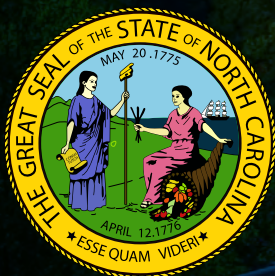


NORTH CAROLINA

Governor's Highway Safety Program

Highway Safety Plan

FY2022



Governor Roy Cooper
State of North Carolina

Secretary J. Eric Boyette
North Carolina Department of Transportation

Director Mark Ezzell
Governor's Highway Safety Program



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

ERIC BOYETTE
SECRETARY

June 21, 2021

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

Dear Ms. Hancock:

Please find enclosed North Carolina's FY 2022 Highway Safety Plan (HSP), Section 405 Applications, and Section 1906 Racial Profiling Application for your review and consideration.

The HSP outlines our project planning process, progress on performance measures, analysis of existing traffic safety conditions, planned expenditures of funds for FY 2022 and brief descriptions of project contracts that the Governor's Highway Safety Program intends to fund. These project contracts were selected for funding based on their likelihood of positively contributing to the HSP's performance measures and overall goals.

We are submitting additional applications outlining how North Carolina qualifies for funding under Sections 405b Occupant Protection, 405c State Traffic Safety Information System Improvements, 405d Impaired Driving Countermeasures, 405f Motorcycle Safety, 405h Nonmotorized Safety, and Section 1906.

The Plan also includes the necessary certifications and the listing of all equipment and software/information technology systems with a per item cost of \$5,000 or more for your review.

North Carolina anticipates a favorable review of all sections applied for in the Highway Safety Plan, Section 405, and Section 1906 applications. If there are any questions or clarifications needed, please contact me at 919-814-3654.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ezzell".

Mark Ezzell
Director/Governor's Representative for Highway Safety

Table of Contents

Executive Summary.....	1
Highway Safety Planning Process	3
Data Sources and Processes	3
Traffic Crash Data	3
Enforcement and Adjudication Data.....	3
Census Data.....	3
Seat Belt Use Observational Survey	4
Target Setting Process	4
Process Participants.....	5
Description of Highway Safety Problems	5
Methods for Project Selection.....	8
Description of Outcomes – SHSP and HSIP Coordination.....	9
Performance Report	11
C-1) Number of traffic fatalities (FARS)	13
C-2) Number of serious injuries in traffic crashes (State crash data files)	14
C-3) Fatalities/VMT (FARS/FHWA).....	15
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS).....	16
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).....	17
C-6) Number of speeding-related fatalities (FARS)	18
C-7) Number of motorcyclist fatalities (FARS).....	19
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	20
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS).....	21
C-10) Number of pedestrian fatalities (FARS)	22
C-11) Number of bicyclist fatalities (FARS).....	23
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).....	24
Number of drivers age 65 or older involved in fatal crashes (FARS).....	25
Summary.....	26
County Comparisons.....	28
Performance Plan.....	31
Grant Program Activity Reporting.....	39
Planning and Administration	40

FY2022 Planning and Administration Projects	41
Impaired Driving (Drugs and Alcohol)	43
Alcohol-impaired Driving: Crashes, Deaths and Injuries	43
Drugged Driving: Crashes, Deaths and Injuries	49
Enforcement Activities for Alcohol- and Drug-Impaired Driving.....	52
Summary.....	53
Countermeasures and Funding Priorities	54
Media Plan	56
FY2022 Alcohol- and Drug-Impaired Driving Projects	57
Occupant Protection (Adult & CPS)	64
Passenger Vehicle Driver and Occupant Deaths and Injuries.....	64
Behaviors	70
Statewide Campaigns/Programs	72
Enforcement Activities	72
Child Passenger Safety Programs	74
Summary.....	79
Countermeasures & Funding Priorities	80
Media Plan	81
FY2022 Occupant Protection Projects	81
Police Traffic Services.....	84
Crashes, Deaths and Injuries	84
Enforcement Activities	90
Summary.....	90
Countermeasures and Funding Priorities	90
Media Plan	91
FY2022 Police Traffic Services Projects	91
Young Drivers	99
Crashes, Deaths and Injuries	99
Summary.....	104
Countermeasures and Funding Priorities	104
Media Plan	104
FY2022 Young Driver Projects	104
Motorcycle Safety	106
Crashes, Deaths and Injuries	106
Summary.....	111

Countermeasures and Funding Priorities	111
Media Plan	112
FY2022 Motorcycle Safety Projects	112
Traffic Records	115
North Carolina Traffic Records Coordinating Committee (TRCC).....	115
North Carolina Traffic Records Assessment	115
Crash Recommendations	116
Vehicle Recommendations.....	116
Driver Recommendations.....	116
Roadway Recommendations.....	116
Citation/Adjudication Recommendations.....	116
EMS / Injury Surveillance Recommendations	117
North Carolina Traffic Safety Information Systems Strategic Plan.....	117
Racial Profiling Data Collection (Section 1906)	117
Other Efforts	118
FY2022 Traffic Records Projects	119
Non-motorized (Pedestrians & Bicyclists).....	121
Pedestrians	121
Evidence Considered	121
Pedestrian Safety Summary	124
Bicyclists.....	125
Evidence Considered	125
Bicyclist Safety Summary	127
Countermeasures and Funding Priorities.....	127
Media Plan.....	128
FY2022 Non-Motorized (Pedestrian and Bicycle) Projects.....	128
Older Drivers	131
Evidence Considered	131
Older Driver Summary	135
Countermeasures and Funding Priorities.....	135
Media Plan.....	135
FY2022 Older Drivers Projects	136
School Bus Safety	137
School Bus Safety Countermeasures and Funding Priorities.....	138
Media Plan.....	138

FY2022 School Bus Safety Projects	139
Communications (Media).....	140
FY2022 Communications (Media) Projects	141
Evidence-based Traffic Safety Enforcement Program (TSEP)	143
Data-driven Problem Identification.....	143
Selection of Evidence-based Countermeasures	143
Continuous Monitoring	144
High Visibility Enforcement Strategies.....	145
Impaired Driving	145
Occupant Protection.....	146
Speeding	147
Equipment and Software/IT Requests of \$5,000 or More.....	148
Regional LEL Grants	151
GHSP STEP Program	152
Cost Summary	153

Executive Summary

According to the Highway Safety Act of 1966, each state shall have a highway safety program approved by the U.S. Secretary of Transportation designed to reduce traffic crashes and the resulting deaths, injuries and property damage. In order to secure funding, each state must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The HSP must identify highway safety problems, establish performance measures and targets, and describe the state's countermeasure strategies and projects to achieve its performance targets. The FY2022 HSP serves as North Carolina's application for federal funds available under the highway safety grant program (Section 402) and the National Priority Safety Program (Section 405), as specified in the Fixing America's Surface Transportation (FAST) Act.

The North Carolina Governor's Highway Safety Program (GHSP) conducts an extensive problem identification process to develop the most effective and efficient plan for the distribution of federal funds. To develop this HSP, a number of data sources were examined including Fatality Analysis Reporting System (FARS) data, North Carolina state crash data, enforcement and adjudication data, census data, and seat belt use observational surveys. Problem identification is vital to the success of our highway safety program and ensures the initiatives implemented address the crash, fatality and injury problems within the state. Equity is also a key part of the process to ensure that GHSP programs and initiatives serve previously underserved groups and communities, and that members of underserved groups are part of the decision-making process on key funding and program efforts. Overall, the problem identification process provides appropriate criteria for the designation of funding priorities and provides a benchmark for administration and evaluation of the HSP.

This HSP includes targets for each of the 11 core outcome and one behavioral traffic safety indicators outlined by NHTSA and the Governor's Highway Safety Association (GHSA). Many factors were considered when setting performance targets for FY2022, including trends from the previous 10 years, ceiling/floor effects, external forces (e.g., economic factors, gasoline prices), equity, and the effectiveness of available countermeasures. The overall objective is to set performance targets that are challenging but obtainable. North Carolina is a Vision Zero state—the ultimate goal is zero deaths from motor vehicle crashes.

To meet North Carolina's targets, GHSP focuses on strategies that have been proven effective. GHSP uses the 9th Edition of NHTSA's *Countermeasures that Work* (CMTW), a document designed to assist State Highway Safety Offices in selecting evidence-based countermeasures for addressing major highway safety problem areas. During FY2022, GHSP will fund a variety of programs, projects and activities with federal transportation funds, all of which are intended to advance the traffic safety targets set forth in this Highway Safety Plan. GHSP will also take specific and proactive steps to ensure that traditionally underserved communities, especially those overrepresented in and disproportionately impacted by traffic crashes, are key partners in the planning and execution of these activities, and that many of the efforts undertaken in FY2022 are geared toward creating equity in those communities.

GHSP has identified the following areas as top priorities for program funding for FY2022:

- Alcohol-Impaired Driving (accounting for 323 fatalities in 2019);
- Occupant Protection (405 unrestrained fatalities);

- Speeding and Police Traffic Services (307 fatalities);
- Young Drivers (145 fatal crashes);
- Motorcyclists (208 fatalities);
- Pedestrians (209 fatalities);
- Older drivers (294 fatal crashes); and
- Traffic Records.

This document describes the organizational structure of GHSP, the problem identification process employed to determine the priority areas and accompanying targets for FY2022, and the process to select sub-grantees for FY2022. It also includes the performance measures and targets for the core outcome and behavior measures as required by NHTSA and GHSA. In accordance with FAST Act requirements, the targets of the FY2022 GHSP Highway Safety Plan match the overall targets in the Highway Safety Improvement Program and are also aligned with the goals of the North Carolina Strategic Highway Safety Plan, which was most recently revised and released in 2019. Finally, the HSP includes the required Certifications and Assurances and Cost Summary. The University of North Carolina Highway Safety Research Center (HSRC) assisted in the preparation of this Highway Safety Plan.

Highway Safety Planning Process

Data Sources and Processes

GHSP examines several data sources to provide the most complete picture of the major traffic safety problems in North Carolina. The sources of information that informed our problem identification process for FY2022 are described below.

Traffic Crash Data

North Carolina has a centralized source for all traffic data. This data is collected from the Division of Motor Vehicles (DMV) as well as from other NCDOT staff members throughout the state. This data is channeled to the State Traffic Safety Engineer within NCDOT and is readily available to GHSP and, on a more limited basis, the public. In addition to crash data, GHSP has access to North Carolina licensure data (state-wide and by county), registered vehicle data (state-wide and by county), and vehicle miles traveled (VMT) data.

The National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) is the primary tool for identifying our state's ongoing concerns and tracking progress on the performance measures established by NHTSA and GHSA. GHSP compares current year FARS data with FARS data from the previous 5-10 years. The FY2022 Highway Safety Plan includes FARS data through 2019—the most recent year available at the time this HSP was prepared.

Crash data are critical for evaluating the effectiveness of highway safety initiatives and establishing targets for future years. For each problem area, the following variables were examined as part of the problem identification process: crash severity (fatal, serious injury, or property damage only), driver demographics (age, sex, etc.), time of day of the crash, vehicle type, and whether the crash occurred on an urban or rural road. GHSP also examined crash data for each of North Carolina's 100 counties. Counties were ranked based on their relative contributions to specific traffic safety problems in North Carolina, such as alcohol-impaired driving, seat belt non-use and speeding.

Enforcement and Adjudication Data

GHSP conducts highway safety campaigns throughout the year. Law enforcement agencies are asked to report their citation totals from activities conducted during each campaign week. The GHSP Yearly Planning Calendar lists dates for all GHSP campaigns and reporting deadlines. Law enforcement agencies are also asked to report their year-round traffic safety activities, such as seat belt enforcement initiatives, DWI checking stations and saturation patrols. These special enforcement data reports for GHSP campaigns and events are submitted to GHSP through an online reporting system.

The North Carolina Administrative Office of the Courts (AOC) has a centralized database of court interactions, which enables GHSP to obtain accurate and up-to-date data on citations, including the status and disposition of cases. Access to updated citation data has been delayed somewhat in 2020 due to the COVID-19 pandemic.

Census Data

The State Demographics branch of the North Carolina Office of State Budget and Management (OSBM) produces annual population estimates and projections of the population of North Carolina's counties and municipalities that are used in the distribution of state shared revenues to local governments.

County population projections, available by sex and age, are used to compute population-based rates for specific traffic safety problems, such as alcohol-impaired driving fatalities per capita. GHSP also uses this data to address equity concerns by ensuring projects are addressing traffic safety needs in previously underserved communities, such as Robeson County.

Seat Belt Use Observational Survey

Although North Carolina's annual seat belt use survey is conducted each year in June, the 2020 survey was delayed until October because of COVID-19. The 2020 survey was conducted at 120 sites in 15 counties across the state. For all sites, trained observers recorded information from stopped or nearly stopped vehicles. Data were collected during rush hours (weekdays 7–9 a.m. and 3:30–6 p.m.), non-rush hours (weekdays 9 a.m.–3:30 p.m.), and on weekends (Saturday or Sunday 7 a.m.–6 p.m.). Data from the annual seat belt use survey is used to track how belt use has changed over time and to identify high-risk populations for seat belt non-use.

In summary, GHSP works in collaboration with a team of partner agencies and uses a variety of data sources to identify specific traffic safety problems facing North Carolina. This data is used to create specific targets addressing each problem area. The target setting process is described below.

Target Setting Process

Many factors were considered when setting performance targets for FY2022. The objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes in North Carolina. The target setting process considered:

- **Trends in crashes and fatalities.** As mentioned above, trends in crashes and fatalities in North Carolina were examined for the previous 5-10 years. These trends were used to project crashes and fatalities in future years.
- **Ceiling/floor effects.** As crashes or fatalities become rarer, progress becomes increasingly difficult to achieve. For example, approximately 15 unhelmeted motorcyclists are killed each year in crashes in North Carolina, representing less than 10 percent of all motorcyclist fatalities. It would be difficult to improve upon this very low rate. Rather than spend funds to reduce unhelmeted fatalities even further, resources might be better spent on other problem areas where greater progress is achievable.
- **The effect of external forces.** Traffic crashes and fatalities may be affected by economic factors, gasoline prices, population changes and health crises, as well as geographic, topographic and roadway system factors. These external forces may be beyond the direct control of safety advocates, but still deserve consideration. For example, North Carolina's population has steadily increased during the past decade. The larger population—along with the resulting increase in licensed drivers and registered vehicles—raises the potential for crashes and fatalities to occur. Other factors such as a growing economy may further boost this effect. In 2020, the COVID-19 pandemic was clearly an external factor that had surprisingly negative impacts on traffic safety across the nation, including North Carolina. To the extent possible, we considered the potential effect of these external forces in setting targets.
- **Effectiveness of known countermeasures.** GHSP also considers whether there are known effective approaches that address a specific problem area. For instance, high-visibility sobriety checkpoints are a proven countermeasure to deter alcohol-impaired driving and to reduce alcohol-related crashes/fatalities. Hence, we set challenging but achievable targets for this problem area. Graduated driver licensing (GDL) is the only proven countermeasure for

improving the safety of young drivers. Achieving further reductions in young driver crashes may be difficult given North Carolina's excellent GDL system and the lack of other proven measures. The targets for reducing young driver crashes are therefore somewhat less ambitious than other areas where there are more proven countermeasures for reducing crashes and fatalities.

The FY2022 Highway Safety Plan targets were established after considering the above factors.

Process Participants

As part of the problem identification process, GHSP collaborates with many organizations including the Division of Motor Vehicles (DMV), the NCDOT Traffic Safety Systems Management Unit, the North Carolina State University Institute for Transportation Research and Education (ITRE), the NC Administrative Office of the Courts (AOC), and the University of North Carolina Highway Safety Research Center (HSRC) and Injury Prevention Research Center (IPRC). The information provided by these agencies is supplemented by data from other state and local agencies. GHSP also received input from our task forces (impaired driving and occupant protection), the Traffic Safety Coordinating Committee, and the NC Executive Committee for Highway Safety. Federal mandates and the nine national priority program emphasis areas also influence problem identification.

Description of Highway Safety Problems

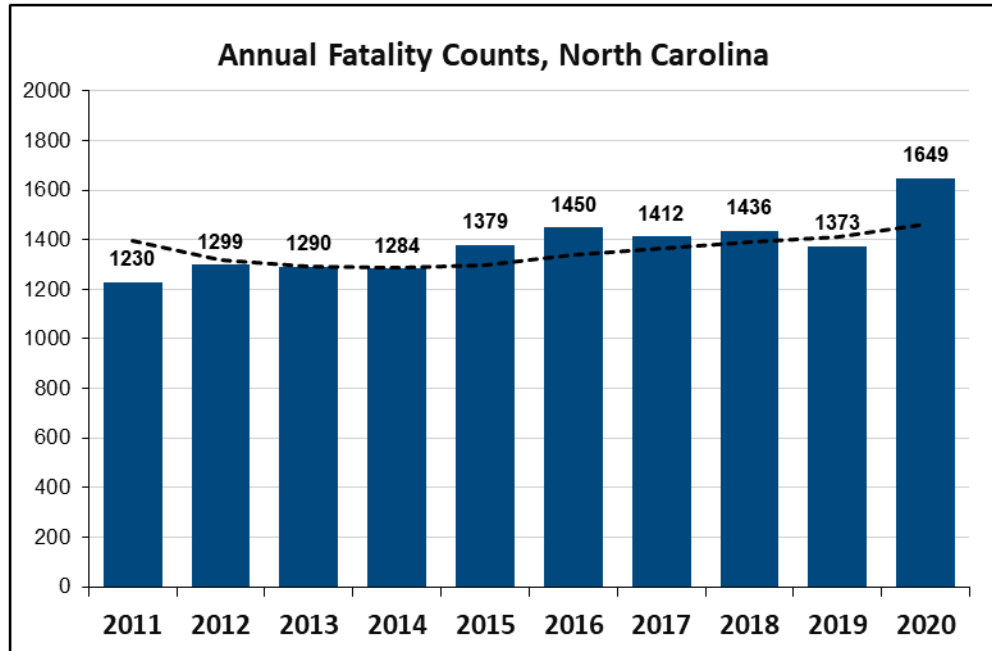
North Carolina is in the southeastern United States and borders four states: Virginia, Tennessee, Georgia and South Carolina. In terms of land area, North Carolina is the 28th largest state with 53,819 square miles. North Carolina has the second largest state highway system in the country. The transportation system includes 107,348 miles of public roads, 1,272 miles of interstate highways and 65,530 miles of rural roads. According to the Federal Highway Administration (FHWA), North Carolina had 7,620,001 licensed drivers in 2019, an increase of 17 percent since 2010. Ninety percent (90%) of the driving-age population in the state is licensed. FHWA records indicate a total of 8,527,388 registered vehicles in 2019, of which 3,390,087 were privately owned automobiles and 187,559 were privately owned motorcycles.

North Carolina's population officially passed the 10 million mark in 2015. According to the U.S. Census Bureau, North Carolina's population was an estimated 10.5 million people in 2020, making it the 9th most populous state in the U.S. and the 10th fastest growing state. According to U.S. Census estimates, the median age in North Carolina is 38.9 years. Sixteen percent of the state's population is age 65 or older; 22 percent is under age 18. The population is predominantly white (71 percent) and Black/African American (22 percent). Ten percent is Latino and 1.6 percent is Native American. The median household income in North Carolina is \$52,413.

North Carolina has 100 counties. Two-thirds (68) have experienced population growth since 2010, and 10 were among the 100 fastest-growing counties in the nation. Almost 40 percent of the state's growth since 2010 has occurred in two counties: Mecklenburg (home of Charlotte) and Wake (home of Raleigh). Meanwhile, 32 of North Carolina's 100 counties have experienced population decline since 2010 including Tyrell (-15%), Hyde (-12%), Anson (-11%), Northampton (-9%), Washington (-9%), Bertie (-8%), and Edgecombe (-8%). Many of these counties are in the eastern part of the state.

Similar to national trends, traffic fatalities dropped in North Carolina during 2019. There were 1,373 fatalities resulting from motor vehicle crashes in 2019, a 4.0% decrease from the 1,436 fatalities in 2018. Unfortunately, traffic fatalities increased noticeable during 2020 based on North Carolina crash data.

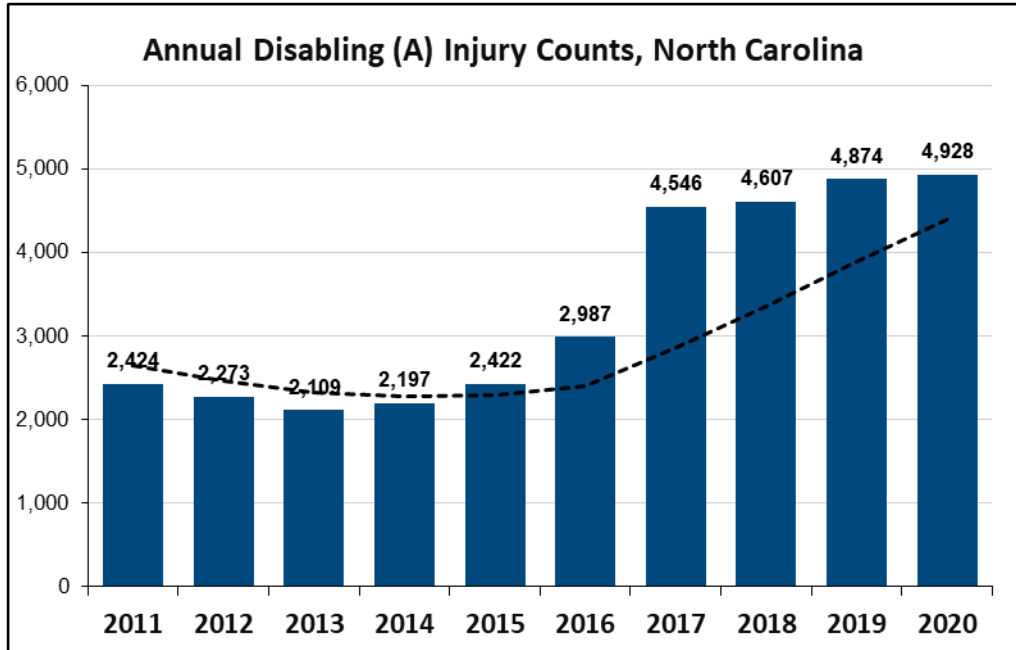
(FARS data are not yet available for 2020.) Despite the pandemic and statewide shutdown in March, traffic fatalities rose by a surprising 20%. The 1,649 fatalities in 2020 represented the largest number of traffic fatalities in North Carolina since 2007. The 5-year moving average suggests a gradual increase in traffic fatalities in North Carolina since 2015, as shown in the figure below.



Source: FARS, 2011–2019 and NCDOT Motor Vehicle Crash Data, 2020.

Note: The dotted line shows the 5-year moving average.

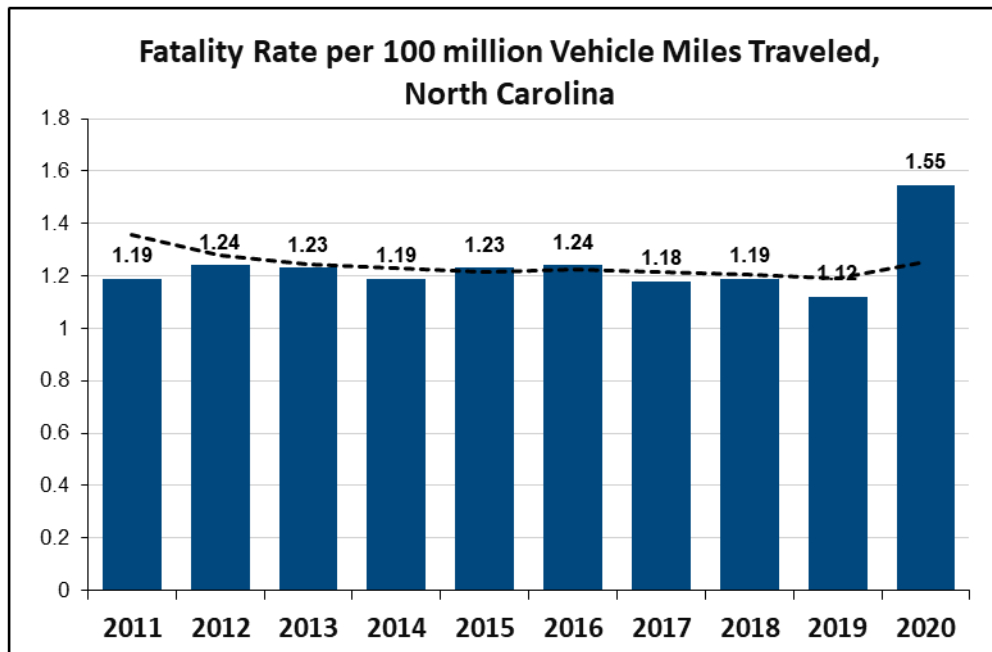
The number of disabling (A) injuries has increased each of the last seven years in North Carolina. During 2020, there were 4,928 disabling injuries, up 1.1% from the 4,874 injuries in 2019. Note that North Carolina changed the definition of disabling (A) injuries during the last quarter of 2016. A substantial portion of the increase in disabling (A) injuries observed between 2015 and 2017 can be attributed to the new definition.



Source: NCDOT Motor Vehicle Crash Data, 2011–2020.

Note: The 2016 and 2017 increase is largely due to a change in the disabling-injury definition during the last three months of 2016. The dotted line shows the 5-year moving average.

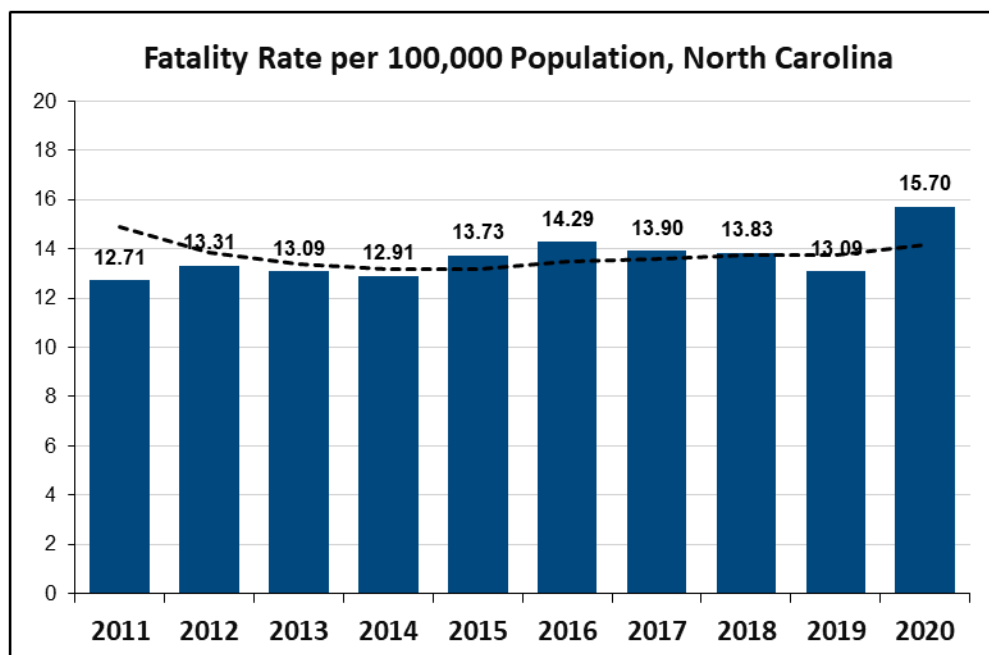
The fatality rate per vehicle mile traveled (VMT) increased noticeably in 2020. There were 1.55 fatalities per 100 million VMT during 2020, compared to 1.12 in 2019. The jump was the result of an increase in fatalities coupled with a sizeable drop in VMT due to the COVID-19 pandemic and statewide shutdown in March 2020.



Source: FARS, 2011–2019 and NCDOT Motor Vehicle Crash Data, 2020.

Note: The dotted line shows the 5-year moving average.

As mentioned earlier, North Carolina’s population has grown considerably during the last decade. Consequently, it is important to consider fatality rates per capita. The figure below shows fatality rates per 100,000 population in North Carolina from 2011 through 2020. During 2020, the per capita fatality rate jumped from 13.09 to 15.70. The long-term trend suggests a slow rise in fatalities per capita.



Source: FARS, 2011–2019, NCDOT Motor Vehicle Crash Data, 2020, and U.S. Census Bureau.
Note: The dotted line shows the 5-year moving average.

Methods for Project Selection

Each year, GHSP funds projects to reduce crashes, injuries and fatalities in North Carolina. Nonprofits, local government, law enforcement agencies, safety programmers and other groups submit applications through a web-based application system. This system is integrated with NCDOT’s Federal Aid, Grants and Financial System and allows users to view the status of an application and request changes to a contract at any time. This system allows GHSP staff to approve applications electronically and reduces paperwork. Proper authorization is necessary to access the system.

Some general guidelines about the GHSP highway safety grants program:

- All funding from GHSP must be for highway safety purposes only.
- All funding must be necessary and reasonable.
- All funding is based on the implementation of evidence-based strategies.
- All funding is performance-based. Substantial progress in reducing crashes, injuries and fatalities is required as a condition of continued funding.
- All funding is passed through from the federal government and is subject to both federal and state regulations.
- All funding is considered “seed money” to get programs started. In most cases, the grantee is expected to provide a portion of the project costs and is expected to continue the program after GHSP funding ends.

- Projects are only approved for one full or partial federal fiscal year at a time. However, multiyear projects are typically awarded funds for up to three consecutive years with a progressively higher cost share.
- Funding cannot be used to replace or supplant existing expenditures, nor can they be used to carry out the general operating expenses of the grantee.
- All funding is on a reimbursement basis. The grantee must pay for all expenses up front and then submit a reimbursement request to receive the funds.
- Also, law enforcement agencies receiving grant funds must:
 - conduct a minimum of one daytime and one nighttime seat belt initiative per month and one impaired driving checkpoint per month; and
 - participate in all *Click It or Ticket* and *Booze It & Lose It* campaigns.

GHSP's in-house review team utilizes a data driven approach to select project applications for funding. GHSP Highway Safety Specialists (HSSs) conduct an initial project review based on the applicants' problem identification, goals and objectives, use of evidence-based strategies and activities, budget and past performance. Specialists also indicate whether the application is within the top 25 counties based on five-year average fatality data. GHSP then has a selection meeting that includes input from HSSs, the Director/GR, Assistant Director for Internal Programs, Planning, Programs and Evaluation Manager and Finance Officer, as well as other partners when appropriate.

When making final grant selections, GHSP relies heavily on the HSS initial project review, the summary documentation provided by the HSS, and the group selection review. Applications are reviewed individually to allow the entire review team and partners to critique each application, provide input and ask questions about each application. GHSP also solicits input from NHTSA, the Regional Law Enforcement Liaison (RLEL) network, or other partners (when appropriate) as part of the decision-making process.

GHSP's review process includes a risk assessment of both the applicant agency and the proposed project. This information is captured on the HHS project review form. The risk assessment may include the applicant's past performance with previous grants (including claim and reporting timeliness and accuracy), previous participation in GHSP-sponsored campaigns and events, applicant's staff size, mission, monitoring results from other Federal agency awards, and any other incidental or anecdotal information that may provide an indication of project success or failure. For law enforcement applicants, GHSP also considers factors such as the agency's highway safety enforcement efforts for the three previous years. Prior to funding any project, GHSP reviews debarred lists and checks for known single audit findings that may indicate a high risk. If a funded project is deemed a higher than normal risk, GHSP will require enhanced reporting and/or monitoring to better track the project's progress.

Once GHSP and NHTSA approve a traffic safety project proposal, an agreement is electronically signed and returned to the applicant agency with an approval letter.

Description of Outcomes – SHSP and HSIP Coordination

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

Highway Safety, which includes stakeholders such as state, regional, local and tribal agencies, representatives from traditionally underserved communities and other public and private partners.

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

The plan will achieve these goals by implementing strategies/actions in 11 safety emphasis areas:

- Intersections
- Lane Departure
- Alertness
- Occupant Protection
- Speed
- Substance Impaired Driving
- Motorcyclists
- Older Drivers
- Pedestrians, Bicyclists, and Personal Mobility
- Younger Drivers
- Emerging Issues and Data

Stakeholders selected these emphasis areas through a data-driven approach, noting that many crashes cut across multiple emphasis areas. These emphasis areas let safety professionals address crashes from multiple perspectives and focus on achieving the goals of the HSP. Equity was a key consideration in each of the strategies and actions.

As required, the targets for total fatalities, the fatality rate per 100 million VMT, and the total number of "disabling" (A) injuries of this FY2022 Highway Safety Plan submitted by GHSP match the overall targets in the Highway Safety Improvement Program and are aligned with the goals of the North Carolina Strategic Highway Safety Plan (SHSP). GHSP was a key player in the 2019 update to the SHSP, with Highway Safety Specialists and other GHSP staff serving on many working groups. This helped better align the targets and strategies of the HSP with the goals and strategies of the SHSP.

Certification: GHSP certifies that the State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Performance Report

This section describes North Carolina's progress on the 12 performance measures identified by NHSTA/GHSP. Progress towards meeting the performance targets from the previous fiscal year's HSP are shown in the table below. The sections that follow provide a program-area-level report for each performance target.

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source (FY21 Results)	Meeting FY21 Target
C-1) Total Traffic Fatalities	5 year	2017-2021	1,309.9	FARS 2017-2019, NC Crash Data 2020-2021 (1,459.6)	No
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	3,656.1	NC Crash Data, 2017-2021 (4,463.6)	No
C-3) Fatalities/VMT	5 year	2017-2021	1.105	FARS 2017-2019, NC Crash Data 2020-2021 (1.26)	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	357	FARS 2017-2019, NC Crash Data 2020-2021 (441)	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	360	FARS 2017-2019* (385)	No
C-6) Speeding-Related Fatalities	5 year	2017-2021	448	FARS 2017-2019, NC Crash Data 2020-2021 (354)	Yes
C-7) Motorcyclist Fatalities	5 year	2017-2021	178	FARS 2017-2019, NC Crash Data 2020-2021 (188)	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	14	FARS 2017-2019, (16)	In progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	152	FARS 2017-2019, NC Crash Data 2020-2021 (172)	No
C-10) Pedestrian Fatalities	5 year	2017-2021	185	FARS 2017-2019, NC Crash Data 2020-2021 (221)	No
C-11) Bicyclist Fatalities	5 year	2017-2021	19	FARS 2017-2019, NC Crash Data 2020-2021	No

				(23)	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	91.5	NC annual seat belt use survey (87.1)	In progress
Number of drivers age 65 or older involved in fatal crashes	5 year	2017-2021	246	FARS 2017-2019, NC Crash Data 2020-2021 (293)	No

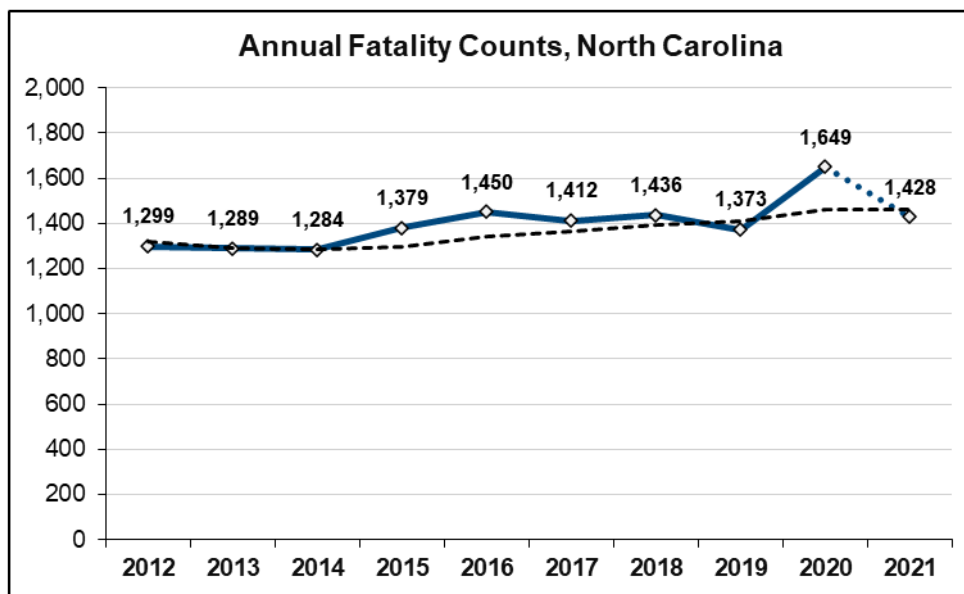
**2020-2021 fatalities were estimated from the previous five-year trend using FARS. We were unable to use NCDOT Motor Vehicle Crash Data because FARS and NCDOT have different definitions for an alcohol-impaired driving crash.*

C-1) Number of traffic fatalities (FARS)

Target: Reduce traffic-related fatalities by 5.93 percent from the 2014–2018 average of 1,392.4 to the 2017–2021 average of 1,309.9 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of traffic fatalities was 1,459.6, a 4.8 percent increase from the 2014–2018 average of 1,392.4.

Traffic fatalities decreased in North Carolina during 2019 (the most recent year for which FARS data are available). Sixty-three (63) fewer fatalities occurred during 2019 than 2018, a decrease of 4.6 percent. By comparison, traffic fatalities nationwide decreased by 2.0 percent during 2019. According to NCDOT Motor Vehicle Crash Data, traffic fatalities increased substantially during 2020 despite the COVID-19 pandemic and statewide shutdown, as shown in the figure below. The 5-year moving average suggests a gradual rise in traffic fatalities in North Carolina since 2015.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

Note: Fatalities in 2021 were extrapolated based on the 357 fatalities during the first three months of the year.

A number of factors likely contributed to not achieving the 2017–2021 target. The population of North Carolina has increased by more than 10% since 2010. The number of licensed drivers and the number of vehicle miles traveled (VMT) have grown at an even faster rate. Hence, it is important to consider fatality *rates* in addition to the total *number* of fatalities.

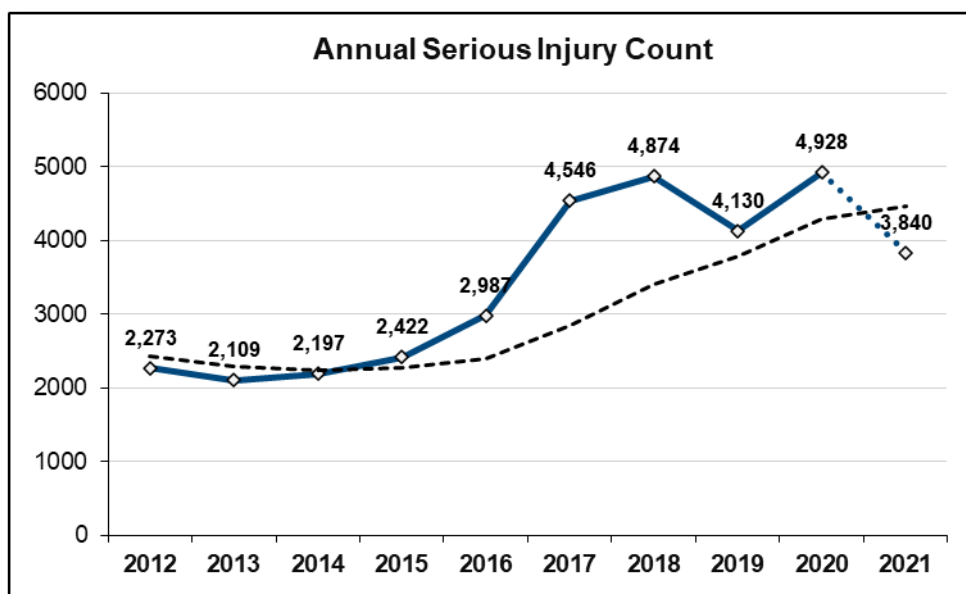
GHSP remains committed to further reducing traffic fatalities in our State. GHSP supports a variety of enforcement and educational efforts to decrease motor vehicle crashes and the resulting injuries and fatalities, as described in the Program Areas section of the Highway Safety Plan.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Target: Reduce the number of serious injuries by 6.37 percent from the 2014–2018 average of 3,905.0 to the 2017–2021 average of 3,656.1 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of serious injuries was 4,463.6, a 14.3 percent increase from the 2014–2018 average of 3,905.0.

The number of serious (“disabling”) injuries has fluctuated in North Carolina over the past five years. More than 700 fewer serious injuries occurred during 2019 than 2018, a decrease of 15 percent. However, similar to fatalities, serious injuries from motor vehicle crashes increased noticeably in 2020.



Source: NCDOT Motor Vehicle Crash Data, 2012–2021.

Note: Serious injuries in 2021 were extrapolated based on the 960 serious injuries during the first three months of the year.

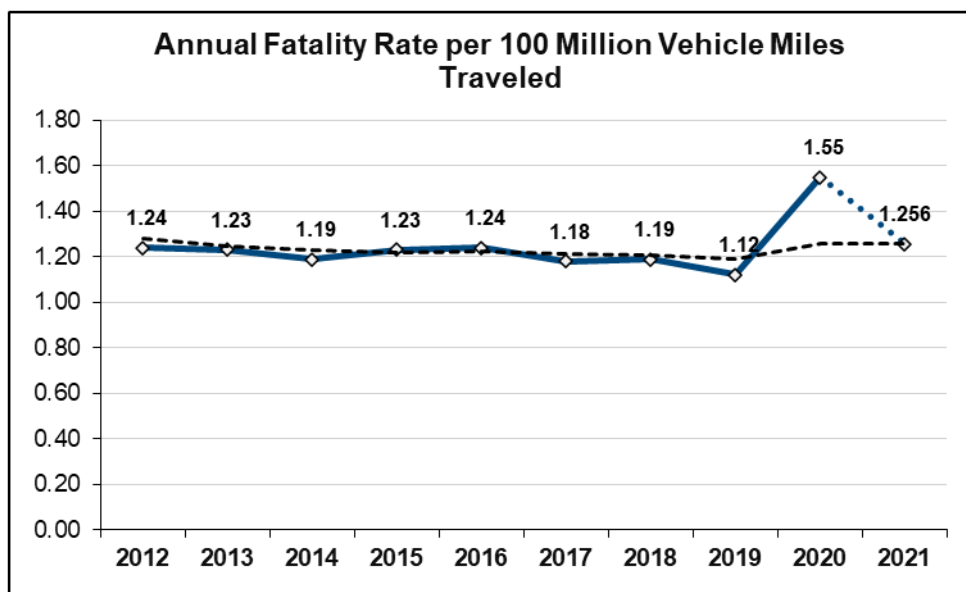
It is important to note that North Carolina changed the definition of “serious injury” during the last quarter of 2016. This had a substantial impact on the rise in the 5-year moving average shown in the figure above.

C-3) Fatalities/VMT (FARS/FHWA)

Target: Reduce the fatality rate per 100 million VMT by 8.48 percent from the 2014–2018 average of 1.208 to the 2017–2021 average of 1.105 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average fatality rate per 100 million VMT was 1.26, a 4.3 percent increase from the 2014–2018 average of 1.208.

North Carolina’s annual fatality rate per 100 million VMT declined somewhat in 2019 (the most recent year for which FARS data are available). Unfortunately, there was a sharp rise in the fatality rate in 2020. This was the result of an increase in fatalities coupled with a substantial drop in VMT. The fatality rate for 2020 was based on state estimates and will be adjusted once the final rate is published by NHTSA. The 5-year moving average suggests little change in the fatality rate over the past decade.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2019–2020.

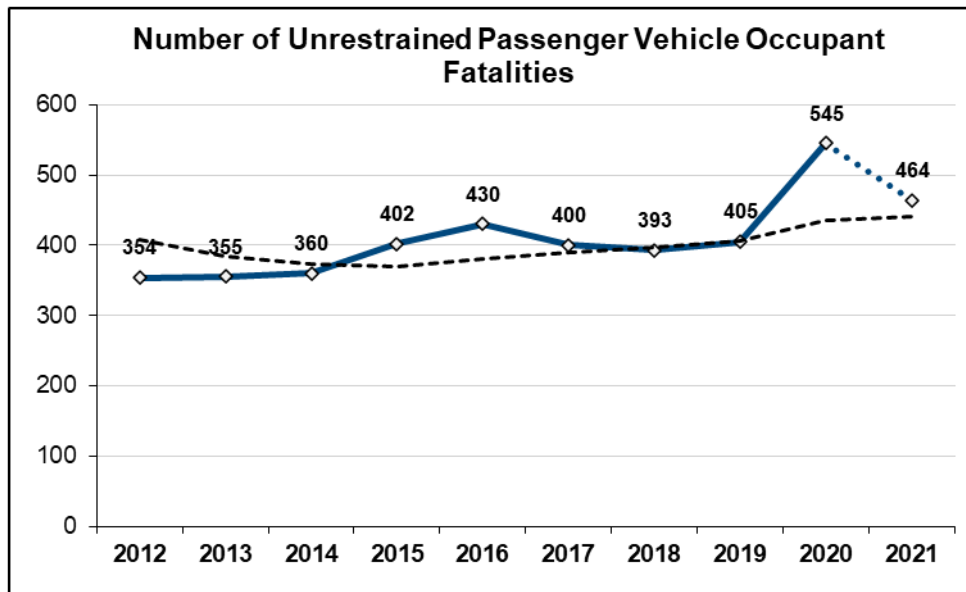
Note: The 2021 fatality rate was estimated from the previous five-year trend.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Target: Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 10 percent from the 2014–2018 average of 397 to the 2017–2021 average of 357 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of unrestrained passenger vehicle occupant fatalities was 441, a 11.1 percent increase from the 2014–2018 average of 397.

Unrestrained passenger vehicle occupant fatalities rose in North Carolina during 2019 (the most recent year for which FARS data are available). There were 12 more unrestrained fatalities in 2019 than 2018, an increase of 3.1 percent. Based on NC Motor Vehicle Crash Data, unrestrained fatalities grew substantially in 2020. Overall, the 5-year moving average suggests a gradual rise in unrestrained fatalities since 2015.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

Note: Unrestrained fatalities in 2021 were extrapolated based on the 116 unrestrained fatalities during the first three months of the year.

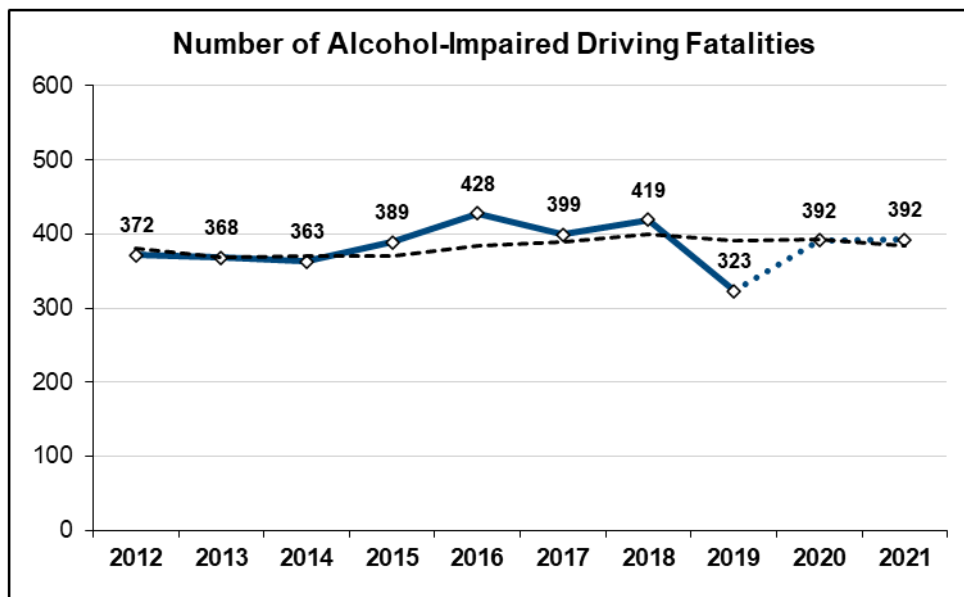
An estimated 600 lives are saved each year in North Carolina by passenger restraints. Approximately 100 more lives could be saved each year if all passenger vehicle occupants were properly restrained.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Target: Decrease alcohol impaired driving fatalities 10 percent from the 2014–2018 average of 400 to the 2017–2021 average of 360 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of fatalities involving drivers with a BAC of .08 or above was 385, a 3.5 percent decrease from the 2014–2018 average of 400.

