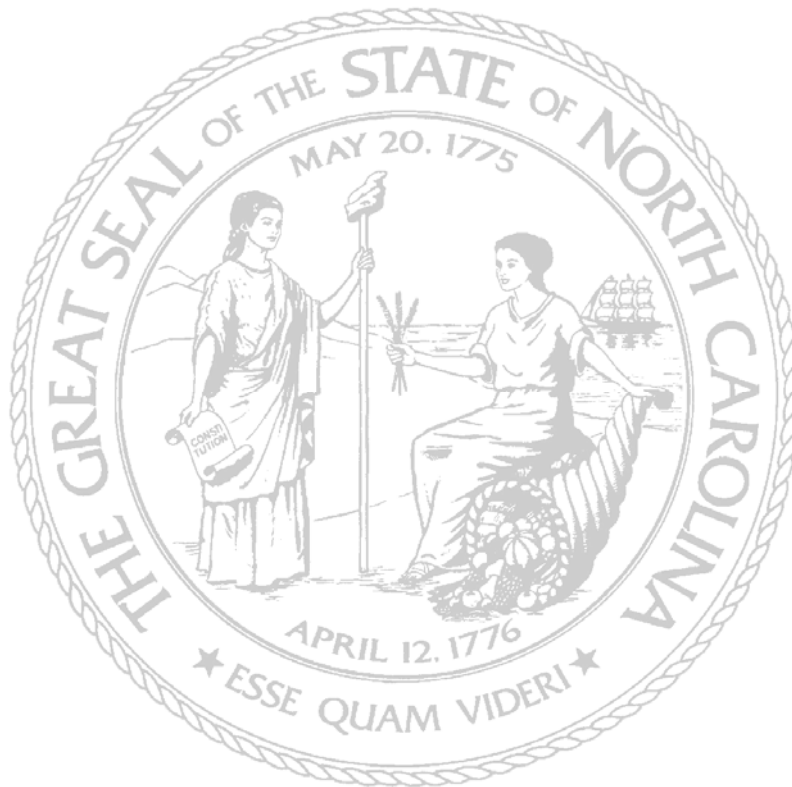


North Carolina

FY 2008 Highway Safety Plan



MEMORANDUM

To: Ms. Beth Baker, Regional Administrator, NHTSA Region III

From: Darrell Jernigan, Director

Re: North Carolina FY 2008 Highway Safety Plan

Date: September 3, 2007

The Governor's Highway Safety Program is submitting its Fiscal Year 2008 Highway Safety Plan (HSP) for your review and consideration.

The HSP outlines specific expenditures of funds for FY 2008 and includes a brief description of each contract. The project contracts included in the Plan were selected for funding based on the probability that each would provide a positive impact on the goals outlined in the HSP. Also included for your review are the necessary certifications followed by a listing of all equipment costing \$5,000 or more.

Feel free to contact me for further assistance or if you have any questions or concerns regarding the FY 2008 HSP.

cc: John Sullivan
Administrator, FHWA

Enclosures: As stated

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GOVERNOR MICHAEL F. EASLEY
STATE OF NORTH CAROLINA

SECRETARY LYNDY TIPPETT
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIRECTOR DARRELL JERNIGAN
GOVERNOR'S HIGHWAY SAFETY PROGRAM

North Carolina

**FY 2008
Highway
Safety Plan**

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STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The state shall actively encourage all relevant law enforcement agencies in the state to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

The Drug-free Workplace Act of 1988 (49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

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

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

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

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

1. Taking appropriate personnel action against such an employee, up to and including termination.
2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

North Carolina Highway Safety Media Plan

The North Carolina Governor's Highway Safety Program (GHSP) Media Plan will target three areas of immediate concern: safety belt usage, impaired driving and speeding. All media for these areas will utilize either paid media, earned media, or both.

In the area of safety belt usage, North Carolina will participate in the national "Click It or Ticket" mobilization in May 2008. GHSP will dedicate current allocations to target low safety belt usage areas and demographics. The paid media spots will convey an enforcement message. Earned media will be conducted statewide with planned campaign kickoffs and approximately 1,500 checkpoints planned for the mobilization.

North Carolina will also participate in the September 2008 impaired driving mobilization. Earned media will be gained from the kickoff as well as the high visibility checkpoints throughout the campaign.

North Carolina will continue to implement "R U Buckled", a safety belt campaign targeting high school age drivers in FY 2008. This program launched in the fall of 2005 in 53 high schools across the state and is now in 157 high schools covering 68 counties and impacting over 52,000 student drivers in North Carolina. North Carolina plans to eventually have this campaign implemented in all high schools in the state.

GHSP will also utilize sports marketing to reach target demographics. Currently, GHSP has commitments from the Stanley Cup Champions of the National Hockey League, the Carolina Hurricanes, the Carolina Panthers of the NFL, the 10 Minor League Baseball teams in the state all four of the Atlantic Coast Conference teams in North Carolina to provide advertising to reach their fans. Advertising will target all three areas of traffic safety mentioned.

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Problem Identification and Promising Solutions
for the Annual Highway Safety Plan

Submitted by

North Carolina Governors Highway Safety Program

August, 2007

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EXECUTIVE SUMMARY

Each year, the NC Governor’s Highway Safety Program (GHSP) prepares a Highway Safety Plan (HSP) as a guide for the State’s federally funded safety activities. A major component in the production of this

document is the identification of safety problems within the state through an analysis of crash data. The results of this problem identification effort are then used as one means of justification for determining where safety improvement funds are spent. With the available funding for safety improvements and programs diminishing, it is critical that such funding be carefully allocated to have the greatest impact on safety.

The objective of this report is to help GHSP in the identification of safety problems within the state. Here is a summary of the findings:

Overall trends in crashes by severity in North Carolina

- Fatality rates (fatalities per 100 MVM) in North Carolina have been decreasing in the last 10 years. However, the number of fatalities has remained somewhat steady.
- During the last 3 years, the total number of injury and fatal crashes has not changed significantly. However, the number of reported property damage only (PDO) crashes has increased significantly.

Alcohol-involved crashes

- During the last 3 years, there has been a fairly constant in both the total number of drinking drivers in crashes and the percent of all-crash involved drivers who had been drinking with a slight increase in 2006
- The 21-24 age group is associated with the highest percentage of drivers who had been drinking while being involved in a crash.
- Hispanic/Latino drivers have the highest rate of drinking while being involved in a crash. Part of the reason for their high rate is that the North Carolina Latino population is largely male and young – the primary group of drinking drivers in all racial/ethnic groups.
- Crashes involving drinking and driving is most common during early morning hours.
- About 54% of drinking driver crashes occurred on rural roadways.

Young driver crashes

- Crashes involving drivers age 15-20 have increased in the last 3 years, but this can completely be explained by population growth. There has been very little change in the severity of crashes during this period.
- Among young drivers, the driver did something to contribute to the crash in 68% of all crashes, while only 48% of drivers age 25-54 contributed to their crash. A substantial proportion of young driver errors are accounted for by three actions: failure to yield, failure to reduce speed appropriately, and driving too fast for conditions.
- Alcohol involvement by crash-involved young drivers, all of whom are under the legal drinking age, is lower than for all age groups up to age 50.

Motorcycle safety

- The number of motorcycle crashes has been increasing for about 5-years along with the North Carolina population and number of registered motorcycles.
- The typical motorcycle crash occurs between April and October on a Friday, Saturday, or Sunday between 12:00 noon and 7:00 p.m. during clear weather on a rural two-lane state secondary road with a 55 MPH speed limit.
- Curved roadway crashes are overrepresented in motorcycle crashes and are associated with greater risk for fatal/severe injury than crashes straight roadway segments.
- Rollovers, hitting a fixed object, rear-ending another vehicle, the motorcyclist or another vehicle making a left/right turn, and running off the roadway are the most harmful precipitating events of motorcycle crashes.
- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes, hitting a fixed object, left/right turns, and leaving roadways.

Pedestrian safety

- Although crashes involving pedestrians represent less than 1% of the total reported motor vehicle crashes in North Carolina, pedestrians are highly over-represented in fatal and serious injury crashes. Approximately 12% of the fatal crashes and 9% of A-type (disabling injury) crashes in North Carolina involved pedestrians.
- Pedestrian crashes are most likely to occur in the afternoon and early evening between the hours of 2 pm to 10 p.m., with over half of pedestrian crashes occurring during these eight hours.
- While most crashes (55%) occurred during clear or cloudy weather *and* under daylight conditions, 18% occurred during nighttime on lighted roadways (clear or cloudy) and another 15% occurred during nighttime on unlighted roadways (clear or cloudy conditions).
- The 50 and over group has shown numerical and proportional increases in the pedestrian crashes each of the last three years. On average, adults (30 – 49) accounted for greater numbers and proportions of pedestrian crashes than other groups. However, the proportions of those killed and seriously injured in a pedestrian crash is higher for the older age groups.
- Blacks are over-represented in pedestrian crashes, and Whites are under-represented based on the population. However, there appears to be a decreasing trend in the proportion of crashes involving black pedestrians.

- The most frequent crash type involves *Pedestrian failure to yield*. It should be pointed out, however, that this crash type does not necessarily imply fault. For example, a pedestrian may detect a gap at a mid-block area and begin crossing, but a speeding motorist closes the gap sooner than expected and strikes the pedestrian.

Bicyclist safety

- Bicyclists represent less than 0.5% of the total reported motor vehicle crashes in North Carolina, but represent 1.5% of the fatal crashes, and 2% of A-type (disabling injury) crashes.
- The number of bicyclist crashes has fluctuated over the past 3 years, but no obvious trend is apparent over this time. However, the number of crashes in 2006 might indicate a downward trend.
- Bicyclist crashes peak on Friday and Saturday.
- While most crashes (74%) occurred during clear or cloudy weather and under daylight conditions, 17% occurred during nighttime on lighted or unlighted roadways (clear or cloudy conditions).
- There seems to be an increasing in the number of bicycle crashes involving adults ages 40 to 69, and a decreasing trend among children up to age 15. It is not clear if this may be due to changes in riding patterns among the different age groups and/or change in the population of the specific age groups.
- The most frequent crash type (about one-fifth of bicycle-motor vehicle crashes), involved *Sign-controlled intersection* violations by bicyclists and motorists.
- Children were most often involved in *mid-block ride out* crashes, more typically occurring in urban areas.

Older driver safety

- The number of crash-involved older drivers has shown only modest increases over the past 3 years. Although drivers ages 65+ make up only 7.5% of the crash-involved driver population, they comprise 15% of fatally-injured drivers.
- Nearly one in five drivers killed in crashes in the western Mountain region of the state is age 65+. As the North Carolina population ages, this proportion will rise, not only in western North Carolina but in all parts of the State.
- For the most part, older driver crashes tend to mimic the locations and situations where older adults drive, (i.e., on shorter trips, lower speed roadways, about town, during the daytime, under favorable weather conditions, etc.).
- Drivers ages 65+ are more likely to crash while making a left turn, and the crash risk increases along with their age.
- Older drivers are more likely to be cited for contributing to their crash, with the most commonly cited contributing factor being failure to yield to other traffic.

Speed-related crashes

- Speed-related PDO crashes have increased substantially in the last two years. However, the number of injury and fatal speed-related crashes has changed very little during this period.
- Speed-related crashes are in general more severe compared to non-speed-related crashes.
- A higher percentage of crashes in rural areas are speed-related compared to urban areas.
- The 15-17 age group is associated with the highest percentage of speed-related crashes.
- A large number of speed-related crashes occur during the morning peak, the afternoon peak, and between 1:00 and 3:00 a.m.
- Interstates have the lowest number of speed-related crashes, but the highest percentage of speed-related crashes. State Roads have the highest number of speed-related crashes.
- Close to 80% of crashes where a rear-end crash was the first harmful event, are speed-related. A significant percentage of crashes (close to 50%) where the first harmful event is a Jackknife/Overtum/Rollover, collision with a fixed object, or ran-off-the-road, are speed-related.

Occupant restraint

- Following the enactment of a primary enforcement seat-belt law and the “Click It or Ticket: campaign, the observed driver seat belt usage rate has increased from approximately 65% in the early 1990’s to 88.5% in 2007.
- The latest survey of seat-belt usage was conducted during June 2007. The usage rate at that time was 89.4% of drivers and 84.7% for passengers.
- A larger percentage of women use a seat belt (93.6%) compared to men (88.5%).
- Typically, middle-aged and older drivers have a higher usage rate compared to young drivers.
- Information on restraint usage for individuals involved in an accident is usually self-reported and not reliable, especially for less severe crashes.

Traffic Records and Data Collection

It has become very obvious during the compilation of this plan that numerous problems exist in the area of record collection and disbursement. The data for this years Highway Safety Plan has been gathered by GHSP directly from NCDOT rather than going through a third party. This has resulted in several glaring differences from prior years reporting. The overall system is being studied and modernized as a part of the activities of the Executive Committee on Highway Safety. Future years will be more accurate and will show trending in a more accurate method.

1. INTRODUCTION

The objective of this report is to help this agency in the identification of safety problems within the state. This section gives an overview of the frequency and severity of crashes in North Carolina during the last several years. In the subsequent sections, the following areas that are of primary interest to GHSP are discussed in more detail:

- Alcohol related crashes
- Young driver crashes
- Motorcycle crashes
- Pedestrian crashes
- Bicycle crashes
- Older driver crashes
- Speed-related crashes
- Occupant restraint usage
- Commercial Motor Vehicles

Fatalities and Fatality Rates

The fatality rates in North Carolina and Nation during the last several years are presented in Table 1.1. Fatality rates for the nation were obtained from the Fatality Analysis Reporting System (FARS) (<http://www-fars.nhtsa.dot.gov/>). For North Carolina, the number of fatalities in 2006 was obtained from NCDOT. Exposure (i.e., miles traveled) for 2006 was obtained from NCDOT. Data for the prior years for North Carolina were taken from the *North Carolina Traffic Crash Facts* report.

Table 1.1: Fatalities and fatality rates

Year	National Rate (per 100 MVM)	NC Rate (per 100 MVM)	NC Fatalities
1966	5.50	6.78	1724
1967	5.26	6.57	1751
2000	1.53	1.75	1563
2001	1.51	1.67	1530
2002	1.50	1.68	1573
2003	1.48	1.63	1525
2004	1.46	1.62	1557
2005	1.47	1.53	1546

2006	NA	1.53	1559
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Data used for this chart for VMT is as follows: 2003 – 93,558 MVM; 2004 – 96,111 MVM; 2005 – 100,861 MVM and 2006 – 101,648 MVM. These numbers are from NCDOT.

Frequency and severity of crashes during the last 3 years

Table 1.2 shows the frequency and severity of crashes in North Carolina during the last 3 years. The number of injury crashes do not seem to have changed significantly during the last 3 years, but the number of property damage only crashes (PDO) has increased significantly while the number of fatal crashes has actually decreased. This would indicate that the fatal crashes may be decreasing but the number of

Severity	Jan 04 - Dec 04	Jan 05 - Dec 05	Jan 06 - Dec 06
	Number	Number	Number
PDO	145774	287261	284562
Injury	83044	83135	80304
Fatal	1423	1018	1013
TOTAL	230241	371414	365879

fatalities per crash are leveling off for the present.

Table 1.2 Crash frequency and severity in North Carolina

Table 1.3 shows the number of crashes, number of injury and fatal crashes, crash rate, and the rate of injury and fatal crashes for all 100 counties in North Carolina. The table also highlights the 25 counties that have the highest crash rates, high rate of injury and fatal crashes, and high frequency of total crashes, and a high frequency of total injury and fatal crashes.

Table 1.3 County Rates for All, Injury/Fatal Crashes

County	Total Crashes	per 1000 Pop Crash Rate	Inj/Fatal Crash Total Number of	per 1000 Pop Crash Rate
ALAMANCE	6036	43.2	1346	9.6
ALEXANDER	803	22.1	201	5.5
ALLEGHANY	317	28.8	99	9.0
ANSON	897	35.4	204	8.0
ASHE	893	34.6	212	8.2
AVERY	491	27.0	123	6.8
BEAUFORT	1665	35.9	426	9.2
BERTIE	626	32.3	217	11.2
BLADEN	1164	35.4	441	13.4
BRUNSWICK	3473	36.6	887	9.3
BUNCOMBE	9150	41.3	2125	9.6
BURKE	3274	36.9	825	9.3
CABARRUS	7226	46.0	1396	8.9
CALDWELL	2657	33.5	651	8.2
CAMDEN	198	21.3	51	5.5
CARTERET	2366	37.2	552	8.7
CASWELL	514	21.8	131	5.6

CATAWBA	7464	49.4	1643	10.9
CHATHAM	1722	29.8	358	6.2
CHEROKEE	649	24.3	195	7.3
CHOWAN	289	19.7	72	4.9
CLAY	238	23.5	82	8.1
CLEVELAND	3626	37.5	837	8.7
COLUMBUS	2112	38.6	739	13.5
CRAVEN	3112	32.6	658	6.9
CUMBERLAND	13658	44.6	2588	8.4
CURRITUCK	567	24.0	166	7.0
DARE	1382	39.8	227	6.5
DAVIDSON	5554	35.8	1487	9.6
DAVIE	1295	32.5	281	7.1
DUPLIN	2020	38.3	493	9.4
DURHAM	13779	55.8	2385	9.7
EDGECOMBE	1712	32.5	455	8.6
FORSYTH	14113	42.5	2880	8.7
FRANKLIN	1603	29.0	443	8.0
GASTON	8787	44.6	2218	11.2
GATES	334	28.9	110	9.5
GRAHAM	270	33.3	142	17.5
GRANVILLE	1266	23.5	336	6.2
GREENE	608	29.2	167	8.0
GUILFORD	19737	44.0	4357	9.7
HALIFAX	1838	33.1	494	8.9
HARNETT	3088	29.8	891	8.6
HAYWOOD	1718	30.3	429	7.6
HENDERSON	4214	42.1	805	8.0
HERTFORD	710	29.7	234	9.8
HOKE	1042	24.7	386	9.1
HYDE	143	25.9	33	6.0
IREDELL	6486	44.7	1547	10.7
JACKSON	1348	37.1	352	9.7
JOHNSTON	6068	40.0	1436	9.5
JONES	404	39.2	119	11.5
LEE	2638	47.7	536	9.7
LENOIR	2243	38.6	740	12.7
LINCOLN	2607	36.6	622	8.7
MACON	902	20.7	240	5.5
MADISON	425	12.8	102	3.1
MARTIN	728	35.6	198	9.7
MCDOWELL	1013	41.5	310	12.7
MECKLENBURG	43245	52.3	8458	10.2
MITCHELL	477	30.0	124	7.8
MONTGOMERY	676	24.6	162	5.9
MOORE	2835	34.5	728	8.8
NASH	3842	41.7	978	10.6
NEW HANOVER	9904	53.8	2175	11.8
NORTHAMPTON	580	26.9	192	8.9
ONslow	6447	40.0	1325	8.2
ORANGE	4566	36.9	769	6.2
PAMLICO	361	27.6	85	6.5
PASQUOTANK	1383	34.6	338	8.5
PENDER	1810	37.1	434	8.9

PERQUIMANS	1201	96.4	73	5.9
PERSON	1201	32.1	295	7.9
PITT	7288	49.8	1474	10.1
POLK	449	23.5	96	5.0
RANDOLPH	4973	35.9	1103	8.0
RICHMOND	1508	32.3	489	10.5
ROBESON	5470	42.4	1664	12.9
ROCKINGHAM	2968	32.3	787	8.6
ROWAN	5360	39.8	1113	8.3
RUTHERFORD	1825	28.9	551	8.7
SAMPSON	2139	33.4	645	10.1
SCOTLAND	934	25.2	378	10.2
STANLY	1737	29.4	478	8.1
STOKES	1213	26.2	311	6.7
SURRY	2463	33.7	603	8.3
SWAIN	294	21.1	108	7.7
TRANSYLVANIA	809	26.7	202	6.7
TYRRELL	136	32.0	22	5.2
UNION	6717	39.0	1371	8.0
VANCE	1620	36.9	366	8.3
WAKE	41283	52.3	6710	8.5
WARREN	393	19.7	102	5.1
WASHINGTON	342	25.6	81	6.1
WATAUGA	2200	50.7	391	9.0
WAYNE	4085	35.5	961	8.4
WILKES	2135	31.9	608	9.1
WILSON	3252	42.0	822	10.6
YADKIN	1043	27.6	265	7.0
YANCEY	397	21.6	105	5.7
TOTAL	365879	41.3	81317	9.2

2. ALCOHOL-INVOLVED CRASHES

Driving after drinking continues to be one of the major causes of motor vehicle crashes in North Carolina as well as the U.S. as a whole. As shown in Table 2.A, both the total number of drinking drivers in crashes and the percent of all crash-involved drivers who had been drinking have remained somewhat steady over the last four years with a slight decrease in 2004 and 2005 as compared to 2001. Unfortunately 2006 shows a slight upward movement to the highest level in the last five years.

Table 2.A: *Number and percentage of drivers involved in crashes judged to have been drinking- by year*

	Number of Drinking Drivers	Total Driver Crashes	Percent of Drinking Drivers
Oct 2001 - Sep 2002	12,952	372,426	3.48%
Oct 2002 - Sep 2003	10,944	384,447	2.85%
Jan 2004 - Dec 2004	11,376	381,183	2.98%
Jan 2005 - Dec 2005	10986	371,414	2.96%
Jan 2006 - Dec 2006	13390	365,879	3.66%

Demographic Difference in Alcohol Use by Drivers

Driver Age

Alcohol use is strongly related to age and that is also seen in drinking by crash-involved drivers. The very youngest drivers have very low levels of alcohol use, but the prevalence of drinking among crash-involved drivers increases sharply with each year of age to a peak among the 21-24 year-old age group. As is seen in Table 2.B, the likelihood a crash-involved driver has been drinking drops again by age 25 and then declines until reaching a stable, relatively low level among drivers 60 and older.

Table 2.B *Table of Age of Driver*
Driver Alcohol Assessment

Age	No Alcohol		Alcohol		Total
	Number	Percentage	Number	Percentage	
Under 16	1039	97.10%	31	2.90%	1,070
16-17	19168	98.68%	256	1.32%	19,424
18-20	37530	96.43%	1,389	3.57%	38,919
21-24	42449	94.98%	2,244	5.02%	44,693
25-29	42167	95.19%	2,132	4.81%	44,299
30-39	72493	96.09%	2,947	3.91%	75,440
40-49	63097	96.34%	2,395	3.66%	65,492
50-59	45347	97.25%	1,281	2.75%	46,628
60 and Above	42579	98.23%	767	1.77%	43,346
Unknown	10	83.33%	2	16.67%	12
TOTAL	365879	96.47%	13,390	3.53%	379,269

Race/Ethnicity

The use of alcohol varies substantially within the various subcultures in North Carolina and this is also apparent in the involvement of alcohol in crashes. Table 2.C shows the percent of crash-involved drivers who had been drinking by race/ethnicity. The most striking finding is the extremely high rate of drinking by Hispanic/Latino drivers. This is out of line with national data which consistently show that Native Americans have the highest rates of driving after drinking and that Hispanic/Latino rates fall in between those of Native Americans and whites.

Table 2.C Table of Race of Driver
Driver Alcohol Assessment

Race	No Alcohol		Alcohol		Total
	Number	Percentage	Number	Percentage	
White	236801	97.08%	7126	2.92%	243927
Black	84767	97.68%	2012	2.32%	86779
Native American	2719	96.32%	104	3.68%	2823
Hispanic	21519	93.28%	1551	6.72%	23070
Asian	4096	98.87%	47	1.13%	4143
Other	3451	98.35%	58	1.65%	3509
Unknown	1581	97.11%	47	2.89%	1628
Total	354934	97.01%	10945	2.99%	365879

The explanation for the abnormally high rate among Hispanic drivers in North Carolina lies in the nature of this population subgroup. Unlike Hispanics in most other regions of the U.S., the North Carolina Latino population is composed mostly of first generation immigrants, a large number of whom have come to the state in the past decade. As such this group is largely male and young – the primary group of drinking drivers among all racial/ethnic groups. Forty-nine percent of Hispanic drivers in crashes were 20 – 29 years old, compared to 26% of blacks and 21% of whites. Thus, whereas white and black crash-involved drivers include many older drivers who are less likely to drink and drive, Hispanic drivers are mostly young males (only 2% of Hispanic drinking driver crashes were females whereas 26% of black and white drinking drivers were females).

Table 2.D *Percent of Crash-Involved Drivers Who Had been Drinking*
By Race/Ethnicity and Age (Jan 2006 through Dec 2006)

	White	Black	Nat Amer	Hispanic	Asian	Other	Unknown	Totals
15-20	2.47%	1.36%	2.95%	5.81%	1.11%	1.53%	1.38%	2.40%

21-24	5.29%	2.92%	3.85%	8.96%	2.02%	2.88%	4.57%	5.00%
25-29	4.28%	3.21%	3.23%	8.17%	1.21%	2.38%	2.44%	4.41%
30-39	3.48%	2.34%	5.99%	5.75%	0.87%	1.56%	2.91%	3.35%
40-49	3.02%	2.59%	3.11%	5.17%	0.75%	1.56%	3.62%	2.96%
50-59	1.84%	2.04%	4.97%	3.46%	1.67%	0.89%	1.14%	1.93%
60 and above	0.81%	1.50%	0.35%	2.75%	0.76%	0.00%	1.46%	0.95%
Unknown	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Totals	2.92%	2.32%	3.68%	6.72%	1.13%	1.65%	2.58%	2.99%

The following table, Table 2.E, illustrates the presence of alcohol in crashes by county. The twelve counties with the highest rate of alcohol involvement in crashes account for only 4.36% of all drinking driver crashes in North Carolina. This is because alcohol-related crashes are much more likely in rural locations and these rural counties have less traffic, hence fewer crashes in general. In contrast, the top 10 counties in number of drinking driver crashes account for close to half (40.64%) of all drinking driver crashes in North Carolina, yet they are among the lowest in alcohol-involved crash rates (representing 6 of the 12 counties with the lowest *rates* of drinking driver crashes).

Table 2.E Table of County by Driver Alcohol Assessment

County	No Alcohol		Alcohol		Total
	Number	Percentage	Number	Percentage	
Alamance	3,384	94.84%	184	5.16%	3,568
Alexander	500	92.59%	40	7.41%	540
Alleghany	226	93.78%	15	6.22%	241
Anson	621	94.81%	34	5.19%	655
Ashe	574	94.10%	36	5.90%	610
Avery	319	95.22%	16	4.78%	335
Beaufort	1,082	95.33%	53	4.67%	1,135
Bertie	487	95.12%	25	4.88%	512
Bladen	803	93.59%	55	6.41%	858
Brunswick	2,097	92.95%	159	7.05%	2,256
Buncombe	4,868	93.38%	345	6.62%	5,213
Burke	1,933	94.80%	106	5.20%	2,039
Cabarrus	3,894	95.86%	168	4.14%	4,062
Caldwell	1,512	93.74%	101	6.26%	1,613
Camden	129	95.56%	6	4.44%	135
Carteret	1,243	93.18%	91	6.82%	1,334
Caswell	385	93.45%	27	6.55%	412
Catawaba	4,050	94.49%	236	5.51%	4,286
Chatham	1,203	95.25%	60	4.75%	1,263
Cherokee	403	93.07%	30	6.93%	433
Chowan	221	95.26%	11	4.74%	232
Clay	155	94.51%	9	5.49%	164
Cleveland	2,089	93.34%	149	6.66%	2,238
Columbus	1,506	93.95%	97	6.05%	1,603
Craven	1,768	94.39%	105	5.61%	1,873
Cumberland	7,308	94.80%	401	5.20%	7,709
Currituck	333	92.50%	27	7.50%	360
Dare	679	92.26%	57	7.74%	736
Davidson	3,321	94.51%	193	5.49%	3,514
Davie	828	93.77%	55	6.23%	883

Duplin	1,479	95.17%	75	4.83%	1,554
Durham	7,664	96.37%	289	3.63%	7,953
Edgecombe	1,212	94.39%	72	5.61%	1,284
Forsyth	7,765	94.64%	440	5.36%	8,205
Franklin	1,088	93.63%	74	6.37%	1,162
Gaston	4,703	94.67%	265	5.33%	4,968
Gates	249	95.40%	12	4.60%	261
Graham	197	94.71%	11	5.29%	208
Granville	917	95.12%	47	4.88%	964
Greene	456	95.60%	21	4.40%	477
Guilford	10,719	95.23%	537	4.77%	11,256
Halifax	1,147	92.95%	87	7.05%	1,234
Harnett	1,921	94.31%	116	5.69%	2,037
Haywood	1,020	94.01%	65	5.99%	1,085
Henderson	2,321	94.27%	141	5.73%	2,462
Hertford	452	96.17%	18	3.83%	470
Hoke	644	91.09%	63	8.91%	707
Hyde	116	89.92%	13	10.08%	129
Iredell	3,565	94.39%	212	5.61%	3,777
Jackson	839	93.33%	60	6.67%	899
Johnston	3,659	93.99%	234	6.01%	3,893
Jones	305	94.14%	19	5.86%	324
Lee	1,524	94.95%	81	5.05%	1,605
Lenoir	1,344	94.85%	73	5.15%	1,417
Lincoln	1,473	93.58%	101	6.42%	1,574
Macon	562	95.42%	27	4.58%	589
Madison	323	94.44%	19	5.56%	342
Martin	542	93.45%	38	6.55%	580
McDowell	707	92.78%	55	7.22%	762
Mecklenburg	22,985	96.19%	911	3.81%	23,896
Mitchell	290	95.71%	13	4.29%	303
Montgomery	473	96.33%	18	3.67%	491
Moore	1,701	95.72%	76	4.28%	1,777
Nash	2,440	95.20%	123	4.80%	2,563
New Hanover	5,057	94.79%	278	5.21%	5,335
Northampton	404	92.66%	32	7.34%	436
Onslow	3,567	93.35%	254	6.65%	3,821
Orange	2,692	95.70%	121	4.30%	2,813
Pamlico	224	92.18%	19	7.82%	243
Pasquotank	779	94.31%	47	5.69%	826
Pender	1,260	94.59%	72	5.41%	1,332
Perquimans	189	89.15%	23	10.85%	212
Person	785	94.46%	46	5.54%	831
Pitt	4,080	96.36%	154	3.64%	4,234
Polk	311	92.84%	24	7.16%	335
Randolph	3,066	93.96%	197	6.04%	3,263
Richmond	872	93.97%	56	6.03%	928
Robeson	3,332	93.62%	227	6.38%	3,559
Rockingham	1,984	93.85%	130	6.15%	2,114
Rowan	3,031	94.57%	174	5.43%	3,205
Rutherford	1,146	93.70%	77	6.30%	1,223
Sampson	1,437	93.55%	99	6.45%	1,536
Scotland	565	92.62%	45	7.38%	610
Stanly	1,070	95.45%	51	4.55%	1,121
Stokes	829	92.11%	71	7.89%	900

Surry	1,509	93.32%	108	6.68%	1,617
Swain	192	95.05%	10	4.95%	202
Transylvania	476	92.79%	37	7.21%	513
Tyrrell	113	93.39%	8	6.61%	121
Union	3,675	94.86%	199	5.14%	3,874
Vance	1,043	94.73%	58	5.27%	1,101
Wake	21,937	96.09%	892	3.91%	22,829
Warren	302	92.07%	26	7.93%	328
Washington	267	95.70%	12	4.30%	279
Watauga	1,237	94.00%	79	6.00%	1,316
Wayne	2,429	94.73%	135	5.27%	2,564
Wilkes	1,335	93.36%	95	6.64%	1,430
Wilson	2,034	94.43%	120	5.57%	2,154
Yadkin	693	93.90%	45	6.10%	738
Yancy	255	95.15%	13	4.85%	268
STATE TOTAL	208,900	94.85%	11,331	5.15%	220,231

3. YOUNG DRIVERS

Drivers ages 15 – 20 account for 15.7% of all motor vehicle crashes in North Carolina. Only among the very oldest drivers is it as important to differentiate between single years of age to understand the fundamental issues underlying these crashes. Accordingly analyses presented below show results by single year of age, including 15 year-olds. Although no 15 year-old can legally drive without an adult supervisor in North Carolina some do so, and there are a substantial number who are driving with a supervisor though few of them crash while doing so.

