	<b>\$23,982.00</b>	<b>\$ .00</b>
<b>MAP 21 405c Data Program</b>								
	<b>405c Data Program</b>							
	M3DA-2020-14-01-00	NC JUDICIAL AOC	\$48,489.00	\$ .00	\$79,692.00	\$48,489.00	\$48,489.00	\$ .00

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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>405c Data Program Total</b>			<b>\$48,489.00</b>	<b>\$0.00</b>	<b>\$79,692.00</b>	<b>\$48,489.00</b>	<b>\$48,489.00</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program Total</b>			<b>\$48,489.00</b>	<b>\$0.00</b>	<b>\$79,692.00</b>	<b>\$48,489.00</b>	<b>\$48,489.00</b>	<b>\$0.00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Training</b>								
	M9MT-2020-16-01-00	NCSHP-BIKESAFE	\$5,700.00	\$0.00	\$11,400.00	\$5,700.00	\$5,700.00	\$0.00
	M9MT-2020-16-02-00	LENIOR CO-MOTORCYCLE SAFETY EQUIP	\$13,005.00	\$0.00	\$26,010.24	\$13,005.00	\$13,005.00	\$0.00
<b>405f Motorcyclist Training Total</b>			<b>\$18,705.00</b>	<b>\$0.00</b>	<b>\$37,410.24</b>	<b>\$18,705.00</b>	<b>\$18,705.00</b>	<b>\$0.00</b>
<b>MAP 21 405f Motorcycle Programs Total</b>			<b>\$18,705.00</b>	<b>\$0.00</b>	<b>\$37,410.24</b>	<b>\$18,705.00</b>	<b>\$18,705.00</b>	<b>\$0.00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2020-01-01-00	GHSP-PLANNING & ADMINISTRATION	\$238,360.00	\$0.00	\$795,547.00	\$238,360.00	\$238,360.00	\$0.00
<b>Planning and Administration Total</b>			<b>\$238,360.00</b>	<b>\$0.00</b>	<b>\$795,547.00</b>	<b>\$238,360.00</b>	<b>\$238,360.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2020-02-01-00	ONSLow COUNTY-DWI TEAM	\$120,128.00	\$97,454.00	\$235,630.00	\$120,128.00	\$120,128.00	\$0.00
	AL-2020-02-02-00	CHAR-MECKPD-DWI TASKFORCE	\$77,416.00	\$89,360.00	\$834,131.00	\$77,416.00	\$77,416.00	\$0.00
	AL-2020-02-03-00	WINSTON-SALEM PD-DWI TASKFORCE	\$103,196.00	\$76,067.00	\$683,620.00	\$103,196.00	\$103,196.00	\$0.00
	AL-2020-02-04-00	KERNERSVILLE -DWI TASKFORCE	\$14,462.00	\$13,494.00	\$34,281.00	\$14,462.00	\$14,462.00	\$0.00
	AL-2020-02-06-00	MOTHERS AGAINST DRUNK DRIVERS	\$175,693.00	\$0.00	\$407,029.00	\$175,693.00	\$175,693.00	\$0.00
	AL-2020-02-07-00	WAYNE COUNTY DWI TASKFORCE	\$31,428.00	\$0.00	\$214,506.00	\$31,428.00	\$31,428.00	\$0.00
	AL-2020-02-08-00	GUILFORD COUNTY-DWI TASKFORCE	\$106,460.00	\$64,749.00	\$563,108.00	\$106,460.00	\$106,460.00	\$0.00
	AL-2020-02-09-00	BUNCOMBE COUNTY-DWI TREATMENT	\$55,310.00	\$55,576.00	\$111,753.00	\$55,310.00	\$55,310.00	\$0.00