Alcohol-impaired driving fatalities decreased in North Carolina during 2019 (the most recent year for which FARS data are available). Ninety-six (96) fewer alcohol-impaired driving fatalities occurred during 2019 than 2018, a decrease of 20.5 percent. However, the longer-term trend suggests little change in fatalities. During 2019, 24 percent of all fatalities were alcohol related. In previous years, approximately 30 percent of all fatalities were alcohol related.



Source: FARS, 2012–2019.

Note: Alcohol-impaired fatalities in 2020-2021 were estimated from the previous five-year trend using FARS. We were unable to use NCDOT Motor Vehicle Crash Data because FARS and NCDOT have different definitions for an alcohol-impaired driving crash.

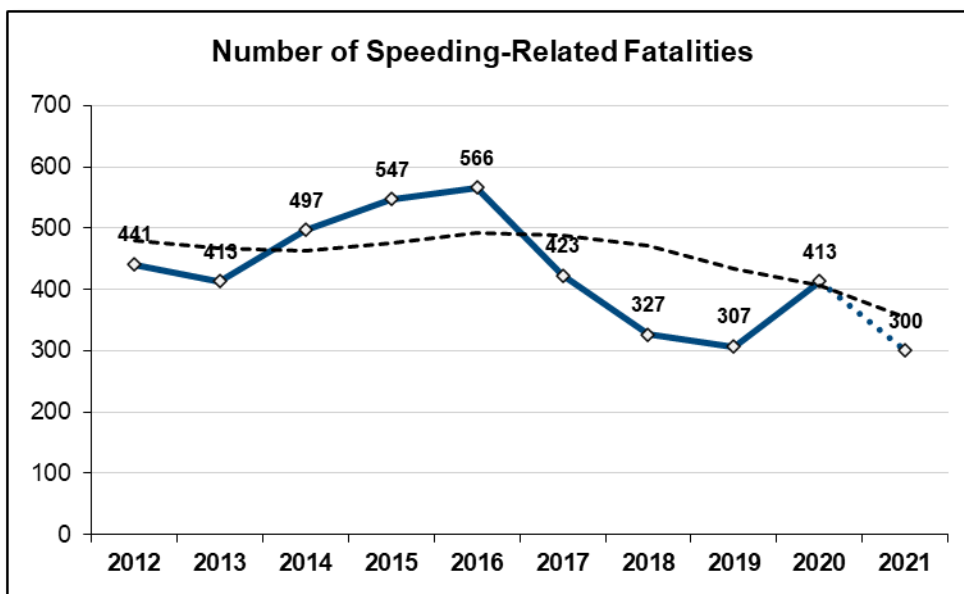
North Carolina is very aggressive in the fight to remove impaired drivers from our roadways. GHSP funds a variety of efforts to educate drivers and to enforce the state’s impaired driving laws. See the Impaired Driving Program Area for more details.

C-6) Number of speeding-related fatalities (FARS)

Target: Decrease speeding-related fatalities by 5 percent from the 2014–2018 average of 472 to the 2017–2021 average of 448 by December 31, 2021.

Outcome: Target met. The 2017–2021 average number of speeding-related fatalities was 354, a 25 percent decrease from the 2014–2018 average of 472.

There were 307 speed-related fatalities in North Carolina during 2019 (the most recent year for which FARS data are available). This was a decrease of 20 fatalities (6 percent) from the preceding year. Almost one fourth (22%) of all fatalities in North Carolina during 2019 were speed related. Speeding is particularly common among drivers age 16-29, on weekends, among motorcyclists and among drivers who have been drinking. The moving average suggests a steady decline in speed-related fatalities over the past five years. North Carolina achieved its target for reducing speed-related fatalities.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

Note: Speed-related fatalities in 2021 were extrapolated based on the 75 fatalities during the first three months of the year.

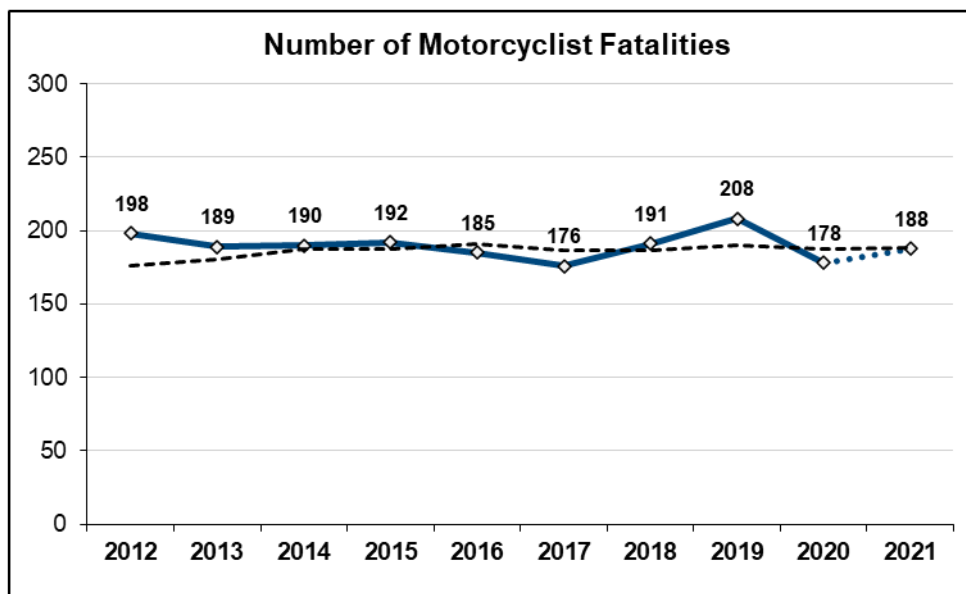
GHSP remains committed to supporting proven countermeasures to further reduce the frequency of speed-related crashes and fatalities. See the Police Traffic Services Program Area for more details.

C-7) Number of motorcyclist fatalities (FARS)

Target: Decrease motorcyclist fatalities 5 percent from the 2014–2018 average of 187 to the 2017–2021 average of 178 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of motorcyclist fatalities was 188, a 0.5 percent increase from the 2014–2018 average of 187.

A total of 208 motorcyclists were killed in crashes in North Carolina during 2019 (the most recent year for which FARS data are available). This was an increase of 17 fatalities (9 percent) in comparison with 2018. Motorcyclists accounted for 15 percent of all traffic fatalities in 2019. By comparison, motorcyclists accounted for just 6 percent of fatalities in 2000. The increase over the last two decades largely reflects the growing popularity of motorcycle riding. There are more riders traveling more miles, resulting in more exposure of motorcyclists to other traffic and potentially dangerous conditions. Additionally, the average age of riders killed in crashes has risen. During 2019, riders age 41 and older accounted for approximately half of all motorcyclist fatalities.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020.

Note: Motorcyclist fatalities in 2021 were estimated from the previous five-year trend.

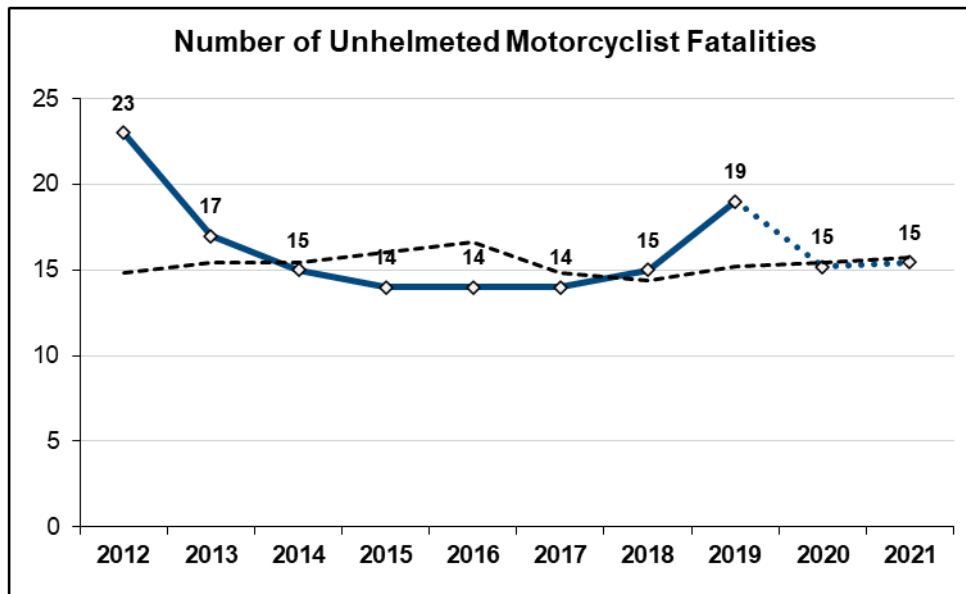
GHSP strongly supports efforts to provide training to help motorcyclists become safe riders. See the Motorcycle Safety Program Area for more details.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Target: Limit the 2017–2021 average number of unhelmeted motorcyclist fatalities to the 2014–2018 average of 14 by December 31, 2021.

Outcome: **In progress.** The 2017–2021 average number of unhelmeted motorcyclist fatalities was 16, above the 2014–2018 average of 14.

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



Source: FARS, 2012–2019.

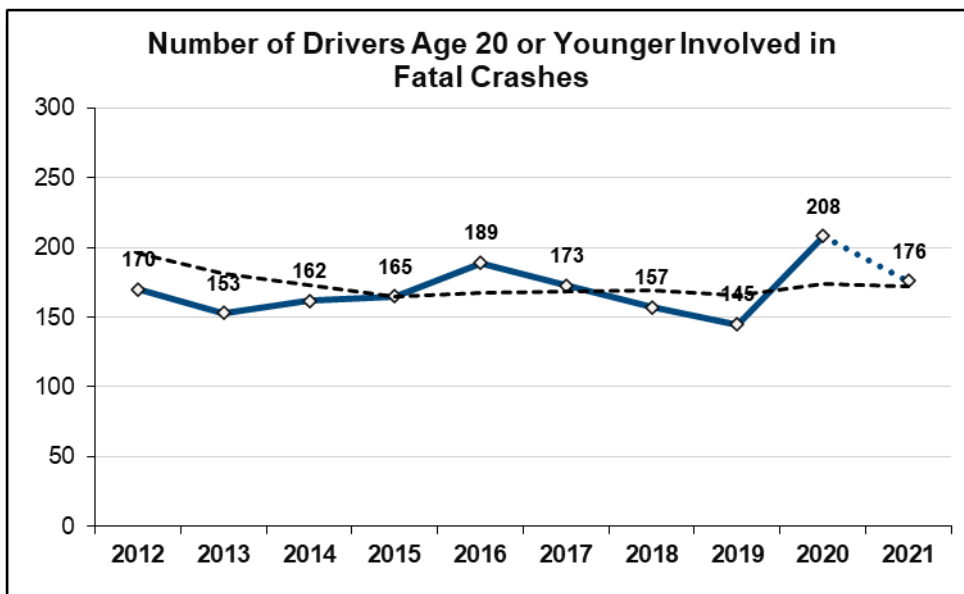
Note: Unhelmeted motorcyclist fatalities in 2020 and 2021 were estimated from the previous five-year trend using FARS.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Target: Decrease drivers age 20 or younger involved in fatal crashes by 10 percent from the 2014–2018 average of 169 to the 2017–2021 average of 152 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of young drivers involved in fatal crashes was 172, a 1.8 percent increase from the 2014–2018 average of 169.

Young driver fatal crashes declined in North Carolina during 2019 (the most recent year for which FARS data are available). There were 145 fatal crashes involving drivers age 20 or younger in North Carolina during 2019, a decrease of 8 percent from 2018. Although young driver fatal crashes fluctuate from year to year, the 5-year moving average suggests little change in fatal crashes.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

Note: Young driver fatal crashes in 2021 were extrapolated based on the 44 fatal crashes during the first three months of the year.

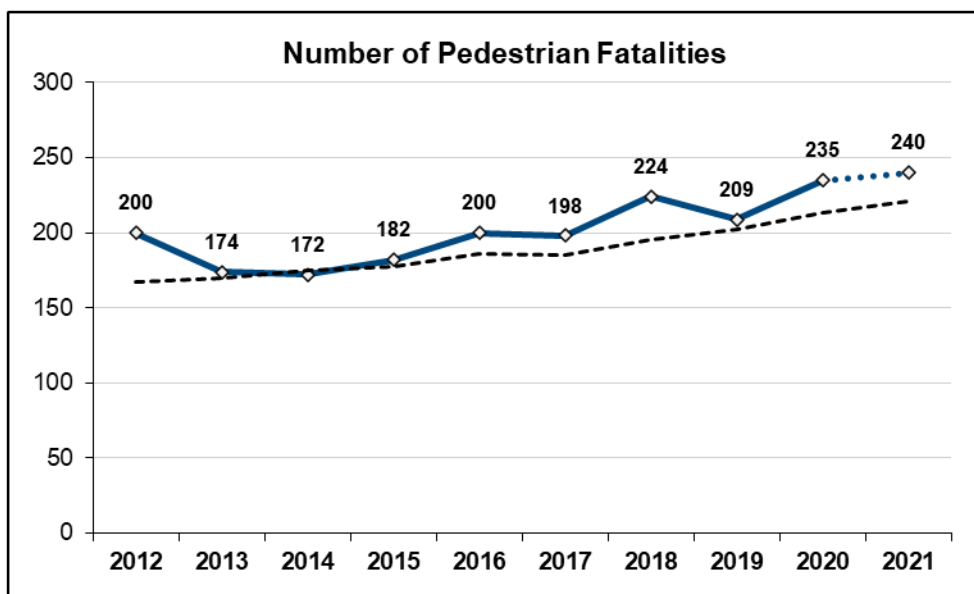
Motor vehicle crashes are a leading cause of death among teenagers in North Carolina. GHSP is supporting and evaluating several innovative approaches to improving young driver safety. See the Young Drivers Program Area for more details.

C-10) Number of pedestrian fatalities (FARS)

Target: Decrease the number of pedestrian fatalities by 5 percent from the 2014–2018 average of 195 to the 2017–2021 average of 185 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of pedestrian fatalities was 221, a 13 percent increase from the 2014–2018 average of 195.

A total of 209 pedestrians were killed in collisions with motor vehicles during 2019 (the most recent year for which FARS data are available), a decrease of 15 fatalities compared to 2018. However, the 5-year moving average suggests a steady rise in pedestrian fatalities over the last decade. Pedestrians currently account for approximately 15 percent of all traffic fatalities in the state. Pedestrians are more vulnerable than occupants of motor vehicles and are much more likely to be seriously injured or killed in a crash.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

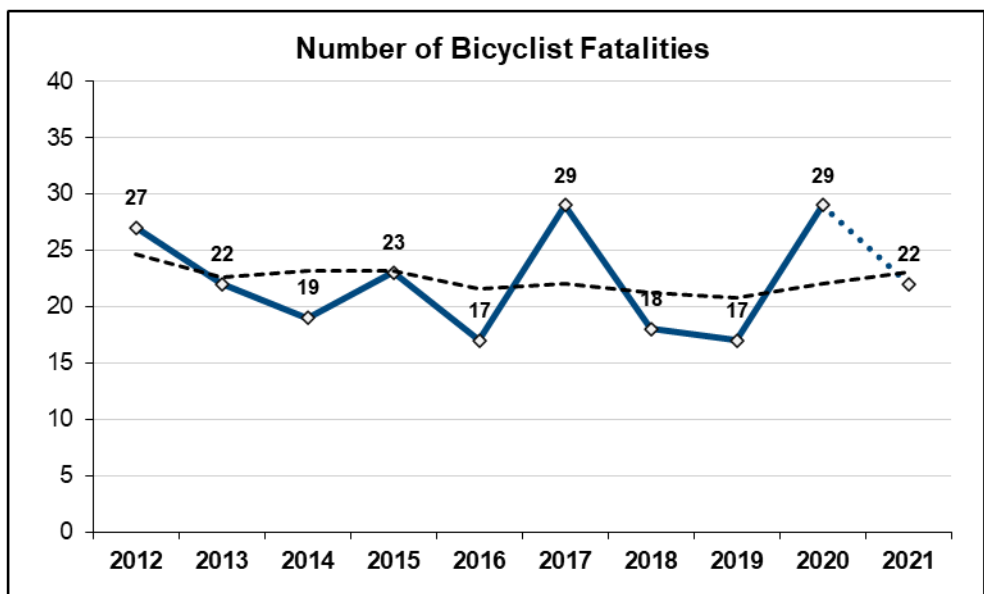
Note: Pedestrian fatalities in 2021 were extrapolated based on the 60 fatalities during the first three months of the year.

C-11) Number of bicyclist fatalities (FARS)

Target: Decrease the number of bicyclist fatalities 10 percent from the 2014–2018 average of 21 to the 2017–2021 average of 19 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of bicyclist fatalities was 23, a 9.5 percent increase from the 2014–2018 annual average of 21.

The number of bicyclist fatalities in North Carolina is much lower than the number of fatalities involving pedestrians, motorcyclists and other vulnerable road users. Seventeen bicyclists were killed in crashes in North Carolina during 2019 (the most recent year for which FARS data are available), a decrease of one fatality in comparison with 2018. Although bicyclist fatalities fluctuate from year to year, the 5-year moving average suggests little change in fatalities over the past decade.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020.

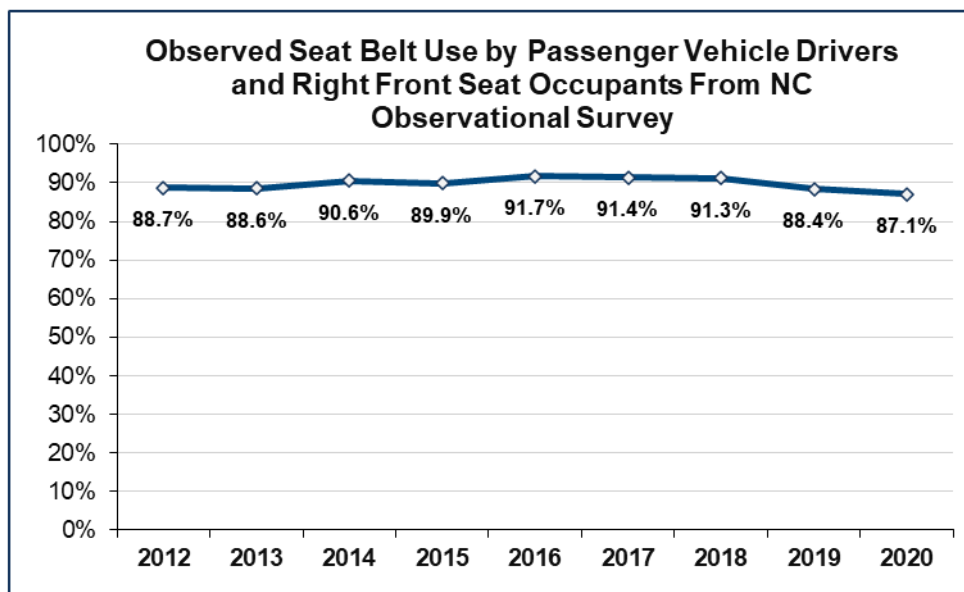
Note: Bicyclist fatalities in 2021 were estimated from the previous five-year trend.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Target: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 91.5 percent by December 31, 2021.

Outcome: **In progress.** The observed seat belt use rate in 2020 was 87.1 percent, 4.4 percentage points below the target of 91.5 percent set for 2021.

Observed seat belt use among front seat occupants in passenger vehicle was 87.1 percent in 2020 (the most recent year for which annual seat belt use survey results are available). In comparison with 2019, belt use decreased by 1.3 percentage points. Overall, observed seat belt use has changed only slightly the past ten years, hovering near 90 percent each year.



Source: North Carolina’s annual seat belt use survey.

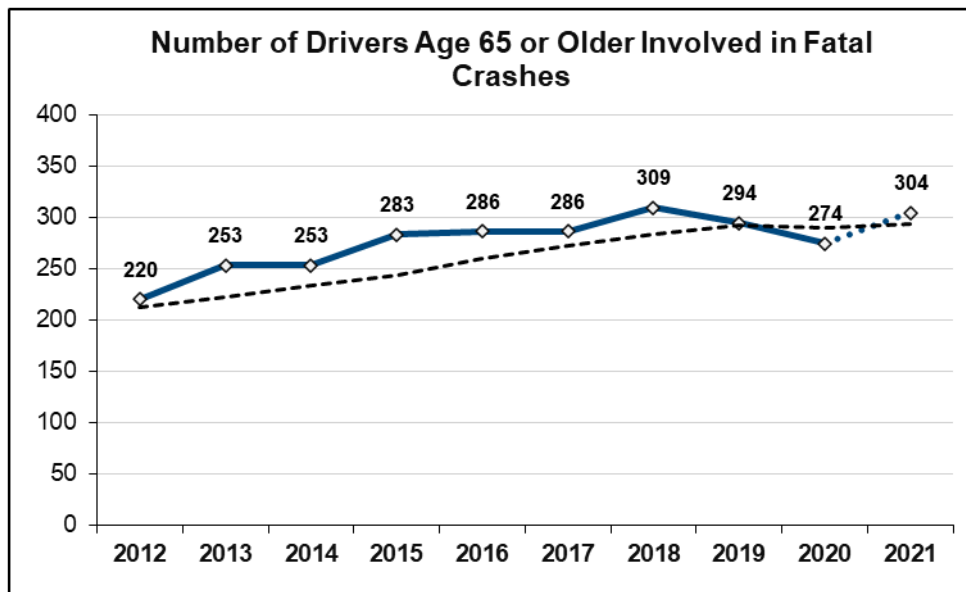
Increasing seat belt use continues to be one of GHSP’s highest priorities. Current GHSP-funded activities are focused on nighttime belt enforcement and child passenger safety. See the Occupant Protection (Adult and Child Passenger Safety) Program Area for more details.

Number of drivers age 65 or older involved in fatal crashes (FARS)

Target: Decrease drivers age 65 or older involved in fatal crashes by 5 percent from the 2014–2018 average of 259 to the 2017–2021 average of 246 by December 31, 2021.

Outcome: **Target not met.** The 2017–2021 average number of older drivers involved in fatal crashes was 293, a 13 percent increase from the 2014–2018 average of 259.

There were 294 fatal crashes involving drivers age 65 and older in North Carolina during 2019 (the most recent year for which FARS data are available), a decrease of 5 percent compared to 2018. However, the 5-year moving average suggests a steady rise in older driver fatal crashes over the past 10 years. Older drivers currently account for approximately 15 percent of all fatal crashes in North Carolina.



Source: FARS, 2012–2019 and NCDOT Motor Vehicle Crash Data, 2020–2021.

Note: Older driver fatal crashes in 2021 were extrapolated based on the 76 fatal crashes during the first three months of the year.

GHSP has collaborated with and helped support a statewide Older Driver Working Group to identify ways to improve the safety of older drivers. See the Older Drivers Program Area for more details.

Summary

Total fatalities and fatalities per 100 million VMT decreased somewhat in North Carolina during 2019 (the most recent year for which FARS data are available). Fatalities rebounded during 2020, rising by 20 percent according to NCDOT Motor Vehicle Crash Data. This increase is surprising considering the large decrease in VMT during 2020 due to the COVID-19 pandemic and statewide shutdown. However, it appears to mirror national trends. Serious injuries show a similar pattern as fatalities—falling in 2019 but rising in 2020. As part of the FY2022 Performance Plan, GHSP has set targets to further reduce fatalities and serious injuries by 2022.

North Carolina has achieved substantial progress on some performance measures. The State met its target for speed-related fatalities, which have dropped four of the past five years. Because speeding increases both the likelihood and the severity of motor vehicle crashes, GHSP remains committed to further reducing the prevalence of speeding in our State. Fatal crashes involving drivers age 20 or younger also declined steadily until 2020. GHSP is funding several young driver safety programs that include educational presentation activities and hands on driver training. Another positive finding is the number of unhelmeted motorcycle riders killed in crashes continues to be very low. North Carolina has a universal helmet law covering all riders. An estimated 100+ lives in North Carolina are saved each year by motorcycle helmets.

Alcohol-impaired driving fatalities decreased by 23 percent in 2019. However, the longer-term trend suggests little change in fatalities. GHSP remains committed to deterring impaired driving among the general population and removing impaired drivers from our roadways. GHSP is funding many initiatives during FY2022 to address impaired driving including DWI high visibility enforcement teams, DWI treatment courts and expedited blood testing. Additionally, GHSP has rejuvenated and expanded the Statewide Impaired Driving Task Force. The Task Force updated the State's Impaired Driving Plan in FY2021, which provides a comprehensive approach for preventing and reducing alcohol-impaired driving in North Carolina, and many of the Task Force's recommendations are on track for implementation.

Fatalities involving unrestrained vehicle occupants have been gradually rising since 2015. The observed belt use rate for drivers and front seat occupants fell to 87.1 percent in 2020 (the most recent year for which annual seat belt use survey results are available). The State has been below the 90 percent threshold for two consecutive years. To return belt use to 90+ percent, GHSP will continue to support proven countermeasures including high visibility enforcement targeting nighttime belt use and focusing on those counties with the highest numbers of unrestrained fatalities. North Carolina conducted a NHTSA-facilitated occupant protection program assessment in February 2021. Many of the recommendations from this assessment will be incorporated into a Strategic Plan developed by the Statewide Occupant Protection Task Force.

Pedestrian fatalities have also been rising in North Carolina. Because pedestrians do not have the same protection as motor vehicle occupants, they are likely to be seriously injured or killed in pedestrian/vehicle crashes. A growing number of communities in North Carolina are developing partnerships and programs to improve pedestrian and bicyclist safety and to increase the number of people walking and biking rather than driving. Communities are also recognizing that having adequate facilities for walking and bicycling can significantly enhance the experience and make it easier for people to walk and bike in their community as well as making these forms of transportation as safe as possible. GHSP is funding several efforts that combine public education, community engagement, and high visibility law enforcement to reduce pedestrian and bicyclist injuries and deaths.

Motorcyclists consistently account for approximately 15 percent of traffic fatalities in the State, even though motorcycles comprise just two percent of registered vehicles. GHSP is expanding the “BikeSafe North Carolina” program to reach a larger number of motorcyclists. The program has instituted a system of regional coordinators, which has increased the number and locations of BikeSafe classes available to students. Moreover, the program has a new coordinator from the North Carolina State Highway Patrol who is developing a new training curriculum and teaching presentation, a full instructor plan, a full student lesson plan, and a two-day train-the-trainer session.

National Comparisons

Although North Carolina has seen improvement over the past decade across some key traffic performance measures, there are several areas where the state lags behind the U.S. as a whole. The table below demonstrates how North Carolina compares to the nation on a variety of measures. All figures are based on 2019 FARS data except observed belt use (which comes from the annual seat belt use survey).

Comparison of North Carolina to the U.S., 2019			
Performance Measure	North Carolina	United States	NC +/- US
Fatalities per 100 million VMT	1.12	1.11	+ 0.01
Fatalities per 100,000 population	13.09	11.00	+ 2.09
Alcohol-impaired driving fatalities (BAC = .08+) per 100 million VMT	0.26	0.31	- 0.05
Percent of fatalities with the highest driver BAC in the crash of .08+	24%	28%	- 4%
Percent of passenger vehicle occupant fatalities who were unrestrained	38%	38%	---
Observed belt use by passenger vehicle drivers and right front seat occupants	88.4%	90.7%	- 2.3%

Source: FARS and North Carolina’s annual seat belt use survey.

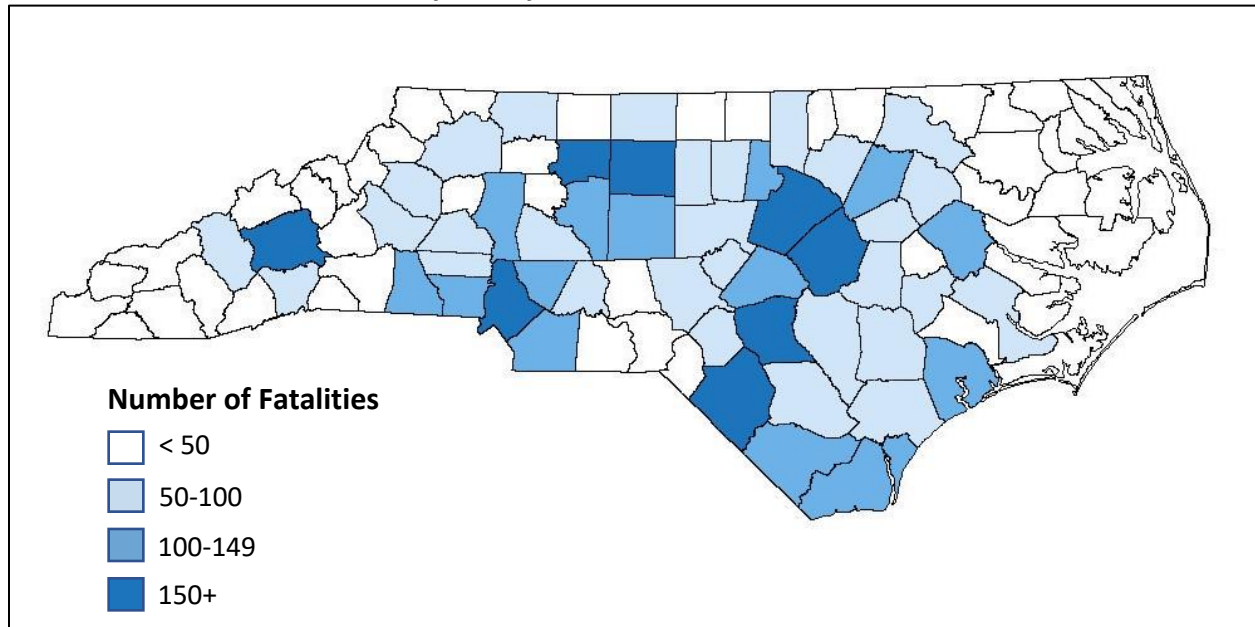
Compared to the U.S. as a whole, North Carolina has a higher rate of fatalities per capita. Moreover, observed belt use by passenger vehicle drivers and right front seat occupants is lower than the national average. These are areas where North Carolina can improve.

Meanwhile, there are several areas where North Carolina compares quite favorably to the nation. North Carolina’s rate of alcohol-impaired driving fatalities per 100 million VMT is less than the national average. Additionally, North Carolina has a low percent of fatalities resulting from crashes involving impaired drivers. These are strengths upon which North Carolina can build for the future.

County Comparisons

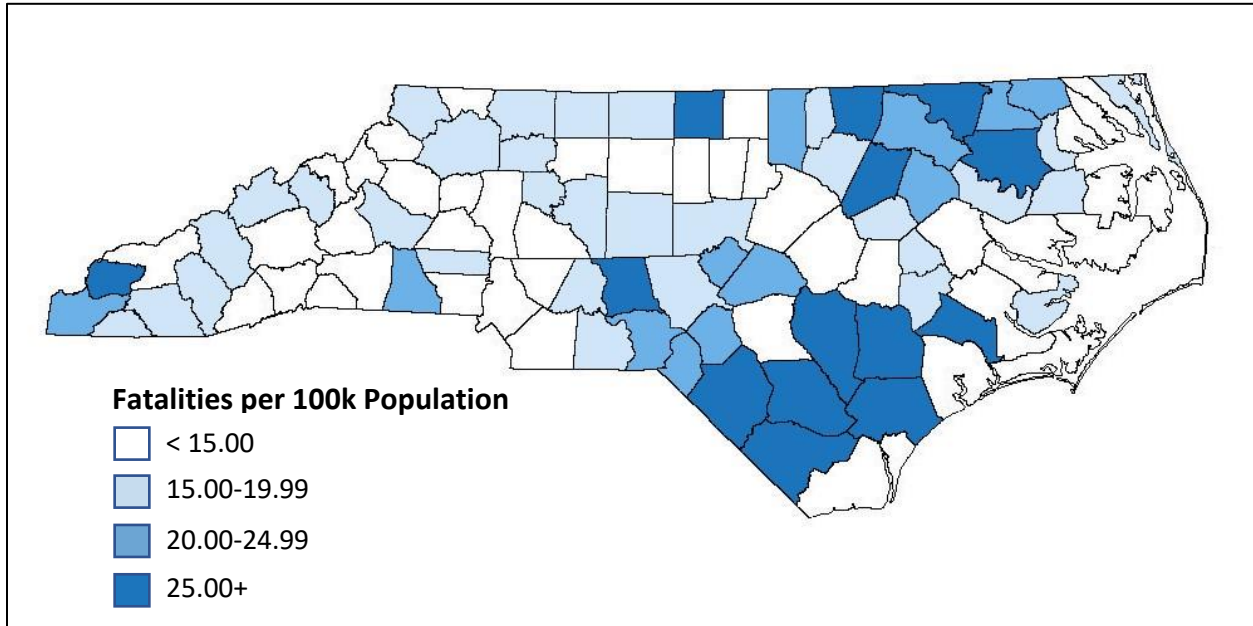
North Carolina is comprised of 100 counties. The map below and the table that follows show the total number of motor vehicle fatalities in each county from 2015 to 2019. The table also includes the rank of each county (with “1” indicating the most fatalities). The counties with the highest number of fatalities during this period were Mecklenburg (496 fatalities), Wake (335), Guilford (303), Robeson (231), Cumberland (229), Forsyth (197), Buncombe (157) and Johnston (151). No other county had more than 150 fatalities. Not surprisingly, the counties with the most fatalities are also among the most populous counties in the state.

Total Fatalities in North Carolina, by County, 2015-2019



The map below and the table that follows also show the fatality rate per 100,000 population from 2015 to 2019, and the rank of each county (with “1” indicating the highest per capita fatality rate). Here, the pattern is very different. The counties with the highest fatality rate per capita tend to be rural counties, primarily in the northeastern and southeastern parts of the state, and along the I-95 corridor. Because most of these counties have relatively small populations, even small numbers of fatalities produce high fatality rates. The counties with the highest fatality rate per 100,000 population include Graham (46.09), Columbus (36.98), Bertie (36.68), Northampton (35.44), Robeson (35.18), Warren (33.21), Bladen (31.33), Sampson (30.94), Pender (29.77), Caswell (28.15), Montgomery (26.69), Nash (26.43), Jones (25.80) and Duplin (25.31). These 14 counties are well above the statewide average of 10.83 fatalities per 100,000 population. Notably, many of the counties with the highest per capita fatality rate are in the eastern (Coastal) part of the state.

Fatalities in North Carolina per 100,000 Population, by County, 2015-2019



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

Fatalities in Motor Vehicle Crashes, by County, 2015-2019											
County	2019 Population	Fatalities #	Rank	Per 100k	100k Rank	County	2019 Population	Fatalities #	Rank	Per 100k	100k Rank
Alamance	168,761	94	26	11.14	83	Johnston	206,016	151	8	14.66	58
Alexander	38,364	21	78	10.95	84	Jones	10,076	13	89	25.80	13
Alleghany	11,494	8	95	13.92	62	Lee	61,141	70	36	22.90	19
Anson	23,944	18	83	15.04	56	Lenoir	56,974	55	48	19.31	30
Ashe	27,797	23	76	16.55	47	Lincoln	86,909	71	34	16.34	48
Avery	18,128	12	90	13.24	66	Macon	36,544	35	66	19.15	31
Beaufort	47,436	34	67	14.34	59	Madison	22,381	21	79	18.77	34
Bertie	19,630	36	62	36.68	3	Martin	23,031	23	77	19.97	27
Bladen	34,475	54	50	31.33	7	McDowell	46,427	32	70	13.79	63
Brunswick	143,169	102	22	14.25	61	Mecklenburg	1,099,845	496	1	9.02	94
Buncombe	262,659	157	7	11.95	77	Mitchell	15,146	5	97	6.60	98
Burke	91,660	77	31	16.80	44	Montgomery	27,724	37	60	26.69	11
Cabarrus	213,290	110	18	10.31	87	Moore	101,219	80	30	15.81	51
Caldwell	83,811	53	51	12.65	69	Nash	96,089	127	13	26.43	12
Camden	10,559	4	98	7.58	97	New Hanover	233,062	106	20	9.10	93
Carteret	70,986	38	58	10.71	85	Northampton	20,318	36	64	35.44	4
Caswell	23,443	33	68	28.15	10	Onslow	207,252	100	23	9.65	91
Catawba	159,621	95	25	11.90	78	Orange	146,521	56	46	7.64	96
Chatham	75,705	67	39	17.70	39	Pamlico	13,286	10	93	15.05	55
Cherokee	29,392	35	65	23.82	16	Pasquotank	39,953	24	75	12.01	76
Chowan	14,141	13	88	18.39	36	Pender	63,153	94	27	29.77	9
Clay	11,650	11	91	18.88	33	Perquimans	13,740	7	96	10.19	88
Cleveland	100,071	113	17	22.58	22	Person	40,315	25	74	12.40	73
Columbus	56,247	104	21	36.98	2	Pitt	181,301	109	19	12.02	75
Craven	102,989	65	40	12.62	70	Polk	21,784	15	85	13.77	65
Cumberland	332,392	229	5	13.78	64	Randolph	144,589	114	16	15.77	52
Currituck	27,677	25	73	18.07	38	Richmond	45,118	47	53	20.83	25
Dare	37,599	19	82	10.11	89	Robeson	131,315	231	4	35.18	5
Davidson	169,208	142	9	16.78	45	Rockingham	91,868	69	38	15.02	57
Davie	43,227	36	63	16.66	46	Rowan	142,753	93	28	13.03	68
Duplin	60,048	76	32	25.31	14	Rutherford	68,845	42	55	12.20	74
Durham	316,934	142	10	8.96	95	Sampson	63,991	99	24	30.94	8
Edgecombe	52,394	56	44	21.38	24	Scotland	35,767	39	57	21.81	23
Forsyth	378,469	197	6	10.41	86	Stanly	64,132	50	52	15.59	54
Franklin	70,157	62	42	17.67	40	Stokes	46,657	37	61	15.86	50
Gaston	222,704	140	11	12.57	71	Surry	73,489	73	33	19.87	29
Gates	11,954	14	87	23.42	17	Swain	14,474	9	94	12.44	72
Graham	8,679	20	80	46.09	1	Transylvania	35,286	20	81	11.34	80
Granville	61,081	69	37	22.59	21	Tyrrell	3,773	0	100	0.00	100
Greene	20,978	18	84	17.16	42	Union	235,605	116	15	9.85	90
Guilford	536,096	303	3	11.30	81	Vance	45,392	43	54	18.95	32
Halifax	51,235	62	43	24.20	15	Wake	1,085,297	335	2	6.17	99
Harnett	134,906	139	12	20.61	26	Warren	19,871	33	69	33.21	6
Haywood	63,092	55	47	17.43	41	Washington	12,113	11	92	18.16	37
Henderson	117,425	56	45	9.54	92	Watauga	57,069	32	71	11.21	82
Hertford	23,857	27	72	22.63	20	Wayne	125,789	90	29	14.31	60
Hoke	54,287	63	41	23.21	18	Wilkes	70,052	55	49	15.70	53
Hyde	5,145	3	99	11.66	79	Wilson	82,781	71	35	17.15	43
Iredell	181,071	119	14	13.14	67	Yadkin	38,130	38	59	19.93	28
Jackson	44,002	41	56	18.64	35	Yancey	18,686	15	86	16.05	49

Source: FARS, 2015-2019 and U.S. Census.

Performance Plan

This section describes North Carolina’s performance targets for 2022. Targets for each of the 11 core and one behavioral performance measure required by NHSTA/GHSP are shown in the table below. The following pages describe the justification for each target. Additional information about the target setting process can be found above in the section called “Data Sources and Processes.”

			Base Years				
			2015	2016	2017	2018	2019
C-1	Traffic Fatalities	FARS and NC Crash Data	1,379	1,450	1,412	1,436	1,373
	Reduce total fatalities by 12.07 percent from 1,427.2 to 1,254.9 by 2022	5-Year Rolling Avg.	1296.2	1340.2	1362.8	1392.2	1427.2
C-2	Serious Injuries in Traffic Crashes	NC Crash Data	2,422	2,987	4,546	4,874	4,130
	Reduce serious traffic injuries by 19.79 percent from 4,410.2 to 3,537.6 by 2022	5-Year Rolling Avg.	2272.8	2397.6	2852.2	3405.2	4410.2
C-3	Fatalities/100M VMT	FARS and NC Crash Data	1.23	1.24	1.18	1.19	1.12
	Reduce fatalities/100 MVMT by 12.50 percent from 1.208 to 1.057 by 2022.	5-Year Rolling Avg.	1.22	1.23	1.214	1.206	1.208
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS and NC Crash Data	402	430	400	393	405
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 10 percent from 406.0 to 365.4 by 2022.	5-Year Rolling Avg.	370.0	380.2	389.4	397.0	406.0
C-5	Alcohol-Impaired Driving Fatalities	FARS and NC Crash Data	389	428	399	419	323
	Reduce alcohol impaired driving fatalities by 10 percent from 380.3 to 342.3 by 2022.	3-Year Rolling Avg.	373.3	393.3	405.3	415.3	380.3
C-6	Speeding-Related Fatalities	FARS and NC Crash Data	547	566	423	327	307
	Reduce speeding-related fatalities by 10 percent from 352.3 to 317.1 by 2022.	3-Year Rolling Avg.	485.7	536.7	512.0	438.7	352.3
C-7	Motorcyclist Fatalities	FARS and NC Crash Data	192	185	176	191	208
	Reduce motorcyclist fatalities by 5 percent from 190.4 to 180.9 by 2022.	5-Year Rolling Avg.	187.8	190.8	186.4	186.8	190.4

			Base Years				
			2015	2016	2017	2018	2019
C-8	Unhelmeted Motorcyclist Fatalities	FARS and NC Crash Data	14	14	14	15	19
	Maintain unhelmeted motorcyclist fatalities at or below 15 by 2022.	5-Year Rolling Avg.	16.0	16.6	14.8	14.4	15.2
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS and NC Crash Data	165	189	173	157	145
	Reduce drivers age 20 and younger involved in fatal crashes by 10 percent from 165.8 to 149.2 by 2022.	5-Year Rolling Avg.	165.2	167.8	168.4	169.2	165.8
C-10	Pedestrian Fatalities	FARS and NC Crash Data	182	200	198	224	209
	Reduce pedestrian fatalities by 5 percent from 202.6 to 192.5 by 2022.	5-Year Rolling Avg.	177.8	185.6	185.2	195.2	202.6
C-11	Bicyclist Fatalities	FARS and NC Crash Data	23	17	29	18	17
	Reduce bicyclist fatalities 10 percent from 20.8 to 18.7 by 2022.	5-Year Rolling Avg.	23.2	21.6	22.0	21.2	20.8
			2016	2017	2018	2019	2020
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	91.7%	91.4%	91.3%	88.4%	87.1%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.9 percentage points from 87.1 percent in 2020 to 90 percent by 2022.						
			2015	2016	2017	2018	2019
	Number of drivers age 65 or older involved in fatal crashes	FARS and NC Crash Data	283	286	286	309	294
	Reduce drivers age 65 or older involved in fatal crashes by 5 percent from 291.6 to 277.0 by 2022.	5-Year Rolling Avg.	243.4	259	272.2	283.4	291.6

C-1) Number of traffic fatalities (FARS)

Target Value FY22: 1,254.9
Percent Reduction: 12.07%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for total traffic fatalities was established in coordination with the Strategic Highway Safety Plan (SHSP) developed by the North Carolina Executive Committee for Highway Safety. North Carolina is a Vision Zero state. The working goal of the SHSP plan is to cut serious injuries and fatalities by half by 2035, moving toward zero by 2050. The target for overall traffic fatalities in the FY2022 Highway Safety Plan matches the target in the SHSP.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Target Value FY22: 3,537.6
Percent Reduction: 19.79%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for the number of serious injuries in traffic crashes was established in coordination with the Strategic Highway Safety Plan (SHSP) developed by the North Carolina Executive Committee for Highway Safety. North Carolina is a Vision Zero state. The working goal of the SHSP plan is to cut serious injuries and fatalities by half by 2035, moving toward zero by 2050. The target for overall traffic fatalities in the FY2022 Highway Safety Plan matches the target in the SHSP.

C-3) Fatalities/VMT (FARS/FHWA)

Target Value FY22: 1.057
Percent Reduction: 12.50%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for the fatality rate per 100 million VMT was established in coordination with the Strategic Highway Safety Plan (SHSP) developed by the North Carolina Executive Committee for Highway Safety (ECHS). The ECHS adopted AASHTO's goal to reduce the statewide fatality rate to 1.0 fatalities per 100 million VMT. The target for the fatality rate in the FY2022 Highway Safety Plan matches the target in the SHSP.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Target Value FY22: 365.4
Percent Reduction: 10%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for unrestrained passenger vehicle occupant fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP funds a variety of efforts to educate drivers and to enforce the state's seat belt and child passenger safety laws.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Target Value FY22: 342.3
Percent Reduction: 10%
Target Period: 3 year
Target Years: 2020-2022

Justification

The FY2022 target for alcohol impaired driving fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP funds a variety of efforts to educate drivers and to enforce the state's impaired driving laws. Countermeasures include high visibility enforcement (e.g., Booze It and Lose It), DWI Enforcement Teams, the Traffic Safety Resource Prosecutor program, BikeSafe Rider Training and DWI treatment courts.

C-6) Number of speeding-related fatalities (FARS)

Target Value FY22: 317.1
Percent Reduction: 10%
Target Period: 3 year
Target Years: 2020-2022

Justification

The FY2022 target for speed-related fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP is committed to reducing the frequency of speed-related crashes and fatalities. GHSP funds the “Speed a Little. Lose a Lot” statewide awareness campaign and funds traffic safety officers to supplement existing traffic safety teams or to create new teams.

C-7) Number of motorcyclist fatalities (FARS)

Target Value FY22: 180.9
Percent Reduction: 5%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for motorcyclist fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP supports efforts to provide training to help motorcyclists become safe riders, including “BikeSafe North Carolina.”

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Target Value FY22: ≤15
Percent Reduction: 0%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for unhelmeted motorcyclist fatalities is based on 10-year trends in North Carolina. North Carolina has a universal helmet law covering all riders. Because North Carolina has achieved previous targets, the current target is to limit the number of unhelmeted motorcyclist fatalities to the current low number.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Target Value FY22: 149.2
Percent Reduction: 10%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for drivers age 20 or younger involved in fatal crashes is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP supports several innovative approaches to improving young driver safety.

C-10) Number of pedestrian fatalities (FARS)

Target Value FY22: 192.5
Percent Reduction: 5%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for pedestrian fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. The current target strives to reverse the trend of increasing pedestrian fatalities in North Carolina. GHSP supports several efforts to reduce pedestrian fatalities including, but not limited to, the “Watch For Me” community campaigns, several local Vision Zero campaigns, the WalkSmart NC campaign geared towards state government employees, and local pedestrian safety campaigns in Chapel Hill and other areas of the State.

C-11) Number of bicyclist fatalities (FARS)

Target Value FY22: 18.7
Percent Reduction: 10%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for bicyclist fatalities is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. GHSP supports several efforts to reduce bicyclist fatalities, including local “Watch For Me” outreach campaigns and local “Vision Zero” campaigns.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Target Value FY22: 90.0
Target Period: 1 year
Target Years: 2021

Justification

The 2021 target for observed seat belt use is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to observed trends in seat belt use, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area.

Number of core traffic records databases improved (timeliness)

Target Value FY22: 1
Target Period: 5 year
Target Years: 2018-2022

Core traffic records data system to be impacted: **Citation/Adjudication**

Justification

GHSP recognizes the importance of traffic safety records being accessible, accurate, complete, timely, and uniform. Traffic record improvements normally require long-term efforts due to the complexity of enhancing, modifying or replacing a database or database components. Traffic records targets are based upon input from the Traffic Records Coordinating Committee, the current Traffic Records Strategic Plan, and recommendations from the latest Traffic Records Assessment.

Number of core traffic records databases improved (accessibility)

Target Value FY22: 1
Target Period: 5 year
Target Years: 2018-2022

Core traffic records data system to be impacted: **Crash**

Justification

GHSP recognizes the importance of traffic safety records being accessible, accurate, complete, timely, and uniform. Traffic record improvements normally require long-term efforts due to the complexity of enhancing, modifying or replacing a database or database components. Traffic records targets are based upon input from the Traffic Records Coordinating Committee, the current Traffic Records Strategic Plan, and recommendations from the latest Traffic Records Assessment.

