

TENNESSEE STATE GOVERNMENT  
DEPARTMENT OF TRANSPORTATION



**HIGHWAY SAFETY PERFORMANCE PLAN**  
ANNUAL REPORT  
FEDERAL FISCAL YEAR 2011

***“Our mission is to develop, execute, and evaluate programs to reduce the number of fatalities, injuries, and related economic losses resulting from Traffic crashes on Tennessee roadways.”***

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## Executive Summary

As the Federal Fiscal Year (FFY) 2011 Highway Safety Performance Plan was being planned and subsequently implemented, providing the most effective and safest highways was of importance. The State of Tennessee strived during the FFY 2010-11 to enhance its safety programs (education, enforcements, and emergency management services) to ensure highway safety.

The funding levels in the basic 402 programs were slightly reduced. Uncertainty in the funding levels for specialized program areas required the Tennessee Governor's Highway Safety Office (GHSO) to maintain a conservative budget approach throughout the year.

Considering the high population growth rate in Tennessee, including minority populations, we implemented projects both in rural and urban areas throughout this very diverse state.

The program areas we focused on included:

- Occupant Protection
- Impaired Driving
- Youth Drivers
- Police Traffic Services
- Traffic Records
- Motorcycle Safety
- Safe Communities
- Emergency Medical Services

In FFY 2011-12, the GHSO awarded 344 grants (154 standard grants and 190 high visibility grants) to law enforcement and its other related agencies and entities. These grants cover 95 counties and over a dozen media contracts for proven, result-driven programs and projects in the areas of alcohol and other drugs, occupant protection, traffic records, police traffic services, and safe communities. These funds also provided resources for state and local law enforcement to substantially strengthen their enforcement and educational programs.

Obstacles and problems in the traffic safety area tend to be the same from year to year. The state, city, and county law enforcement agencies have all suffered with budget decreases in recent years. In many cases, this has resulted in fewer officers. However, it did not create a significant impact on Tennessee's Highway Safety Program in FFY2011-12. GHSO was successful with continued reduction in highway fatalities with an observed seat belt use rate of 87.4%.

Overall, the Tennessee law enforcement community and the public identify with and support the efforts we at GHSO are providing for the highway traffic safety programs. Evidence strongly supports that the combination of paid and earned media and increased enforcement can have a significant impact on improving driver behavior.

## Introduction

The Tennessee Highway Safety Office is pleased to present the Annual Report on our activities for Federal Fiscal Year. The Mission Statement in our FFY 2011 Highway Safety Performance Plan served as the keystone for our highway safety planning efforts, and assisted us in establishing the following goals and objectives:

**Goal:** Reduce the number of highway fatalities and serious injury crashes by 5 percent by the close of Calendar Year 2010.

We developed the following principles to carry out the highway safety functions.

- Improve the traffic safety environment in the local law enforcement agencies' jurisdiction communities.
- Promote highway safety programs throughout the year, especially during summer and long-weekend periods.
- Provide information and education to various Tennessee state organizations engaged in highway safety.
- Coordinate Traffic Records Coordinating Committee for improving vehicle crash data collection.
- Encourage staff members to engage in a personal development plan.

Based on the above goal we had developed objectives for the various program emphasis areas of the Highway Safety Performance Plan. These objectives helped the program management team in developing performance measures and related action plans, and subsequently the FFY 2011 TN Highway Safety Performance Plan.

In preparing this Annual Report for the National Highway Traffic Safety Administration, we have endeavored to measure our progress against our stated performance goals and action plans. The Annual Report is also the forum where we showcase the projects and the accomplishments of our safety partners. We have listed some of the highlighted projects and their accomplishments in this report of our success.

As the Director of Governor's Highway Safety Office, I am very proud of the accomplishments of our office and all of the grantees across Tennessee who worked so tirelessly to prevent injuries and save lives.

Kendell Poole, Director  
Governor's Highway Safety Office  
Tennessee State Government

December 19, 2011

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## PLANNING & ADMINISTRATION

### Program Goal:

- To administer the state and Community Highway Safety Grant Program and other state and federal-funded highway safety programs;
- To plan for coordinated highway safety activities so as to use strategic resources most effectively to decrease traffic crashes, injuries, and deaths in Tennessee.

### Performance Objective Measures:

1. To produce required highway safety plans and performance documentation in a timely manner.
2. To deliver programs that are effective in changing knowledge, attitude and behavior and in reducing crashes, injuries and deaths.
3. To lead transportation safety programs related with vehicle driver behavior for the Department of Transportation and for the State of Tennessee.
4. To incorporate a competitive grant online application process into the development and implementation of the FFY 2011 Highway Safety Performance Plan.

### Action Taken:

In keeping the program goals and objectives in mind, GHSO maintained a 10% budget of 402 funds for planning and administering functions of the FFY 2010 Highway Safety Performance Plan. Additionally, the University of Tennessee received grant funds to assist with monitoring and educating grantees in highway safety issues.

Grantee	Funding Source	Grant Amount
GHSO	402	\$300,000.00
University of Tennessee	402, 154, 410	\$913,500.00

Here is a summary of the achievements:

- Objective 1: GHSO prepared FFY 2011 Highway Safety Performance Plan and submitted it on time to NHTSA's Regional office.
- Objective 2: GHSO developed and deployed effective traffic safety programs to educate drivers and enforce state driving laws in order to reduce fatality crashes and injury crashes.
- Objective 3: GHSO coordinated traffic safety and injury control programs with various GHSO Traffic safety partners of TN State Government.
- Objective 4: GHSO instituted online competitive Highway Safety Grant application and evaluation process forwarding the traffic safety grants to various law enforcement agencies and its safety partners.

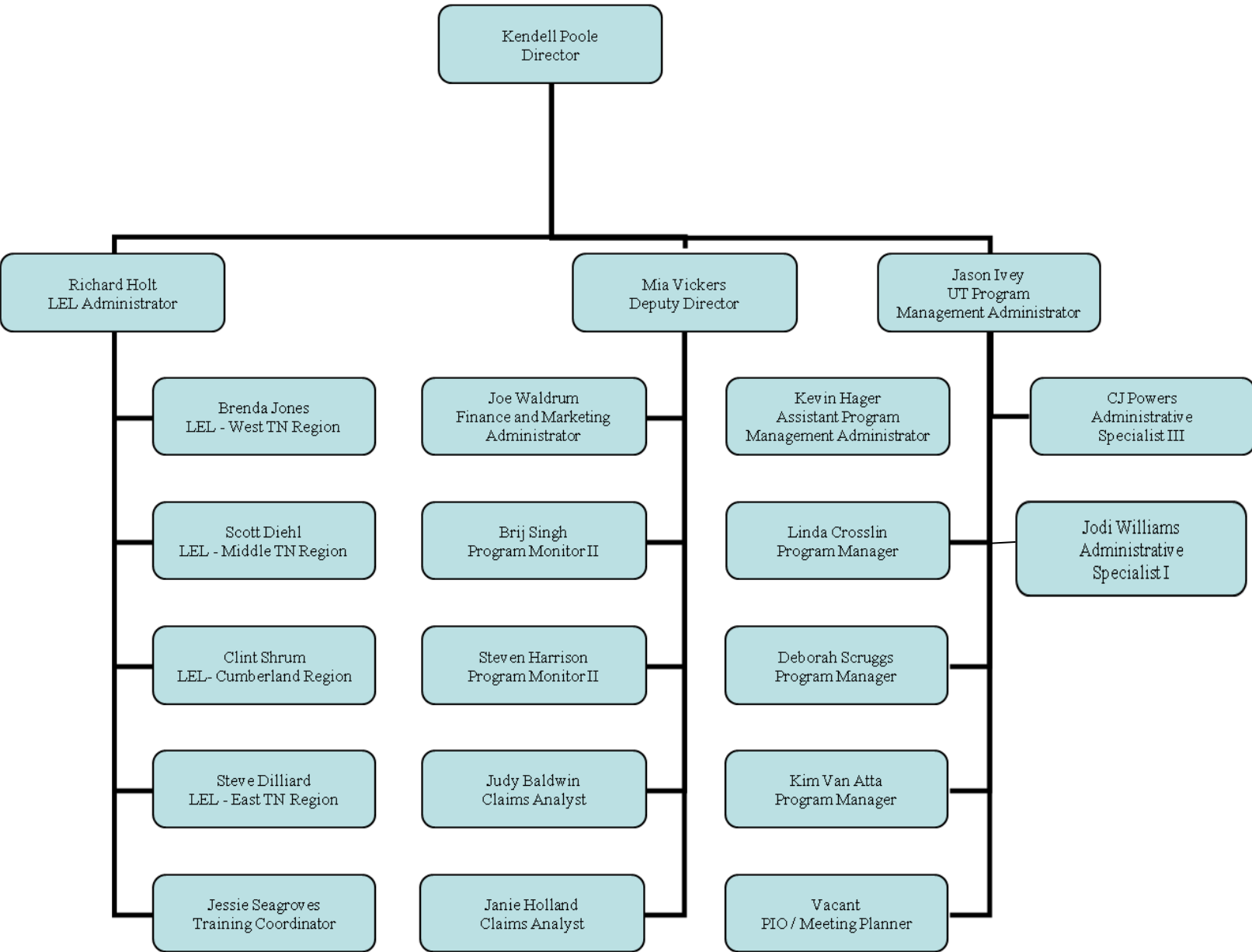
Using the national goal for 2011 as a basis for the problem identification process, for FFY 2011, the GHSO focused the majority of its grant funding in program areas that have been identified as high priorities and where the programs may have the most impact on a statewide level.

Tennessee GHSO has already established a Law Enforcement Training Program headed by a Law Enforcement Liaison Training Administrator. This position is responsible for scheduling and conducting statewide certified law enforcement training. The GHSO conducted Traffic Records Coordinating Committee meetings to address the tasks in the 408 project focusing on budget, activities, progression of goals and objectives, and any new items that needed to be addressed.