	AL-2020-02-10-00	ROBESON COUNTY-DWI TREATMENT COURT	\$44,613.00	\$14,673.00	\$238,898.00	\$44,613.00	\$44,613.00	\$0.00
	AL-2020-02-11-00	APEX PD-DWI	\$107,031.00	\$83,606.00	\$242,016.00	\$107,031.00	\$107,031.00	\$0.00
	AL-2020-02-12-00	GUILFORD COUNTY SO-DWI TASKFORCE EXPANSI	\$159,483.00	\$0.00	\$416,923.00	\$159,483.00	\$159,483.00	\$0.00



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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	AL-2020-02-13-00	NCDDHS-FTA DRE PROGRAM	\$229,557.00	\$0.00	\$432,029.00	\$229,557.00	\$229,557.00	\$0.00
	AL-2020-02-14-00	NCDDHS-FTA SFST PROGRAM	\$97,314.00	\$0.00	\$176,197.00	\$97,314.00	\$97,314.00	\$0.00
	AL-2020-02-16-00	NEW HANOVER SO-REGIONAL LAB	\$73,824.00	\$83,000.00	\$87,653.00	\$73,824.00	\$73,824.00	\$0.00
	<b>Alcohol Total</b>		<b>\$1,395,915.00</b>	<b>\$577,979.00</b>	<b>\$4,677,774.00</b>	<b>\$1,395,915.00</b>	<b>\$1,395,915.00</b>	<b>\$0.00</b>
	<b>Motorcycle Safety</b>							
	MC-2020-03-01-00	RALEIGH PD-BIKESAFE	\$2,923.00	\$0.00	\$3,497.00	\$2,923.00	\$2,923.00	\$0.00
	MC-2020-03-03-00	LENOIR CO COMM COLLEGE-QUALITY ASSURANCE	\$8,400.00	\$0.00	\$11,725.00	\$8,400.00	\$8,400.00	\$0.00
	MC-2020-03-04-00	LENOIR CO-MOTORCYCLE SAFETY EQUIP	\$5,430.00	\$0.00	\$5,430.00	\$5,430.00	\$5,430.00	\$0.00
	MC-2020-03-06-00	CABARRUS COUNTY SO REGIONAL-BIKESAFE	\$1,500.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00	\$0.00
	MC-2020-03-08-00	HSRC-NEW MC RIDERS IN NC	\$41,749.00	\$0.00	\$61,457.00	\$41,749.00	\$41,749.00	\$0.00
	MC-2020-03-09-00	JACKSONVILLE PD	\$287.00	\$0.00	\$574.00	\$287.00	\$287.00	\$0.00
	<b>Motorcycle Safety Total</b>		<b>\$60,289.00</b>	<b>\$0.00</b>	<b>\$84,183.00</b>	<b>\$60,289.00</b>	<b>\$60,289.00</b>	<b>\$0.00</b>
	<b>Occupant Protection</b>							
	OP-2020-04-01-00	NC DOT-CLICK IT OR TICKET MEDIA	\$266,129.00	\$0.00	\$532,258.00	\$266,129.00	\$266,129.00	\$0.00
	OP-2020-04-02-00	AOC-CONFERENCE OF DA	\$7,351.00	\$0.00	\$12,895.00	\$7,351.00	\$7,351.00	\$0.00
	OP-2020-04-03-00	ITRE-SEAT BELT STUDY	\$158,265.00	\$0.00	\$239,707.00	\$158,265.00	\$158,265.00	\$0.00
	OP-2020-04-04-00	HSRC-CLICK IT OR TICKET REBOOT	\$240,041.00	\$0.00	\$416,486.00	\$240,041.00	\$240,041.00	\$0.00
	OP-2020-04-05-00	SOUTHEASTERN REGIONAL-SB DIVERSION	\$21,297.00	\$0.00	\$39,947.00	\$21,297.00	\$21,297.00	\$0.00