Number of core traffic records databases improved (integration)

Target Value FY22: 1
Target Period: 5 year
Target Years: 2018-2022

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

Justification

GHSP recognizes the importance of traffic safety records being accessible, accurate, complete, timely, and uniform. Traffic record improvements normally require long-term efforts due to the complexity of enhancing, modifying or replacing a database or database components. Traffic records targets are based upon input from the Traffic Records Coordinating Committee, the current Traffic Records Strategic Plan, and recommendations from the latest Traffic Records Assessment.

Number of drivers age 65 or older involved in fatal crashes (FARS)

Target Value FY22: 277.0
Percent Reduction: 5%
Target Period: 5 year
Target Years: 2018-2022

Justification

The FY2022 target for older driver fatal crashes is based on 10-year trends in North Carolina. Our objective was to set challenging but obtainable targets, while recognizing the ultimate goal of zero deaths from motor vehicle crashes. In addition to fatality trends, we considered the effect of external forces (e.g., economic factors), changes in population and VMT, ceiling/floor effects, and the availability and effectiveness of known countermeasures to address the problem area. The current target strives to reverse the trend of rising older driver fatal crashes in North Carolina.

Grant Program Activity Reporting

In this section, we present FY2020 grant-funded citation data for impaired driving, occupant protection, and speeding. The data was compiled for grantees (law enforcement agencies with either funded positions or overtime grants) and campaign data reported in the STEP system.

Grant Program Activity Reporting	
A-1) Number of seat belt citations issued during grant-funded enforcement activities	
Seat belt citations	24,073
Fiscal Year A-1	2020
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Impaired driving arrests	10,538
Fiscal Year A-2	2020
A-3) Number of speeding citations issued during grant-funded enforcement activities	
Speeding citations	115,968
Fiscal Year A-3	2020

The information about citations and arrests was provided to GHSP, as required, by law enforcement agencies participating in enhanced enforcement periods.

Planning and Administration

The North Carolina FY2022 Highway Safety Plan describes the countermeasures and program areas that GHSP will fund during the upcoming year. Problem areas addressed in this HSP include:

- Impaired Driving (Alcohol & Drugs)
- Occupant Protection (Adult & CPS)
- Police Traffic Services
- Young Drivers
- Motorcycle Safety
- Traffic Records
- Non-motorized (Ped & Bike)
- Older Drivers
- School Bus Safety
- Communications (Media)

The large number of program areas (and individual projects) require considerable planning and coordination to meet timelines and targets. Consequently, planned projects are included in this submission of the FY2022 North Carolina Highway Safety Plan to provide funding for GHSP to carry out the administrative and operational tasks necessary for the office to function and administer funds received from NHTSA.

GHSP's staff includes eleven professionals and three support personnel. The Assistant Director of Internal Affairs directly oversees day to day operations of GHSP's Planning, Programming, and Evaluation Section and the Finance and Administration Section. The Assistant Director of External Affairs oversees the Communications Section.

1. Planning, Programs and Evaluation Section

The Planning, Programs and Evaluation section develops, implements, manages, monitors and evaluates a grants program that effectively addresses highway safety concerns. These concerns are identified through a comprehensive analysis of crash, citation and other empirical data. This program is the basis for the annual Highway Safety Plan. The Planning, Programs and Evaluation section is currently headed by the Planning, Programs and Evaluation Manager and is staffed with four Highway Safety Specialists (HSS). One specialist coordinates and oversees the law enforcement liaison system. Another specialist coordinates the Impaired Driving Task Force and Occupant Protection Task Force. Every project is assigned to a specific Highway Safety Specialist who serves as liaison with Project Directors, NHTSA and other highway safety agencies.

2. Finance and Administration Section

The function of the Finance and Administration section is to manage and coordinate the financial operations and administrative support needs of GHSP. The Finance and Administration section is currently staffed with a Finance Officer and an administrative assistant.

3. Communications

The function of the Communications section is to increase the level of awareness and visibility of GHSP activities and other statewide highway safety issues. This section is responsible for media outreach activities, social media outreach, GHSP public events, the annual Traffic Safety Conference, and coordination with GHSP’s agency, nonprofit and academic partners. This section also works with the NC DOT Communications section, a GHSP grantee which administers the GHSP communications strategy. The Communications section currently includes the Assistant Director for External Affairs, the Communications and Events Coordinator, an office manager and a part-time program assistant.

FY2022 Planning and Administration Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address planning and administration. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document.

Agency: Governor's Highway Safety Program
Project Number: PA-22-01-01
Project Title: GHSP In-House Planning and Administration
Project Description: This project provides funds for the Director and Assistant Director-Internal Operations positions to manage the day-to-day operations of the highway safety office. This project also provides funding for the Finance Officer, Administrative Assistant, and Program Assistant positions to carry out the administrative tasks for the office to properly function.

Agency: Governor's Highway Safety Program
Project Number: SA-22-09-01
Project Title: GHSP In-House Programs & Operations Support
Project Description: This project provides funding for the Planning, Programs and Evaluation Manager and Highway Safety Specialist positions responsible for administering and monitoring grants, a Law Enforcement Liaison position to coordinate and enhance law enforcement participation, a Communication and Events Coordinator position to promote and assist in managing events, and an administrative position. This project also provides funding for other operational expenses and highway safety events throughout the year.

Agency: Governor's Highway Safety Program
Project Number: SA-22-09-02
Project Title: GHSP In-House Media & Events
Project Description: This ongoing project funds advertising and public events to address highway safety issues. These efforts will correspond with the GHSP marketing and communications plan.

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: SA-22-09-05
Project Title: Highway Safety Plan and Annual Report
Project Description: This project supports and assists the NC GHSP in organizing and preparing the NC Highway Safety Plan and Annual Report.

Agency: North Carolina State University - Institute of Transportation Research and Education
Project Number: SA-22-09-11
Project Title: Conference and Event Support
Project Description: This continuation grant supports the NC Traffic Safety Conference and Expo (NCTSC).

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: SA-22-09-07
Project Title: NC Law Enforcement Survey on Traffic Safety Initiatives
Project Description: This project will conduct a statewide survey of law enforcement attitudes and actions regarding traffic safety enforcement.

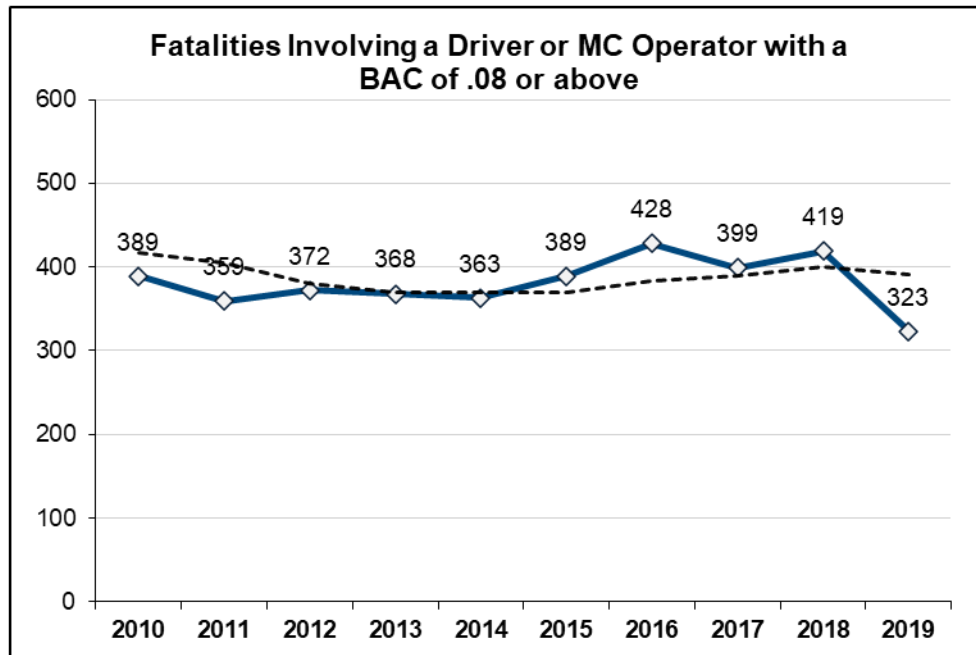
Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: SA-22-09-08
Project Title: Building Capacity for Vision Zero in NC Communities
Project Description: This continuation project strengthens and expands Vision Zero efforts by working with stakeholders in local communities to improve roadways by expanding Safe Systems efforts.

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: SA-22-09-03
Project Title: GHSP STEP System Website and Reporting System Year 8
Project Description: This ongoing project will maintain, support and make changes to the STEP system website based on feedback from and collaboration with the GHSP Project team and end users.

Impaired Driving (Drugs and Alcohol)

Alcohol-impaired Driving: Crashes, Deaths and Injuries

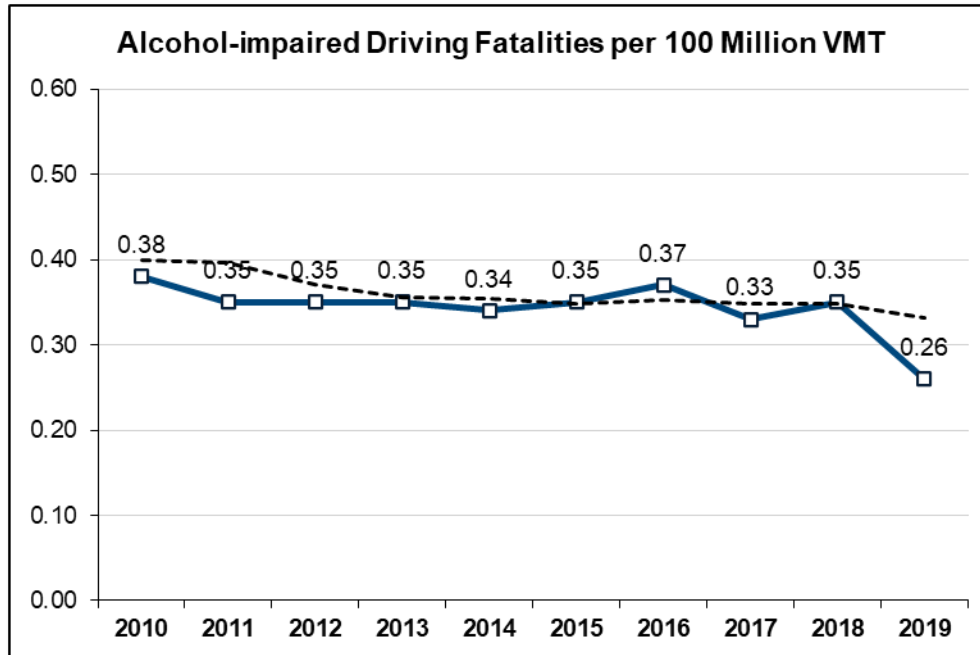
During 2019, 323 persons were killed in crashes in North Carolina involving a driver or motorcycle operator with a BAC of .08 or above. This was a 23 percent decrease from the 419 alcohol-involved fatalities in 2018. The 5-year moving average suggests little change in the number of traffic fatalities involving an impaired driver, as shown in the figure below.



Source: FARS, 2010–2019.

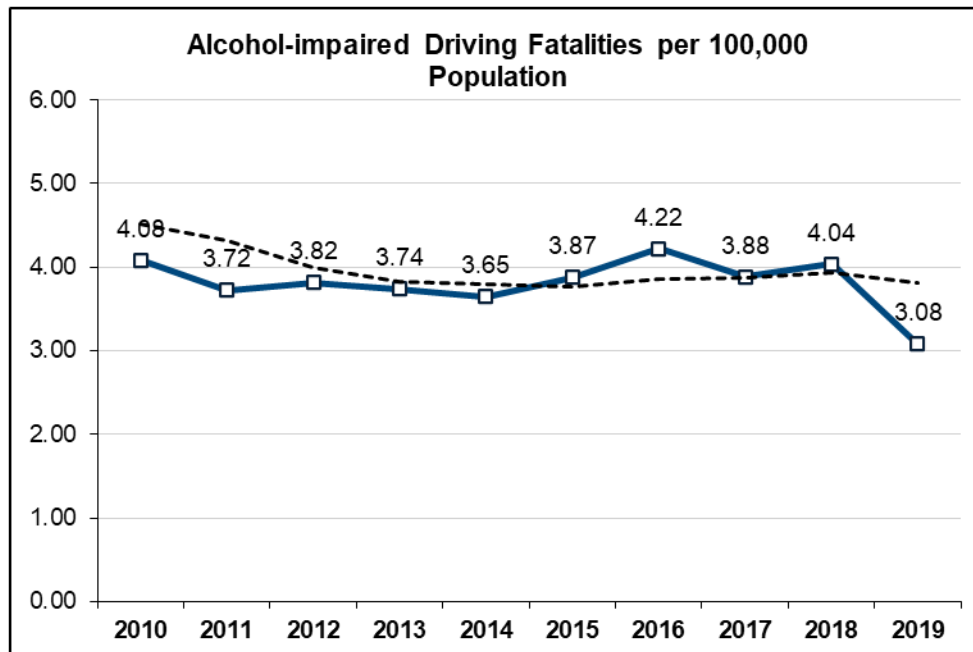
Twenty-four percent of traffic fatalities in 2019 involved an alcohol-impaired driver. This is noticeably lower than previous years. Over the past decade, approximately 28 to 30 percent of fatalities each year involve a driver with a BAC of .08 or above.

During 2019, there were 0.26 alcohol-impaired driving fatalities per 100 million vehicle miles traveled (VMT) in North Carolina. This is considerably lower than the 0.35 fatalities per 100 million VMT recorded in 2018. As shown in the figure below, North Carolina usually experiences about 0.35 alcohol-impaired fatalities per 100 million VMT each year.



Source: FARS, 2010–2019 and FHWA.

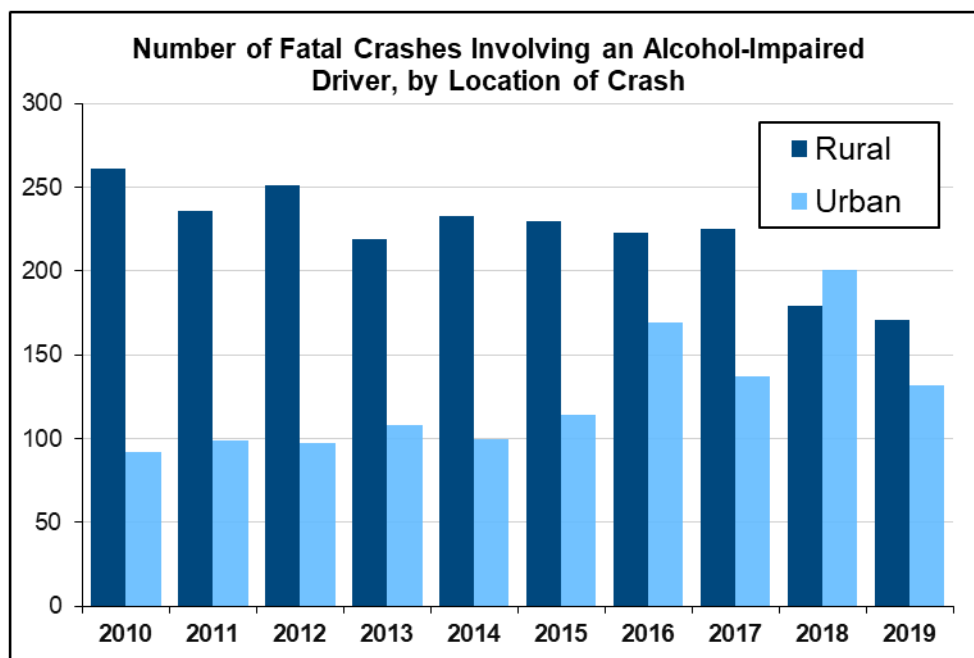
As mentioned earlier, North Carolina’s population has grown rapidly during the past decade. Consequently, it is important to consider fatality rates per capita. The figure below shows alcohol-impaired driving fatalities per 100,000 population in North Carolina from 2010 through 2019. Alcohol-impaired driving fatalities per capita decreased markedly in 2019. Moreover, the long-term trend suggests a gradual drop in alcohol-impaired fatalities per capita over the past 10 years.



Source: FARS, 2010–2019 and U.S. Census.

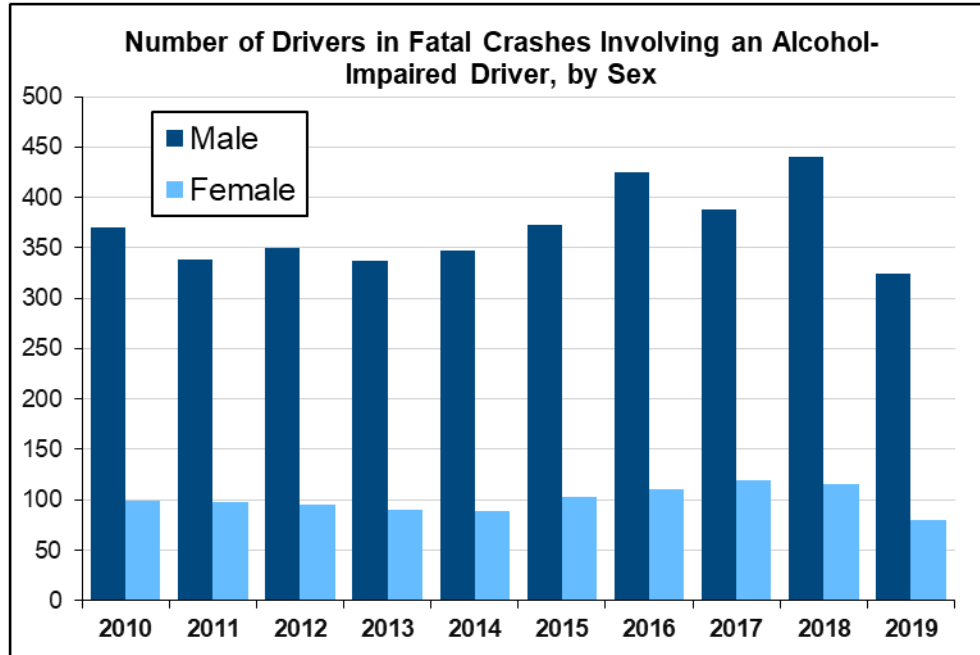
In addition to the 323 alcohol-impaired driving fatalities in 2019, there were 894 serious (“A”) injuries, 3,928 less severe injuries, and 5,675 property damage only crashes. Alcohol is less often involved in non-fatal crashes. Among all drivers in crashes in North Carolina during 2019, only 4.05 percent had been drinking (based on the judgment of the law enforcement officer who completed the crash report form). This is almost identical to 2018, when 4.03 percent of all drivers were judged to have been drinking.

Historically, alcohol involvement has been more common in fatal crashes in rural areas than urban areas. Rural roadways are inherently more dangerous than urban roadways, and they can be particularly difficult to handle if a driver has been drinking. However, fatal crashes involving an alcohol-impaired driver have climbed in urban areas in recent years, as shown in the figure below. In fact, more impaired-driving fatal crashes occurred in urban areas than rural areas during 2018.



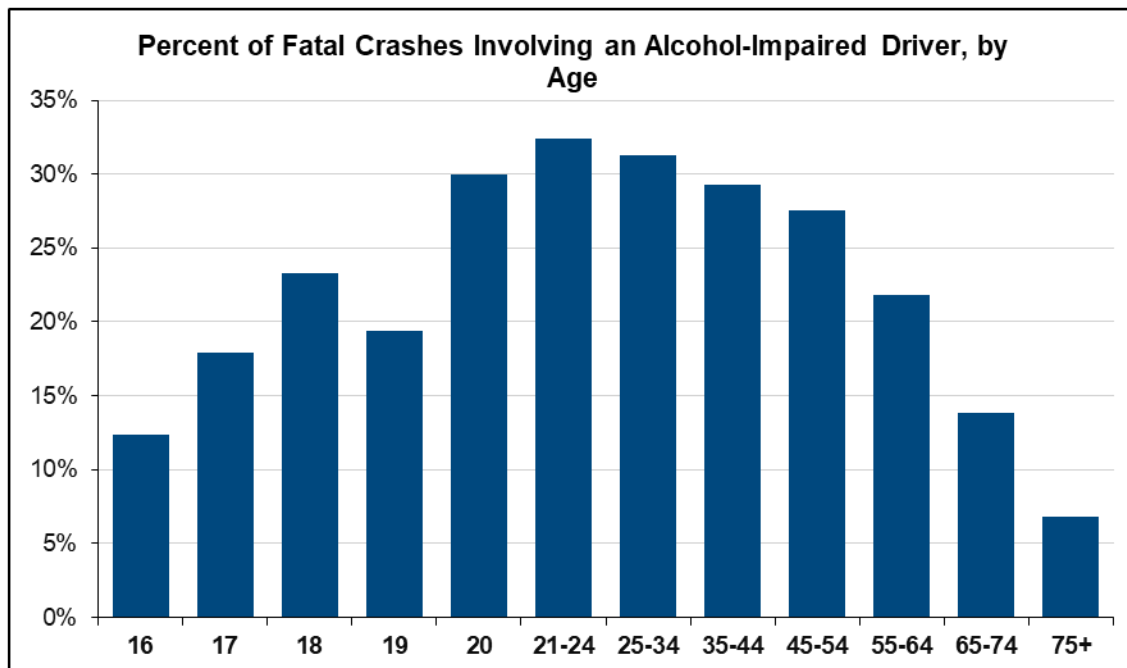
Source: FARS, 2010–2019.

Alcohol-involvement in fatal crashes is higher among males than females. During 2019, 80% of drivers in fatal crashes involving alcohol were male. As shown in the figure below, this trend has been consistent over the past 10 years.



Source: FARS, 2010–2019.

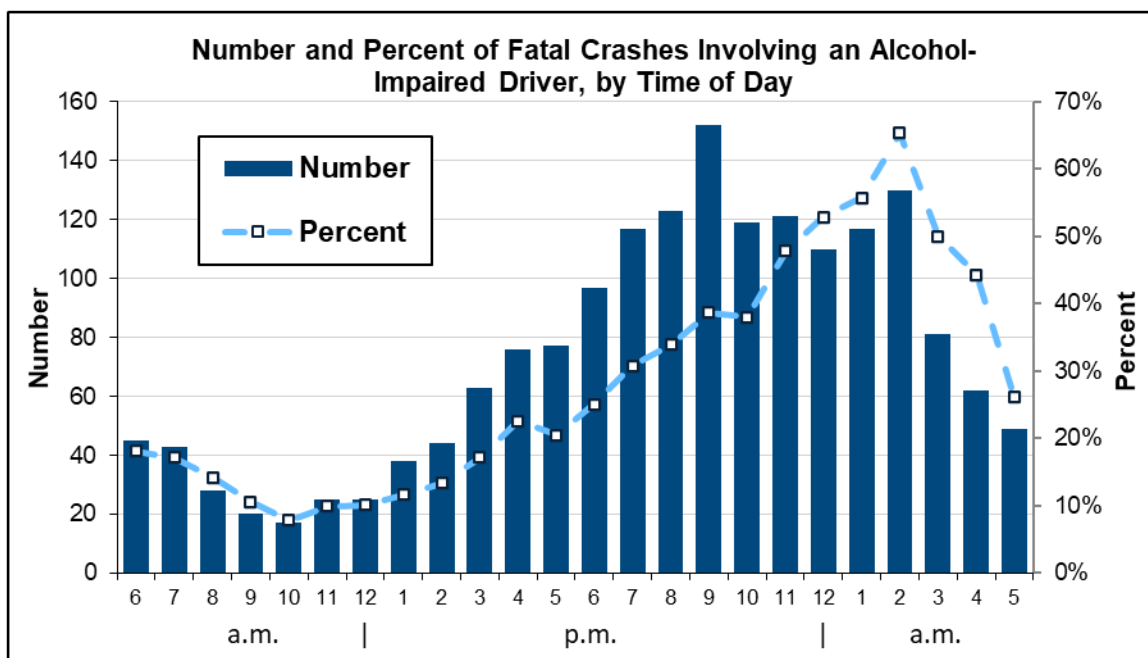
Alcohol-involvement also varies by the age of the driver. The figure below shows the percent of fatal crashes from 2015–2019 involving an alcohol-impaired driver, based on driver age. Alcohol involvement is highest among drivers between the ages of 20 and 54, peaking at ages 21–24. Contrary to popular notion, North Carolina’s youngest drivers seldom drink and drive. The percent of 16- and 17-year-old fatal crashes that involve alcohol is comparable to that for drivers ages 65–74.



Source: FARS, 2015–2019.

Drivers of different vehicle types also vary in their rate of alcohol-involvement in fatal crashes. Between 2015 and 2019, 30 percent of fatal crashes of motorcyclists involved an impaired driver. That figure is somewhat higher than alcohol involvement in fatal crashes for drivers of passenger cars (27 percent), pickup trucks (26 percent), vans (20 percent), or large trucks (11 percent).

The figure below shows the number (left axis, blue bars) and percent (right axis, blue line) of fatal crashes from 2015-2019 involving an impaired driver, by time of day. The number of fatal crashes involving an impaired driver peaks at 9 p.m. and is generally elevated from 7:00 p.m. to 2:59 p.m. However, the *percent* of fatal crashes involving an impaired driver peaks at 2 a.m. Nearly two-thirds (65 percent) of fatal crashes between 2:00-2:59 a.m. involved an impaired driver.



Source: FARS, 2015–2019.

North Carolina has 100 counties. The table below shows the 36 counties with the most fatalities in crashes from 2015 to 2019 involving a driver with a BAC of .08 or above. Mecklenburg County had the most alcohol-involved fatalities during this period followed by Wake, Guilford, Robeson, Cumberland and Forsyth counties. Altogether, the 36 counties listed in the table accounted for three-fourths (74 percent) of all alcohol-impaired driving fatalities in North Carolina from 2015 to 2019. The table also shows the fatality rate per 10,000 population. Counties with the highest per capita rates of alcohol-impaired fatalities include Northampton (6.89 fatalities per 10,000 population), Warren (6.04), Robeson (5.56), Caswell (5.12), Bertie (4.58), Bladen (4.35), Halifax (4.29), Pender (4.28), Hoke (4.24), and Hertford (4.19). Many of these counties are in the eastern (coastal) part of the state.

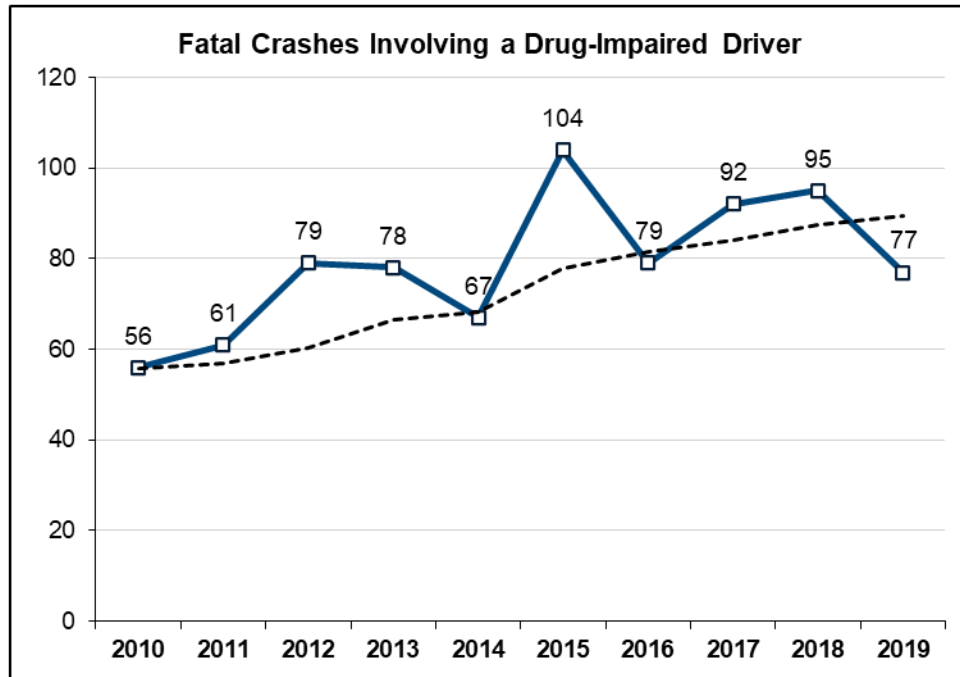
**Fatalities in Crashes Involving a Driver with a BAC of .08 or Above,
2015 2019**

County	Fatalities in alcohol involved crashes	Fatalities per 10,000 population	% of all alcohol involved fatalities
Mecklenburg	171	1.50	8.41%
Wake	104	0.92	5.10%
Guilford	96	1.85	5.05%
Robeson	71	5.56	3.72%
Cumberland	69	1.99	3.36%
Forsyth	64	1.66	3.21%
Johnston	46	2.18	2.29%
Durham	43	1.36	2.19%
Davidson	43	2.48	2.14%
Harnett	43	2.89	1.99%
Gaston	41	1.66	1.89%
Buncombe	40	1.33	1.78%
Iredell	38	1.82	1.68%
Nash	35	3.43	1.68%
Onslow	34	1.54	1.63%
Brunswick	33	2.17	1.58%
Union	32	1.32	1.58%
Alamance	32	1.78	1.53%
Cabarrus	31	1.41	1.53%
Randolph	30	2.07	1.53%
Moore	30	2.87	1.48%
Cleveland	30	2.80	1.43%
New Hanover	30	1.16	1.38%
Pender	30	4.28	1.38%
Rowan	26	1.82	1.33%
Lincoln	26	2.88	1.27%
Catawba	26	1.50	1.22%
Granville	25	3.93	1.22%
Pitt	25	1.32	1.22%
Wayne	23	1.91	1.22%
Wilson	22	2.90	1.22%
Hoke	22	4.24	1.17%
Halifax	22	4.29	1.12%
Sampson	21	3.44	1.12%
Lee	21	3.43	1.07%
Orange	21	1.43	1.07%

Source: FARS, 2015–2019 and U.S. Census Bureau.

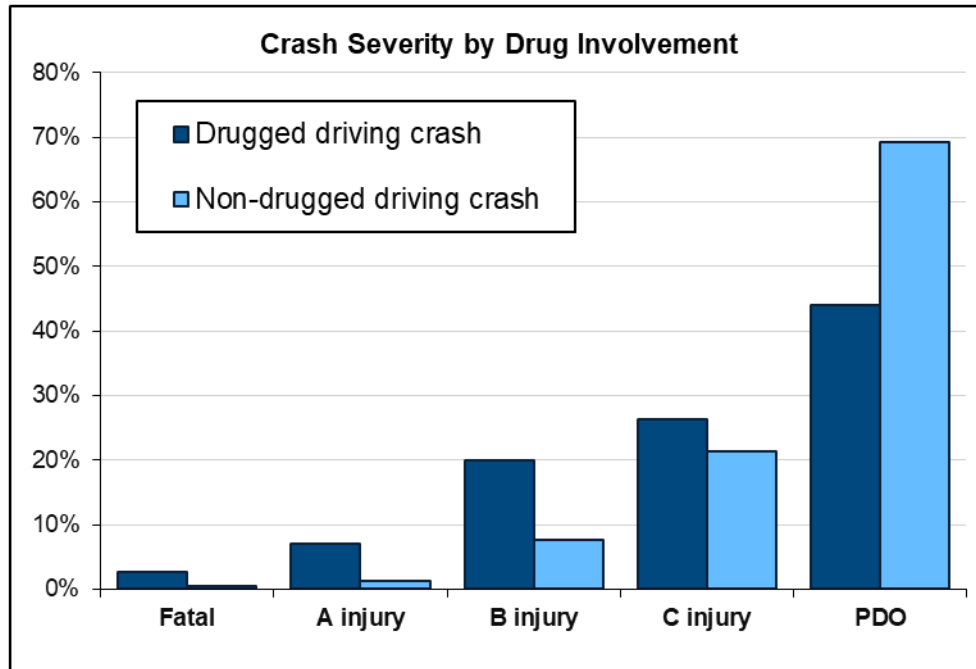
Drugged Driving: Crashes, Deaths and Injuries

During 2019, there were 77 fatal crashes in North Carolina involving a drugged driver. These are instances where an officer suspected that at least one driver in the crash was under the influence of a drug other than alcohol. As shown in the figure below, drugged driving fatal crashes have grown noticeably in North Carolina over the past decade, although they are still far less common than fatal crashes involving alcohol.



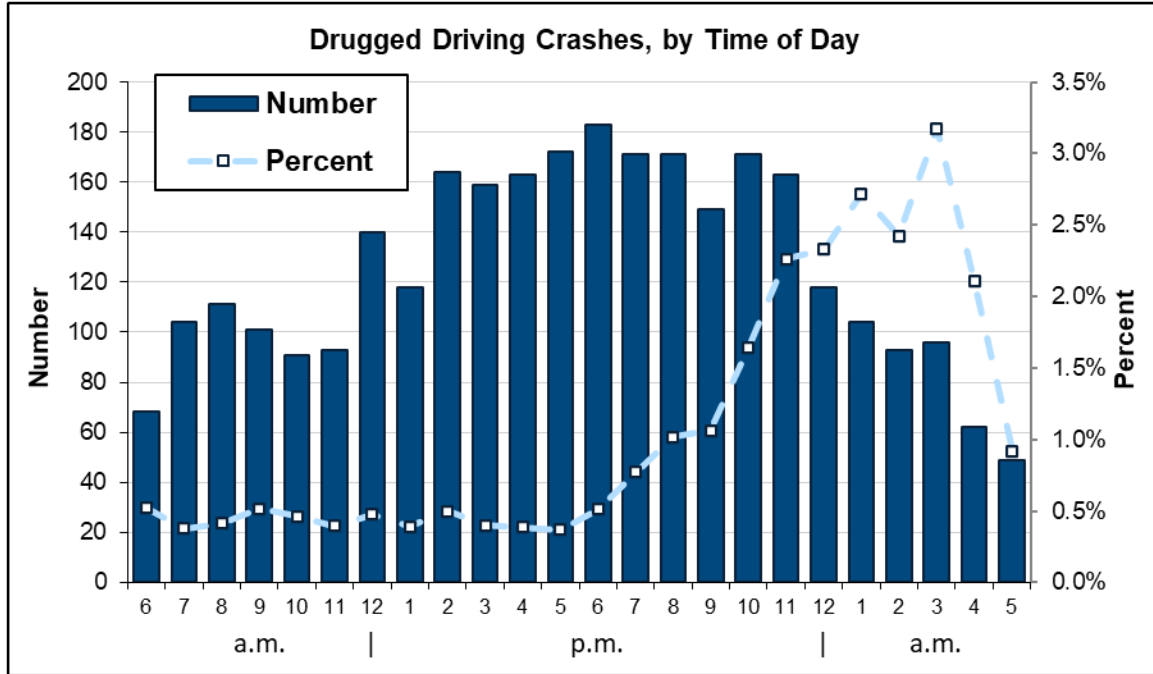
Source: NCDOT Motor Vehicle Crash Data, 2010–2019.

In addition to the 77 fatal crashes involving a drugged driver, there were 212 serious (“A”) injury crashes, 1,377 crashes with less severe injuries, and 1,313 property damage only crashes. Crashes involving drugged drivers are more likely to involve death or injury compared to non-drugged driving crashes. As shown in the figure below, 2.6 percent of drugged driving crashes in 2019 involved a fatality compared to just 0.4 percent of non-drugged driving crashes. Drug involvement was also over-represented in injury crashes of all severities.



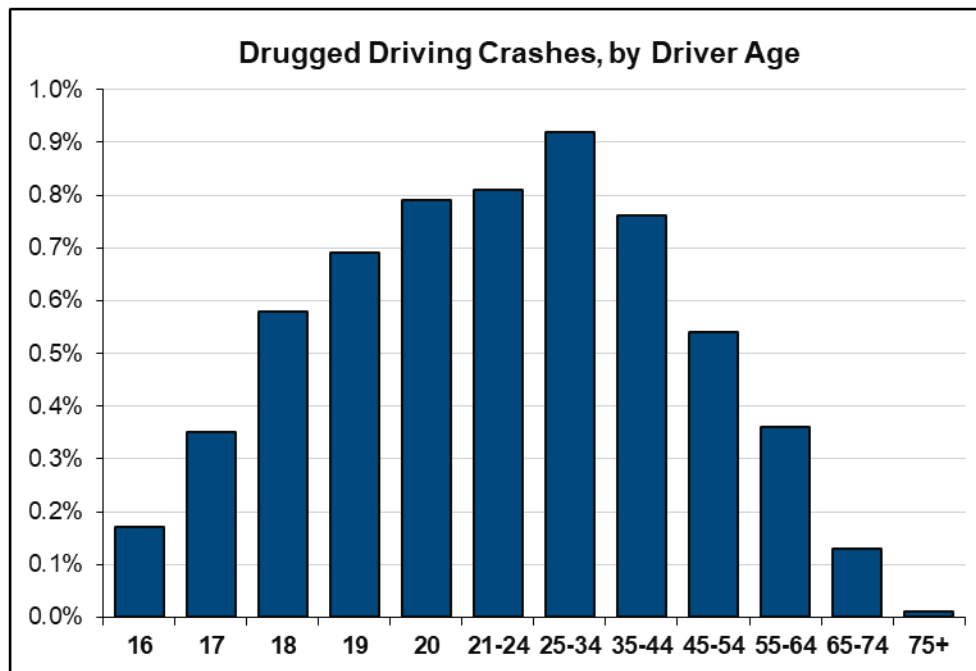
Source: NCDOT Motor Vehicle Crash Data, 2019.

Two-thirds (67 percent) of drugged driving crashes in 2019 involved a male driver. Drugged driving crashes are also over-represented on rural roads. Only 35 percent of all crashes in North Carolina occur on rural roads, but just over half (52 percent) of drugged driving crashes are on rural roads. Drugged driving crashes also vary by time of day, as shown in the figure below. The number of drugged driving crashes (left axis, blue bars) is highest between 2:00 p.m. and 11:59 p.m. However, the *percent* of crashes involving a drugged driver (right axis, blue line) is highest late at night, especially between 1:00 a.m. and 3:59 a.m.



Source: NCDOT Motor Vehicle Crash Data, 2019.

Drugged driving varies by the age of the driver. As shown in the next figure, drugged driving is highest among crash-involved drivers between the ages of 19 and 44. North Carolina’s youngest and oldest drivers seldom use drugs and drive.



Source: NCDOT Motor Vehicle Crash Data, 2019.

Enforcement Activities for Alcohol- and Drug-Impaired Driving

During 2020, law enforcement agencies in North Carolina conducted five waves of the *Booze It & Lose It* campaign:

- St. Patrick's Day *Booze It & Lose It* (March 12-15)
- *Booze It & Lose It: Operation Firecracker* (June 29 – July 5)
- Labor Day *Booze It & Lose It* (August 31 – September 13)
- Halloween *Booze It & Lose It* (October 26 – November 1)
- Holiday *Booze It & Lose It* (December 14, 2020 – January 3, 2021)

Across all five waves, 22,169 checkpoints and saturation patrols were conducted, resulting in a total of 5,132 DWI charges (see the table below). Compared to 2019, 14 percent more checkpoints and saturation patrols were conducted during *Booze It & Lose It* enforcement activities in 2020, although these activities resulted in 24 percent fewer DWI charges.

Law enforcement officers are encouraged to enforce North Carolina's DWI laws throughout the year between enforcement campaigns. As shown in the table below, there were a total of 37,645 DWI charges issued during 2020 and 32,513 of these were issued during non-campaign periods throughout the year. Over 86 percent of DWI charges issued in 2020 were during non-enhanced enforcement campaign times of the year.

In addition to DWI charges, the five waves of the *Booze It & Lose It* campaign during 2020 resulted in 11,647 charges for occupant restraint violations, 7,439 arrests for drug violations, 5,181 wanted persons apprehended, and 18,709 citations for driving without a license. An additional 3,006 DWI charges were made during other enhanced enforcement periods in 2020, such as *Click It or Ticket*.

During FY2022, North Carolina law enforcement agencies will conduct five impaired driving campaigns:

- Halloween *Booze It & Lose It* (October 25-31, 2021)
- Holiday *Booze It & Lose It* (December 13, 2021 – January 2, 2022)
- St. Patrick's Day *Booze It & Lose It* (March 17-20, 2022)
- *Booze It & Lose It: Operation Firecracker* (June 27 – July 10, 2022)
- Labor Day *Booze It & Lose It* (August 29 – September 11, 2022)

Checkpoints and DWI Charges		
	2020	2019
<i>St. Patrick's Day Booze It & Lose It</i>		
Checkpoints and saturation patrols	1,693	1,626
DWI charges	667	686
<i>Booze It & Lose It: Operation Firecracker</i>		
Checkpoints and saturation patrols	2,074	2,787
DWI charges	709	966
<i>Labor Day Booze It & Lose It</i>		
Checkpoints and saturation patrols	4,374	6,110
DWI charges	1,359	2,205
<i>Halloween Booze It & Lose It</i>		
Checkpoints and saturation patrols	1,852	2,081
DWI charges	647	815
<i>Holiday Booze It & Lose It</i>		
Checkpoints and saturation patrols	6,176	6,843
DWI charges	1,750	2,095
Totals - All Enforcement Campaigns		
Checkpoints and saturation patrols	22,169	19,447
DWI charges	5,132	6,767
Total DWI Charges for Year (AOC*)	37,645	42,655
Total - Non-Enforcement Campaign DWI Charges #	32,513	35,888
Total - Non-Enforcement Campaign DWI Charges %	86.3%	84.1%

The information about checkpoint activity and DWI charges was provided to GHSP, as required, by law enforcement agencies participating in Booze It & Lose It enhanced enforcement periods. Each campaign included approximately 400 participating law enforcement agencies across the state, including local police departments, Sheriff's departments, and the North Carolina State Highway Patrol.

**Calendar year data from Administrative Office of the Courts includes Commercial DWI (DWI ≥ .04 – 20-138.2(A)(2), DWI Schedule I Controlled Substance – 20-138.2(A)(3), Commercial DWI Under the Influence – 20-138.2(A)(1), DWI Commercial Vehicle – 20-138.2) and DWI (Driving After Consuming <21 – 20-138.3, Driving While Impaired and Aid & Abet Impaired Driving - 20-138.1).*

Summary

During 2019, alcohol-impaired driving fatalities in North Carolina decreased twenty-three percent, from 419 to 323. Similarly, the rate of alcohol-impaired fatalities per capita and per 100 million VMT dropped noticeably. As in previous years, certain groups of drivers are at higher risk for fatal crashes involving alcohol including males, drivers age 20 to 54 and motorcycle riders. Alcohol-involved crashes are most common at night, especially between 7 p.m. and 3 a.m. The counties that account for the most alcohol-involved fatalities are Mecklenburg, Wake, Guilford, Robeson, Cumberland and Forsyth. It is important to note that despite the COVID-19 pandemic, law enforcement agencies are participating in campaigns such as *Booze It & Lose It* at similar rates as previous years.

Drugged driving appears to be a growing problem in North Carolina. The number of fatal crashes involving a drugged driver has increased approximately 50 percent over the past decade. Drugged driving crashes are especially common among males, drivers between the ages of 19 and 44, and those living in rural areas.

GHSP believes alcohol-involved and drugged driving fatalities can be reduced through a combination of enforcement and educational programs designed to deter driving while impaired. These countermeasures are described in the next section.

Countermeasures and Funding Priorities

To address the problem areas described above and to meet North Carolina's targets for 2022, GHSP focuses on strategies that have been proven effective in reducing motor vehicle crashes, injuries and fatalities, including evidence-based enforcement. To assist in this process, GHSP uses the 9th Edition of NHTSA's Countermeasures that Work (CMTW). CMTW was designed to assist State Highway Safety Offices in selecting evidence-based countermeasures for addressing major highway safety problem areas.

Each of these countermeasures and funding priorities are undertaken with a strong commitment to advancing societal equity. As in other states, traditionally underserved communities in North Carolina are often overrepresented in and disproportionately impacted by traffic crashes. This includes communities of color, people with disabilities, rural communities and others identified in the January 2021 *Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*. Therefore, GHSP will fund projects that bring effective countermeasures to those communities, and we will continue to expand outreach efforts to ensure representatives of those communities are among the decision makers advancing traffic safety policies. To advance equity efforts, GHSP is applying for Section 1906 funds to strengthen the State Bureau of Investigation (SBI) Traffic Stop Statistics data collection efforts.

GHSP continues to utilize high visibility enforcement efforts as a countermeasure. For instance, GHSP will establish DWI Enforcement Teams in counties that were overrepresented in alcohol-related fatalities. GHSP began funding DWI Enforcement Teams to encourage local law enforcement agencies in the identified counties to focus their enforcement efforts on days and times that impaired drivers were most likely to be on the roadways – typically Thursday, Friday, and Saturday nights between 10 p.m. and 6 a.m. the following morning. During FY2022, GHSP will fund DWI Enforcement Teams in Buncombe, Forsyth, Gaston, Guilford, Iredell, Mecklenburg, Onslow, Robeson, Union and Wake counties. Collectively, these ten counties accounted for 31.4% of the alcohol-involved fatalities in North Carolina during the past five years, and they include the seven counties with the highest number of fatalities. Funded projects in FY2022 include activity hours primarily for DWI enforcement for the Statesville Police Department in Iredell County, the Buncombe County Sheriff's Office, and the Belmont Police Department in Gaston County. These agencies have set goals to reduce the number of alcohol-related crashes and fatalities, increase the number of officers trained to use breath testing equipment and administer field sobriety tests, and educate the public about the dangers of driving while impaired. GHSP also provided access to data and county maps in these communities to communicate the location of impaired driving crashes, injuries and fatalities, as well as the time of day and day of week that these are occurring. To ensure equity in rural communities, GHSP will be funding some smaller law enforcement agencies for overtime enforcement hours to ensure those communities have the services

needed to address their traffic safety needs. This is particularly true in Robeson County, a rural community with a high American Indian and Black population.

GHSP is also committed to supporting enforcement efforts statewide and particularly to those agencies that seek assistance in establishing impaired driving checking stations. Well publicized checking stations have been proven by NHTSA to be highly effective in curbing impaired driving and are supported by an overwhelming percentage of the population.

GHSP will also fund continued operation of the North Carolina BAT Mobile Program, operated by the Forensic Tests for Alcohol Branch (FTA). Since its inception in 1996, the BAT Mobile program has played a major role in assisting law enforcement officers at DWI checking stations and in raising awareness of the dangers of impaired driving at education and safety events. The units are deployed regionally assuring adequate checking station coverage throughout the state. During FY2022, GHSP will enhance the BAT Mobile program by funding portable fingerprint capturing devices and applicable software to further assist law enforcement processing of arrestees at checking stations. GHSP will also continue funding for a database application system for the FTA to support the business processes associated with scheduling, enrollment and delivery of training programs, tracking certification history, as well as scheduling and tracking special events for the BAT mobile program.

GHSP will continue supporting prosecution of impaired drivers and will fund the North Carolina Conference of District Attorneys' (CDA) efforts to train more prosecutors and law enforcement officers statewide.

During FY2022, GHSP also support the state's Drug Recognition Expert (DRE) program, considered one of the strongest such programs in the country. GHSP will support a DRE coordinator, who will schedule trainings across the state to help officers detect impaired driving suspects under the influence of drugs. The DRE coordinator will also provide training for DRE's and DRE instructors to ensure state of the art training for all certified DRE personnel in North Carolina. Additionally, GHSP will continue to help the DRE program increase management proficiency by funding the program's Data Entry and Management System.

Although the North Carolina State Bureau of Investigation (SBI) laboratory does the blood alcohol testing for most law enforcement agencies in North Carolina, other regional labs exist as well. During FY2022, GHSP will continue to fund a laboratory in New Hanover County to continue and/or expand their existing blood alcohol testing facilities and to expedite the blood alcohol analysis. With the establishment of the regional blood alcohol testing labs, the turnaround time for a blood analysis is less than 30 days in participating counties.

During FY2022, GHSP will also fund strong prevention interventions to reduce impaired driving. GHSP will provide support for dedicated DWI Treatment Courts in Buncombe County and Robeson County, an area with a large American Indian and Black population. DWI Courts deal only with impaired driving cases and are proven to reduce recidivism among offenders. In addition, GHSP will fund efforts at Carolinas Medical Center, the state's largest hospital, to use proven public health methods to get victims of traffic crashes who show significant impairment into substance use disorder treatment. GHSP will also fund other efforts to address equity concerns, including an emphasis on Robeson County, a large rural county with a diverse racial makeup. These efforts include a grassroots Vision Zero Task Force led by local leaders, a seat belt diversion program GHSP funds at Southeastern Regional Medical Center, and a

countywide outreach effort to encourage clergy to leverage their role as community opinion leaders to spread traffic safety messages.