The GHSO staff members have continued to develop their professional development through active participation in NHTSA offered courses, attending the National Governor's Highway Safety Association annual meeting, National Lifesavers conference and other opportunities to enhance their skills and knowledge in establishing highway traffic safety program strategies.

The GHSO recognizes that achievement of quantified goals is dependent not only on the work of the office staff, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety.

**ORGANIZATIONAL CHART**  
**October 1, 2011**



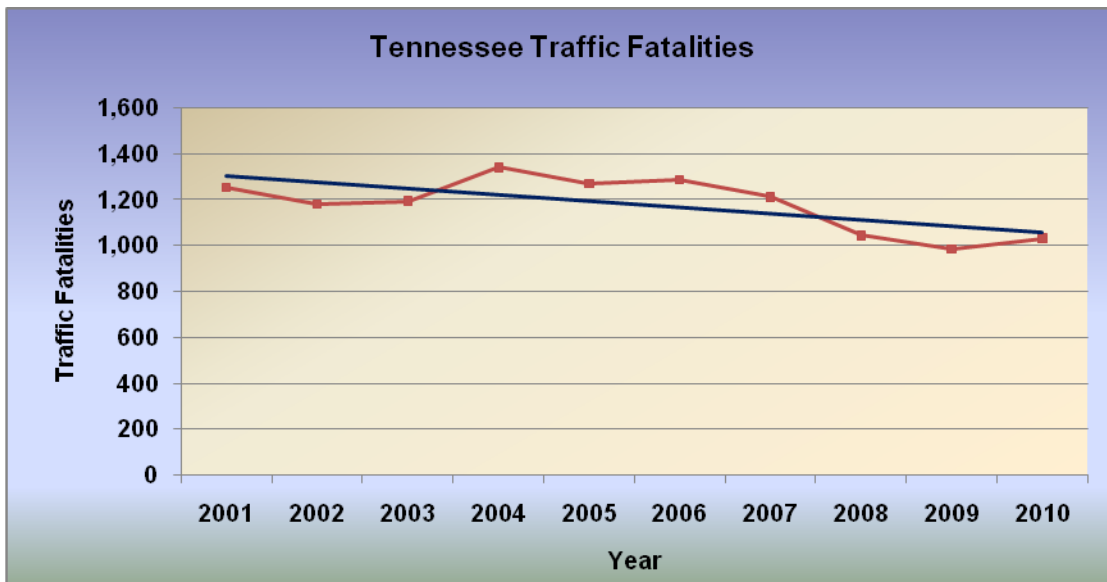
## **Core Traffic Safety Performance Measures Result for Calendar Year 2010**

- C-1 Number of Traffic Fatalities: 1,031**
- C-2 Number of Serious Injuries in Traffic Crashes: 6,299**
- C-3 Traffic Fatalities per 100 Million Vehicle Miles of Travel: 1.46**
- C-4 Number of Unrestricted Passenger Vehicle Occupant Fatalities: 430**
- C-5 Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with BAC $\geq$  0.08: 289**
- C-6 Number of Speeding-Related Fatalities: 209**
- C-7 Number of Motorcyclist Fatalities: 138**
- C-8 Number of Un-helmeted Motorcyclist Fatalities: 24**
- C-9 Number of Drivers Aged 24 or Younger Involved in Fatal Crashes: 273**
- C-10 Number of Pedestrian Fatalities: 90**



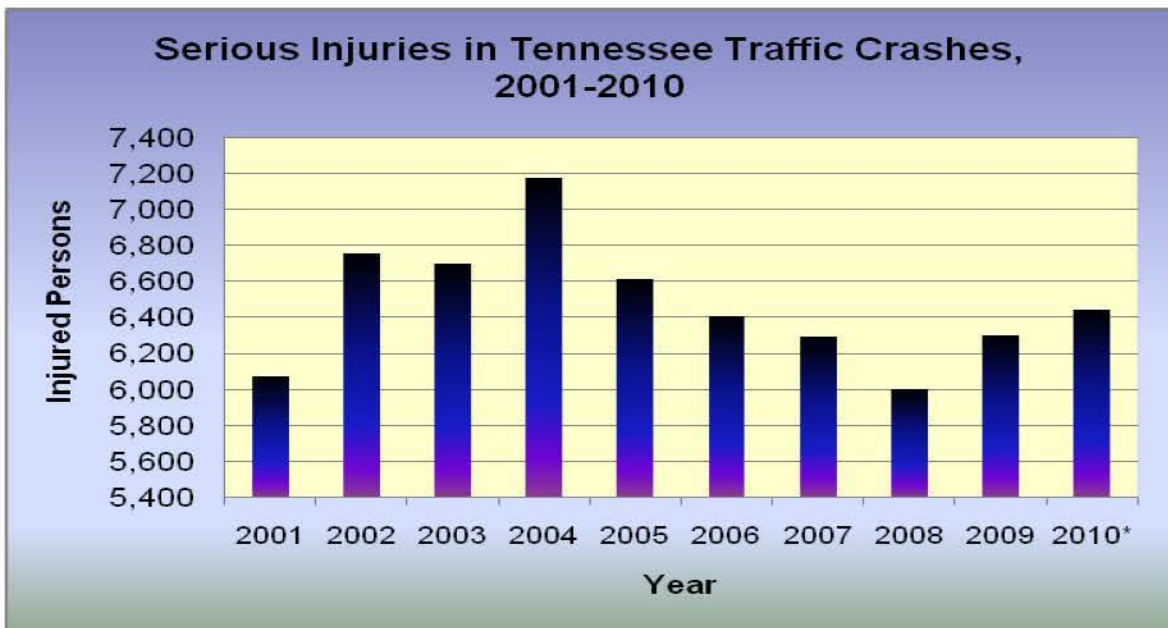


Figure 1 shows the Tennessee Fatalities per 100 Million VMT trend over the past ten years.



Traffic Fatalities in Tennessee										
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatalities	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, August 11, 2011.



Injuries in Tennessee Traffic Crashes									
Injury Type	2002	2003	2004	2005	2006	2007	2008	2009	2010*
No Injury	359,209	324,367	352,826	344,975	349,957	342,218	313,032	310,770	314,616
Possible Injury	44,544	42,522	46,519	46,586	46,104	44,098	40,805	41,518	42,427
Non-incapacitating Injury	24,312	22,857	23,541	21,967	20,831	19,336	17,521	16,815	16,647
Incapacitating Injury	6,752	6,698	7,176	6,610	6,406	6,294	5,999	6,299	6,441
Fatal Injury	1,168	1,046	1,250	1,195	1,163	1,032	903	986	1,031

TN Dept of Safety and Homeland Security, Research, Planning and Development, August 11, 2011.

\* 2010 data is preliminary.

#### Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1995 - 2009

Year	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = 0.01+		Total
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
1995	760	60	59	5	437	35	496	39%	1,256
1996	749	60	60	5	423	34	483	39%	1,232
1997	745	61	57	5	415	34	472	39%	1,217
1998	732	60	72	6	404	33	476	39%	1,208
1999	806	62	62	5	433	33	495	38%	1,301
2000	800	61	80	6	415	32	495	38%	1,295
2001	733	59	69	6	439	35	508	41%	1,241
2002	720	61	72	6	384	33	456	39%	1,176
2003	778	65	43	4	370	31	413	35%	1,191
2004	825	62	70	5	439	33	509	38%	1,334
2005	824	65	68	5	376	30	444	35%	1,268
2006	797	62	72	6	414	32	486	38%	1,283
2007	764	63	67	6	377	31	444	37%	1,208
2008	667	64	69	7	306	29	375	36%	1,042
2009	641	64	42	4	303	31	345	35%	986

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed December 6, 2011.

\* 2010 data not available.

### Tennessee Ten Year Demographic and Statistical Comparison

<b>Square Miles in State: 42,146</b>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Population</b>	5,689,783	5,740,021	5,797,289	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888	6,296,254	6,492,736
<b>Registered Vehicles</b>	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792	6,228,842	6,478,705	6,685,288
<b>Licensed Drivers</b>	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,372,306	4,384,517	4,431,085	4,455,754	4,484,769	4,520,542
<b>Miles of State &amp; Federal Roadways</b>	13,787	12,791	12,797	13,794	13,808	13,818	13,835	13,887	13,882	13,871	13,867
<b>Miles of Interstate</b>	1,073	1,073	1,074	1,104	1,104	1,104	1,104	1,105	1,105	1,104	1,104
<b>Total Crashes</b>	176,802	175,637	177,833	168,668	182,536	177,638	179,168	172,184	159,239	158,030	162,887
<b>Number of Non-Injury Crashes</b>	124,865	124,716	127,387	121,851	128,568	124,851	126,520	121,695	112,658	111,702	115,300
<b>Number of Injury Crashes</b>	50,760	49,795	49,388	45,799	52,777	51,616	51,507	49,477	45,623	45,410	46,629
<b>Number of Fatal Crashes</b>	1,177	1,126	1,058	1,091	1,191	1,161	1,161	1,111	958	918	958*
<b>Injuries</b>	76,734	74,707	76,776	73,123	78,486	76,358	74,504	70,760	65,228	65,618	66,546
<b>Fatalities</b>	1,307	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031
<b>Vehicle Miles Traveled (VMT) in 100 Millions</b>	658.72	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29
<b>Fatality Rate Per 100 Million VMT</b>	1.98	1.85	1.72	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46

Sources:

TN Dept of Revenue

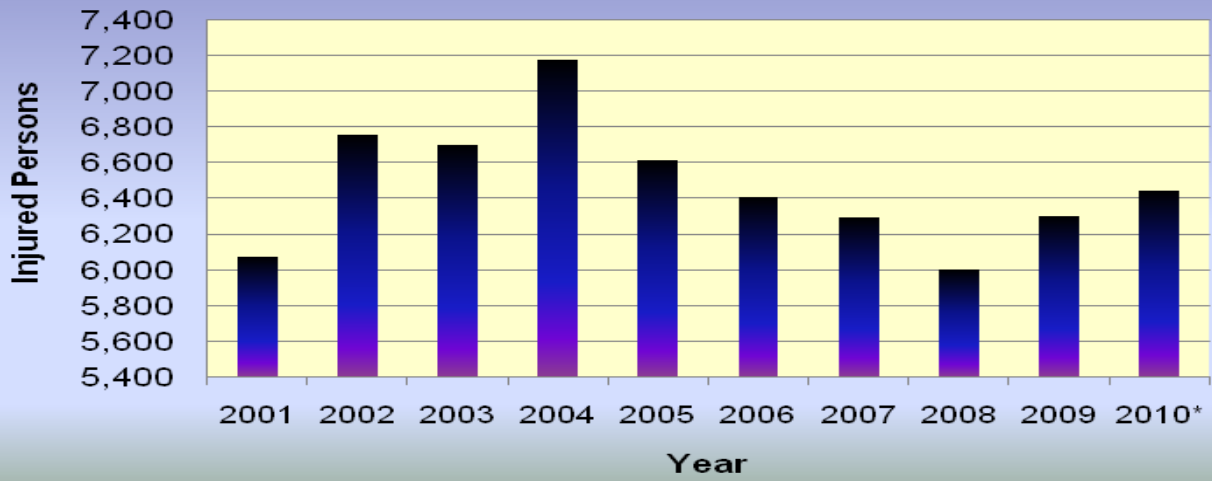
TN Dept of Safety Licensed Drivers Reports

TN Dept of Transportation Highway Performance Monitoring System 2010, (<http://www.tdot.state.tn.us/hpms>).

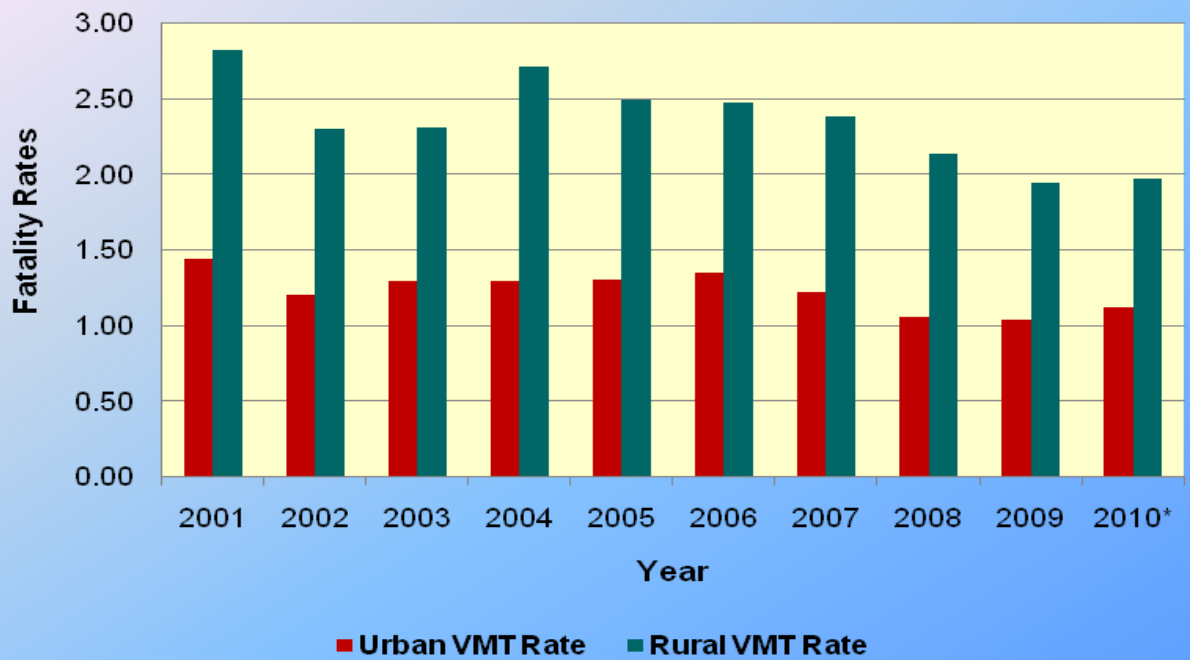
TN Dept of Safety and Homeland Security, Research, Planning and Development, November 30, 2011.

\* Data is preliminary pending verification with NHTSA FARS

**Serious Injuries in Tennessee Traffic Crashes, 2001-2010**



**TN Fatality Rates per 100 Million VMT By Land Use 2001-2010**



## OCCUPANT PROTECTION PROGRAMS

### Program Goals:

- To increase statewide average safety belt use by 2.5% from the baseline CY 2010 from 87.1% to 89.6% by December 31, 2011.
- To decrease the number of unrestrained fatalities 2.5% from the baseline CY 2009 from 57.3% to 52.3% by December 31, 2011.
- To reduce child fatalities by 2.5% from the baseline CY 2009 from 2.9% to 2.75% with proper use of child passenger safety restraints by December 31, 2011.

### Performance Objective Measures:

- To increase statewide average safety belt use to 89.6% by the end of CY 2011.
- To increase the usage of restraints by Pick-Up Truck drivers to 76% in CY 2011.
- To increase statewide average correct child safety seat use to 20% by the end of CY 2011.

<b>2009/2010 Percent Restraint Use of (Outboard Daytime Front Seat) Passenger Vehicle Occupants: Observed and Fatally Injured in a Crash: Aged 5 and Over</b>		
	<b>2010 Observed (State Survey)</b>	<b>2009 Fatally Injured</b>
<b>Tennessee</b>	81%	48%
<b>USA</b>	84%	58%
<p><i>Sources:</i>  <i>National Center for Statistics and Analysis STSI, <a href="http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nrsa/STSI/47_TN/2009/47_TN_2009.htm#TAB4C">http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nrsa/STSI/47_TN/2009/47_TN_2009.htm#TAB4C</a>, accessed August 4, 2011.</i>  <i>TN. Dept. of Safety, Research, Planning and Development, August 4, 2011.</i></p>		

### Action Taken:

The primary goal of Tennessee's passenger protection program is to promote and increase the usage of safety belts and the proper usage of child safety systems by vehicle occupants. The Tennessee Child Passenger Safety Centers (TCPSC) support this goal as they plan and implement statewide programs to train, certify and re-certify Child Passenger Safety Technicians. The centers also assist technicians in carrying out Child Safety Check Points throughout the state, and interpret collected data to help develop improved educational materials and strategies. In addition, the Centers work through community and commercial agencies to promote the proper use of child restraint systems in all vehicles.

The general goal of Tennessee's Occupant Protection Program is to reach safety belt usage rates at a level that is consistently at or above the national average. Efforts undertaken were designed to increase awareness and adherence to Tennessee's occupant protection laws with a

priority given to enforcements and education. Partnerships have been built with representatives from law enforcement, media, health professionals, education, and local civic organizations.

Programming included enforcement activities, such as checkpoints and participation in national mobilizations. Public Information and education activities were administered through media announcements and support materials. Concentrated safety efforts included “Click it or Ticket” and “Buckle Up in your Truck”.

The Tennessee Traffic Safety Center continues to provide educational resources to child passenger safety advocates throughout the State of Tennessee. In addition, information may be requested by community members via telephone or electronic requests. Copies of some educational materials are provided at no cost to the community. The rationale for this is clear; availability of up-to-date and relevant information is a key factor in working to solve the problem.

Unrestrained Children: Thanks in large part to Tennessee’s 2004 Child Passenger Safety Law, check points and Inspection Stations in the state have reported increased awareness of and use of booster seats. The number of booster seats being utilized has decreased our misuse rate because “boosters” are less likely to be installed improperly. The Tennessee Child Passenger Safety Center’s (TCPSC) booster seat education program this year has centered on reaching children through pre-school programs.

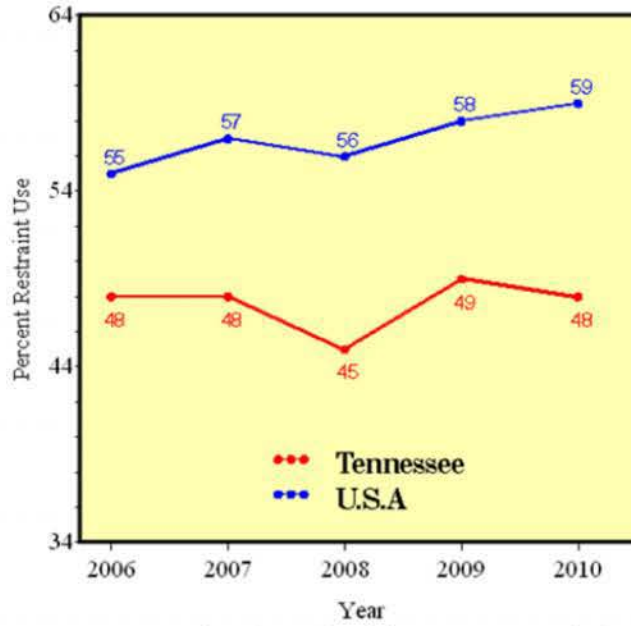
The TCPSC’s delivered interventions in the four domains listed below, namely, Safety Restraint Misuse, Unrestrained Children, Safety Data Collection and Child Passenger Safety Technician Certification and Re-Certification.