	OP-2020-04-06-00	MT AREA HEALTH EDU CENTER-WNC SAFEKIDS	\$90,491.00	\$0.00	\$90,491.00	\$90,491.00	\$90,491.00	\$0.00
	<b>Occupant Protection Total</b>		<b>\$783,574.00</b>	<b>\$0.00</b>	<b>\$1,331,784.00</b>	<b>\$783,574.00</b>	<b>\$783,574.00</b>	<b>\$0.00</b>
	<b>Pedestrian/Bicycle Safety</b>							
	PS-2020-05-01-00	NC DOT-WATCH FOR ME	\$98,429.00	\$0.00	\$196,858.00	\$98,429.00	\$98,429.00	\$0.00
	PS-2020-05-02-00	NC DOT-WATCH FOR ME	\$166,794.00	\$0.00	\$166,794.00	\$166,794.00	\$166,794.00	\$0.00
	PS-2020-05-03-00	OUTER BANKS-BIKE AND PED	\$2,219.00	\$0.00	\$2,219.00	\$2,219.00	\$2,219.00	\$0.00

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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	PS-2020-05-04-00	NCDQA - WALKSMART	\$68,191.00	\$0.00	\$91,859.00	\$68,191.00	\$68,191.00	\$0.00
<b>Pedestrian/Bicycle Safety</b>			<b>\$335,633.00</b>	<b>\$0.00</b>	<b>\$457,730.00</b>	<b>\$335,633.00</b>	<b>\$335,633.00</b>	<b>\$0.00</b>
	<b>Total</b>							
	<b>Police Traffic Services</b>							
	PT-2020-06-01-00	GHSP-STEP PROGRAM	\$632,551.00	\$0.00	\$1,265,102.00	\$632,551.00	\$632,551.00	\$0.00
	PT-2020-06-02-00	JACKSON COUNTY SO-LEL	\$18,701.00	\$9,976.00	\$18,701.00	\$18,701.00	\$18,701.00	\$0.00
	PT-2020-06-03-00	NASH COUNTY SO-ENFORCEMENT	\$61,154.00	\$0.00	\$110,928.00	\$61,154.00	\$61,154.00	\$0.00
	PT-2020-06-04-00	GUILFORD COUNTY SO-LEL	\$10,550.00	\$425.00	\$20,599.00	\$10,550.00	\$10,550.00	\$0.00
	PT-2020-06-05-00	AYDEN PD-LEL	\$15,822.00	\$1,512.00	\$30,132.00	\$15,822.00	\$15,822.00	\$0.00
	PT-2020-06-06-00	ROCKINGHAM PD-LEL	\$15,000.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00
	PT-2020-06-07-00	GRAHAM PD-ENFORCEMENT	\$2,848.00	\$0.00	\$2,848.00	\$2,848.00	\$2,848.00	\$0.00
	PT-2020-06-08-00	CHAR-MECK PD-LEL	\$17,167.00	\$0.00	\$34,334.00	\$17,167.00	\$17,167.00	\$0.00
	PT-2020-06-09-00	DARE COUNTY SO-LEL	\$41,499.00	\$11,472.00	\$41,499.00	\$41,499.00	\$41,499.00	\$0.00
	PT-2020-06-10-00	MARION PD-LEL	\$17,443.00	\$0.00	\$34,886.00	\$17,443.00	\$17,443.00	\$0.00
	PT-2020-06-11-00	COLUMBUS PD-LEL	\$9,507.00	\$1,894.00	\$17,120.00	\$9,507.00	\$9,507.00	\$0.00
	PT-2020-06-12-00	HARNETT COUNTY SO-ENFORCEMENT	\$27,083.00	\$0.00	\$43,285.00	\$27,083.00	\$27,083.00	\$0.00
	PT-2020-06-13-00	LILLINGTON PD-ENFORCEMENT	\$14,591.00	\$21,675.00	\$69,442.00	\$14,591.00	\$14,591.00	\$0.00
	PT-2020-06-14-00	ORANGE COUNTY-LEL	\$18,472.00	\$0.00	\$18,472.00	\$18,472.00	\$18,472.00	\$0.00