Injury Severity by Year and Driver Age

There was no meaningful change in the severity of young driver injuries from 2001 to 2006. Table 3.A shows, somewhat surprisingly, that injury severity does not differ for young drivers of varying ages.

Table 3.A: *Number and Percent of Crash-Involved Young Drivers by Driver Injury Severity and Age*
(Jan 2006 through Dec 2006)

Driver Age	PDO	Minor/ Moderate	Severe/ Fatal	Unknown	Total
15	80.34%	17.69%	0.52%	1.46%	719
16	76.87%	21.14%	0.98%	1.01%	8340
17	76.45%	21.58%	0.78%	1.19%	10818
18	75.23%	22.69%	0.98%	1.09%	13148
19	75.13%	22.65%	0.91%	1.31%	12615
20	75.73%	22.09%	0.88%	1.30%	12284
					57924

Other Demographic Characteristics of Crash-Involved Young Drivers

As is shown in Table 3.B, among the youngest drivers, males and females are about equally likely to crash. However, among 18 through 20 year-old drivers, females represent only about 43% of crashes. It is not known what accounts for this differential. Research on sex differences in crash rates among the general driving population indicates that much of the difference between the number of males and females in crashes results from the greater amount of driving done by males. That undoubtedly explains some, though perhaps not all, of the sex difference in young driver crashes as well.

Table 3.B *Table of crashes by age and sex*
(Jan 2006 through Dec 2006)

Driver Age	Male	Female	Unknown	Total
15	607	428	4	1039
16	4192	4070	6	8268
17	5732	5160	8	10900
18	7429	5671	13	13113
19	7171	5354	16	12541
20	6734	5127	15	11876
Total	31865	25810	62	57737

Table 3.C *Table of Drivers Age by Crashes by Severity*

(Jan 2006 through Dec 2006)

Driver Age	PDO	Fatal	Injury	Unk	Totals
15	690	4	333	12	719
16	6436	16	1749	67	8340
17	8462	12	2313	113	10818
18	9948	27	2992	146	13148
19	9521	23	2839	158	12615
20	9092	32	2595	157	12284
Totals	44149	114	12821	653	57924

Summary Points

- Approximately 75% of young driver crashes involved no injury to the driver.
- Driver injuries were equally (non) severe at each age among young drivers.
- Although the number of young driver crashes increased, this is completely explained by population growth in this age group.
- The number of crashes increases as more young drivers are driving without an adult supervisor in the vehicle.
- Among the youngest drivers females have nearly as many crashes as males
- Among drivers 18 through 20, males account for 56% of crashes.

Time of day, week and year of Young Driver Crashes

Young driver crashes exhibit a distinct pattern throughout the day. This clearly reflects the life conditions that determine the driving patterns of young adults. For 16 and 17 year-old drivers there are sharp peaks during the hours immediately before and after school and lows in the late evening and early morning hours. Nineteen and 20 year-old drivers show a very different pattern, with crashes reaching the highest point during the evening commuting period from 5 to 6 p.m. Eighteen year-old driver crashes represent the fact that this age group is in transition between high school and work worlds, falling between younger and older drivers.

The low percent of 16 & 17 year-old crashes during the day reflect reduced driving during school hours, and this difference would be greater if crashes were looked at only on weekdays during months when school is in session. The lower number of crashes after 9 p.m. clearly reflects the effect of the night driving restriction that applies for 6 months to many 16 and 17 year-old drivers.

Crashes among the youngest drivers (ages 16 & 17) are distributed differently than other driver crashes across months of the year. This is due partly to the effects of the school year, which result in more driving by the youngest drivers. Crashes then decline markedly in June and July, followed by a rise in the fall months.

Despite the influence of school on 16 & 17 year-old driving, the weekday vs. weekend crash distribution for young drivers is essentially the same as for older drivers. Among all drivers 24% of crashes occur on weekends; among 16 & 17 year-olds 23% of crashes occur on weekends and 26% of 18 – 20 year-old driver crashes happen on weekends.

Nature of Driver Errors/Crash Causes Among Young Drivers

Among young driver crashes, the driver did something to contribute to the crash in 68% of all crashes, ranging from 74% for 16 year-olds to 63% for 20 year-old drivers. By comparison, only 48% of drivers ages 25-54 contributed to their crash. A substantial proportion of young driver errors are accounted for by just three actions: Failure to yield, failure to reduce speed appropriately and driving too fast for conditions. With each additional year of age there are fewer cases of each of these driver errors.

Young drivers are much more likely than older drivers to have had a speed-related crash. Whereas 19% of crashes among drivers ages 25 - 54 involved speed, 33% of 15 - 20 year-old drivers were involved in a speed-related crash. Speed involvement in crashes decreases with each year of driver age. It is important to note that in most of these cases, exceeding the speed limit was not considered to be the problem. Rather it was a failure to appropriately manage the vehicle's speed that contributed to the crash. In most cases for young drivers, it was the failure to reduce speed as needed that caused the problem, rather than the driver exceeding the posted speed limit. This is an important point because it indicates that speed-related crashes among young drivers are not so much a matter of violating the speed limit as they are a case of the young driver not doing a good enough job assessing the situation and responding appropriately.

Roadway Characteristics and Location

In view of the lack of experience and different driving tendencies of the youngest drivers we might expect that crashes at certain roadway locations or in conjunction with particular roadway characteristics would be different among young drivers. That is in fact the case, although it appears that most of the difference is merely a result of differential exposure. That is, as drivers get older they tend to do more driving in some situations than others. For example, there is a substantial increase in the proportion of crashes that occur on multi-lane roadways. In general, multilane roads are safer than 2-lane roads. Hence the only apparent reason that 'older' young drivers have more crashes on these roads is simply that they do more driving there.

With each additional year of age the proportion of crashes that occur in rural locations decreases. The only explanation we can find for this is that rural roadways are more dangerous and that 16 and 17 year-old drivers are particularly vulnerable to errors in judgments that rural roads require and are lacking in skills necessary to safely maneuver many of these roads.

Between age 16 and 20, the proportion of crashes that occur at an intersection with a traffic light increases from 17% to 22% (a 28% increase). The percent of crashes that occur in this setting continues to climb until age 45 at which point it levels off at 26%. It may be that this reflects an increasing boldness in driving as a result of experience and other changing life conditions that result in a slight increase in risky behaviors at intersections (e.g., running yellow and red lights, right turns on red without stopping, etc.).

Despite the difference in crashes at signalized intersections, there is no overall difference in intersection crashes among younger and older drivers. Among drivers under age 45, about 31% of crashes occur at intersections; young drivers have an essentially identical proportion of crashes at intersections (30%). Moreover there is little variation in the proportion of intersection crashes by age among young drivers, ranging from 32% for 16 year-olds to 30% for 20 year-old drivers.

Alcohol Use by Young Drivers in Crashes

Drinking among young drivers is often misunderstood to be far more common than is actually the case. Among the youngest drivers, alcohol use is quite uncommon, but with each year of age it increases. From

this it is clear that drinking among “teen” drivers is not a meaningful notion. The lives of young teens differ dramatically from those of older teens and this is reflected in the dramatically different rates of alcohol-involvement in crashes. Whereas alcohol is very rarely involved in crashes of 16 and 17-year old drivers, involvement by 19 year-old drivers is nearly as common as among drivers ages 30 – 45. In contrast, alcohol involvement in crashes of 16 & 17 year-olds is lower than for any age group – even those older than 85. Because younger drivers have a higher crash risk at comparable blood alcohol concentration levels, these data suggest that the actual amount of driving after drinking is even lower in comparison to older drivers than the crash data would indicate. This is consistent with national research.

Table 3.D *Alcohol Involvement in Young Driver Crashes by Age*

(Jan 2006 through Dec 2006)

Driver Age	No Alcohol		Alcohol		Total
	Number	Percentage	Number	Percentage	
15	553	53.22%	486	46.78%	1039
16	8105	98.03%	163	1.97%	8268
17	10638	97.60%	262	2.40%	10900
18	12605	96.13%	508	3.87%	13113
19	11931	95.14%	610	4.86%	12541
20	11227	94.54%	649	5.46%	11876
	55059	95.36%	2678	4.64%	57737

Table 3.D shows the average number of yearly crashes by age and the investigating officer’s assessment of whether the young driver had been drinking

Summary Points

- Alcohol use by crash-involved young drivers, all of whom are under the legal drinking age, is lower than for all age groups up to age 50.
- Alcohol use among underage persons involved in crashes varies dramatically by driver age. From age 16 thorough 20, alcohol involvement in crashes increases in nearly linear fashion.

Young Driver Crashes by County

Crash rates per capita vary widely across North Carolina counties. It is not known why this is the case, however, there are several partial causes. Since crash rates are based on population rather than licensed drivers, it is likely that those counties where the driver education system is able to move young drivers through at earlier ages will have more young drivers and, as a result more crashes. Conversely, counties where the driver education system is backlogged will delay licensure among the youngest drivers and reduce the number of crashes they experience as a result.

Another factor in young driver crash rates is the road system on which they drive. Those counties with more dangerous roads will experience more crashes overall and this will apply to young drivers as well. It is not clear whether a greater proportion of narrow rural, mountainous roads will produce more young driver crashes or whether a preponderance of heavily congested urban roadways will result in more crashes. Certainly the latter will result in fewer serious crashes because crash speeds will be lower.

Finally, those counties that attract young drivers from other areas, including other states, will exhibit higher crash rates because of more travel within their borders by young drivers. This would be the case in border counties as well as resort communities; it may explain the particularly high crash rates in Dare and New Hanover counties.

Table 3.E provides detailed information about young driver crashes by county as compared to the population of the county for the period from January, 2006 through December, 2006. In addition to

showing where crash rates are high this table also indicates where the majority of young driver crashes occur.

Not surprisingly, these are concentrated in counties with larger populations. This is important information for deciding where to concentrate efforts to reduce young driver crashes. Those counties where both the number and rate of young driver crashes is high represent promising targets for community programs.

Percentage per population

County	Number	Percentage Population
Watauga	446	1.03%
Pitt	1351	0.92%
New Hanover	1609	0.87%
Catawaba	1269	0.84%
Alamance	1147	0.82%
Cabarrus	1242	0.79%
Onslow	1264	0.78%
McDowell	186	0.76%
Mitchell	120	0.76%
Jackson	273	0.75%
Iredell	1091	0.75%
Lee	412	0.75%
Carteret	454	0.71%
Wake	5612	0.71%
Gaston	1375	0.70%
Guilford	3119	0.69%
Ashe	179	0.69%
Johnston	1051	0.69%
Union	1192	0.69%
Duplin	363	0.69%
Cumberland	2106	0.69%
Randolph	944	0.68%
Dare	235	0.68%
Davidson	1043	0.67%
Henderson	669	0.67%
Nash	614	0.67%
Lincoln	473	0.66%
Martin	135	0.66%
Forsyth	2189	0.66%
Rowan	886	0.66%
Pasquotank	262	0.66%
Cleveland	630	0.65%
Wilson	503	0.65%
Buncombe	1437	0.65%
Wayne	746	0.65%
Surry	471	0.65%
Durham	1584	0.64%
Stanly	379	0.64%
Davie	255	0.64%
Robeson	826	0.64%
Alleghany	70	0.64%
Mecklenburg	5211	0.63%
Anson	159	0.63%

Pender	303	0.62%
Sampson	395	0.62%
Columbus	336	0.61%
Pamlico	78	0.60%
Lenoir	341	0.59%
Caldwell	460	0.58%
Moore	473	0.57%
Orange	705	0.57%
Craven	543	0.57%
Stokes	263	0.57%
Wilkes	378	0.56%
Jones	58	0.56%
Richmond	260	0.56%
Beaufort	257	0.55%
Clay	56	0.55%
Haywood	311	0.55%
Rockingham	504	0.55%
Harnett	564	0.54%
Graham	44	0.54%
Rutherford	339	0.54%
Bladen	176	0.54%
Edgecombe	281	0.53%
Brunswick	505	0.53%
Person	198	0.53%
Vance	232	0.53%
Avery	95	0.52%
Yadkin	192	0.51%
Yancy	91	0.50%
Franklin	274	0.50%
Transylvania	149	0.49%
Currituck	114	0.48%
Halifax	263	0.47%
Gates	54	0.47%
Washington	62	0.46%
Bertie	89	0.46%
Greene	95	0.46%
Hyde	25	0.45%
Cherokee	121	0.45%
Tyrrell	19	0.45%
Camden	41	0.44%
Polk	83	0.43%
Chatham	250	0.43%
Alexander	157	0.43%
Hertford	103	0.43%
Montgomery	113	0.41%
Northampton	86	0.40%
Swain	54	0.39%
Perquimans	48	0.39%
Chowan	56	0.38%
Hoke	159	0.38%
Granville	202	0.38%
Scotland	133	0.36%
Macon	154	0.35%
Caswell	80	0.34%
Warren	55	0.28%

Madison	65	0.20%
Burke	8	0.01%
STATE	57132	
TOTAL		

Summary Points

- Three counties (Mecklenburg, Wake, and Guilford) account for 24% of all young driver crashes. Mecklenburg and Wake account for more crashes than the 63 bottom-ranked counties

4. MOTORCYCLE SAFETY

Motorcycle Crashes by Injury Severity Level

North Carolina has over 400,000 licensed/permitted motorcyclists, which is only a small portion of the total licensed driver population and over 180,000 registered motorcycles which is less than 2% of all registered vehicles, however, motorcyclist crashes represent over 10% of our overall crashes statewide and 12.8% of our fatal crashes. When motorcycle drivers are involved in crashes, the outcome is usually more serious in terms of injury and death, as is demonstrated in Table 4.A for Jan 2006 – Dec 2006.

Table 4.A 2006 Motorcycle Crashes vs All Vehicle Crashes

(Jan 2006 through Dec 2006)

Type Crash	Number of Motorcycle Crashes	Percent of Total M/C Crashes	Number All Vehicle Crashes	Percent of Total Veh Crashes
PDO	567	15.20%	280232	76.59%
Type A Injury	405	10.85%	2487	0.68%
Type B Injury	1,715	45.97%	19,065	5.21%
Type C Injury	886	23.75%	58,752	16.06%
Fatals	130	3.48%	1,013	0.28%
Unknown	28	0.75%	4,330	1.18%
Total	3,731	100.00%	365,879	100.00%

Findings

- Approximately 85% of annual motorcyclist crashes involves death or injury for the driver as compared to only 13% for all other vehicles. This is not surprising as motorcycles offer no protection to the rider and the rider is almost always ejected having to rely solely on personal protective gear.
- The number of motorcycle crashes has been increasing for the last five years along with the North Carolina population and number of registered motorcycles, the crash rate for 2006 suggests a continuation of this trend with expectations of it increasing as the number of miles ridden will most likely increase due to the increasing number of riders and rising fuel costs.
- Fatal/severe injury crashes were slightly lower during 2006 and as expected are 20% ahead of last years year-to-date numbers most likely due to increased rider population and increased fuel pricing causing a much higher numbers of motorcycle miles driven.

Crash-Involved Motorcycle Driver Demographic Characteristics

The motorcycle crashes over the years were analyzed as a function of a number of demographic variables such as sex, age, and ethnicity of the driver. The age distribution of crash-involved motorcycle drivers over the period Jan 2006 – Dec 2006 is shown in Table 4.B as a function of crash injury severity.

Table 4.B Motorcycle Drivers by Age and Injury
(Jan 2006 through Dec 2006)

Age	Fatal	A Injury	B Injury	C Injury	No Injury	Unknown	Totals	Percent
15 or Less	0	7	16	5	2	0	30	0.80%
16-17	0	4	19	6	3	1	33	0.88%
18-19	6	17	78	42	20	3	166	4.45%
20-24	21	81	300	150	98	4	654	17.53%
25-29	10	38	197	110	75	2	432	11.58%
30-39	46	85	368	203	107	11	820	21.98%
40-49	25	85	354	198	120	5	787	21.09%
50-59	15	76	287	133	112	2	625	16.75%
60 or Above	7	12	96	39	30	0	184	4.93%
Totals	130	405	1,715	886	567	28	3731	100.00%

Findings

- Motorcycle drivers between the ages of 30 and 49 accounted for 43.1% of all motorcycle crashes and the majority of crashes in each crash severity level.
- There has been a steady shift in the average age of motorcycle drivers, with 40-59 aged motorcyclists becoming an increasingly greater percentage of the riding population.
- Male motorcycle drivers were involved in 94-95% of crashes across the three severity levels. The involvement rates for both sexes remained fairly constant over the 3 years.

Motorcycle Passengers by Crash Injury Severity

Motorcycle drivers are not the only persons at increased risk of injury or death when crashes occur. Passengers on motorcycles are also at higher risk for serious injury

Table 4.C Motorcycle Operator/Passenger by Injury Type
(Jan 2006 thru Dec 2006)

Type Injury	Operator	Percent	Passenger	Percent	Totals
A INJURY	405	10.9%	31	8.8%	436
B INJURY	1715	46.0%	156	44.1%	1871
C INJURY	886	23.7%	88	24.9%	2307
KILLED	130	3.5%	8	2.3%	138
UNKNOWN	28	0.8%	3	0.8%	31
NO INJURY	567	15.2%	68	19.2%	169
TOTAL	3731	100.0%	354	100.0%	4085

Findings

- 354 motorcycle passengers were involved in crashes in 2006, in which 1310.1% received fatal/severe injuries, 69% received moderate/minor injuries, and 19.2% were not injured. These percentages are very similar to those for motorcycle drivers.
- The overwhelming majority of crash-involved passengers (83%) are women, who appear to be somewhat less likely to escape injury in the crash (15%) than are men passengers (23%).

Number of Parties Involved in Motorcycle Crashes

Single-vehicle automobile crashes are often considered to be more strongly related to driver inexperience, immaturity, and risk-taking factors, given that the primary cause of these crashes would seemingly be the drivers themselves, rather than the actions of another party. Although this may also be true for single-vehicle motorcycle crashes, a higher percentage of such crashes for motorcyclists are likely causatively related to weather, environment, and road conditions than is the case for automobile crashes.

Findings

- Single vehicle (motorcyclist only) crashes historically have represent about 50% of all motorcycle crashes each year, and over 50% of all moderate/minor and fatal/severe injury crashes. However, recent trends seem to be changing with only about 37% of 2006 fatal crashes involving another vehicle. Weather, environment, and road conditions, in addition to the usual inexperience, risk-taking, and immaturity factors may influence these high percentages of single-vehicle fatal/injury motorcycle crashes.
- Motorcycle drivers involved in single-vehicle crashes are more likely to have moderate/minor injuries (74%) and less likely to have no injuries (9%) than are motorcycle drivers involved in multiple vehicle crashes (66% and 19%, respectively). Drivers involved in single and multiple vehicle crashes were equally as likely to be fatally or severely injury.

Road Size and Locality of Motorcycle Crashes

Number of roadway lanes, road class (e.g., interstate, U.S. route, local street) and locality (i.e., urban vs. rural) were both associated with crash injury severity level. Table 4.D presents the statistics as a function of the class of road on which the crash occurred.

Table 4.D Motorcycle Drivers by Road Class and Injury

(Jan 2006 through Dec 2006)

Road	Fatal	A Injury	B Injury	C Injury	No Injury	Unknown	Total	Percent
Interstate	5	17	67	32	21	0	142	3.8%
US Route	16	88	288	144	108	5	649	17.4%
NC Route	29	66	297	164	87	6	649	17.4%
State Secondary Rte	44	147	598	254	142	6	1191	31.9%
Local Route	36	88	465	275	190	11	1065	28.5%
Public Veh Area	0	4	6	6	3	0	19	0.5%
Other/Unknown	0	5	3	6	2	0	16	0.4%
Total	130	415	1,724	881	553	28	3,731	100.0%

Findings

- The majority (79%) of all motorcycle crashes, and 77% of all fatal/severe injury crashes, occurs on two-lane roadways.
- Whereas moderate/minor injury crashes were equally likely to occur on roadways with any number of lanes, fatal/severe injury crashes were less likely to occur on 3-lane (10%) and 5-lane (13%) roadways and more likely to occur on those with 2-lanes (18%).
- About 49% of all crashes occur on state secondary roads and on local streets (29%). In addition, 35% of fatal/severe injury crashes and 33% of moderate/minor injury crashes occur on state secondary roads.

Speed Limits and Travel Speed in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of the roadway speed limit where the crash occurred and the estimated travel speed of the motorcycle prior to impact. Table 4.E presents the percentage of crashes combined as a function of crash injury severity and estimated speed of travel.

Table 4.E Motorcycle Injury Severity by Estimated Speed
(Jan 2006 through Dec 2006)

Speed	No Injury		Moderate Minor Injury		Severe /Fatal Injury		Unknown		Total
	Number	Percent	Number	Percent	Number	Percent	number	Percent	
Not Moving	37	6.5%	49	1.9%	4	0.7%	0	0.0%	90
1 to 20	107	18.9%	273	10.5%	23	4.3%	3	10.7%	406
21 to 40	172	30.3%	875	33.6%	125	23.4%	11	39.3%	1183
41 to 60	155	27.3%	1075	41.3%	245	45.8%	9	32.1%	1484
61 to 80	25	4.4%	182	7.0%	92	17.2%	2	7.1%	301
Over 80	5	0.9%	34	1.3%	31	5.8%	0	0.0%	70
Unknown	66	11.6%	113	4.3%	15	2.8%	3	10.7%	197
Totals	567	100.0%	2,601	100.0%	535	100.0%	28	100.0%	3731

Findings

- Not surprisingly, the risk of fatal/severe injury increases linearly as a function of increasing speed limit. In fact, more than 72% of fatal/injury crashes occurred at speeds of 40 MPH or higher.
- Moderate/minor injury crashes were the less likely to occur on roadways with 60-65 MPH and 70 MPH roadways, because even more severe injury was likely on these roads.
- Estimated speed of travel was strongly associated with crash injury severity level with higher speeds almost uniformly associated with greater risk of injury.
- Whereas 15% of all motorcyclist crashes occurred at speeds above 60 MPH, 26% of the fatal/severe injury crashes were associated with such speeds.

Roadway Characteristics, Composition, and Condition in Motorcycle Crashes

To determine the effect of road-related factors, motorcycle crashes were analyzed as a function of the type of road surface (i.e., smooth concrete/asphalt vs. more adverse road surface), condition of road surface (i.e., dry road vs. wet, sandy, icy, etc.), road characteristics (i.e., straight vs. curve or other), and special road features (in particular, work zones, bridges, and railroad crossings).

Findings

- The type of road surface (i.e., smooth concrete/asphalt vs. grooved pavement or other more adverse road surface) was not found to be related to crash severity.
- Adverse roadway surface conditions (e.g., water, gravel, or ice) were found to be associated with higher risk for non-injury crashes (20%) and lower risk for fatal/severe injury crashes (11%) than would be expected if roadway surface condition and crash severity were unrelated. This could be associated with lower travel speeds under these conditions. Risk for other injury was the same as for dry/clean roads (69%).
- About 34% of all motorcycle crashes occur on curved roadway segments, though 46% of fatal/severe injury crashes occur on curved segments. Curved segment crashes are more likely to result in fatal/severe injury (23%) than are crashes on straight segments (14%).
- Intersection was the special roadway feature most often associated with motorcycle crashes of all types (24%), but was not related to crash severity. Although crashes at driveway intersections represented only a small percentage of motorcycle crashes (8%), they were somewhat overrepresented in fatal/severe injury crashes (10%).
- Although railroad crossings and bridges are considered to be more treacherous for motorcycles than for automobiles, only small percentages of crashes (0-1%) were found to coincide with these special road features, and neither was related to crash severity.
- Similarly, road work zones are considered to be more dangerous for motorcyclists because of road debris and changes in the road grade associated with such areas, but only very small percentages of motorcyclist crashes were found to occur in work zones across the 3 years (1-2%), and crashes in work zones were not associated with any higher severity level for the motorcyclist.

Precipitating Events and Driver Actions in Motorcycle Crashes

Among other things, law enforcement officers are asked to code the first harmful precipitating event that lead to the crash on the report form as well as the vehicle maneuvers just before the crash occurred. Table 4.F shows the percentage of crashes of each severity level combined across all 3 years as a function of the first harmful precipitating event that lead to the crash.

Note. First harmful event or crash injury severity level was missing for 47 (0.6%) of the cases.

Findings

- For the majority (80%) of crashes across severity levels and years, the motorcyclist was simply driving straight on a roadway. This was particularly the case for severe/fatal (88%) and moderate/minor injury (81%) crashes than for no injury crashes (64%).
- The most common harmful precipitating events combined across all crashes were rollovers (19%), followed by hitting a fixed object (13%), rear-ending another vehicle (13%), the motorcyclist or another vehicle making a left/right turn (13%), and running off the roadway (12%).
- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes (40%), hitting a fixed object (25%), left/right turns (21%), and running off roadways (18%).

Alcohol and Drug Use in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of whether alcohol, illegal drugs, or medications were considered to be a factor in the crash by law enforcement. Table 4.F presents the percentage of crash-involved motorcycle drivers as a function of alcohol/drug use.

Table 4.F Motorcycle Drivers by Age/Injury by DRINTOX

(Jan 2006 - Dec 2006)

Age	Fatal	A Injury	B Injury	C Injury	No Injury	Unknown	Alcohol Involved		No Alcohol Involved	
							Totals	Percent	Totals	Percent
>=15	0	1	0	0	0	0	1	0.4%	30	0.8%
16-17	0	0	0	0	0	0	0	0.0%	33	0.9%
18-19	0	0	2	1	0	0	3	1.2%	166	4.4%
20-24	5	10	12	9	1	1	38	15.3%	654	17.5%
25-29	3	6	11	9	1	0	30	12.1%	432	11.6%
30-39	7	17	23	11	6	1	65	26.2%	820	22.0%
40-49	5	13	30	13	2	0	63	25.4%	787	21.1%
50-59	4	7	20	10	2	0	43	17.3%	625	16.8%
<=60	0	1	4	0	0	0	5	2.0%	184	4.9%
Totals	24	55	102	53	12	2	248	100.0%	3,731	100.0%

Findings

- Alcohol use was reportedly involved in 7% of all motorcycle crashes, but 15% of fatal/severe injury crashes.
- Whereas only 8% of crashes not reporting alcohol or illegal drug involvement resulted in fatal/severe injury, 32% of crashes reporting alcohol use resulted in fatal/severe injury.

Safety Equipment Use and Vehicle Defects in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of helmet usage and vehicle defects identified by law enforcement during the crash investigation

Findings

- The percentages of crash-involved motorcyclists wearing helmets was uniformly high (91%) across all years and levels of crash injury severity. However, it is not known to what extent novelty (i.e., non-FMVSS 218 compliant) motorcycle helmets are being worn, or how these are identified and coded by law enforcement officers. It is also not known whether improperly worn helmets (e.g., strap unbuckled) are coded as helmeted or no helmet.
- Probably due to the high helmet usage rate, there was little evidence of a relationship between helmet usage and crash injury severity.
- The most common motorcycle defect associated with the crashes coded by law enforcement officers were tire defects, which were noted for about 2% of the crashes and were somewhat overrepresented (3.5%) in fatal/severe injury crashes.

Table 4.G Motorcycle Crashes by County Ranked by Frequency
(Jan 2006 Thru Dec 2006)

County	Number	Percent Per 100 Population
WAKE	250	3.16%
MECKLENBURG	210	2.54%
CUMBERLAND	194	6.33%
ONSLow	136	8.44%
GUILFORD	135	3.01%
FORSYTH	105	3.16%
GASTON	103	5.22%
BUNCOMBE	102	4.61%
GRAHAM	86	106.09%
NEW HANOVER	86	4.67%
CABARRUS	84	5.34%
IREDELL	82	5.65%
CATAWBA	81	5.36%
DAVIDSON	78	5.02%
DURHAM	73	2.96%
RANDOLPH	65	4.69%
BURKE	61	6.88%
ALAMANCE	61	4.36%
ROWAN	60	4.46%
JOHNSTON	60	3.96%
UNION	60	3.49%
PITT	53	3.62%
NASH	52	5.64%
HENDERSON	50	4.99%
WAYNE	48	4.18%
ROBESON	48	3.72%
BRUNSWICK	44	4.63%
HARNETT	44	4.24%
CRAVEN	42	4.39%
CLEVELAND	39	4.03%
CALDWELL	35	4.41%
SWAIN	34	24.39%
WATAUGA	34	7.83%
HAYWOOD	34	6.00%
WILKES	34	5.08%
ORANGE	34	2.75%
RUTHERFORD	33	5.22%
MACON	32	7.33%
SURRY	32	4.38%
CARTERET	31	4.88%
LINCOLN	31	4.35%
ROCKINGHAM	29	3.16%
MOORE	28	3.40%
TRANSYLVANIA	27	8.90%
STANLY	27	4.57%
HOKE	24	5.69%
PENDER	24	4.93%
MCDOWELL	23	9.43%
STOKES	23	4.96%
LEE	23	4.16%

County	Number	Percent Per 100 Population
HALIFAX	23	4.14%
BEAUFORT	22	4.75%
RICHMOND	22	4.71%
LENOIR	20	3.44%
WILSON	20	2.58%
CHEROKEE	19	7.11%
MADISON	19	5.74%
EDGECOMBE	19	3.61%
DUPLIN	19	3.60%
COLUMBUS	19	3.48%
FRANKLIN	19	3.43%
JACKSON	18	4.96%
DAVIE	18	4.52%
CHATHAM	18	3.12%
SAMPSON	17	2.65%
ALLEGHANY	16	14.55%
YADKIN	15	3.97%
GRANVILLE	15	2.79%
DARE	14	4.03%
ALEXANDER	13	3.58%
BLADEN	12	3.65%
CURRITUCK	10	4.24%
ANSON	10	3.94%
MONTGOMERY	10	3.64%
AVERY	9	4.95%
POLK	9	4.72%
SCOTLAND	9	2.43%
CAMDEN	8	8.60%
MARTIN	8	3.91%
ASHE	8	3.10%
PERSON	8	2.14%
PASQUOTANK	8	2.00%
JONES	7	6.78%
YANCEY	7	3.81%
GREENE	7	3.36%
CASWELL	7	2.97%
CHOWAN	6	4.09%
WASHINGTON	5	3.74%
BERTIE	5	2.58%
NORTHAMPTON	5	2.32%
HERTFORD	5	2.09%
VANCE	5	1.14%
PERQUIMANS	3	2.41%
MITCHELL	3	1.89%
WARREN	3	1.50%
CLAY	2	1.98%
GATES	2	1.73%
HYDE	1	1.81%
PAMLICO	0	0.00%
TYRRELL	0	0.00%
Total	3731	4.21%

Table 4.H Motorcycle Crashes by County Ranked by Percentage
(Jan 2006 Thru Dec 2006)

County	Number	Population Percent Per 100	County	Number	Percent Per 100 Population
GRAHAM	86	106.09%	CHOWAN	6	4.09%
SWAIN	34	24.39%	CLEVELAND	39	4.03%
ALLEGHANY	16	14.55%	DARE	14	4.03%
MCDOWELL	23	9.43%	YADKIN	15	3.97%
TRANSYLVANIA	27	8.90%	JOHNSTON	60	3.96%
CAMDEN	8	8.60%	ANSON	10	3.94%
ONSLOW	136	8.44%	MARTIN	8	3.91%
WATAUGA	34	7.83%	YANCEY	7	3.81%
MACON	32	7.33%	WASHINGTON	5	3.74%
CHEROKEE	19	7.11%	ROBESON	48	3.72%
BURKE	61	6.88%	BLADEN	12	3.65%
JONES	7	6.78%	MONTGOMERY	10	3.64%
CUMBERLAND	194	6.33%	PITT	53	3.62%
HAYWOOD	34	6.00%	EDGEcombe	19	3.61%
MADISON	19	5.74%	DUPLIN	19	3.60%
HOKE	24	5.69%	ALEXANDER	13	3.58%
IREDELL	82	5.65%	UNION	60	3.49%
NASH	52	5.64%	COLUMBUS	19	3.48%
CATAWBA	81	5.36%	LENOIR	20	3.44%
CABARRUS	84	5.34%	FRANKLIN	19	3.43%
RUTHERFORD	33	5.22%	MOORE	28	3.40%
GASTON	103	5.22%	GREENE	7	3.36%
WILKES	34	5.08%	WAKE	250	3.16%
DAVIDSON	78	5.02%	FORSYTH	105	3.16%
HENDERSON	50	4.99%	ROCKINGHAM	29	3.16%
STOKES	23	4.96%	CHATHAM	18	3.12%
JACKSON	18	4.96%	ASHE	8	3.10%
AVERY	9	4.95%	GUILFORD	135	3.01%
PENDER	24	4.93%	CASWELL	7	2.97%
CARTERET	31	4.88%	DURHAM	73	2.96%
BEAUFORT	22	4.75%	GRANVILLE	15	2.79%
POLK	9	4.72%	ORANGE	34	2.75%
RICHMOND	22	4.71%	SAMPSON	17	2.65%
RANDOLPH	65	4.69%	BERTIE	5	2.58%
NEW HANOVER	86	4.67%	WILSON	20	2.58%
BRUNSWICK	44	4.63%	MECKLENBURG	210	2.54%
BUNCOMBE	102	4.61%	SCOTLAND	9	2.43%
STANLY	27	4.57%	PERQUIMANS	3	2.41%
DAVIE	18	4.52%	NORTHAMPTON	5	2.32%
ROWAN	60	4.46%	PERSON	8	2.14%
CALDWELL	35	4.41%	HERTFORD	5	2.09%
CRAVEN	42	4.39%	PASQUOTANK	8	2.00%
SURRY	32	4.38%	CLAY	2	1.98%
ALAMANCE	61	4.36%	MITCHELL	3	1.89%
LINCOLN	31	4.35%	HYDE	1	1.81%
HARNETT	44	4.24%	GATES	2	1.73%
CURRITUCK	10	4.24%	WARREN	3	1.50%
WAYNE	48	4.18%	VANCE	5	1.14%
LEE	23	4.16%	PAMLICO	0	0.00%
HALIFAX	23	4.14%	TYRRELL	0	0.00%
			Total	3731	4.21%

Findings

- Although counties Graham, Swain and Alleghany represent lower counts of crashes, they are the three highest ranked by far as compared to the population of each county. Each of these counties are in the mountains with tight, twisty roads popular with many motorcyclists. Graham County contains Highway 129, commonly known as “The Dragon” because of it’s 318 turns in an eleven mile stretch. Riders as well as sports car enthusiasts ride/drive this road at excessive speeds for the roads, frequently causing crashes due to over riding the curves. Even with increased law enforcement from North Carolina and Tennessee which shares a section of this road, there are still excessive crashes in this area.