During FFY 11 TN GHSO funded six projects dealing specifically with child passenger safety and safety belts. The occupant protection programs implemented by the GHSO included education, enforcement, equipment, and evaluation components. These programs were primarily conducted by partnering organizations that include local colleges and universities, health departments, local enforcement agencies, hospitals and clinics, EMS and the fire department personnel, and many of the state’s Safety Community programs.

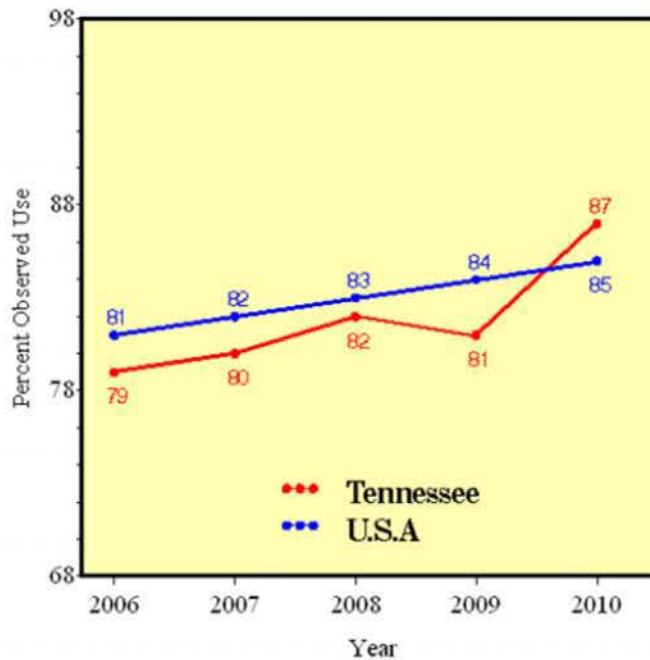
<b>Grant Number</b>	<b>Grantee</b>	<b>Funding Source</b>	<b>Grant Amount</b>
K8-11-120	East Tennessee State University	2011	\$202,333.81
K8-11-148	Hamilton County Sheriff’s Office	402	\$ 95,116.99
K8-11-30	Meharry Medical College	2011	\$277,769.53
K8-11-88	Shelby County Office of Early Childhood & Youth	402	\$210,353.74
PT-11-38	Tennessee State University	402	\$167,288.11
PT-11-43	University of Tennessee, Knoxville	402	\$ 74,944.50

## Trends of Percent Restraint Use: Observed and Among Fatally Injured Passenger Vehicle Occupants

Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatalities Aged 5 and Over, by Percent Restraint Use\*



Daytime Front Seat (Outboard Only) Passenger Vehicle Occupants Observed Aged 5 and Over, by Percent Restraint Use\*\*



\*\*NCSA National Occupant Protection Use Survey (NOPUS), Tennessee (State Survey)



## Highlights of Accomplishments:

The primary goal of Tennessee's passenger protection program is to promote and increase the usage of safety belts and the proper usage of child safety systems by vehicle occupants. The East Tennessee Child Passenger Safety Center (ETCPSC) brought a greater awareness to CPS education in our region during 2011. The results from their efforts reflect progress in the implementation of our strategies to address the problem of safety restraint misuse. The ETCPSC maintains statistics from each checkpoint reported, including the number of seats checked, the number of seats corrected, the number of seats recalled or replaced and the number of technicians involved in the checkpoint. During 2011 the ETCPSC received data collected from 92 car seat events by comparison only 68 events reporting in 2010. From the data collected we obtained the following information: Number of CPS events reporting – 92, number of CRS checked - 2,571, number CRS installed – 995, number of seats corrected - 1,931, number of seats recalled -8, number of Fitting Stations – 36, number of active CPS Techs – 342. In addition, the ETSU CPS center offered certification, re-certification, and renewal certification training throughout the East Tennessee and Cumberland region of the State of Tennessee.

The establishment of the Middle Tennessee Child Passenger Center has increased the number of certified technicians and instructors in middle Tennessee. Currently the Center maintains a database of 346 child passenger safety technicians. The partnerships that have been established with different coalitions and agencies this grant year have been beneficial in increasing our efforts to reach more families with the important CPS messages. We have established new partnerships with United Way, Ollie Otter Booster program; Hope Pregnancy Center and Meharry's Centering for Pregnancy Program. With the development of a new brochure and child passenger safety video we ensure that educational materials were culturally relevant and appropriate. The Center's newsletter "The Inspection Station" was distributed to the fitting stations twice this year. The CPS Video was continuously distributed to all the fitting stations supported by the Center. With an overall misuse rate this grant year of 87 percent reported by the center and fitting stations across the area it proves that there is definitely a need for the child passenger safety center and the established community capacities. The 2010-11 misuse rate is an increase of 10% from last grant year 2009-10(77%). This percentage is only based off those fitting stations that have reported for the grant year. From the data we have collected this grant year across the middle Tennessee area it shows that 37% are transporting their children in an unsafe child safety seat. This is however, a decrease from the previous grant year's 50%.

The West Tennessee Child Passenger Safety Center (WTCPS) has had extraordinary results in the 2010-11 grant year for reaching the goals and objectives set out by the program. In summary, through its outreach efforts, the Center has improved the membership of the coalition adding an additional 5 members, resulting in over 30 members that meet quarterly. It has helped to establish and equip 4 new fitting stations across West Tennessee area. The purpose is to provide installation expertise to the public. Since the inception of the West Tennessee Child Passenger Safety Center the number of certified technicians has increased significantly. Additionally, the Shelby County Office of Early Childhood has worked to develop a website for the Center and the Campaign Coordinator assisted the Center to distribute press releases for the numerous checkpoints, health fairs and expo events with which the Center participates. The WTCPS has worked in conjunction with law enforcement deputies to saturate parts of the county and throughout West Tennessee to target those in violation of traffic laws and educate individuals about using the proper child restraints. The Center has conducted a total of 10 Child passenger safety checkpoints/saturations during the year and has documented over 230 incidents of misuse of child safety restraints out of 300 child restraints inspected.

In an effort to fill the child passenger safety void in Hamilton County and the Mid-Cumberland region of Tennessee and to reduce the incidence of death and injury to children due to motor vehicle crashes, the Safe Journey occupant protection program has conducted 85 child passenger safety checkpoints, checked 965 child restraints and distributed 378 car seats. During the 2010-11 grant periods Safe Journey was featured on 3 billboards in high-risk areas of Hamilton County. The program was featured in 3 Chattanooga television news stories, a

Chattanooga newspaper article during National Child Passenger Safety Week and in numerous rural newspapers. Through a partnership with the Chattanooga-Hamilton County Medical Society, Safe Journey provided educational resources to 225 physicians explaining the importance of disseminating current child passenger safety information to customers in an effort to decrease childhood injury related to highway safety.

During the 2010-11 Grant Year the Children Are Restrained for Enhanced Safety (C.A.R.E.S.) staff developed and administered a survey to evaluate the reluctance of drivers to use safety restraints and increase their risk of injury. The results will be used to expand efforts to examine the barriers and perceptions of seat belt use with urban residents whether social, cultural or economic. The proper use of seatbelts and restrain mechanisms undoubtedly can lead to the reduction in the number of preventable injury and death from motor vehicle accidents and incidents. The impact of injury and death resulting from motor vehicle accidents disproportionately affect urban and rural communities based upon their socio-demographic status. If through education and social marketing one can raise the level of awareness and importance of wearing appropriate safety restraints then such interventions could save lives and protect communities. Majority of those observed over the three year period revealed that on average 74% of the drivers were not wearing a safety restraint. The results from this year still indicate child passengers were indeed restrained and high percentages (83%) of drivers were restrained. This is a significant increase in driver restraint use since 2008. Our results indicate that there is a significant relationship between the participant's age group (p-value .002) and those who had a child car seat. In addition, the participant's ethnicity and whether or not they had a child car seat (p-value .000). Limitations One primary limitation of conducting research is recall bias from respondents when completing surveys. Our results suggest that participants may not have accurately recalled their motor vehicle use. Most notably in this study is when the drivers responded "they did not drive" to several questions with a different response each time. For example, with question #10, 14% of the respondents stated that they "did not drive"; subsequently 8% and 6% of those surveyed respectfully stated that they "did not drive". Upon review of the questions, it has been concluded that the manner in which the questions are asked and possible responses should be reviewed. Next Steps As researchers, it is rewarding to see that our efforts have produced significant results. The C.A.R.E.S. staff will continue to promote and educate driver and child passenger safety in middle Tennessee. The staff will revisit the previous survey to ensure that there aren't any potential participant perception issues with the survey questions and responses.