	PT-2020-06-15-00	FUQUAY-VARINA PD-ENFORCEMENT	\$28,832.00	\$20,535.00	\$96,884.00	\$28,832.00	\$28,832.00	\$0.00
	PT-2020-06-16-00	TARBORO PD-LEL	\$17,347.00	\$0.00	\$32,751.00	\$17,347.00	\$17,347.00	\$0.00
	PT-2020-06-17-00	WAKE FOREST PD	\$27,416.00	\$13,984.00	\$88,800.00	\$27,416.00	\$27,416.00	\$0.00
	PT-2020-06-18-00	CLAYTON PD-ENFORCEMENT	\$40,961.00	\$30,354.00	\$83,004.00	\$40,961.00	\$40,961.00	\$0.00
	PT-2020-06-19-00	NEW HANOVER SO-LEL	\$16,537.00	\$798.00	\$16,537.00	\$16,537.00	\$16,537.00	\$0.00
	PT-2020-06-20-00	BESSEMER CITY PD	\$30,231.00	\$31,149.00	\$91,611.00	\$30,231.00	\$30,231.00	\$0.00
	PT-2020-06-21-00	HUNTERSVILLE PD	\$49,255.00	\$61,415.00	\$194,823.00	\$49,255.00	\$49,255.00	\$0.00

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	PT-2020-06-22-00	NCDJ-JUSTICE ACADEMY	\$26,654.00	\$0.00	\$46,171.00	\$26,654.00	\$26,654.00	\$0.00
	PT-2020-06-23-00	NCDMV-ADMINISTRATIVE HEARINGS	\$400.00	\$0.00	\$800.00	\$400.00	\$400.00	\$0.00
	PT-2020-06-24-00	LUMBERTON PD	\$26,596.00	\$0.00	\$47,018.00	\$26,596.00	\$26,596.00	\$0.00
	PT-2020-06-25-00	KNIGHTDALE PD-TRAFFIC	\$69,168.00	\$12,436.00	\$150,543.00	\$69,168.00	\$69,168.00	\$0.00
	PT-2020-06-26-00	MOORESVILLE PD-TRAFFIC	\$175,630.00	\$117,336.00	\$314,146.00	\$175,630.00	\$175,630.00	\$0.00
	PT-2020-06-28-00	CABARRUS COUNTY SO-TRAFFIC	\$197,834.00	\$92,460.00	\$355,433.00	\$197,834.00	\$197,834.00	\$0.00
	PT-2020-06-29-00	GARNER PD-TRAFFIC	\$78,443.00	\$31,870.00	\$115,733.00	\$78,443.00	\$78,443.00	\$0.00
	PT-2020-06-30-00	JACKSONVILLE PD-OVERTIME	\$7,220.00	\$0.00	\$12,505.00	\$7,220.00	\$7,220.00	\$0.00
	PT-2020-06-31-00	ROBESON COUNTY SO-TRAFFIC	\$212,041.00	\$80,681.00	\$376,166.00	\$212,041.00	\$212,041.00	\$0.00
	PT-2020-06-32-00	GASTONIA PD-TRAFFIC	\$71,385.00	\$48,039.00	\$146,639.00	\$71,385.00	\$71,385.00	\$0.00
	<b>Police Traffic Services Total</b>		<b>\$1,978,338.00</b>	<b>\$588,011.00</b>	<b>\$3,891,912.00</b>	<b>\$1,978,338.00</b>	<b>\$1,978,338.00</b>	<b>\$0.00</b>
	<b>Traffic Records</b>							
	TR-2020-07-01-00	HSRC-STRATEGIC PLAN	\$42,661.00	\$0.00	\$66,113.00	\$42,661.00	\$42,661.00	\$0.00
	<b>Traffic Records Total</b>		<b>\$42,661.00</b>	<b>\$0.00</b>	<b>\$66,113.00</b>	<b>\$42,661.00</b>	<b>\$42,661.00</b>	<b>\$0.00</b>
	<b>Driver Education</b>							
	DE-2020-08-01-00	HSRC-TEEN DRIVER	\$93,236.00	\$0.00	\$141,240.00	\$93,236.00	\$93,236.00	\$0.00