GHSP will continue to expand and rejuvenate the Statewide Impaired Driving Task Force. The Task Force is charged with reducing the number of impaired driving fatalities in the State by developing new strategies and initiatives to address the problem. The Task Force includes over 20 experts, including police chiefs, local sheriffs, emergency room personnel, substance use disorder treatment providers, judicial officials, public health experts, state officials and others. In an effort to ensure equity in strategies and initiatives, the Task Force will include Black, American Indian, Hispanic Black, American Indian and Hispanic representatives familiar with the needs of these traditionally underserved communities. The Task Force also includes experts and community members representing older drivers. The Task Force has developed an Impaired Driving Plan for the State of North Carolina. The Plan describes North Carolina's current and future initiatives regarding enforcement, media and outreach, adjudication, and treatment and rehabilitation as described in NHTSA's Highway Safety Program Guideline No. 8 Impaired Driving. During FY2021, the Impaired Driving Plan was revised and updated by the Impaired Driving Task Force. The Task Force has successfully championed policy efforts this General Assembly session to increase use of ignition interlock devices among those charged and/or convicted of impaired driving offenses.

GHSP will also work to address drugged driving issues in NC. GHSP will lead a National Governor's Association (NGA) group collaborative to expand testing and data collection for drugged drivers in North Carolina. This collaborative includes representatives of the NC Office of Chief Medical Examiner's Office, NC Division of Public Health, NC Office of the Governor and others. The collaborative hopes to establish a Drugged Driving Data Dashboard and a protocol for assessing drug impairment levels on all traffic decedents in NC.

GHSP plans to host the Traffic Safety Conference and Expo during FY2022. The previous Conference, held in Raleigh in August 2019, was attended by more than 750 national, state and local traffic safety professionals and law enforcement officers. The FY2022 conference will focus on strategies for reducing traffic-related fatalities and serious injuries in North Carolina, with the ultimate goal of eliminating roadway deaths. Conference participants will learn from leading experts in the fields of distracted and impaired driving, child passengers, pedestrians and bicycles, motorcycles, teens and older driver safety, adult occupant protection, transportation equity, vehicle technology, law enforcement, and commercial vehicles. The conference will share the latest research, evidence-based strategies, proven countermeasures and promising new approaches for reducing roadway fatalities.

GHSP will partner with the Insurance Institute for Highway Safety (IIHS) and the UNC Highway Safety Research Center (HSRC) to create updates to the 26-year-old *Booze It & Lose It* program. This partnership will mirror the coordinated public-private collaboration that gave birth to this program in North Carolina almost thirty years ago. Preliminary plans are to incorporate rideshare partnerships, social norming messaging and innovative social media marketing with traditional proven approaches such as high visibility enforcement to create an updated program that can be replicated in other states.

Media Plan

GHSP will support the aforementioned FY2022 impaired driving campaigns with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to draw attention to the campaigns and the enforcement efforts in the state.

Campaign kickoff events are planned for all FY2022 campaigns, seeking earned media attention that will be gained from partnerships with local governments, MADD, NC State Highway Patrol, NC Department of Transportation, community groups, local law enforcement, Conference of District Attorneys, etc. Typically, the kickoff events will feature the GHSP Director, state and/or local law enforcement, community leaders, victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of impaired driving issues.

GHSP will use innovative paid media strategies to reach young adult audiences, a key demographic according to market research, and to reach minority communities to ensure equity in outreach. This will include media buys on internet radio, digital video, digital displays on microtargeted web sites, TV advertising on cable stations, and customizable advertising such as in movie theaters. GHSP has created new digital video ads, including cartoons and animation, to use as digital video and displays. GHSP will also use free social media such as Facebook, Twitter and Instagram. Social media site engagement has doubled since last year and will continue to be a key part of our advertising strategy, particularly as a tool to reach minority communities disproportionately affected by traffic crashes. Marketing and advertising efforts are becoming more progressive with the ability to micro-target our audience and utilize a variety of mediums to ensure *Booze It & Lose It* makes the most effective use of messaging. Paid media will be utilized during enforcement periods and certain months when increased alcohol-related fatalities occur. In-house social media will also be used throughout the entire year with messaging targeting key demographics and areas.

GHSP will continue partnerships with schools and universities in the state. GHSP will promote *Booze It & Lose It* throughout the school year on campuses through media campaigns. GHSP will also continue to field test social norms messaging as a way of reducing impaired driving behavior.

FY2022 Alcohol- and Drug-Impaired Driving Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address alcohol- and drug-impaired driving. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency:	North Carolina Department of Health and Human Services (Forensic Testing for Alcohol Branch)
Project Number:	M5BAC-22-15-01
Project Title:	Breath Alcohol Testing Mobile Unit Program
Project Description:	This project supports mobile Blood Alcohol Testing (BAT) Units stationed regionally across the state. The BAT Program provides resources to law enforcement agencies in North Carolina for assistance in detection, apprehension, and prosecution of impaired drivers. More specifically, the BAT Program enables law enforcement in their efforts to conduct DWI checking stations. This grant will fund three full-time BAT Coordinators and three part-time BAT Coordinators while supporting operational costs. CMTW: Chapter 1, Section 2.1

Agency: North Carolina Department of Health and Human Services (Forensic Testing for Alcohol Branch)

Project Number: M5TR-22-15-01

Project Title: Drug Recognition Expert Program

Project Description: This ongoing project funds the Drug Recognition Expert (DRE) Training Coordinator and adds a DRE Program Coordinator position. The Training Coordinator schedules statewide trainings to teach officers to detect impaired suspects under the influence of drugs. The coordinator also provides instruction for DRE's and DRE instructors to ensure state of the art training. The newly created Program Coordinator oversees all of the DRE programs and helps develop effective education programs and strategies for all DREs in North Carolina.

CMTW: Chapter 1, Section 7.1

Agency: North Carolina Department of Health and Human Services (Forensic Testing for Alcohol Branch)

Project Number: AL-22-02-03

Project Title: Science Program

Project Description: This ongoing project provides for and maintains the breath alcohol testing instruments statewide. The project also trains law enforcement officers to effectively use these instruments.

CMTW: Chapter 1, Section 2.3

Agency: North Carolina Department of Health and Human Services (Forensic Testing for Alcohol Branch)

Project Number: M5TR-22-15-02

Project Title: SFST Program

Project Description: This ongoing project provides training to law enforcement officers for Standardized Field Sobriety Testing Program (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) across the state.

CMTW: Chapter 1, Section 2.1 and 2.2

Agency: NC Conference of District Attorneys

Project Number: M5CS-22-15-01

Project Title: NCCDA Traffic Safety Program FY2022

Project Description: This continuation grant funds efforts to educate law enforcement personnel, prosecutors, magistrates and judges on basic and advanced traffic related safety topics and their daily job duties/responsibilities. This grant also funds Traffic Safety Resource Prosecutors (TSRP) to alleviate the increased caseloads, provide technical assistance, train prosecutors, law enforcement, judicial officials, and other allied officials in the counties with DWI Task Forces.

CMTW: Chapter 1, Section 2.1 and 2.2 and Section 3

Agency: Charlotte-Mecklenburg Police Department
Project Number: AL-22-02-05
Project Title: DWI Task Force
Project Description: This project funds a DWI Task Force consisting of seven DWI Task Force officers. In addition to enforcement activities, the Task Force will work closely with the local teen safe driving project to educate the teens and the citizens of Mecklenburg County about the dangers of drinking and driving.
CMTW: Chapter 1, Section 2.1, 2.2 and 6.5

Agency: NC Department of Public Safety (NC State Highway Patrol)
Project Number: M5HVE-22-15-01
Project Title: NCSHP BILI Overtime 2022
Project Description: This continuation project funds the NC State Highway Patrol for overtime enforcement of driving while impaired offenses. The NCSHP will accomplish this by strategically placing Troopers in the top twenty-five counties for impaired driving fatalities during the *Booze It and Lose It* sponsored campaigns in FY2022. They will do this by focusing on driving while impaired suspects during the peak night time hours and on the weekends.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Guilford County Sheriff's Office
Project Number: AL-22-02-06
Project Title: DWI Task Force
Project Description: This continuation grant funds a multi-agency DWI Task Force (Guilford County Sheriff's Office and High Point Police Department). Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and second in unrestrained fatalities. The grant also funds a DWI Educator, who educates the public on impaired driving.
CMTW: Chapter 1, Section 2.1, 2.2 and 6.5

Agency: Guilford County Sheriff's Office
Project Number: AL-22-02-07
Project Title: DWI Task Force Expansion
Project Description: This continuation grant funds two additional Task Force members. Guilford County ranks third in overall fatalities, third in alcohol-related fatalities and second in unrestrained fatalities.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Buncombe County Court System
Project Number: M5CS-22-15-02
Project Title: Buncombe County DWI Treatment Court
Project Description: This continuation project funds the Buncombe County DWI Treatment Court's Treatment Court Coordinator position.

CMTW: Chapter 1, Section 2.1

Agency: Statesville Police Department
Project Number: AL-22-02-08
Project Title: DWI Task Force
Project Description: This new grant funds activity hours for two officers to conduct impaired driving enforcement in Statesville. Iredell County is ranked 26th for alcohol related fatalities and 15th for overall fatalities. The DWI Officers will work nights and weekends apprehending impaired driving suspects with the goal of reducing alcohol-related serious injuries and fatalities in Iredell County.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Winston-Salem Police Department
Project Number: M5HVE-22-15-03
Project Title: Forsyth County DWI Task Force Winston-Salem
Project Description: This continuation project funds the Forsyth County DWI Task Force. Forsyth County ranked fifth in impaired driving-related fatalities and seventh in the number of unrestrained fatalities. This Task Force is a multi-agency effort between the police departments of Kernersville, Winston-Salem and the Forsyth County Sheriff's Office. The goal of the project is to reduce the number of alcohol-related crashes and fatalities.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Buncombe County Sheriff's Office
Project Number: AL-22-02-10
Project Title: Buncombe County DWI Task Force
Project Description: This new grant funds activity hours for two deputies and a supervisor to conduct impaired driving enforcement in Buncombe County. Buncombe County ranks 8th for overall fatalities and 8th for alcohol-related fatalities statewide.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Buncombe County Court System
Project Number: M5CS-22-15-03
Project Title: Buncombe Co. DWI Treatment and Prevention Court
Project Description: This continuation project funds a Legal Assistant to work in conjunction with the Buncombe County DWI Treatment Court Coordinator.
CMTW: Chapter 1, Section 3.1

Agency: Mothers Against Drunk Driving (MADD)
Project Number: M5X-22-15-01
Project Title: Impaired Driving and Underage Drinking Problem

Project Description: This ongoing project funds the MADD Program Specialist and Court Monitor Specialist positions, and to provide materials and support for public education and awareness events.
CMTW: Chapter 1, Section 3.3

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: AL-22-02-11
Project Title: Impaired Driving 2.0 - North Carolina
Project Description: This is continuation project to evaluate the current *Booze It & Lose It* initiative in North Carolina and assist with developing and administering innovations for the program's next phase. These innovations will be developed in conjunction with Insurance Institute for Highway Safety (IIHS) and GHSP.
CMTW: Chapter 1, Section 2.1

Agency: Kernersville Police Department
Project Number: M5HVE-22-15-02
Project Title: Forsyth County DWI Task Force-Kernersville
Project Description: This new project expands the Forsyth County DWI Task Force. Forsyth County is ranked 6th in overall fatalities and 5th in alcohol-related fatalities. This Task Force is a multi-agency effort between the police departments of Kernersville and Winston-Salem and the Forsyth County Sheriff's Office.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: North Carolina Department of Justice (State Bureau of Investigation)
Project Number: M5BAC-22-15-03
Project Title: 2022 NCSCCL Toxicology Enhancement
Project Description: This continuation project funds 3 one-year preventative maintenance or service contracts for the three Liquid Chromatograph/Quadrupole-Time-of-Flight (LC/Q-TOF) instruments. These instruments allow for the screening of blood sample extracts for compounds with known molecular formulas, which includes over a thousand drugs and metabolites. These agreements are needed to keep the instrumentation running at optimal conditions.
CMTW: Chapter 1, Section 7.1

Agency: Carolinas Medical Center
Project Number: AL-22-02-14
Project Title: SBIRT (Screening, Brief Intervention, and Referral to Treatment)
Project Description: This a new project with Carolinas Medical Center to fund a social worker to serve the road based injured trauma population. The social worker will screen patients, counsel them toward treatment & safe driving interventions, and then contact treatment centers top facilitate treatment options.
CMTW: Chapter 1, Section 4.1

Agency: Apex Police Department
Project Number: AL-22-02-02
Project Title: Highway Safety Project and DWI Personnel
Project Description: This continuation grant funds activity hours for one DWI officer. Wake County is ranked second in the state in alcohol-related fatalities.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Onslow County Sheriff's Office
Project Number: M5HVE-22-15-04
Project Title: Onslow County DWI Team
Project Description: This continuation grant funds activity hours for three deputies and a supervisor to conduct traffic safety enforcement. Onslow County is ranked 20th in overall fatalities, 10th in alcohol related fatalities, and 10th in speed related fatalities.
CMTW: Chapter 1, Section 2.1 and 2.2

Agency: Lumberton Police Department
Project Number: M5HVE-22-15-05
Project Title: Lumberton DWI Enforcement Team Expansion
Project Description: This continuation project funds activity hours for two traffic officers. Robeson County is ranked 6th for alcohol-related fatalities and 4th for unrestrained fatalities. The officers will collaborate with other agencies and municipalities within Robeson County. In addition to enforcement efforts, the officers will educate students by giving seminars at local high schools and attending driver education classes around the county.
CMTW: Chapter 1, Section 2.1, 2.2 and 6.5

Agency: NC Department of Public Safety (Alcohol Law Enforcement)
Project Number: AL-22-02-12
Project Title: Public Info Program-Mobile Enforcement Grant 2022
Project Description: This project funds North Carolina Alcohol Law Enforcement (NC ALE) Agents to conduct their Keys to Life Program and Mobile Enforcement Operations while focusing on the top 25 counties for young driver-alcohol related crashes.
CMTW: Chapter 1, Section 6.5

Agency: Robeson County District Attorney's Office
Project Number: AL-22-02-13
Project Title: Robeson County DWI Treatment Court
Project Description: This continuation grant funds the Robeson County DWI Treatment Court to decrease the number of repeat DWI offenders in Robeson County and to address these cases in a timely manner. This grant with the District Attorney's office will also provide sentencing alternatives to eligible offenders convicted of DWI.

CMTW: Chapter 1, Section 3.1

Agency: New Hanover County Sheriff's Office
Project Number: M5BAC-22-15-02
Project Title: New Hanover Forensic Laboratory Grant
Project Description: This continuation grant funds activities hours for a Laboratory Technician, along with supplies and training. The New Hanover County Sheriff's Office Forensic Lab provides analysis for casework submitted by partner agencies to ensure effective investigation and prosecution of crimes.
CMTW: Chapter 1, Section 3 and 7.1

Agency: Governor's Highway Safety Program
Project Number: AL-22-00-00
Project Title: GHSP In-House Impaired Driving Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

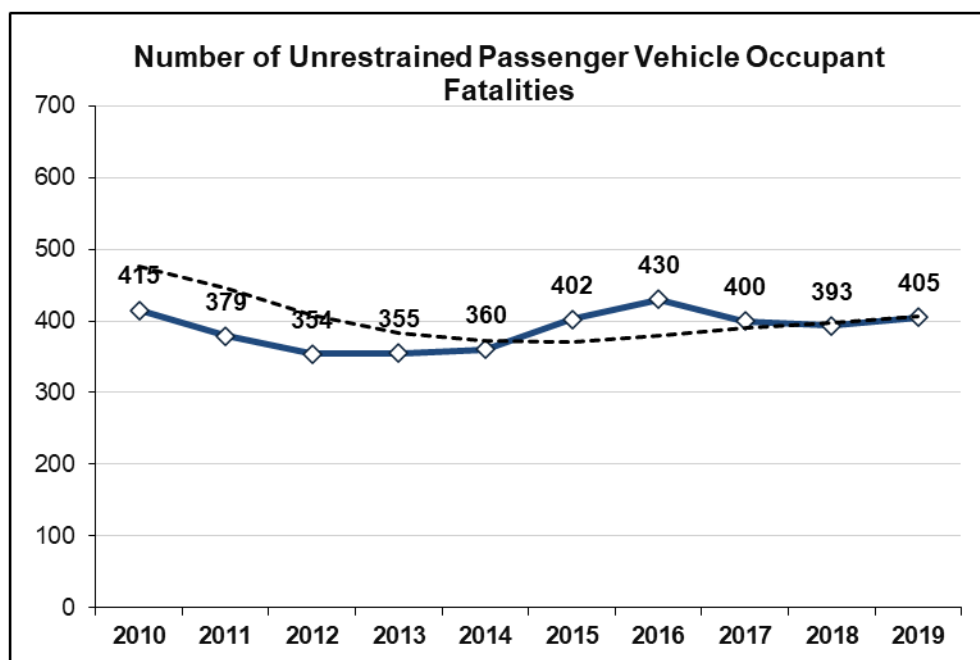
Agency: Governor's Highway Safety Program
Project Number: M5X-22-00-00
Project Title: GHSP In-House Impaired Driving Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

Occupant Protection (Adult & CPS)

Passenger Vehicle Driver and Occupant Deaths and Injuries

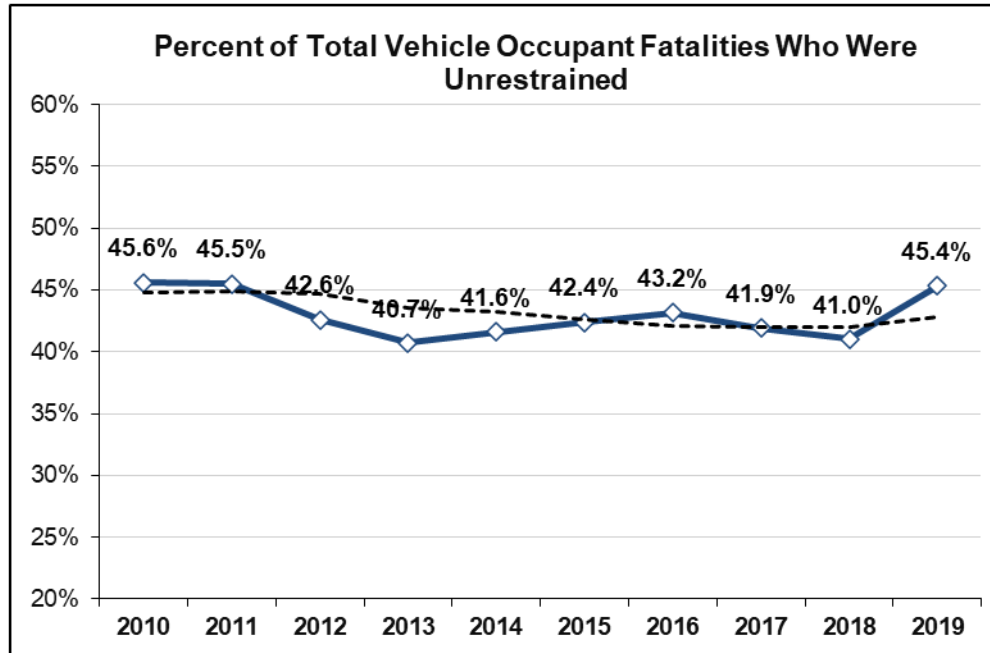
The goal of the North Carolina occupant protection program is to reduce fatalities by increasing the number of drivers and passengers wearing their seat belt and by ensuring young children are properly secured in age and size appropriate car seats and booster seats. As restraint use increases, the number of unrestrained occupant fatalities should decline.

In 2019, there were 405 fatalities in North Carolina involving an unrestrained passenger vehicle driver or occupant—an increase of 12 fatalities from 2018. The 5-year moving average suggests unrestrained fatalities have slowly risen over the past five years. This is similar to nationwide trends.



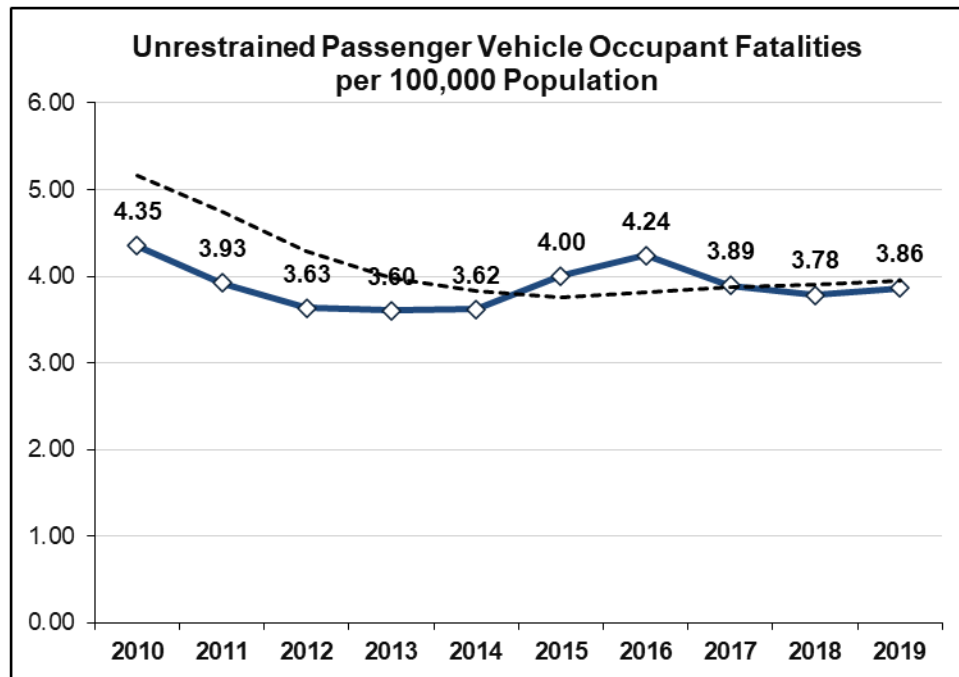
Source: FARS, 2010–2019.

The next figure shows the percent of passenger fatalities who were unrestrained at the time of the crash. In 2019, 45.4 percent of fatally injured passenger vehicle drivers and occupants were unrestrained, a noticeable increase from 41.0 percent in 2018. Although the percent of unrestrained fatalities has fluctuated over time, the 5-year moving average suggests a gradual decline.



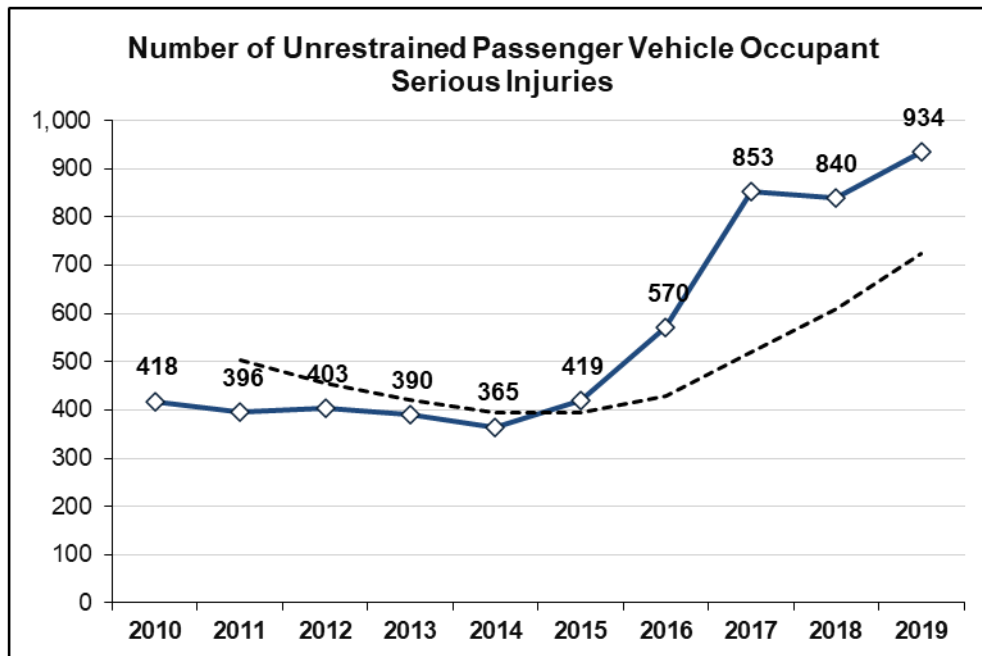
Source: FARS, 2010–2019.

Because North Carolina’s population has grown considerably during the last decade, fatality rates per capita may be the most useful indicator of progress in this area. The figure below shows unrestrained fatalities per 100,000 population from 2010 through 2019. The 5-year moving average shows a substantial decline in unrestrained fatalities per capita from 2010 through 2015. In recent years, the trend line has flattened out.



Source: FARS, 2010–2019 and U.S. Census.

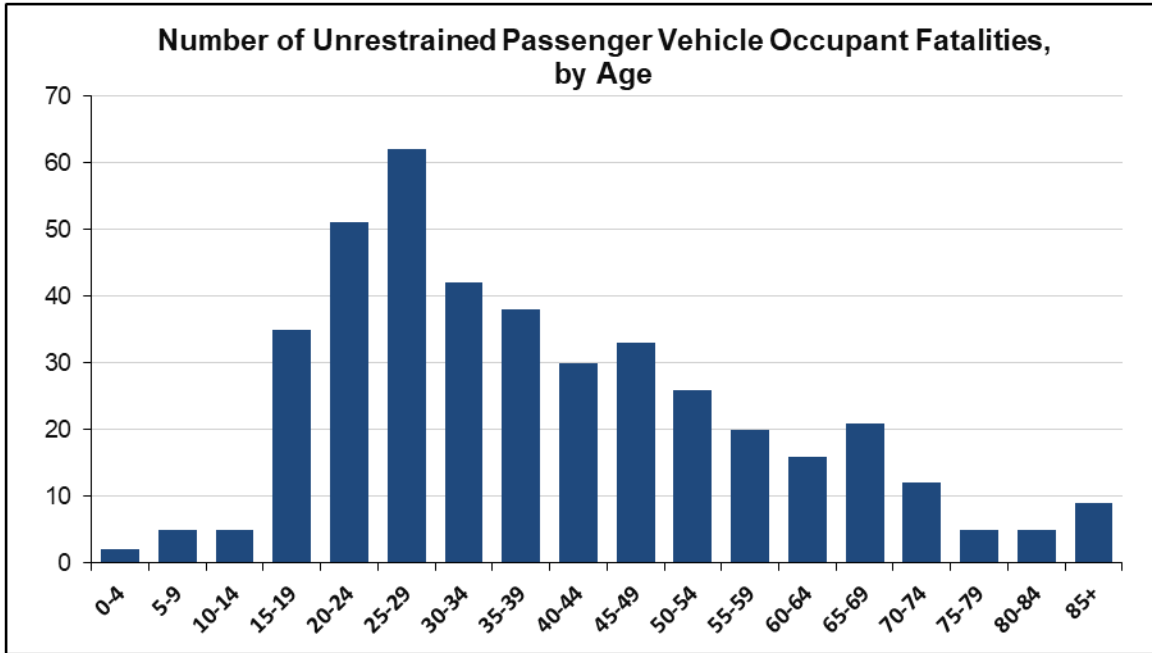
In 2019, there were 934 serious (“A”) injuries among unrestrained vehicle occupants. This was an increase of 94 serious injuries compared to 2018. Although the 5-year moving average shows a rise in serious injuries in recent years, this reflects a change to the definition of “serious injury” in late 2016.



Source: NCDOT Motor Vehicle Crash Data, 2010–2019.

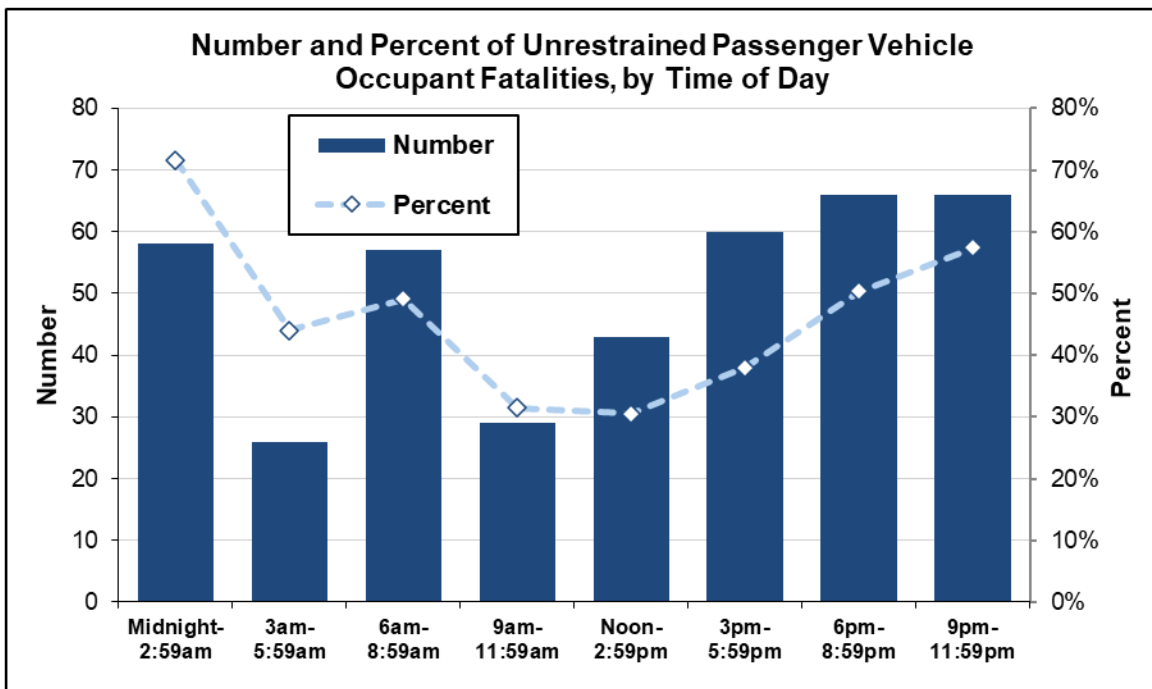
Note: The definition of “serious injury” was changed in late 2016, contributing to the rise in reported injuries.

In 2019, there were nearly three times as many unrestrained fatalities among males (306) as females (111). As shown in the figure below, unrestrained fatalities are highest among passenger vehicle occupants ages 20 to 29, and lowest among those under 15 and those 75+.



Source: FARS, 2019.

The next figure shows the number (left axis, blue bars) and percent (right axis, blue line) of unrestrained passenger vehicle occupant fatalities and the time of day those crashes occurred. The percent of fatalities who were unrestrained is highest late at night, from midnight to 2:59 a.m.



Source: FARS, 2019.

The table below shows the 40 counties with the most unrestrained fatalities from 2015 to 2019. Mecklenburg County had the most unrestrained fatalities, followed by Guilford, Wake and Robeson counties. The 40 counties listed in the table account for 74 percent of the state's unrestrained fatalities from 2015 to 2019. The table also shows the percent of unrestrained fatalities in each county. Durham (58.7 percent), Duplin (57.6), Edgecombe (54.3), and Franklin (50.0) counties had the highest percentage of unrestrained fatalities, well above the statewide average of 42.7 percent.

Unrestrained Passenger Vehicle Occupant Fatalities, 2015-2019

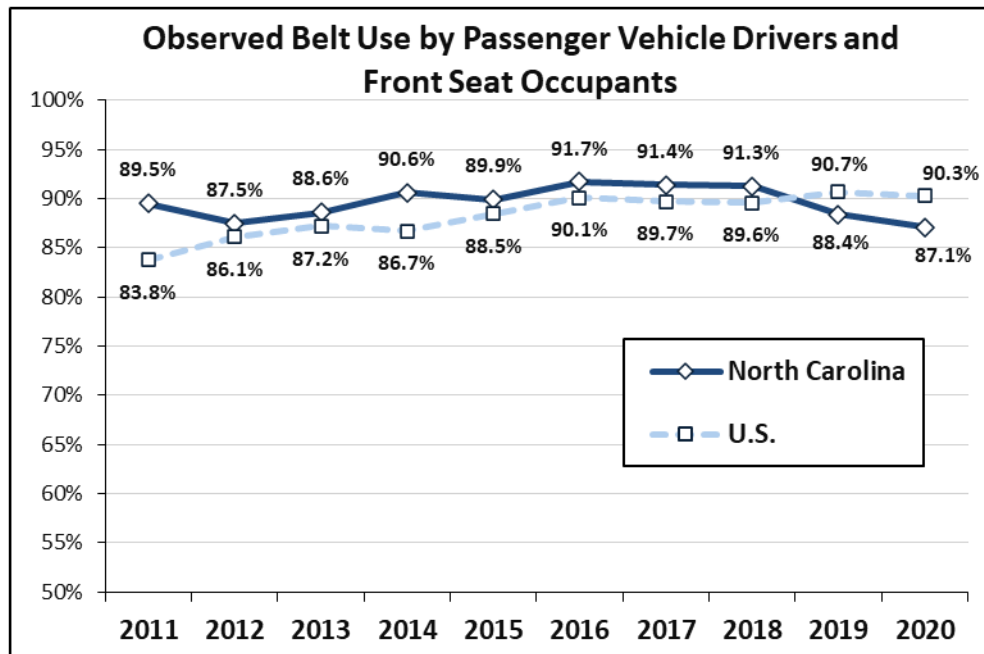
County	Total Unrestrained Fatalities	Percent of Total County Fatalities Who Were Unrestrained	Percent of Total NC Unrestrained Fatalities
Mecklenburg	138	46.5%	6.8%
Guilford	84	43.5%	4.1%
Wake	84	42.0%	4.1%
Robeson	76	47.5%	3.7%
Cumberland	59	46.5%	2.9%
Johnston	49	46.2%	2.4%
Harnett	48	46.6%	2.4%
Forsyth	45	36.6%	2.2%
Buncombe	44	44.0%	2.2%
Durham	44	58.7%	2.2%
Davidson	43	46.2%	2.1%
Gaston	41	43.2%	2.0%
Nash	38	37.6%	1.9%
Sampson	36	46.8%	1.8%
Brunswick	35	47.9%	1.7%
Duplin	34	57.6%	1.7%
Cabarrus	33	42.9%	1.6%
Columbus	33	42.9%	1.6%
Randolph	33	41.8%	1.6%
Alamance	32	47.8%	1.6%
Union	31	37.3%	1.5%
Pender	30	43.5%	1.5%
Cleveland	29	36.3%	1.4%
Pitt	28	40.6%	1.4%
Rowan	27	45.8%	1.3%
Edgecombe	26	54.2%	1.3%
Iredell	25	32.1%	1.2%
Surry	25	46.3%	1.2%
Lee	24	41.4%	1.2%
Franklin	23	50.0%	1.1%
Moore	23	37.7%	1.1%
Wayne	23	37.1%	1.1%
Catawba	22	37.9%	1.1%
Chatham	22	41.5%	1.1%
Halifax	21	43.8%	1.0%
Wilson	21	46.7%	1.0%
Burke	20	41.7%	1.0%
Granville	20	38.5%	1.0%
Onslow	20	41.7%	1.0%
Rockingham	20	43.5%	1.0%

Source: FARS, 2015–2019.

Behaviors

Every year, North Carolina conducts a seat belt use survey in accordance with the NHTSA-certified plan. Due to unprecedented impacts from the COVID-19 pandemic, including restrictions related to travel and work across the state and the need to ensure the safety of personnel and the public, the observational survey was conducted in September rather than June 2020. Observations were collected in 15 counties stratified by three regions (Mountains, Piedmont, and Coastal). Eight observation sites were visited in each county for a total of 120 sites. Data were collected during rush hours (weekdays between 7 a.m. and 9 a.m. or 3:30 p.m. and 6 p.m.), non-rush hours (weekdays between 9 a.m. and 3:30 p.m.), and on weekends (Saturday or Sunday between 7 a.m. and 6 p.m.). In total, data collectors observed seat belt use for 25,261 drivers and 6,281 front-seat passengers, for a total of 31,542 observations.

The 2020 combined seat belt use rate was 87.1 percent, down from 88.4 percent in 2019. For drivers, the observed belt use rate dropped from 88.8 percent to 86.8 percent. For right front-seat passengers, the observed belt use rate increased from 86.3 percent to 88.3 percent. North Carolina’s observed belt use rate has remained close to 90 percent for the past decade. However, the state has dipped below the national observed belt use rate for each of the past two years.



Source: North Carolina’s annual seat belt use survey reports and NHTSA.

As shown in the table below, observed seat belt use in 2020 was relatively low for males, young drivers, those driving in rural areas, and occupants of pickup trucks and vans. Belt use was also lower among those living in the coastal region of the state than those living elsewhere.

Observed Seat Belt Use Rates, September 2020	
Category	Weighted Use (%)
Overall	
Driver	86.8
Passenger	88.3
Combined	87.1
Sex of Driver	
Male	85.2
Female	89.6
Age of Driver	
16–24	84.6
25–44	85.5
45–64	89.4
65+	91.3
Urban/Rural	
Urban	87.3
Rural	82.3
Vehicle Type	
Car	86.3
Van	82.0
Minivan	93.9
Pickup Truck	83.2
Sport-Utility Vehicle	90.1
Region	
Mountain	85.9
Piedmont	88.6
Coast	82.0

Source: The 2020 North Carolina Observational Survey of Seat Belt Use.

As shown in the next table, observed belt use in 2020 differed across the 15 counties included in the survey, from a low of 74.7 percent in Columbus County, to a high of 94.4 percent in Wilkes County. Observed seat belt use declined in 12 of the 15 counties from 2019 to 2020. The largest decreases in belt use occurred in Columbus (-7.4 percentage points), Alamance (-5.7), Robeson (-5.7), Guilford (-4.1), and Durham (-4.0) counties.

Observed Seat Belt Use Rates by County			
County	2019 Observed Belt Use %	2020 Observed Belt Use %	2019 2020 change
Alamance	93.9	88.2	-5.7
Buncombe	89.3	90.2	+0.9
Catawba	90.5	92.7	+2.2
Cleveland	85.3	85.2	-0.1
Columbus	82.1	74.7	-7.4
Durham	91.6	87.6	-4.0
Forsyth	92.5	90.1	-2.4
Guilford	91.2	87.1	-4.1
Mecklenburg	84.7	83.4	-1.3
Nash	85.3	84.7	-0.6
Pender	88.9	85.4	-3.5
Robeson	84.0	78.3	-5.7
Sampson	87.4	86.1	-1.3
Wake	92.6	89.8	-2.8
Wilkes	91.5	94.4	+2.9

Source: The 2019 and 2020 North Carolina Observational Surveys of Seat Belt Use.

Statewide Campaigns/Programs

Enforcement Activities

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

During calendar year 2020, law enforcement agencies in North Carolina conducted three statewide waves of the “Click It or Ticket” campaign, plus a special enforcement campaign held during Child Passenger Safety Week. (Due to COVID-19, the Spring *Click it or Ticket* campaign was postponed to September 2020, and the Spring *Click It or Ticket* campaign will be completed on June 6th, 2021):

- Child Passenger Safety Week (September 20-26, 2020)
- September *Click or Ticket* (September 14-19, 2020)
- Thanksgiving *Click It or Ticket* (November 23-29, 2020)

During these campaigns, 5,931 occupant restraint citations were issued: 5,317 citations for violations of the seat belt law and 614 citations for violations of the child passenger safety law. By comparison, 11,283 total occupant restraint citations were issued during the previous year’s campaigns.

As shown in the table below, an additional 12,149 seat belt violations and 1,552 child passenger safety law violations were issued in 2020 during other enhanced enforcement periods (e.g., *Booze It & Lose It*). An additional 62,840 seat belt and CPS citations were issued in 2020 during non-campaign periods throughout the year.

North Carolina Seat Belt and Child Passenger Safety Law Citations		
Campaign / Violations	2019	2020
Spring Click It or Ticket Campaign		
Seat belt violations	7,843	2,148
Child passenger safety law violations	813	195
Total	8,656	2,343
Child Passenger Safety Week Campaign		
Seat belt violations	289	1,485
Child passenger safety law violations	93	188
Total	382	1,673
Thanksgiving Click It or Ticket Campaign		
Seat belt violations	1,959	1,684
Child passenger safety law violations	286	231
Total	2,245	1,915
Click It or Ticket/CPS Week Overall Totals		
Seat belt violations	10,091	5,317
Child passenger safety law violations	1,192	614
Total	11,283	5,931
Other Campaign Totals (e.g., Booze It & Lose It)		
Seat belt violations	16,732	12,149
Child passenger safety law violations	2,811	1,552
Total	19,543	13,701
Totals - All Enforcement Campaigns		
Seat belt violations	26,823	17,466
Child passenger safety law violations	4,003	2,166
Total	30,826	19,632
Totals Citations for Year (AOC*)		
Seat belt violations	102,318	69,810
Child passenger safety law violations	19,329	12,662
Total	121,647	82,472
Totals - Non-Enforcement Campaign Citation #		
Seat belt violations	75,495	52,344
Child passenger safety law violations	15,326	10,496
Total	90,821	62,840
Totals - Non-Enforcement Campaign Citation % (AOC*)		
Seat belt violations	73.8%	75%
Child passenger safety law violations	79.3%	82.9%
Total	74.7%	76.2%

*Sources: GHSP Online Reporting system and *North Carolina Administrative Office of the Courts (AOC) - Calendar year data from Administrative Office of the Courts includes Child Passenger Safety (Child Not in Rear Seat – 20-137.1(A1), Fail to Secure Passenger Under 16 – 20-137.1, No Child Restraint System – 20-137.1) and Seat Belt (Fail to Wear Seat Belt-Driver – 20-135.2A, Fail to Wear Seat Belt-Front Seat – 20-135.2A, Fail to Wear Seat Belt-Rear Seat – 20-135.2A€, License/Permit Seat Belt Violation <18 – 20-11(L)).*

During FY2022, North Carolina law enforcement agencies will conduct three occupant protection campaigns:

- Thanksgiving *Click it or Ticket* (November 22 – 28, 2021)
- Spring *Click it or Ticket* (May 23 - June 5, 2022)
- Child Passenger Safety Week (September 18-25, 2022)

Child Passenger Safety Programs

The North Carolina Child Passenger Safety (CPS) Program is managed collaboratively by GHSP, the University of North Carolina Highway Safety Research Center, and the Department of Insurance, Office of State Fire Marshal/Safe Kids North Carolina. This collaboration unites the research and field perspectives to create a comprehensive approach to child passenger safety. In addition, two groups of stakeholders, the NC CPS Board and the NC Occupant Protection Task Force, provide input and feedback. By pooling resources and perspectives, North Carolina can coordinate a large array of child passenger safety efforts.

North Carolina has a large child passenger safety program. As of May 2021, North Carolina had 2,967 child passenger safety certified Technicians and Instructors. Of these, 2,924 were Technicians (including 105 Technician Proxies) and 43 were Technician Instructors. North Carolina had at least one Technician in 97 of 100 counties. More than half (63%) of these Technicians are in the fire services (e.g., fire fighters). Law enforcement is the second largest profession represented (10%).

In addition to being large, North Carolina's CPS Technician population is also relatively stable, with a recertification rate consistently higher than the national average. At the end of 2020 64.0% of eligible North Carolina Technicians recertified, compared with a recertification rate less than 50% nationally.

North Carolina has an extensive network of Permanent Checking Stations (PCS) where certified CPS Technicians provide hands on child passenger safety education to ensure caregivers can correctly and confidently use their restraints. As of May 2021, there were 207 PCS programs operating 263 locations to serve families in 88 counties. The majority (159) are in rural counties; that is, counties with an average population density of 250 people per square mile or less. Additionally, 147 locations are in counties where the percent of children ages 0-17 living in poverty is higher than the State average. Many of these programs also serve neighboring counties without a PCS. Parents and other caregivers can search the buckleupnc.org website for programs that offer child passenger safety assistance in their communities. During FY2020, NC PCSs checked 3,386 car seats. This is significantly less than in previous years because many stations paused services or reduced their hours due to the COVID-19 pandemic. Half (51%) of the seat checks completed in FY2020 were for children less than age one. Another 41 percent were for children 1-5 years old.

The NC criteria for permanent checking stations clearly meets and exceeds NHTSA's Inspection Station criteria. Criteria for recognition as a PCS in North Carolina include:

- The sponsoring agency must provide one or more permanent locations where parents/caregivers can receive car seat installation assistance and education.
- The primary contact for the PCS must be a current Nationally Certified Child Passenger Safety Technician or Technician Instructor (CPST).
- A current CPST must be available, on site, for scheduled appointments and walk-in hours.
- All persons educating caregivers on the installation and proper use of occupant restraints must be currently certified CPSTs.
- Individuals who are not current CPSTs may assist by filling out inspection forms and/or providing general safety information in the form of handouts or referrals to websites and other resources.
- The sponsoring agency must develop and implement protocols to make sure that:
 - All education provided is within the scope of the national CPST curriculum.
 - All aspects of correct restraint use and installation are evaluated based on the car seat and vehicle manufacturer's instructions and are documented using a CPS checklist form.
 - Caregivers are educated on the use and installation of their car seat, have a "hands-on" role in this process, and make the final decision on how to use and install their car seat.
- If personnel are subject to emergency response calls, the sponsoring agency must develop and implement protocols to make sure that:
 - Certified CPSTs involved in seat checks are designated as the last to be called.
 - A back-up plan is in place to complete seat checks in the event all involved personnel are called to respond to an emergency.
 - Prior to beginning a seat check, caregivers are informed about the possibility of emergency responses and the back-up plan for completing the check.
- Appropriate documentation must be made for each seat checked, distributed, and/or installed. Documentation must be kept on file for at least three years and must be made available to appropriate State agencies upon request.
- The sponsoring agency must post a fixed checking station sign on site.

The counties with PCS programs represent the majority 97.9% of North Carolina's total 2019 population. As part of ongoing efforts to ensure equity in PCS program, the table below breaks down PCS presence by population and race. The table shows PCS programs are in counties that include 98.7% of the state's Hispanic population, 98.2% of the state's Black/African American population, and 98.0% of the state's American Indian population.