Summary of Motorcycle Crash Findings

- The overwhelming majority of motorcycle crashes involve death or injury for the driver. Most crash-involved motorcycle drivers are men between the ages of 20 and 54.
- The typical motorcycle crash occurs between April and October on a Friday, Saturday, or Sunday between 12:00 noon and 7:00 p.m. during clear weather on a rural two-lane state secondary road with a 55 MPH speed limit.
- Single vehicle (motorcyclist only) crashes represent about half of all motorcycle crashes, and over half of all moderate/minor and fatal/severe injury crashes.
- Both higher speed limits and higher speeds of travel were associated with greater risk of injury in the crash to the driver.
- Curved roadway crashes are overrepresented in motorcycle crashes and are associated with greater risk for fatal/severe injury than straight roadways.
- Although railroad crossings, bridges, and highway work zones are considered to be more treacherous for motorcycles than for automobiles, only small percentages of crashes (0-2%) were found to coincide with these special road features, and none were related to severity.
- Rollovers, hitting a fixed object, rear-ending another vehicle, the motorcyclist or another vehicle making a left/right turn, and running off the roadway are the most harmful precipitating events of motorcycle crashes.
- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes, hitting a fixed object, left/right turns, and leaving roadways.
- The percentages of crash-involved motorcyclists wearing helmets were uniformly high across all levels of crash injury severity. This does not identify if helmets worn were of the type that met DOT standards or were the novelty type.
- Over 300 motorcycle passengers are involved in crashes in 2006, many of which are women who are injured or killed as a result.
- The following 20 counties had both an overrepresentation of crashes and severe injury / fatalities: Buncombe, Burke, Catawba, Cumberland, Durham, Forsyth, Graham, Guilford, Hanover, Iredell, Mecklenburg, Onslow, Pitt, Randolph, Wake, Cabarrus, Davidson, Gaston, Johnston, Robeson, and Union. These counties are in the greatest need of motorcycle crash interventions.

5. PEDESTRIAN SAFETY

In 2006 there were 1,700 pedestrian-motor vehicle crashes have been reported to the NC Division of Motor Vehicles.

Although crashes involving pedestrians represent less than 1% of the total reported motor vehicle crashes in North Carolina, pedestrians are highly over-represented in fatal and serious injury crashes. Approximately 17% of the fatal crashes in North Carolina involved pedestrians. On average, 170 (10% of those struck) pedestrians were killed and an additional 354 were seriously injured each year from 2000 to 2002.

Although the number of pedestrian crashes decreased in 2006, an apparent declining trend in the proportion of disabling (A-type) injuries reported has continued. These changes, which began with the year 2000, and echo those for all crashes, may result at least in part from new reporting practices (perhaps more stringent definition of A-type injuries) instituted with the new crash report form and instruction manual in use beginning with the year 2000. The proportion of reported A-type injuries has dropped from 15% in 2000 to 10% in 2002. The proportions of B type, C type, and no injury crashes have increased proportionally.

Pedestrians should be expected to walk anywhere they are not strictly prohibited and reasonable accommodation for their safety and access should be provided on all roadways. Even on interstates, motorists may have to walk from disabled vehicles, or pedestrians may try to cross busy interstates that pass through urban areas. The tables, figures, and text that follow are intended to illuminate the characteristics of pedestrian crashes and highlight some of the pedestrian safety issues across North Carolina. Some discussion of potential countermeasures is included. Nevertheless, more in depth analyses of particular locations and conditions are required in most cases, before definite countermeasures can be implemented.

Temporal factors

There are slight year to year fluctuations, but pedestrian crashes in North Carolina are fairly evenly distributed throughout the year each year. The highest proportions occurred during the months of October) followed by September and May for the years 2000 – 2005. The lowest total occurred in February, followed by July for the six years. Other months account for about 8 to 9%.

Pedestrian crashes peak on Friday (17.9%) and Saturday (16.5%), with the lowest proportion occurring on Sunday (10.1%) for the three-year. Thursday also accounts for a slightly higher proportion than other weekdays at 14.7%.

Pedestrian crashes are most likely to occur in the afternoon and early evening between the hours of 2 pm to 6 pm and 6 pm to 10 p.m., with over half of pedestrian crashes occurring during these eight hours. The mid-day period of 10 am to 2 pm accounts for the third highest proportion of crashes. There is no significant year to year variability in these trends.

Temporal factors are doubtlessly related to exposure. For greatest effect, enforcement or other safety measures would be targeted toward afternoon to evening hours, with an emphasis on Fridays and Saturdays (evenings), and, with particular emphasis during the months of September – October, and May. The fall peaks in pedestrian crashes are likely related to back-to-school periods, so special emphasis on enforcement around schools during these time periods could pay off.

Environmental factors

About 40% of pedestrian crashes over the last three years have occurred during non-daylight conditions, including dusk and dawn. Most non-daylight crashes occurred under conditions of darkness. Over half of night-time crashes occurred on lighted roadway segments, although almost as many occurred in unlighted areas. The remaining 58% of pedestrian crashes occurred during daylight hours. Trends are fairly consistent across years, but there are slight year-to-year fluctuations.

The vast majority (above 93%) of pedestrian crashes occur under clear or cloudy weather conditions on average no doubt reflecting exposure (fig. 5.D. Year to year variation in the number of crashes occurring under rainy, or other conditions (frozen precipitation, or foggy/smoky, etc.) conditions, is also likely a reflection of exposure to these conditions (e.g., more pedestrian crashes under snowy conditions in years when the state received more snowfall).

While most crashes (55%) occurred during clear or cloudy weather *and* under daylight conditions, 18% occurred during night-time on lighted roadways (clear or cloudy) and another 15% occurred during night-time on unlighted roadways (clear or cloudy conditions). Countermeasures include adding lights to non-lighted areas where pedestrians may be expected, as well as education about pedestrian conspicuity: wear bright clothing, carry lights at night, walk facing traffic.

Pedestrian characteristics

It is difficult to draw any conclusions about the year-to-year fluctuations in crash proportions by age group. The 51 to 60 year group has, however, shown numerical and proportional increases each of the three years while the 26 to 30 year group has shown a decline. These changes may reflect increases in the proportion of the population in this age group, as well as possible changes in exposure (more walking) and/or simply random variation. On average, older teens (16 to 20) and young adults (21 to 25), accounted, however, for greater numbers and proportions of pedestrian crashes than other groups, probably reflecting greater pedestrian mobility among these ages. Beginning with the 41 to 50 year group, the proportion of crash involvement starts declining as age increases.

The proportions of those killed and seriously injured (disabling type injuries) is, however, higher than the overall crash involvement for age groups beginning with the 31 to 40 age group and above. These results probably ensue for the most part, from differences in crash location and types of crashes that different age groups tend to be involved in, and thus discussion of countermeasures will be included in the section on crash type involvement. The results of increasing crash seriousness with increasing age also likely reflect to some extent increasing vulnerability, particularly of the oldest age group.

Males consistently accounted for nearly 2/3 (63%) of the pedestrians reported involved in crashes in each of the 3 years while females were involved in a little over 1/3 or 37% of pedestrian crashes.

Although pedestrian crashes in North Carolina are most likely to involve pedestrians of White racial background (approximately 49%), Blacks are almost as likely to be victims (approximately 41% - Table 5.A). Considering they comprise about 22% of persons living in the State (2000 census data), Blacks are clearly over-represented in pedestrian crashes, and Whites are under-represented based on the population (about 72%). There appears, however, to be a decreasing trend in the proportion of crashes involving black pedestrians, from around 45% in 1998 to about 41% in 2006, while involvement by other groups has increased slightly. Whether these trends reflect changes in exposure (the amount or conditions of walking) or other factors is unknown. Asians and Native Americans each account for less than 1% of the total pedestrian crashes. Since the year 2000, when the state began identifying Hispanics and persons of Asian descent on crash report forms, Hispanics have accounted for about 5 – 7% of the pedestrian crashes each year, and a comparable proportion of the population, 4.7% in 2000.

(Jan 2006 through Dec 2006)

Age	White	Black	Hispanic	Native American	Asian	Other	Unknown	Total
15 and Under	116	140	22	4	1	3	3	289
16 to 20	109	98	6	4	2	0	2	221
21 to 29	145	98	23	4	4	0	4	278
30 to 39	114	104	21	7	1	0	4	251
40 to 49	162	128	9	7	0	4	3	313
50 to 59	97	82	5	0	3	1	2	190
Over 60	86	46	7	7	3	2	7	158
Total	829	696	93	33	14	10	25	1700

The investigating officer indicated alcohol use by about 14% of the pedestrians struck by motor vehicles over this period with the proportion apparently declining from around 13% in 2000 to 7% in 2005 but rising to 14% again in 2006. (Table 5.B). Indicated use does not necessarily imply that the pedestrian was intoxicated at the time of the crash, only that alcohol use was detected.

Table 5.B Pedestrian by Age by DRINTOX
(Jan 2006 through Dec 2006)

Age	Alcohol Involved		No Alcohol		Total
	Number	Percent	Number	Percent	
15 and under	0	0.00%	289	100.00%	289
16 to 20	11	4.98%	210	95.02%	221
21 to 29	57	20.50%	221	79.50%	278
30 to 39	51	20.32%	200	79.68%	251
40 to 49	74	23.64%	239	76.36%	313
50 to 59	27	14.21%	163	85.79%	190
60 and above	16	10.19%	141	89.81%	157
Total	236	13.89%	1463	86.11%	1699

Driver use of alcohol was detected in an average of 4% of the drivers involved in collisions with pedestrians over the period. This rate is slightly lower than alcohol detection reported for crashes overall over the same period (5.7%).

Roadway and location characteristics of pedestrian crashes

Although rural crashes accounted for about 47% of crashes in 2006 (and 47% of all injuries), they tend to be more serious, comprising 44% of the A type (disabling) injuries and 72% of those killed in pedestrian crashes.

Crash severity also tends to vary by roadway classification, as might be expected (Table 5.C).

Table 5.C Pedestrian Injury by Roadclass
(Jan 2006 through Dec 2006)

Roadclass	Fatal	Injury	PDO	Unknown	Total
Interstate	11	37	2	2	52
US	38	147	8	2	195
NC	31	167	8	2	208
SSR	43	286	4	3	336
Local Street	46	748	15	12	821
Private road/drive	2	10	2	0	14
PVA	0	52	4	0	56
Unknown	0	2	0	0	2
Total	171	1449	43	21	1684

The majority of reported pedestrian roadway crashes occurred on two-lane roads, while approximately 28% occurred on roadways with four or more through travel lanes. There are year-to-year fluctuations in most categories, but an apparent increasing trend in the number of pedestrian crashes on single-lane roads (avg. of 5%), and a slight downward trend in the proportion occurring on three-lane roadways (data not shown). These changes may reflect changes in the extent of roadways in operation with these numbers of lanes, extent of walking on such roadways, or other factors.

When typing crashes, reviewers coded on average, approximately one-fourth of pedestrian crashes for the three years as having occurred at intersections, slightly less than ½ occurred at non-intersection roadway locations, with the remainder (29%) occurring at non-roadway locations. These proportions vary considerably by rural and urban location, with 64% of rural crashes occurring at non-intersection locations compared to 38% of urban crashes. Only 11% of rural crashes occurred at intersections, while 31% of urban crashes took place at intersections.

Understanding the location characteristics of crashes (both numbers and severity) can help in determining where to direct resources and countermeasures. Additional information by county will also be provided below. The types of countermeasures that may be implemented depend, however, on the types of crashes occurring at urban / rural locations, by roadway type, intersection versus non-intersection, as well as other location variables. These characteristics are discussed below.

Counties

Obviously, the more urbanized areas tend to account for the highest numbers and percentages of crashes in the state. The ten counties that account for the highest percentages of pedestrian-motor vehicle crashes for the year 2006 were:

County	Number	Percent
MECKLENBURG	254	14.95%
WAKE	183	10.77%
CUMBERLAND	89	5.24%
DURHAM	86	5.06%
GUILFORD	60	3.53%
GASTON	49	2.88%
NEW HANOVER	44	2.59%
ROBESON	43	2.53%
ORANGE	37	2.18%
BUNCOMBE	36	2.12%
		51.85%

The ten highest crash counties accounted for 51.85% of NC's reported pedestrian / motor-vehicle crashes.

Summary of findings

While pedestrian crash rates may seem low compared with overall crash rates, the high proportions of fatalities and serious injuries and the need to provide a safe and encouraging environment for pedestrians on the roadways warrants a serious effort to address pedestrian safety on the state's roadways. While more crashes occurred in urbanized areas, rural crashes tend to be particularly serious, with nearly 28% of those hit in rural areas killed or seriously injured.

Crashes typically occur during daylight hours (58%) but nighttime crashes are probably over-represented. We have, however, no exposure data to test this hypothesis. Crashes also occurred the majority of the time during clear or cloudy weather, also no doubt reflecting the greater amounts of walking / exposure that occur under these conditions.

The most frequent crash type involves Pedestrian failure to yield. It should be pointed out, however, that this crash type does not necessarily imply fault. For example, a pedestrian may detect a gap at a mid-block area and begin crossing, but a speeding motorist closes the gap sooner than expected and strikes the pedestrian. While the pedestrian may not have been visible, and strictly speaking, may not have had the right-of-way, the motorist was clearly at fault under these circumstances by speeding, and failing to slow and avoid the crash.

Actual speed has not been directly addressed to this point, due to the difficulty in obtaining meaningful speed data from the limited number of pedestrian crash reports. The evidence, based on national data suggests that speeding is a contributing factor in 31% of crashes of all types, nationally, and in 38% in NC. Lowering travel speeds may therefore help prevent crashes and reduce the occurrence of pedestrians being struck. Additionally, a widely cited study found that when a crash does occur, the chance of death increases dramatically as speed of the vehicle involved increases. The chance of death is 5% at 20 mph, increasing to a 45% chance at 30 mph, and an 85% chance of death, if the vehicle is traveling at 40 mph. The NC data included in this report, including the greater seriousness of crashes in rural areas, the higher proportions

killed and seriously injured on 50 mph and above roadways, and on interstate, NC, and US highways, where speeds are significantly higher than in urban areas and on local streets, also suggest that speed has a serious effect on pedestrian crash outcomes, given that a crash occurs. Thus, addressing the problem of speeding statewide is a key to improving pedestrian safety as well as the safety of all road users.

Pedestrian Dart / dash crashes which typically (but not always) involve children, and occur mid-block on local streets is another crash type that warrants attention through calming these streets. Walking along roadway crashes occur most often at night on unlit roadways where sidewalks are lacking and occur in greater proportion and number in rural areas than urban. Other high frequency crash types include Unusual circumstance, unusual pedestrian, and unusual vehicle type crashes. While these may not seem to lend themselves to intervention, they illustrate that pedestrians are likely to be found in a variety of places and circumstances doing a variety of things. Virtually everyone becomes a pedestrian at some time and under some circumstances. Therefore, pedestrian safety improvements to the states roadways are warranted to protect all users, many of whom may not be readily apparent as pedestrians.

Providing space for pedestrians, facilities to assist safe crossing of busy roadways, calming neighborhood streets, and instituting appropriate speed limits and ensuring that motorists comply with them either through enforcement or engineering countermeasures, will help provide protection for pedestrians and enhance the quality of life throughout the state. Pedestrians should not feel unable to move about due to barriers of high-speed, and increasingly high-volume roadways with no place to safely walk.

6. BICYCLIST SAFETY

More than 700 bicyclist-motor vehicle crashes have been reported to the NC Division of Motor Vehicles during each of the years 2003 and 2004 (776 and 818 crashes, respectively). This number jumped to 1174 in 2005 and declined dramatically to 667 in 2006.

Although crashes involving bicyclists represent less than ½% of the total reported motor vehicle crashes in North Carolina, bicyclists are over-represented in fatal and serious injury crashes. Approximately 1% of the fatal crashes in North Carolina involved bicyclists.

On average, 33 bicyclists were killed and an additional 67 were seriously injured each year between 2003 and 2005. Fortunately most bicyclist crashes do not result in serious or fatal injuries, with about 97% in 2006 resulting in injuries and about 2% resulting in a fatality.

The number of bicyclist crashes has fluctuated over the past three years, but no obvious trend is apparent over this time period. Over a longer period, crashes appeared to be declining in North Carolina until 2005 with the downward trend continuing in 2006. It would appear that the increase in 2005 was an anomaly. This trend may be a result of decreasing exposure, particularly among children. The proportion of disabling (A-type) injuries has not declined as consistently as A-type injuries in other categories. This general downward trend in A-type injuries, which began with a significant decrease from 1999 to 2000, and echo those for all crashes, may result at least in part from new reporting practices (perhaps more stringent definition of A-type injuries) instituted with the new crash report form and instruction manual in use beginning with the year 2000. The proportions of B type (evident) and C type (possible) injuries have remained relatively constant. The proportion of no injury crashes have increased from 5.3 to 11.3% over this time period.

Bicyclists should be expected to ride anywhere they are not strictly prohibited and reasonable accommodation for their safety and access should be provided on all roadways. An increasing emphasis on health and physical activity and improving multi-modal access to roadways warrants consideration of bicyclists whenever new roadways are developed or old ones improved. The tables, figures, and text that follow are intended to illuminate the characteristics of bicyclist crashes and highlight some of the bicycle safety issues across North Carolina.

Temporal factors

Crashes involving bicyclists vary seasonally with the highest levels during the spring and summer months, and the lowest percentages during late fall and winter months. These trends no doubt reflect seasonal riding trends. The peak months are July and August at approximately 12%, followed closely by May, June and September. December and January are the lowest crash months.

Bicyclist crashes peak on Friday (16.3%) and Saturday (15.2%), with the lowest proportion occurring on Sunday (11.3%). Other weekdays account for about 14 to 15% of crashes, with Monday being slightly lower (13.9%).

Forty percent of bicycle – motor vehicle crashes occurred in the afternoon hours of 2 pm to 6 pm over this two year period. Twenty-six percent of crashes occurred during early evening between 6 pm to 10 pm, followed by 20% around midday. Slight year to year fluctuations in these proportions may reflect differences in exposure due to weather and other factors.

Temporal factors are doubtlessly related to exposure or when bicyclists ride most.

Environmental factors

The vast majority of crashes occur under daylight conditions. Three-fourths of bicycle crashes with motor vehicles occurred under daylight conditions. Eighteen percent occurred at night, with 10% on lighted roadway segments and 8% on unlighted. There was a drop from 15 crashes (about 2%) to 2 crashes (0.2%) that occurred during early morning (dawn) hours from 2000 to 2002 and slight year-to-year increases in crashes at nighttime (on both lighted and unlighted roadways). These results may be due to random variation or may reflect exposure differences – more or less riding under those conditions.

The vast majority of bicyclist crashes occurred under dry weather conditions (clear or cloudy) on average no doubt reflecting exposure. Only 3% occurred during rain and less than 1% occurred under all other conditions (freezing precipitation, fog/smog/smoke, and other). Slight year to year fluctuations in the number of crashes occurring under rainy and other conditions, is also likely a reflection of exposure to these conditions (e.g., more bicyclist crashes under rainy conditions in years when the state received more rainfall).

While most crashes occurred during clear or cloudy weather and under daylight conditions, 17% occurred during nighttime on lighted or unlighted roadways (clear or cloudy conditions). Most bicyclists apparently try to avoid riding during rain or other precipitation with only about 1 ½ % of crashes occurring during rain in daylight hours and slight more than 1% occurring during rain at night, dusk or dawn. The highest proportions of nighttime crashes occur during the fall months of September to November, with the lowest proportion occurring during winter months. Countermeasures for night-time crashes include adding lights to non-lighted areas where bicyclists may be expected, as well as education about bicyclist conspicuity: wear bright clothing, and use lights at night, and perhaps including reminders of decreasing day length as fall approaches in safety publications.

Bicyclist characteristics

It is difficult to draw firm conclusions about the year-to-year fluctuations in crash proportions by age group (Table 6.B). There seems, however, to be an increasing trend across the board within all age groups. Whether these trends will be sustained or are due to more than random variation is unknown; we do not have information about the amount of riding or exposure that goes on in the state or among different age groups. There are, however, some suggestions that child bicycling may be decreasing while that among adults may be increasing.

Table 6.B Bicyclist Age by Crash Year

Age Group	2003	2004	2005	2006	Total
15 and under	250	267	220	174	911
Age 16-20	105	102	66	89	273
Age 21-29	111	111	71	51	293
Age 30-39	109	116	192	93	604
Age 40-49	119	130	72	106	417
Age 50-59	44	50	30	63	124
60+ or unknown	35	42	25	37	102
Total	773	818	675	613	2723

It is also difficult to draw firm conclusions about relationship of seriousness of bicyclist injuries to age. There is, however, apparently over-involvement of children 6 to 10 and young teens 11 to 15 in serious (type A) injury crashes, although not in fatal crashes. Adults twenty-five and up seem, however to be over-involved in crashes resulting in fatal injuries, particularly the 50 to 59 year group. These results may result primarily from differences in crash location and types of crashes that different age groups tend to be involved in, rates of helmet wearing by different age groups, and other factors. The apparent results of increasing crash seriousness with increasing age may also likely reflect to some extent, increasing vulnerability with age, particularly of the oldest age group.

Males consistently accounted for the vast majority (85%) of bicyclists involved in crashes with motor vehicles. These results are consistent with national data.

Although bicycle crashes in North Carolina are most likely to involve bicyclists of White racial background (48% on average), Blacks are involved in almost as many crashes (approximately 43% - Table 6.C).

Considering they comprise about 22% of persons living in the State (2000 census data), Blacks are clearly over-represented in bicycle crashes, and Whites are under-represented based on the population (about 72%). There has been a slight decrease in the proportion of crashes involving black bicyclists, from around 44% in 2003 to about 42% in 2006. Asians and Native Americans account for less than ½ % and about 1 ½%, respectively of the total bicyclist crashes. Since the year 2000, when the state began identifying Hispanics and persons of Asian descent on crash report forms, Hispanics have accounted for about 1 –5% of the bicyclist crashes each year, and a comparable proportion of the population, 4.7% (in 2000).

Table 6.C Bicyclist by Race by Year

Race	2003	2004	2005	2006
White	364	400	371	331
Black	345	364	337	280
Hispanic	11	17	45	30
Native	31	28	13	12
Asian	9	1	5	7
Other	7	1	3	2
Unknown	9	7	14	5
Total	776	818	788	667

Reported helmet use for bicyclists involved in crashes is extremely low, <2% on average. These data are not, however, considered to be extremely reliable since often an injured bicyclist is transported from the crash scene prior to the reporting officer's arrival. Nevertheless we know from a 2002 statewide observational helmet use survey that bicycle helmet use is unacceptably low. Over all ages, helmet use was estimated to be 24% among those riding on streets. Observed use for those 15 and under was, however, only 16%. Use was lowest in the coastal plain region, followed by the Piedmont region, and highest in the mountain region. It is possible that those involved in crashes use helmets at a lower rate than overall.

The investigating officer indicated alcohol use by only about 1% of the bicyclists involved in collisions with motor vehicles over a 5 year period. Indicated use does not necessarily imply that the bicyclist was intoxicated at the time of the crash, only that alcohol use was detected.

Driver use of alcohol was detected for an average of 2% of the drivers involved in collisions with bicyclists over the three year period. This rate is lower than alcohol detection reported for crashes overall over the same period (5.7%).

Roadway and location characteristics of bicyclist crashes

Although approximately 39% of bicyclist crashes occurred at rural locations last year, they are more serious, more often than urban crashes.

In 2003 and 2004, above 55%, on average, of bicycle – motor vehicle crashes occurred on local streets, likely reflecting more riding in urbanized areas and in neighborhoods. This trend continued in 2006 with 58% of the crashes occurring on local streets. (Table 6.D) There were year-to-year fluctuations, but no obvious trends over time. Nearly 20% of bicycle crashes occurred along state secondary routes (which includes the former categories Rural Paved and Rural Unpaved) between 2003 and 2005. In 2006 this had declined slightly to 18%. Around 6 - 7% occurred on US Routes and NC Routes between 2003 and 2005 but increase to almost 20% in 2006.

Crash severity also tends to vary by roadway classification, as might be expected, with higher proportions of struck bicyclists being killed on interstate routes, U.S., NC, and state secondary routes than on local streets or PVA's (public vehicular areas)

The majority of reported bicyclist roadway crashes occurred on two-lane roads, while approximately 29% occurred on roadways with four or more through travel lanes (fig. 6.D). These trends were largely consistent from year-to-year

Understanding the location characteristics of crashes (both numbers and severity) can help in determining where to direct resources and countermeasures. Additional information by county will also be provided below

Table 6.D Bicycle Injury by Roadclass
(Jan 2006 through Dec 2006)

Roadclass	Fatal	Injury	PDO	Total
Interstate	0	6	0	6
US	1	66	0	67
NC	4	57	2	63
SSR	7	114	2	123
Local Street	5	370	11	386
Private road/drive	0	2	1	3
PVA	1	11	0	12
Total	18	626	16	660

Crash types

As with pedestrian crashes, the development of effective countermeasures to help prevent bicyclist crashes is aided by an understanding of events leading up to a crash and contributing factors. Analysis of the data from state crash report forms that are stored in electronic databases can provide information on *where* bicyclist-motor vehicle crashes occur (city street, two-lane roadway, intersection location, etc.), *when* they occur (time of day, day of week, etc.), and *to whom* they occur (age of victim, gender, level of impairment, etc.), but can provide very little information about the actual sequence of events leading to the crash.

Each identified crash type is defined by a specific sequence of events, and each has precipitating actions, predisposing factors, characteristic locations, and sometimes characteristic populations, that can be targeted for interventions

Factors that may contribute to bicycle crashes with motor vehicles include the position and direction the bicyclist is riding. As vehicles, bicyclists should travel in the direction of other vehicular traffic. Motorists do not expect bicyclists to be approaching from the right, nor do they expect them on the sidewalk.

- Thirty-three percent of those involved in crashes with motor vehicles, and for whom this information was relevant (i.e., they were not on PVAs, driveways, trails, or other off-road areas) were riding facing traffic.
- 8% were riding on the sidewalk.
- And when bicyclists involved in crashes were reported to be riding on the sidewalk, in more than ¾ of the occasions they were also riding against the direction of traffic (fig. 6.10).
- When riding on the street in either a shared lane or bike lane or shoulder, bicyclists involved in crashes with motor vehicles were riding against traffic 24% and 31% of the time, respectively.
- Adults were about equally as likely as children to be riding facing traffic.

Over the most recent three years of data, the five crash groups responsible for the highest proportions of crashes in NC (not including “Other” which includes a variety of crash types) were the following types:

- Sign-controlled intersection - 19.8%

- Bicyclist turn / merge - 13.5%
 - Bicyclist ride-out - mid-block - 11.8%
 - Motorist overtaking - 11.7%
 - Motorist turn / merge - 9.8%
- The above five groups accounted for two-thirds of the bicycle – motor-vehicle crashes in NC.

Counties

From 2003 through 2005 the ten highest crash rate counties accounted for only 19% of the states bicycle crashes. In 2006, the nine highest crash rate counties accounted for 55% of the states bicycle crashes. This would tend to indicate that bicycling is becoming more popular in the urban areas. This is something that will need to be watched in future data collections.