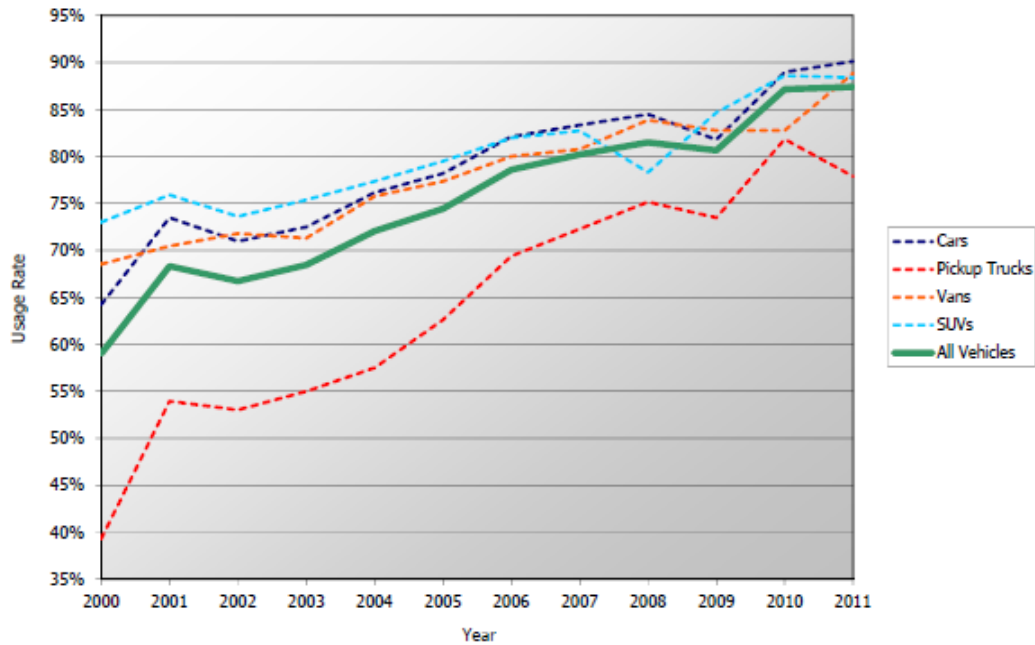
### 2011 Seatbelt Survey Results

Tennessee Seatbelt Usage, 2000-2010					
Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2001	73.5%	53.9%	70.4%	75.9%	68.3%
2002	71.0%	53.0%	71.8%	73.6%	66.7%
2003	72.5%	55.0%	71.3%	75.4%	68.4%
2004	76.1%	57.5%	75.7%	77.3%	72.0%
2005	78.2%	62.6%	77.3%	79.5%	74.4%
2006	82.1%	69.4%	80.0%	82.0%	78.6%
2007	83.3%	72.3%	80.8%	82.7%	80.2%
2008	84.5%	75.1%	83.9%	78.3%	81.5%
2009	81.7%	73.4%	82.7%	84.6%	80.6%
2010	88.9%	81.8%	88.1%	88.6%	87.1%
2011	90.1%	77.9%	88.9%	88.4%	87.4%

Source: TN Safety Belt Use Statewide Observational Survey.

For 2011, the statewide observational survey of safety belt usage returned a final statistically adjusted usage rate of 87.40% (+/- 1.01%). By comparison, the final usage rate for 2010 was 87.14% (+/- 0.92%). While the 2011 average usage rate is essentially unchanged from the 2010 rate (an increase of only 0.26%), it is consistent with Tennessee's ten-year trend of steadily-increasing belt usage. Many historical trends continued in 2011. Pickup trucks continue to have the lowest usage rate of any vehicle type, but their rate has nearly doubled since 2000. For 2011, pickup trucks occupants were observed to have a seat belt usage rate of 77.88%, down slightly from 81.83% in 2010. The next lowest rate by vehicle type was 88.37% for sport utility vehicles. Vans and passenger cars returned usage rates of 88.86% and 90.13%, respectively. The observed

Figure 1: Tennessee Seatbelt Usage, 2000-2011



State wide motorcycle helmet usage in 2011 was 100.00%.

Table 1: Final Summary of June 2011 Tennessee Safety Belt Use  
Statewide Observational Survey Results  
July 5, 2011

County	No. of Sites	Adjusted Usage Rates					
		Passenger Cars	Vans	SUVs	Cars + Vans + SUVs	Pickup Trucks	All Vehicles
Davidson	16	96.14%	90.45%	90.66%	94.37%	86.07%	93.10%
Hamilton	16	94.00%	92.73%	94.02%	93.63%	80.65%	91.14%
Knox	16	84.19%	85.19%	85.54%	84.29%	64.08%	80.63%
Shelby	16	92.05%	93.93%	88.42%	92.56%	81.81%	91.19%
Blount	8	85.06%	84.10%	85.82%	84.95%	68.53%	82.04%
Bradley	8	94.57%	90.94%	88.36%	92.97%	86.76%	91.73%
Fayette	8	91.88%	97.19%	87.98%	93.20%	84.83%	90.96%
Franklin	8	85.86%	81.11%	80.71%	84.57%	68.65%	80.01%
Jefferson	8	84.81%	82.32%	87.44%	84.36%	71.09%	81.31%
Montgomery	8	91.75%	92.35%	94.28%	93.06%	81.91%	90.64%
Rutherford	8	93.03%	89.93%	93.50%	92.46%	83.57%	90.98%
Sevier	8	82.94%	83.22%	85.57%	83.21%	74.60%	81.63%
Sullivan	8	82.14%	77.51%	76.93%	80.05%	68.49%	78.03%
Tipton	8	90.93%	85.90%	82.32%	89.27%	68.62%	80.08%
Williamson	8	94.41%	91.36%	92.81%	93.81%	81.72%	92.22%
Wilson	8	87.65%	86.56%	90.88%	88.76%	73.43%	84.48%
<b>Statewide Totals</b>	<b>160</b>	<b>90.13%</b>	<b>88.86%</b>	<b>88.37%</b>	<b>89.84%</b>	<b>77.88%</b>	<b>87.40%</b>

**Table 2: Final Summary of June 2011 Tennessee Motorcycle Helmet Use**  
**Statewide Observational Survey Results**  
**July 5, 2011**

County	No. of Sites	Total Helmeted Riders	Total Riders Observed	% Helmet Use
Davidson	16	64	64	100.00%
Hamilton	16	75	75	100.00%
Knox	16	124	124	100.00%
Shelby	16	128	128	100.00%
Blount	8	91	91	100.00%
Bradley	8	33	33	100.00%
Fayette	8	27	27	100.00%
Franklin	8	10	10	100.00%
Jefferson	8	52	52	100.00%
Montgomery	8	38	38	100.00%
Rutherford	8	20	20	100.00%
Sevier	8	133	133	100.00%
Sullivan	8	35	35	100.00%
Tipton	8	35	35	100.00%
Williamson	8	52	52	100.00%
Wilson	8	41	41	100.00%
<b>Statewide Totals</b>	<b>160</b>	<b>958</b>	<b>958</b>	<b>100.00%</b>

**Table 3: Summary of Tennessee Safety Belt Usage, 2000-2011**

Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2000	64.21%	39.27%	68.51%	72.99%	58.98%
2001	73.47%	53.94%	70.45%	75.90%	68.31%
2002	70.97%	53.00%	71.78%	73.60%	66.71%
2003	72.48%	54.99%	71.30%	75.37%	68.45%
2004	76.14%	57.48%	75.75%	77.35%	72.04%
2005	78.18%	62.60%	77.34%	79.49%	74.42%
2006	82.09%	69.37%	80.00%	81.97%	78.57%
2007	83.33%	72.27%	80.76%	82.72%	80.20%
2008	84.48%	75.15%	83.87%	78.31%	81.49%
2009	81.77%	73.47%	82.76%	84.66%	80.64%
2010	88.97%	81.83%	82.76%	88.60%	87.14%
2011	90.13%	77.88%	88.86%	88.37%	87.40%

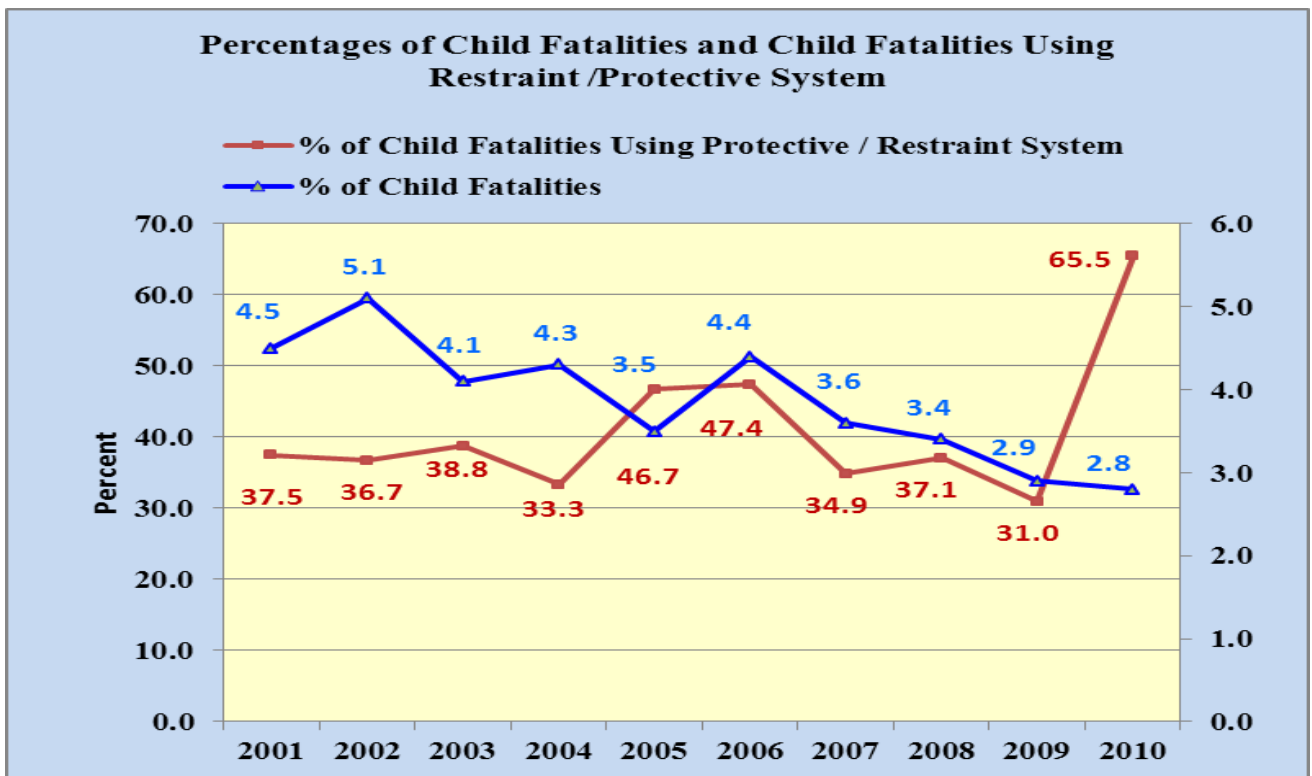
In 2011, the Tennessee highway safety community continued several important vehicle occupant protections initiatives. The Tennessee Governor's Highway Safety Office (GHSO) continues its partnerships with the National Highway Traffic Safety Administration (NHTSA), the Tennessee Department of Safety (TDOS), local law enforcement agencies, and numerous other public and private organizations to promote increased seat belt usage across the state of Tennessee.