**Permanent Checking Station (PCS) Presence in North Carolina
Counties, by Population and Race**

County & Presence of PCS	2019 Population*	% of NC Total Pop	% of NC Hispanic Pop	% of NC Black/African American Pop	% of NC American Indian Pop
<i>PCS Present in County</i>					
Alamance	170,483	1.6%	2.0%	1.4%	1.9%
Alexander	38,530	0.4%	0.2%	0.1%	0.1%
Alleghany	11,466	0.1%	0.1%	0.0%	0.0%
Anson	25,290	0.2%	0.1%	0.5%	0.1%
Ashe	27,861	0.3%	0.2%	0.0%	0.0%
Avery	18,022	0.2%	0.1%	0.0%	0.1%
Beaufort	47,480	0.5%	0.4%	0.5%	0.4%
Bertie	19,636	0.2%	0.0%	0.5%	0.1%
Bladen	34,497	0.3%	0.3%	0.5%	0.5%
Brunswick	142,088	1.4%	0.7%	0.7%	0.7%
Buncombe	264,056	2.5%	2.0%	0.6%	0.9%
Burke	91,810	0.9%	0.5%	0.3%	0.6%
Cabarrus	212,917	2.0%	2.0%	1.7%	1.0%
Caldwell	83,417	0.8%	0.4%	0.2%	0.4%
Camden	10,611	0.1%	0.0%	0.1%	0.0%
Carteret	71,163	0.7%	0.3%	0.2%	0.2%
Caswell	23,664	0.2%	0.1%	0.3%	0.1%
Catawba	159,494	1.5%	1.5%	0.6%	0.6%
Chatham	75,994	0.7%	1.0%	0.4%	0.7%
Chowan	14,114	0.1%	0.1%	0.2%	0.0%
Clay	11,860	0.1%	0.0%	0.0%	0.0%
Cleveland	99,776	0.9%	0.3%	0.9%	0.3%
Columbus	56,290	0.5%	0.3%	0.8%	1.1%
Craven	103,779	1.0%	0.7%	1.0%	0.3%
Cumberland	332,455	3.2%	3.7%	5.4%	3.2%
Currituck	27,526	0.3%	0.1%	0.1%	0.1%
Dare	37,290	0.4%	0.3%	0.0%	0.2%
Davidson	169,468	1.6%	1.3%	0.7%	1.0%
Davie	43,430	0.4%	0.3%	0.1%	0.2%
Duplin	59,736	0.6%	1.3%	0.6%	0.7%
Durham	315,741	3.0%	4.7%	5.4%	2.4%
Edgecombe	52,586	0.5%	0.2%	1.3%	0.2%
Forsyth	379,693	3.6%	5.5%	4.6%	2.4%
Franklin	69,112	0.7%	0.6%	0.7%	0.4%
Gaston	222,744	2.1%	1.5%	1.6%	1.0%
Gates	12,132	0.1%	0.0%	0.2%	0.0%
Granville	61,406	0.6%	0.5%	0.8%	0.4%
Greene	21,050	0.2%	0.4%	0.3%	0.4%
Guilford	539,666	5.1%	4.5%	8.2%	2.6%
Halifax	51,194	0.5%	0.1%	1.2%	1.3%

Permanent Checking Station (PCS) Presence in North Carolina Counties, by Population and Race

County & Presence of PCS	2019 Population*	% of NC Total Pop	% of NC Hispanic Pop	% of NC Black/African American Pop	% of NC American Indian Pop
Harnett	135,239	1.3%	1.6%	1.2%	1.8%
Haywood	63,328	0.6%	0.3%	0.0%	0.2%
Henderson	118,312	1.1%	1.2%	0.2%	0.5%
Hertford	24,037	0.2%	0.1%	0.6%	0.1%
Hoke	54,842	0.5%	0.7%	0.7%	3.0%
Iredell	181,380	1.7%	1.3%	0.9%	0.8%
Jackson	44,335	0.4%	0.3%	0.0%	2.3%
Johnston	205,951	2.0%	2.8%	1.4%	1.3%
Jones	10,196	0.1%	0.0%	0.1%	0.1%
Lee	61,690	0.6%	1.3%	0.5%	0.6%
Lenoir	56,372	0.5%	0.5%	1.0%	0.3%
Lincoln	86,453	0.8%	0.5%	0.2%	0.2%
Macon	36,498	0.3%	0.3%	0.0%	0.2%
Madison	22,602	0.2%	0.1%	0.0%	0.0%
Martin	23,150	0.2%	0.1%	0.4%	0.1%
Mecklenburg	1,108,107	10.5%	14.3%	16.0%	6.0%
Moore	101,180	1.0%	0.7%	0.5%	0.6%
Nash	95,647	0.9%	0.5%	1.7%	0.6%
New Hanover	235,560	2.2%	1.4%	1.4%	1.0%
Onslow	201,548	1.9%	2.3%	1.2%	0.9%
Orange	147,093	1.4%	1.4%	0.7%	0.6%
Pasquotank	39,731	0.4%	0.2%	0.7%	0.1%
Pender	63,406	0.6%	0.4%	0.4%	0.4%
Perquimans	13,639	0.1%	0.0%	0.1%	0.0%
Person	40,370	0.4%	0.2%	0.4%	0.2%
Pitt	179,731	1.7%	1.1%	2.7%	0.6%
Polk	21,696	0.2%	0.1%	0.0%	0.1%
Randolph	144,914	1.4%	1.7%	0.4%	1.2%
Richmond	45,079	0.4%	0.3%	0.6%	1.0%
Robeson	131,056	1.2%	1.2%	1.4%	28.8%
Rockingham	91,788	0.9%	0.6%	0.7%	0.3%
Rowan	142,643	1.4%	1.4%	1.0%	0.5%
Rutherford	68,908	0.7%	0.3%	0.3%	0.1%
Sampson	64,284	0.6%	1.2%	0.7%	1.5%
Scotland	35,732	0.3%	0.1%	0.6%	2.7%
Stanly	63,727	0.6%	0.3%	0.3%	0.2%
Stokes	46,420	0.4%	0.1%	0.1%	0.1%
Surry	73,232	0.7%	0.8%	0.1%	0.3%
Swain	14,275	0.1%	0.1%	0.0%	2.0%
Transylvania	35,484	0.3%	0.1%	0.1%	0.1%
Union	237,287	2.3%	2.8%	1.2%	1.0%
Vance	45,969	0.4%	0.4%	1.0%	0.3%
Wake	1,089,579	10.4%	11.0%	10.5%	6.8%

Permanent Checking Station (PCS) Presence in North Carolina Counties, by Population and Race

County & Presence of PCS	2019 Population*	% of NC Total Pop	% of NC Hispanic Pop	% of NC Black/African American Pop	% of NC American Indian Pop
Watauga	57,899	0.6%	0.2%	0.0%	0.1%
Wayne	125,825	1.2%	1.6%	1.7%	0.7%
Wilkes	70,200	0.7%	0.4%	0.1%	0.2%
Wilson	82,282	0.8%	0.9%	1.4%	0.3%
Yadkin	38,196	0.4%	0.4%	0.0%	0.2%
TOTAL POP					
SERVED BY PCS	10,286,399	97.9%	98.7%	98.2%	98.0%
No PCS Present in County					
Cherokee	29,630	0.3%	0.1%	0.0%	0.2%
Graham	8,687	0.1%	0.0%	0.0%	0.3%
Hyde	5,181	0.0%	0.1%	0.1%	0.0%
McDowell	46,684	0.4%	0.3%	0.1%	0.3%
Mitchell	15,239	0.1%	0.1%	0.0%	0.1%
Montgomery	27,666	0.3%	0.4%	0.2%	0.2%
Northampton	20,527	0.2%	0.0%	0.5%	0.1%
Pamlico	13,266	0.1%	0.1%	0.1%	0.1%
Tyrrell	4,259	0.0%	0.0%	0.1%	0.0%
Warren	20,022	0.2%	0.1%	0.4%	0.6%
Washington	12,071	0.1%	0.1%	0.3%	0.1%
Yancey	18,623	0.2%	0.1%	0.0%	0.1%
TOTAL POP NOT					
SERVED BY PCS	221,855	2.1%	1.3%	1.8%	2.0%
NC TOTAL	10,508,254	100.0%	100.0%	100.0%	100.0%

*2020 population estimates are not yet available.

North Carolina anticipates the number of PCS locations will increase 5 percent in FY2022 to a total of 276 locations. A particular focus will be on PCS locations within the 12 counties currently without a program. This will increase the total number of locations serving both rural and at-risk populations.

The NC Department of Insurance (DOI) Office of State Fire Marshal (OSFM) coordinates car seat distribution in collaboration with local Safe Kids Coalitions and Permanent Checking Stations. Through these collaborations, these programs provide NHTSA/GHSP funded no-cost car seats, along with education on their correct use, to qualifying families when available. Using these programs as car seat distribution sites helps to ensure that trained, qualified personnel provide education and harnessing/installation assistance to parents and caregivers who receive seats purchased with GHSP funding. **No more than five percent (5%) of 405(b) funds will be used to purchase child passenger safety seats.**

The NC DOI OSFM also coordinates North Carolina’s Child Passenger Safety classes. Classes are held based on need, requests from local agencies and programs, ability of a location to fill a class of 20-25 students (when COVID-19 restrictions are not in place), and availability of a suitable training location. Classes are held in both urban and rural areas throughout the state.

Child Passenger Safety Classes in FY2020 were significantly impacted by COVID-19 and a large number of scheduled classes were postponed or cancelled. However, even with these challenges, 16 Certification Courses were held resulting in the certification of 296 new Technicians. Additionally, three Certification Renewal courses were held for Technicians whose certifications had expired but who wanted to remain active in the field. In total, 324 individuals were certified or recertified, as shown in the table below.

Summary of NC CPS Certification and Renewal Classes by Type and Region, FY2020				
Class Type & Region	No. Classes	# Certified/ Recertified	Average No. Students	Anticipated FY2022 Classes
Certification Classes				
Southwest (Region 1)	6	96	16	6
Northwest (Region 2)	3	59	20	6
Northeast (Region 3)	4	80	20	6
Southeast (Region 4)	3	61	20	6
Certification Total	16	296	19	24
Renewal Classes				
Southwest (Region 1)	2	24	12	1
Northwest (Region 2)	0	0	0	1
Northeast (Region 3)	0	0	0	1
Southeast (Region 4)	1	4	4	1
Renewal Total	3	28	9	4
Total	19	324	--	28

Classes in FY2021 were also impacted by the COVID-19 outbreak. We anticipate the distribution and location of classes in FY2022 will be similar to the distributions pre-COVID-19, assuming there are no further public health impacts. North Carolina plans to hold approximately 28 classes with a total of 520 – 650 students in FY2022.

Summary

Unrestrained fatalities rose in North Carolina during 2019 after dropping the previous two years. Unrestrained fatalities per 100,000 population and the percent of occupant vehicle fatalities who were unrestrained also increased during 2019.

North Carolina’s combined belt use rate for passenger vehicle drivers and front-seat passengers was 87.1 percent. This is the lowest rate since 2014. For the past two years, North Carolina’s seat belt use rate has been below the national average. Belt use is particularly low among males, young adults ages 20-29, and occupants of vans and pickup trucks. In addition, the percent of fatalities who were unrestrained is highest late at night, from midnight to 2:59 a.m. Four counties in North Carolina account for one-fifth (19 percent) of the state’s unrestrained fatalities (Mecklenburg, Guilford, Wake and Robeson).

Countermeasures & Funding Priorities

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

GHSP is implementing a comprehensive occupant protection program through a strategic plan developed by a statewide Occupant Protection Task Force in 2020. This strategic plan was informed in part by recommendations from the April 2016 NHTSA-facilitated occupant protection program assessment. A subsequent occupant protection assessment was conducted in February 2021 and provided updated recommendations. The Occupant Protection Task Force will revise the strategic plan, as appropriate, to incorporate the 2021 recommendations. The statewide campaigns, programs, and countermeasures that follow may be updated to reflect the recommendations generated by the statewide Occupant Protection Task Force and working groups that have been established to address specific programs and target groups.

GHSP will work with program partners to continue support for child passenger safety efforts in the state. GHSP will work to maintain a large CPS Technician (and therefore Permanent Checking Station) program through CPS Certification and Renewal classes held across the state and by supporting opportunities for CPS Technicians to earn continuing education credits needed for recertification. GHSP is also working with partners to expand the child passenger safety diversion program. Currently, 43 counties in North Carolina have diversion programs. In these counties, drivers who receive a ticket for violating the child passenger safety law are given the option to visit a designated permanent car seat checking station to receive education and installation help by a CPS Technician. Once the Technician is comfortable with the driver's understanding on how to properly use their car seat, they give the driver a form to take to the District Attorney's office to have the ticket dismissed. This program encourages law enforcement officers to be proactive in enforcing child passenger safety violations and provides education and installation assistance to drivers charged with these violations.

GHSP will strive to increase occupant restraint use by working with law enforcement, media, local partners and others to educate the public about occupant protection and to enforce North Carolina's occupant protection laws. GHSP law enforcement grantees will be required to conduct a minimum of one nighttime seat belt enforcement effort each month. GHSP will also encourage nighttime seat belt enforcement in counties that are overrepresented in unbelted fatalities. Through support and refinement of the Vision Zero Analytics project, GHSP will continue to facilitate the collection and sharing of data and county maps with agencies in these counties. In addition, GHSP will partner with the North Carolina State Highway Patrol to conduct Special Operation Projects in designated high-risk counties. Selected enforcement days and times will correspond with data showing when unrestrained fatalities are occurring.

GHSP has expanded the annual observational seat belt use survey to cover all 100 counties over a three-year period. During FY2022, the survey will return to counties in the eastern part of the state. This approach will ensure that seat belt usage rates are available for every county at least once every three years.

Media Plan

GHSP will support all FY2022 occupant protection campaigns and seat belt mobilizations with earned and/or paid media to draw attention to each of the campaigns. North Carolina utilizes a variety of media modes to draw attention to the campaigns and the enforcement efforts in the state. Media will concentrate on counties and demographic groups which demonstrate low seat belt usage.

Campaign kickoff events are planned for all FY2022 campaigns, seeking earned media attention that will be gained from partnerships with NC DOT Communications Office, Safe Kids North Carolina, NC State Highway Patrol, local law enforcement, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of occupant protection issues.

Advertising and targeted marketing opportunities will be done through GHSP's agency of record. Marketing and advertising efforts are becoming more precise with the ability to micro-target GHSP's audience and utilize a variety of mediums to ensure "Click It or Ticket" efforts use the most effective messaging. Paid media will be utilized during enforcement periods and certain months when increased unbelted fatalities occur. GHSP is creating new video ads to appeal to young adults, a key demographic with traditionally lower occupant protection use rates than others. In-house social media will also be used throughout the entire year with messaging targeting key demographics and areas.

FY2022 Occupant Protection Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address occupant protection. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency: North Carolina Department of Insurance
Project Number: M2CPS-22-13-01
Project Title: Child Passenger Safety Program for North Carolina
Project Description: This ongoing project funds the Office of State Fire Marshal (OSFM)/Safe Kids NC to continue child passenger safety efforts.
CMTW: Chapter 2, Section 6.1, 6.2 and 7.2

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: M2PE-22-13-01
Project Title: BuckleUp NC Occupant Protection Program
Project Description: This continuation project maintains and updates the BuckleUpNC website (www.buckleupnc.org), which provides consumer information to the public through a toll free number, website, brochures and flyers. The project also provides program and technical assistance to child passenger safety advocates and administrators. The UNC Highway Safety Research Center will continue to support the North Carolina Occupant Protection Task Force and will continue to collaborate with GHSP and the Office of the State Fire Marshal on Occupant Protection issues throughout the year.

CMTW: Chapter 2, Section 3.1 and 3.2

Agency: Mountain Area Health Education Center, Inc
Project Number: OP-22-04-02
Project Title: Safe Kids Western North Carolina
Project Description: This continuation project funds Safe Kids Western North Carolina (Safe Kids WNC) to increase and maintain the base of Child Passenger Safety (CPS) Technicians trained in Special Needs Transportation. Safe Kids WNC is the referral resource for families of children with special health care needs and offers the “Transporting Children with Special Needs” CPS enrichment course twice a year in different regions of the state. Safe Kids WNC will develop and grow partnerships with law enforcement while participating in local Click It or Ticket enforcement activities and the CPS Diversion Program. The project will educate preteens and teens to become a safe passenger now and safe drivers in the future.
CMTW: Chapter 2, Section 6.1 and 6.2

Agency: NC Department of Public Safety (NC State Highway Patrol)
Project Number: OP-22-04-03
Project Title: NCSHP CIOT Overtime 2022
Project Description: This continuation project funds overtime enforcement for occupant restraint violations. The project will provide increased and sustained enforcement efforts in the top twenty-five counties for unrestrained fatalities during *Click It or Ticket* campaigns in FY2022. Select waves of overtime enforcement will be conducted during the May *Click It or Ticket* campaign and at other times throughout the year.
CMTW: Chapter 2, Section 2.1, 2.2 and 2.3

Agency: Southeastern Regional Medical Center
Project Number: OP-22-04-04
Project Title: Robeson County Saved by the Belt OP Program
Project Description: This ongoing project funds activity hours for a coordinator overseeing a seat belt diversion program, a partnership with the Robeson County District Attorney's Office, local law enforcement agencies, and the court system. The program allows first time seat belt use offenders to have their first offense dismissed if they participate in the Trauma NursesTalk Tough (TNNT) seat belt education program.
CMTW: Chapter 2, Section 3.2

Agency: North Carolina State University - Institute of Transportation Research and Education
Project Number: M2X-22-13-01
Project Title: Seat Belt Usage Survey for North Carolina 2022

Project Description: This project conducts the state's Annual Seat Belt Survey in accordance with National Highway Traffic Safety Administration (NHTSA) requirements to qualify for seat belt incentive grant program funds, and in accordance with the Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey is conducted in select counties and results will produce the statewide seatbelt use rate.

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: OP-22-04-05
Project Title: Most of Us Buckle Up in NC
Project Description: This project will test the “Most of Us Buckle Up” social norms program in Lee County, NC and measure the effects of the program on seat belt use. In this project, HSRC will test and evaluate the suitability of expanding the program to other areas in North Carolina. HSRC will produce a report detailing methodology and results.
CMTW: Chapter 2, Section 3.2

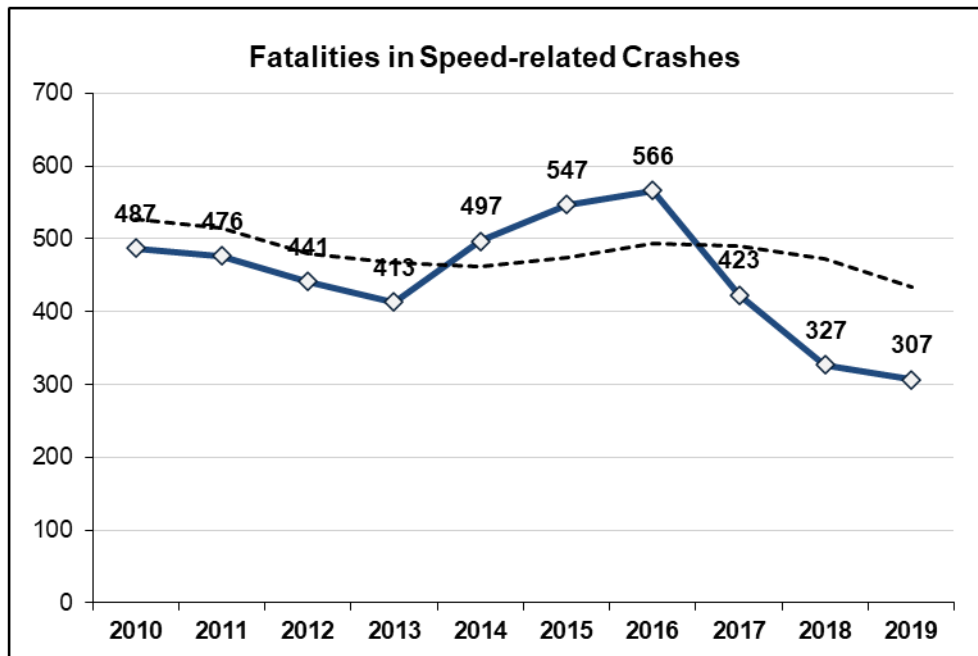
Agency: Governor's Highway Safety Program
Project Number: M1X-22-00-00
Project Title: GHSP In-House Occupant Protection Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

Agency: Governor's Highway Safety Program
Project Number: M2X-22-00-00
Project Title: GHSP In-House Occupant Protection Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

Police Traffic Services

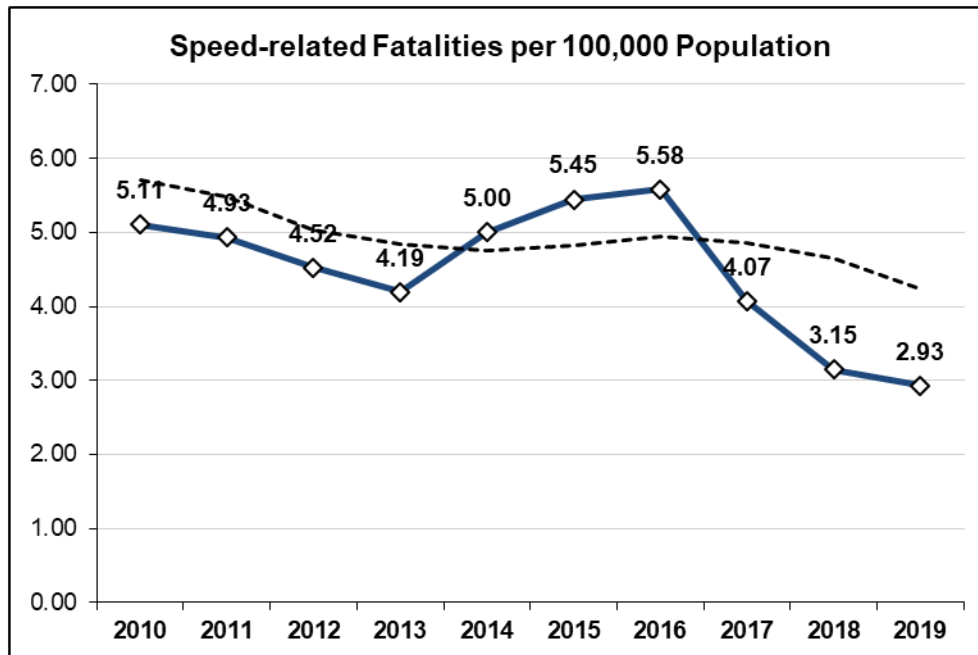
Crashes, Deaths and Injuries

According to FARS 2019 data, 307 persons were killed in crashes in North Carolina involving a driver who was speeding, a decrease of 20 fatalities compared to 2018. Speed-related fatalities have declined each of the last three years in North Carolina, as shown in the figure below. Twenty-three percent of fatalities in 2019 involved a driver who was speeding—the lowest percentage in more than a decade. Preliminary 2020 figures suggest a significant increase in speed-related deaths last year. However, that preliminary data may be one time blip due to COVID-19 driving conditions.



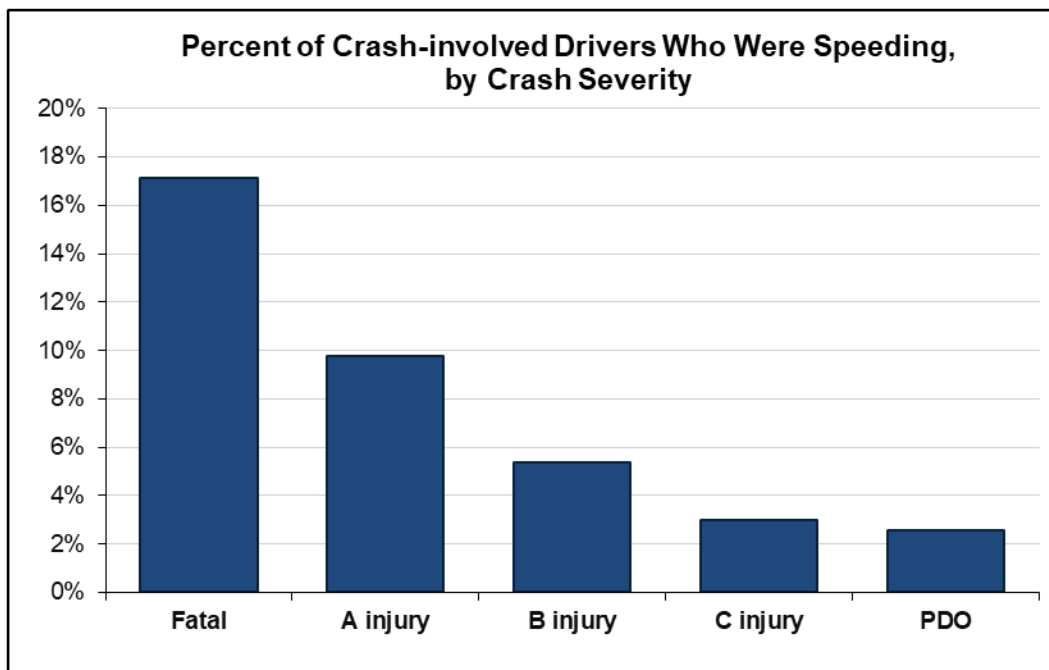
Source: FARS, 2010–2019.

As mentioned previously, North Carolina’s population has grown rapidly during the last decade. Consequently, it is important to consider fatality rates per capita. The figure below shows speed-related driving fatalities per 100,000 population in North Carolina from 2010 through 2019. The past several years have seen a noticeable drop in speed-related fatalities per capita, which now stand at its lowest level in more than 10 years.



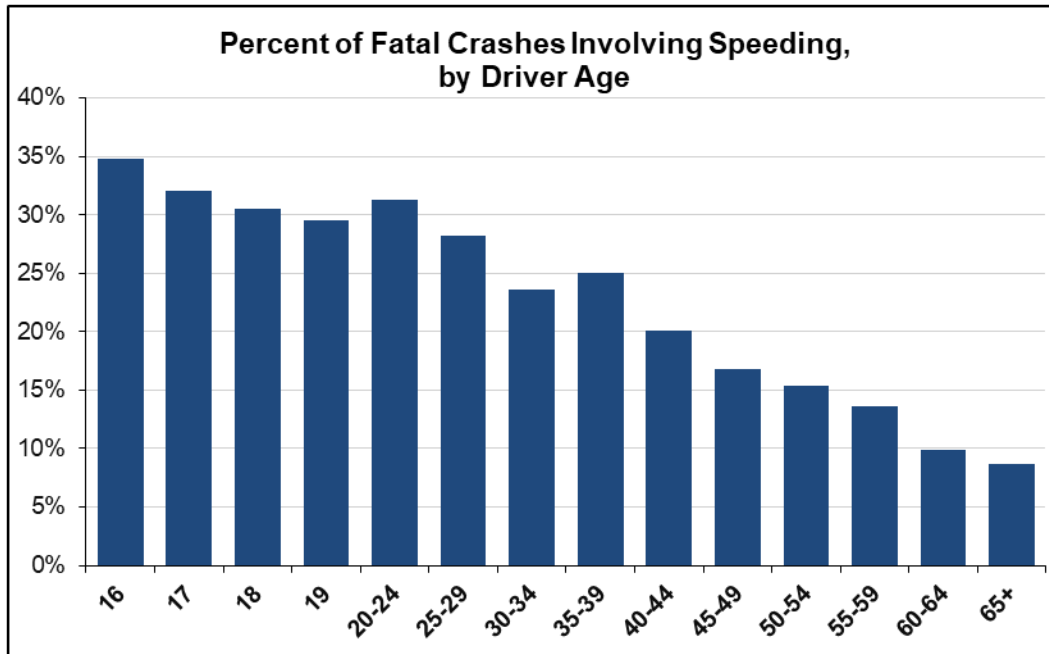
Source: FARS, 2010–2019 and U.S. Census.

In addition to the 307 speed-related fatalities in 2019, there were 604 serious (“A”) injuries, 5,077 less severe injuries, and 8,444 property damage only crashes. Crashes involving speeding drivers are more likely to involve death or injury compared to non-speeding-related crashes. As shown in the figure below, 17 percent of fatal crashes in 2019 involved a driver who was speeding compared to just 3 percent of property damage only crashes. Crashes at higher speeds involve a greater transfer of forces, which increases the likelihood of serious injury or death.



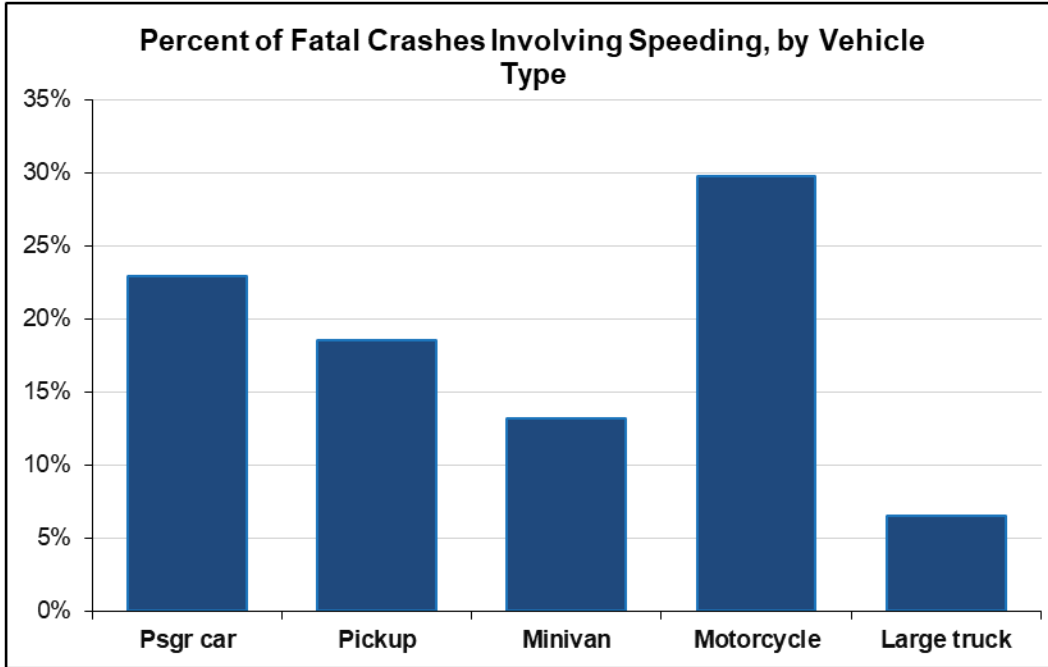
Source: NCDOT Motor Vehicle Crash Data, 2019.

Male drivers are noticeably more likely to be involved in speed-related fatal crashes than female drivers. Between 2015 and 2019, 23 percent of fatal crashes among male drivers involving speeding compared to 14 percent for female drivers. Speeding also varies by the age of the driver. As shown in the figure below, speed involvement in crashes tends to be highest among the youngest drivers and gradually decreases with age.



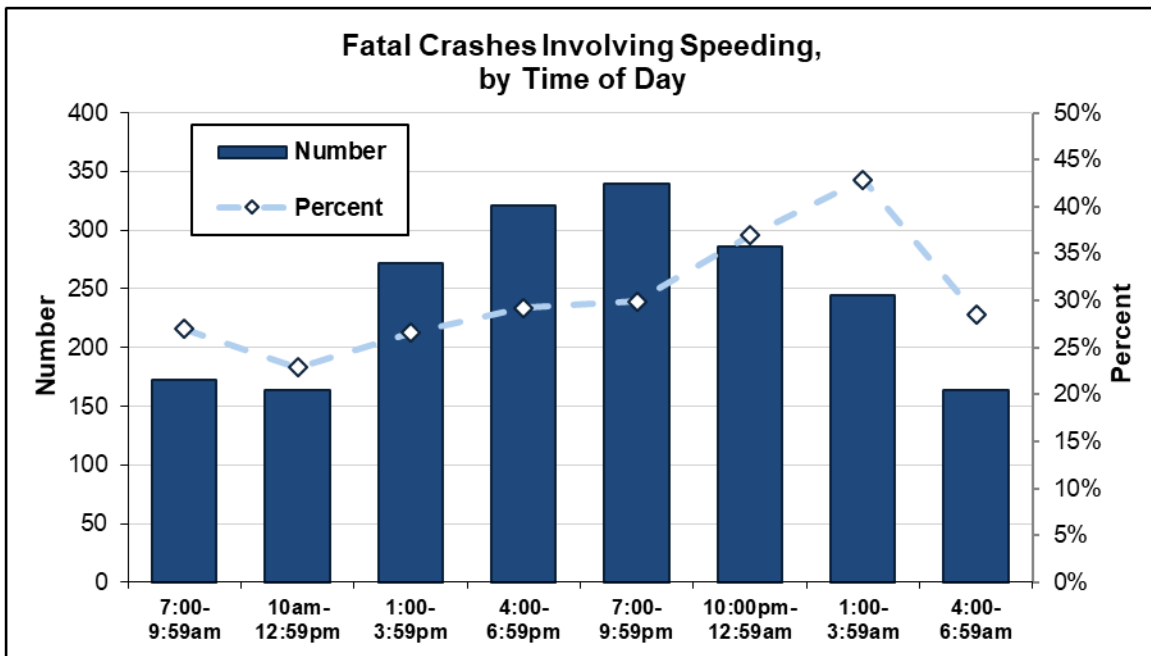
Source: FARS, 2015-2019.

Speeding is slightly more common in fatal crashes in rural areas than urban areas. Between 2015 and 2019, 31 percent of drivers in fatal crashes on rural roads were speeding, compared to 28 percent of drivers on urban roads. Speeding also varies by vehicle type. As shown in the figure below, speeding is more common in fatal crashes involving motorcycles than other types of vehicles.



Source: FARS, 2015-2019.

The next figure shows the number and percent of fatal crashes involving speeding, by time of day. The number of fatal crashes involving speeding is highest during the afternoon and early evening hours, especially between 7:00 and 9:59 p.m. However, the *percent* of fatal crashes involving speeding is highest late at night, peaking between 1:00 and 3:59 a.m. In other words, speed-related fatal crashes are most common during the day when more drivers are on the road, but crashes occurring late at night are quite likely to involve speeding.



Source: FARS, 2015-2019.

North Carolina has 100 counties. The table below shows the 38 counties with the most fatalities in crashes from 2015 to 2019 involving a driver who was speeding. Mecklenburg County had the highest number of speed-involved fatalities during this period, followed by Guilford, Wake, Robeson and Cumberland counties. These five counties are among the largest in North Carolina and include many of the most populous cities. Together, the 38 counties listed in the table account for 87 percent of all speed-related fatalities in North Carolina from 2015 to 2019.

The table also shows fatalities per 10,000 population. When looking at speed-related fatalities per capita, the counties that stand out include Hoke (1.25), Robeson (1.20), Nash (0.85), Edgecombe (0.80), Harnett (0.80), Lee (0.75), Halifax (0.74), Granville (0.69), Cleveland (0.68), Lincoln (0.64), and Pender (0.60). These counties are well above the overall North Carolina per capita rate of 0.36. Many of these counties are in rural areas.

Fatalities in Crashes Involving a Driver Who Was Speeding, 2015–2019

County	Fatalities in speed related crashes	Fatalities per 10,000 population	% of all speed involved fatalities
Mecklenburg	206	0.37	11.06%
Guilford	105	0.39	5.64%
Wake	105	0.19	5.64%
Robeson	79	1.20	4.24%
Cumberland	76	0.46	4.08%
Forsyth	58	0.31	3.11%
Johnston	57	0.55	3.06%
Harnett	54	0.80	2.90%
Durham	52	0.33	2.79%
Gaston	52	0.47	2.79%
Davidson	50	0.59	2.68%
Buncombe	45	0.34	2.42%
Nash	41	0.85	2.20%
Onslow	41	0.40	2.20%
Randolph	40	0.55	2.15%
Cabarrus	35	0.33	1.88%
Cleveland	34	0.68	1.83%
Hoke	34	1.25	1.83%
Union	33	0.28	1.77%
Lincoln	28	0.64	1.50%
New Hanover	28	0.24	1.50%
Rowan	28	0.39	1.50%
Wayne	26	0.41	1.40%
Alamance	24	0.28	1.29%
Brunswick	23	0.32	1.23%
Lee	23	0.75	1.23%
Orange	23	0.31	1.23%
Iredell	22	0.24	1.18%
Pitt	22	0.24	1.18%
Rockingham	22	0.48	1.18%
Edgecombe	21	0.80	1.13%
Granville	21	0.69	1.13%
Moore	21	0.41	1.13%
Chatham	20	0.53	1.07%
Craven	20	0.39	1.07%
Halifax	19	0.74	1.02%
Pender	19	0.60	1.02%
Surry	19	0.52	1.02%

Source: FARS, 2015–2019.

Enforcement Activities

Law enforcement agencies in North Carolina conducted the *Speed a Little. Lose a Lot* campaign from April 13 to April 19, 2020. The campaign included 1,737 checkpoints and patrols and resulted in 2,578 citations for speeding. Additionally, the 2020 campaign resulted in 376 DWI charges, 235 occupant restraint charges, 862 citations for DWLR, 332 wanted persons apprehended, and 420 citations for reckless driving.

GHSP also partnered with the North Carolina State Highway Patrol (NCSHP) and local law enforcement agencies to conduct the high-visibility *Survive the Drive* campaign. The campaign focuses on speeding, seatbelt nonuse and distracted driving in counties with high fatality rates on rural roads. Although only about 20 percent of the U.S. population lives in rural areas, rural roads account for more than half of all traffic fatalities. According to U.S. DOT, the fatality rate in rural areas is 2.4 times higher than in urban areas.

Nine other enhanced enforcement campaigns were conducted during 2020, such as *Booze It & Lose It* and *Click It or Ticket*. During these campaigns, 23,215 checkpoints and saturation patrols were conducted resulting in 104,572 speeding citations.

Summary

North Carolina has experienced a sizeable decrease in speed-related fatalities during the last three years. Speeding is a factor in 23 percent of all motor vehicle fatalities in the state, the lowest level in more than a decade. Speed involvement in fatal crashes is highest among males, younger drivers, and motorcycle riders. Speed also plays a role in a large percentage of nighttime fatal crashes. Mecklenburg, Guilford, Wake, Robeson and Cumberland counties account for a significant number of speed-related fatalities.

GHSP believes the number of speed-related fatalities in North Carolina can be further reduced through a combination of enforcement and educational programs. These countermeasures are described in the sections that follow.

Countermeasures and Funding Priorities

To address the problem areas described above and to meet North Carolina's goals for 2022, GHSP focuses on strategies that have been proven effective in reducing motor vehicle crashes, injuries and fatalities. To assist in this process, GHSP uses the 9th Edition of NHTSA's Countermeasures that Work (CMTW). CMTW was designed to assist State Highway Safety Offices in selecting evidence-based countermeasures for addressing major highway safety problem areas. According to CMTW, evidence-based high visibility enforcement is one of the most effective strategies.

GHSP will continue to support the national campaign with its own statewide campaign, "Speed a Little. Lose a Lot." This campaign is planned for April 11-17, 2022. The strategy is to hold this campaign annually and to look for continued growth in future years. In addition, GHSP will focus law enforcement and media attention on the enforcing speed laws at night. GHSP will also continue to share data with all agencies, particularly in counties overrepresented in speeding fatalities. This data will include the locations of speed related crashes, day of the week and the time of day, and other enforcement data. The analytical and mapping tools of the GHSP funded Vision Zero efforts will provide this information in a timely manner. GHSP will work with agencies to address the problem locations and GHSP will consider

funding as needed to enhance the enforcement efforts. The Statewide Traffic Enforcement Program mainly focuses on speed enforcement and thus will provide additional enforcement efforts to address the overall speeding problem.

In FY2022, GHSP will continue to support a highly successful Law Enforcement Liaison program through a network of eleven Regional Law Enforcement Liaisons to coordinate and organize GHSP highway safety efforts and activities throughout the state. Through the guidance and coordination efforts of these Regional LEL's, planning, preparation, and reporting activities are accomplished. In addition, GHSP will continue to fund enforcement activity hours for traffic safety officers in counties with increased speeding and unrestrained fatalities. GHSP is also providing funding for new enforcement activity hours in the Wake County Sheriff's Office, the Durham County Sheriff's Office, the Nashville Police Department in Nash County, the Salisbury Police Department in Rowan County, and the Edgecombe County Sheriff's Office. Additional enforcement efforts will take place through the administration of overtime grants to the Dare County Sheriff's Office, the Concord Police Department in Cabarrus County, and the State Capital Police Department in Wake County.

Media Plan

GHSP will support the statewide "Speed a Little, Lose a Lot." campaign through both paid and earned media. Campaign kickoff events are planned for all FY2022 campaigns, seeking earned media attention gained from partnerships with NC DOT's Communications Office, State Highway Patrol, local law enforcement, Conference of District Attorneys, etc. Typically, the kickoff events will feature the GHSP Director, state law enforcement, local law enforcement, and often victims, survivors, or offenders. At times GHSP will change the typical kickoff format to draw attention to a variety of speed-related issues.

GHSP will continue to rely heavily on the use of technologies, such as variable message signs or boards, and social media sites such as Facebook, Instagram and Twitter, to spread the word on the enforcement crackdown. GHSP will rely on the NC DOT Communications Office to assist in this effort.

FY2022 Police Traffic Services Projects

The following section outlines the key projects that are currently approved by the review team and officially part of the original submission of the FY2021 North Carolina Highway Safety Plan to address speeding, aggressive driving, and other unsafe driving behaviors. A complete listing of projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency:	Mooresville Police Department
Project Number:	PT-22-06-17
Project Title:	Mooresville Traffic Unit FY22 Year 3
Project Description:	This ongoing grant funds two traffic officers for a data-driven, proactive four officer traffic enforcement team. Iredell County ranks 15th in the state for total fatalities, 26th in alcohol-related fatalities, and 27th in unrestrained fatalities. CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3

Agency:	Matthews Police Department
Project Number:	PT-22-06-18

Project Title: Matthews Police Department Traffic Unit
Project Description: This continuation grant funds activity hours for two officers to conduct traffic safety enforcement. Mecklenburg County is ranked 1st for overall fatalities 1st for alcohol-related fatalities, 1st for unrestrained fatalities and 1st for young driver fatal crashes. The goal of the project is to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3 and 3.1

Agency: Union County Sheriff's Office
Project Number: PT-22-06-19
Project Title: Union County Traffic Enforcement Unit Year 2
Project Description: This continuation grant funds activity hours for two officers to conduct traffic safety enforcement with a primary focus in the Town of Indian Trail. Indian Trail has continued to grow and is currently the largest and fastest growing municipality in Union County. Union County is ranked 15th in the state of North Carolina for overall fatalities, 18th for speed-related fatal crashes, 16th for alcohol related fatalities, and 21st in the state for unrestrained fatalities.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Cabarrus County Sheriff's Office
Project Number: PT-22-06-20
Project Title: Cabarrus County Sheriff's Office Traffic Enforcement
Project Description: This continuation project funds two deputies for traffic enforcement and traffic safety education in Cabarrus County. Cabarrus County is ranked 19th for overall fatalities, 18th for alcohol related fatalities, 17th for unrestrained fatalities and 21st for speed related fatalities.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3 and 3.1

Agency: Belmont Police Department
Project Number: AL-22-02-09
Project Title: Belmont DWI Officer
Project Description: This new grant funds activity hours for a police officer to conduct impaired driving enforcement in Belmont. Gaston County is ranked 9th for overall traffic fatalities and 13th for alcohol-related fatalities.
CMTW: Chapter 1, Section 2.5

Agency: Gastonia Police Department
Project Number: PT-22-06-21
Project Title: Gastonia Traffic Safety Grant
Project Description: This is a continuation grant funds activity hours for two traffic officers and provides traffic related equipment. The two traffic officers helped to form a

traffic team for Gastonia PD with four officers. Gaston County is ranked 9th for overall fatalities, 13th for alcohol-related fatalities, 11th for unrestrained fatalities, and 17th for young driver fatal crashes. The goal of the project is to reduce alcohol-related and unrestrained traffic crashes and injuries through enforcement and education efforts.

CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3 and 3.1

Agency: Salisbury Police Department
Project Number: PT-22-06-33
Project Title: Traffic Safety Overtime Grant
Project Description: This new grant funds overtime for officers to work high visibility enforcement. Efforts will focus on seatbelt and speeding enforcement in an effort to reduce related fatalities. Rowan County is ranked 27th for overall fatalities 25th for alcohol-related fatalities, 21st for unrestrained fatalities, and 26th for speed related fatal crashes.
CMTW: Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Concord Police Department
Project Number: PT-22-06-27
Project Title: Concord Police Overtime for Traffic Enforcement FY21-22
Project Description: This continuation project funds overtime for their officers to work high visibility enforcement, with a focus on seatbelt and speeding enforcement. Cabarrus County is ranked 19th for overall fatalities 18th for alcohol-related fatalities, 17th for unrestrained fatalities and 21st for speed related fatal crashes.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Governor's Highway Safety Program
Project Number: PT-22-06-01
Project Title: Statewide Traffic Enforcement Program (STEP)
Project Description: This is an ongoing project to fund a program for traffic safety equipment for use in an statewide enforcement and education program. The Governor’s Highway Safety Program (GHSP) conducts various enforcement efforts throughout the year, including several *Booze It & Lose It* and *Click It or Ticket* campaigns. GHSP encourages law enforcement agencies to participate and report their citation totals via online reporting on a weekly basis during each campaign as well as at other times during the year. Agencies are evaluated at the end of the year for their participation and reporting. Based on a demonstrated need, agencies may then request specific equipment to assist GHSP in achieving their goals in the reduction of alcohol, speed, or unrestrained fatalities. This project funds the cost of the equipment.