Table 6.F Bicyclist by County by Year

County	2003	2004	2005	2006
Alamance	5	14	9	14
Alexander	0	2	0	0
Alleghany	0	0	0	0
Anson	4	1	2	0
Ashe	0	0	0	1
Avery	0	0	0	0
Beaufort	6	12	14	7
Bertie	0	2	1	0
Bladen	2	3	4	0
Brunswick	6	8	7	4
Buncombe	22	14	30	21
Burke	4	0	5	3
Cabarrus	12	2	18	6
Caldwell	2	5	2	4
Camden	1	0	2	0
Carteret	5	8	11	12
Caswell	0	2	3	0
Catawaba	10	8	20	8
Chatham	5	3	2	2
Cherokee	0	1	0	1
Chowan	0	1	3	1
Clay	0	0	0	1
Cleveland	4	4	10	3
Columbus	8	3	7	4
Craven	6	15	15	6
Cumberland	38	35	41	27
Currituck	0	5	4	1
Dare	19	9	19	7
Davidson	8	7	14	5
Davie	0	1	2	2
Duplin	3	5	2	4

Durham	21	20	42	23
Edgecombe	14	9	16	11
Forsyth	20	34	34	20
Franklin	4	3	2	1
Gaston	14	29	25	11
Gates	2	1	0	0
Graham	0	1	1	0
Granville	3	4	3	2
Greene	1	1	0	2
Guilford	51	63	105	68
Halifax	7	9	4	2
Harnett	8	9	9	9
Haywood	4	0	3	1
Henderson	5	8	5	1
Hertford	3	4	1	2
Hoke	0	4	4	0
Hyde	1	1	1	2
Iredell	14	12	19	7
Jackson	0	0	0	1
Johnston	9	9	18	11
Jones	0	1	1	1
Lee	4	6	7	4
Lenoir	12	9	14	7
Lincoln	1	1	1	1
Macon	0	0	0	3
Madison	2	0	0	0
Martin	3	2	6	1
McDowell	2	0	1	1
Mecklenburg	66	91	123	83
Mitchell	0	0	1	0
Montgomery	0	3	1	1
Moore	0	1	9	5
Nash	11	6	23	7
New Hanover	50	37	70	25
Northampton	1	2	0	1
Onslow	16	23	24	14
Orange	16	15	45	17
Pamlico	0	1	0	1
Pasquotank	8	4	5	0
Pender	1	2	5	0
Perquimans	2	0	0	1
Person	0	1	2	0
Pitt	24	25	8	6
Polk	0	0	0	0
Randolph	13	6	4	11
Richmond	6	7	5	2
Robeson	20	21	40	22
Rockingham	8	5	9	7
Rowan	14	7	10	8
Rutherford	2	2	5	2
Sampson	4	5	5	1
Scotland	9	11	13	2
Stanly	6	4	5	0
Stokes	2	0	2	3
Surry	1	4	6	5

Swain	0	0	3	0
Transylvania	0	2	1	0
Tyrrell	0	0	0	0
Union	13	6	15	5
Vance	0	1	3	1
Wake	69	77	113	79
Warren	0	0	2	0
Washington	1	3	4	0
Watauga	6	3	4	0
Wayne	15	11	18	10
Wilkes	2	3	2	1
Wilson	13	19	20	10
Yadkin	2	0	0	0
Yancy	0	0	0	1
State Total	776	818	1174	667

Summary of findings

As with pedestrian crashes, bicycle – motor vehicle crashes are a low percentage of overall crashes. But when collisions between bikes and motor vehicles occur, they are often serious with 2.7% of those struck being killed and another 94.8% being injured. More crashes occur in urbanized areas and on local streets, but rural crashes tend to be more serious, likely because more occur on higher speed roadways, predominantly state secondary roads.

When motorists drove out into the path of a bicyclist, the cyclist was most often traveling against the direction of traffic. Wrong-way riding was also implicated in Signal-controlled intersection crashes as well as Motorist drive-out – mid-block crashes. All of these crash types occur most often in urban areas. Sidewalk riding is particularly over-represented in Signal-controlled intersection crashes as well as Motorist turn / merge crashes.

Reducing crashes involving crossing paths and turning vehicles is a challenge. Obviously, reducing sidewalk riding and wrong-way riding should help to reduce certain crash types, particularly those involving motorists pulling out to turn right at intersections or mid-block locations. Calming intersections by tightening turn radii, enhancing intersection markings, and other measures may help to reduce turning vehicle crashes. Replacing traditional intersections with low-speed roundabouts or mini-traffic circles could help to reduce the frequency and severity of intersection crashes with bicycles by forcing slow speeds through intersections and reducing the overall number of conflict points. Consideration must be given, however, to the best way to accommodate bicycles through a traffic circle – particularly if multiple lanes are involved.

Children were most often involved in mid-block ride out crashes, also more typically occurring in urban areas, but proportional to the overall urban crash rate. Calming speeds on local streets is one recommended countermeasure for this crash problem.

Crashes that occurred in a greater proportion in rural areas than urban, include Motorist overtaking crashes, and Bicyclist turn / merge crashes (about 61% each). Adults were over-represented in the former and youth, 11 – 15 were over-represented in the latter. Many of the bicyclist turn / merge crashes involving young riders crashes seem to involve the bicyclist changing lanes to avoid an overtaking vehicle. In particular, narrow, high speed roadways in rural areas need improvements to help bicyclists. Providing space on the roadway for bicyclists through adding paved shoulders, and in urban areas, through bike lanes or wide outside lanes, and educating motorists and bicyclists about traffic rules, proper passing, and sharing the road are countermeasures for these two problems. Lower speeds would also help, since rapidly overtaking motor vehicles may have insufficient time to slow to wait for an appropriate gap to pass. Lower speeds also would assist bicyclists that have legitimate need to change lanes or turn, to merge with traffic.

Reducing speeds would help all crash types, since lower speeds help motorists to avoid crashes and also reduces the seriousness if a crash does occur. Lower speeds would help to create, not only a safer bicycling environment, but a more welcoming one.

Although ideally, most bicycle crashes would be prevented through implementation of appropriate countermeasures, when a crash does occur, a properly used safety helmet provides the best protection from serious and fatal injuries. Helmet use is very low in NC, only 24% over all, and even lower among children and the 11 to 15 year group most involved in crashes. Efforts to strengthen support of the statewide helmet law, and promote greater helmet use are therefore strongly recommended.

As public health agencies are increasingly advocating for more active forms of transportation, i.e. bicycling and walking, demand for safe multi-modal roadways will increase over the coming years. Adult bicycling already seems to be on the rise. Providing for the needs of bicyclists and pedestrians on the states roadways should be a key priority over the next period of road-building and improvements.

7. OLDER DRIVER SAFETY

Introduction

Over 42,000 drivers age 60 or older were reported to have been involved in reported crashes in North Carolina in 2006. This number includes a large number of drivers age 75 or older. Older adults are of particular interest because:

- 1) Their numbers are increasing, and can be expected to continue to increase over the next 30+ years. Whereas the overall North Carolina population is projected to increase 46% by 2030, the age 60+ population will more than double, from just over 1 million to 2.2 million persons age 60+.
- 2) Declining functional abilities and health in older adults contribute to increased crash rates per mile driven. Only 16-19-year-old drivers have higher overall crash rates than do drivers age 80+.
- 3) Once in a crash, older adults are much more vulnerable to injury. Despite their generally lower speeds and less severe crashes, older adults are 4 to 6 times more likely to die as a result of their crash.

This section highlights characteristics of older driver crashes in North Carolina and identifies potential approaches for improving the safety of this vulnerable population.

Older Drivers Involved in Crashes

On average over the past year, 11.6% of crash-involved drivers in North Carolina were age 60 or older (see Table 7.A). This is pretty much in line with their 11.9% representation in the overall population.

Information on the injury status of drivers involved in crashes is shown in Table 7.A. In 2006 we find that the 60 and over age group accounts for only 10-12% of the injuries and PDO crashes but is overrepresented in the fatal category at 21.8%. These percentages have fluctuated across crash years, due to the relative rarity of severe and fatal injuries, coupled with the relatively small numbers of crash-involved drivers in the oldest age categories.

Table 7A Age Group by Injury Level
(Jan 2006 through Dec 2006)

Age Group	Fatal	Col %	A	Col %	B+C	Col %	PDO	Col %	Unknown	Col %	Total	Col %
24 or less	225	22.2%	724	29.1%	21822	28.1%	76218	27.2%	1197	27.6%	100186	27.4%
25 - 39	269	26.6%	752	30.2%	24187	31.1%	88003	31.4%	1449	33.5%	114660	31.3%
40 - 59	298	29.4%	759	30.5%	23116	29.7%	83106	29.7%	1165	26.9%	108444	29.6%
60 and above	221	21.8%	252	10.1%	8692	11.2%	32904	11.7%	510	11.8%	42579	11.6%
Unknown							1	0.0%	9	0.2%	10	0.0%
Total	1013	100.0%	2487	100.0%	77767	100.0%	280232	100.0%	4330	100.0%	365879	100.0%

Key Findings

- The number of crash-involved older drivers has shown only modest increases over the past 3 years. (“Baby boomers” have not yet entered the ranks of older drivers.)

- Once involved in a crash, older drivers are more likely than their younger counterparts to be severely injured or killed.
- Although drivers ages 65+ make up only 7.5% of the crash-involved driver population, they comprise 15% of fatally-injured drivers.

Temporal Characteristics of Older Driver Crashes

Three out of four crashes involving older drivers occurred between the hours of 10:00 a.m. and 6:00 p.m., and older drivers were especially overrepresented in crashes between 10:00 a.m. and 2:00 p.m. Very few, only about two percent, occurred at nighttime after 10:00 p.m. Again, these findings reflect the times when older adults are most likely to be on the road driving. As drivers age, this pattern of midday crashes becomes even more pronounced.

Older driver crashes are also more likely to occur on weekdays, although here the differences are relatively small. Overall in North Carolina, 78% of crashes occurred on weekdays (Monday – Friday) and 22% on weekends (Saturday or Sunday). For drivers ages 65+, 81% occurred on weekdays and 19% on weekends.

Key Findings

- Not surprisingly, older drivers tend to be involved in crashes during midday hours and on weekdays, reflecting the times they are most likely to be driving.

Roadway and Locational Characteristics of Older Driver Crashes

Overall, 62% of North Carolina crashes occur in the state's more highly populated Piedmont counties, 26% in its eastern coastal counties, and only 12% in its western mountain region counties. However, the western part of the state is home to a disproportionate number of older adults, and this is reflected in their crash data. With increasing age, the percentage of crashes occurring in the Mountain region counties increases, while the percentage occurring in the Piedmont counties declines. For drivers ages 85+, nearly one in five crashes (19%) are in the western Mountain region of the state.

Although older adults are under represented in crashes in the more urban Piedmont counties, their crashes are about equally likely to occur in urban areas, and increasingly so with age. Again, this likely reflects their greater exposure to potential crashes in urban driving environments and on urban roadways.

As drivers age, they are much less likely to be involved in crashes on Interstate and Secondary State Roads. Conversely, they are more likely to be involved in crashes on U.S. Route roadways and on local streets. Their crashes are also somewhat more likely to occur on private roadways, in parking lots, and so forth, especially for the oldest drivers.

Information with respect to the speed limits on roads mimics that of road type, with older drivers less likely to be involved in crashes on higher speed roadways, and more likely to be involved in crashes on lower speed roadways of 35 mph or less.

The crashes of older drivers are also much more likely than those of younger drivers to occur at intersections and especially those involving stop sign controls. .

Key Findings

- Nearly one in five drivers killed in crashes in the western Mountain region of the state is age 65+. As the North Carolina population ages, this proportion will rise, not only in western North Carolina but in all parts of the State.
- For the most part, older driver crashes tend to mimic the locations and situations where older adults drive, (i.e., on shorter trips, lower speed roadways, about town, during the daytime, under favorable weather conditions, etc.). Without more detailed driving exposure data, however, it is not possible to identify what driving situations pose the greatest risk for older drivers. For example, without knowing how many miles older adults drive on interstate roadways or at nighttime, it is not known whether these situations pose greater risk to their safety.

Maneuvers, Contributing Factors, and Physical Conditions in Older Driver Crashes

The majority of all drivers (57%) are going straight ahead when they crash. Older drivers, however, are less likely to be going straight ahead and much more likely to be making a left turn. In fact, older drivers are nearly twice as likely as younger drivers to be engaged in a left turn maneuver at the time of their crash. Other types of maneuvers where older drivers are overrepresented include right turns, changing lanes, and starting in the roadway (e.g., when starting up at a green light).

Like the youngest drivers, older drivers are more likely to be cited for one or more contributing factors to their crash. At least by this measure, middle-aged drivers, ages 45-64, are the “safest” drivers on the road. Moreover, the likelihood of contributing to their crash increases with age. Nearly four out of five crash-involved drivers age 85 or above were cited for some contributing factor to their crash.

Based on the first contributing factor noted when more than one factor is cited, failure to reduce speed is the most frequently cited contributing factor, but is most prominent for drivers in the younger two age categories. For older adults, by far the most commonly cited contributing factor is failure to yield. While only cited for 17.6% of drivers overall, it is cited for 31% of drivers ages 65-74, increasing to 41% for drivers ages 85+. Other contributing factors that are over represented among older drivers include improper turning, disregard of traffic signal, and disregard of stop or yield signs (primarily the former). In contrast, older drivers are less likely to be cited for speeding, careless/aggressive driving, alcohol or drug use, or following too closely.

A final “crash characteristic” factor examined is the driver’s physical condition at the time of the crash. Although in reality a driver variable, this variable can provide insight into potential causative factors in crashes. Although the vast majority of older drivers are identified as being in a “normal” physical condition at the time of their crash, they are more likely to be impaired by a medical condition or by some other physical impairment. Interestingly, even though older adults are much greater consumers of medications, medication use does not appear in these data to be a factor in their crashes.

Key Findings

- Drivers ages 65+ are more likely to crash while making a left turn, and the crash risk increases along with their age.
- Older drivers are more likely to be cited for contributing to their crash, with the most commonly cited contributing factor being failure to yield to other traffic.

Conclusions

In terms of number of crashes, older adults do not yet represent a significant safety problem in North Carolina. However, this situation will change over the next decade as the large swell of baby boomers hits retirement age. Based on population growth alone, older driver crashes will more than double over the next 25 years. Older adults are by far the fastest growing segment of the North Carolina population.

If one is concerned about reducing traffic fatalities, older drivers already demand attention. The data analysis showed that while older adults represent 7.5% of all crash-involved drivers, they represent 15% of drivers killed in crashes. They also represent about 15% of pedestrians killed in crashes.

To reduce these numbers, most safety experts recommend a comprehensive approach that includes improvements to the driving environment (e.g., roadway markings, signage, traffic control, etc.), driver licensing practices (e.g., increased screening and licensing restrictions based on driver functional abilities), driver training and rehabilitation (e.g., driver refresher courses, adaptive vehicle equipment), increased public awareness, improved vehicle design, and greater access to alternative modes of transportation. Many excellent materials and resources exist.

8. SPEED-RELATED CRASHES

Driver speed is a function of several factors, e.g., posted speed limits, alignment, lane and shoulder width, design speed, land use, surrounding land use, traffic volumes, percentage of trucks in the traffic stream, weather, time of day, enforcement, visibility, vehicle operating characteristics, and driver factors such as risk taking behavior. Despite several studies that have attempted to establish relationships between driver speed and crash rates, the results are not consistent. Although there is some evidence to indicate that, on a

given road segment, crash involvement rates of individual vehicles rise with their speed of travel, it is not clear if across all roads crash involvement rates rise with the average speed of traffic, i.e., we cannot assume that roads with higher average traffic speeds have higher crash rates than roads with lower average traffic speeds. Many have argued that there is a relationship between crash involvement rates and deviation from average speed. Speed is however directly related to the severity of a crash.

In North Carolina, for each driver involved in a crash, the investigating officer can indicate a maximum of three contributing circumstances. These contributing factors are intended to provide information on driver actions that probably lead to their involvement in the crash. These contributing factors are not necessarily listed in any particular order, i.e., it is not necessarily that the first contributing factor was the most critical. There are 31 possible driver contributing factors, and three of these relate to speed: exceeding the posted speed limit, driving too fast for conditions, and failure to reduce speed. It is important to note that it is very difficult to get an objective measure of the true crash speeds of crash-involved vehicles. Numbers are typically based on estimates by the investigating officer and/or self-reports by the driver.

In the following discussion, 'speed related crashes' were identified by selecting all crashes where at least one of the contributing circumstances for at least one of the drivers was coded as exceeding the posted speed limit, driving too fast for conditions, and failure to reduce the speed.

Severity of Speed Related Crashes

Between 10% and 15% of fatal and injury crashes are speed related, whereas, just 4.7% of PDO crashes are speed related (Table 8.A).

Table 8.A Speed Related Crashes by Severity
(Jan 2006 through Dec 2006)

Severity	Non-Speed Related	Percent of Total	Speed Related	Percent of Total	Total
PDO	266928	95.3%	13304	4.7%	280232
Injury	71034	88.5%	9270	11.5%	80304
Fatal	603	59.5%	410	40.5%	1013
Unknown	4019	92.8%	311	7.2%	4330
Total	342584	93.6%	23295	6.4%	365879

Area Type

A higher percentage of crashes in rural areas are associated with speed compared to urban areas (Table 8.B). This is to be expected since roads in rural areas are usually associated with lower traffic volumes and allow speeding.

Table 8.B Speed Related Crashes By Area Type
(Jan 2006 through Dec 2006)

	Fatal	Injury	PDO	Unknown	Total
Rural	356	7913	10898	175	19342
%	86.8%	85.9%	82.5%	56.5%	83.6%
Urban	54	1294	2306	135	3789
	13.2%	14.1%	17.5%	43.5%	16.4%
Total	410	9207	13204	310	23131

Driver Age

The under 24 age group is associated with the highest percentage of speed related crashes (Table 8.C). As drivers mature, the percentage of speed related crashes come down. Older drivers are associated with the least number of speed related crashes.

Table 8.C Driver Age By Speed
(Jan 2006 through Dec 2006)

Age Group	Not Speed Related	Percent of Total	Speed Related	Percent of Total	Total
Age 15 And Under	888	85.5%	151	14.5%	1039
Age 16	7020	84.9%	1248	15.1%	8268
Age 17	9407	86.3%	1493	13.7%	10900
Age 18	11382	86.8%	1731	13.2%	13113
Age 19	11029	87.9%	1512	12.1%	12541
Age 20	10600	89.3%	1276	10.7%	11876
Age 21-24	38456	90.6%	3993	9.4%	42449
Age 25-29	39162	92.9%	3005	7.1%	42167
Age 30-39	68637	94.7%	3856	5.3%	72493
Age 40-49	60358	95.7%	2739	4.3%	63097
Age 50-59	43854	96.7%	1493	3.3%	45347
Age 60+ or Unknown	41791	98.1%	798	1.9%	42589
Total	342584	93.6%	23295	6.4%	365879

Time of Day

More crashes are speed related between 7:00 and 8:00 a.m., 3:00 and 5:00 p.m., and 1:00 and 3:00 a.m. It is possible that the relative high percentage of speed related crashes between 7:00 and 8:00 a.m. and between 3:00 and 5:00 p.m. is partly due to young drivers who drive to school in the morning and drive from school in the afternoon during these periods but a more likely reason might be adults commuting to and from work each day. The relatively high percentage of speed related crashes between 1:00 and 3:00 a.m. could be associated with alcohol.

Month of Year

In the last three years, January has seen a significant increase in the percentage of crashes that are speed related. It is not clear if this is a random variation or a systematic change in the pattern for speed related crashes.

Day of Week

Friday is associated with the highest number of speed related crashes. However, Fridays are also associated with the highest number of crashes. The percentage of speed related crashes are quite uniform over different days of the week.

Road Class

Interstate highways are associated with the highest speeds because they are designed to the highest standards. The information in (Table 8.D) shows that the highest number and percentage of speed related crashes occurs on SSR's. Local streets have the next highest number of speed related crashes.

Table 8D Speed Related Crashes By Road Type
(Jan 2006 through Dec 2006)

Road Class	Fatal	Injury	PDO	Unknown	Total
Interstate	21	718	2039	11	2789
US	46	1190	2236	29	3501
NC	69	1299	1549	30	2947
SSR	220	4706	5074	105	10105
LCL	54	1255	2233	127	3669
PP	0	13	15	2	30
PVA	0	20	43	6	69
Other	0	6	15	0	21
Total	410	9207	13204	310	23131

Speed Related Crashes by County

The rate of speed related crashes vary widely across North Carolina counties. There are several factors that may influence why a particular county may have a high or low rate of speed related crashes including: number of young drivers in the county, extent of tourist traffic, and the type of road system in the county including the number of rural roads.

Table 8.E shows the county listing in descending order by each county's speed related crashes shown as a percentage of their total crashes for the 2006 year. This ranking gives a better picture of the problem areas rather than simply looking at a total number. It ranks by action rather than by population.

Table 8 E Speed Related Crashes by County			
Descending Order by Percentage (Jan 2006 through Dec 2006)			
County	Total Crashes	Speed Related	Percent of Total
GRAHAM	208	90	43.27%
ALLEGHANY	241	101	41.91%
MADISON	342	119	34.80%
MCDOWELL	762	262	34.38%
JACKSON	899	308	34.26%
POLK	335	108	32.24%

MACON	589	176	29.88%
HAYWOOD	1,085	315	29.03%
PERQUIMANS	212	60	28.30%
SWAIN	202	57	28.22%
TRANSYLVANIA	513	132	25.73%
CLAY	164	42	25.61%
JONES	324	74	22.84%
WARREN	328	73	22.26%
ALEXANDER	540	117	21.67%
AVERY	335	72	21.49%
CHEROKEE	433	90	20.79%
STOKES	900	187	20.78%
MONTGOMERY	491	102	20.77%
GREENE	477	98	20.55%
RUTHERFORD	1,223	250	20.44%
NORTHAMPTON	436	87	19.95%
YANCEY	268	53	19.78%
PAMLICO	243	48	19.75%
MARTIN	580	114	19.66%
SURRY	1,617	302	18.68%
WASHINGTON	279	52	18.64%
DAVIE	883	162	18.35%
YADKIN	738	134	18.16%
MITCHELL	303	55	18.15%
COLUMBUS	1,603	290	18.09%
PERSON	831	150	18.05%
CASWELL	412	74	17.96%
ROBESON	3,559	625	17.56%
SCOTLAND	610	106	17.38%
HYDE	129	22	17.05%
ASHE	610	102	16.72%
RANDOLPH	3,263	545	16.70%
HOKE	707	117	16.55%
WILKES	1,430	234	16.36%
GATES	261	42	16.09%
BURKE	2,039	325	15.94%
DAVIDSON	3,514	560	15.94%
FRANKLIN	1,162	183	15.75%
ROCKINGHAM	2,114	328	15.52%
RICHMOND	928	140	15.09%
SAMPSON	1,536	230	14.97%
WATAUGA	1,316	197	14.97%
HENDERSON	2,462	365	14.83%
BLADEN	858	127	14.80%
DUPLIN	1,554	230	14.80%
CLEVELAND	2,238	330	14.75%
JOHNSTON	3,893	571	14.67%
ANSON	655	96	14.66%
EDGECOMBE	1,284	188	14.64%
BRUNSWICK	2,256	329	14.58%
BERTIE	512	74	14.45%
NASH	2,563	366	14.28%

HARNETT	2,037	290	14.24%
CHOWAN	232	33	14.22%
CAMDEN	135	19	14.07%
ORANGE	2,813	392	13.94%
CALDWELL	1,613	211	13.08%
PENDER	1,332	169	12.69%
LINCOLN	1,574	193	12.26%
WAYNE	2,564	314	12.25%
GRANVILLE	964	118	12.24%
BUNCOMBE	5,213	637	12.22%
STANLY	1,121	134	11.95%
HALIFAX	1,234	146	11.83%
WILSON	2,154	253	11.75%
CHATHAM	1,263	146	11.56%
CRAVEN	1,873	211	11.27%
IREDELL	3,777	423	11.20%
ONSLOW	3,821	425	11.12%
HERTFORD	470	51	10.85%
CARTERET	1,334	143	10.72%
CURRITUCK	360	38	10.56%
ROWAN	3,205	337	10.51%
VANCE	1,101	115	10.45%
UNION	3,874	401	10.35%
LENOIR	1,417	145	10.23%
LEE	1,605	161	10.03%
GASTON	4,968	495	9.96%
TYRRELL	121	12	9.92%
MOORE	1,777	175	9.85%
PASQUOTANK	826	78	9.44%
BEAUFORT	1,135	107	9.43%
CUMBERLAND	7,709	693	8.99%
FORSYTH	8,205	696	8.48%
ALAMANCE	3,568	299	8.38%
DARE	736	60	8.15%
CATAWBA	4,286	345	8.05%
GUILFORD	11,256	848	7.53%
PITT	4,234	288	6.80%
CABARRUS	4,062	273	6.72%
DURHAM	7,953	480	6.04%
MECKLENBURG	23,896	1,422	5.95%
WAKE	22,829	1,326	5.81%
NEW HANOVER	5,335	247	4.63%
State Total	220,231	24,135	10.96%

Summary of Findings

- Speed-related crashes are in general more severe compared to non-speed-related crashes.
- Speed-related PDO crashes have increased substantially in the last two years. However, the number of injury and fatal speed-related crashes has changed very little during this period.
- A higher percentage of crashes in rural areas are associated with speed compared to urban areas.

- The 15-20 age group is associated with the highest percentage of speed-related crashes.
- A large number of speed related crashes occur during the morning peak, the afternoon peak, and between 1:00 and 3:00 a.m.
- Interstates have the lowest number of speed-related crashes, but the highest percentage of speed-related crashes. NC routes and SSN's have the highest number of speed-related crashes, but the lowest percentage of speed-related crashes.
- Close to 80% of crashes where a rear-end crash was the first harmful event, are speed-related. A significant percentage of crashes (close to 50%) where the first harmful event is a Jackknife/Overtake/Rollover, collision with a fixed object, or ran-off-the-road, are speed-related.

Enforcement and Public Information

Enforcement will be an effective speed management tool as long as the posted speed limits are credible. The problem with traditional enforcement is their short-lived effect in deterring speeding. It may be possible to boost the longevity of the deterrence effect if it is through a public information campaign coupled with enforcement. It would be worthwhile to target enforcement efforts on those roads and times when speed-related crashes are most common. Automated enforcement (e.g., photo radar) can be used to complement traditional enforcement techniques.

9. OCCUPANT RESTRAINT

Seat-belt usage in North Carolina is among the highest in the nation due to the primary enforcement law and successful 'Click It or Ticket' and 'RU Buckled' campaigns. The observed driver seat belt usage rate has increased from approximately 65% in the early 1990's to 88.8% in 2007.

Each year, GHSP conducts statewide a survey to determine the safetybelt usage rates for the state. This survey is conducted in accordance with NHTSA guidelines and policy. The latest survey was conducted following the Memorial Day 2007 campaign. The usage rate for drivers at that time was determined to be 89.4%. The corresponding usage rate for passengers was 84.7%.

Typically, the Piedmont and Coastal areas have a higher belt usage rate compared to the Mountain region. This year there was a shift in the usage rates during the Memorial Day survey. The usage rate in the Piedmont region was 90.1% and the Mountain Region was 92.0% while the Coastal region was 89.9% during this survey. Cars, SUVs, and Minivans, again have the highest usage rates – all over 90.0% during the Memorial Day survey. The usage rates also increase with increase in age: middle-aged and older drivers typically having a higher usage rate compared to young drivers. There is a significant difference in the seat belt usage rates among men and women. The latest survey found that approximately 94% of women used a seat belt while 89% of men used a seat belt.

Restraint usage in crashes

The investigating officer provides information on restraint usage for individuals involved in an crash. Based on 2003 North Carolina Traffic Crash Facts, over 97% of drivers involved in a crash in 2003 had used a belt. Unfortunately, this information does not match the usage rate that is estimated from the statewide surveys. It is possible that in many cases, especially in PDO crashes, the investigating officer asks the driver or passenger if they were using a seat belt and a significant number of people who were not wearing a seat belt would probably not admit to their non-compliance. In the case of fatal crashes, a more detailed investigation is usually conducted, and can provide more accurate information on whether a seat belt was used when the crash occurred. According to the 2003 North Carolina Traffic Crash Facts, close to 58% of drivers who were killed in a crash were wearing a seat belt (low enforcement reported). For A level injuries, the corresponding usage rate was around 97% (self reported). For B and C injuries, and the No-Injury cases, the usage rate was between 89% and 99% (self reported).