Chief among these initiatives is the eleventh consecutive year of the Click It or Ticket program. This high visibility education and enforcement campaign, combined with the 2004 enactment of a statewide primary enforcement seat belt law, has produced an increase in Tennessee's observed seat belt usage rate in nine of eleven years since its implementation in 2001. Other safety campaigns such as Booze It and Lose It, Buckle Up in Your Truck, Hands Across the Border, and 100 Days of Summer Heat have also contributed to continuing progress in safety belt usage.

For 2011, the final statistically adjusted statewide seat belt usage rate is 87.40% (+/- 1.01%). By Comparison the final usage rate for 2010 was 87.14% (+/- 0.92%). While the 2011 average usage rate is practically identical to the 2010 rate (an increase of only 0.26%), it is consistent with Tennessee's ten year trend of steadily-increasing belt usage. With this increase, many historical trends continue. Pickup trucks continue to have the lowest usage rate of any vehicle type, but their rate has nearly doubled since 2000. For 2011, pickup trucks occupants were observed to have a seat belt usage rate of 77.88%, down slightly from 81.83% in 2010.

The next lowest rate by vehicle type was 88.37% for sport utility vehicles. Vans and passenger cars returned usage rates of 88.86% and 90.13%, respectively. Table 1, attached to this report, shows the final adjusted usage rates by vehicle type and county, as well as the final statewide usage rate of 87.40% ( $\pm$  1.01%) for all vehicle types. The observed statewide motorcycle helmet usage in 2011 was 100.00%. Table 2, attached to this report, shows the motorcycle helmet usage by county.

To further illustrate the recent progress brought about in increasing seat belt usage across the state of Tennessee by both the Click-It-Or-Ticket campaign and passage of a primary seat belt enforcement law, Table 3 and Figure 1 show annual usage rates for all vehicles, passenger cars, pickup trucks, vans, and sport utility vehicles since 2000.



<b>Year</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>% of Child Fatalities Using Protective / Restraint System</b>	37.5	36.7	38.8	33.3	46.7	47.4	34.9	37.1	31.0	65.5
<b>% of Child Fatalities</b>	4.5	5.1	4.1	4.3	3.5	4.4	3.6	3.4	2.9	2.8

<b>Child Fatalities by Restraint Usage</b>										
<b>Year</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Child Fatalities Using Protective / Restraint System</b>	21	22	19	19	21	27	15	13	9	19
<b>Child Fatalities Not Using Protective / Restraint System</b>	35	38	30	38	24	30	28	22	20	10
<b>Child Fatalities</b>	56	60	49	57	45	57	43	35	29	29
<b>All Fatalities</b>	<b>1,251</b>	<b>1,178</b>	<b>1,193</b>	<b>1,339</b>	<b>1,270</b>	<b>1,284</b>	<b>1,211</b>	<b>1,043</b>	<b>986</b>	<b>1,031</b>
<b>Year</b>				<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2009</b>
<b>% of Child Fatalities Using Protective / Restraint System</b>	37.5%	36.7%	38.8%	33.3%	46.7%	47.4%	34.9%	37.1%	31.0%	65.5%
<b>% of Child Fatalities Not Using Protective / Restraint System</b>	62.5%	63.3%	61.2%	66.7%	53.3%	52.6%	65.1%	62.9%	69.0%	34.5%
<b>% of Child Fatalities</b>	4.5%	5.1%	4.1%	4.3%	3.5%	4.4%	3.6%	3.4%	2.9%	2.8%
<b>% of Non-Child Fatalities</b>	95.5%	94.9%	95.9%	95.7%	96.5%	95.6%	96.4%	96.6%	97.1%	97.2%

Source: Dept of Safety & Homeland Security, Division of Research, Planning & Development, December 7, 2011.

\*Note: 14 Years and under

## ALCOHOL & OTHER DRUGS COUNTERMEASURES

**Program Goal:** To decrease the number of impaired driving fatalities to 319 by Calendar Year (CY) 2010. (This goal should have read for Calendar Year 2011.)

### Performance Objective Measures:

- To decrease by 2.5% the number of impaired driving fatalities from 327 in CY 2008 to 319 by CY 2010
- To decrease the number of impaired driving crashes by 2.5% from 6,914 (CY 2009) to 6,741 by CY 2010.
- To decrease the number of driver fatalities with BACs of 0.08 or greater by 10% by the end of 2011 from 386 (CY 2008) to 339 by CY 2011
- To train 350 traffic enforcement officers in SFST, 25 officers as DREs, 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to expand Judges and Prosecutor Training to 150 by December 2011.

### Action Taken:

- Executed year round impaired driving enforcement
- Provided special enforcement emphasis during national enforcement campaign periods
- Increased participation and coordination by all components of the DUI system: enforcement, prosecution, adjudication and rehabilitation
- Continued training of law enforcement on DUI laws
- Funded roadside safety checkpoints
- Continued funding DUI data tracking system called Tracker. One of many components is that of tracking and identifying high repeat offender locations
- A new Tracker database, through the Tennessee Department of Safety, is currently being created with the goal of extracting data from the University of Memphis model into the new system.
- Funded 22 of 31 Judicial Districts with at least one Specialized DUI prosecutor along with a DUI Coordinator as support staff
- Funding of 2 Traffic Safety Resource Prosecutors

Grant Number	Grantee	Funding Source	Grant Amount	Grant Name
K8-11-15	Tennessee District Attorneys General Conference	410	\$586,289.53	DUI Specialized Training/TN Traffic Safety Resource Prosecutors
154AL-11-37	Tennessee District Attorney General – 20 <sup>th</sup> District	154	\$348,308.96	DUI Special Prosecutor 20th District (There are 22 districts with this type of focus.)
154AL-11-11/ PT-11-72	Metro Nashville Police Department	154/402	\$399,999.54	Highway Safety Initiative

### Highlights of Accomplishments:

#### Tennessee District Attorneys General Conference – Traffic Safety Resource Prosecutors

The DUI Traffic Safety Training Division continues to strive to give Tennessee Prosecutors and Law Enforcement officers the knowledge they need to succeed in the courtroom in traffic related cases including DUI, vehicular homicide and assault. The Division also continues to spread the



word to Tennessee prosecutors concerning other essential traffic safety issues including speeding, drowsy driving, distracted driving, motorcycle safety, reckless driving, child car seats and seat belts. We have seen successes in the last several years.

Conviction rates are up. Alcohol related fatality rates are down. The Training Division conducted a major 24 hour training for 50 prosecutors this year concerning the prosecution of DUI fatality cases. This major effort included an examination of a crash scene with instructions regarding : Point of Impact Tire Mark Evidence Airbag & Steering Modules Drag Sled & Accelerometer Photography: Vehicle Exterior, Interior & Scene Total Station Measurement Tool Witness Statements The course also included an examination of pedestrian involved crashes, single vehicle crashes, intersection crashes and in line collisions like head on crashes.

Legal aspects of the technical investigation, new laws, hot issues, chain of custody, qualification of State experts and cross examination of defense experts were also covered extensively. This class was one of many for the training division.

The division conducted cross examination seminars in five different cities to take the information to the prosecutors in their offices. The division also conducted nine different Cops in Court classes and provided instruction to many law enforcement classes.

For the first time the division conducted a webinar on the topic of cross examining defense experts, who claim expertise in the Standardized Field Sobriety Tests. This webinar was attended by 204 persons including 89 prosecutors. In total 214 prosecutors, 1,454 law enforcement officers, 117 Judicial Commissioners and 55 other attorneys received training through this program.

Additional training was conducted the Tennessee and United States Lifesaver meetings and others. The TSRP's also spoke at various conferences and meetings concerning traffic safety. These groups included advocates like MADD, the Hamilton County Traffic Safety Council, Remove Intoxicated Drivers, Prosecutors in Tennessee and other states. In addition TSRP Kimball testified numerous times to the Tennessee General Assembly concerning various bills that were considered and passed to strengthen DUI laws.

The TSRP's also worked with NHTSA, the Traffic Injury Research Foundation, The National Association of Prosecuting Coordinators, the National and State DARE Conferences. The Division wrote, edited, published and distributed four twelve page newsletters for 5,600 persons involved in traffic safety including Prosecutors, Judges, Law enforcement officers, Legislators and others.

The Training division provided hundreds of quick responses to prosecutors and others concerning inquiries received concerning defenses raised in Court or by motions filed. The division has provided numerous memorandums and copies of cases that help prosecutors respond and address concerns in the Courts.

In addition to providing such resource responses, we have distributed another 100 copies of the DUI Trial Manual and began a blog, which has been viewed over 11,000 times and a website, which has been viewed on average approximately 100 times per week. The website includes a member's only section that includes hundreds of files, which can be researched by a prosecutor at any time any day. We continue to maintain a Yahoo user group, which permits prosecutors to post questions to their colleagues for advice and assistance.