Agency: North Carolina Department of Transportation (NC Division of Motor Vehicles)
Project Number: PT-22-06-25

Project Title: Customer Compliance Services Training
Project Description: This continuation project trains hearing officers to conduct professional and thorough hearings that balance an individual’s privilege to drive with highway safety concerns. The hearing officers are educated on case law and statute updates to ensure that they conduct and hold hearings in accordance with all applicable laws. The project will also bring the National Judicial College (NJC) to North Carolina to conduct training for the hearing officers.
CMTW: Chapter 1, Section 3; Chapter 3, Section 3

Agency: NC Department of Justice (NC Justice Academy)
Project Number: PT-22-06-26
Project Title: Spreading Belief in Vision Zero
Project Description: This grant funds approved Speed Measuring Instruments (SMIs) in North Carolina for training purposes. The grant also funds the NC Justice Academy (NCJA) to conduct Driving Instructor training (EVOC) to help reduce emergency vehicle crashes, and the Traffic Crash Investigation and Reconstruction program that provides a thorough reconstruction of highway incidents.
CMTW: Chapter 3, Section 2.3

Agency: Edgecombe County Sheriff's Office
Project Number: PT-22-06-29
Project Title: Traffic Enforcement Officer
Project Description: This first year project funds a Traffic Enforcement Officer to reduce vehicle collisions in high areas and deliver highway safety education programs.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3 and 3.1

Agency: Wake County Sheriff's Office
Project Number: PT-22-06-30
Project Title: Wake County Crash Reduction Unit
Project Description: This new project funds activity hours for three traffic safety officers working to reduce alcohol-related collisions, unrestrained serious injuries and young driver fatal crashes in Wake County.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 6, Section 4.1

Agency: Charlotte-Mecklenburg Police Department
Project Number: PT-22-06-08
Project Title: Region 8 LEL
Project Description: This is an ongoing project for the Region 8 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 8 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: New Hanover County Sheriff's Office
Project Number: PT-22-06-03
Project Title: Region 3 LEL
Project Description: This is an ongoing project for the Region 3 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 3 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Dunn Police Department
Project Number: PT-22-06-13
Project Title: Traffic Safety Grant 2022
Project Description: This continuation project fund s activity hours for two officers to work traffic enforcement. Harnett County is ranked in the top 15 in all focus areas.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Guilford County Sheriff's Office
Project Number: PT-22-06-07
Project Title: Region 7 LEL
Project Description: This is an ongoing project for the Region 7 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 7 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Dare County Sheriff's Office
Project Number: PT-22-06-28
Project Title: Overtime for Traffic Enforcement
Project Description: This project funds overtime for traffic enforcement, with a focus on seatbelt and speeding enforcement and pedestrian/bicycle safety in an effort to reduce related fatalities. Officers will be required to work 4-6 hour shifts focusing on saturation patrols and high visibility enforcement. Dare County is ranked 19th in bicyclist fatalities.
CMTW: Chapter 2, Section 2.3; Chapter 3, Section 2.3; Chapter 8, Section 4.2; Chapter 9, Section 3.3

Agency: Dare County Sheriff's Office
Project Number: PT-22-06-12
Project Title: Region 1 LEL
Project Description: This is an ongoing project for the Region 1 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 1 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Rockingham Police Department
Project Number: PT-22-06-06
Project Title: Region 6 LEL
Project Description: This is an ongoing project for the Region 6 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 6 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Orange County Sheriff's Office
Project Number: PT-22-06-05
Project Title: Region 5 LEL
Project Description: This is an ongoing project for the Region 5 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 5 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Nashville Police Department
Project Number: PT-22-06-32
Project Title: Traffic Unit
Project Description: This new project funds a traffic safety officer tasked with reducing alcohol-related collisions, reducing unrestrained serious injuries by 25% and reducing young driver fatal crashes. Nash County is ranked in the Top 20 in the areas Nashville plans to target.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 6, Section 4.1

Agency: New Bern Police Department
Project Number: PT-22-06-02
Project Title: Region 2 LEL
Project Description: This is an ongoing project for the Region 2 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 2 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Garner Police Department
Project Number: PT-22-06-14
Project Title: Traffic Safety Officer
Project Description: This ongoing project funds additional one traffic officer to create a six-man traffic safety team. Wake County is ranked either second or third in the areas Garner plans to target.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Columbus Police Department
Project Number: PT-22-06-10
Project Title: Region 10 LEL
Project Description: This is an ongoing project for the Region 10 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 10 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Marion Police Department
Project Number: PT-22-06-09
Project Title: Region 9 LEL
Project Description: This is an ongoing project for the Region 9 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 9 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Smithfield Police Department
Project Number: PT-22-06-15
Project Title: Crash Reduction and Education Initiative
Project Description: This project funds activity hours for two traffic officers to help increase traffic safety through education and enforcement. Johnston County is ranked in the top 10 in overall, alcohol-related, unstrained, and speed-related fatalities.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3 and 3.1

Agency: Tarboro Police Department
Project Number: PT-22-06-04
Project Title: Region 4 LEL
Project Description: This is an ongoing project for the Region 4 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 4 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Jackson County Sheriff's Office
Project Number: PT-22-06-11
Project Title: Region 11 LEL
Project Description: This is an ongoing project for the Region 11 LEL. The Regional LEL will continue serving GHSP to encourage County Coordinators within Region 11 to continue GHSP campaigns and other traffic related initiatives as it pertains to GHSP.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 3, Section 2.3

Agency: Knightdale Police Department
Project Number: PT-22-06-16
Project Title: Knightdale Police Department Traffic Unit Expansion
Project Description: This continuation project funds activity hours for a traffic safety officer tasked with reducing alcohol-related collisions, reducing unrestrained serious injuries by 25% and reducing young driver fatal crashes. Wake County is ranked either second or third in the areas Knightdale plans to target.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3; Chapter 6, Section 4.1

Agency: Robeson County Sheriff's Office
Project Number: PT-22-06-22
Project Title: Robeson County Traffic Enforcement Team FY22
Project Description: This continuation project funds activity hours for a three-man traffic team to work in high crash areas and to deliver safety education programs.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3 and 3.1

Agency: Pender County Sheriff's Office
Project Number: PT-22-06-23
Project Title: Pender County Sheriff's Office Traffic and Safety Team
Project Description: This continuation grant funds activity hours for two deputies to conduct traffic safety enforcement. Pender County is ranked 28th in overall fatalities, 23rd in alcohol related fatalities, and 24th in unrestrained fatalities.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.3

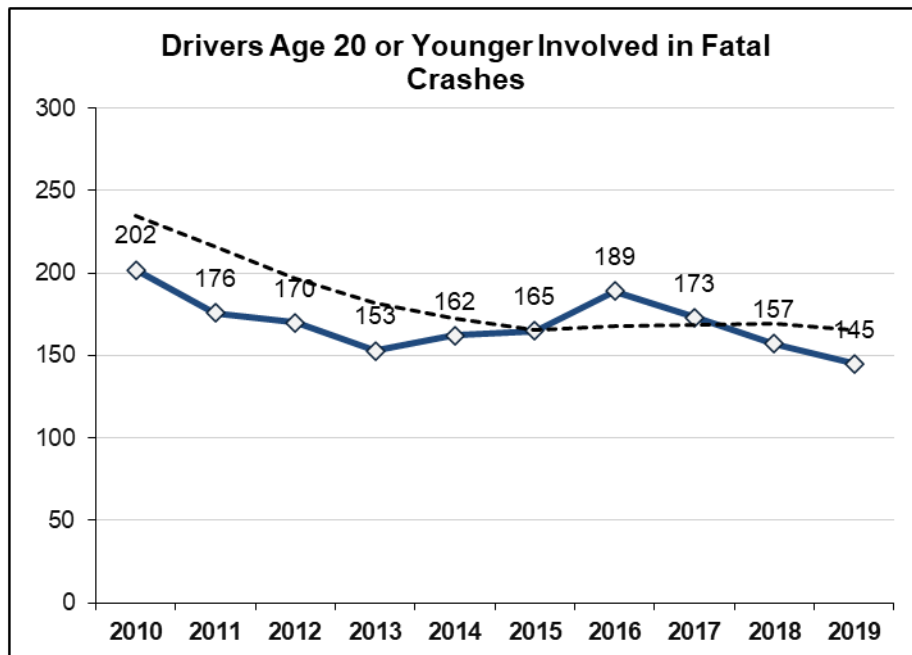
Agency: Columbus County Sheriff's Office
Project Number: PT-22-06-24
Project Title: Columbus County Traffic Team
Project Description: This continuation grant funds activity hours for two deputies to conduct traffic safety enforcement. Columbus County is ranked 23rd in overall fatalities and 20th in unrestrained fatalities.
CMTW: Chapter 2, Section 2.3

Agency: Durham County Sheriff's Office
Project Number: PT-22-06-34
Project Title: Durham County Sheriff DWI/Traffic Enforcement Grant
Project Description: This grant will fund activity hours for three deputies dedicated solely to traffic enforcement. The Durham County Sheriff's Office will focus on major corridors in Durham County where elevated crash risks exist. The Durham County Sheriff's Office will also increase nighttime weekend enforcement efforts in busy commercial corridors to target unrestrained drivers and speeding.
CMTW: Chapter 1, Section 2.5; Chapter 2, Section 2.2 and 2.3; Chapter 3, Section 2.3

Young Drivers

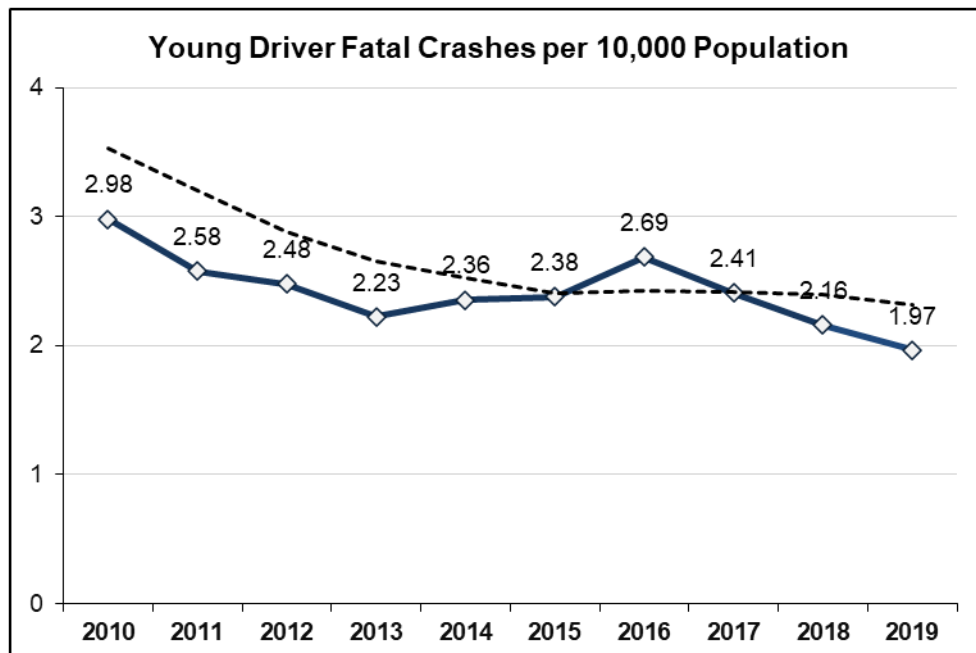
Crashes, Deaths and Injuries

Motor vehicle crashes are a leading cause of death among young people in North Carolina. According to FARS data for 2019, 145 drivers age 20 or younger were involved in a fatal crash, a decrease of 12 fatal crashes from 2018. The 5-year moving average shows a substantial decline in young driver fatal crash involvement in North Carolina over the past 10 years, as shown in the figure below.



Source: FARS, 2010–2019.

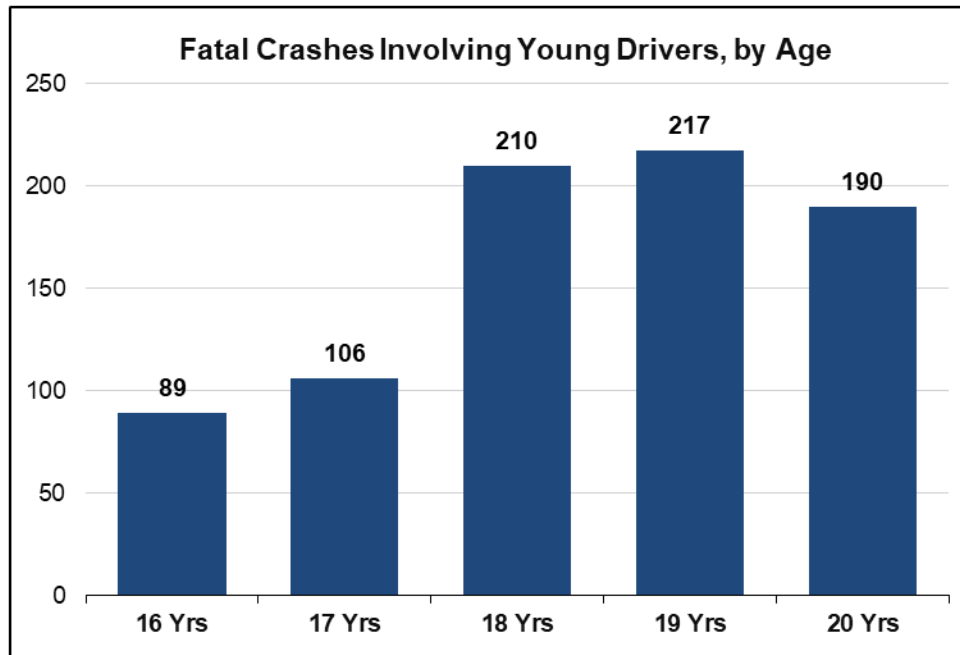
North Carolina’s population has grown rapidly during the past decade. Consequently, it is important to examine crash involvements per capita. The figure below shows fatal crash rates per 10,000 population for drivers ages 16 to 20. In 2019, the fatal crash rate decreased from 2.16 to 1.97. Moreover, the 5-year moving average shows a large decline in fatalities per capita between 2009 and 2018. The fatal crash rate for young drivers is currently at its lowest level in more than a decade.



Source: FARS, 2010–2019, and U.S. Census Bureau.

In another sign of progress, young drivers are now only slightly over-represented in fatal crashes. Persons 16 to 20 years old comprised 7.0 percent of the population in North Carolina in 2019, but they accounted for 7.5 percent of all fatal crashes. In addition to fatal crashes, drivers 16 to 20 years old were involved in 633 serious (“A”) injury crashes, 6,479 less severe injury crashes, and 35,486 property damage only crashes.

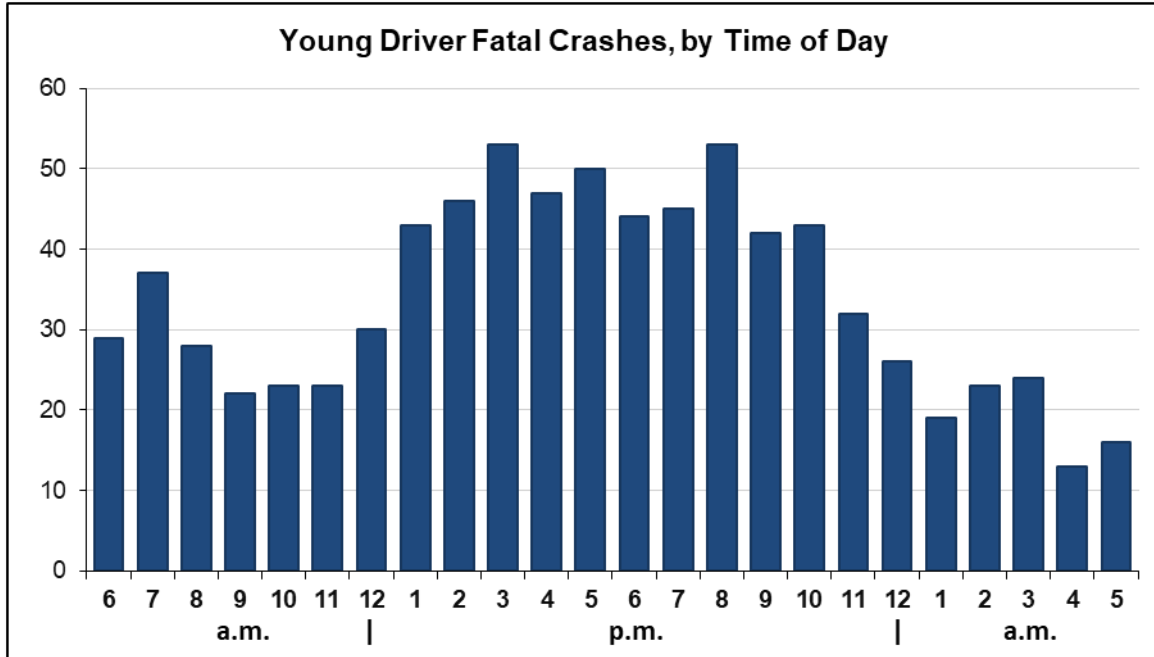
The figure below shows young driver fatal crashes by single year of age. As age increases, fatal crashes also increase. Sixteen-year-olds are less likely to have a license than their older counterparts, and they tend to drive fewer miles. Also, there is growing evidence that young people are waiting until age 18 or older to obtain their first license. North Carolina’s graduated driver licensing (GDL) system, a significant factor in decreasing young driver crash rates, only applies to those under the age of 18. Consequently, these “older novices” may be missing the protective benefits of GDL.



Source: FARS, 2015-2019.

Between 2015 and 2019, young male drivers accounted for a greater proportion of fatal crashes than young female drivers (70 percent versus 30 percent). In addition, young driver fatal crashes were more likely to occur on urban roads than rural roads (61 percent versus 39 percent). Fifty-five percent of young drivers in fatal crashes were driving passenger cars. Fewer were driving pickup trucks (17 percent), motorcycles (4 percent) or other types of vehicles.

The figure below shows the time of day of young driver fatal crashes between 2015 and 2019. Fatal crashes peak in the mid-afternoon, coinciding with the time when teenagers are leaving school. A second peak occurs from 8:00-8:59 p.m., and fatal crashes are generally high during the evening hours. Nighttime is more dangerous for drivers of all ages because of darkness, fatigue, alcohol, and other factors, but it is especially dangerous for young drivers who are less experienced in this setting. North Carolina currently restricts unsupervised driving after 9 p.m. for teens with a provisional GDL license.



Source: NCDOT Motor Vehicle Crash Data, 2019.

The table below lists the 34 counties with the highest numbers of young drivers involved in fatal crashes from 2015 to 2019. Mecklenburg County had the highest number of young drivers involved in fatal crashes (57), followed by Wake (48), Guilford (34) and Harnett (24) counties. In total, the 34 counties listed in the table account for 72 percent of all young drivers involved in fatal crashes in North Carolina from 2015 to 2019. The counties near the top of the table are generally those with large populations. The rate of young driver involvement in fatal crashes per 10,000 population is especially notable in Bladen (8.51), Sampson (8.24), Columbus (7.56), Vance (7.02) and Franklin (5.85) counties.

Young drivers (ages 16 20) involved in fatal crashes, 2015–2019			
County	Young drivers involved in fatal crashes	Rate per 10,000 population	% of all 16 20 involved in fatal crashes
Mecklenburg	57	1.66	6.91%
Wake	48	1.21	5.82%
Guilford	34	1.64	4.12%
Harnett	24	4.52	2.91%
Davidson	21	3.91	2.55%
Cumberland	20	1.70	2.42%
Johnston	20	2.58	2.42%
Randolph	20	4.01	2.42%
Buncombe	19	2.53	2.30%
Sampson	19	8.24	2.30%
Robeson	18	3.12	2.18%
Pitt	17	1.72	2.06%
Alamance	15	2.24	1.82%
Cabarrus	15	1.86	1.82%
Forsyth	15	1.12	1.82%
Rowan	15	3.06	1.82%
Catawba	14	2.57	1.70%
Columbus	14	7.56	1.70%
Franklin	14	5.85	1.70%
Nash	14	4.55	1.70%
Union	14	1.40	1.70%
Durham	13	1.17	1.58%
Gaston	13	1.75	1.58%
Iredell	13	2.02	1.58%
Cleveland	12	3.48	1.45%
Onslow	12	1.36	1.45%
Rockingham	12	4.31	1.45%
Wayne	12	2.80	1.45%
Pender	11	5.38	1.33%
Vance	11	7.02	1.33%
Henderson	10	3.08	1.21%
New Hanover	10	1.16	1.21%
Wilson	10	3.76	1.21%
Bladen	9	8.51	1.09%

Source: FARS, 2015–2019 and U.S. Census.

Summary

Fatal crashes involving young drivers in North Carolina have decreased noticeably during the last decade. Unfortunately, crashes continue to be a leading cause of death for young people in North Carolina. Young driver fatal crashes are most common among males, on rural roads, and in the afternoon or early evening. Mecklenburg, Wake, Guilford and Harnett counties account for the largest number of young driver fatal crashes.

Countermeasures and Funding Priorities

GHSP is committed to exploring and evaluating innovative approaches to improving young driver safety. GHSP will continue to fund programs that include educational presentation activities and hands on driver training. During FY2022, GHSP is funding teen driver safety initiatives led by University Health Systems of Eastern North Carolina, the University of North Carolina Highway Safety Research Center, Students Against Destructive Decisions (SADD), and continued leadership in the Driver Education Advisory Committee. Additionally, GHSP plans to use the Driver Education Program Assessment Report as the basis for planning driver education program improvements, assessing legislative priorities, considering additional training, and evaluating funding priorities. The Driver Education Advisory Committee is also utilizing the Assessment to make changes and improvements in the quality, availability, content, and delivery of driver education. GHSP will also educate policymakers and opinion leaders on the positive safety impacts on NC's youth licensing system, including our strong GDL law.

Media Plan

GHSP will utilize earned media attention for youth and teen driving safety. GHSP has planned media events at strategic locations across the state to promote the distracted driving message "One Text or Call Could Wreck It All" at local high schools.

GHSP has formed a long-standing marketing opportunity with the NC High School Athletic Association (NCHSAA) to educate high school athletes, coaches and other school officials about the importance of seat belt use and the dangers of impaired driving. Under this arrangement, the "Click It or Ticket" campaign is a major part of the NCHSAA events, marketing and education activities, including poster contests, video contests, athletic tournaments and other aspects of the program. Through this arrangement, GHSP educates coaches—one of the most influential people in a young person's life—about safe driving, and those coaches in turn spread this message to their players.

GHSP is also working to expand its social media presence on Facebook, Twitter, Instagram and other platforms that are popular among teen drivers. Having a presence on various social media sites allows GHSP to communicate with teen drivers directly and target our messaging to them.

FY2022 Young Driver Projects

The following section outlines the key projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address young driver safety. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: DE-22-08-01
Project Title: North Carolina Teen Driver Safety Initiative
Project Description: This continuation project funds the Teen Driver Resource Center to provide guidance and assistance to various stakeholder groups with interest in improving teen driver and passenger safety throughout North Carolina.
CMTW: Chapter 6, Section 1.1, 2.1, 2.2 and 3.1

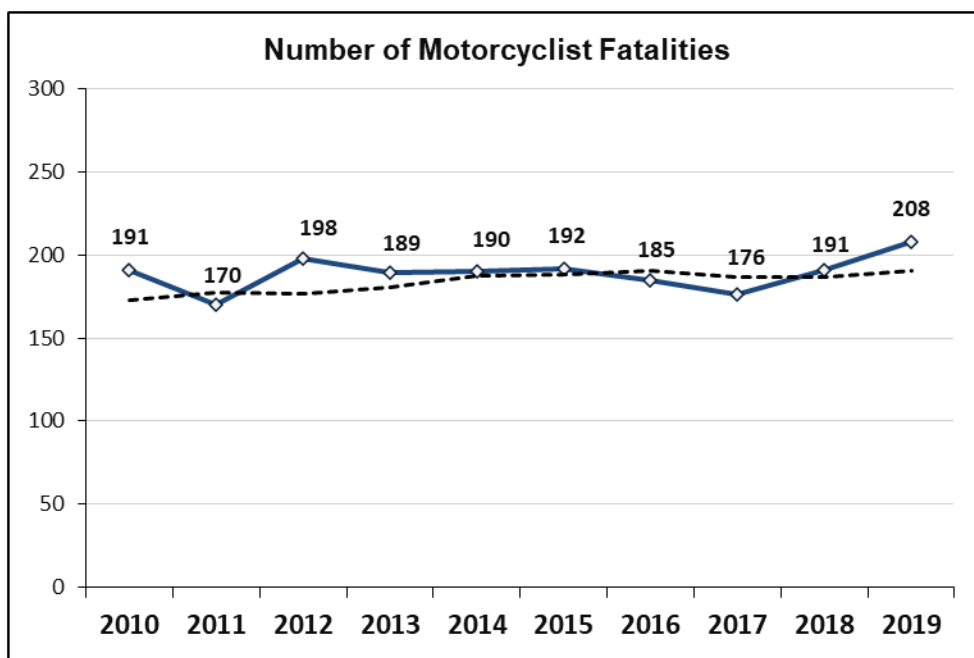
Agency: University Health Systems of Eastern NC
Project Number: SA-22-09-09
Project Title: Distracted Driving in Eastern NC: Expansion of Parent & Teen Education to High Schools in Nash & Wayne Counties
Project Description: This continuation project funds local parent education and peer-to-peer education initiatives in several additional counties in Eastern North Carolina.
CMTW: Chapter 6, Section 3.1; Chapter 4, Section 2.2

Agency: Students Against Destructive Decisions (SADD)
Project Number: SA-22-09-10
Project Title: Comprehensive Approach to Reducing Teen Crashes
Project Description: This project funds SADD to work in at least five communities over-represented in teen crashes to identify the causes of teen crashes through a data-driven approach, respond with evidence-based countermeasures, and build a sustainable network of peer-to-peer based student chapters to provide programming in schools and communities in those communities, and eventually across the state.
CMTW: Chapter 6, Section 2.1 and 2.2

Motorcycle Safety

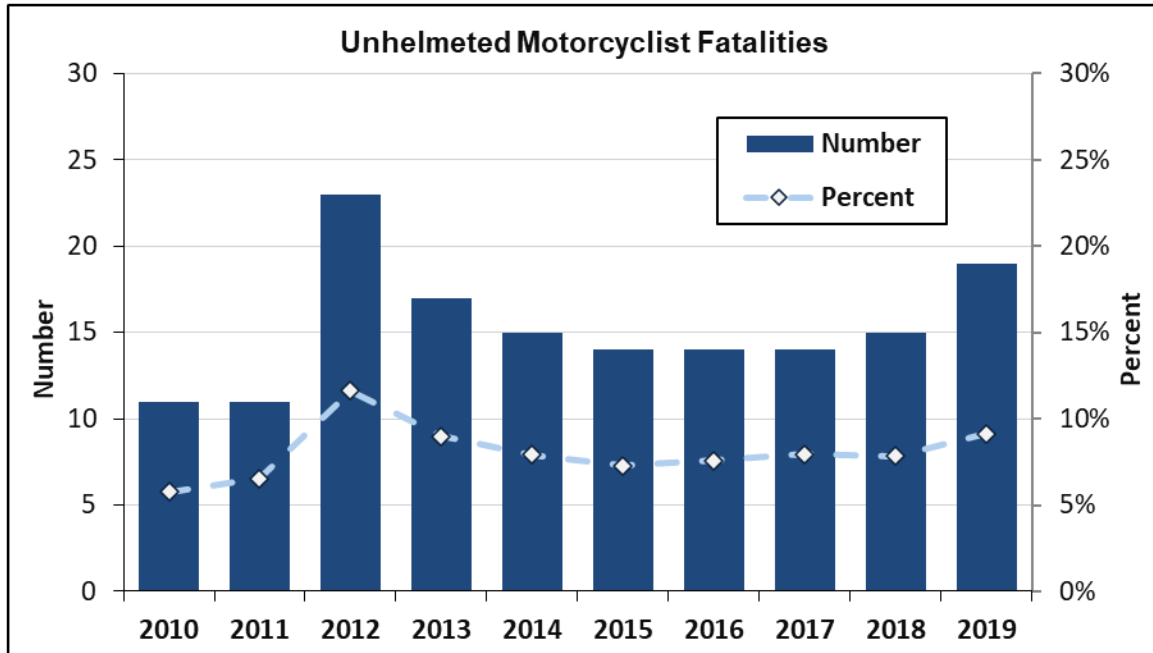
Crashes, Deaths and Injuries

In 2019, there were 208 motorcycle rider fatalities in North Carolina, an increase of 17 fatalities from 2018. As shown in the figure below, the 5-year moving average suggests a slight rise in motorcycle rider fatalities over the past decade.



Source: FARS, 2010–2019.

Motorcyclists represented 15.1 percent of all traffic fatalities in North Carolina during 2019, a noticeable increase from 13.3 percent in 2018. One positive finding is the vast majority of fatally-injured motorcyclists in North Carolina were wearing a helmet when they crashed. In all likelihood, there would have been many more fatalities if North Carolina did not have a universal helmet law and a high rate of helmet use. As shown in the figure below, the percent of fatally-injured riders that were unhelmeted has remained relatively consistent and low, averaging 8.0 percent over the last ten years. NHTSA estimates that motorcycle helmets save approximately 100 lives each year in North Carolina.



Source: FARS, 2010–2019.

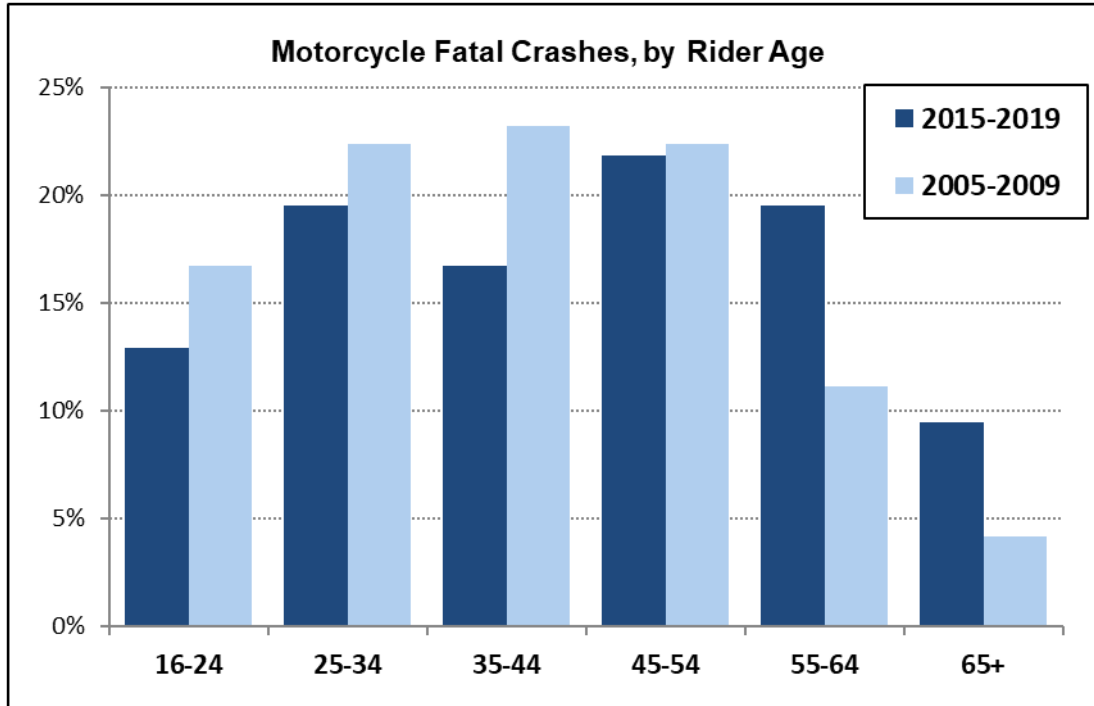
As shown in the table below, the crash and fatality rate per registered motorcycle has been relatively stable in North Carolina since 2010. The total number of crashes, fatalities and registered motorcycles have also remained within a narrow range. However, it is noteworthy that the total number of fatalities and the fatality rate per 10,000 registered motorcycles was higher in 2019 than any other year shown in the table.

Motorcycle Crash and Fatality Rates Per Registered Motorcycle, 2001-2019					
Year	Total Crashes	Total Fatalities	Registered Motorcycles*	Crash Rate per 1,000 Registered Motorcycles	Fatality Rate per 10,000 Registered Motorcycles
2001	2,541	109	111,051	22.9	10.00
2002	2,606	123	121,047	21.0	10.24
2003	2,904	108	131,991	20.8	8.18
2004	3,350	136	145,450	21.3	9.69
2005	3,664	152	160,420	21.0	9.48
2006	4,099	150	176,909	21.1	8.76
2007	4,390	201	193,486	20.5	10.60
2008	4,877	169	210,719	20.9	8.16
2009	4,162	154	200,718	18.3	7.87
2010	4,330	191	182,836	23.7	10.67
2011	4,750	170	191,732	24.8	8.76
2012	4,805	198	194,471	24.7	10.18
2013	4,383	189	191,162	22.9	9.89
2014	4,440	190	188,675	23.5	10.07
2015	4,504	192	192,034	23.5	10.00
2016	4,826	185	189,029	25.5	9.79
2017	4,674	176	188,197	24.8	9.35
2018	4,398	191	189,392	23.2	10.08
2019	4,305	208	186,655	23.1	11.14

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

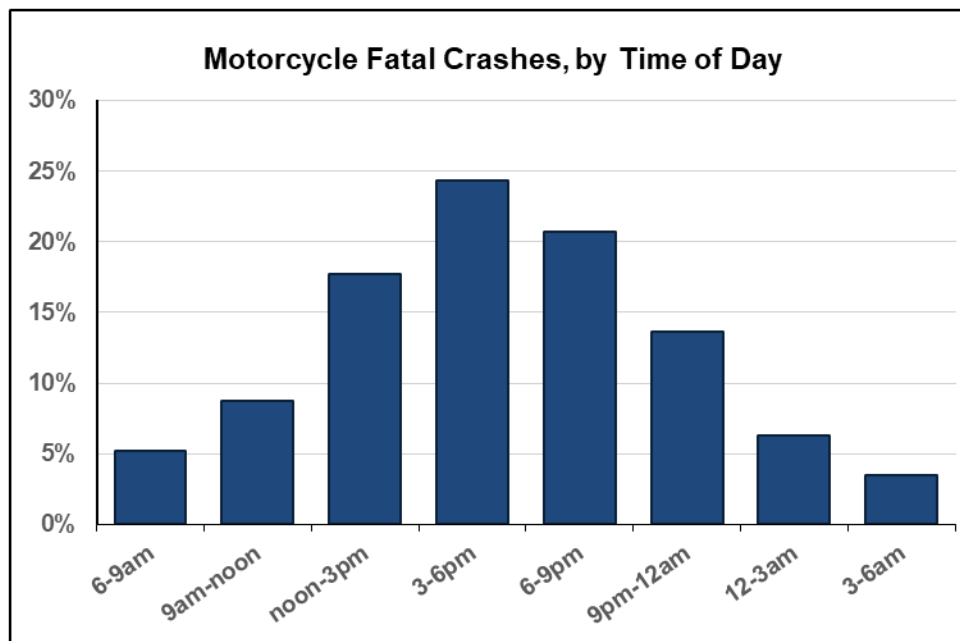
Between 2015 and 2019, the vast majority (97 percent) of motorcycle drivers in fatal crashes were male. Thirty-eight percent of fatal crashes were single vehicle crashes, and more than half (55 percent) occurred on rural roads. Alcohol use continues to be an important contributing factor to fatal crashes involving motorcycles. Twenty-eight percent of motorcycle fatal crashes involved a driver with a BAC of .08 or greater, compared to 23 percent for drivers of passenger vehicles.

Motorcycle fatal crashes by rider age are shown in the figure below. Riders 45 to 54 accounted for the most fatal crashes in North Carolina between 2015 and 2019. The age of riders in fatal crashes has increased over time. Compared to 2005-2009, riders age 55 to 64 now account for a much larger percent of fatal motorcycle crashes in North Carolina.



Source: FARS, 2005–2009 and 2015-2019.

Motorcyclist fatalities are overrepresented on weekends. During 2019, almost half (47 percent) of fatal crashes involving motorcyclists occurred on Saturday or Sunday. As shown in the figure below, motorcyclist fatal crashes are most common during the late afternoon and early evening.



Source: FARS, 2015-2019.

North Carolina has 100 counties. The table below lists the 31 counties with the highest number of motorcyclist fatalities from 2015–2019. The counties with the most fatalities include Wake, Guilford, Cumberland and Mecklenburg. These four counties accounted for 20 percent of all motorcyclist fatalities in the state between 2015 and 2019. These four counties also have relatively large populations. In all, the 31 counties listed in the table accounted for 71 percent of motorcyclist fatalities in North Carolina.

Motorcyclist Fatalities by County, 2014 2018		
County	Motorcyclist Fatalities	Percent of Total Motorcyclist Fatalities
Wake	49	5.16%
Guilford	47	4.95%
Cumberland	46	4.84%
Mecklenburg	46	4.84%
Forsyth	32	3.37%
Onslow	31	3.26%
Durham	30	3.16%
Buncombe	29	3.05%
Davidson	24	2.53%
Iredell	22	2.32%
Robeson	22	2.32%
Gaston	21	2.21%
Catawba	20	2.11%
Johnston	20	2.11%
New Hanover	19	2.00%
Cabarrus	18	1.89%
Graham	17	1.79%
Harnett	15	1.58%
Union	15	1.58%
Columbus	14	1.47%
Rowan	14	1.47%
Randolph	13	1.37%
Alamance	12	1.26%
Brunswick	12	1.26%
Burke	12	1.26%
Cleveland	12	1.26%
Haywood	12	1.26%
Pender	12	1.26%
Pitt	12	1.26%
Rockingham	12	1.26%
Surry	10	1.05%

Source: FARS, 2015–2019.

A different picture emerges when looking at fatalities per registered motorcycle. Here, many of the counties with the highest fatality rates are in less populated regions. As shown in the table below, Graham County has a dramatically higher fatal crash rate than any other county in North Carolina. This is likely due to Graham County’s reputation as a popular destination for out-of-county and even out-of-state riders.

Top 10 Counties with the Highest Fatality Rate Per Registered Motorcycle, 2015 2019			
County	Motorcyclist Fatalities	Registered Motorcycles	Fatality Rate Per 10,000 Registered Motorcycles
Graham	17	1,294	131.38
Columbus	14	5,461	25.64
Durham	30	14,273	21.02
Gates	3	1,470	20.41
Warren	3	1,500	20.00
Lenoir	8	4,074	19.64
Hertford	3	1,552	19.33
Macon	9	4,754	18.93
Pender	12	6,675	17.98
Madison	6	3,431	17.49

Summary

Motorcycles remain a popular form of transportation in North Carolina. Motorcyclists accounted for 15.1 percent of all traffic fatalities in North Carolina in 2019, up from 13.3 percent of fatalities in 2018. The vast majority of fatally injured motorcycle riders are male, and a growing proportion are age 45 or older. In comparison with passenger vehicle crashes, motorcycle crashes disproportionately occur on rural roads, are single vehicle crashes, and involve alcohol. Four counties in North Carolina— Wake, Guilford, Cumberland and Mecklenburg—account for 20 percent of the state’s motorcyclist fatalities. However, many of the counties with the highest fatality rates per registered motorcycle are in less populated regions.

Countermeasures and Funding Priorities

GHSP is strongly supportive of efforts to provide training to help motorcyclists become safe riders. During FY2022, GHSP plans to continue expanding the “BikeSafe North Carolina” program to reach a larger number of motorcyclists. BikeSafe offers training in safe riding techniques and discusses safety topics. The training is conducted by law enforcement motor officers in a non-threatening, non-enforcement environment. Students are typically experienced riders who are interested in improving their riding skills. The training takes place in the classroom and on the streets. On the road, each student is paired with a motorcycle officer who observes the student’s riding. The motorcycle officer then provides feedback and instruction on how the student can improve his/her riding techniques to enhance safety. North Carolina currently has 192 trained motorcycle officers from 47 agencies and is continually seeking to expand to the military and other municipal motor units. During FY2021, 474 students received training in 140 classes. GHSP supports the BikeSafe program through Section 402 and Section 405 motorcycle safety incentive funds.

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

Media Plan

GHSP will utilize a variety of media modes to draw attention to motorcycle safety efforts in the state. GHSP will again conduct kickoff events for Motorcycle Safety Awareness Month in May 2022. GHSP will seek earned media attention gained from partnerships with the State Highway Patrol, local law enforcement and rider groups. GHSP also provides a \$120,000 media budget for motorcycle safety. This will be used for targeted motorcycle safety messages through local radio, cable TV and other media. This funding will also be used to help publicize the updated BikeSafe curriculum and for events associated with educating BikeSafe instructors.

GHSP plans to continue marketing opportunities with large bike events each year. Many attendees at the events are riders or are interested in becoming riders. GHSP will promote rider safety and the various rider education and training opportunities available to riders in North Carolina.

Additional advertising includes billboards, radio, digital ads, social media and other advertising opportunities throughout the state during Motorcycle Safety Awareness month. Earned media and social media support will continue throughout the summer months when motorcycle crashes occur more often.

FY2022 Motorcycle Safety Projects

The following section outlines the key projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address motorcycle safety. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency:	Raleigh Police Department
Project Number:	M11MT-22-16-01
Project Title:	BikeSafe NC Central Region Coordinator
Project Description:	This ongoing project to fund the BikeSafe NC initiative of the GHSP in the eastern central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training. CMTW: Chapter 5, Section 3.2

Agency: NC Department of Public Safety-(NC State Highway Patrol)
Project Number: MC-22-03-01
Project Title: Bike Safe 2022
Project Description: This is an ongoing project to fund the BikeSafe NC initiative throughout North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to reduce motorcycle crashes and fatalities through training. This grant will fund a position and equipment to supervise the program throughout the state.
CMTW: Chapter 5, Section 3.2

Agency: Jacksonville Police Department
Project Number: M11MT-22-16-02
Project Title: BikeSafe Regional Coordinator
Project Description: This is an ongoing project to fund the BikeSafe NC initiative in the southeastern region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
CMTW: Chapter 5, Section 3.2

Agency: Lenoir County Community College
Project Number: M11MT-22-16-08
Project Title: Motorcycle Safety Equipment
Project Description: This is an ongoing project to offer rider training to meet the needs of a growing population of motorcyclists.
CMTW: Chapter 5, Section 3.2

Agency: Lenoir County Community College
Project Number: M11MT-22-16-07
Project Title: N.C. Motorcycle Safety Education Program (NCMSEP) Quality Assurance
Project Description: This project trains regional motorcycle educators through a quality assurance team and the summer rider coach instructor update.
CMTW: Chapter 5, Section 3.2

Agency: Asheville Police Department
Project Number: M11MT-22-16-03
Project Title: BikeSafe NC Region Coordinator
Project Description: This is an ongoing project to fund the BikeSafe NC initiative the northwestern region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
CMTW: Chapter 5, Section 3.2

Agency: Garner Police Department
Project Number: PT-22-06-31 M11MT-22-16-09
Project Title: BikeSafe Motorcycle Grant
Project Description: This project funds traffic enforcement efforts and includes funds for a motorcycle to use in the BikeSafe NC program and Garner ranks in the Top 5 in alcohol, speed, and unrestrained crashes in NC.
CMTW: Chapter 5, Section 3.2

Agency: Cabarrus County Sheriff's Office
Project Number: M11MT-22-16-04
Project Title: BikeSafe NC Region Coordinator
Project Description: This is an ongoing project to fund the BikeSafe NC initiative in the southwestern region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
CMTW: Chapter 5, Section 3.2

Agency: Wilson Police Department
Project Number: M11MT-22-16-05
Project Title: BikeSafe NC Region Coordinator
Project Description: This is an ongoing project to fund the BikeSafe NC initiative in the northeastern region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
CMTW: Chapter 5, Section 3.2

Agency: Winston-Salem Police Department
Project Number: M11MT-22-16-06
Project Title: BikeSafe NC Region Coordinator
Project Description: This is an ongoing project to fund the BikeSafe NC initiative in the western central region of North Carolina. BikeSafe is a partnership with law enforcement agencies and the motorcycle community to proactively reduce motorcycle crashes and fatalities through training.
CMTW: Chapter 5, Section 3.2

Agency: Governor's Highway Safety Program
Project Number: M9X-22-00-00
Project Title: GHSP In-House Motorcycle Safety Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

Traffic Records

NHTSA defines Traffic Records performance measures as tools for measuring data quality and establishing goals for data improvement. NHTSA has established the following six characteristics of quality traffic records: Timeliness, Accuracy, Completeness, Uniformity, Integration and Accessibility.

The North Carolina Governor’s Highway Safety Program (GHSP) uses a data-driven process to determine funding allocations that help to improve data quality. North Carolina has many high-quality data sources to assist with highway safety planning including:

- North Carolina Department of Transportation (NCDOT) traffic crash data;
- NC driver license history data;
- NC vehicle registration data;
- NHTSA’s Fatality Analysis Reporting System;
- Administrative Office of the Courts adjudication data;
- Citation data reported by law enforcement agencies who participate in highway safety campaigns;
- U.S. Census data;
- Seatbelt use observational survey data.

North Carolina Traffic Records Coordinating Committee (TRCC)

The Traffic Records Coordinating Committee (TRCC) provides accurate, timely and complete traffic records data that protects the privacy of citizens, fosters collaboration, promotes data and resource sharing, and identifies success by measuring results. These practices ultimately lead to a reduction in traffic fatalities, injuries, and crashes. The TRCC’s diverse membership includes data stewards for each primary traffic records data or information systems in North Carolina.

The TRCC has met regularly since 2002. The three most recent meetings were held on the following dates:

- October 7, 2020 (via GoToMeeting due to the pandemic)
- February 3, 2021 (via GoToMeeting)
- May 5, 2021 (via GoToMeeting)

The State’s Traffic Records Coordinator is Jackie Mitchell, a Highway Safety Specialist with GHSP (email: jmitchell@ncdot.gov) .

TRCC’s website provides access to the Traffic Records Assessment, traffic records strategic plan reports and list of key agency contacts within North Carolina. More information can be found at the current NC TRCC website: <https://connect.ncdot.gov/groups/NCTRCC/Pages/default.aspx>:

North Carolina Traffic Records Assessment

The 2017 North Carolina Traffic Records Assessment provided valuable information to inform and update North Carolina Traffic Records Strategic Plans. Below is a list of Assessment recommendations and the efforts being made on each recommendation:

Crash Recommendations

- Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The NC TRCC is working on NC state crash reporting form updates and reviewing all current crash database procedures and process flows. To help comply with the NC General Assembly's mandate to move NC's crash database to a non-government vendor, HSRC hosted a peer review meeting in February featuring five states that have already done substantial state data conversion and updates.

Vehicle Recommendations

- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The NC TRCC now has North Carolina Division of Motor Vehicles (NCDMV) data staff, allowing for increased collaboration and feedback on vehicle data quality control procedures and processes.

Driver Recommendations

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The TRCC is adding NC DMV Driver License area staff to their membership, allowing for greater collaboration on current driver license data quality control procedures and processes.

Roadway Recommendations

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The NC TRCC includes NCDOT roadway area staff, and they are providing feedback on current roadway data quality control procedures and processes.

Citation/Adjudication Recommendations

- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The NC TRCC is working with the North Carolina Administrative Office of the Courts (AOC) to review their current Citation and Adjudication data system interfaces and is advising AOC staff as needed on their current data quality control procedures and processes.

EMS / Injury Surveillance Recommendations

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The NC TRCC is working with Emergency Medical Services (EMS) staff to review current Injury Surveillance data area systems interfaces. Additionally, the NC TRCC is advising efforts to link medical data and crash data, working toward Model Inventory of Roadway Elements (MIRE) requirement standards for Fundamental Data Elements (FDEs), and establishing better communication procedures and processes for sharing data across agencies. North Carolina also recently used a NHTSA Traffic Records GO Team for targeted technical assistance on the crash and medical linkage project headed by UNC's Injury Prevention Research Center. TRCC members have applied for Centers for Disease Control (CDC) funding to link medical and crash data using probabilistic software.

Finally, the NC TRCC is improving its internal processes as recommended in the 2017 NC TR Assessment by adding relevant members and replacing members who leave their positions.

In each recommendation area, participants use the best practices identified in the Traffic Records Program Assessment Advisory as guidelines.

North Carolina Traffic Safety Information Systems Strategic Plan

North Carolina's Traffic Safety Information Systems Strategic Plan documents progress toward the overall goal of providing high-quality data to users. In June 2020, the NC TRCC approved updates to the 2020 Strategic Plan. The Strategic Plan will be reviewed annually for improvements and will be modified as necessary to ensure that progress is being made in each area. New objectives will be added to address changes and to incorporate improvements that may lead to better systems.

Racial Profiling Data Collection (Section 1906)

In April 1999, the state legislature passed Senate Bill 76 which required traffic stop statistics be collected for state law enforcement officers effective January 1, 2000. The General Assembly later expanded this requirement to include local law enforcement officers employed by all 100 county sheriffs' offices and almost all police departments effective January 1, 2002. In August 2009, the law was amended with two new sections which became effective on January 1, 2010. The amended statute N.C.G.S. 143B-903 can be [reviewed here](#).

The NC State Bureau of Investigation (SBI) is responsible for maintaining this publicly accessible database through the web page [Traffic Stop Reports](#). The available reports include information on:

- **Drivers and Passengers Searched by Sex, Race and Ethnicity:** Displays statistics based on Subject Searched (Driver, Passenger 1, Passenger 2, Passenger 3, and Passenger 4); by Sex, Race, and Ethnicity. This report will give the total searched, total stopped and percentage of people searched.
- **Enforcement Action Taken by Driver's Age:** Displays statistics based on Enforcement Action Taken (Verbal Warning, Written Warning, Citation Issued, On-View Arrest, or No Action Taken);

by Driver's Age (Broken down by: Under 20, 20-24, 25-29, 30-34, 35-39, 40-49, 50-59, and over 59).

- **Enforcement Action Taken by Driver's Sex, Race, and Ethnicity:** Displays statistics based on Enforcement Action Taken (Verbal Warning, Written Warning, Citation Issued, On-View Arrest, or No Action Taken); by Driver's Sex, Race and Ethnicity.
- **Initial Purpose of Traffic Stop by Driver's Age:** Displays statistics based on the Initial Purpose of the Traffic Stop (Speed Limit Violation, Stop Light/Sign Violation, Driving While Impaired, Safe Movement Violation, Vehicle Equipment Violation, Vehicle Regulatory Violation, Seat Belt Violation, Other Motor Vehicle Violation, or Investigation); by Driver's Age (Broken down by: Under 20, 20-24, 25-29, 30-34, 35-39, 40-49, 50-59, and over 59).
- **Initial Purpose of Traffic Stop by Driver's Sex, Race and Ethnicity:** Displays statistics based on the Initial Purpose of the Traffic Stop (Speed Limit Violation, Stop Light/Sign Violation, Driving While Impaired, Safe Movement Violation, Vehicle Equipment Violation, Vehicle Regulatory Violation, Seat Belt Violation, Other Motor Vehicle Violation, or Investigation); by Driver's Sex, Race, and Ethnicity.
- **Initial Purpose of Traffic Stop by Enforcement Action Taken:** Displays statistics based on the Initial Purpose of the Traffic Stop (Speed Limit Violation, Stop Light/Sign Violation, Driving While Impaired, Safe Movement Violation, Vehicle Equipment Violation, Vehicle Regulatory Violation, Seat Belt Violation, Other Motor Vehicle Violation, or Investigation); by Enforcement Action Taken as a Result of the Stop (Verbal Warning, Written Warning, Citation Issued, On-View Arrest, or No Action Taken).
- **Initial Purpose of Traffic Stop by Physical Resistance Encountered:** Displays statistics based on the Initial Purpose of the Traffic Stop (Speed Limit Violation, Stop Light/Sign Violation, Driving While Impaired, Safe Movement Violation, Vehicle Equipment Violation, Vehicle Regulatory Violation, Seat Belt Violation, Other Motor Vehicle Violation, or Investigation); by Physical Resistance Encountered (Officer encountered physical resistance, Officer engaged in the use of force, Injuries occurred to the officer, Injuries occurred to the driver, Injuries occurred to the passenger).
- **Type of Search by Basis for Search:** Displays statistics based on Type of Search (Consent, Search Warrant, Probable Cause, Search Incident to Arrest, or Protective Frisk); by Basis for Search (Erratic/Suspicious Behavior, Observation of Suspected Contraband, Suspicious Movement, Informant's Tip, Other Official's Information, or Witness Observation).

GHSP plans to fund projects to evaluate the results of the data collected through the SBI website.

Other Efforts

GHSP provided a grant to UNC HSRC on behalf of NC DMV to modernize North Carolina's crash reporting system. The NC Crash Report Information System (CRIS) is a five-year project to completely revamp the NC DMV 349 Crash Report Form, rebuild the crash report form database systems, and improve the overall efficiency of the computer process for the State.