**Table 1. Observed North Carolina Seat Belt Usage Rates:
121-site June 2007 Survey**

Category Subcategory	Unweighted	Weighted		Sample Size
	Use %	Use %	SE %	
Overall				
Driver	90.3	89.4	1.8	19,033
Passenger	85.3	84.7	1.8	4,613
Both	89.3	88.8	1.7	23,646
Urban / Rural				
Urban	90.6	89.3	1.9	12,585
Rural	89.8	90.8	2.6	6,448
Region				
Mountain	92.0	90.6	0.8	3,301
Piedmont	90.1	88.7	2.7	8,855
Coastal	89.9	90.9	1.1	6,877
Vehicle Type				
Car	91.6	90.4	2.2	9,517
Van	84.1	87.1	4.0	535
Minivan	95.2	96.0	1.4	1,116
Pickup Truck	84.2	84.0	0.9	3,846
Sports Utility	93.0	90.2	2.4	3,844
Sex of Driver				
Male	88.5	87.4	2.0	2,753
Female	93.6	94.7	1.3	2,066
Race/Ethnicity of Driver				
White	90.9	90.9	1.1	3,745

Black	90.1	87.4	4.8	883
Hispanic	97.3	99.3	0.6	150
Asian	97.7	99.8	0.2	44
Age of Driver				
16-24	86.9	88.8	3.3	605
25-44	91.1	89.6	2.1	2,680
45-64	91.7	91.7	2.1	1,376
65+	91.1	87.7	3.3	257

**Table 2. Observed North Carolina Seat Belt Usage Rates by County:
121-site June 2007 Survey**

County Name	Driver (D)	Passenger (P)	Both (D + P)	Sample Size (N)
Alamance	91.7	83.4	90.3	1,857
Buncombe	91.5	87.2	90.5	1,369
Burke	89.9	88.3	89.5	1,277
Craven	93.6	89.8	92.9	1,343
Cumberland	88.4	84.7	87.7	1,335
Gaston	86.9	78.0	85.3	1,732
Granville	86.3	81.0	85.3	1,159
Mecklenburg	85.1	80.2	84.3	1,733
New Hanover	91.8	85.1	91.0	1,469
Pitt	87.6	84.8	87.1	1,279
Robeson	74.7	65.8	72.4	907
Stanly	88.9	89.0	88.9	1,302
Wake	94.2	85.8	93.2	1,442
Wayne	90.4	90.0	90.4	1,019
Wilkes	92.5	88.9	91.6	914

Table 3: Observed (Weighted) Seat Belt Use in North Carolina (%)

Observed (Weighted) Driver and Right Front Passenger Seat Belt Use (%)													
	SURVEY PERIODS												
	1998			1999			2000		2001			2002	
	Jun¹	Sep¹	Oct²	Apr¹	Jun¹	Nov³	Jun³	Sep³	May³	Jun³	Sep³	Jun³	Sep³
Driver	82.2	82.0	77.7	81.0	83.5	79.7	81.6	80.3	80.9	83.6	83.0	84.9	84.5
RF Passenger	79.2	77.0	72.7	77.7	80.8	71.0	76.1	74.7	74.8	79.1	77.3	80.6	76.5
Front Seat (D+RF)	81.7	81.0	76.7	79.9	82.3	78.6	80.5	79.2	79.6	82.7	81.9	84.1	82.7

	SURVEY PERIODS										
	2003			2004		2005		2006		2007	
	Apr³	Jun³	Sep³	Apr³	Jun³	Apr⁵	Jun⁴	Apr⁶	Jun⁴	Apr⁶	Jun⁴
Driver	85.1	87.3	85.7	85.2	86.9	86.2	86.9	87.6	88.9	87.4	89.4
RF Passenger	79.2	81.0	80.4	79.1	82.0	82.2	85.6	84.4	86.3	74.7	84.7
Front Seat (D+RF)	84.1	86.1	84.7	83.8	86.1	85.4	86.7	86.9	88.5	85.4	88.8

¹ 72 site survey

² 306 site survey

³ 152 site survey

⁴ 121 site survey

⁵ 50 site mini-survey

⁶ Revised 50 site mini-survey

Table 4. Observed Seat Belt Use in North Carolina (%)

	May ¹	Jun ¹	Sep ¹	Jun ¹	Sep ¹	Apr ¹	Jun ¹	Sep ¹	Apr ²	Jun ¹	Apr ²	Jun ⁴	Apr ³	Jun ⁴	Apr ³	Jun ⁴
Overall (D+RF) Rate⁵	79.6	82.7	81.9	84.1	82.7	84.1	86.1	84.7	83.8	86.1	85.2	86.9	87.6	88.5	85.4	88.8
Region																
Mountains	76.3	77.6	79.0	81.1	80.5	80.5	85.5	83.4	88.7	84.9	87.6	90.0	88.3	90.3	90.6	92.0
Piedmont	82.8	85.1	85.3	85.8	86.2	87.1	89.4	88.0	86.3	88.1	86.8	88.4	89.6	89.3	90.4	90.1
Coast	83.9	87.2	85.6	85.7	87.5	85.8	88.3	83.4	85.0	86.8	86.8	86.9	86.4	86.4	87.3	89.9
Vehicle Type																
Car	86.0	88.0	88.1	88.5	89.2	89.0	91.4	89.2	88.5	90.1	89.1	90.0	90.2	90.2	90.5	91.6
Van	63.1	70.7	68.4	70.9	71.1	71.4	74.9	67.3	75.1	74.9	72.6	75.9	74.3	79.1	87.0	84.1
Pickup	70.0	74.1	73.6	75.4	76.8	76.3	80.8	75.7	77.9	79.2	79.4	80.9	81.4	81.2	83.3	84.2
Sports Utility	84.2	85.4	85.8	86.4	87.5	87.0	90.2	88.2	87.5	89.9	88.5	89.1	89.8	89.6	91.6	93.2
Sex of Driver																
Male	77.6	81.1	80.2	82.5	83.0	83.0	85.6	82.5	82.8	85.3	83.0	85.6	85.4	86.8	87.4	88.5
Female	88.3	89.9	90.2	91.1	91.2	91.9	93.7	91.5	91.6	92.5	92.6	92.5	92.5	92.0	93.5	93.6
Age of Driver																
16-24	75.4	78.6	78.4	81.1	83.0	84.6	86.0	81.5	83.8	84.2	86.2	84.5	83.1	85.6	89.5	86.9
25-44	83.0	85.2	84.7	85.9	86.5	86.8	89.1	85.7	85.9	88.3	86.8	88.1	89.0	89.4	89.5	91.1
45-64	82.8	86.6	85.6	87.3	86.7	86.2	88.9	88.7	87.7	89.2	86.7	91.0	89.2	89.9	91.2	91.7
65+	83.7	86.2	87.1	91.7	90.1	90.2	91.0	91.3	90.5	92.5	92.6	91.3	92.0	90.2	90.1	91.1
Race / Ethnicity																
White	81.8	84.2	84.1	85.7	86.1	86.6	89.0	86.1	87.3	88.1	87.4	88.8	88.6	88.6	91.0	90.9
Black	83.5	86.8	85.9	87.1	87.3	86.3	89.0	86.5	83.7	88.5	85.0	87.1	87.6	90.0	87.8	90.1
Hispanic	84.3	88.6	84.6	85.4	87.5	90.6	87.9	86.4	84.9	91.6	92.5	88.1	91.1	91.0	91.4	97.3

¹ 152 site survey

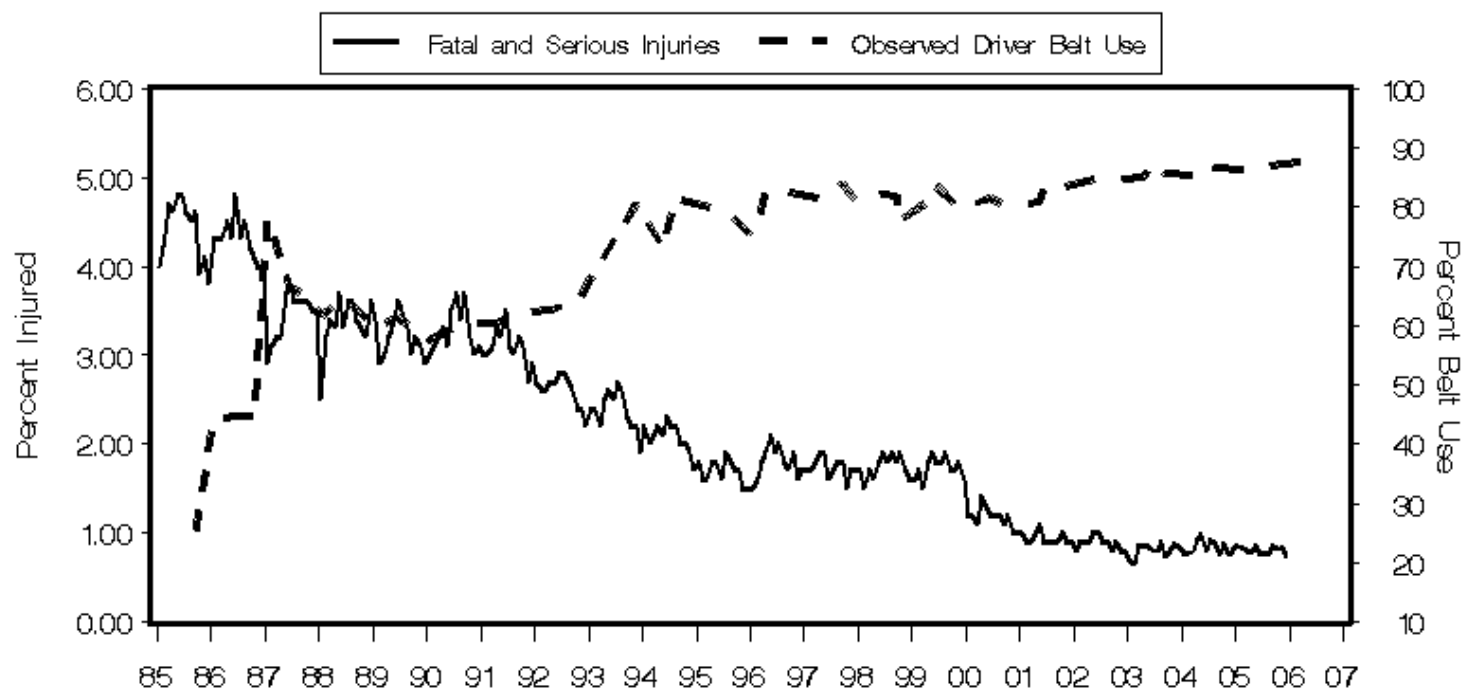
² 50 site mini-survey

³ Revised 50 site mini-survey

⁴ 121 site survey

⁵ Weighted Overall (D+RF) Rate

FIGURE 1
 NC DRIVER SEAT BELT USE AND COVERED OCCUPANT INJURY RATES
 1985 — June 2006



Source: Injury rates — HSRC, Seat Belt Use — RTI



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

10. Commercial Motor Vehicles (CMV)

Table 10.A CMV Crashes vs All Vehicle Crashes (All Occupants)

(Jan 2006 through Dec 2006)

Type Crash	Number of CMV Crashes	Percent of Total CMV Crashes	Number All Vehicle Crashes	Percent of Total Veh Crashes	CMV as a Percent of Total Crashes
PDO	24,412	79.99%	280232	76.59%	8.71%
Injury	5709	18.71%	80304	21.95%	7.11%

Findings

- It is apparent that due to their size and weight, CMV involved crashes are more violent as they represent 8.34% of all crashes in NC, but account for 16.39% of all fatalities in NC.
- It is also apparent that when another vehicle is involved in a crash with a CMV that the occupants of that other vehicle are at higher risk of injury or death as 86% of the fatalities were in the other vehicle.

Table 10.B CMV Crashes by Road Class and Injury (All Vehicles All Passengers)

(Jan 2006 through Dec 2006)

Road	Fatal	A Injury	B Injury	C Injury	No Injury	Unknown	Total	Percent
Interstate	23	38	240	856	5318	15	6490	21.27%
US Route	47	63	390	949	4780	48	6277	20.57%
NC Route	52	65	282	721	3764	31	4915	16.10%
State Secondary Rte	29	44	307	608	3288	13	4289	14.05%
Local Route	14	34	208	888	6945	119	8208	26.89%
Public Veh Area	1	1	0	9	220	5	236	0.77%
Other/Unknown	0	0	0	6	97	1	104	0.34%
Total	166	245	1427	4037	24412	232	30519	100.00%

MAILING ADDRESS:
NC DEPARTMENT OF
TRANSPORTATION
GOVERNOR'S HIGHWAY
SAFETY PROGRAM
1508 MAIL SERVICE
CENTER
RALEIGH NC 27699-1508

TELEPHONE: 919-733-3083
FAX: 919-733-0604

LOCATION:
215 EAST LANE STREET
RALEIGH NC

WWW.NCDOT.ORG/SECRETARY/GHSP/

Findings

- Even though the highest percentage (26.89%) of CMV involved crashes occur on local routes, the higher number of fatalities (77.1%) and “A” injuries (70.2%) occur on US, NC, and State secondary routes, which are typically two lane and higher speed limits, yet still have high incidence of intersections/access areas.

Table 10.C Type CMV by Crash Involvement
Jan 2006 thru Dec 2006

CMV Type	Number	Percent
2 axle, 6 Tire	4287	32.19%
3 Axle	1723	12.94%
Truck/Trailer	1695	12.73%
Tractor	279	2.09%
Tractor/Semi-Trl	4808	36.10%
Tractor/Doubles	110	0.83%
Unknown CMV	417	3.13%
Total	13319	100.00%

Findings

- Tractor/Semi-trailer and 2 axle, 6 tire CMV's seem to be over represented in crashes with 36.1% and 32.2% involved respectfully.

Project Number PA-08-00-01

Agency: Governor's Highway Safety Program: Planning & Administration

Goals/Objectives: To implement and oversee local and state traffic safety contracts and grants. To implement statewide traffic safety programs such as "Click It or Ticket", "Booze It & Lose It", and "No Need 2 Speed"

Tasks/Description: Provide organizational structure that will allow for appropriate planning, evaluation, accounting, and oversight of federal highway safety funds. Establish procedures to assure that funds are being properly expended and that funds are being liquidated at an appropriate rate.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$545,380	50	\$272,690	50	\$272,690		\$
Contractual	\$3,800	50	\$1,900	50	\$1,900		\$
Commodities	\$29,000	50	\$14,500	50	\$14,500		\$
Direct	\$88,000	50	\$44,000	50	\$44,000		\$
Indirect							\$
Total	\$666,710		\$333,090		\$333,090		\$0

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Salaries, seven positions	\$407,000
	Longevity, Social Security, Retirement, Medical	\$138,380
	Total	\$545,380

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	State Parking Rental, repairs, service & printing	\$3,800
	Total	\$3,800

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Telephone, Postage, Office Supplies	\$29,000
	Total	\$29,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In-State Travel	\$20,000
	Out-of-State Travel	\$20,000
	Postage Meter Rental, Equipment	\$1,500
	Dues & Subscriptions	\$15,000
	Audit	\$8,000
	Shipping charges	\$6,000
	Training	\$2,500
	Service contracts	\$5,000
	Copier	\$10,000
	Total	\$88,000

FY 2008 Project Description

Project Number: AL-08-01-01

Agency: Governor's Highway Safety Program Alcohol Information & Education

Goals/Objectives: To sustain the implementation and support of the statewide "Booze It & Lose It" campaign. Disseminate information and materials to North Carolina motorists concerning the risks associated with driving while impaired. Decrease the number of impaired driving crashes, injuries, and fatalities.

Tasks/Description: Develop media spots for placement during time slots that are known to have the demographic target audience for the most common impaired driving offender. Develop promotional items that carry impaired driving messages for distribution at fairs, festivals, school functions, etc. Conduct press events to draw attention to the impaired driving problems. Foster activities that will draw earned media attention. Promote "Booze It & Lose It" through messages at various sporting events with the Carolina Panthers, Carolina Hurricanes and minor league baseball.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel		100					
Contractual	\$213,200	100	\$213,200				
Commodities	\$110,000	100	\$110,000				
Direct	\$14,000	100	\$14,000				
Indirect	\$33,720	100	\$33,720				\$
Total	\$370,920		\$370,920		\$0		\$0

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Materials-Warehouse storage	\$12,000
	Sports marketing	\$200,000
	News clipping service	\$1,200
	Total	\$213,200

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	"Booze It & Lose It" Promotional Items	\$100,000
	Printing	\$10,000
	Total	\$110,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Press Events	\$2,000
	Tree of Life	\$2,000
	PSA Production	\$10,000
	Total	\$14,000

INDIRECT COSTS BUDGET DETAIL		
Vendor	Description	Amount
NCDOT	10% of total	\$33,720
	Total	\$33,720

FY 2008 Project Description

Project Number: AL-08-01-02

Agency: North Carolina Alcohol Law Enforcement (ALE)

Goals/Objectives: Continue to develop and build partnerships with the retail community and local law enforcement through "Cops in Shops" programs and Public Information programs. Present Keys To Life programs to minors about the risks of underage alcohol consumption and driving while impaired as well as educate adults about the consequences and dangers of allowing and/or providing alcohol to minors. Provide consistent criminal enforcement in high crime areas by conducting Mobile Enforcement Team operations

Tasks/Description: ALE will present a total of thirty "Keys to Life" programs for the year. In addition, nine Mobile Enforcement Team special projects and sixteen public information programs will be conducted during the year. These projects are valuable tools in the fight against underage and irresponsible alcohol consumption.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$40,000	100	\$40,000		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$50,000		\$50,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional Items	\$40,000
	Total	\$40,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In-State Travel	\$10,000
	Total	\$10,000

FY 2008 Project Description

Project Number: AL-08-01-03

Agency: Mother's Against Drunk Driving of North Carolina (MADD)

Goals/Objectives: MADD plans to implement new concepts and enhance existing programs. The Victim Impact Panels (VIP) will be enhanced by providing translation support for the Hispanic community. MADD will hold numerous awareness campaigns and statewide conferences to gain media and community support. By attending national conferences, forums and events to keep up-to-date on the changes and learn from other effective programs. A Multimedia Assembly Program which includes a three-screen presentation setup by the national traveling road show to communicate alcohol and drug prevention to schools within NC. Schools will also receive Class Packs that include DVD's and other materials to focus on various issues that students' face today.

Tasks/Description: MADD will participate in multi-agency campaigns and kickoffs throughout the year. Continue the outreach programs at schools through the School Assembly shows and Class Packs with new PS3 simulation demonstrations. They will purchase equipment, promotional items and educational materials to distribute throughout the state and in NC schools.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$20,000	100	\$20,000		\$		\$
Direct	\$65,000	100	\$65,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$85,000		\$85,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional Items	\$20,000
	Total	\$20,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Laptop Computers w/Printers	\$4,000
1	Translation Headphones	\$2,500
2	Remote Control Cars	\$1,000
1	Playstation3 Package	\$900
1	Game Show Presentation	\$4,000
	Class Packs	\$15,000
	Law Enforcement Award Ceremonies	\$5,000
	Phone and Internet Services	\$1,500
	Special Event Expenses	\$15,000
	Translation Services	\$1,100
	In-State Travel	\$7,500
	Out-of-State Travel	\$7,500
	Total	\$65,000

FY 2008 Project Description

Project Number: AL-08-01-04/OP-08-05-03

Agency: El Pueblo

Goals/Objectives: El Pueblo has begun a DWI prevention campaign showing Latinos the effects of DWI on their families. Through the use of Fotonovelas, storybooks, and advertising they have illustrated not only the effects of DWI, but the factual information of what a person undergoes when suspected of driving under the influence. In addition El Pueblo will utilize the DWI Golf cart in grassroots events statewide, fairs and expos. They will continue to work with the community conducting child passenger safety seat clinics, and promoting the use of safety belts. El Pueblo will step up awareness efforts through the annual Latino Issues Forum (El Foro Latino) and the annual Fiesta del Pueblo. .

Tasks/Description: El Pueblo will continue to utilize and cultivate 10 Regional Coordinators in 100 counties. Develop, revise and print materials and tear-outs to for distribution. El Pueblo qwill provide technical assistance and training to Coordinators and on-site training regarding the campaign materials, Latino community issues, and bilingual capacity. Organize quarterly meetings for Regional Coordinators. Ensure collaboration and participation in El Pueblo, Inc.'s massive outreach efforts through the annual Latino Issues Forum (El Foro Latino) and the annual Fiesta del Pueblo. Participation of the Public Safety team in these events is to publicize public safety messages (DWI Prevention, Child Passenger Safety, Speed Limits, etc...) to Latinos from across the state through printed materials, DWI simulations, presentations, interactive activities, etc.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$96,695	100	\$96,695		\$		\$
Contractual	\$8,000	100	\$8,000		\$		\$
Commodities	\$30,000	100	\$30,000		\$		\$
Direct	\$65,850	100	\$65,850		\$		\$
Indirect	\$		\$		\$		\$
Total	\$200,545		\$200,545		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Project Director	\$49,250
	Program Assistant	\$30,000
	Fringe Benefits	\$17,445
	Total	\$96,695

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Graphic Designer	\$3,000
	Web site Maintenance	\$2,500
	Copier Rental/Maintenance	\$2,500
	Total	\$8,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Supplies and Postage	\$5,000
	Printing (Brochures, Storybooks, Etc.)	\$15,000
	Promotional Items	\$10,000
	Total	\$30,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Wireless / Ethernet Cisco router	\$1,000
	Computers monitor	\$250
	IMac	\$1,500
	Video Camera	\$1,350
	Hand cart	\$250
	TV/DVD player	\$500
	Projection screen	\$1,500
	Training and Outreach	\$10,000
	Occupancy	\$11,000
	Phone/Internet Service	\$2,500
	Regional Coordinators	\$25,000
	In-State Travel	\$6,500
	Out-of-State Travel	\$4,500
	Total	\$65,850

FY 2008 Project Description

Project Number: AL-08-01-05

Agency: UNC - Highway Safety Research Center

Goals/Objectives: To update the Alcohol Website with the data through 2007.

Tasks/Description: Include crash data and DWI conviction rate and reconfigure user interface to make all data accessible to the public.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$36,056	100	\$36,056		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$154	100	\$154		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$3,621	100	\$3,621		\$		\$
Total	\$39,831		\$39,831		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Principal Investigator	\$9,482
1	Applications and Data Specialist	\$13,361
1	Research Assistant	\$1,508
1	Systems Administrator: Support	\$3,653
	Undergrad/grad Assistant: Support	\$1,218
	Fringe Benefits	\$6,834
	Total	\$36,056

INDIRECT COSTS		
Vendor	Description	Amount
	UNC facilities & administrative costs	\$3,621
	Total	\$3,621

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Project supplies/photocopies	\$154
	Total	\$154

FY 2008 Project Description

Project Number: K8-08-02-02

Agency: Forensic Tests for Alcohol Branch-BAT Mobile Unit

Goals/Objectives: FTA will assist law enforcement agencies statewide by scheduling the 5 BAT Mobile Units at DWI checkpoints. They will attend local and county highway safety events and public education events at high schools, universities, and colleges to heighten awareness of the dangers of drinking and driving. FTA will provide expertise to law enforcement agencies and prosecutors regarding procedures for DWI checkpoints.

Tasks/Description: The BAT Mobile coordinators plan to schedule DWI checkpoints, training sessions and conduct educational highway safety events to the public. Purchase DWI equipment and supplies to enhance the BAT program. Assist law enforcement in prosecuting the alcohol related impaired driving cases.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$43,210	100	\$43,210		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$6,510	100	\$6,510		\$		\$
Direct	\$19,500	100	\$19,500		\$		\$
Indirect	\$		\$		\$		\$
Total	\$69,220		\$69,220		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Staff Development Tech II	\$34,285
	Fringe Benefits	\$8,925
	Total	\$43,210

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional Materials	\$4,510
	Printing (Highway Safety/DWI Materials)	\$2,000
	Total	\$6,510

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Cellular Phone Communications	\$4,000
	BAT/DWI Safety Equipment	\$2,500
	In-State Travel	\$11,000
	Out-of-State Travel	\$2,000
	Total	\$19,500

FY 2008 Project Description

Project Number: K8-08-02-03

Agency: Forensic Tests for Alcohol Branch-Research Science

Goals/Objectives Maintain Alcohol Screening Test Devices (ASTD) equipment by providing factory service and repairs for statewide law enforcement agencies. Increase the number of impaired drivers detected and apprehended by purchasing ASTDs for law enforcement officers. Continue the support of law enforcement agencies by assisting in the prosecution of the impaired driver.

Tasks/Description: Provide services and repair to ASTDs submitted by law enforcement agencies. Purchase necessary parts and supplies for ASTDs. Provide expertise in the field of breath/blood alcohol/drug testing to law enforcement agencies and state prosecutors as well as distribute forms and mouthpieces to Intoxilyzer test sites. Purchase new evidential breath testing instrumentation and provide in-service training to law enforcement.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$90,000	100	\$90,000		\$		\$
Direct	\$1,161,000	100	\$1,161,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$1,251,000		\$1,251,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	ASTD Parts	\$35,000
	Mouthpieces	\$20,000
	Ethanol Gas Canisters	\$35,000
	Total	\$90,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	New Evidential Breath Testing Instrumentation	\$1,069,000
	Alcohol Screening Test Devices	\$77,000
	Ethanol Gas Canisters	\$5,000
	ASTD Instructors	\$10,000
	Total	\$1,161,000

FY 2008 Project Description

Project Number: K8-08-02-04

Agency: Forensic Tests for Alcohol Branch-DRE Training Program

Goals/Objectives: The DRE program will provide specialized training to law enforcement officers to detect and apprehend the drug-impaired driver. The program's goal is to reduce the number of individuals killed and/or injured by impaired drivers by providing the state with additional expertise in drug related DWI cases. The DRE program coordinator will schedule training sessions for law enforcement, prosecutors, and judges that will better explain the science aspects of drinking and driving.

Tasks/Description: FTA will provide training for the DRE instructors and purchase supplies for the DRE program. The program coordinator will conduct DRE training, required evaluations, gather data for state and national reports and consult with District Attorney's statewide to provide expertise in drugged driving impaired issues.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$52,786		\$52,786		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$43,600	100	\$43,600		\$		\$
Direct	\$97,000	100	\$97,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$193,386		\$193,386		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	DRE Coordinator	\$42,627
	Fringe Benefits	\$10,159
	Total	\$52,786

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	DRE Shirts and Jackets	\$2,400
	DRE Logo Items	\$2,500
	DRE Training Supplies	\$29,000
	DRE Printed Material	\$9,700
	Total	\$43,600

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Law Enforcement DRE Instructors	\$12,000
	Classroom Facilities	\$5,000
	Laboratory Analysis/Urine/Blood Test	\$15,000
	In-State Travel	\$50,000
	Out-of-State Travel	\$15,000
	Total	\$97,000

FY 2008 Project Description

Project Number: K8-08-02-05

Agency: North Carolina Conference of District Attorney's Office

Goals/Objectives: Increase the level of readiness and proficiency for the effective prosecution of traffic related cases through prosecutor training offered by the NCCDA. Increase the level of understanding and awareness between prosecutors and law enforcement and the community. Encourage District Attorney's continued involvement in traffic related projects. The Traffic Resource Prosecutor will provide technical assistance to prosecutors and law enforcement via training, phone, email, and publications. The TSRP will serve as a liaison with NHTSA, NAPC, GHSP, NCSHP, local law enforcement, community organizations and prosecutors to inform them of the needs, concerns, and activities of the District Attorneys with regards to traffic safety issues. Tasks/Description: Provide training for law enforcement and prosecutors such as Transition from District to Superior Court, Legal Update, Lethal Weapon Vehicular Homicide and Cops in Court. The TSRP will also provide regional DWI training's. Attend NAPC, DRE Conference, Lifesavers and maintain For the Record Newsletter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$114,633	100	\$114,633		\$		\$
Contractual	\$5,000		\$5,000		\$		\$
Commodities	\$5,000		\$5,000		\$		\$
Direct	\$180,945	100	\$180,945		\$		\$
Indirect	\$		\$		\$		\$
Total	\$305,578		\$305,578		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Traffic Safety Resource Prosecutor	\$55,688
	Traffic Safety Legal Assistant	\$36,248
	Fringe Benefits	\$22,697
	Total	\$114,633

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Speakers	\$5,000
	Total	\$5,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional Items	\$5,000
	Total	\$5,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Laptop	\$2,000
	Wireless Card	\$2,120
	Cell Phone	\$2,000
	Plasma Projection Screen	\$4,500
	Registration Brochures	\$4,500
	Newsletter	\$4,000
	Training Supplies	\$10,000
	In-State Travel	\$123,930
	Out-of State Travel	\$27,895
	Total	\$180,945

FY 2008 Project Description

Project Number: K8-08-02-06

Agency: Students Against Destructive Decisions (SADD)

Goals/Objectives: Underage drinking continues to be a problem in North Carolina and automobile crashes are the leading cause of death among 15 to 20-year-olds. SADD's goal is to reduce the occurrence of youth injury and death due to drunk and drugged driving and unsafe driving practices. To combat this problem, it is necessary to educate students and adult advisors in highway safety and drunk driving prevention

Tasks/Description: SADD will hold its 25th annual Statewide Leadership Conference scheduled November 16-18, 2007 in Raleigh. The conference is a major training venue for students and advisors who make up some of the 300 chapters in NC. Highway safety workshops, training and assemblies will be held during the 3-day conference.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$12,000	100	\$12,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$12,000		\$12,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Meeting Room Rental for SADD Conference	\$12,000
	Total	\$12,000

FY 2008 Project Description

Project Number: K8-08-02-07

Agency: Pitt County District Attorney's Office

Goals/Objectives: Pitt County has seen a 200% increase in motor vehicle fatalities between January and May of 2007. Many of these fatalities involve multiple fatalities with complex impairing substances. Funding of the legal assistant will help the continuation of the DWI courts. The legal assistant will concentrate on collecting evidence, coordinating witnesses and scheduling court time for DWIs that are old or have complex issues such as serious injury or involve wrecks. To increase the number of successful habitual DWI prosecutions by identifying all DWIs and DWI related offenses daily and continuing to read driving histories prior to court in order to identify repeat offenders and those who have attained the habitual status so they may be charged appropriately.

Tasks/Description: The legal assistant will coordinate DWI courts, establish and maintain statistical information on DWI cases tried, the disposition, and sentence in the DWI and traffic courts. Continue record checks on DWI cases prior to court, review by prosecutors of driving histories prior to trial or plea, identifying, charging and prosecuting habitual offenders. Convene meetings to enhance communication and overall effectiveness of the battle against impaired drivers. Assist in planning checkpoints.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$37,865	100	\$37,865		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$37,865		\$37,865		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Legal Assistant	\$29,039
	Fringe Benefits	\$8,826
	Total	\$37,865

FY 2008 Project Description

Project Number: K8-08-02-09

Agency: Watauga County District Attorney's Office

Goals/Objectives: The 24th District established a DWI Court in Watauga County with a special DWI Prosecutor. In less than a year 565 cases were disposed compared to the 499 cases filed. The second year ADA will expedite the disposition of DWI cases and continue the successful DWI court in Watauga County.

Tasks/Description: The ADA will prosecute DWI and related cases in District/DWI court, meet with defense attorneys to facilitate case disposition and expedite time in the courtroom. The ADA will meet with officers in regard to DWI cases to assist with trial preparation. The prosecutor will follow appealed cases to Superior Court.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$65,577	100	\$65,577		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$2,720	100	\$2,720		\$		\$
Indirect	\$		\$		\$		\$
Total	\$68,297		\$68,297		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Assistant District Attorney	\$53,157
	Fringe Benefits	\$12,420
	Total	\$65,577

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In-State Travel	\$2,720
	Total	\$2,270

FY 2008 Project Description

Project Number: K8-08-02-11

Agency: Buncombe County District Attorney's Office

Goals/Objectives: The Buncombe County District Attorney's Office will continue the Strike Force for a second year. Funding for the DWI legal assistant will allow coordinated DWI Round-Ups and prosecution of all apprehended absconders. The Strike Force will identify all DWI's at arrest with fingerprints/photos and engage in the media, if appropriate, to publicize DWI round-ups to promote public awareness.

Tasks/Description: The legal assistant will collect information on all DWI absconders, assist the ADA with case preparation and compile fingerprints and photos of DWI offenders arrested between September 07 and October 08 and notify of first failure to appear violation. The ADA and legal assistant will meet with the Strike Force Team members to discuss problems and to prioritize cases.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$41,728	100	\$41,728		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$670	100	\$670		\$		\$
Indirect	\$		\$		\$		\$
Total	\$42,398		\$42,398		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Legal Assistant	\$32,400
	Fringe Benefits	\$9,328
	Total	\$41,728

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In-State Travel	\$670
	Total	\$670

FY 2008 Project Description

Project Number: K8-08-02-12

Agency: New Hanover County District Attorney's Office

Goals/Objectives: New Hanover and Pender counties have an increase of unlicensed Hispanic drivers, many of them are not educated in highway safety laws and do not speak the English language. Implement a community outreach program through driver's education for middle school and high school students whose primary language is Spanish. The need exists to intervene at an earlier stage, before the arrest is made to encourage and educate on the dangers on non-compliance of the laws. A bilingual Victim/Witness Legal Assistant would be available during traffic court to instruct Hispanics defensive driving school options and assist the trial preparations of felony motor vehicle cases.

Tasks/Description: Present Spanish driver education sessions to three schools per week with supplemental materials for children to take home and share with parents on DWI and Highway Safety Laws. Document the number and age of children attending each session. Assist 4 days a month in traffic court to register Hispanics for defensive driving classes. Host community awareness and summer events in district with special emphasis on DWI/highway safety laws.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$47,268	100	\$47,268		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$4,000	100	\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$51,268		\$		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Bilingual Victim/Witness Legal Assistant	\$35,000
	Fringe Benefits	\$12,268
	Total	\$47,268

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Computer with monitor, printer and software	\$2,500
	In-State Travel	\$500
	Educational materials	\$1,000
	Total	\$4,000

FY 2008 Project Description

Project Number: K8-08-02-13

Agency: Johnston County District Attorney's Office

Goals/Objectives: Traffic cases in Johnston County continues to rise leaving little room for pending cases that are 90 plus days old to be heard. A traffic court legal assistant will expedite the disposition of these cases and compile information for current cases. The legal assistant will keep law enforcement offices abreast in motor vehicle law changes.

Tasks/Description: The legal assistant will coordinate DWI courts dates, compile criminal and driving records for next day's docket, issue subpoenas to witnesses and law enforcement officers. Conduct quarterly training sessions for local law enforcement officers.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$38,238	100	\$38,238		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,627	100	\$1,627		\$		\$
Indirect	\$		\$		\$		\$
Total	\$39,865		\$39,865		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Legal Assistant	\$29,363
	Fringe Benefits	\$8,875
	Total	\$38,238

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Desktop Computer, software, warranty and printer	\$1,627
	Total	\$1,627

FY 2008 Project Description

Project Number: K8-08-02-14

Agency: Forensic Tests for Alcohol Branch- Standardized Field Sobriety Testing (SFST)

Goals/Objectives: The FTA will implement NHTSA's SFST Instructor and officer "refresher" classes throughout the state. They will implement an SFST electronic tracking system to track instructors and officers by name, agency and dates of SFST training. FTA will also inform law enforcement agencies and training institutions of current SFST instructors and officers.