The Training Division is committed to saving lives on Tennessee roadways. We believe we can help accomplish this goal by making sure that guilty parties who have committed traffic crimes like DUI get convicted for their criminal behavior. District Attorneys have a vested interest in making sure that all prosecutions of traffic crimes are done as well as possible. The District Attorney must be given the most possible knowledge concerning his/her trial advocacy skills and knowledge of current case law, innovative procedures and arguments and knowledge of how officers do their job on the street. District Attorneys must also build within the judicial system a passion for traffic safety. The long-range goal of this project is to provide training for prosecutors concerning traffic safety related cases including driving under the Influence, vehicular homicide and assault and habitual traffic offender violations. A

second goal is to help law enforcement officers. It assists the prosecutor as well as the officer if the officer learns how to make safe and legal traffic stops; how to use the field sobriety tests properly and increases his ability to testify in court. The ultimate goal is to significantly reduce the number of drug and alcohol-related traffic collisions, injuries, and fatalities on Tennessee's highways.

The efforts of the District Attorneys Traffic Safety unit are difficult to measure. The ultimate goal of training is to help prosecutors become better prosecutors. Measuring that improvement is difficult. The secondary goal is to help police officers improve their skills. Measuring that improvement is also difficult. One way to look at the issue is to observe the statistical changes from the time the unit began in 2002 until the present. Numerous factors affect every statistic, when the statistics count lives saved in the traffic safety arena. One of the factors in the reduction in fatalities is the increased effort and enthusiasm of the Tennessee District Attorneys General in prosecuting DUI related crimes to the fullest extent possible. Another has to do with the creation of additional methods to reduce recidivism including DUI treatment courts, which are usually begun at the behest of the local District Attorney and Judge.

The latest statistical information available that is helpful to understanding the success of the program was produced by The University of Memphis, Herff College of Engineering, which gathered data from Tennessee Prosecutors who are funded by grants from the GHSO. These prosecutors tend to be the prosecutors who most often receive information and training from this unit. Since the inception of the Training division in 2002, many good and positive things have occurred. In 2002 the statewide conviction rate was 64%. Last year it was 75.79% Convictions in the Tracker only count as convictions if an offender is found guilty as charged. Thus cases in which an offender is charged as a second offender, but convicted as a first offender do not count as convictions. In 2002 the average BAC of the convicted offender was .17. Last year it is 0.1114. In 2002 the average BAC of an offender found not guilty or who received a reduction was .13. Now it is 0.0681 Tennessee has continued during the last several years to see an overall reduction in the number of alcohol related fatalities. Part of that reduction can be attributed to the efforts of Tennessee District Attorneys and the DUI Training grant. There is much more to be done. There continues to be turnover in personnel in the DAs offices. To increase the safety of Tennessee Highways the training grant must continue to try and help new prosecutors master their abilities to succeed in DUI and vehicular homicide and assault case as well as increase awareness of the problems created by violations of the law concerning speed, seat belts, reckless driving and child restraint seats.

**Tennessee District Attorneys General – Specialized DUI Prosecutors – 20th District (This is a sampling of one of a total of 22 grants of which there are very similar outcomes.)**

Our office disposed of 609 DUI cases in Criminal Court and 2852 DUI cases in General Sessions Court, for a total of 3461, this grant year. The majority of those dispositions were guilty-as-charged. Our DUI Coordinator discovered a reporting discrepancy in how some Criminal Court clerks enter disposition data. We actively are working to remedy this, but the simultaneous updating by TDOC of the universal judgment form is complicating that work. Therefore, we cannot provide reliable office-wide guilty-as-charged data for Criminal Court at this time. We prosecuted 17 trials, with 14 convictions as charged. The detailed list is attached. Our team also handled 368 other traffic-related offenses, such as Driving While Revoked for DUI, Motor Vehicle Habitual Offender Violation, Leaving the Scene, Evading Arrest with a Motor Vehicle, Vehicular Assault, and Vehicular Homicide. While our GHSO-funded ADAGs handle only impaired-driving related cases, the team leader also handles other traffic offenses, such as Leaving the Scene and Vehicular Homicide by Conduct. We disposed of 6 Vehicular Homicide by Intoxication cases, with 5 of them being resolved guilty-as-charged. We disposed of one Aggravated Vehicular Homicide case guilty-as-charged, and we resolved 3 Vehicular Homicide by Conduct cases, all guilty-as-charged. We filed 272 petitions to have persons declared Motor Vehicle Habitual Offenders, and we conducted 10 direct reviews of cases that the police department referred to us for the initial charging decision, with 5 of them being approved for criminal charges.

The most noticeable difference this grant year over past years is the increased level of both case and trial preparation that our lawyers are bringing to the courtroom. The efficiency gains that have been such a keen focus during prior grant years have been achieved, allowing a lawyer handling

a very large volume of cases to achieve the results you would expect from a lawyer with a very small case load. Because of the repeatability of many categories of DUI cases, our lawyers can prepare a "typical" DUI case in a fraction of the time that a general practice prosecutor could. This frees the DUI prosecutor to be able to prepare properly for the "atypical" DUI case, which would not be possible otherwise. For example, our team successfully tried its first prescription drug case this year. That trial win was instrumental in getting another defendant with a prescription drug case that was set for trial the following month to instead plead guilty.

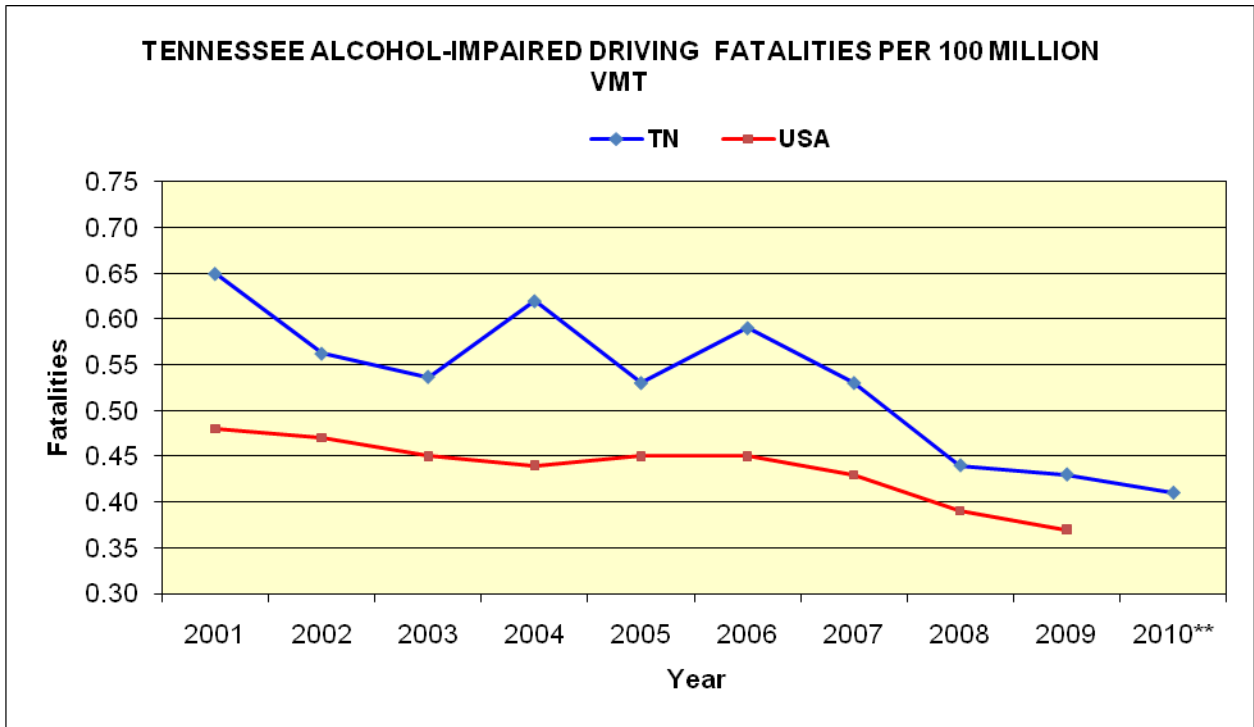
### **Metropolitan Nashville Police Department**

During the 2010-2011 Nashville Highway Safety, Nashville experienced several areas of success as well as continued challenges we have faced in the past. Most of the goals that were set at the beginning of this grant period were exceeded. Our officers have really shown tremendous dedication in their efforts to locate drunken drivers. Officers in Nashville working the grant made 7,373 traffic stops resulting in 739 individuals being removed from the street for driving under the influence of alcohol and or drugs. We have seen a reduction in fatality crashes this year to date compared to the prior year to date even though the reduction in workforce was drastically reduced. Our goal for the new grant year is to continue our laser focused approach to targeting drivers that are impaired and to continue to build upon prior successes to improve the safety of our citizens throughout Nashville and Davidson County. This will be done through effective enforcement in known DUI hotspots, and constant re-evaluation of data to ensure the proper deployment of police resources.

The methods used to determine the success of the Nashville Highway Safety Grant were a combination of proactive and reactive statistics. Reactive Measures: The reactive statistics gathered and analyzed on a weekly basis included the total number of traffic crash fatalities, and the total number of traffic crash fatalities attributed to impaired drivers. The data from the current grant is compared to data from previous years to evaluate progress toward program goals. On a weekly basis data from throughout the department is reviewed to determine hotspot areas for impaired driving arrests, and vehicle crashes. Information from the above listed sources is gathered and officers assigned to the grant are deployed to the known problem areas to provide enforcement. Proactive Measures: On a weekly basis officer productivity is evaluated using the following areas of performance, DUI arrests, breath alcohol tests/blood tests completed, traffic stops, misdemeanor and felony arrests.

At the end of FY11 the results are: 7,373 Traffic stops made or 154% of our goal; 676 Misdemeanor arrests made or 211% of our goal; 35 Felony arrests made or 87% of our goal; 739 DUI arrests made or 154% of our goal; 204 Breath Alcohol tests conducted or 51% of our goal; 56 Blood tests made or 280% of our goal. For the year,(10-1-2010 through 09-30-2011) there were 16 fatal crashes where the at-fault drivers were impaired. In comparing the same measure from the fourth quarter of the previous grant year (10-1-2008 through 09-30-2010), there were 19 fatal crashes where the at-fault driver was impaired or a 16% reduction.