	<b>Driver Education Total</b>		<b>\$93,236.00</b>	<b>\$0.00</b>	<b>\$141,240.00</b>	<b>\$93,236.00</b>	<b>\$93,236.00</b>	<b>\$0.00</b>
	<b>Safe Communities</b>							
	SA-2020-09-01-00	GHSP-PROGRAMS & OPERATIONS SUPPORT	\$468,274.00	\$0.00	\$936,548.00	\$468,274.00	\$468,274.00	\$0.00
	SA-2020-09-02-00	GHSP-MEDIA & EVENTS	\$13,508.00	\$0.00	\$29,502.00	\$13,508.00	\$13,508.00	\$0.00
	SA-2020-09-03-00	HSRC-GHSP WEBSITE	\$6,736.00	\$0.00	\$10,106.00	\$6,736.00	\$6,736.00	\$0.00
	SA-2020-09-04-00	HSRC-SENIOR DRIVER	\$46,507.00	\$0.00	\$76,993.00	\$46,507.00	\$46,507.00	\$0.00
	SA-2020-09-05-00	HSRC-ANNUAL REPORT HSP	\$90,472.00	\$0.00	\$161,882.00	\$90,472.00	\$90,472.00	\$0.00
	SA-2020-09-06-00	NCSU-ITRE CONFERENCE SUPPORT	\$152,527.00	\$0.00	\$286,097.00	\$152,527.00	\$152,527.00	\$0.00

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	SA-2020-09-07-00	PUBLIC HEALTH AUTH.-CABARRUS COUNTY	\$138,310.00	\$150,993.00	\$138,310.00	\$138,310.00	\$138,310.00	\$0.00
	SA-2020-09-08-00	UNIVERSITY HEALTH-DISTRACTED DRIVING	\$57,676.00	\$0.00	\$100,017.00	\$57,676.00	\$57,676.00	\$0.00
	SA-2020-09-09-00	ITRE-VISION ZERO TECH & PROGRAM SUPPORT	\$20,947.00	\$0.00	\$40,058.00	\$20,947.00	\$20,947.00	\$0.00
	SA-2020-09-11-00	HSRC-REPEAT OFFENDERS	\$51,486.00	\$0.00	\$83,054.00	\$51,486.00	\$51,486.00	\$0.00
	SA-2020-09-12-00	HSRC-VISION ZERO	\$75,313.00	\$0.00	\$129,071.00	\$75,313.00	\$75,313.00	\$0.00
	<b>Safe Communities Total</b>		<b>\$1,121,756.00</b>	<b>\$150,993.00</b>	<b>\$1,991,638.00</b>	<b>\$1,121,756.00</b>	<b>\$1,121,756.00</b>	<b>\$0.00</b>
	<b>Pupil Transportation Safety</b>							
	SB-2020-10-01-00	NC DPI-SCHOOL BUS SAFETY	\$24,837.00	\$0.00	\$41,310.00	\$24,837.00	\$24,837.00	\$0.00
	<b>Pupil Transportation Safety Total</b>		<b>\$24,837.00</b>	<b>\$0.00</b>	<b>\$41,310.00</b>	<b>\$24,837.00</b>	<b>\$24,837.00</b>	<b>\$0.00</b>
	<b>FAST Act NHTSA 402 Total</b>		<b>\$6,074,599.00</b>	<b>\$1,316,983.00</b>	<b>\$13,479,231.00</b>	<b>\$6,074,599.00</b>	<b>\$6,074,599.00</b>	<b>\$0.00</b>
	<b>FAST Act 405b OP High</b>							
	<b>405b High HVE</b>							
	M1HVE-2020-13-01-00	NC SHP-CLICK IT OR TICKET OVERTIME	\$52,317.00	\$0.00	\$104,634.00	\$52,317.00	\$52,317.00	\$0.00
	<b>405b High HVE Total</b>		<b>\$52,317.00</b>	<b>\$0.00</b>	<b>\$104,634.00</b>	<b>\$52,317.00</b>	<b>\$52,317.00</b>	<b>\$0.00</b>