Another upcoming effort is a GHSP-funded project to assist North Carolina in performing the required NC Traffic Records Self-Assessment in the spring of 2022. Each state is required to have a complete Traffic Records Assessment updated every five years.

FY2022 Traffic Records Projects

The following section outlines the key projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address traffic records. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document.

Agency: NC Department of Transportation (North Carolina Division of Motor Vehicles)
Project Number: M3DA-22-14-02
Project Title: Automated Document Capture of Updates to Driver Records
Project Description: This project funds efforts to automate the State Automated Driver License System (SADLS) to more easily upload out-of-state citations.

Agency: North Carolina State University - Institute of Transportation Research and Education
Project Number: M3DA-22-14-01 SA-22-09-04
Project Title: NC Vision Zero Technical & Program Support 2021-2022
Project Description: This ongoing project promotes North Carolina's Vision Zero efforts by providing stakeholders and the public with online analytical crash statistical information presented in usable databases and formats suitable for long and short range planning. This website is maintained and updated monthly.

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: TR-22-07-01
Project Title: 2022 NC Traffic Safety Information Systems Strategic Plan Update
Project Description: This continuation project provides technical and logistical support to the Traffic Records Coordinating Committee (TRCC) and to update the NC Strategic Plan for Traffic Safety Information System.

Agency: Town of Haw River
Project Number: M3DA-22-14-05
Project Title: Improving Timeliness, Accuracy, & Completeness of Traffic Records Data in Haw River (Mobile Data Terminals)
Project Description: This is a one year project to purchase MDT's to enable the police department to further implement electronic crash reporting, which will increase the percentage of crash reports received electronically in support of the Traffic Safety Information Systems Strategic Plan goals.

Agency: NC Judicial Department (NC Administrative Office of the Courts)
Project Number: M3DA-22-14-03
Project Title: eCitation Printer Distribution
Project Description: This ongoing project funds eCitation expansion in local law enforcement agencies to increase the percentage of eCitations versus paper citation, a major goal of the Traffic Safety Information System Strategic Plan.

Agency: North Carolina Department of Transportation (NC Division of Motor Vehicles)
Project Number: M3DA-22-14-04
Project Title: Electronic Crash (eCrash) Replacement
Project Description: This continuation project funds enhancements to the North Carolina electronic crash reporting system managed by the NC Division of Motor Vehicles.

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: TR-22-07-02
Project Title: North Carolina 2022 Traffic Records Assessment
Project Description: This one year project funds work needed to conduct a Traffic Records Assessment by July 2022 using the NHTSA Traffic Records Assessment Self-Assessment Tool.

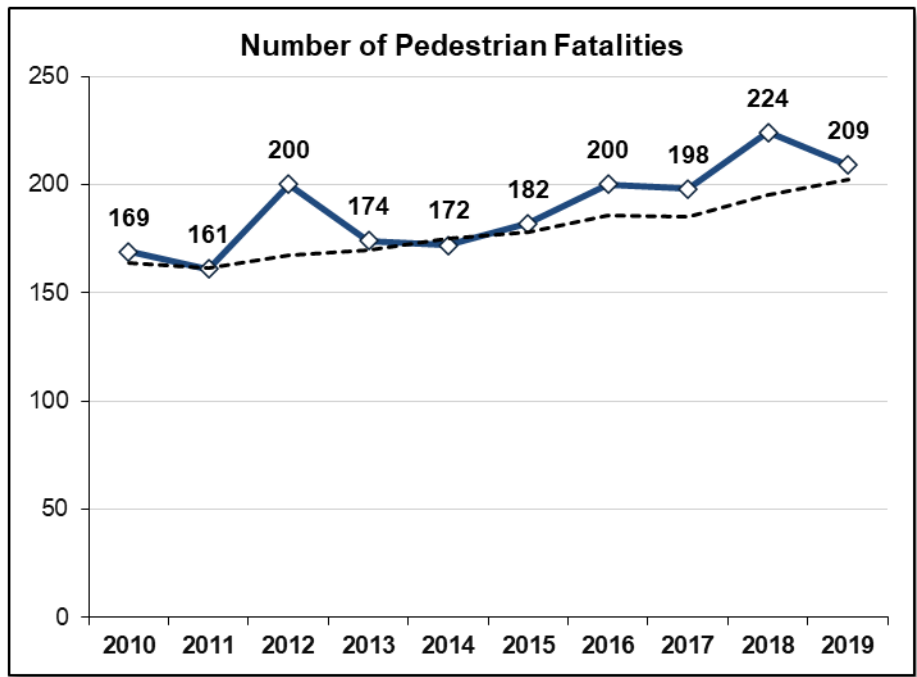
Agency: Governor's Highway Safety Program
Project Number: M3DA-22-00-00
Project Title: GHSP In-House Traffic Records Future Projects
Project Description: GHSP will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are maintained for this purpose.

Non-motorized (Pedestrians & Bicyclists)

Pedestrians

Evidence Considered

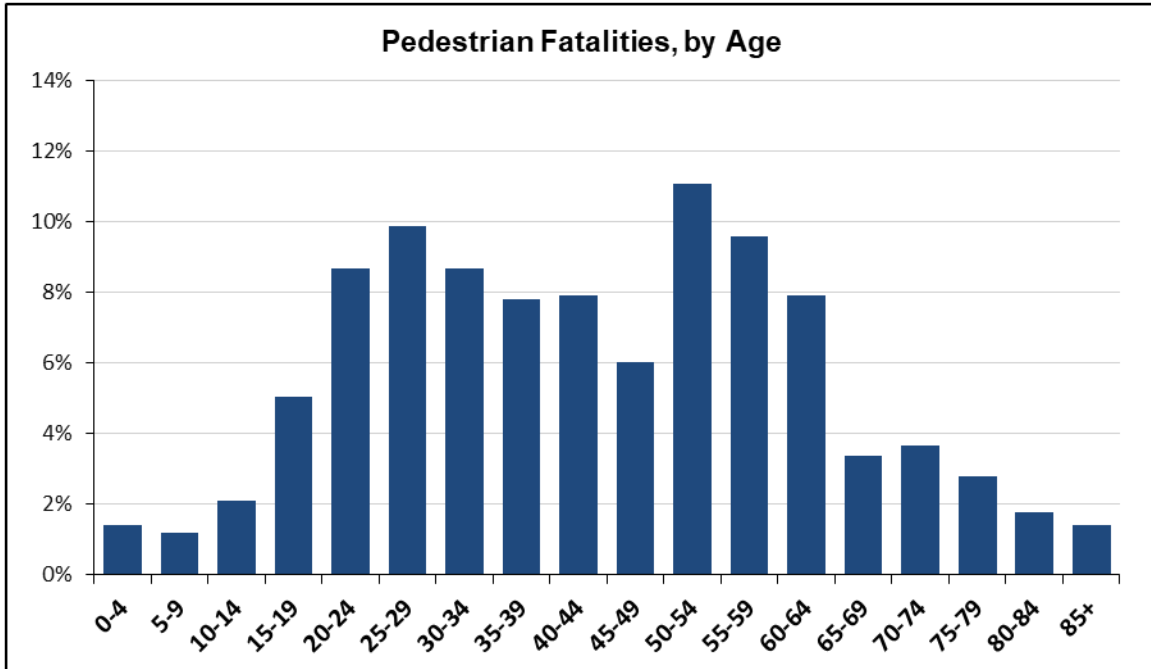
In 2019, 209 pedestrians were killed in crashes involving a motor vehicle in North Carolina, a decrease of 15 fatalities from 2018. As shown in the figure below, the number of pedestrian deaths in North Carolina has increased steadily since 2010. This is similar to national trends. Preliminary state data show a significant increase in pedestrian fatalities in 2020, perhaps due to the effects of COVID-19.



Source: FARS, 2010–2019.

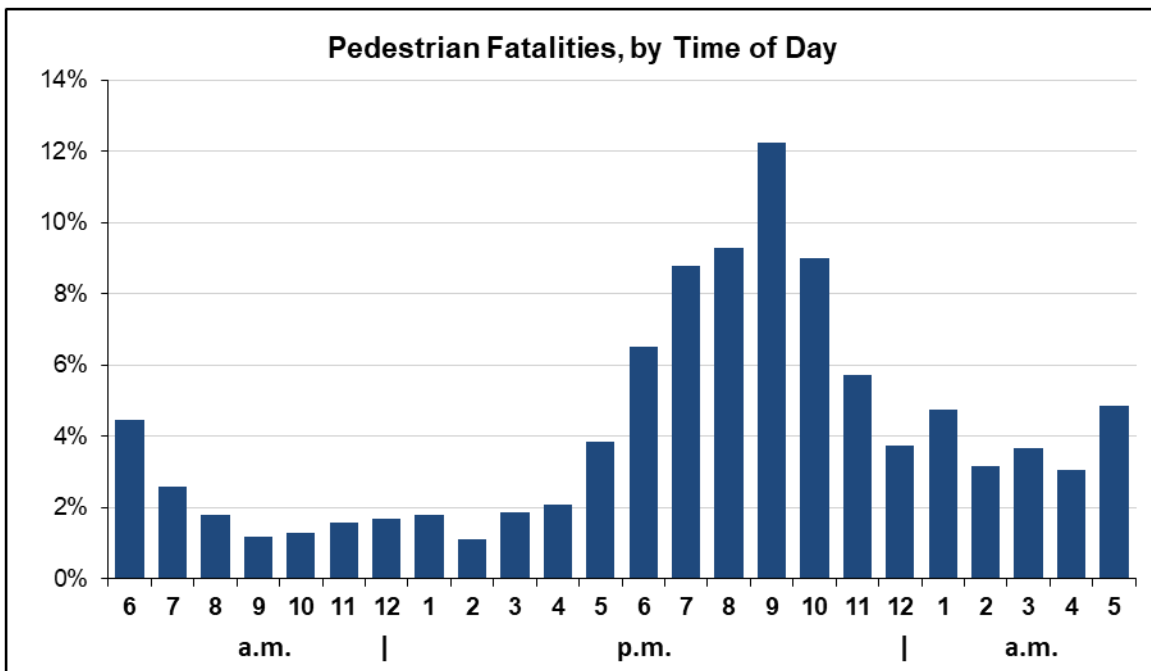
Although crashes involving pedestrians represent only one percent of the total reported crashes in North Carolina, pedestrians are highly over-represented in fatal crashes. During 2019, pedestrians accounted for 15.2 percent of all traffic fatalities in the state. Because they don't have the same protection as motor vehicle occupants, pedestrians are likely to be seriously injured or killed in a pedestrian/vehicle crash. Moreover, the faster the vehicle is traveling, the greater the risk to the pedestrian. Research shows the likelihood of pedestrian death is 25 percent when a vehicle is traveling at 32 mph, 50 percent at 42 mph, and 90 percent at 58 mph.

Between 2015 and 2019, males accounted for 72 percent of all pedestrian fatalities in North Carolina. The figure below shows the age of pedestrians killed in crashes. Pedestrian fatalities are most common among adults ages 20 to 64. Children (<15) and older adults (65+) account for a relatively small percentage of pedestrian fatalities.



Source: FARS, 2015–2019.

Thirty-five percent of pedestrian fatal crashes involved a driver or pedestrian with a BAC of .08 or above. Pedestrian fatalities are also common during the evening hours, as shown in the figure below. Half (52 percent) of pedestrian fatalities occur between 6 p.m. and midnight, with fatalities peaking at 9 p.m. Pedestrians can be more difficult to see at nighttime and alcohol-involvement is higher in nighttime crashes.



Source: FARS, 2015–2019

Pedestrian fatalities are more common in urban (64 percent) than rural (35 percent) locations. Urbanized areas have more pedestrians and motor vehicles, and thus more chances for pedestrian-motor vehicle crashes to occur. However, rural areas have fewer facilities for pedestrians such as sidewalks, and vehicles on rural roads are likely to be traveling at high speeds that result in fatalities. Only nine percent of the state's pedestrian fatalities occur at intersections. Half (51 percent) occur in dark areas that are not lighted.

The table below shows the 29 counties in North Carolina with the most pedestrian fatalities from 2015 through 2019. Mecklenburg County had the most pedestrian fatalities during this period (132), followed by Wake (76), Guilford (56) and Cumberland (49) counties. In total, the 29 counties listed in the table account for three-fourths (75 percent) of all pedestrian fatalities in the state during this period. The table also shows the pedestrian fatality rate per 100,000 population. Many of the counties with the highest per capita rates of pedestrian fatalities are in the eastern (coastal) part of the state including Robeson, Wilson, Cumberland, Nash, New Hanover, Pitt, Wayne and Craven counties.

Pedestrian Fatalities, 2015–2019			
County	Pedestrian fatalities	Fatalities per 100,000 population	% of all pedestrian fatalities
Mecklenburg	132	2.46	13.02%
Wake	76	1.44	7.50%
Guilford	56	2.12	5.52%
Cumberland	49	2.96	4.83%
Forsyth	34	1.82	3.35%
New Hanover	31	2.73	3.06%
Durham	29	1.88	2.86%
Robeson	28	4.23	2.76%
Buncombe	24	1.86	2.37%
Pitt	24	2.69	2.37%
Gaston	20	1.83	1.97%
Davidson	19	2.28	1.87%
Onslow	19	1.94	1.87%
Johnston	18	1.84	1.78%
Wayne	16	2.56	1.58%
Cleveland	15	3.05	1.48%
Harnett	15	2.28	1.48%
Randolph	15	2.09	1.48%
Rowan	14	1.99	1.38%
Catawba	13	1.65	1.28%
Craven	13	2.52	1.28%
Iredell	13	1.48	1.28%
Nash	13	2.74	1.28%
Wilson	13	3.17	1.28%
Burke	12	2.66	1.18%
Cabarrus	12	1.17	1.18%
Alamance	11	1.35	1.08%
Moore	11	2.25	1.08%
Union	11	0.96	1.08%

Source: FARS, 2015–2019 and U.S. Census.

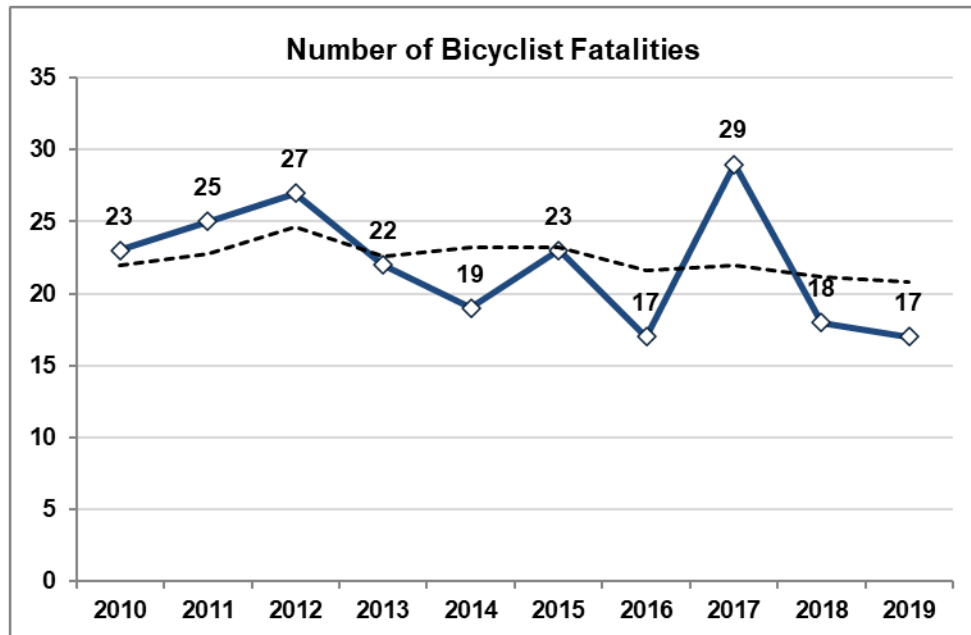
Pedestrian Safety Summary

The number of pedestrian fatalities in North Carolina has increased over the past decade. Pedestrian fatalities are most common among males, persons ages 20 to 64, in urban areas, and during the evening hours. Only nine percent of all pedestrian fatalities in North Carolina occur at intersections. The counties that account for the most pedestrian fatalities are Mecklenburg, Wake, Guilford, and Cumberland. However, several Eastern North Carolina counties have notably high per capita fatality rates.

Bicyclists

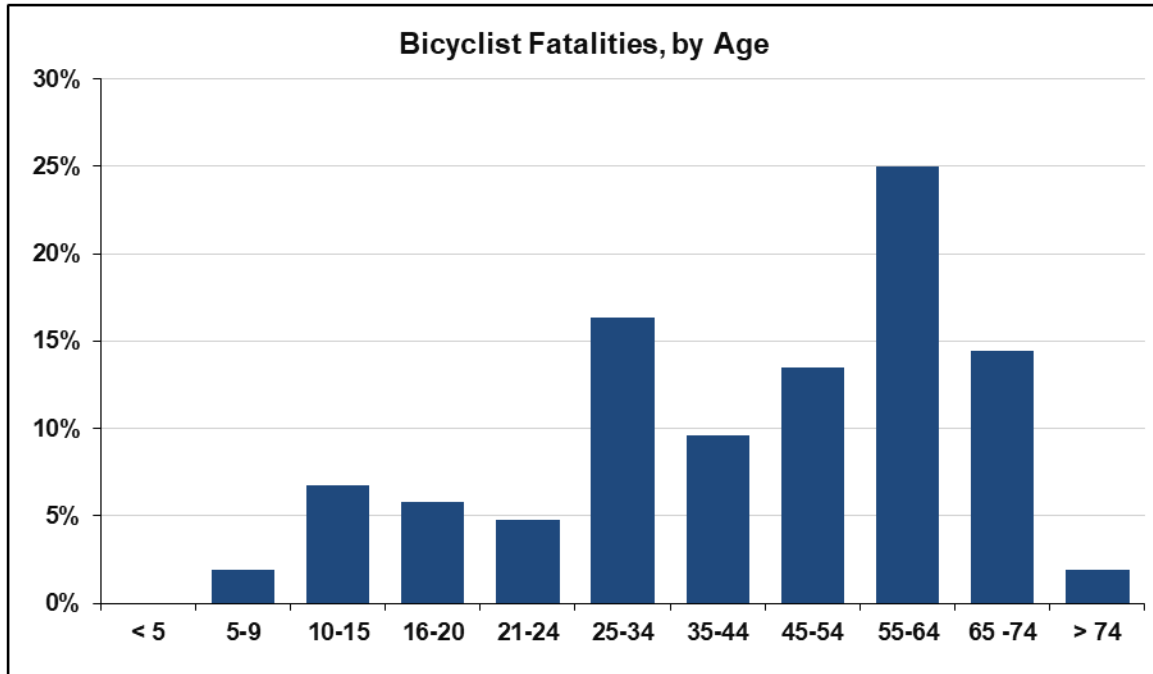
Evidence Considered

In 2019, there were 17 bicyclists killed in fatal crashes in North Carolina, a decrease of 1 fatality from 2018. As shown in the figure below, bicyclist fatalities have fluctuated from year to year, but the 5-year moving average suggests little change in fatalities.



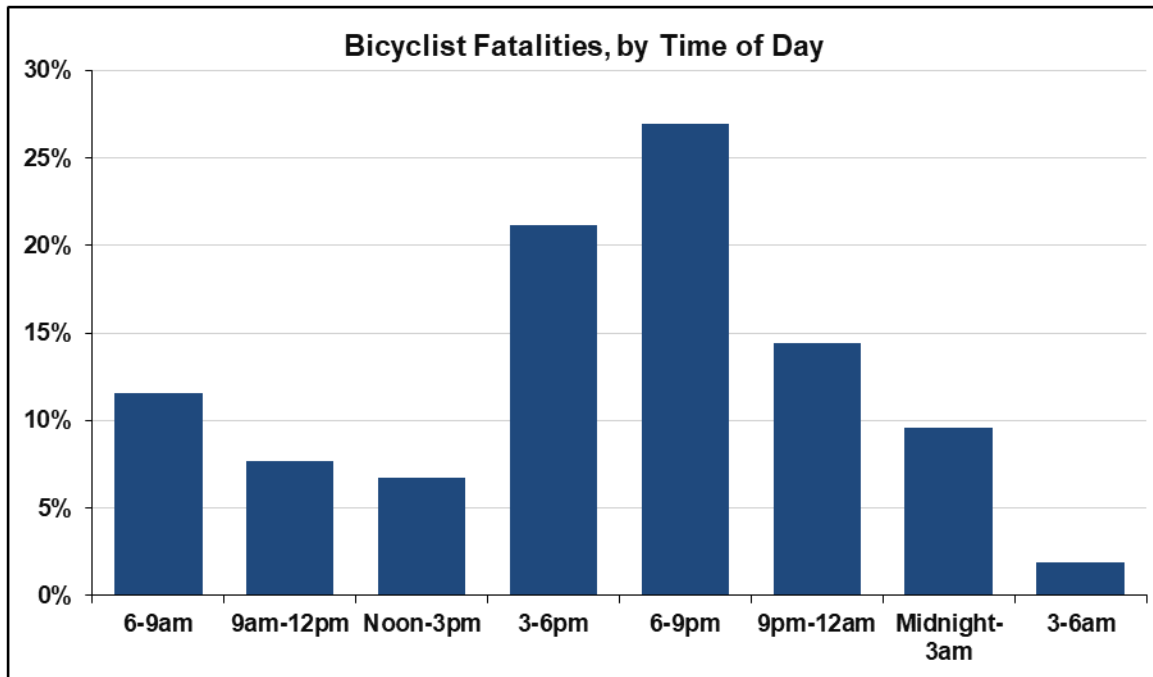
Source: FARS, 2010–2019.

Males accounted for 88 percent of all bicyclist fatalities from 2015 to 2019. As shown in the figure below, bicyclist fatalities are most common among riders ages 55 to 64. Bicyclist fatalities involving children are relatively rare in North Carolina.



Source: FARS, 2015–2019.

Between 2015 and 2019, 60 percent of bicyclist fatalities occurred on weekdays (Mon-Fri). As shown in the figure below, bicyclist fatalities are highest between the hours of 3:00 p.m. and 9:59 p.m. This reflects commuting cyclists sharing the road with motorists, with declining visibility as it gets darker.



Source: FARS, 2015–2019.

Only one in five (20 percent) bicyclist fatalities in North Carolina occurs at intersections. Bicyclist fatalities are split evenly between urban and rural locations.

The table below lists the 20 counties in North Carolina with more than one bicyclist fatality from 2015 to 2019. The counties with the most fatalities include Mecklenburg, Robeson, New Hanover, Wake, Brunswick and Guilford. No other county had more than three bicyclist fatalities during the five-year period. Several counties near the top of the table also have large populations. In total, the 20 counties listed in the table account for 71 percent of all bicyclist fatalities in North Carolina during this period.

Bicyclist fatalities, 2015 2019		
County	Bicyclist fatalities	% of all bicyclist fatalities
Mecklenburg	11	10.58%
Robeson	10	9.62%
New Hanover	7	6.73%
Wake	6	5.77%
Brunswick	4	3.85%
Guilford	4	3.85%
Catawba	3	2.88%
Durham	3	2.88%
Harnett	3	2.88%
Pender	3	2.88%
Caldwell	2	1.92%
Cumberland	2	1.92%
Dare	2	1.92%
Davidson	2	1.92%
Gaston	2	1.92%
Henderson	2	1.92%
Hoke	2	1.92%
Iredell	2	1.92%
Rutherford	2	1.92%
Sampson	2	1.92%

Source: FARS, 2015–2019 and U.S. Census.

Bicyclist Safety Summary

Although the number of bicyclist fatalities in North Carolina is less than the number of fatalities involving pedestrians, motorcyclists, and other types of vulnerable road users, they still present a serious problem. Bicyclist fatalities most commonly occur on weekdays, in the late afternoon or early evening, and at non-intersections. The victims are typically adult males between the ages of 55 and 64. The counties with the most bicyclist fatalities over the past five years include Mecklenburg, Robeson, New Hanover, Wake, Brunswick and Guilford.

Countermeasures and Funding Priorities

A growing number of communities in North Carolina are developing or expanding partnerships and programs to improve pedestrian and bicyclist safety and to increase the number of people walking and

biking rather than driving. Communities are also recognizing that having adequate facilities for walking and bicycling can significantly enhance the experience and make it easier for people to walk and bike in their community as well as making these forms of transportation as safe as possible. One such program is “Watch for Me NC,” a statewide program funded by GHSP. The program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education, community engagement, and high visibility law enforcement. The Outer Banks Bicycle & Pedestrian Safety Coalition focuses on pedestrian and bicycle safety in North Carolina’s coastal communities. GHSP will continue a partnership in FY2022 with the North Carolina Department of Administration and the WalkSmart NC program focusing on pedestrian safety for state employees in Raleigh. The program was introduced in FY2020 to raise awareness and educate the public regarding pedestrian safety. In FY2022, GHSP will continue its partnership with the State Capitol Police in Raleigh to conduct pedestrian safety enforcement projects. In addition, GHSP will partner with BikeWalk NC to provide bicycle and pedestrian road safety education in areas of high need. GHSP will also fund the Town of Chapel Hill to continue its pedestrian safety program, and will fund the NC State Office of Human Resources to continue a pedestrian safety project geared towards state employees.

Media Plan

GHSP continues to seek opportunities with pedestrian safety partners to draw media attention to the issues of pedestrian safety through earned media events, particularly in counties where pedestrian incidents and injuries are most prevalent. GHSP funds the NC Department of Transportation to provide “Watch for Me” media buys, created and evaluated in conjunction with the Highway Safety Research Center, with the *Watch for Me* campaign’s program lead. GHSP is funding paid media efforts to promote bicycle and pedestrian safety utilizing NCDOT’s agency of record. Paid media will include sidewalk stenciling, transit signage and other out-of-home elements. GHSP will also explore non-traditional media opportunities, such as social media platforms, to bring attention and awareness to pedestrian and bicyclist safety.

FY2022 Non-Motorized (Pedestrian and Bicycle) Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address pedestrian and bicyclist safety. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA’s Countermeasures that Work).

Agency:	NC Department of Administration (Office of State Human Resources)
Project Number:	FHPE-22-17-02
Project Title:	WalkSmart NC FY2022
Project Description:	This continuation grant addresses state employee pedestrian safety in Wake County by raising awareness through education. The project will increase pedestrian safety in areas of high numbers of state employees who are pedestrians and/or motorists by creating a comprehensive education, training, enforcement and public awareness campaign. This campaign, called “WalkSmart NC”, will include a virtual library of education and resources that may be replicated by any State agency, university or other entity. CMTW: Chapter 8, Section 4.1, 4.3, and 4.4

Non motorized (Pedestrians & Bicyclists)

Agency: University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number: FHPE-22-17-03
Project Title: Watch For Me NC
Project Description: This continuation grant will manage programmatic work of the state's flagship bicycle and pedestrian safety program. Efforts include community based training, education, and enforcement around bicycle and pedestrian safety.
CMTW: Chapter 8, Section 4.1 and 4.4; Chapter 9, Section 2.2, 3.3 and 4.2

Agency: BikeWalk North Carolina
Project Number: FHPE-22-17-04
Project Title: Bicycle Safety and Education Program
Project Description: This new grant funds the Bicycle Friendly Driver Program, a 1.5-hour interactive course detailing laws for drivers and bicyclists, how to properly use bicycle infrastructure, and how to avoid common crashes between people in cars and on bikes. In addition, NC BikeWalk will organize and deliver the NC BikeWalk Transportation Summit that focuses on non-motorized safety education and best practices.
CMTW: Chapter 9, Section 4.1

Agency: Town of Chapel Hill
Project Number: PS-22-05-02
Project Title: Pedestrian Safety Action Plan
Project Description: The continuation grant funds efforts to implement the town's Pedestrian Safety Action Plan and build off North Carolina's Vision Zero Initiative to create a safe, connected, and accessible community for pedestrians. This grant will also partially fund a GIS/Complete Streets specialist to analyze existing pedestrian crash data, continue to collect pedestrian crash data, and provide guidance to treat high-risk streets and intersections. Funding will also provide for overtime enforcement activities.
CMTW: Chapter 8, Section 4.1 and 4.4

Agency: North Carolina Department of Public Safety (State Capitol Police)
Project Number: FHLE-22-17-01
Project Title: Crosswalk Safety Campaign
Project Description: This project will fund overtime efforts by the State Capitol Police Department to enforce pedestrian safety laws and ordinances in Raleigh. Wake County is ranked second in the state in pedestrian fatalities.
CMTW: Chapter 8, Section 4.4

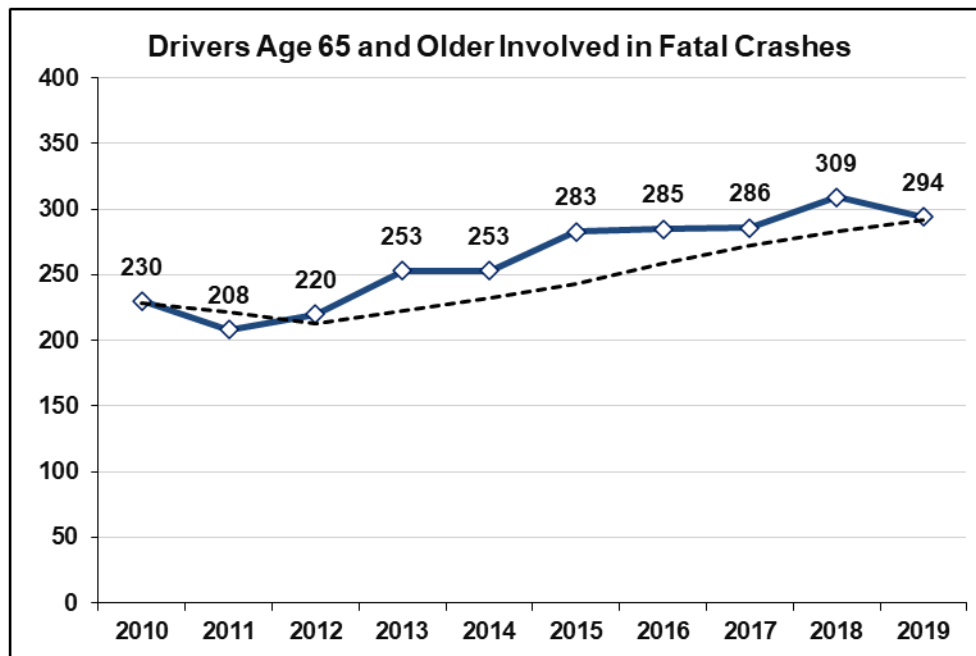
Agency: Governor's Highway Safety Program
Project Number: FHX-22-00-00
Project Title: GHSP In-House Pedestrian Safety Future Projects

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

Older Drivers

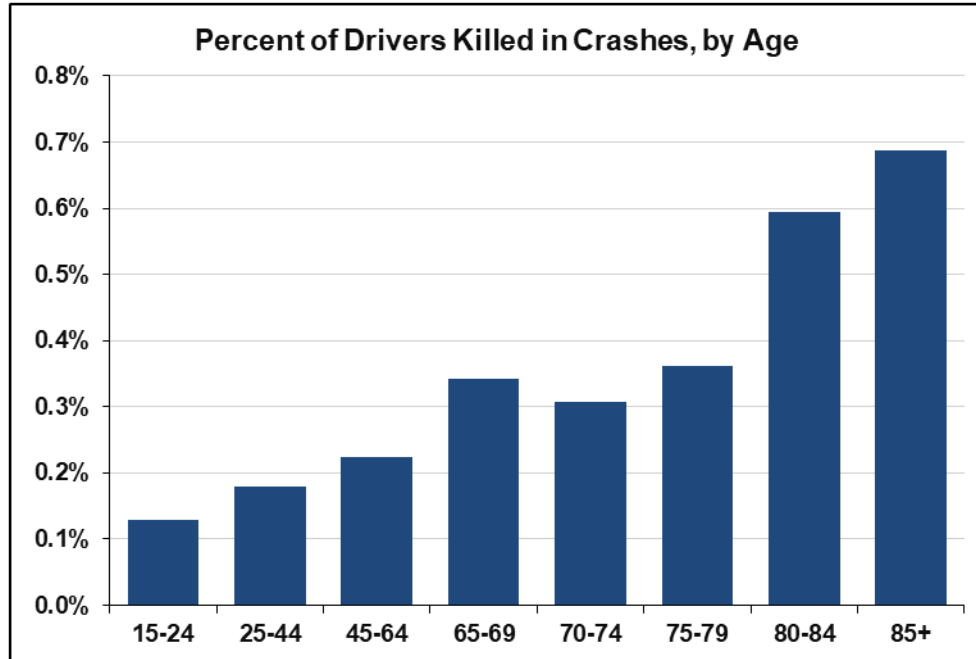
Evidence Considered

A total of 294 drivers age 65 and older were involved in fatal crashes in North Carolina during 2019, a decrease of 15 fatal crashes from 2018. However, the 5-year moving average suggests a steady rise in older driver fatal crashes, as shown in the figure below.



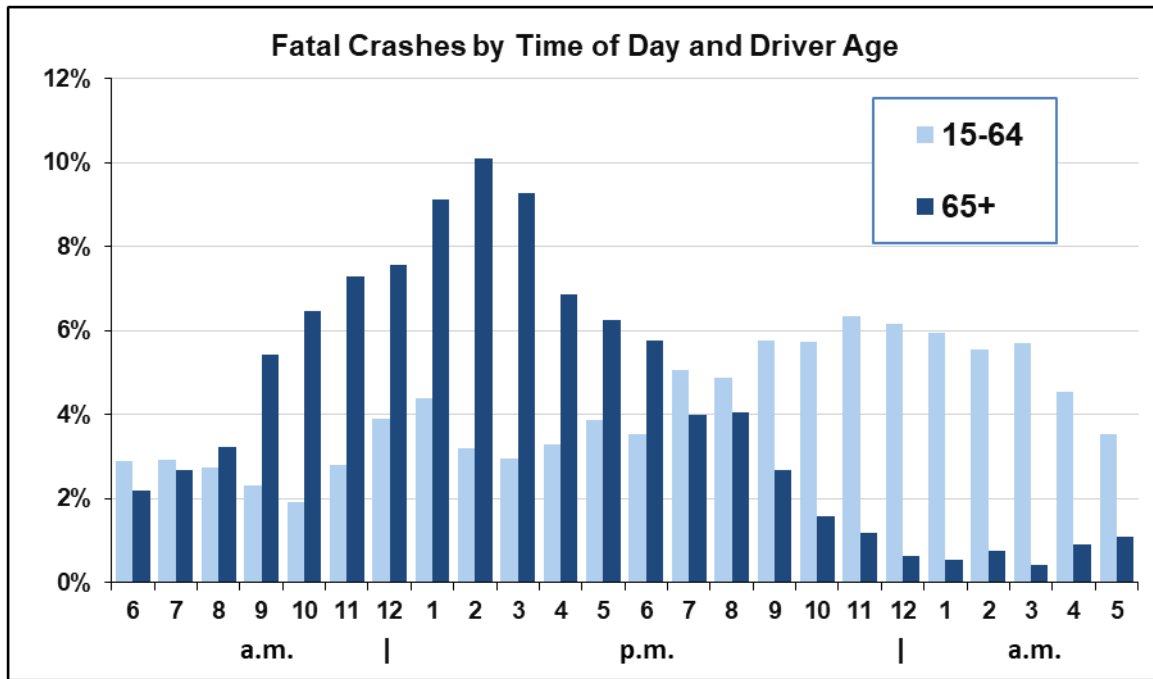
Source: FARS, 2010–2019.

Older drivers accounted for 15.2 percent of all fatal crashes in North Carolina during 2019. When older drivers are involved in a crash, they are more likely than their younger counterparts to be killed. The next figure shows the percent of crash-involved drivers in North Carolina who were killed, based on the age of the driver. Older drivers have an increased risk of being killed in a crash, especially at age 80. Drivers 80 and older are five times more likely to be killed if involved in a crash than are the youngest drivers (i.e., those ages 15 to 24). To a large degree, this reflects the increasing fragility of older persons.



Source: North Carolina Motor Vehicle Crash Data, 2019.

Among older drivers in fatal crashes between 2015 and 2019, approximately two-thirds (69 percent) were male. Almost 60 percent of older driver fatal crashes occurred on rural roads. Fatal crashes of older and younger drivers differ by time of day, as shown in the next figure. For drivers ages 15 to 64, fatal crashes are highest at nighttime between 9:00 p.m. to 3:59 a.m. For drivers age 65 and older, crashes are highest in the early afternoon, peaking at 2 p.m. Fatal crashes at nighttime are rare among older drivers.



Source: FARS, 2015–2019.

The table below lists the 39 counties with the highest number of older drivers involved in fatal crashes from 2015 to 2019. The counties with the highest numbers of fatal crashes during this period were Mecklenburg, Guilford, Wake, Buncombe and Forsyth. These counties all have large populations. The table also shows the fatal crash rate per 10,000 population for drivers 65 and older. Columbus, Yadkin, Sampson, Robeson, Pender and Lincoln counties have a particularly high per capita crash rate for older drivers. In total, the 39 counties listed in the table account for 69 percent of all older drivers in North Carolina involved in fatal crashes during the five-year period.

Older drivers (65+) involved in fatal crashes, 2015-2019

County	Older drivers involved in fatal crashes	Rate per 10,000 population	% of all 65+ drivers involved in fatal crashes
Mecklenburg	61	0.95	4.37%
Guilford	50	1.20	3.58%
Wake	49	0.76	3.51%
Buncombe	44	1.64	3.15%
Forsyth	38	1.25	2.72%
Cumberland	33	1.53	2.37%
Robeson	33	3.26	2.37%
Brunswick	29	1.34	2.08%
Rowan	26	2.07	1.86%
Johnston	25	1.79	1.79%
Randolph	25	1.94	1.79%
Union	25	1.63	1.79%
Lincoln	24	3.09	1.72%
New Hanover	24	1.16	1.72%
Cleveland	23	2.44	1.65%
Columbus	23	4.22	1.65%
Gaston	23	1.26	1.65%
Harnett	23	2.62	1.65%
Haywood	23	2.83	1.65%
Catawba	22	1.53	1.58%
Nash	21	2.30	1.51%
Pitt	21	1.74	1.51%
Cabarrus	20	1.38	1.43%
Davidson	20	1.31	1.43%
Moore	20	1.48	1.43%
Wayne	20	1.94	1.43%
Durham	19	0.93	1.36%
Sampson	19	3.33	1.36%
Surry	19	2.61	1.36%
Burke	18	1.91	1.29%
Iredell	18	1.24	1.29%
Pender	18	3.08	1.29%
Alamance	17	1.15	1.22%
Henderson	17	1.07	1.22%
Onslow	17	1.71	1.22%
Rockingham	16	1.71	1.15%
Yadkin	16	4.21	1.15%
Lee	15	2.94	1.08%
Rutherford	15	2.02	1.08%

Source: FARS, 2015-2019.

Older Driver Summary

Fatal crashes involving drivers age 65 and older have steadily increased over the past decade. Moreover, when older drivers are involved in a crash, they are much more likely than their younger counterparts to be killed. Older driver crashes are most common among males on rural roads during the afternoon. The counties in North Carolina that account for the most older driver fatal crashes are Mecklenburg, Guilford, Wake, Buncombe and Forsyth. Columbus, Yadkin, Sampson, Robeson, Pender and Lincoln counties are notable for having a high rate of older driver fatal crashes per capita.

The population of drivers age 65 and older is expected to rise in North Carolina over the next decade. For this reason, it is important that North Carolina adopt a comprehensive approach to reduce crashes involving older drivers.

Countermeasures and Funding Priorities

Since the spring of 2004, GHSP has collaborated with and helped support a statewide Senior Driver Safety Coalition (SDSC). The Coalition assists NC's growing population of older adults in driving safely for as long as possible and provides access to viable transportation alternatives when driving is no longer an option. With GHSP's support, the SDSC has developed www.ncseniordriver.org, a website to provide "one stop shopping" for information about older driver safety and resources in North Carolina. The website is a resource to the state's older drivers, family members of older drivers, physicians, law enforcement personnel, and others.

GHSP is a key part of the SDSC, which serves as the lead for older driver programs in NC, establishes goals for the state's older driver safety programs and facilitates coordination between groups responsible for older driver safety issues. Experts and/or community members representing older drivers serve on The Executive Committee for Highway Safety, the Impaired Driving Task Force and the Strategic HSP Implementation Committee. AARP is an active participant in many GHSP activities including the Safety City project done throughout the NC State Fair.

GHSP is working closely with East Carolina University Occupational Therapy Program on a NHTSA-funded project to promote Highway Safety Program Guideline (HSPG) No. 13. The demonstration program will focus on improving access for medically at-risk older drivers to obtain a comprehensive driving evaluation and to provide education to law enforcement personnel about older driver issues.

Finally, many of the interventions and projects described in this Highway Safety Plan are in counties with a burgeoning number of older drivers, such as Buncombe, Wake and Brunswick counties.

Media Plan

GHSP will seek opportunities with older driver partners to draw media attention to the increasing issue of older driver safety, particularly in counties where older driver involved crashes are most prevalent. GHSP does not have any planned media events or advertising focused on older drivers scheduled for FY2021 or FY 2022 but will evaluate opportunities in the coming months. GHSP will also explore non-traditional media opportunities such as utilizing social media platforms to bring attention and awareness to older driver safety.

FY2022 Older Drivers Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address older driver safety. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA’s Countermeasures that Work).

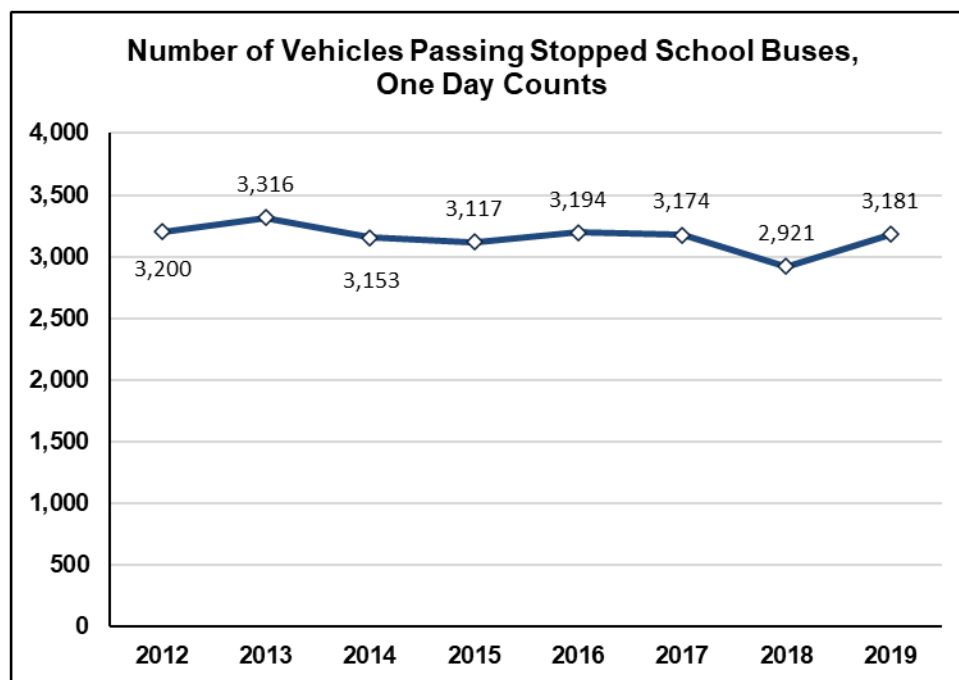
Agency:	University of North Carolina at Chapel Hill Highway Safety Research Center
Project Number:	SA-22-09-06
Project Title:	Senior Driver Information Center
Project Description:	This continuing project supports the statewide Senior Driver Safety Coalition, and supports website to educate older adults and their families about ways aging can affect driving, steps that individuals and families can take to keep driving safer and longer, what resources are available, and how to access these services. CMTW: Chapter 7, Section 1.2

School Bus Safety

All school systems have developed procedures to ensure that children can safely board and disembark from school buses. This is because most school bus-related fatalities take place in the 10-foot area around a school bus where children can be difficult to see.

North Carolina has a School Bus Stop Law that requires drivers to come to a complete stop when a school bus is displaying its mechanical stop sign or flashing red lights. Unfortunately, drivers do not always comply with the stop requirements. Fourteen years of data compiled by the North Carolina Department of Public Instruction (DPI) show that approximately 3,000 vehicles per day pass a stopped school bus in North Carolina, endangering the lives of children.

The DPI School Transportation Section coordinates an annual count of school bus stop arm violations during a single day in March each year. As shown in the figure below, there were 3,181 incidents recorded statewide during the single day count in 2019. (Violation counts did not take place in 2020 due to COVID-19 and school closures.) In each case, a moving vehicle passed a stopped school bus when the lights were flashing and the stop arm was extended. The passing vehicle was going the opposite direction (approaching the bus from the front) in 2,237 cases; the vehicle was going in the same direction (approaching the bus from the rear) in 944 cases. Approximately 3,000 stop arm violations have been observed and recorded each year since 2012. Every such incident runs the risk of injuring or killing a child getting on or off a school bus.



Source: North Carolina School Bus Safety Web Stop Arm Violation Statistics.

Camera systems have been developed that can combat school bus stop arm violations by capturing these illegal passing events. Installed on buses, the cameras record critical information such as the vehicle make, model and license number, as well as an image of the offending driver. These are all

required elements for successfully prosecuting stop arm violations in North Carolina. A law passed in 2017 authorizes the use of video evidence for issuing violations for passing a stopped school bus. The penalty for a first offense is \$400 and rises to \$750 for a second violation and \$1,000 for each subsequent violation.

In 2012, GHSP provided funds to DPI to conduct a stop-arm camera pilot program. Subsequently, the North Carolina General Assembly provided \$690,000 in funding to deploy stop arm cameras throughout the state beginning with the 2013–2014 school year. This funding has continued annually and provides cameras based on need to local education agencies (LEA's) in North Carolina. According to local education officials, more than 1,600 out of 13,172 school buses are equipped with a stop arm violation camera system.

Federal standards do not require seat belts, except for the driver, on large buses with Gross Vehicle Weight Ratings (GVWR) of more than 10,000 pounds. School buses rely on strong, closely spaced, well-padded, energy absorbing seats and higher seat backs to "compartmentalize" and protect passengers during a crash. This compartmentalization, along with the size and construction of school buses, make them very safe vehicles.

School Bus Safety Countermeasures and Funding Priorities

Though compartmentalization works very well in frontal and rear-end crashes, additional protection is needed to keep school bus riders in their seats during side impacts and rollovers. A January 2020 rollover crash occurred in Columbus County resulting in eight children being hospitalized, two in serious condition. DPI has conducted two pilot projects, one in 2003 and another in 2007, looking at the feasibility and acceptance of lap/shoulder belts on school buses. In 2016, DPI began implementing a coordinated rollout of nearly 200 buses fully equipped with lap shoulder belts in 13 counties. DPI is also coordinating an evaluation of the lap/shoulder belt rollout to identify national seat belt implementation best practices, develop technical assistance resources for local education agency implementation, and study seatbelt implementation impacts for students and drivers.

Media Plan

GHSP will seek opportunities with school bus safety partners to draw media attention to school bus safety issues related to bus passengers and children in the "danger zone" around the school bus since this is where most school bus related fatalities take place. GHSP, in partnership with DPI, will explore social media opportunities to increase awareness of National Back To School Safety Month and National School Bus Safety Week to bring attention and awareness to school bus safety.

NC STATE UNIVERSITY

PASSING A STOPPED SCHOOL BUS IS AGAINST THE LAW!

YELLOW Lights Flashing:
SLOW DOWN

RED Lights Flashing:
STOP

Children Crossing:
WAIT

Bus Moving:
PROCEED WITH CAUTION

Be Patient Stay Alert Save A Life!

Center for Urban Affairs and Community Services

FY2022 School Bus Safety Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address school bus safety. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document.

Agency:	Department of Public Instruction (Transportation Services)
Project Number:	SB-22-10-01
Project Title:	School Travel Safety
Project Description:	This ongoing project funds school bus safety education to school district staff and the public to improve the safety of every student that rides the school bus.