Tasks/Description: FTA will schedule SFST instructor "refresher" classes throughout the state as well as instructor classes. Throughout the year they will collect SFST instructor information, purchase necessary supplies, print necessary SFST materials and monitor SFST training conducted by SFST instructors.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$34,000	100	\$34,000		\$		\$
Direct	\$25,000	100	\$25,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$59,000		\$59,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	CD/DVD: PowerPoint Presentation	\$500
	Software for SFST Database Tracking System	\$15,000
	Printing: SFST Guides	\$10,000
	Postage	\$8,000
	Instructor Misc. Training Manuals	\$500
	Total	\$34,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Laptop, LCD Projector, Printer	\$6,000
	HGN Optokinetic Drum	\$1,000
	SFST Law Enforcement Instructors	\$7,000
	In-State Travel	\$8,000
	Out-of-State Travel	\$3,000
	Total	\$25,000

FY 2008 Project Description

Project Number: K8-08-02-15

Agency: GHSP / North Carolina Highway Safety Exposition

Goals/Objectives: The mission of the Expo is to educate the public about a wide range of highway safety issues. It is a tool for law enforcement, health and medical professionals, and volunteer organizations involved with highway safety issues. It also helps to promote programs of the Governor's Highway Safety Program including the occupant protection program "Click It or Ticket" and the anti-impaired driving initiative "Booze It & Lose It".

Tasks/Description: Continue to develop schedules for exhibiting the Expo. Determine number of exhibits as well as type, i.e.; fairs and festivals compared to high schools. Determine law enforcement involvement compared to health departments, etc. Exhibit at the Mountain State Fair (10 days) and the North Carolina State Fair (10 days) with 10-agency exhibit called "Safety City". These two "Safety City" exhibits will reach over one million people each year with highway safety issues.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$53,600	100	\$53,600		\$		\$
Contractual	\$12,000	100	\$12,000		\$		\$
Commodities	\$30,000	100	\$30,000				\$
Direct	\$342,000	100	\$342,000		\$		\$
Indirect	\$43,760	100	\$43,760		\$		\$
Total	\$481,360		\$481,360		\$		\$
PERSONNEL BUDGET DETAIL							
Quantity	Personnel						Amount
2	part-time drivers						\$40,000
	Fringe Benefits						\$13,600
	Total						\$53,600
CONTRACTUAL BUDGET DETAIL							
Vendor	Description						Amount
	"Touch & Go" license, software, eq. Replacement, etc. to Safety Gallery						\$2,000
	NC Mountain State Fair						\$3,000
	NC State Fair						\$7,000
	Total						\$12,000
COMMODITIES BUDGET DETAIL							
Quantity	Commodities Description						Amount
	Printing Materials & Supplies						\$10,000
	Decals for trailers & trucks						\$20,000
	Total						\$30,000
OTHER DIRECT COSTS BUDGET DETAIL							
Quantity	Description						Amount
	Crash trailers						\$50,000
	Two ton tow truck						\$70,000
	Expo restoration						\$200,000
	In-State Travel						\$20,000
	Out of State Travel						\$2,000
	Total						\$342,000
INDIRECT COSTS BUDGET DETAIL							
Quantity	Description						Amount
1	10% of Total						\$43,760
	Total						\$43,760

FY 2008 Project Description

Project Number: K8-08-02-16

Agency: Benson Police Department

Goals/Objectives: To remove impaired drivers from the roadways. To remove unlicensed drivers as well as vehicles with no insurance, fictitious tags and other violations.

Tasks/Description: The department will conduct at least one DWI checkpoint per month and two safetybelt checkpoints per month. They will participate in all GHSP events and campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$15,265	100	\$15,265		\$		\$
Indirect	\$		\$		\$		\$
Total	\$15,265		\$15,265		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Trailer - Checkpoint/CPS Clinic	\$5,000
1	Generators	\$4,000
50	Traffic cones	\$750
20	Traffic wands	\$215
20	Safety vests	\$400
4	Portable floodlights	\$2,400
4	Extension cords	\$350
2 sets	Traffic checkpoint signs	\$2,000
	Batteries	\$150
	Total	\$15,265

FY 2008 Project Description

Project Number: K8-08-02-17

Agency: Warren County Sheriff's Office

Goals/Objectives: To enable the sheriffs office to become active in traffic enforcement. This equipment will be the base for an active enforcement program throughout the county for the first time. To decrease alcohol related crashes and fatalities and to reduce the speeding problem in the county.

Tasks/Description: To actively enforce the traffic laws. To conduct DWI and safetybelt checkpoints on a regular basis. To assist the Highway Patrol and other agencies and to participate in all GHSP campaigns, programs and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$15,475	100	\$15,475		\$		\$
Indirect	\$		\$		\$		\$
Total	\$15,475		\$15,475		\$		\$

CHECKPOINT EQUIPMENT		
Quantity	Description	Amount
25	Traffic Cones	\$375
10	Vests	\$200
2	DWI signs and stands	\$1,900
1	Light tower and generator	\$8,000
1	Equipment trailer	\$5,000
	<u>Total</u>	\$15,475

FY 2008 Project Description

Project Number PT-08-03-01

Agency: NC Governor's Highway Safety Program – Police Traffic Services Tech Exchange

Goals/Objectives: Provide salaries, benefits and travel funding for three Grants Management Specialists.
Provide technical assistance and travel funding to grantees.

Tasks/Description: Grant Management specialists will provide oversight, monitoring and technical assistance to grant recipients and potential customers. Provide funding for travel and training as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$234,500	100	\$234,500		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$30,000	100	\$30,000		\$		\$
Direct	\$25,000	100	\$25,000		\$		\$
Indirect	\$28,950	100	\$28,950		\$		\$
Total	\$318,450		\$318,450		\$0		\$0

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
3	Grant Management specialists	\$175,000
	Fringe Benefits	\$59,500
	Total	\$234,500

INDIRECT COSTS		
	Description	Amount
	10% Overhead	\$28,950
	Total	\$28,950

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Supplies and Support	\$30,000
	Total	\$30,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$15,000
	Travel out of state	\$10,000
	Total	\$25,000

FY 2008 Project Description

Project Number: PT-08-03-02

Agency: North Carolina Justice Academy

Goals/Objectives: The NC Justice Academy continues to offer high quality traffic enforcement and investigation training's to law enforcement. Photogrammetry, Crash Data Recorder Analysis, Laser Diagramming and LIDAR courses. Past courses in Traffic Crash Investigation, Specialized Reconstruction and others will also be provided. The Traffic Enforcement and Investigation Certificate Program will continue to recognize officers with 500 or more hours of approved training.

Tasks/Description: NC Justice Academy will provide up-to-date training and courses in the following; Traffic Crash and Math Investigation, Aggressive Driving Enforcement, At-Scene Traffic Crash Investigation, At-Scene Traffic Crash Math Refresher, Comprehensive Traffic Crash, Crash Data Recorder, Drug Enforcement for Patrol Officers, Drugs that Impair Driving, LIDAR Instructor Recertification and Trainer, Pedestrian Traffic Crash, Photogrammetry, Radar Instrument Familiarization, Radar Operator Refresher, Radar Instructor Re-certification and Trainer, Time-Distance Instructor Re-certification, Time-Distance Instructor Training, Traffic Crash Reconstruction, Traffic Law Refresher and Using Laser Technology.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$25,000	100	\$25,000		\$		\$
Commodities	\$10,000	100	\$10,000		\$		\$
Direct	\$12,000	100	\$12,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$47,000		\$47,000		\$		\$

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Part-time Instructors	\$10,000
	Photogrammetry Course	\$15,000
	Total	\$25,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Educational Supplies	\$6,000
	Printed Materials	\$4,000
	Total	\$10,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Radar Instruments	\$5,000
1	Digital Video Editing Equipment	\$6,000
	Training for Academy Staff	\$1,000
	Total	\$12,000

FY 2008 Project Description

Project Number: PT-08-03-03-01

Agency: UNCG Police Department

Goals/Objectives: Enhance DWI and traffic safety education through increased educational efforts. Enhance traffic safety through increase safety belt, speed and DWI enforcement.

Tasks/Description: Increase the DWI arrests by 5% each year. Increase the number of speeding citations and safetybelt citations by 5% each year. Host 2 DWI checkpoints at UNCG each year. Conduct 2 media campaigns each year and conduct 4 "Zero Tolerance" safetybelt and speed enforcement campaigns each year. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$161,803		\$		\$	100	\$161,803
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$27,600	75	\$20,700		\$	25	\$6,900
Indirect	\$		\$		\$		\$
Total	\$189,403		\$20,700		\$		\$168,703

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
3	Law Enforcement Officer	\$125,420
3	Fringe	\$36,383
	Total	\$161,803

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
3	Vehicles - Enforcement	\$16,200
3	Emergency lights, sirens, etc for vehicles	\$11,400
	Total	\$27,600

FY 2008 Project Description

Project Number: PT-08-03-03-02/QN-08-17-01

Agency: North Carolina State Highway Patrol

Goals/Objectives: To purchase additional equipment to assist the NC State Highway Patrol in attaining its goals and mission to make the roads of North Carolina safer.

Tasks/Description: To purchase the listed equipment and place in the hands of the road Troopers. Thus enabling them to better perform their duties and therefore making the roads safer.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$500,000	100	\$500,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$500,000		\$500,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
40	In car cameras	\$203,700
100	Time distance measuring devices	\$100,000
54	Dual antenna radars	\$86,400
16	LIDARs	\$41,600
100	Alcohol sensors (PBT's)	\$30,500
108	Digital cameras	\$37,800
	Total	\$500,000

FY 2008 Project Description

Project Number: PT-08-03-03-03

Agency: Brunswick County Sheriff's Office

Goals/Objectives: Reduce crashes caused by excessive speed.

Tasks/Description: Provide high visibility enforcement. Conduct DWI and safetybelt checkpoints. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$12,000	75	\$9,000		\$	25	\$3,000
Indirect	\$		\$		\$		\$
Total	\$12,000		\$9,000		\$		\$3,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Trailer - Speed Monitoring	\$12,000
	<u>Total</u>	\$12,000

FY 2008 Project Description

Project Number: PT-08-03-04-01

Agency: Aberdeen Police Department

Goals/Objectives: Aberdeen Police Department is committed to continuing the implementation of a two-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will continue to focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 5%.

Tasks/Description: The Aberdeen Police Department will continue to utilize the traffic unit to conduct high visibility enforcement and education to the citizens of Aberdeen. The unit will provide educational items to reinforce traffic safety messages to deter potential speeders. The department will coordinate and implement educational events in the community. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$44,537	75	\$33,403		\$	25	\$11,134
Personnel	\$44,537	50	\$22,268		\$	50	\$22,269
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$89,074		\$55,671		\$		\$33,403

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$33,541; fringe- \$10,996)	\$44,537
1	Law enforcement officer (salary- \$33,541; fringe- \$10,996)	\$44,537
	Total	\$89,074

FY 2008 Project Description

Project Number: PT-08-03-04-02

Agency: Anson County Sheriff's Office

Goals/Objectives: Anson County Sheriff's Office will continue to utilize the traffic unit in order to reduce the number of alcohol related crashed in the county by 10%, thus improving their overall state ranking. This specialized unit will monitor seatbelt usage and increase seatbelt and child safety restraining systems as well as working in conjunction with other local agencies to increase DWI Awareness and DWI arrests resulting in enforcement and educational efforts.

Tasks/Description: The Anson County Sheriff's Office will continue enforcement efforts through the existing traffic unit to target traffic safety concerns. This office will actively participate in multi-agency meetings and events in order to plan one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at minimum of one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,926	50	\$21,463		\$	50	\$21,463
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$42,926		\$21,463		\$		\$21,463

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$32,127
	Fringe Benefits	\$10,799
	Total	\$42,926

FY 2008 Project Description

Project Number: PT-08-03-04-03

Agency: Biscoe Police Department

Goals/Objectives: To continue to respond to traffic problems in a safe and timely manner during peak times and provide the services required by the public with the existing traffic team. To continue to raise the public awareness of our presence, and to provide information to the public. To be visible at DWI checkpoints and Click It or Ticket functions.

Tasks/Description: The Biscoe Police Department will continue the efforts of their traffic safety unit. The agency will conduct safety belt checkpoints per month and safety programs at local high schools during the year. The agency will commit to conducting at minimum one DWI checkpoint per quarter, as well as participating in the GHSP Click It or Ticket" and "Booze It or Lose It" campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$41,500	75	\$31,125			25	\$10,375
Contractual							
Commodities							
Direct		50				50	
Indirect							
Total	\$41,500		\$31,125		\$		\$10,375

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,000.
	Fringe Benefits	\$13,500
	Total	\$41,500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Dual Antenna Radars @\$1,900 each	\$3,800
	Total	\$10,375

FY 2008 Project Description

Project Number: PT-08-03-04-04

Agency: Boiling Springs Police Department

Goals/Objectives: Boiling Springs Police Department is committed to the continued implementation of a traffic safety unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Boiling Springs Police Department's traffic unit will conduct high visibility enforcement and education to the citizens of Boiling Springs. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$31,506	75	\$23,629		\$	25	\$7,877
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$3,800	50	\$1,900		\$	50	\$1,900
Indirect	\$		\$		\$		\$
Total	\$35,306		\$25,529		\$		\$9,777

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$23,100.
	Fringe Benefits	\$8,406
	Total	\$31,506

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Dual Antenna Radars @\$1,900 each	\$3,800
	Total	\$3,800

FY 2008 Project Description

Project Number: PT-08-03-04-05

Agency: Candor Police Department

Goals/Objectives: To be able to respond to traffic problems in a safe and timely manner during peak times and provide the services required by the public with the purchase of one vehicle and traffic safety equipment. To raise the public awareness of our presence, and to provide information to the public by purchasing traffic safety items. To be visible at DWI checkpoints and Click It or Ticket functions.

Tasks/Description: The Candor Police Department will continue the efforts of the traffic safety unit by complementing personnel with equipment purchased through federal funding. The agency will conduct safety belt checkpoints per month and safety programs at local high schools during the year. The agency will commit to conducting at minimum one DWI checkpoint per quarter, as well as participating in the GHSP Click It or Ticket" and "Booze It or Lose It" campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$35,543	75	\$26,657		\$	25	\$8,886
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$500	50	\$250		\$	50	\$250
Indirect	\$		\$		\$		\$
Total	\$36,043		\$26,907		\$		\$9,136

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$25,440
	Fringe Benefits	\$10,103
	Total	\$35,543

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	In-state travel	\$500
	Total	\$500

FY 2008 Project Description

Project Number: PT-08-03-04-06

Agency: Carthage Police Department

Goals/Objectives: Carthage Police Department is committed to continuing a two-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Carthage Police Department will continue to implement a traffic unit to conduct high visibility enforcement and education to the citizens of Carthage. The unit will provide educational items to reinforce traffic safety messages to deter potential speeders. The department will coordinate and implement educational programs to drivers in the community. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$45,150	50	\$22,575		\$	50	\$22,575
Personnel	\$45,150	75	\$33,862		\$	25	\$11,288
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$90,300		\$56,437		\$		\$33,863

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$30,427; fringe- \$14,723)	\$45,150
1	Law enforcement officer (salary- \$30,427; fringe- \$14,723)	\$45,150
	Total	\$90,300

FY 2008 Project Description

Project Number: PT-08-03-04-07

Agency: China Grove Police Department

Goals/Objectives: China Grove Police Department is committed to implementing a traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The China Grove Police Department will continue to implement the traffic unit to conduct high visibility enforcement and education to the citizens of China Grove. The unit will provide educational items to reinforce traffic safety messages to deter potential speeders. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$33,757	75	\$25,318		\$	25	\$8,439
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$33,757		\$25,318		\$		\$8,439

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,500
	Fringe Benefits	\$5,257
	Total	\$33,757

FY 2008 Project Description

Project Number: PT-08-03-04-08

Agency: Hamlet Police Department

Goals/Objectives: The Hamlet Police Department will continue to respond to traffic problems in a safe and timely manner during peak times and provide the services required by the public with the existing traffic unit. The agency will continue to raise the public awareness of traffic related issues. To be visible at DWI checkpoints and Click It or Ticket functions.

Tasks/Description: The Hamlet Police Department will continue the efforts of their traffic safety unit by conducting safety belt checkpoints per month and safety programs at local high schools during the year. The agency will commit to conducting at minimum one DWI checkpoint per quarter, as well as participating in the GHSP Click It or Ticket" and "Booze It or Lose It" campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,334	75	\$31,750		\$	25	\$10,584
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$	50	\$		\$	50	\$
Indirect	\$		\$		\$		\$
Total	\$42,334		\$31,750		\$		\$10,584

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$31,750
	Fringe Benefits	\$10,584
	Total	\$42,334

FY 2008 Project Description

Project Number: PT-08-03-04-09

Agency: Kernersville Police Department

Goals/Objectives: The department will continue to utilize their traffic unit to educate and enforce traffic safety laws within the City of Kernersville. They will continue to reduce crashes by 5% by targeting high crash locations with speed enforcement and observation of problem intersections.

Tasks/Description: The Kernersville Police Department Traffic Unit will continue to conduct high visibility enforcement and education checkpoints within the region of the Kernersville City limits. The unit will target neighborhoods with high traffic volume and target citizens that do not reduce speed in those areas. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$106,436	50	\$53,218		\$	50	\$53,218
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,000	25	\$250		\$	75	\$750
Indirect	\$		\$		\$		\$
Total	\$107,436		\$53,468		\$		\$53,968

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer	\$40,057
	Fringe Benefits	\$13,758
1	Law enforcement officer	\$38,864
	Fringe Benefits	\$13,757
	Total	\$106,436

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel	\$1,000
	Total	\$1,000

FY 2008 Project Description

Project Number: PT-08-03-04-10

Agency: King Police Department

Goals/Objectives: King Police Department is committed to the continuation of the traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The Office will continue to focus on reducing the number of crashes, alcohol-related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The King Police Department traffic unit will continue to conduct high visibility enforcement and education to the citizens of King. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$49,650	50	\$37,238		\$	50	\$12,412
Personnel	\$49,650	50	\$37,238		\$	50	\$12,412
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$99,300		\$74,476		\$		\$24,824

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$33,500; fringe- \$16,150)	\$49,650
1	Law enforcement officer (salary- \$33,500; fringe- \$16,150)	\$49,650
	Total	\$99,300

FY 2008 Project Description

Project Number: PT-08-03-04-11

Agency: Laurinburg Police Department

Goals/Objectives: The Laurinburg Police Department will continue to utilize traffic unit to assist in stopping speeding motorists, thus reducing the chances of a collision. The department will utilize their traffic unit to educate and enforce traffic safety laws within the City of Laurinburg.

Tasks/Description: The Laurinburg Police Department Traffic Unit will continue to conduct high visibility enforcement and education checkpoints within the region of the Laurinburg city limits. The unit will continue to target neighborhoods with high traffic volume and target citizens that do not reduce speed in those areas. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$70,000	75	\$52,500		\$	25	\$17,500
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$4,200	50	\$2,100		\$	50	\$2,100
Indirect	\$		\$		\$		\$
Total	\$74,200		\$54,600		\$		\$19,600

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$52,800; fringe- \$17,200)	\$70,000
	Total	\$70,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Crash Investigation Unit	\$4,200
	Total	\$4,200

FY 2008 Project Description

Project Number: PT-08-03-04-12

Agency: Monroe Police Department

Goals/Objectives Monroe Police Department is committed to the continued implementation of the traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The department continues to focus on the reduction in the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Monroe Police Department traffic unit will continue to proceed in conducting a high visibility enforcement and education strategy to the citizens of Union County. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$64,146	50	\$32,073		\$	50	\$32,073
Contractual	\$		\$		\$		\$
Commodities	\$1,500	25	\$375		\$	75	\$1,125
Direct	\$8,200	25	\$2,050		\$		\$6,150
Indirect	\$		\$		\$		\$
Total	\$73,846		\$34,498		\$		\$39,348

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$47,458
	Fringe Benefits	\$16,688
	Total	\$36,227

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
300	Coffee mugs @\$3.00 ea	\$900
200	Pens @\$1.00 ea	\$200
220	Keychains @\$1.00 ea	\$220
60	Pencils @\$3.00 ea	\$180
	Total	\$1,500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2pr	DWI Goggles @\$1,100.00 ea	\$2,200
	In-State Travel	\$1,000
	Out of State Travel	\$5,000
	Total	\$8,200

FY 2008 Project Description

Project Number: PT-08-03-04-13

Agency: Moore County Sheriff's Office

Goals/Objectives: Moore County Sheriff's Office will continue to utilize the traffic unit in order to reduce traffic collisions by 5% over three years, thus improving their overall state ranking. This specialized unit will monitor seatbelt usage and increase seatbelt and child safety restraining systems usage by 10%. The traffic unit in conjunction with their Sheriff's office will increase DWI Awareness and DWI arrests by 5% resulting in enforcement and educational efforts.

Tasks/Description: The Moore County Sheriff's Office will continue enforcement efforts through the existing traffic unit to target traffic safety concerns. This office will actively participate in multi-agency meetings and events in order to plan one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at minimum of one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$116,013	75	\$87,010		\$	25	\$29,003
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$116,013		\$87,010		\$		\$29,003

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$41,000
	Fringe Benefits	\$17,006
1	Law Enforcement Officer	\$41,000
	Fringe Benefits	\$17,007
	Total	\$116,013

FY 2008 Project Description

Project Number: PT-08-03-04-14

Agency: Pine Bluff Police Department

Goals/Objectives: Pine Bluff Police Department is committed to the continuation of a four-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Pine Bluff Police Department traffic unit will continue to conduct high visibility enforcement and education to the citizens of Pine Bluff. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,429	75	\$31,822		\$	25	\$10,607
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$0		\$		\$
Indirect	\$		\$		\$		\$
Total	\$42,429		\$31,822		\$		\$10,607

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$29,375
	Fringe Benefits	\$13,054
	Total	\$42,429

FY 2008 Project Description

Project Number: PT-08-03-04-15

Agency: Pinehurst Police Department

Goals/Objectives: Pinehurst Police Department is committed to the continued implementation of a two-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will continue to focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 3-5%.

Tasks/Description: The Pinehurst Police Department will continue to implement a traffic unit to conduct high visibility enforcement and education to the citizens of Pinehurst. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$61,448	75	\$46,086		\$	25	\$15,362
Personnel	\$50,929	75	\$38,197		\$	25	\$12,732
Commodities	\$		\$		\$		\$
Direct	\$11,150	50	\$5,575		\$	50	\$5,575
Indirect	\$		\$		\$		\$
Total	\$123,527		\$89,858		\$		\$33,669

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$46,689; fringe- \$14,759)	\$61,448
1	Law enforcement officer (salary- \$37,805; fringe- \$13,124)	\$50,929
	Total	\$112,377

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Lidar	\$4,000
1	Accelerometer (Crash Reconstruction)	\$3,000
1	Search Wand (Checkpoints)	\$150
	Training/Travel (instate)	\$4,000
	Total	\$11,150

FY 2008 Project Description

Project Number: PT-08-03-04-16

Agency: Richmond County Sheriff's Office

Goals/Objectives: Richmond County Sheriff's Office is committed to the continuation of a four-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will proceed on focusing on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Richmond County Sheriff's Office traffic unit will continue to conduct high visibility enforcement and education to the citizens of Richmond County. The unit will continue to provide educational messages to reinforce traffic safety issues to deter potential speeders. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel (2)	\$78,422	50	\$39,211		\$	50	\$39,211
Personnel (2)	\$78,422	75	\$58,817		\$	25	\$19,605
Commodities	\$		\$		\$		\$
Direct	\$2,000	50	\$1,000		\$	50	\$1,000
Indirect	\$		\$		\$		\$
Total	\$158,844		\$99,028		\$		\$59,816

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,211
	Fringe Benefits	\$11,000
1	Law Enforcement Officer	\$28,211
	Fringe Benefits	\$11,000
1	Law Enforcement Officer	\$28,211
	Fringe Benefits	\$11,000
1	Law Enforcement Officer	\$28,211
	Fringe Benefits	\$11,000
Total		\$156,844

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	In-state travel	\$500
	Out of state travel	\$1,500
Total		\$2,000

FY 2008 Project Description

Project Number: PT-08-03-04-17

Agency: Rockwell Police Department

Goals/Objectives: Rockwell Police Department is committed to continuing the traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Rockwell Police Department traffic unit will continue to conduct high visibility enforcement and education to the citizens of Rockwell. The unit will continue to provide educational information to reinforce traffic safety messages to deter potential speeders and those that drink and drive. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$36,227	75	\$27,170		\$	25	\$9,057
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$0		\$		\$
Indirect	\$		\$		\$		\$
Total	\$36,227		\$27,170		\$		\$9,057

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$27,300
	Fringe Benefits	\$8,927
	Total	\$36,227

FY 2008 Project Description

Project Number: PT-08-03-04-18

Agency: Shelby Police Department

Goals/Objectives: Shelby Police Department is committed to the continuation of a two-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Shelby Police Department's traffic unit will continue to conduct high visibility enforcement and education to the citizens of Shelby. The unit will continue to provide educational methods to reinforce traffic safety messages to deter potential speeders. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$39,950	50	\$19,975		\$	50	\$19,975
Personnel	\$39,950	50	\$19,975		\$	50	\$19,975
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$79,900		\$39,950		\$		\$39,950

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law enforcement officer (salary- \$32,000; fringe- \$7,950)	\$39,950
1	Law enforcement officer (salary- \$33,500; fringe- \$16,150)	\$39,950
	Total	\$79,900

FY 2008 Project Description

Project Number: PT-08-03-04-19

Agency: Clinton Police Department

Goals/Objectives: Provide traffic enforcement coverage 24/7. Identify high crash locations. Increase the apprehension of impaired drivers and increase the safetybelt compliance rate.

Tasks/Description: Maintain the traffic unit with at least 4 officers. Conduct at least one DWI checkpoint per quarter at least one safetybelt checkpoint per week. Conduct a safetybelt compliance survey once per month. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$68,558	50	\$34,279		\$	50	\$34,279
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$68,558		\$34,279		\$		\$34,279

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$56,000
2	Fringe	\$12,558
	Total	\$68,558

FY 2008 Project Description

Project Number: PT-08-03-04-20

Agency: Harnett County Sheriff's Office

Goals/Objectives: To reduce the number of injuries and fatalities as a result of alcohol related crashes by 15% by 2010. to increase the saftybelt usage rate and the child restraint usage by 10%. To increase the awareness of traffic safety in the high school population and the Hispanic community.

Tasks/Description: Train all uniform deputies in SFST. Conduct one saturation patrol campaign per quarter. Increase citations by 30% the first year, 15% the second year and 10% the third year beginning in 2007. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$95,882	50	\$47,941		\$	50	\$47,941
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$95,882		\$47,941		\$		\$47,941

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Deputy	\$72,250
	Total	\$95,882

FY 2008 Project Description

Project Number: PT-08-03-04-21

Agency: Henderson County Sheriff's Office

Goals/Objectives: Reduce the number of crashes by 50% by July, 2009. Provide education programs for the county. Reduce the number of alcohol related crashes by 50% by July, 2009.

Tasks/Description: Increased enforcement for speeding, aggressive driving, DWI and safetybelts. Train all patrol officers in SFST. Participate in one safetybelt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$41,683	100	\$41,683		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$2,000	75	\$1,500		\$	25	\$500
Direct	\$49,940	75	\$37,455		\$	25	\$12,485
Indirect	\$		\$		\$		\$
Total	\$93,623		\$80,638		\$		\$12,985

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Deputy	\$30,992
1	Fringe	\$10,691
	Total	\$41,683

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional Materials	\$2,000
	Total	\$2,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Vehicles - Enforcement	\$30,000
1	Radars	\$2,500
1	Computers	\$8,000
1	In - Car Video Systems	\$6,000
1	Uniforms	\$3,000
1	Digital Cameras	\$400
1	Crash Reconstruction Equipment	\$20
1	Traffic vest	\$20
	Total	\$49,940

FY 2008 Project Description

Project Number: PT-08-03-04-22

Agency: Lillington Police Department

Goals/Objectives: To reduce the total of crashes by 10% in each of the three years of the grant. To provide traffic safety education to the public.

Tasks/Description: To participate in at least one DWI checkpoint per quarter and one seat belt checkpoint per month. Aggressive traffic enforcement in targeted high crash, speeding, impaired driving areas throughout the city. Hold monthly traffic safety education talks at local schools and civic clubs.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$45,301	50	\$22,650		\$	50	\$22,651
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$45,301		\$22,650		\$		\$22,651

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$34,285
1	Fringe Benefit	\$11,016
	Total	\$45,301

FY 2008 Project Description

Project Number: PT-08-03-04-23

Agency: Maggie Valley Police Department

Goals/Objectives: Reduce speed and alcohol related crashes by 10% in targeted high crash areas of the city. Continue high visibility traffic enforcement.

Tasks/Description: Participate in all GHSP initiatives. Conduct at least one DWI checkpoint each quarter and one seatbelt checkpoint each month. Aggressive traffic enforcement in targeted areas.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$65,210	75	\$48,907		\$	25	\$16,303
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$65,210		\$48,907		\$		\$16,303

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$34,353
1	Fringe Benefits	\$30,867
	Total	\$65,210

FY 2008 Project Description

Project Number: PT-08-03-04-24

Agency: Marshall Police Department

Goals/Objectives: To provide continued coverage of traffic in this very small town.

Tasks/Description: Conduct high visibility enforcement in town and conduct checkpoints for safetybelts and DWI.

Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$31,280	75	\$23,460		\$	25	\$7,820
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$31,280		\$23,460		\$		\$7,820

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$20,800
1	Fringe	\$10,480
	Total	\$31,280

FY 2008 Project Description

Project Number: PT-08-03-04-25

Agency: New Hanover County Sheriff's Office

Goals/Objectives: To decrease incidents of road rage by 35% in 2007-2008. A secondary goal, through this enforcement, is to decrease traffic crashes by 20%.

Tasks/Description: To increase traffic enforcement in targeted problem areas during peak traffic times and days of week. Conduct one Seatbelt checkpoint a month and one DWI checkpoint per quarter. Continue SFST training.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$126,982	50	\$63,491		\$	50	\$63,491
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$126,982		\$63,491		\$		\$63,491

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Deputy	\$92,477
2	Fringe Benefits	\$34,505
	Total	\$126,982

FY 2008 Project Description

Project Number: PT-08-03-04-26

Agency: Ocean Isle Beach Police Department

Goals/Objectives: Aggressively enforce DWI and speed laws. Increase safetybelt usage rate to in excess of 90%

Tasks/Description: High visibility enforcement in problem areas. Visit at least one establishment a month that sells alcohol to educate the employees and the public. Use of radar trailer with enforcement to reduce speeding and educate the public. Conduct at least one safetybelt checkpoint each month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$38,267	75	\$28,700		\$	25	\$9,567
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$38,267		\$28,700		\$		\$9,567

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$30,338
1	Fringe	\$7,929
	Total	\$38,267

FY 2008 Project Description

Project Number: PT-08-03-04-27

Agency: Shalotte Police Department

Goals/Objectives: Continue to increase the safetybelt usage rate. Reduce the number of DWI's and improve the monitoring of those lications with high crash .

Tasks/Description: Publicize traffic enforcement activities. Conduct monthly safetybelt checkpoints. Conduct seven checkpoints for traffic violations and five DWI checkpoints per quarter. Participaate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$56,200	50	\$28,100		\$	50	\$28,100
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$56,200		\$28,100		\$		\$28,100

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$40,133
	Fringe	\$16,067
	Total	\$56,200

FY 2008 Project Description

Project Number: PT-08-03-04-28

Agency: Tabor City Police Department

Goals/Objectives: Reduce the number of crashes by 25% by 2009. Increase safetybelt usage to 90% by 2009. Train all officers in traffic related areas.