	<b>405b High Public Education</b>							
	M1PE-2020-13-01-00	HSRC-BUCKLEUP CONTINUED DEV	\$174,948.00	\$0.00	\$287,911.00	\$174,948.00	\$174,948.00	\$0.00
	<b>405b High Public Education Total</b>		<b>\$174,948.00</b>	<b>\$0.00</b>	<b>\$287,911.00</b>	<b>\$174,948.00</b>	<b>\$174,948.00</b>	<b>\$0.00</b>
	<b>405b OP High</b>							
	M1X-2020-13-01-00	NC DOT COMM-CITI MEDIA	\$59,872.00	\$0.00	\$119,744.00	\$59,872.00	\$59,872.00	\$0.00
	M1X-2020-13-02-00	NC DOT-SPORTS & EVENTS MARKETING	\$270,772.00	\$0.00	\$541,544.00	\$270,772.00	\$270,772.00	\$0.00
	<b>405b OP High Total</b>		<b>\$330,644.00</b>	<b>\$0.00</b>	<b>\$661,288.00</b>	<b>\$330,644.00</b>	<b>\$330,644.00</b>	<b>\$0.00</b>
	<b>405b High Occupant Protection</b>							
	M1*OP-2020-13-01-00	NC DOI - CPS	\$212,767.00	\$0.00	\$331,180.00	\$212,767.00	\$212,767.00	\$0.00
	<b>405b High Occupant Protection Total</b>		<b>\$212,767.00</b>	<b>\$0.00</b>	<b>\$331,180.00</b>	<b>\$212,767.00</b>	<b>\$212,767.00</b>	<b>\$0.00</b>

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<b>FAST Act 405b OP High Total</b>			<b>\$770,676.00</b>	<b>\$ .00</b>	<b>\$1,385,013.00</b>	<b>\$770,676.00</b>	<b>\$770,676.00</b>	<b>\$ .00</b>
<b>FAST Act 405b OP Low</b>								
<b>405b Low Community CPS Services</b>								
	M2CPS-2020-13-01-00	NCDOI - CPS	\$50,000.00	\$ .00	\$100,000.00	\$50,000.00	\$50,000.00	\$ .00
<b>405b Low Community CPS Services Total</b>			<b>\$50,000.00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405b OP Low Total</b>			<b>\$50,000.00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2020-14-01-00	NC JUDICIAL AOC	\$241,744.00	\$ .00	\$241,744.00	\$241,744.00	\$241,744.00	\$ .00
	M3DA-2020-14-02-00	ELIZABETH CITY PD	\$7,666.00	\$15,000.00	\$30,332.00	\$7,666.00	\$7,666.00	\$ .00
	M3DA-2020-14-03-00	UNC-IPRC LINKING CRASH/HEALTH DATA	\$293,680.00	\$ .00	\$454,816.00	\$293,680.00	\$293,680.00	\$ .00
	M3DA-2020-14-04-00	ITRE-VISION ZERO TECH & PROGRAM SUPPORT	\$405,022.00	\$ .00	\$774,545.00	\$405,022.00	\$405,022.00	\$ .00
	M3DA-2020-14-05-00	NCDMV eCRASH REPLACEMENT PROGRAM	\$174,917.00	\$ .00	\$326,756.00	\$174,917.00	\$174,917.00	\$ .00
	M3DA-2020-14-06-00	JEFFERSON PD	\$3,417.00	\$ .00	\$18,834.00	\$3,417.00	\$3,417.00	\$ .00
	M3DA-2020-14-09-00	MACON COUNTY SO-MDT	\$15,336.00	\$ .00	\$15,336.00	\$15,336.00	\$15,336.00	\$ .00