Communications (Media)

According to NHTSA's *Countermeasures that Work*, high visibility enforcement is one of the most effective approaches for reducing impaired driving and seat belt nonuse. The "high visibility" aspect of campaigns such as *Click It or Ticket* and *Booze It & Lose It* is key because the largest benefit comes from deterring the general driving population from violating traffic safety laws. When drivers believe impaired driving or seat belt non-use is likely to be detected and violators punished, fewer will engage in these high-risk behaviors. To ensure the general driving population is aware of law enforcement campaigns, they must be highly visible and publicized extensively.

The GHSP Communications and Media plan specifically targets the occupant protection and alcohol-impaired driving efforts of these two campaigns, though GHSP communications efforts encompass other traffic safety concerns as well. North Carolina data show young males ages 21-34 are less likely to buckle up and are disproportionately involved in impaired driving crashes. Therefore, GHSP has focused many of our media efforts on this demographic and the plan is to continue that focus next year. GHSP is also targeting the 25 counties with the highest impaired driving crash rates and the 25 counties with the lowest seat belt use rates. All campaigns in these areas will include both paid and earned media. This includes an aggressive social media strategy involving digital video, internet radio, microtargeted social media advertising and digital display presence. In addition, GHSP uses targeted display video ads in venues such as movie theatres and Gas Station TV. To a lesser extent, GHSP also uses paid media to support pedestrian/bicycle safety and motorcycle safety activities.

In FY2020, GHSP created new advertising copy to compliment the digital and internet video strategy. This included two new ads each for *Booze It & Lose It* and *Click It or Ticket* featuring humorous themes and cartoon characters meant to appeal to young adults. In FY2021, adjustments were made to address driving during the COVID-19 pandemic. This included creating floor distance stickers with *Booze It & Lose It* messaging and doing social media and media outreach about the alarming number of traffic crashes seen during the crisis. A "Local Heroes" ad campaign focusing on seat belt use in selected counties, which had been postponed due to the COVID-19 pandemic, was finally launched in May 2021.

North Carolina will also participate in all national impaired driving mobilizations. A North Carolina specific public service announcement will be placed across the State during the holiday campaign (December 2021 – January 2022). Again, media will include outlets such as television, radio, digital media, internet radio, social media (Facebook, Instagram, Pandora, CBS Sports, AMLI, etc.) and out-of-home elements. Earned media will be gained from kickoff events as well as high visibility checkpoints throughout the campaigns.

In occupant protection, North Carolina will participate in the national *Click It or Ticket* mobilization in FY2022. Media will concentrate on counties and demographic groups which demonstrate low seat belt usage as described under the Occupant Protection program area. Paid media spots will convey an enforcement or social norming message to compliment the national media placement. Media will include outlets such as television, radio, digital media, internet radio, social media and out-of-home elements. Planned campaign kickoffs will precede the mobilizations.

GHSP will continue to use selected sports marketing opportunities to reach our target demographics. Previously, GHSP had commitments from all professional sports teams in North Carolina, all major

universities, NASCAR, eight of the nine minor league baseball clubs and Live Nation outdoor concert venues. This year, GHSP had planned to focus targeted marketing at several local venues frequented by this young male demographic including local music festivals, local automobile racetracks, and local and state sporting events. In FY2021, many of these events were cancelled because of the COVID-19 pandemic. Assuming these activities resume during FY2022, GHSP will create more focused marketing to this population by strategically marketing with sporting events with a focus on occupant protection and impaired driving.

In FY2022, GHSP plans to continue some of our most successful marketing opportunities and alliances. This includes marketing agreements with the NC High School Athletic Association, where the *Click It or Ticket* campaign has been a major partner; the NC Sheriffs Association, which includes many law enforcement partners who have not traditionally engaged in traffic safety; and the NC Association of Chiefs of Police, a group comprised of one of GHSP's main constituencies.

GHSP also plans to host the NC Traffic Safety Conference and Expo in FY2022. This conference, to be held in August in Raleigh, will host over 800 state and national highway safety specialists, with training courses in specific highway safety topics. In addition, GHSP has a grant with the NC State University Institute for Transportation Research & Education (ITRE) to host online trainings. In FY2020, ITRE hosted eight trainings on a variety of topics of interest to law enforcement, engineers, researchers and others.

GHSP plans in FY2022 to continue strong use of targeted social media that began in FY2019. For instance, GHSP will have targeted paid media on music sharing apps such as Pandora, social media platforms such as Instagram and others, and targeted ads on media tablets/channels such as ESPN, Men's Health magazine and others. We have expanded and integrated social media platforms such as Facebook, Instagram and Twitter as part of our daily community and public engagement practices. We anticipate using these resources to build social media buzz around safe-driving initiatives on a continual basis.

Pedestrian and bicycle media efforts will focus on awareness of the "Watch for Me" campaign. Paid media will include sidewalk stenciling, transit signage and other out-of-home elements. Motorcycle safety awareness media efforts will include extensive social media, outreach to motorcycle clubs and marketing opportunities in conjunction with selected motorcycle events promoting the training classes offered through the *BikeSafeNC* program.

FY2022 Communications (Media) Projects

The following section outlines projects that are currently approved by the review team and officially part of the original submission of the FY2022 North Carolina Highway Safety Plan to address communications/media. A listing of all projects, including the funding level and source, can be found in the Cost Summary at the end of this document. (Note: CMTW = NHTSA's Countermeasures that Work).

Agency:	Governor's Highway Safety Program
Project Number:	AL-22-02-01 M5PEM-22-15-01
Project Title:	GHSP In-House Impaired Driving Media Buys
Project Description:	This ongoing project funds media campaigns to address impaired driving issues. This project will also fund marketing efforts associated with sporting and other events. GHSP plans to continue outreach efforts regarding impaired driving with

a media placement campaign during each enforcement period. These campaigns may include TV, radio or other advertising as appropriate. As part of the plan, GHSP funds NC DOT to utilize their agency of record to (pending GHSP approval) supply media buys, placement, and statewide distribution of our message during and between campaigns using data driven methods.
CMTW: Chapter 1, Section 2.1, 2.2 and 5.2

Agency: Governor's Highway Safety Program
Project Number: OP-22-04-01 M1X-22-13-01
Project Title: GHSP In-House Occupant Protection Media Buys
Project Description: This ongoing project funds media campaigns to address occupant protection issues. This project will also fund marketing efforts associated with sporting and other events. GHSP will continue occupant protection outreach efforts with a media placement campaign during each enforcement period. These campaigns may include TV, radio or other advertising as appropriate. As part of the plan, GHSP funds NC DOT to utilize their agency of record to (pending GHSP approval) supply media buys, placement, and statewide distribution of our message during and between campaigns using data driven methods.
CMTW: Chapter 2, Section 3.1 and 3.2

Agency: Governor's Highway Safety Program
Project Number: FHPE-22-17-01
Project Title: GHSP In-House Pedestrian Safety Media Buys
Project Description: This is an ongoing project funds for a media campaign to address bicycle and pedestrian safety and to advance the work of the "Watch for Me" campaign. GHSP will fund outreach efforts regarding bicycle and pedestrian safety with a media placement campaign such as TV, radio, or other advertising as appropriate. As part of the plan, GHSP funds NC DOT to utilize their agency of record to (pending GHSP approval) supply media buys, placement, and distribution of our message using data-driven methods.
CMTW: Chapter 8, Section 4.5; Chapter 9, Section 4.2

Evidence-based Traffic Safety Enforcement Program (TSEP)

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

Data-driven Problem Identification

GHSP conducts an extensive problem identification process to develop and implement the most effective and efficient plan for the distribution of federal funds. Several data sources are examined to give the most complete picture of the major traffic safety problems in the state. These include, but are not limited to, Fatal Analysis Reporting System (FARS) data, North Carolina Traffic Crash Data, State Data Systems (SDS) data, NC Judicial Branch adjudication data, and seat belt use observational surveys. The problem identification process ensures that funded initiatives address the most critical crash, fatality, and injury problems within the state. This process also provides appropriate criteria for designating funding priorities and setting benchmarks for the administration and evaluation of the Highway Safety Plan.

This data analysis process allows us to identify which drivers or other road users are overrepresented in crashes, and to determine when (day vs. night, weekday vs. weekend) and where (counties and cities, urban vs. rural roads) crashes are occurring. Behavioral measures, such as alcohol impairment and seat belt non-use, are also examined.

Other groups of experts such as the Impaired Driving Task Force, Occupant Protection Task Force, and Traffic Records Coordinating Committee advise GHSP on data-driven goals and outcomes and provide formal and informal recommendations on funding priorities.

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

Selection of Evidence-based Countermeasures

To address these problem areas and to meet North Carolina's goals for FY2022, GHSP focuses on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities, including evidence-based high visibility enforcement, communications activities and effective policy change. To assist in this process, GHSP uses the 9th Edition of NHTSA's *Countermeasures that Work* (CMTW). CMTW was designed to assist State Highway Safety Offices in selecting evidence-based countermeasures for addressing major highway safety problem areas.

Countermeasures will include high-visibility enforcement of alcohol, speed, and occupant protection laws using enforcement checkpoints and saturation patrols. These enforcement efforts will be well-publicized to the driving public through comprehensive media plans.

Continuous Monitoring

To ensure law enforcement projects remain committed to their stated plans, GHSP Specialists use various tracking mechanisms to monitor the progress of each project. Each funded agency must submit quarterly progress reports to document whether the goals and outcomes of each project are met. Projects are required to report on activities such as monthly enforcement actions taken, educational programs delivered and hours worked. During each statewide enforcement campaign, GHSP requires law enforcement agencies with grant funding to report their engagement activities online every week, including checkpoint and saturation patrol activities, the locations and times worked, the number of officers present, and other relevant information. This monitoring allows GHSP to adjust an agency's enforcement plans in sufficient time to provide the greatest use of resources to address targeted traffic safety problems.

High Visibility Enforcement Strategies

High Visibility Enforcement (HVE) is a traffic safety approach designed to deter unlawful traffic behaviors. HVE involves checkpoints, saturation patrols, and other proactive law enforcement activities targeting a specific traffic safety issue. These efforts are combined with paid and earned media and other forms of public awareness to educate the public and to promote voluntary compliance with the law. According to NHTSA's *Countermeasures that Work*, high visibility enforcement is one of the most effective approaches for reducing impaired driving, speeding and seat belt nonuse.

Impaired Driving

North Carolina has developed a comprehensive program to combat impaired driving and to maximize the likelihood of detecting, arresting and convicting impaired drivers. The State has implemented the *Booze It & Lose It* campaign every year since 1994. This is a statewide campaign stressing enforcement and public awareness and media coverage. Last year, law enforcement participation rates continued to be high despite the COVID-19 pandemic. The statewide participation rate for all highway safety campaigns was 87.6% (compared to 88.1% in 2019). Statewide participation in *Booze It & Lose It* campaigns averaged 88.6% of all law enforcement agencies (compared to 88.5% in 2019). GHSP continues to utilize an online reporting system for law enforcement agencies to report campaign activity. The system allows each department to enter their activity each week during any campaign and have their numbers immediately included in the statewide totals. GHSP uses a network of 11 Regional Law Enforcement Liaisons (LELs) working with up to 100 county coordinators (LECCs) to ensure full participation throughout the state. All law enforcement agencies funded by GHSP must participate in a minimum of one DWI checkpoint each month and in all high visibility enforcement campaigns.

Law enforcement officers in North Carolina use seven mobile breath-alcohol testing units, better known as "BAT Mobiles," to increase the efficiency of on-site DWI processing. The BAT Mobiles are fully functional DWI processing centers. Each BAT Mobile is equipped with evidentiary breath test instruments, a DRE evaluation room, cellular telephones, computers, officers' workstations, magistrates' work area, lavatory, DWI checkpoint signs, traffic cones, traffic vests, search batons, screening test devices and all other necessary equipment and supplies for processing DWI suspects. Since its inception in 1996, the BAT Mobile program has played a major role in assisting law enforcement officers at DWI checking stations and in raising awareness of the dangers of impaired driving at education and safety events. Each year, the BAT Program receives approximately 450 - 500 requests to participate in enforcement and educational events. Approximately 35% of those requests are for educational events that promote safety across the state. Each BAT mobile unit displays the logos of "Booze It & Lose It" and ".08 It's The Law."

GHSP's annual *Booze It & Lose It* campaigns are the most intense periods of enforcement activities for the BAT Mobiles. Typically, these campaigns are conducted when drinking and driving is most frequent, including the Saint Patrick's Day period, the weeks surrounding the July Fourth holiday, Labor Day holiday, Halloween period, and the pre-Christmas to New Year time period.

GHSP continues to establish DWI Enforcement Teams in counties that are overrepresented in alcohol-related crashes, injuries and fatalities. GHSP crafted the initiative to encourage law enforcement agencies in the identified counties to focus their enforcement efforts on days and times that impaired drivers are most likely to be on the roadways—typically Thursday, Friday, and Saturday nights between

10 p.m. and 6 a.m. During FY2020, GHSP provided Section 402 and Section 405 funds to support DWI Enforcement Teams in Forsyth, Guilford, Mecklenburg, Onslow, Union, Robeson, Wake and Wayne counties. Collectively, these eight counties accounted for 30% of the alcohol-related fatalities in North Carolina during the past five years, and they include the five counties with the highest number of fatalities. These agencies have set goals to reduce the number of alcohol-related crashes and fatalities, increase the number of officers trained to use breath testing equipment and administer field sobriety tests, and educate the public about the dangers of driving while impaired. GHSP also provided access to data and county maps in these communities to communicate the location of impaired driving crashes, injuries and fatalities, as well as the time of day and day of week that these are occurring.

During FY2022, North Carolina law enforcement agencies will conduct five impaired driving campaigns:

- Halloween *Booze It & Lose It* (October 25-31, 2021)
- Holiday *Booze It & Lose It* (December 13, 2021 – January 2, 2022)
- St. Patrick's Day *Booze It & Lose It* (March 17-20, 2022)
- *Booze It & Lose It: Operation Firecracker* (June 27 – July 10, 2022)
- Labor Day *Booze It & Lose It* (August 29 – September 11, 2022)

Occupant Protection

Research shows that seat belts are the single most important safety device for reducing injuries and fatalities for vehicle occupants during a crash. North Carolina has developed a comprehensive program that combines law enforcement and increased public awareness to enforce the State's occupant protection laws. The nationwide *Click It or Ticket* program, first developed in North Carolina more than 25 years ago, is one of North Carolina's best tools for increasing belt use. GHSP remains committed to encouraging every North Carolinian to buckle up during every trip—day and night.

In addition to participation in the *Click It or Ticket* mobilizations conducted each spring and fall, GHSP law enforcement grantees are required to conduct a minimum of one nighttime seat belt enforcement effort each month. GHSP also encourages nighttime seat belt enforcement in counties that are overrepresented in unbelted fatalities. GHSP educates law enforcement agencies on the importance of improving seat belt compliance rates and their role in reducing unrestrained fatalities and injuries. GHSP provided law enforcement agencies a guide with descriptions of both the Child Passenger Safety Law and the Seat Belt Law. This guide gives law enforcement officers, particularly those with little to no training in child passenger safety, a clear outline of how to enforce the law.

To increase occupant protection enforcement and to improve seat belt usage rates in North Carolina, GHSP partnered with the North Carolina State Highway Patrol to conduct Special Operation Projects in designated high-risk counties. Selected enforcement days and times corresponded with data that showed when unrestrained fatalities were occurring. The Special Operation Projects in FY2020 covered Alamance, Buncombe, Cumberland, Davidson, Forsyth, Gaston, Guilford, Harnett, Johnston, Mecklenburg, Nash, Pender, Robeson and Wake counties. Due to the COVID-19 pandemic, enforcement efforts were somewhat inhibited. However, these efforts resulted in 864 seat belt and 24 child passenger safety citations. A total of 1,335 charges were made, including 58 for speeding. Overtime enforcement was conducted for a total of 969 hours.

During FY2022, North Carolina law enforcement agencies will conduct three occupant protection campaigns:

- Thanksgiving *Click it or Ticket* (November 22 – 28, 2021)
- Spring *Click it or Ticket* (May 23 - June 5, 2022)
- Child Passenger Safety Week (September 18-25, 2022)

Speeding

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

In FY2020, GHSP funded six new projects providing traffic safety officers to supplement existing traffic teams or to create new teams. In FY2021, GHSP continued funding for those and an additional four projects providing traffic safety officers. In addition, GHSP provided one overtime grant to provide increased speeding and seat belt enforcement. For all teams, speed enforcement in high crash corridors was part of the traffic safety team’s day-to-day duties.

GHSP encourages counties to adopt systematic approaches to identify priority roads. The Vision Zero Analytics project, funded by GHSP, provides data and county maps, crash information and spot location data to agencies in the top 20-25 counties that are overrepresented in speeding fatalities. Additionally, GHSP promotes training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement strategies. GHSP has continued its long-standing partnership with the North Carolina Justice Academy to provide training in crash investigation and speed measuring instrument certification to law enforcement officers statewide. GHSP has a marketing opportunity with the NC Sheriffs Association to market GHSP programs to participants in the annual NC Sheriff’s Leadership Institute, and another with the NC Association of Chiefs of Police to market GHSP programs at the annual conference and regional meetings.

Equipment and Software/IT Requests of \$5,000 or More

Equipment Requests of \$5,000 or More					
Project number	Agency	Quantity	Description	Unit Amount	Total Amount
M5BAC-22-15-01	FTA-BAT	2	Portable Fingerprint photo capture device and software	\$12,000	\$24,000
M5TR-22-15-01	FTA-DRE	1	IPTM Medical Foundation of Visual Systems Testing Training Program	\$10,500.00	\$10,500
M3DA-22-14-05	Town of Haw River	2	Mobile Data Terminals	\$6,000	\$12,000
PT-22-06-29	Edgecombe County Sheriff's Office	1	Patrol Vehicles with Upfit of Emergency Lighting, Siren, Radio, Console, etc.	\$35,000	\$35,000
PT-22-06-29	Edgecombe County Sheriff's Office	1	Mobile Data Terminals	\$6,000	\$6,000
PT-22-06-29	Edgecombe County Sheriff's Office	1	In-Car Video System	\$6,000	\$6,000
PT-22-06-34	Durham County Sheriff's Office	3	Patrol Vehicles with Upfit of Emergency Lighting, Siren, Radio, Console, etc.	\$35,000	\$105,000
PT-22-06-34	Durham County Sheriff's Office	3	Mobile Data Terminals	\$6,000	\$18,000
PT-22-06-34	Durham County Sheriff's Office	3	In-Car Video System	\$6,000	\$18,000
PT-22-06-31 M11MT-22-16-09	Garner Police Department	1	Bike Safe Motorcycle	\$30,000	\$30,000
PT-22-06-31 M11MT-22-16-09	Garner Police Department	1	Mobile Data Terminals	\$6,000	\$6,000
PT-22-06-31 M11MT-22-16-09	Garner Police Department	1	Video System	\$6,000	\$6,000
M11MT-22-16-08	Lenoir County Community College	1	Heavy Duty Enclosed Trailer	\$7,025	\$7,025

Equipment and Software/IT Requests of \$5,000 or More

Equipment Requests of \$5,000 or More					
Project number	Agency	Quantity	Description	Unit Amount	Total Amount
PT-22-06-32	Nashville Police Department	1	Patrol Vehicles with Upfit of Emergency Lighting, Siren, Radio, Console, etc.	\$35,000	\$35,000
PT-22-06-32	Nashville Police Department	1	Mobile Data Terminals	\$6,000	\$6,000
PT-22-06-32	Nashville Police Department	1	In-Car Video System	\$6,000	\$6,000
PT-22-06-03	New Hanover County Sheriff's Office	2	Light Tower and Generator	\$8,000	\$16,000
PT-22-06-05	Orange County Sheriff's Office	2	In-Car Video System	\$6,000	\$12,000
PT-22-06-06	Rockingham Police Department	3	In-Car Video System	\$6,000	\$18,000
PT-22-06-30	Wake County Sheriff's Office	3	Patrol Vehicles with Upfit of Emergency Lighting, Siren, Radio, Console, etc.	\$35,000	\$105,000
PT-22-06-30	Wake County Sheriff's Office	3	Mobile Data Terminals	\$6,000	\$18,000
PT-22-06-30	Wake County Sheriff's Office	3	In-Car Video System	\$6,000	\$18,000
PT-22-06-10	Columbus Police Department	2	In-Car Video System	\$5,000	\$10,000
PT-22-06-09	Marion Police Department	2	In-Car Video System	\$6,000	\$12,000
PT-22-06-04	Tarboro Police Department	1	In-Car Video System	\$6,000	\$6,000
PT-22-06-01	Governor's Highway Safety Program	TBD	In-Car Video System	\$6,000	\$225,000
PT-22-06-01	Governor's Highway Safety Program	TBD	DWI Simulators	\$23,000	\$250,000
PT-22-06-01	Governor's Highway Safety Program	TBD	Crash Data Recorder Kits	\$7,300	\$75,000
M5BAC-22-15-03	NC Department of Justice-North Carolina State Bureau of Investigation Crime Lab	3	Liquid Chromatograph Upgrade for LC/Q-TOF Instruments	\$79,927	\$239,781

Equipment and Software/IT Requests of \$5,000 or More

Equipment Requests of \$5,000 or More					
Project number	Agency	Quantity	Description	Unit Amount	Total Amount
M5BAC-22-15-03	NC Department of Justice-North Carolina State Bureau of Investigation Crime Lab	1	Single TurboVap (Nitrogen) Generator	\$9,664	\$9,664
M5BAC-22-15-03	NC Department of Justice-North Carolina State Bureau of Investigation Crime Lab	1	Double TurboVap (Nitrogen) Generator	\$13,153	\$13,153
M5TR-22-15-01	FTA-DRE	1	DRE web-based call-out system	\$7,500.00	\$7,500
AL-22-02-03	FTA-Science	1	Training and Certification Database Software Solution	\$115,000.00	\$115,000
AL-22-02-03	FTA-Science	1	Acadis Budgeting and Forecast Module	\$30,000.00	\$30,000
AL-22-02-03	FTA-Science	1	Acadis Software Solutions Annual Renewal Fee	\$141,000.00	\$141,000
M3DA-22-14-01 SA-22-09-04	NCSU ITRE	1	BI Site License (Prorate)	\$22,000	\$22,000
M5BAC-22-15-02	New Hanover County Sheriff's Office	1	Trace 1310 Gas Chromatograph - Annual Service	\$5,500	\$5,500
MC-22-03-01	NC Department of Public Safety-SHP	1	Bike Safe Website Maintenance	\$15,000	\$15,000
MC-22-03-01	NC Department of Public Safety-SHP	1	Bike Safe Website Upgrade	\$5,000	\$5,000

Software/IT Requests of \$5,000 or More					
Project number	Agency	Quantity	Description	Unit Amount	Total Amount
SB-22-10-01	NC DPI Transportation Services	1	Website Development and Maintenance	\$23,000	\$23,000
M3DA-22-14-01 SA-22-09-04	NCSU ITRE	1	Hosting/Cloud Services-Azure Cloud Services	\$9,000	\$9,000
M3DA-22-14-01 SA-22-09-04	NCSU ITRE	1	Hardware/Software-Licenses for Alteryx Designer, Tableau Desktop, ArcGIS Server/Desktop Licenses, SQL Server	\$7,150	\$7,150
PA-22-01-01	Governor's Highway Safety Program	1	Enterprise Business Service (EBS)	\$90,649	\$90,649
SA-22-09-02	Governor's Highway Safety Program	1	Traffic Safety Conference Website and App	\$50,000	\$50,000
M5BAC-22-15-03	NC Department of Justice-North Carolina State Bureau of Investigation Crime Lab	3	Preventative Maintenance/Service Contracts for LC/Q-TOF Instruments	\$49,450	\$148,350

All equipment purchased will meet Buy America guidelines and state procurement procedures. Furthermore, all equipment purchased will be associated with enforcement, data enhancement, and reporting grants. Specific use of the equipment and software included in the above listed table are included within the grants. GHSP understands equipment purchased with federal funds must be associated with a grant and highway safety activity.

Regional LEL Grants

Regional Law Enforcement Liaisons play a vital role in encouraging and coordinating online campaign reporting throughout the state. Regional LEL's are provided funding for travel, training, County Coordinator meetings, and the purchase of equipment to further highway safety efforts within their respective regions. Regional LEL's have requested the following types of traffic safety equipment in FY2022:

- **In-Car Video Systems:** The successful adjudication of traffic safety violations is vital. The installation of in-car cameras assists traffic officers retain critical evidence necessary to secure a conviction in court. In addition, the camera systems ensure accountability on the part of both the officer and the citizen during a traffic stop, thus increasing support and trust for traffic enforcement activities. The camera systems further provide training opportunities and strategies.
- **Mobile Data Terminals:** The use of electronic crash reporting allows for more accurate and timely data to be made available to the North Carolina Division of Motor Vehicles. More

accurate and timely data provides for the ability to recognize and identify traffic safety concerns more readily. Mobile data terminals ensure that officers have the use of E-Citation for citing traffic violations and provides more timely and accurate arrest data.

GHSP STEP Program

The Governor's Highway Safety Program (GHSP) conducts various enforcement efforts throughout the year, including several *Booze It & Lose It* and *Click It or Ticket* campaigns. GHSP encourages law enforcement agencies to participate and report their citation totals via online reporting on a weekly basis during each campaign as well as other times during the year. Agencies are evaluated at the end of the year for their participation and reporting. Based on a demonstrated need, agencies may then request specific equipment to assist GHSP in achieving their goals in the reduction of alcohol, speed, or unrestrained fatalities. Equipment made available to participating law enforcement agencies through the GHSP STEP Program is included in this equipment list. The actual number of items to be purchased will not be known until the resource allocation phase of the program is implemented following the onset of the fiscal year. Once equipment is identified, a request with specific totals will be forwarded to NHTSA for approval prior to purchase. GHSP allocates funding for such purchases within the GHSP STEP Program grant. The following equipment is available:

- **Driving While Impaired Simulators:** Impaired driving fatalities rose in 2018 and the long-term trend suggests a gradual rise. Education regarding the risks related to impaired driving is crucial to addressing this traffic safety issue. DWI simulators are an effective tool to further educate the public regarding the consequences of effects of alcohol on driving and further attempt to reduce impaired driving fatalities. DWI simulators allow a driver to experience the effects of driving impaired through virtual reality.
- **Crash Data Recorders:** Vehicle crash data is data stored in the vehicle's safety system after a crash. This data is an important evidentiary component to be collected and evaluated as part of a vehicle crash investigation. The crash data is unbiased, proven, accurate and defensible. When examined along with other available physical evidence from a crash, the vehicle crash data provides a much clearer understanding of what happened before, during, and after the crash so that effective countermeasures can be put in place to reduce the likelihood of future crashes.
- **In-Car Video Systems:** The successful adjudication of traffic safety violations is vital. The installation of in-car cameras assists traffic officers retain critical evidence necessary to secure a conviction in court. In addition, the camera systems ensure accountability on the part of both the officer and the citizen during a traffic stop, thus increasing support and trust for traffic enforcement activities. The camera systems further provide training opportunities and strategies.

Cost Summary

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

State: North Carolina Highway Safety Plan Cost Summary

Page: 1

2022-HSP-1

Report Date: 06/15/2021

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	PA-2022-01-01-00	GHSP IN-HOUSE PLANNING & ADMINIS	\$0.00	\$323,135.00	\$0.00	\$323,134.00	\$323,134.00	\$0.00
	Planning and Administration Total		\$0.00	\$323,135.00	\$0.00	\$323,134.00	\$323,134.00	\$0.00
Alcohol								
	AL-2022-00-00-00	ID FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
	AL-2022-02-01-00	NCDOT COMMUNICATION-BILI MEDIA	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	AL-2022-02-02-00	APEX POLICE DEPARTMENT-DWI	\$0.00	\$25,779.00	\$0.00	\$60,150.00	\$60,150.00	\$0.00
	AL-2022-02-03-00	NCDHHS-SCIENCE PROGRAM	\$0.00	\$0.00	\$0.00	\$1,596,505.00	\$1,596,505.00	\$0.00
	AL-2022-02-05-00	CHARLOTTE-MECKLENBURG PD-DWI	\$0.00	\$603,602.00	\$0.00	\$201,201.00	\$201,201.00	\$0.00
	AL-2022-02-06-00	GUILFORD COUNTY-DWI TASK FORCE	\$0.00	\$442,510.00	\$0.00	\$147,504.00	\$147,504.00	\$0.00
	AL-2022-02-07-00	GUILFORD COUNTY-DWI TASK FORCE I	\$0.00	\$48,132.00	\$0.00	\$112,308.00	\$112,308.00	\$0.00
	AL-2022-02-08-00	STATESVILLE POLICE DEPARTMENT-DV	\$0.00	\$20,056.00	\$0.00	\$113,650.00	\$113,650.00	\$0.00
	AL-2022-02-09-00	BELMONT POLICE DEPARTMENT-DWI	\$0.00	\$8,442.00	\$0.00	\$47,838.00	\$47,838.00	\$0.00
	AL-2022-02-10-00	BUNCOMBE COUNTY	\$0.00	\$39,043.00	\$0.00	\$221,241.00	\$221,241.00	\$0.00
	AL-2022-02-11-00	UNC HSRC-IMPAIRED DRIVING 2.0	\$0.00	\$0.00	\$0.00	\$39,420.00	\$39,420.00	\$0.00
	AL-2022-02-12-00	NCDPS - ALE	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$0.00
	AL-2022-02-13-00	ROBESON COUNTY DA - DWI	\$0.00	\$0.00	\$0.00	\$157,950.00	\$157,950.00	\$0.00
	AL-2022-02-14-00	CAROLINAS MEDICAL CENTER	\$0.00	\$0.00	\$0.00	\$87,560.00	\$87,560.00	\$0.00
	Alcohol Total		\$0.00	\$1,187,564.00	\$0.00	\$3,299,328.00	\$3,299,328.00	\$0.00
Motorcycle Safety								
	MC-2022-03-01-00	NCDPS - NCSHP BIKESAFE	\$0.00	\$0.00	\$0.00	\$187,256.00	\$187,256.00	\$0.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$187,256.00	\$187,256.00	\$0.00
Occupant Protection								
	OP-2022-04-01-00	NCDOT COMMUNICATIONS - CIOT MED	\$0.00	\$0.00	\$0.00	\$562,684.28	\$562,684.28	\$0.00
	OP-2022-04-02-00	MT AREA HEALTH EDU CENTER-SAFE K	\$0.00	\$0.00	\$0.00	\$212,688.00	\$212,688.00	\$0.00
	OP-2022-04-03-00	NCDPS - NCSHP CIOT OVERTIME	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	OP-2022-04-04-00	SOUTHEASTERN REGIONAL MEDICAL	\$0.00	\$0.00	\$0.00	\$45,919.00	\$45,919.00	\$0.00
	OP-2022-04-05-00	UNC HSRC - MOST OF US BUCKLE UP I	\$0.00	\$0.00	\$0.00	\$117,939.00	\$117,939.00	\$0.00
	OP-2022-04-06-00	NC JUDICIAL DEPARTMENT	\$0.00	\$0.00	\$0.00	\$118,094.00	\$118,094.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$1,207,324.28	\$1,207,324.28	\$0.00
Pedestrian/Bicycle Safety								
	PS-2022-05-02-00	TOWN OF CHAPEL HILL-PEDESTRAIN S	\$0.00	\$0.00	\$0.00	\$64,450.00	\$64,450.00	\$0.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$64,450.00	\$64,450.00	\$0.00

Police Traffic Services

PT-2022-06-01-00	GHSP IN-HOUSE - STEP PROGRAM	\$0.00	\$0.00	\$0.00	\$2,500,000.00	\$2,500,000.00	\$0.00
PT-2022-06-02-00	NEW BERN POLICE DEPARTMENT	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-03-00	NEW HANOVER COUNTY - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-04-00	TARBORO POLICE DEPARTMENT - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-05-00	ORANGE COUNTY - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-06-00	ROCKINGHAM POLICE DEPARTMENT - I	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-07-00	GUILFORD COUNTY - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-08-00	CHARLOTTE-MECKLENBURG POLICE DE	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-09-00	MARION POLICE DEPARTMENT - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-10-00	COLUMBUS POLICE DEPARTMENT - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-11-00	JACKSON COUNTY SHERIFF OFFICE - L	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-12-00	DARE COUNTY - LEL	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-13-00	DUNN POLICE DEPARTMENT	\$0.00	\$33,181.00	\$0.00	\$77,424.00	\$77,424.00	\$0.00
PT-2022-06-14-00	GARNER POLICE DEPARTMENT-TRAFFIC	\$0.00	\$34,978.00	\$0.00	\$34,979.00	\$34,979.00	\$0.00
PT-2022-06-15-00	SMITHFIELD POLICE DEPARTMENT-CRA	\$0.00	\$37,412.00	\$0.00	\$87,296.00	\$87,296.00	\$0.00
PT-2022-06-16-00	KNIGHTDALE POLICE DEPARTMENT	\$0.00	\$37,338.00	\$0.00	\$37,339.00	\$37,339.00	\$0.00
PT-2022-06-17-00	MOORESVILLE POLICE DEPARTMENT	\$0.00	\$86,465.00	\$0.00	\$86,466.00	\$86,466.00	\$0.00
PT-2022-06-18-00	MATTHEWS POLICE DEPARTMENT	\$0.00	\$47,589.00	\$0.00	\$111,042.00	\$111,042.00	\$0.00
PT-2022-06-19-00	UNION COUNTY - TRAFFIC ENFORCEME	\$0.00	\$56,202.00	\$0.00	\$131,138.00	\$131,138.00	\$0.00
PT-2022-06-20-00	CABARRUS COUNTY	\$0.00	\$102,217.00	\$0.00	\$102,217.00	\$102,217.00	\$0.00
PT-2022-06-21-00	GASTONIA POLICE DEPARTMENT-TRAFI	\$0.00	\$68,000.00	\$0.00	\$68,000.00	\$68,000.00	\$0.00
PT-2022-06-22-00	ROBESON COUNTY SHERIFF OFFICE	\$0.00	\$93,528.00	\$0.00	\$93,528.00	\$93,528.00	\$0.00
PT-2022-06-23-00	PENDER COUNTY SHERIFF OFFICE	\$0.00	\$30,160.00	\$0.00	\$70,374.00	\$70,374.00	\$0.00
PT-2022-06-24-00	COLUMBUS COUNTY SHERIFF OFFICE	\$0.00	\$36,177.00	\$0.00	\$84,412.00	\$84,412.00	\$0.00
PT-2022-06-25-00	NCDMV FISCAL SECTION	\$0.00	\$0.00	\$0.00	\$33,050.00	\$33,050.00	\$0.00
PT-2022-06-26-00	NC DEPARTMENT OF JUSTICE	\$0.00	\$0.00	\$0.00	\$158,835.00	\$158,835.00	\$0.00
PT-2022-06-27-00	CONCORD POLICE DEPARTMENT - OVE	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-28-00	DARE COUNTY	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-29-00	EDGEcombe COUNTY SHERIFF OFFICE	\$0.00	\$16,469.00	\$0.00	\$93,327.00	\$93,327.00	\$0.00
PT-2022-06-30-00	WAKE COUNTY - CRASH REDUCTION U	\$0.00	\$53,694.00	\$0.00	\$304,266.00	\$304,266.00	\$0.00
PT-2022-06-31-00	GARNER POLICE DEPARTMENT - BIKES	\$0.00	\$0.00	\$0.00	\$24,889.00	\$24,889.00	\$0.00
PT-2022-06-32-00	NASHVILLE POLICE DEPARTMENT	\$0.00	\$16,296.00	\$0.00	\$92,342.00	\$92,342.00	\$0.00
PT-2022-06-33-00	SALISBURY POLICE DEPARTMENT - OVI	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
PT-2022-06-34-00	DURHAM COUNTY SHERIFF - DWI	\$0.00	\$56,250.00	\$0.00	\$318,750.00	\$318,750.00	\$0.00
Police Traffic Services Total		\$0.00	\$805,956.00	\$0.00	\$4,859,674.00	\$4,859,674.00	\$0.00

Traffic Records

TR-2022-07-01-00	UNC HSRC - NC TRAFFIC SAFETY	\$0.00	\$0.00	\$0.00	\$61,486.00	\$61,486.00	\$0.00
TR-2022-07-02-00	UNC HSRC - TRAFFIC RECORDS ASSES	\$0.00	\$0.00	\$0.00	\$42,820.00	\$42,820.00	\$0.00
Traffic Records Total		\$0.00	\$0.00	\$0.00	\$104,306.00	\$104,306.00	\$0.00

Driver Education

DE-2022-08-01-00	UNC HSRC - NC TEEN DRIVER	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
Driver Education Total		\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00

Safe Communities

SA-2022-09-01-00	GHSP IN-HOUSE - PROGRAMS & OPERA	\$0.00	\$0.00	\$0.00	\$916,565.00	\$916,565.00	\$0.00
SA-2022-09-02-00	GHSP IN-HOUSE - MEDIA & EVENTS	\$0.00	\$0.00	\$0.00	\$668,550.00	\$668,550.00	\$0.00
SA-2022-09-03-00	UNC HSRC	\$0.00	\$0.00	\$0.00	\$6,013.00	\$6,013.00	\$0.00
SA-2022-09-04-00	NCSU - VISION ZERO	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$0.00
SA-2022-09-05-00	UNC HSRC - HSP & ANNUAL REPORT	\$0.00	\$0.00	\$0.00	\$130,655.00	\$130,655.00	\$0.00
SA-2022-09-06-00	UNC HSRC - SENIOR DRIVER	\$0.00	\$0.00	\$0.00	\$64,285.00	\$64,285.00	\$0.00
SA-2022-09-07-00	UNC HSRC - LAW ENFORCEMENT SURV	\$0.00	\$0.00	\$0.00	\$115,636.00	\$115,636.00	\$0.00
SA-2022-09-08-00	UNC HSRC - BUILDING CAPACITY FOR	\$0.00	\$0.00	\$0.00	\$288,681.00	\$288,681.00	\$0.00
SA-2022-09-09-00	UNIVERSITY HEALTH SYSTEM-DISTRAC	\$0.00	\$0.00	\$0.00	\$110,145.00	\$110,145.00	\$0.00
SA-2022-09-10-00	SADD	\$0.00	\$0.00	\$0.00	\$102,392.00	\$102,392.00	\$0.00
SA-2022-09-11-00	NCSU - CONFERENCE & EVENT SUPPOF	\$0.00	\$0.00	\$0.00	\$331,480.00	\$331,480.00	\$0.00
Safe Communities Total		\$0.00	\$0.00	\$0.00	\$2,755,402.00	\$2,755,402.00	\$0.00
Pupil Transportation Safety							
SB-2022-10-01-00	DPI TRANSPORTATION SERVICES-SCHI	\$0.00	\$0.00	\$0.00	\$39,500.00	\$39,500.00	\$0.00
Pupil Transportation Safety Total		\$0.00	\$0.00	\$0.00	\$39,500.00	\$39,500.00	\$0.00
FAST Act NHTSA 402 Total		\$0.00	\$2,316,655.00	\$0.00	\$12,915,374.28	\$12,915,374.28	\$0.00
FAST Act 405b OP High							
405b OP High							
M1X-2022-13-01-00	NCDOT COMMUNICATION-CIOT MEDIA	\$0.00	\$0.00	\$0.00	\$287,316.00	\$287,316.00	\$0.00
405b OP High Total		\$0.00	\$0.00	\$0.00	\$287,316.00	\$287,316.00	\$0.00
FAST Act 405b OP High Total		\$0.00	\$0.00	\$0.00	\$287,316.00	\$287,316.00	\$0.00
FAST Act 405b OP Low							
405b Low Public Education							
M2PE-2022-13-01-00	UNC HSRC - BUCKLE UP NC	\$0.00	\$0.00	\$0.00	\$226,790.00	\$226,790.00	\$0.00
405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$226,790.00	\$226,790.00	\$0.00
405b Low Community CPS Services							
M2CPS-2022-13-01-00	NCDOI	\$0.00	\$0.00	\$0.00	\$437,382.00	\$437,382.00	\$0.00
405b Low Community CPS Services Total		\$0.00	\$0.00	\$0.00	\$437,382.00	\$437,382.00	\$0.00
405b OP Low							
M2X-2022-00-00-00	OP FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
M2X-2022-13-01-00	NCSU - SEAT BELT USAGE SURVEY	\$0.00	\$0.00	\$0.00	\$269,623.00	\$269,623.00	\$0.00
405b OP Low Total		\$0.00	\$0.00	\$0.00	\$269,624.00	\$269,624.00	\$0.00
FAST Act 405b OP Low Total		\$0.00	\$0.00	\$0.00	\$933,796.00	\$933,796.00	\$0.00
FAST Act 405c Data Program							
405c Data Program							
M3DA-2022-00-00-00	TR FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
M3DA-2022-14-01-00	NCSU - VISION ZERO	\$0.00	\$0.00	\$0.00	\$422,143.00	\$422,143.00	\$0.00
M3DA-2022-14-02-00	NCDMV FISCAL SECTION	\$0.00	\$0.00	\$0.00	\$104,375.00	\$104,375.00	\$0.00
M3DA-2022-14-03-00	NC JUDICIAL DEPARTMENT - E-CITATIC	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
M3DA-2022-14-04-00	NCDMV FISCAL SECTION - eCRASH	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
M3DA-2022-14-05-00	HAW RIVER POLICE DEPARTMENT -MD	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
405c Data Program Total		\$0.00	\$0.00	\$0.00	\$1,332,519.00	\$1,332,519.00	\$0.00
FAST Act 405c Data Program Total		\$0.00	\$0.00	\$0.00	\$1,332,519.00	\$1,332,519.00	\$0.00
FAST Act 405d Impaired Driving Mid							

405d Mid HVE								
M5HVE-2022-15-01-00	NCDPS - NCSHP BILI OVERTIME	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00	
M5HVE-2022-15-02-00	KERNERSVILLE POLICE DEPARTMENT	\$0.00	\$126,268.00	\$0.00	\$42,089.00	\$42,089.00	\$0.00	
M5HVE-2022-15-03-00	WINSTON-SALEM POLICE DEPARTMENT	\$0.00	\$359,628.00	\$0.00	\$119,876.00	\$119,876.00	\$0.00	
M5HVE-2022-15-04-00	ONSLow COUNTY SHERIFF OFFICE	\$0.00	\$193,016.00	\$0.00	\$193,017.00	\$193,017.00	\$0.00	
M5HVE-2022-15-05-00	LUMBERTON POLICE DEPARTMENT	\$0.00	\$19,575.00	\$0.00	\$110,925.00	\$110,925.00	\$0.00	
405d Mid HVE Total		\$0.00	\$698,487.00	\$0.00	\$765,907.00	\$765,907.00	\$0.00	
405d Mid Court Support								
M5CS-2022-15-01-00	NC JUDICIAL DEPARTMENT	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00	
M5CS-2022-15-02-00	BUNCOMBE COUNTY - DWI TREATMENT	\$0.00	\$0.00	\$0.00	\$86,775.00	\$86,775.00	\$0.00	
M5CS-2022-15-03-00	NC JUDICIAL DEPARTMENT - DWI TREATMENT	\$0.00	\$0.00	\$0.00	\$63,127.00	\$63,127.00	\$0.00	
405d Mid Court Support Total		\$0.00	\$0.00	\$0.00	\$1,149,902.00	\$1,149,902.00	\$0.00	
405d Mid BAC Testing/Reporting								
M5BAC-2022-15-01-00	NCDHHS - BAT MOBILE	\$0.00	\$0.00	\$0.00	\$580,460.00	\$580,460.00	\$0.00	
M5BAC-2022-15-02-00	NEW HANOVER COUNTY - FORENSIC LABORATORY	\$0.00	\$0.00	\$0.00	\$97,152.00	\$97,152.00	\$0.00	
M5BAC-2022-15-03-00	NC DEPT OF JUSTICE-TOXICOLOGY	\$0.00	\$0.00	\$0.00	\$470,988.00	\$470,988.00	\$0.00	
405d Mid BAC Testing/Reporting Total		\$0.00	\$0.00	\$0.00	\$1,148,600.00	\$1,148,600.00	\$0.00	
405d Mid Paid/Earned Media								
M5PEM-2022-15-01-00	NCDOT COMMUNICATIONS - BILI MEDIA	\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00	
405d Mid Paid/Earned Media Total		\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00	
405d Mid Training								
M5TR-2022-15-01-00	NCDHHS - DRE PROGRAM	\$0.00	\$0.00	\$0.00	\$541,010.00	\$541,010.00	\$0.00	
M5TR-2022-15-02-00	NCDHHS - SFST PROGRAM	\$0.00	\$0.00	\$0.00	\$275,850.00	\$275,850.00	\$0.00	
405d Mid Training Total		\$0.00	\$0.00	\$0.00	\$816,860.00	\$816,860.00	\$0.00	
405d Impaired Driving Mid								
M5X-2022-00-00-00	ID FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00	
M5X-2022-15-01-00	MADD NORTH CAROLINA	\$0.00	\$0.00	\$0.00	\$282,293.00	\$282,293.00	\$0.00	
405d Impaired Driving Mid Total		\$0.00	\$0.00	\$0.00	\$282,294.00	\$282,294.00	\$0.00	
FAST Act 405d Impaired Driving Mid Total		\$0.00	\$698,487.00	\$0.00	\$4,513,563.00	\$4,513,563.00	\$0.00	
FAST Act 405f Motorcycle Programs								
405f Motorcycle Programs								
M9X-2022-00-00-00	MC FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00	
405f Motorcycle Programs Total		\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00	
FAST Act 405f Motorcycle Programs Total		\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00	
FAST Act 405f Motorcycle Safety Programs								
405f Safety Motorcyclist Training								
M11MT-2022-16-01-00	RALEIGH POLICE DEPARTMENT-BIKESAFE	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-02-00	JACKSONVILLE POLICE DEPARTMENT-BIKESAFE	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-03-00	ASHEVILLE POLICE DEPARTMENT-BIKE	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-04-00	CABARRUS COUNTY - BIKESAFE	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-05-00	WILSON POLICE DEPARTMENT - BIKESAFE	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-06-00	WINSTON-SALEM POLICE DEPARTMENT	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
M11MT-2022-16-07-00	LENOIR COMMUNITY COLLEGE	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	
M11MT-2022-16-08-00	LENOIR COMMUNITY COLLEGE	\$0.00	\$10,432.00	\$0.00	\$10,432.00	\$10,432.00	\$0.00	

M11MT-2022-16-09-00	GARNER POLICE DEPARTMENT - BIKES	\$0.00	\$0.00	\$0.00	\$24,889.00	\$24,889.00	\$0.00
405f Safety Motorcyclist Training Total		\$0.00	\$10,432.00	\$0.00	\$115,321.00	\$115,321.00	\$0.00
405f Motorcycle Safety Programs							
M11X-2022-00-00-00	MC FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
405f Motorcycle Safety Programs Total		\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
FAST Act 405f Motorcycle Safety Programs Total		\$0.00	\$10,432.00	\$0.00	\$115,322.00	\$115,322.00	\$0.00
FAST Act 405h Nonmotorized Safety							
405h Law Enforcement							
FHLE-2022-17-01-00	NC DPS STATE CAPITAL POLICE-CROSS	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
405h Law Enforcement Total		\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
405h Public Education							
FHPE-2022-17-01-00	NC DOT COMMUNICATIONS-WATCH FOI	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
FHPE-2022-17-02-00	NC DOA - WALKSMART NC	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
FHPE-2022-17-03-00	UNC HSRC - WATCH FOR ME NC	\$0.00	\$0.00	\$0.00	\$143,886.00	\$143,886.00	\$0.00
FHPE-2022-17-04-00	NC BIKE WALK	\$0.00	\$0.00	\$0.00	\$144,000.00	\$144,000.00	\$0.00
405h Public Education Total		\$0.00	\$0.00	\$0.00	\$587,886.00	\$587,886.00	\$0.00
405h Nonmotorized Safety							
FHX-2022-00-00-00	FHX FUTURE PROJECTS-NCGHSP	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
405h Nonmotorized Safety Total		\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	\$0.00
FAST Act 405h Nonmotorized Safety Total		\$0.00	\$0.00	\$0.00	\$612,887.00	\$612,887.00	\$0.00
NHTSA Total		\$0.00	\$3,025,574.00	\$0.00	\$20,710,778.28	\$20,710,778.28	\$0.00
Total		\$0.00	\$3,025,574.00	\$0.00	\$20,710,778.28	\$20,710,778.28	\$0.00