Tasks/Description: Conduct DWI and safetybelt checkpoints on a regular basis. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$37,598	75	\$28,199		\$	25	\$9,399
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$37,598		\$28,199		\$		\$9,399

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$26,574
1	Fringe	\$11,024
	<u>Total</u>	\$37,598

FY 2008 Project Description

Project Number: PT-08-03-04-29

Agency: Warsaw Police Department

Goals/Objectives: Establish strict enforcement for DWI, speeding, safetybelts and child passenger restraint usage. Increase DWI's by 5%. Increase child restraint usage by 5% and safetybelt usage by 7%

Tasks/Description: Conduct specialized enforcement patrols. Conduct at least one safetybelt checkpoint per month and at least one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$36,852	50	\$18,426		\$	50	\$18,426
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$36,852		\$18,426		\$		\$18,426

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,387
1	Fringe	\$8,465
	Total	\$36,852

FY 2008 Project Description

Project Number: PT-08-03-04-30

Agency: Ayden Police Department

Goals/Objectives: To reduce Alcohol related crashes by 10% by 2008, reduce all crashes by focused traffic enforcement and public education. Increase seatbelt and child passenger restraint use through enforcement and education.

Tasks/Description: To continuously conduct traffic enforcement in areas of citizen complaints and high traffic crash areas. Conduct a minimum of one DWI checkpoint per quarter, a minimum of one seatbelt checkpoint per month and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,392	75	\$32,469		\$	25	\$9,923
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Checkpt Eqpt	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$42,392		\$32,469		\$		\$9,923

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Traffic Officer Salary	\$30,244
1	Fringe	\$12,148
	Total	\$42,392

FY 2008 Project Description

Project Number: PT-08-03-04-31

Agency: Camden County Sheriff's Office

Goals/Objectives: To reduce crashes and DWI related crashes through aggressive targeted enforcement and public education. Reduce the number of citizen complaints about speeding, aggressive driving and reckless driving. Increase seatbelt usage throughout the county.

Tasks/Description: Conduct monthly seatbelt checkpoints, quarterly DWI checkpoints and quarterly educational campaigns in areas of high complaint or high crash stats.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$49,000	75	\$36,750		\$	25	\$12,250
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$500	50	\$250		\$	50	\$250
Indirect	\$		\$		\$		\$
Total	\$49,500		\$37,000		\$		\$12,500

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$35,750
1	Fringe	\$13,250
<u>Total</u>		\$49,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
5	Window Tint Meters	\$500
<u>Total</u>		\$500

FY 2008 Project Description

Project Number: PT-08-03-04-32

Agency: Cape Carteret Police Dept

Goals/Objectives: To reduce DWI related crashes, reduce all crashes and increase seat belt usage by aggressive, targeted enforcement. Expand the traffic enforcement by equipping a second officer with MDT and training.

Tasks/Description: Equip 2nd officer with MDT and training, conduct a minimum of one DWI checkpoint per quarter, one seatbelt checkpoint per month and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,938	75	\$32,204		\$	25	\$10,734
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$8,644	50	\$4,322		\$	50	\$4,322
Indirect	\$		\$		\$		\$
Total	\$51,582		\$36,526		\$		\$15,056

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,491
1	Fringe	\$14,447
	<u>Total</u>	\$42,938

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Mobile Data Terminals	\$8,000
1	Travel for training	\$500
1	Terminal Fee	\$144
	<u>Total</u>	\$8,644

FY 2008 Project Description

Project Number: PT-08-03-04-33

Agency: Kitty Hawk Police Department

Goals/Objectives: To reduce all crashes by 10% and DWI crashes by 25%. Increase DWI arrests by 25%. Continue to expand the use of checkpoint traier and the Seat Belt Convincer for enforcement and public education.

Tasks/Description: Conduct a minimum of one DWI checkpoint per quarter, one seatbelt checkpoint per month and participate with other agencies in multi agency checkpoints. Provide local media with PSA's and conduct public education programs.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$111799	50	\$55,900		\$	50	\$55,900
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$111799		\$55,900		\$		\$55,900

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Traffic Officers	\$79,313
2	Fringe for Officers	\$32,486
	Total	\$111,799

FY 2008 Project Description

Project Number: PT-08-03-04-34

Agency: New Bern Police Dept

Goals/Objectives: To reduce all crashes, reduce DWI related crashes and increase the seat belt usage. through aggressive, targeted enforcement and DWI/Seat belt check points. To ensure that all TEMU officers have the best equipment and training in all areas of traffic enforcement to include all phases of crash scene investigation and reconstruction (includes CMV and motorcycles) Expand the other non-TEMU patrol officers with traffic related equipment (using older radar units to allow speed enforcement)

Tasks/Description: Purchase and install all equipment, send officers to the various training, conduct a minimum of one DWI checkpoint per quarter and one seatbelt per month. Participate in all GHSP programs.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$258,498		\$0		\$	100	\$258,498
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$27,000	75	\$20,250		\$	25	\$6,750
Indirect	\$		\$		\$		\$
Total	\$285,498		\$20,250		\$		\$265,248

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
6	Law Enforcement Officer	\$172,332
6	Fringe	\$86,166
	Total	\$258,498

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Cameras for Motorcycles	\$12,000
	In-State Travel	\$5,500
	Out-of-State Travel	\$5,500
	Tuition for Training	\$4,000
	Total	\$27,000

FY 2008 Project Description

Project Number: PT-08-03-04-35

Agency: Newport Police Department

Goals/Objectives: Decrease DWI related crashes by 5%, increase seatbelt usage by 5% and increase speed compliance by 10% by deploying two traffic safety officers in an enforcement and education program.

Tasks/Description: Conduct intense sturation patrols, publisize enforcement efforts prior to each holiday, set up information booths at Town sponsored events such as National Night Out and the State Pig-Pickin conteast and the Newport Hootenanny. Conduct a minimumof one DWI checkpoint per quarter and one seat belt checkpoint per month. Participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$50,638	50	\$25,319		\$	50	\$25,319
Personnel	\$48,028		\$		\$	100	\$48,028
Commodities	\$		\$		\$		\$
Direct	\$45,500	75	\$34,125		\$	25	\$11,375
Indirect	\$		\$		\$		\$
Total	\$144,166		\$59,444		\$		\$84,722

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Traffic Enforcement Officers	\$98,666
	Fringes	\$25,597
	Total	\$124,263

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Enforcement Vehicle	\$30,000
1	MDT	\$8,000
1	In-Car Camera System	\$6,000
1	Dual Antenna Radar	\$1,500
	Total	\$45,500

FY 2008 Project Description

Project Number: PT-08-03-04-36

Agency: Northampton County Sheriff's Office

Goals/Objectives: Reuce crashes by aggressive, targeted traffic enforcement with a special focus on young drivers. To educate drivers, especially young drivers, on the dangers of speeding aggressive driving, not wearing seatbelts and driving while impaired.

Tasks/Description: Conduct traffic safety programs in the community and schools, conduct at least one DWI ckpoint per quarter and one seatbelt checkpoint per month and participate in GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$33,822	50	\$16,911		\$	50	\$16,911
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$33,822		\$16,911		\$		\$16,911

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$25,585
1	Fringe	\$8,237
	Total	\$33,822

FY 2008 Project Description

Project Number: PT-08-03-04-37

Agency: Oriental Police Dept.

Goals/Objectives: Reduce overall crashes by 10%, DWI Crashes by 10%, reduce injury and fatalities by enforcing passenger restraint laws.

Tasks/Description: Get two officers trained in SFST, conduct a minimum of one DWI checkpoint per quarter and one seatbelt checkpoint per month and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$37,000	75	\$27,750		\$	25	\$9,250
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$37,000		\$27,750		\$		\$9,250

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$27,852
	Fringe	\$9,455
	Total	\$37,000

FY 2008 Project Description

Project Number: PT-08-03-04-38

Agency: Pine Knoll Shore Police Department

Goals/Objectives: Reduce overall crashes and reduce injury and fatality rates by enforcement and education of DWI and passenger restraint laws. Perform extra patrols in high crash corridors.

Tasks/Description: Conduct public traffic safety programs DWI and passenger restraint laws. Conduct a minimum of one DWI checkpoint per quarter and one seatbelt checkpoint per month and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$50,384	75	\$37,788		\$	25	\$125,96
Personnel	\$50,384	0	\$		\$	100	\$50,384
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$100,768		\$37,788		\$		\$62,980

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Traffic Officers	\$73,100
	Fringe	\$27,668
	<u>Total</u>	\$100,768

FY 2008 Project Description

Project Number: PT-08-03-04-39

Agency: Stallings Police Dept

Goals/Objectives: To educate officers on CMV enforcement and to thereby affect a change in driving habits of CMV drivers in the Stallings area. The ultimate goal is to reduce CMV involved crashes and related injuries and fatalities. The officer will focus on education of CMV drivers, companies and the motoring public concerning driving around CMV's and also use aggressive enforcement of CMV's.

Tasks/Description: Get officers trained, do aggressive patrols of high crash corridors involving CMV's. Do education programs with trucking companies and their drivers. Conduct DWI checkpoints, seatbelt checkpoints and CMV related checkpoints and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$48,764	75	\$36,573		\$	25	\$12,191
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$2,000	75	\$1,500		\$	25	\$500
Indirect	\$		\$		\$		\$
Total	\$50,764		\$38,073		\$		\$12,691

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$36,322
	Fringe	\$12,442
	Total	\$48,764

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-State	\$2,000
	Total	\$2,000

FY 2008 Project Description

Project Number: PT-08-03-04-40

Agency: Winterville Police Dept

Goals/Objectives: Reduce all crashes by aggressive enforcement of traffic laws, reduce DWI related crashes by aggressive enforcement and education of the driving public of alcohol related laws(open cotainer, etc). Reduce crash related injuries by enforcement of passenger restraint laws and education of driving public about the same.

Tasks/Description: Conduct informational and education programs with community organizations, conduct a minimum of one DWI checkpoint per quarter and one seatbelt checkpoint per month. Participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$85,519	50	\$42,760		\$	50	\$42,759
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,500	50	\$750		\$	50	\$750
Indirect	\$		\$		\$		\$
Total	\$87,019		\$43,510		\$		\$43,509

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$67,203
2	Fringe	\$18,316
	Total	\$85,519

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Travel for training	\$1,500
	Total	\$1,500

FY 2008 Project Description

Project Number: PT-08-03-04-41

Agency: Alamance County Sheriff's Office

Goals/Objectives: To reduce the number of injuries and fatalities as a result of alcohol crashes, speed related crashes and no occupant restraint usage crashes by 20%.

Tasks/Description: Train all deputies in SFST. Conduct at least 6 public educational presentations each quarter.; Conduct at least two DWI checkpoints per month. Train all deputies on radar and run radar daily in the county. Conduct at least two saftybelt checkpoints per month. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$104,164	50	\$52,082		\$	50	\$52,082
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$104,164		\$52,082		\$		\$52,082

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Sergeant	\$39,318
1	Deputy	\$36,536
2	Fringe Benefits	\$28,310
Total		\$104,164

FY 2008 Project Description

Project Number: PT-08-03-04-42

Agency: Apex Police Department

Goals/Objectives: To improve the traffic situation in a growing city with the two officer traffic unit.

Tasks/Description: Increase the number of arrests for SWI by 15 to 20 with the addition of the second officer. Conduct two DWI checkpoints per quarter and ten seatbelt checkpoints per month. Conduct SFST training for 10 uniformed officers and DRE training for four officers. Conduct two educational programs per quarter in the local schools and measure the grants impact on collision reduction as related to directed traffic enforcement.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel yr 3	\$47,625	50	\$23,812		\$	50	\$23,812
Personnel yr 2	\$47,625	75	\$35,715		\$	25	\$11,910
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$95,250		\$59,527		\$		\$357,222

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Officers	\$70,100
2	Fringe Benefits	\$25,150
	Total	\$95,250

FY 2008 Project Description

Project Number: PT-08-03-04-43

Agency: Archdale Police Department

Goals/Objectives: Reduce speed and alcohol related crashes. Reconstruct crashes that involve serious personal injury or result in fatality and determine the cause or causes. Raise public awareness.

Tasks/Description: Provide high visibility in areas identified as frequent speed locations and high crash locations. Conduct educational programs at the high school and civic clubs. Conduct one safety belt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$41,816	75	\$31,362		\$	25	\$10,454
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$41,816		\$31,362		\$		\$10,454

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$32,000
1	Fringe Benefits	\$9,816
	Total	\$41,816

FY 2008 Project Description

Project Number: PT-08-03-04-44

Agency: Asheboro Police Department

Goals/Objectives: Increase DWI arrests by 5% each year. To decrease crashes by 5% each year.

Tasks/Description: Target high crash areas and increase patrols during prime DWI times. Increase overall traffic enforcement. Participate in all GHSP campaigns and events. Conduct at least one safetybelt checkpoint per month and one DWI checkpoint per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$48,745	50	\$24,372		\$	50	\$24,372
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$48,745		\$24,372		\$		\$24,372

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$36,229
1	Fringe Benefits	\$12,516
	Total	\$48,745

FY 2008 Project Description

Project Number: PT-08-03-04-45

Agency: Cary Police Department

Goals/Objectives: Identify the top five roadways with aggressive driving issues and increase community awareness of the dangers of aggressive driving. Reduce the number of aggressive driving related crashes involving injury and death by 10%. Increase safetybelt use and reduce crashes at intersections that have been found to have aggressive driving problems by 10%.

Tasks/Description: Conduct at least four public education efforts to raise the awareness of aggressive driving issues. Conduct four special enforcement operations targeting aggressive drivers. Conduct eight safetybelt checkpoints in problem areas. Conduct four high visibility enforcement operations at or near intersections with a disproportionate number of crashes. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$96,528	75	\$72,396		\$	25	\$24,132
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$96,528		\$72,396		\$		\$24,132

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$70,822
2	Fringe Benefits	\$25,706
	Total	\$96,528

FY 2008 Project Description

Project Number: PT-08-03-04-46

Agency: Franklinton Police Department

Goals/Objectives: Reduce the number of crashes and crash injuries by a total of 25% by December, 2008.

Increase safety belt usage rate by 10% and child restraints by 20%

Tasks/Description: Train all officers in SFST. Conduct 8 education presentations per quarter. Conduct one DWI checkpoint per quarter. Train all officers in radar certification and breath test certification. Conduct one safety belt checkpoint per week. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$52,345	50	\$26,173		\$	50	\$26,172
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$52,345		\$26,173		\$		\$26,172

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$37,092
1	Fringe Benefits	\$15,253
	<u>Total</u>	\$52,345

FY 2008 Project Description

Project Number: PT-08-03-04-47

Agency: Garner Police Department

Goals/Objectives: Increase the number of DWI arrests by 5%. Increase the number of speed related citations by 5%. Maintain a safetybelt usage rate of over 90%

Tasks/Description: Train one officer in DRE and tow officers in CPS certification. Conduct at least one DWI checkpoint per quarter and one safetybelt checkpoint per month. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$130,000	50	\$65,000		\$	50	\$65,000
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$8,930	25	\$2,233		\$		\$
Indirect	\$		\$		\$		\$
Total	\$138,930		\$67,233		\$		\$71,697

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officers	\$103,680
2	Fringe Benefits	\$26,320
	<u>Total</u>	\$130,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Alco sensor straws	\$230
	In state travel	\$1,500
	Out of state travel	\$4,000
	Nextel	\$1,100
	Modem air time	\$1,800
	Dci service	\$300
	<u>Total</u>	\$8,930

FY 2008 Project Description

Project Number: PT-08-03-04-48

Agency: Guilford County Sheriff's Office

Goals/Objectives: Increase overall traffic citations by 20%. Increase DWI enforcement. Aggressively patrol rural and highway areas with the goal to reduce crashes, especially those caused by excessive speeds.

Tasks/Description: Saturation patrols for DWI during peak/holiday times. Increased patrols throughout the county. Conduct a minimum of one safetybelt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$121,016	50	\$60,508		\$	50	\$60,508
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$42,500	75	\$31,875		\$	25	\$10,625
Indirect	\$		\$		\$		\$
Total	\$163,516		\$92,383		\$		\$71,133

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Deputy	\$86,016
2	Fringe Benefits	\$35,000
	Total	\$121,016

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
5	Radars	\$12,500
5	In - Car Video Systems	\$30,000
	Total	\$42,500

FY 2008 Project Description

Project Number: PT-08-03-04-49

Agency: Hillsborough Police Department

Goals/Objectives: Reduce the number and seriousness of crashes. Reduce speeding and increase enforcement in problem areas. Increase visibility of traffic enforcement by 50% to reduce impaired drivers and increase safetybelt usage.

Tasks/Description: Increase educational presentations by 20%. Increase the number of safetybelt and DWI checkpoints by 30%. Conduct one safetybelt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$90,258	75	\$67,694		\$	25	\$22,564
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$90,258		\$67,694		\$		\$22,564

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$66,150
2	Fringe Benefits	\$24,108
	Total	\$90,258

FY 2008 Project Description

Project Number: PT-08-03-04-50

Agency: Jackson County Sheriff's Office

Goals/Objectives: Provide safer roads by decreasing alcohol related crashes, improving overall crash ranking and providing expanded traffic enforcement. Reduce speed related incidents and improve safetybelt usage rates.

Tasks/Description: Increase traffic enforcement with more high visibility activity throughout the county.

Conduct safety belt checkpoints each month and DWI checkpoints at least once per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$98,740	75	\$74,055		\$	25	\$24,685
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$98,740		\$74,055		\$		\$24,689

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Sergeant	\$38,022
1	Deputy	\$31,825
	Fringe Benefits	\$28,893
	Total	\$98,740

FY 2008 Project Description

Project Number: PT-08-03-04-51

Agency: Madison Police Department

Goals/Objectives: To reduce traffic crashes in town through increased enforcement of the traffic laws with special emphasis on speeding, DWI and safetybelts.

Tasks/Description: High visibility enforcement in problem areas of town. Conduct at least one safetybelt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,219	50	\$21,109		\$	50	\$21,110
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$42,219		\$21,109		\$		\$21,110

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$30,105
1	Fringe Benefits	\$12,114
	<u>Total</u>	\$42,219

FY 2008 Project Description

Project Number: PT-08-03-04-52

Agency: Morrisville Police Department

Goals/Objectives: Reduce crashes involving injuries by 10% over a three year period. Address aggressive driving issues in town. Increase enforcement efforts of DWI laws and alcohol related violations.

Tasks/Description: Target specific areas where problems continue to be found regarding aggressive driving and injury crashes. Conduct at least two DWI checkpoints within the town of Morrisville. Conduct at least one safetybelt checkpoint each month as well as DWI checkpoints per quarter. Participate in all GHSP campaigns and events

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$53,182	50	\$26,591		\$	50	\$26,591
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$53,182		\$26,591		\$		\$26,591

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$37,154
1	Fringe Benefits	\$16,028
	Total	\$53,182

FY 2008 Project Description

Project Number: PT-08-03-04-53

Agency: Mount Olive Police Department

Goals/Objectives: Reduce the number of traffic related deaths and injuries; reduce the DWI's on the roadways; lower the number of speedid violations and increase the safetybelt useage.

Tasks/Description: Continue the training for the traffic officer. Conduct local checkpoints for DWI and safetybelts and participate in the countywide checkpoints. Participate in all GHSP events and campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$38,913	50	\$19,456		\$	50	\$19,457
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$38,913		\$19,456		\$		\$19,457

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$29,332
1	Fringe Benefits	\$9,581
	Total	\$38,913

FY 2008 Project Description

Project Number: PT-08-03-04-54

Agency: Raleigh Police Department

Goals/Objectives: To provide a sergeant's position and provide training and equipment for traffic collision reconstruction.

Tasks/Description: Continue to provide advanced crash reconstruction training to the members of the "Crash Reconstruction Unit" through schools, etc.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$57,218	50	\$28,609		\$	50	\$28,609
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$27,665	25	\$6,916		\$	75	\$20,749
Indirect	\$		\$		\$		\$
Total	\$84883		\$35,525		\$		\$49,358

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Sergeant	\$45,007
	Fringe Benefits	\$12,211
	Total	\$57,218

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Computer software	1,500
	IPTM manuals	1,000
	Flash for Nikon camera	425
2	Shop lights (crash scenes)	100
1	Crash kit for SUV	750
	Out of state travel	23,890
	Total	27,665

FY 2008 Project Description

Project Number: PT-08-03-04-55

Agency: Siler City Police Department

Goals/Objectives: Reduce collisions by increasing DWI enforcement, speed limit enforcement and safetybelt use. Reduce traffic injury rate by 35% by July 2008

Tasks/Description: Identify problem areas and target with enforcement. Conduct DWI checkpoints and safetybelt checkpoints and run saturation patrols. Participate in all GHSP events and campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$111,800	75	\$83,850		\$	25	\$27,950
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$111,800		\$83,850		\$		\$27,950

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$73,000
2	Fringe Benefits	\$38,500
	Total	\$111,800

FY 2008 Project Description

Project Number: PT-08-03-04-56

Agency: Fuquay-Varina Police Department

Goals/Objectives: Reduce the number of injuries and fatalities as a result of alcohol-related and speeding traffic crashes by 25% by 2010. To increase the awareness of traffic laws in the Hispanic community. To increase the current safetybelt and child restraint usage by 10%.

Tasks/Description: Train all patrol officers in SFST. Train all patrol officers in radar. Provide traffic safety materials to the hispanic community through local groups. Increase traffic citations by 20% and increase DWI charges by 10%. Conduct one safetybelt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$110,821	75	\$83,116		\$	25	\$27,705
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$110,821		\$83,116		\$		\$27,705

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$85,203
2	Fringe Benefits	\$25,618
	Total	\$110,821

FY 2008 Project Description

Project Number: PT-08-03-04-57

Agency: Wilson Mills Police Department

Goals/Objectives: To reduce traffic collisions; to increase and maintain safetybelt usage at 90% or above and aggressively pursue the impaired driver. To begin the process of having the traffic officer become certified as a DRE.

Tasks/Description: Conduct bi-weekly safetybelt checkpoints and quarterly DWI checkpoints. Have all officers certified in SFST. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$43,500	75	\$32,625		\$	25	\$10,875
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,700	50	\$850		\$	50	\$850
Indirect	\$		\$		\$		\$
Total	\$45,200		\$33,475		\$		\$11,725

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$31,000
	Fringe Benefits	\$12,500
	Total	\$43,500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$1,000
	Modem air time	700
	Total	\$1,700

FY 2008 Project Description

Project Number: PT-08-03-04-58

Agency: Zebulon Police Department

Goals/Objectives: Reduce number of injuries and fatalities as a result of speeding by 25% by 2009. Reduce the number of injuries and fatalities as a result of alcohol by 25% by 2009. Increase safetybelt and child restraint usage by 30% by 2009.

Tasks/Description: Train all officers in SFST and radar. Conduct safetybelt and DWI checkpoints on a regular basis as well as saturation patrols on a weekly basis. Conduct various educational programs within the community on all phases of traffic enforcement and at local venues for special events. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$49,127	75	\$36,846		\$	25	\$12,281
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$49,127		\$36,846		\$		\$12,281

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$38,002
1	Fringe Benefits	\$11,125
	Total	\$49,127

FY 2008 Project Description

Project Number: PT-08-03-04-59

Agency: Locust Police Department

Goals/Objectives: Locust Police Department is committed to continuing to implement a two-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Locust Police Department will continue to implement a traffic unit to conduct high visibility enforcement and education to the citizens of Locust. The department will continue to be participatory in coordinating and implementing educational events by utilizing the Fatal Vision equipment to drivers in the community. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$46,073	75	\$34,555		\$	25	\$11,518
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$46,073		\$34,555		\$		\$11,518

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$35,000
1	Fringe Benefits	\$11,073
	Total	\$46,073

FY 2008 Project Description

Project Number: PT-08-03-04-60

Agency: Marshville Police Department

Goals/Objectives: Marshville Police Department is committed to the continued implementation of a traffic unit with the sole purpose of strict enforcement of speeding and DWI issues. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Marshville Police Department traffic unit will continue to conduct high visibility enforcement to the citizens of Marshville. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,182	75	\$31,636		\$	25	\$10,546
Contractual	\$		\$		\$		\$
Commodities	\$1,200	50	\$600		\$	50	\$600
Direct	\$980	50	\$490		\$	50	\$490
Indirect	\$		\$		\$		\$
Total	\$44,362		\$32,726		\$		\$11,636

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$32,000
	Fringe Benefits	\$10,182
	Total	\$42,182

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
910	Safety Coloring Books w/crayons @\$1.00 ea	\$910
1000	Merit Badges box	\$170
300	Pencils/Pens w/Buckle Up Logo @\$.40 ea	\$120
	Total	\$1,200

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In-State Travel	\$500
	Out of State Travel	\$480
	Total	\$980

FY 2008 Project Description

Project Number: PT-08-03-04-61

Agency: Rockingham Police Department

Goals/Objectives: Rockingham Police Department is committed to the continuation of a four-man unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Rockingham Police Department traffic unit will continue to conduct high visibility enforcement and education to the citizens of Rockingham. The unit will continue to provide educational items to reinforce traffic safety messages to deter potential speeders and those that drink and drive. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$77,118	75	\$57,839		\$	25	\$19,279
Personnel	\$77,118	50	\$38,559		\$	25	\$38,559
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$154,236		\$96,398		\$		\$57,838

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer @\$29,586 each Officer 1 and 2	\$59,172
2	Fringe Benefits @8,973 each Officer 1 and 2	\$17,946
2	Law Enforcement Officer @\$29,586 each Officer 3 and 4	\$59,172
2	Fringe Benefits @8,973 each Officer 3 and 4	\$17,946
	Total	\$154,236

FY 2008 Project Description

Project Number: PT-08-03-04-62

Agency: Hoke County Sheriff's Office

Goals/Objectives: Hoke County Sheriff's Office is committed to continuing the implementation of a traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The Office will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Hoke County Sheriff's Office traffic unit will continue to conduct high visibility enforcement and education to the citizens of Hoke County. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$160,213	75	\$120,160		\$	25	\$40,053
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$6,000	50	\$3,000		\$	50	\$3,000
Indirect	\$		\$		\$		\$
Total	\$166,213		\$123,160		\$		\$43,053

PERSONNEL BUDGET DETAIL			
Quantity	Personnel		Amount
1	Law Enforcement Officer salary \$33,628	fringe benefits \$9,818	\$43,446
1	Law Enforcement Officer salary \$31,246	fringe benefits \$9,402	\$40,648
1	Law Enforcement Officer salary \$29,032	fringe benefits \$9,027	\$38,059
1	Law Enforcement Officer salary \$29,032	fringe benefits \$9,028	\$38,060
	Total		\$160,213

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Desktop Computer for traffic unit only	\$1,000
1	LCD Projector with Screen for traffic unit and traffic presentations	\$3,000
	In State Travel	\$2,000
	Total	\$6,000

FY 2008 Project Description

Project Number: PT-08-03-04-63

Agency: Caldwell County Sheriff's Office

Goals/Objectives: Caldwell County Sheriff's Office will continue to utilize the traffic unit in order to reduce traffic collisions, thus improving their overall state ranking. This specialized unit will monitor seatbelt usage and increase seatbelt and child safety restraining systems usage. The traffic unit in conjunction with their Sheriff's office will increase DWI Awareness and DWI arrests resulting in enforcement and educational efforts.

Tasks/Description: The Caldwell County Sheriff's Office will continue enforcement efforts through the existing traffic unit to target traffic safety concerns. This office will continue to actively participate in multi-agency meetings and events in order to plan one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at minimum of one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$41,100	50	\$20,550		\$	50	\$20,550
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$41,100		\$20,550		\$		\$20,550

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$30,836
	Fringe Benefits	\$10,264
	Total	\$41,100

FY 2008 Project Description

Project Number: PT-08-03-04-64

Agency: Rolesville Police Department

Goals/Objectives: Better enforcement of all traffic laws. Increase DWI enforcement. Reduce crashes and increase usage of safetybelts and child passenger restraints.

Tasks/Description: More high visibility enforcement for speeding and DWI. Train an officer in crash investigation. Have an officer certified as a CPS technician. Conduct at least one safetybelt checkpoint per month and participate in at least one DWI checkpoint per quarter. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$45,082	75	\$33,812		\$	25	\$11,270
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,000	75	\$750		\$	25	\$250
Indirect	\$		\$		\$		\$
Total	\$46,082		\$34,562		\$		\$11,520

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$36,000
1	Fringe Benefits	\$9,082
	<u>Total</u>	\$45,082

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$1,000
	<u>Total</u>	\$1,000

FY 2008 Project Description

Project Number: PT-08-03-04-65

Agency: Forsyth County Sheriff's Office

Goals/Objectives: Forsyth County Sheriff's Office is committed to coordinating a traffic unit with the sole purpose of strict enforcement and education for aggressive driving and DWI enforcement. The agency will focus on reducing the number of crashes, alcohol related crashes, and fatalities through proper and effective traffic safety initiatives by 10%.

Tasks/Description: The Forsyth County Sheriff's Office traffic unit will conduct high visibility enforcement and education to the citizens of the county as well as a specific jurisdiction, Clemmons, NC. The unit will provide educational information to reinforce traffic safety messages to deter potential speeders and those that drink and drive. The agency will actively participate in one DWI checkpoint during each quarter, participate in the GHSP Booze It & Lose It campaigns and implement at least three safety belt checkpoints per quarter.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$110,852	75	\$83,1139		\$	25	\$27,713
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$0		\$		\$
Indirect	\$		\$		\$		\$
Total	\$110,852		\$83,139		\$		\$27,713

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$
	Fringe Benefits	\$
1	Law Enforcement Officer	
	Fringe Benefits	
	Total	\$110,852

FY 2008 Project Description

Project Number: PT-08-03-04-66

Agency: Leland Police Department

Goals/Objectives: The continued reduction of crash and alcohol related incidences with regard to towns of comparable size through the use of continued DWI checkpoints and enforcement.

Tasks/Description: Conduct monthly safetybelt checkpoints. High visibility enforcement. Conduct quarterly DWI checkpoints. Conduct child safety clinics. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$43,437	75	\$32,578		\$	25	\$10,859
Personnel	\$33,353	50	\$16,677		\$	50	\$16,676
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$76,790		\$49,255		\$		\$27,535

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Officers	\$65,800
2	Fringe Benefits	\$10,990
	<u>Total</u>	\$76,790

FY 2008 Project Description

Project Number: PT-08-06-04-67

Agency: Boiling Springs Lake Police Department

Goals/Objectives: Continue strong enforcement of the state traffic laws. Reduce crashes, drinking drivers and speeders. Increase safetybelt usage rates.

Tasks/Description: Continued high visibility enforcement. Conduct safetybelt checkpoints monthly and DWI checkpoints quarterly. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$52,255	50	\$26,128		\$	50	\$26,127
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$2,000	25	\$500		\$	75	\$1,500
Indirect	\$		\$		\$		\$
Total	\$54,255		\$26,628		\$		\$27,627

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$52,255
	<u>Total</u>	\$52,255

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Training	\$2,000
	<u>Total</u>	\$2,000

FY 2008 Project Description

Project Number: PT-08-06-04-68

Agency: Pembroke Police Department

Goals/Objectives: Reduce the number and severity of crashes. Decrease the number of speed and alcohol violations. Increase child passenger safety.

Tasks/Description: Conduct programs to educate the young people on traffic laws and regulations. Conduct high visibility enforcement in target areas. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$43,483	50	\$21,742		\$	50	\$21,741
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$43,483		\$21,742		\$		\$21,741

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,757
1	fringes	\$14,726
	Total	\$43,483

FY 2008 Project Description

Project Number: PT-08-06-04-69

Agency: Wake Forest Police Department

Goals/Objectives: Increase the number of speeding citations issued by 10%. Reduce the number of speed related crashes by 5%. Increase the DWI enforcement by 5%.