<b>405c Data Program Total</b>			<b>\$1,141,782.00</b>	<b>\$15,000.00</b>	<b>\$1,862,363.00</b>	<b>\$1,141,782.00</b>	<b>\$1,141,782.00</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program Total</b>			<b>\$1,141,782.00</b>	<b>\$15,000.00</b>	<b>\$1,862,363.00</b>	<b>\$1,141,782.00</b>	<b>\$1,141,782.00</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								
	M5HVE-2020-15-01-00	NCSHP-BOOZE IT & LOSE IT OVERTIME	\$222,050.00	\$ .00	\$413,021.00	\$222,050.00	\$222,050.00	\$ .00
	M5HVE-2020-15-04-00	UNION COUNTY SO	\$74,593.00	\$35,556.00	\$183,364.00	\$74,593.00	\$74,593.00	\$ .00
<b>405d Mid HVE Total</b>			<b>\$296,643.00</b>	<b>\$35,556.00</b>	<b>\$596,385.00</b>	<b>\$296,643.00</b>	<b>\$296,643.00</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>								
	M5CS-2020-15-01-00	CUMBERLAND COUNTY SOBRIETY COURT	\$33,473.00	\$ .00	\$49,458.00	\$33,473.00	\$33,473.00	\$ .00

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	M5CS-2020-15-02-00	AOC-CONFERENCE OF DA	\$845,412.00	\$0.00	\$1,409,663.00	\$845,412.00	\$845,412.00	\$0.00
	M5CS-2020-15-03-00	NC JUDICIAL-AOC BUNCOMBE	\$58,054.00	\$0.00	\$110,469.00	\$58,054.00	\$58,054.00	\$0.00
	<b>405d Mid Court Support Total</b>		<b>\$936,939.00</b>	<b>\$0.00</b>	<b>\$1,569,590.00</b>	<b>\$936,939.00</b>	<b>\$936,939.00</b>	<b>\$0.00</b>
	<b>405d Mid Ignition Interlock</b>							
	M5II-2020-15-01-00	NCDMV-IGNITION INTERLOCK	\$818,615.00	\$0.00	\$1,462,662.00	\$818,615.00	\$818,615.00	\$0.00
	<b>405d Mid Ignition Interlock Total</b>		<b>\$818,615.00</b>	<b>\$0.00</b>	<b>\$1,462,662.00</b>	<b>\$818,615.00</b>	<b>\$818,615.00</b>	<b>\$0.00</b>
	<b>405d Mid BAC Testing/Reporting</b>							
	M5BAC-2020-15-01-00	PITT COUNTY DWI LAB	\$3,607.00	\$7,214.00	\$50,498.00	\$3,607.00	\$3,607.00	\$0.00
	M5BAC-2020-15-04-00	NCDHHS-FTA BAT Program	\$324,661.00	\$0.00	\$610,617.00	\$324,661.00	\$324,661.00	\$0.00
	M5BAC-2020-15-05-00	NCDNJ-SBI TOXICOLOGY	\$419,632.00	\$0.00	\$419,632.00	\$419,632.00	\$419,632.00	\$0.00
	<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$747,900.00</b>	<b>\$7,214.00</b>	<b>\$1,080,747.00</b>	<b>\$747,900.00</b>	<b>\$747,900.00</b>	<b>\$0.00</b>
	<b>405d Mid Paid/Earned Media</b>							
	M5PEM-2020-15-01-00	NCDOT COMM.- BILLI MEDIA BUYS	\$400,000.00	\$0.00	\$800,000.00	\$400,000.00	\$400,000.00	\$0.00
	M5PEM-2020-15-02-00	NCDOT-BOOZE IT OR LOSE IT MEDIA	\$65,602.00	\$0.00	\$131,204.00	\$65,602.00	\$65,602.00	\$0.00
	M5PEM-2020-15-04-00	NCDOT-SPORTS & EVENTS MARKETING	\$350,000.00	\$0.00	\$700,000.00	\$350,000.00	\$350,000.00	\$0.00
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$815,602.00</b>	<b>\$0.00</b>	<b>\$1,631,204.00</b>	<b>\$815,602.00</b>	<b>\$815,602.00</b>	<b>\$0.00</b>
	<b>405d Mid Training</b>							
	M5TR-2020-15-01-00	NCDHHS-FTA SCIENCE PROGRAM	\$965,306.00	\$0.00	\$1,418,323.00	\$965,306.00	\$965,306.00	\$0.00
	<b>405d Mid Training Total</b>		<b>\$965,306.00</b>	<b>\$0.00</b>	<b>\$1,418,323.00</b>	<b>\$965,306.00</b>	<b>\$965,306.00</b>	<b>\$0.00</b>
	<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$4,581,005.00</b>	<b>\$42,770.00</b>	<b>\$7,758,911.00</b>	<b>\$4,581,005.00</b>	<b>\$4,581,005.00</b>	<b>\$0.00</b>
	<b>FAST Act 405f Motorcycle Programs</b>							
	<b>405f Motorcyclist Training</b>							
	M9MTI-2020-16-01-00	NCSHP-BIKESAFE	\$152,858.00	\$0.00	\$300,060.00	\$152,858.00	\$152,858.00	\$0.00
	<b>405f Motorcyclist Training Total</b>		<b>\$152,858.00</b>	<b>\$0.00</b>	<b>\$300,060.00</b>	<b>\$152,858.00</b>	<b>\$152,858.00</b>	<b>\$0.00</b>

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<b>FAST Act 405f Motorcycle Programs Total</b>			<b>\$152,858.00</b>	<b>\$0.00</b>	<b>\$300,060.00</b>	<b>\$152,858.00</b>	<b>\$152,858.00</b>	<b>\$0.00</b>
<b>FAST Act 405h Nonmotorized Safety 405h Training</b>								
	FHTR-2020-17-01-00	NCDOT-WATCH FOR ME	\$45,647.00	\$0.00	\$45,647.00	\$45,647.00	\$45,647.00	\$0.00
	<b>405h Training Total</b>		<b>\$45,647.00</b>	<b>\$0.00</b>	<b>\$45,647.00</b>	<b>\$45,647.00</b>	<b>\$45,647.00</b>	<b>\$0.00</b>
<b>405h Public Education</b>								
	FHPE-2020-17-01-00	NCDOT-WATCH FOR ME	\$100,000.00	\$0.00	\$200,000.00	\$100,000.00	\$100,000.00	\$0.00
	<b>405h Public Education Total</b>		<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
	<b>FAST Act 405h Nonmotorized Safety Total</b>		<b>\$145,647.00</b>	<b>\$0.00</b>	<b>\$245,647.00</b>	<b>\$145,647.00</b>	<b>\$145,647.00</b>	<b>\$0.00</b>
	<b>NHTSA Total</b>		<b>\$13,470,950.00</b>	<b>\$1,374,753.00</b>	<b>\$26,222,705.24</b>	<b>\$13,470,950.00</b>	<b>\$13,470,950.00</b>	<b>\$0.00</b>
	<b>Total</b>		<b>\$13,470,950.00</b>	<b>\$1,374,753.00</b>	<b>\$26,222,705.24</b>	<b>\$13,470,950.00</b>	<b>\$13,470,950.00</b>	<b>\$0.00</b>

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.  
State Official: \_\_\_\_\_ (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)