Tasks/Description: Conduct saturation patrols in high risk areas for speeding and DWI. Conduct monthly checkpoints for high visibility and enforcement. Target high risk areas for crashes with saturation patrols and enforcement. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$120,480	50	\$60,240		\$	50	\$60,240
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$120,480		\$60,240		\$		\$60,240

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$95,444
2	Fringe Benefits	\$25,036
	Total	\$120,480

FY 2008 Project Description

Project Number: PT-08-03-04-70

Agency: Chatham County Sheriff's Office

Goals/Objectives: Respond better to calls related to traffic safety regarding speeding, aggressive driving, DWI, safetybelts and child passenger safety. Increase the number of safetybelt and DWI checkpoints.

Tasks/Description: Conduct at minimum one safetybelt checkpoint per month and one DWI checkpoint per quarter. Provide more coverage for speeders, safetybelts and all traffic laws to the county. Participate in all GHSP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$51,133	75	\$38,350		\$	25	\$12,783
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$51,133		\$38,350		\$		\$12,783

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Deputy	\$36,580
1	Fringe Benefits	\$14,553
	Total	\$51,133

FY 2008 Project Description

Project Number: PT-08-03-04-71

Agency: Marion Police Department

Goals/Objectives: Train and put into fulltime enforcement activities, a motorcycle officer.

Tasks/Description: Have officer become certified as a motor officer and start his enforcement activities.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$37,278		\$		\$	100	\$37,278
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$2,000	50	\$1,000		\$	50	\$1,000
Indirect	\$		\$		\$		\$
Total	\$39,278		\$1,000		\$		\$38,278

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$37,278
	Total	\$37,278

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Training	\$2,000
	Total	\$2,000

FY 2008 Project Description

Project Number: PT-08-03-04-72

Agency: Ahoskie Police Department

Goals/Objectives: To reduce citizen complaints about speeding, reckless driving and other traffic violations by 10%, by aggressive traffic enforcement and education of the general public.

Tasks/Description: Conduct targeted traffic enforcement, conduct a minimum of One DWI checkpoint per quarter and one seatbelt checkpoint per month. Participate in all GHSP campaigns. Conduct public traffic safety courses at local schools and other public gatherings.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$76,355	50	\$38,178		\$	50	\$38,177
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$1,000	25	\$250		\$	75	\$750
Indirect	\$		\$		\$		\$
Total	\$77,355		\$38,428		\$		\$38,927

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Law Enforcement Officer	\$56,348
	Benefits	\$20,007
	Total	\$76,355

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$1,000
	Total	\$1,000

FY 2008 Project Description

Project Number: PT-08-03-04-73

Agency: Bridgeton Police Department

Goals/Objectives: Reduce crashes and crash related injuries by aggressive traffic enforcement and public education regarding DWI laws and passenger restraint laws.

Tasks/Description: Target speeding, DWI and aggressive driving and enforce passenger restraint laws. Educate general public and conduct traffic safety classes in local schools. Conduct a minimum of one DWI checkpoint per quarter and one seat belt checkpoint per month. Participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$38,000	75	\$28,500		\$	25	\$9,500
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$38,000		\$28,500		\$		\$9,500

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$28,000
	Benefits	\$10,000
	Total	\$38,000

FY 2008 Project Description

Project Number: PT-08-03-04-74

Agency: Washington County Sheriff's Office

Goals/Objectives: To reduce DWI related and speed related crashes by aggressive traffic enforcement and public education. Reduce crash related injuries by enforcing passenger restraint laws and education of the motoring public.

Tasks/Description: Conduct a minimum of one DWI checkpoint per quarter and one seatbelt checkpoint per month and participate in GHSP campaigns. To aggressively target high crash areas with enforcement and visibility.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$36,284	50	\$18,142		\$	50	\$18,142
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	\$36,284		\$18,142		\$		\$18,142

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$27,936
	Benefits	\$8,348
		\$
	Total	\$36,284

FY 2008 Project Description

Project Number: K4-08-04-01

Agency: Oxford Police Department

Goals/Objectives: Reduce the number of crashes by 2% and increase safetybelt compliance by 2% in the first year. Reduce crash injuries by 5% and safetybelt compliance by 5% by the year 2010.

Tasks/Description: Create a full time traffic officer position, train the officer in SFST, radar and other traffic related topics. Conduct traffic enforcement and participate in 'DWI and safetybelt checkpoints. Participate in all GSHP campaigns and events.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$42,896	100	\$42,896		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$46,202	75	\$34,652		\$	25	\$11,550
Indirect	\$		\$		\$		\$
Total	\$89,098		\$77,548		\$		\$11,550

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Law Enforcement Officer	\$32,084
1	Fringe Benefits	\$10,812
	<u>Total</u>	\$42,896

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Vehicles - Enforcement	\$30,000
1	Uniforms	\$3,000
1	Mobile Data Terminals	\$6,012
1	Radars	\$1,850
1	In - Car Video Systems	\$5,340
	<u>Total</u>	\$46,202

FY 2008 Project Description

Project Number: OP-08-05-01

Agency: NC Governor's Highway Safety Program – Tech Exchange

Goals/Objectives: Provide salaries, benefits and travel funding for two Grants Management Specialists. Provide technical assistance and travel funding to grantees.

Tasks/Description: Grant Management specialists will provide oversight, monitoring and technical assistance to grant recipients and potential customers. Provide funding for travel and training as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$144,050	100	\$144,050		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$20,000	100	\$20,000		\$		\$
Direct	\$25,000	100	\$25,000		\$		\$
Indirect	\$18,905	100	\$18,905		\$		\$
Total	\$207,955		\$207,955		\$0		\$0

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
2	Grant Management specialists	\$107,500
	Fringe Benefits	\$36,550
	Total	\$144,050

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Supplies and support	\$20,000
	Total	\$20,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$15,000
	Travel out of state	\$10,000
	Total	\$25,000

INDIRECT COSTS		
	Description	Amount
	10% Overhead	\$18,905
	Total	\$18,905

FY 2008 Project Description

Project Number: OP-08-05-02

Agency: Governor's Highway Safety Program, Occupant Protection PI&E

Goals/Objectives: To sustain the implementation and support of the statewide "Click It or Ticket" campaign and the RU Buckled Program. Disseminate information and materials to North Carolina motorists concerning the risks associated with driving, or riding unbuckled. Decrease the number of injuries and fatalities where motorists are unbuckled. The current North Carolina statewide safety belt usage rate is 88.8 percent.

Tasks/Description: Develop media spots for placement during time slots that are known to have the demographic target audience for the most common unbuckled drivers and passengers. Place paid media spots where they will have the most impact. Develop effective sports marketing programs with the Carolina Hurricane, ACC Basketball and NFL Carolina Panthers. Develop promotional items that carry buckle up messages, focused on enforcement, for distribution at fairs, festivals, school functions, etc. Conduct press events to draw attention to occupant protection problems. Foster activities that will draw earned media attention.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$0	100	\$0				
Contractual	\$213,000	100	\$213,000				
Commodities	\$270,000	100	\$270,000				
Direct	\$42,000	100	\$42,000				
Indirect	\$52,520	100	\$52,520				\$
Total	\$577,720		\$577,720		\$0		\$0

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	News clipping service	\$1,200
	Materials shipping and handling	\$12,000
	Sports marketing	\$200,000
	Total	\$213,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	"Click It or Ticket" Promotional Items (hats, shirts, clickers, etc.)	\$100,000
	RU Buckled Promotional items	\$150,000
	Printing	\$20,000
	Total	\$270,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Press events	\$2,000
	Youth conference	\$30,000
	PSA production	\$10,000
	Total	\$42,000

INDIRECT COSTS BUDGET DETAIL		
Vendor	Description	Amount
NCDOT	10% of total	\$52,520
	Total	\$52,520

FY 2008 Project Description

Project Number: AL-08-01-04/OP-08-05-03

Agency: El Pueblo

Goals/Objectives: El Pueblo has begun a DWI prevention campaign showing Latinos the effects of DWI on their families. Through the use of Fotonovelas, storybooks, and advertising they have illustrated not only the effects of DWI, but the factual information of what a person undergoes when suspected of driving under the influence. In addition El Pueblo will utilize the DWI Golf cart in grassroots events statewide, fairs and expos. They will continue to work with the community conducting child passenger safety seat clinics, and promoting the use of safety belts. El Pueblo will step up awareness efforts through the annual Latino Issues Forum (El Foro Latino) and the annual Fiesta del Pueblo. .

Tasks/Description: El Pueblo will continue to utilize and cultivate 10 Regional Coordinators in 100 counties. Develop, revise and print materials and tear-outs to for distribution. El Pueblo qwill provide technical assistance and training to Coordinators and on-site training regarding the campaign materials, Latino community issues, and bilingual capacity. Organize quarterly meetings for Regional Coordinators. Ensure collaboration and participation in El Pueblo, Inc.'s massive outreach efforts through the annual Latino Issues Forum (El Foro Latino) and the annual Fiesta del Pueblo. Participation of the Public Safety team in these events is to publicize public safety messages (DWI Prevention, Child Passenger Safety, Speed Limits, etc...) to Latinos from across the state through printed materials, DWI simulations, presentations, interactive activities, etc.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$96,695	100	\$96,695		\$		\$
Contractual	\$8,000	100	\$8,000		\$		\$
Commodities	\$30,000	100	\$30,000		\$		\$
Direct	\$65,850	100	\$65,850		\$		\$
Indirect	\$		\$		\$		\$
Total	\$200,545		\$200,545		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Project Director	\$49,250
	Program Assistant	\$30,000
	Fringe Benefits	\$17,445
	Total	\$96,695

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Graphic Designer	\$3,000
	Web site Maintenance	\$2,500
	Copier Rental/Maintenance	\$2,500
	Total	\$8,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Supplies and Postage	\$5,000
	Printing (Brochures, Storybooks, Etc.)	\$15,000
	Promotional Items	\$10,000
	Total	\$30,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Wireless / Ethernet Cisco router	\$1,000
	Computers monitor	\$250
	IMac	\$1,500
	Video Camera	\$1,350
	Hand cart	\$250
	TV/DVD player	\$500
	Projection screen	\$1,500
	Training and Outreach	\$10,000
	Occupancy	\$11,000
	Phone/Internet Service	\$2,500
	Regional Coordinators	\$25,000
	In-State Travel	\$6,500
	Out-of-State Travel	\$4,500
	Total	\$65,850

FY 2008 Project Description

Project Number: OP-08-05-04

Agency: Research Triangle Institute

Goals/Objectives: To obtain the statewide numbers on safety belt usage.

Tasks/Description: To conduct the statewide survey of safety belt usage.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel		100			\$		\$
Contractual		100			\$		\$
Commodities	\$		\$		\$		\$
Direct		100			\$		\$
Checkpt Eqpt	\$		\$		\$		\$
Indirect		100			\$		\$
Total	185,000		185,000		\$		\$

FY 2008 Project Description

Project Number: K3-08-06-01

Agency: North Carolina Department of Insurance-Safe Kids (NCDOI-SK)

Goals/Objectives: NCDOI-SK will continue to coordinate a statewide effort to increase the proper use of child safety seats, boosters and safety belts to reduce childhood injuries and deaths by continuing child passenger safety initiatives. They will offer national CPS classes, 1 day CPS awareness class in local communities and update refresher classes. NCDOI-SK will assist the Western NC SK in administering Special Needs classes. NCDOI-SK will distribute child restraints to Buckle Up Kids counties and compile data for quarterly reports. They will offer scholarships for students to attend CPS certification classes throughout NC as well as provide child restraints through the SKBU program. NCDOI-SK will host a CPS conference in conjunction with the CPS training committee to provide continuing education for technicians in NC. NCDOI-SK will increase bike and pedestrian awareness by providing trailer equipped with supplies needed to hold bike rodeos.

Tasks/Description: NCDOI-SK will distribute child restraints to Buckle Up Kids counties and compile data for quarterly reports. They will continue to review educational materials and disseminate information at CPS workshops, classes and conferences. They will work with advocates throughout the state who have a common interest in highway safety. The staff of NCDOI-SK will continue to coordinate technician training and awareness level training to create a network of child passenger safety advocates including law enforcement, fire, EMS, rescue, health, hospital personnel and civic groups. The NC Safe Kids Van will also be provided for CPS events. NCDOI SK will attend the National SK conference to receive latest information on changes to CPS initiatives.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$20,000	100	\$20,000		\$		\$
Contractual	\$80,000	100	\$80,000		\$		\$
Commodities	\$553,000	100	\$553,000		\$		\$
Direct	\$140,000	100	\$140,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$793,000		\$793,000		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Part-time Clerical Assistant	\$20,000
	Total	\$20,000

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	CPS and Special Needs Instructors	\$70,000
	CPS Conference	\$10,000
	Total	\$80,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Office Supplies	\$18,000
	Promotional Items	\$5,000
	Printing	\$25,000
	LATCH and Tether/Safe Ride News	\$5,000
	Child Restraints	\$500,000
	Total	\$553,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	CPS Training Seats and Supplies	\$10,000
	Bike and Pedestrian Supplies	\$10,000
	CPS Training Committee and Instructor Meetings	\$20,000
	Vehicle Cost	\$50,000
	Scholarships for Technician and Special Needs Training	\$20,000
	In-State Travel	\$25,000
	Out-of-State Travel	\$5,000
	Total	\$140,000

FY 2008 Project Description

Project Number: K3-08-06-02

Agency: North Carolina Western Safe Kids (WSK)

Goals/Objectives: There is only one special needs instructor in NC, and awareness on how to serve this population is limited, WSK intends to increase the number of special needs instructors and CPS technicians in the region. They will increase awareness of bike and pedestrian safety and increase retention of CPS

Technicians, partnering organizations and permanent checking stations.

Tasks/Description: WSK will establish a seating clinic for children with special needs associated with Mission Children's Hospital. Conduct bicycle rodeos in the Buncombe County Risk Watch Schools and in public avenues. Provide training materials for updated CPS information and provide training opportunities for continuing education units (CEU's) for technician recertification. Provide incentives to community partners, recognizing their contribution to highway safety. Provide an in-service training on technology advances in transporting children safely in emergency vehicles.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$51,542	100	\$51,542		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$42,520	100	\$42,520		\$		\$
Indirect	\$39,906		\$		\$	100	\$39,906
Total	\$133,968		\$94,062		\$		\$39,906

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Educator	\$16,982
	Secretary	\$24,584
	Fringe Benefits	\$9,976
	Total	\$51,542

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Special Needs Child Restraints	\$8,500
	Bicycles for Bike Rodeos	\$1,000
	Ambulance Child Restraint Seats	\$22,100
	Printing	\$1,200
	Annual Banquet	\$2,000
	In-State Travel	\$2,044
	Out-of-State Travel	\$5,676
	Total	\$42,520

FY 2008 Project Description

Project Number: K3-08-06-03

Agency: North Carolina Highway Safety Research Center

Goals/Objectives: Coordinate state and local CPS education, training, distribution and “hands on” technical assistance programs and activities. The goal of the Child Passenger Safety Resource Center is to serve as a centralized source for North Carolina specific information. UNC HSRC will also conduct and analyze child restraint observational surveys.

Tasks/Description: To provide consumer information to the general public through the toll free phone number, web site and informational brochures and flyers. To provide program and technical assistance to CPS advocates and programs administrators by keeping curriculum and information current. Print and distribute the North Carolina Basic Awareness course materials. Coordinate and monitor all the Child Passenger Safety (CPS) training activities and programs in North Carolina. Support monthly meetings of the North Carolina CPS Training Committee. Register and pay for participants of the national certification course. Inventory community CPS distribution, education and technical assistance programs. Maintain and keep current the web site: www.buckleupnc.org. Plan and conduct child restraint observational surveys and analyze resulting data.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$103,986	100	\$103,986		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$8,582	100	\$8,582		\$		\$
Direct	\$33,280	100	\$33,280		\$		\$
Indirect	\$14,585	100	\$14,585		\$		\$
Total	160,433		\$160,433		\$		\$
PERSONNEL BUDGET DETAIL							
Quantity	Personnel						Amount
	Principal Investigator						\$103,986
	Total						\$103,986
COMMODITIES BUDGET DETAIL							
Quantity	Commodities Description						Amount
	Project Supplies and photocopies						\$2,582
	Training Supplies (100 CR's @ 60)						\$6,000
	Total						\$8,582
OTHER DIRECT COSTS BUDGET DETAIL							
Quantity	Description						Amount
	Communications (Fedex, bulk postage, UPS, Domain Name)						\$8,000
	Technical Subscriptions						\$13,500
	Website Promotions						\$2,000
	Toll Free Watts line: Monthly Service						\$500
	Misc. Services (UNC Visitor parking fees)						\$100
	Self-storage unit lease						\$1,680
	In-State Travel						\$4,500
	Out – of – State Travel						\$3,000
	Total						\$33,280
INDIRECT COSTS BUDGET DETAIL							
Vendor	Description						Amount
	UNC Facilities & Administrative Costs (10%)						\$14,585
	Total						\$14,585

FY 2008 Project Description

Project Number: K2-08-07-01

Agency: Governor's Highway Safety Program – Law Enforcement Support/LEL,LEC

Goals/Objectives: To sustain the implementation and support of the statewide law enforcement network that supports all GHSP enforcement campaigns. Provide support for law enforcement activities within each of the 100 counties in North Carolina. This will assist in maintaining and increasing statewide safety belt usage rates, reducing impaired driving, and reducing speeding. The current North Carolina statewide safety belt usage rate is 88.8 percent.

Tasks/Description: Provide ten \$15,000 mini-grants to the LEL's in each region to support "Click It or Ticket", "Booze It & Lose It", and "No Need 2 Speed" activities in every county in North Carolina. A minimum of one safety belt checkpoint will be conducted in each county each week of the "Click It or Ticket" campaign. Provide information and passwords on the Online Reporting to all LEL and LEC. In turn the LEL and LEC will be able to educate local departments for maximum participation on final reporting.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$60,300	100	\$60,300				
Contractual	2\$00,000	100	\$200,000				
Commodities	\$40,000	100	\$40,000				
Direct	0	100	0				
Indirect	\$30,030	100	\$30,030				\$
Total	\$330,330		\$330,330		\$0		\$0

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Part time law enforcement advisor	\$45,000
	Fringe Benefits	\$15,300
	Total	\$60,300

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Law Enforcement summits	\$50,000
	Mini-grants to LEC for reporting incentives	\$100,000
	Mini-grants to LELs	\$130,000
	Mini-grants to LE agencies for reporting incentives	\$100,000
	Total	\$430,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Promotional items	\$30,000
	Total	\$30,000

INDIRECT COSTS BUDGET DETAIL		
Vendor	Description	Amount
NCDOT	10% of total	\$52,030
	Total	\$52,030

FY 2008 Project Description

Project Number: K2-08-07-01-A

Agency: Kitty Hawk Police Department

Goals/Objectives: Oversee and ensure that all county coordinators are meeting their objectives and that agencies are reporting during campaigns. Assist agencies in the region with grant applications, on-line reporting and point submission forms. Communicate and act as liaison between GHSP and region agencies.

Tasks/Description: Conduct regional meetings, attend all regional, state and nation events as requested by GHSP. Conduct at least one DWI checkpoint per quarter, and one seatbelt checkpoint per month.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$1,500	100	\$1,500		\$		\$
Direct	\$8,500	100	\$8,500		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
300	GHSP Caps	\$1,500
	<u>Total</u>	\$1,500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Light Bars for patrol vehicles	\$4,000
	In-State travel	\$1,500
	Out-of-State travel	\$3,500
	<u>Total</u>	\$8,500

FY 2008 Project Description

Project Number: K2-08-07-01-B

Agency: Greenville Police Department

Goals/Objectives: Oversee and ensure that all county coordinators are meeting their objectives and that agencies are reporting during campaigns. Assist agencies in the region with grant applications, on-line reporting and point submission forms. Communicate and act as liaison between GHSP and region agencies.

Tasks/Description: Conduct regional meetings, attend all regional, state and nation events as requested by GHSP. Conduct at least one DWI checkpoint per quarter, and one seatbelt checkpoint per month.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Laser Data Collector & Tribrach	\$3,000
	In-State travel	\$1,500
	Out-of-State travel	\$3,500
2	Prisms & Poles for Laser system	\$1,000
	Photography software	\$1,000
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-C

Agency: New Hanover County Sheriff's Office

Goals/Objectives: Improve participation of GHSP initiatives in Region 2.

Tasks/Description: Conduct county coordinator meetings and attend Region 2 DWI and seatbelt checkpoints.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Travel In-state	\$4,000
1	Out of state travel	\$6,000
		\$
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-D

Agency: Garner Police Department - Regional LEL

Goals/Objectives: To maintain contact with the twelve county coordinators in Region 3. To represent GHSP to all law enforcement in the region and provide a liaison to all law enforcement in the region.

Tasks/Description: Send letters, emails, etc to keep law enforcement up to date on the happenings and plans of GHSP. Assist county coordinators in media relations and any other way possible.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Crash reconstruction software	3,500
	In state travel	500
	Out of state travel	2,000
	Crash reconstruction conference – IPTM	1,200
	Crash analysis IPTM	1,400
	Advanced pedestrian recon IPTM	1,400
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-E

Agency: Greensboro Police Department

Goals/Objectives: To provide funding for the GHSP Regional Law Enforcement Liaison for region 4 for continued support of the County Coordinators in that region.

Tasks/Description: Provide ongoing liaison from GHSP to the county coordinators; attend such meetings as required by GHSP and host at least three county coordinator meetings for region 4.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Computer	3,300
	Computer software	660
	Network cost	1,440
	In state travel	1,200
	Out of state travel	2,200
	Regional coordinator meetings	1,200
	Total	10,000

FY 2008 Project Description

Project Number: K2-08-07-01-F

Agency: Lexington Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 5, emphasizing the need to report statistics to the Regional LEL in a timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 5 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 5 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 5 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$900	100	\$900		\$		\$
Direct	\$9,100	100	\$9,100		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
240	T shirts with GHSP/Safety Message Logos	\$900
Total		\$900

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
5	Stop Sticks	\$1,930
5	Tint Meters	\$900
10	Mobile Printers, Inverters and Cables	\$2,570
10	Printer Stands	\$1,700
	In-State Travel	\$800
	Out-of-State Travel	\$1,200
Total		\$9,100

FY 2008 Project Description

Project Number: K2-08-07-01-G

Agency: Mooresville Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 6, emphasizing the need to report statistics to the Regional LEL in a timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 6 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 6 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 6 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$	100	\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Laser Technology Pocket Zone	\$4,551
	In-State Travel	\$1,449
	Out-of-State Travel	\$4,000
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-H

Agency: Carthage Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 7 , emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 7 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 7 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 7 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Mobile Data Terminal	\$7,000
	In-State Travel	\$1,500
	Out-of-State Travel	\$1,500
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-I

Agency: Asheville Police Department

Goals/Objectives: To maintain contact with the nine county coordinators in Region 8A. To represent GHSP to all law enforcement in the region and provide a liaison to all law enforcement in the region.

Tasks/Description: Send letters, emails, etc to keep law enforcement up to date on the happenings and plans of GHSP. Assist county coordinators in media relations and any other way possible.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In car camera system	4,500
	In state travel	2,000
	Out of state travel	2,500
	Digital camera	1,000
	Total	\$10,000

FY 2008 Project Description

Project Number: K2-08-07-01-J

Agency: Jackson County Sheriff's Office

Goals/Objectives: To maintain contact with the eight county coordinators in Region 8B. To represent GHSP to all law enforcement in the region and provide a liaison to all law enforcement in the region.

Tasks/Description: Send letters, emails, etc to keep law enforcement up to date on the happenings and plans of GHSP. Assist county coordinators in media relations and any other way possible.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$10,000	100	\$10,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$10,000		\$10,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
3	Dual antenna radars	5,000
	In state travel	3,500
	Out of state travel	1,500
Total		\$10,000

FY 2008 Project Description

Project Number: K2-08-07-03

Agency: Governor's Highway Safety Program – Click It or Ticket Media Buys

Goals/Objectives: Place media for the May 2008 “Click It or Ticket” campaign.

Tasks/Description: This project will provide funds to place media buys that would air for the May 2008 “Click It or Ticket” campaign. Media buys, placement and distribution of PSA's will appear on radio, TV and cable stations statewide.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$350,000	100	350,000		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$		\$		\$		\$
Total	350,000		350,000		\$		\$

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Media buys for Click It or Ticket	350,000
	<u>Total</u>	350,000

FY 2008 Project Description

Project Number: MC-08-08-01

Agency: NC Motorcycle safety Education Program

Goals/Objectives: Continue to expand program's available training by the purchase of more training motorcycles and the training of 24 new rider coaches.

Tasks/Description: Purchase new training motorcycles and distribute to training sites. Conduct two new rider coach training courses.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$8,000	50	\$4,000	50	\$4,000		\$
Commodities	\$9,000	50	\$4,500	50	\$4,500		\$
Direct	\$30,000	50	\$15,000	50	\$15,000		\$
Indirect	\$		\$		\$		\$
Total	\$47,000		\$23,500		\$23,500		\$

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	RiderCoach Candidate Motel Contract Expense	\$8,000
	<u>Total</u>	\$8,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
10000	Program Patches	\$6,000
10000	Program Decals	\$3,000
	<u>Total</u>	\$9,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
10	Training Motorcycles	\$30,000
	<u>Total</u>	\$30,000

FY 2008 Project Description

Project Number: TR-08-10-01

Agency: UNC - HSRC - Quick Responce

Goals/Objectives: To provide quick access to the NC crash data, vehicle information and driver license information on a request basis.

Tasks/Description: To respond as quickly as possible to all requests.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$43,619	100	\$43,619		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$91	100	\$91		\$		\$
Direct	\$300	100	\$300		\$		\$
Indirect	\$4,401	100	\$4,401		\$		\$
Total	\$48,411		\$48,411		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Principal investigator	\$25,130
	Senior research scientist	\$3,296
	Senior research associate	\$992
	Research information and education programs manager	1,969
	Application and data specialist	1,175
	Applications analyst	995
	Librarian	960
	Public relations coordinator	1,669
	Technical support analyst:support	1,658
	Undergrad/grad assistant: support	553
	Fringe Benefits	5,222
	Total	43,619

INDIRECT COSTS		
Vendor	Description	Amount
	UNC facilities and administrative costs	4,401
	Total	4,401

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Project supplies/photocopies	91
	Total	91

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In state travel	100
	CPU charges – driver history files	200
	Total	\$300

FY 2008 Project Description

Project Number: TR-08-10-02

Agency: UNC - HSRC Crash Data Web Site

Goals/Objectives: Upgrade the website by adding the 2007 data. Maintain the website and revise system as needed.

Tasks/Description:

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$46,569	100	\$46,569		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$207	100	\$207		\$		\$
Direct	\$300	100	\$300		\$		\$
Indirect	\$4,708	100	\$4,708		\$		\$
Total	\$51,784		\$51,784		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Principal investigator	\$7,724
	Design services manager	\$2,998
	applications & data specialist	\$19,052
	Application specialist	\$1,629
	Systems administrator:support	\$4,711
	Undergrad/grad assistant; support	\$1,570
	Fringe Benefits	\$8,885
	Total	\$46,569

INDIRECT COSTS		
Vendor	Description	Amount
	UNC facilities and administrative costs	\$4,708
	Total	\$4,708

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Project supplies/photocopies	\$207
	Total	\$207

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	In state travel	\$300
	Total	\$300

FY 2008 Project Description

Project Number: RH-08-12-01

Agency: NC Operation Lifesaver, Inc.

Goals/Objectives: Increase law enforcement involvement in collision prevention and more training for law and first responders. Present OL to the Hispanic population and other groups that seem to be unaware of the dangers around trains and rails. Increase partnerships working for rail safety in NC.

Tasks/Description: Conduct 5 presenter classes. Conduct 6 GCCI classes. Hold 2 RSER classes. Work on safety events throughout the year to educate the public. Attend National OL conference.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$8,000	100	\$8,000		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$63,000	100	\$63,000		\$		\$
Direct	\$9,000	100	\$9,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$80,000		\$80,000		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Administrative Assistant	\$4,000
1	engineer	\$4,000
Total		\$8,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Meals, lodging, mileage, books, materials, videos etc for GCCI and RSER classes. Promotional items, postage, printed materials and all costs related to classes. Insurance for LLL train.	\$59,000
Total		\$59,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	\$3,000
	Travel out of state	\$6,000
	LCD projector, bulbs and cones for roadwork	\$4,000
Total		\$13,000

FY 2008 Project Description

Project Number: SB-08-13-01

Agency: North Carolina Department of Public Instruction

Goals/Objectives: Teach students in grades K-3 the key rules of school bus safety and reach middle and high school students with a similar age appropriate message and educate those delivering the message. Providing Buster the bus, a school bus safety speech contest, and training for personnel will target all age groups.

Increasing the awareness to parents and motorists through distributing materials on the dangers of children exiting and entering the school bus and by enhancing their knowledge of school transportation laws. Press releases or press events will provide a venue to educate parents as well as posting information on www.ncbussafety.org.

Tasks/Description: Promote the school bus safety speech contest and develop emergency evacuation curriculum. Arrange for the purchase of education materials for distribution at training events, State Fair and at schools to engage older students. Provide refresher training to Personnel on the delivery of Buster the Bus. Continue the development of educational materials and compile Buster the Bus reporting from the previous year.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$11,000		\$	100	\$11,000		\$
Contractual	\$6,000	100	\$6,000		\$		\$
Commodities	\$11,700	100	\$11,700		\$		\$
Other Direct	\$5,200	100	\$5,200		\$		\$
Indirect	\$		\$		\$		\$
Total	\$33,900		\$22,900		\$11,000		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	State School Positions for Training	\$11,000
	Total	\$11,000

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Online resources and Buster the Bus Training	\$6,000
	Total	\$6,000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Educational Supplies and Printed Materials	\$11,700
	Total	\$11,700

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Poster Contest and Speech Awards	\$1,300
	In-State Travel	\$900
	Out of State Travel	\$3,000
	Total	\$5,200

FY 2008 Project Description

Project Number: PS-08-14-01

Agency: UNC - Highway Safety Research Center

Goals/Objectives: This grant is to assist the HSRC in the third year of a direct grant from NHTSA. It will assist with personnel and supplies.

Tasks/Description:

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$8,600	100	\$8,600		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$491	100	\$491		\$		\$
Direct	\$		\$		\$		\$
Indirect	\$909	100	\$909		\$		\$
Total	\$10,000		\$10,000		\$		\$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
1	Principal Investigator	\$5,849
1	Engineering Research Associate	\$567
1	Tech support analyst: support	\$962
1	Graduate/undergraduate assistant: support	\$321
	Fringe Benefits	\$901
	Total	\$8,600

INDIRECT COSTS		
Vendor	Description	Amount
	UNC facilities and administrative costs	\$909
	Total	\$909

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Project supplies/photocopies	\$16
	Supplies (promotional items)	\$475
	Total	\$491

FY 2008 Project Description

Project Number: PT-08-03-03-02/QN-08-17-01

Agency: North Carolina State Highway Patrol

Goals/Objectives: To purchase additional equipment to assist the NC State Highway Patrol in attaining its goals and mission to make the roads of North Carolina safer.

Tasks/Description: To purchase the listed equipment and place in the hands of the road Troopers. Thus enabling them to better perform their duties and therefore making the roads safer.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	\$		\$		\$		\$
Contractual	\$		\$		\$		\$
Commodities	\$		\$		\$		\$
Direct	\$500,000	100	\$500,000		\$		\$
Indirect	\$		\$		\$		\$
Total	\$500,000		\$500,000		\$		\$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
40	In car cameras	\$203,700
100	Time distance measuring devices	\$100,000
54	Dual antenna radars	\$86,400
16	LIDARs	\$41,600
100	Alcohol sensors (PBT's)	\$30,500
108	Digital cameras	\$37,800
	Total	\$500,000