Performance Trend Charts:



Alcohol-Impaired Driving Fatalities per 100 Million VMT*										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010**
TN	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41
USA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.37	

Source: [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/hcsa/STSI/47\\_TN/2009/47\\_TN\\_2009.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/hcsa/STSI/47_TN/2009/47_TN_2009.htm), accessed August 11, 2011.

\*\*Source: TN Dept of Safety, FARS Division; Note: 2010 Data is preliminary.

\* Based on NHTSA's Definition of Alcohol-Impaired Driving Fatalities.

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Fatality Rate per 100 Million VMT</b>	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41
<b>Alcohol Impaired Fatalities</b>	439	384	370	439	376	414	377	306	303	289
<b>Vehicle Miles Traveled (VMT) in 100 Millions</b>	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29

<b>Tennessee Drivers in Fatal Crashes by Gender and BAC</b>						
<b>Year</b>	<b>Male</b>			<b>Female</b>		
	<b>All Male Drivers</b>	<b>Percent</b>		<b>All Female Drivers</b>	<b>Percent</b>	
		<b>BAC=.01+</b>	<b>BAC=.08+</b>		<b>BAC=.01+</b>	<b>BAC=.08+</b>
<b>1995</b>	1,248	33%	29%	435	12%	10%
<b>1996</b>	1,222	32%	27%	461	13%	11%
<b>1997</b>	1,172	31%	28%	480	12%	9%
<b>1998</b>	1,231	30%	26%	459	15%	13%
<b>1999</b>	1,281	31%	27%	489	12%	10%
<b>2000</b>	1,258	29%	25%	474	18%	14%
<b>2001</b>	1,230	32%	27%	460	15%	13%
<b>2002</b>	1,128	31%	26%	416	17%	13%
<b>2003</b>	1,126	27%	24%	479	15%	13%
<b>2004</b>	1,291	30%	26%	487	14%	12%
<b>2005</b>	1,269	27%	23%	463	14%	12%
<b>2006</b>	1,243	30%	25%	461	16%	14%
<b>2007</b>	1,187	30%	25%	439	13%	11%
<b>2008</b>	1,022	27%	23%	371	18%	13%
<b>2009</b>	930	29%	25%	367	16%	14%
<b>2010</b>	1,189	11%	9%	470	6%	4%

NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>,

Source: accessed August 15, 2011.

Note: 2010 Data is preliminary from TN Dept. of Safety Databases, August 15, 2011.

Tennessee Drivers Involved in Fatal Crashes, by Previous Driving Record and License Status-2009								
	License Status						Total (1,305)	
	Valid License (1,119)		Invalid License (175)		Unknown (11)			
Previous Convictions	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	207	18.5%	31	17.7%	0	0.0%	238	18.2%
Previous Recorded Suspensions or Revocations	46	4.1%	66	37.7%	0	0.0%	112	86.0%
Previous DWI Convictions	8	0.7%	22	12.6%	0	0.0%	30	23.0%
Previous Speeding Convictions	185	16.5%	33	18.9%	0	0.0%	218	16.7%
Previous Other Harmful Moving Convictions	89	8.0%	19	10.9%	0	0.0%	108	83.0%
Drivers with No Previous Convictions	716	64.0%	90	51.4%	11	100%	817	62.6%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, accessed August 5, 2011.

Note: FARS recorded prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. One driver may have more than one convictions

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type-2009									
Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving
Midnight to 2:59 a.m.	82	54	66	16	14	84	98	68	69
3 a.m. to 5:59 a.m.	57	37	65	8	4	49	65	41	63
6 a.m. to 8:59 a.m.	55	10	17	41	7	17	96	16	17
9 a.m. to 11:59 a.m.	50	6	12	45	2	4	95	8	8
Noon to 2:59 p.m.	61	8	14	61	7	11	122	15	13
3 p.m. to 5:59 p.m.	81	20	25	75	10	14	156	30	19
6 p.m. to 8:59 p.m.	90	32	36	56	16	29	146	49	33
9 p.m. to 11:59 p.m.	100	44	44	28	9	34	128	53	42
Unknown	12	6	50	0	0	0	12	6	50
<b>Total</b>	<b>588</b>	<b>217</b>	<b>37</b>	<b>330</b>	<b>69</b>	<b>21</b>	<b>918</b>	<b>286</b>	<b>31</b>

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Crashes/CrashesAlcohol.aspx>, accessed August 15, 2010.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown.

Alcohol-Impaired Driving – at least one driver or motorcycle rider had a BAC of .08 or higher.

**YOUTH DRIVERS PROGRAMS**  
Including  
**ALCOHOL AND OTHER DRUGS**  
**COUNTERMEASURES**

**Program Goal:** To decrease the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by 2.5% from 986 to 961 in 2011.

**Performance Objective Measures:**

*Objective 1:* To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes 2.5 % from the CY 2009 to the end of CY 2011.

*Objective 2:* To decrease fatal crashes by 2.5 percent of drinking drivers aged 20 to 24-year From 305 to 297 by the end of CY 2011.

**Action Taken:**

- Executed year round impaired driving enforcement
- Provided special traffic enforcement emphasis during national enforcement campaign periods
- Increased alcohol awareness on college and high school campuses across the state.
- Conducted beer-stings on local retail owners selling alcohol
- Monitored bars in town and conducted frequent “walk through” of establishments to determine if under-aged patrons were present.
- Provided drunk driver simulation using Simulated Impaired Driving Experience (SIDNE) vehicle to high schools.
- Increased participation and coordination by all components of the DUI system: enforcement, prosecution, adjudication and rehabilitation
- Purchased instructional equipment and materials to be distributed to schools.

<b>Grantee</b>	<b>Grant Amount</b>	<b>Grant Name</b>
Tennessee Department of Safety	\$180,000.00	Youth Safety- Alcohol Impaired Enforcement
Washington County Sheriff's Department	\$60,000.00	Sheriff's Training for Awareness and Responsibility
Martin Police Department	\$27,845.40	Youth Alcohol/Youth Traffic Safety
Tennessee Technological University	\$112,547.66	Ollie the Otter Elementary Booster Seat Education
TSSAA- Statewide	\$60,000.00	DUI Highway Safety Education Team
Johnson City Police	\$19,739.50	Tenn. Novice Driver
MADD- Davidson County	\$83,107.41	Youth in Action
TJohnE Productions, Inc.	\$120,000.00	ThinkFast Young Adult Impaired Driving Intervention
Community Anti-Drug Coalitions Across Tennessee	\$95,900.16	“Alive to Tell the Story” Campus-Community Coalition Project

**Tennessee Secondary School Athletic Association (TSSAA) Program Highlights**

The DUI Education Team reached 27,311 students and adults across the state in 109 sessions. Although this is less than expected, the DUI Education Team feels did a tremendous job to

almost reach the target of 30,000 students and adults. This year was definitely an unusual year and does not represent a trend in schools interest or in the need of the program.

The DUI Education Team experienced severe weather during the 1st and 2nd quarter causing schools to cancel and reschedule for future dates in the school year. By rescheduling, the DUI Education Team was unable to book new programs and students. This was definitely an unusual year with weather and the DUI Education Team will strive to reach the goal and break this 2-year cycle. In addition to the numbers affected by the DUI Education Team it is also important to determine the value of the program to the students.

The DUI Education believes the value is strong to the schools, because of the high demand from the schools for the program. The DUI Education Team was full during the school year and had several schools on a waiting list. In addition to the numbers, the DUI Education Team also analyzes the letters of recommendations and comments by the school administrators. The school administrators truly value the program based on the emails and interest in the program. In addition, the DUI Education Team received letters from students and parents showing the value of the program to the schools

### **Community Anti-Drug Coalitions Across Tennessee (CADCAT) Program Highlights**

During this year CADCAT focused activities according to CADCA's recommended strategies for promoting environmental change. As we facilitated training and technical assistance and supportive services for campus and community leaders, CADCAT encouraged development and implementation of service learning between campuses and local middle and high schools and their communities. „

- Goal 1: To reduce high risk drinking among college students in Tennessee. This was accomplished by assisting campuses to develop the skills and knowledge base of staff and administrators and by helping as they developed comprehensive prevention plans.

To accomplish this goal CADCAT (1) provided information, (2) enhanced skills, (3) provided support, (4) reduced barriers and increased access, (5) assisted change in consequences, (6) assisted exploration of possible changes in physical design, and (7) assisted in modification of policies.

Providing Information: CADCAT developed tools for campus use and disseminated them to campuses across the state, including (a) Protocols for evaluating compliance of on-site and off-site alcohol sales; (b) Protocols for conducting focus groups to establish which intervening variables would most likely produce population-level change. CADCAT staff and community coalition leaders disseminated materials at the GHSO Lead & Live statewide conference, CADCAT's Working Together conference; and DADAS's Prevention Conference, Tennessee Teen Institute. o Enhancing Skills: CADCAT staff and community coalition leaders conducted workshops and assisted planning for the GHSO Lead & Live statewide conference, CADCAT's Working Together conference; and DADAS's Prevention Conference, the Tennessee Teen Safe Driving project and Tennessee Teen Institute. o Providing Support: CADCAT developed and provided web-based resources for campus/community coalitions, provided technical assistance on site and by distance. We provided combined training opportunities for campus personnel with community coalition staff, in order to provide opportunities for CADCAT staff and networked support between sites. o Reducing Barriers/Increasing Access: Utilizing the U. S. DOE grant, CADCAT provided national level training for college personnel at the CADCA Leadership Forum, CADCA Mid-Year Institute, and through the Higher Education Center. o Changing Consequences: CADCAT collaborated with the Campus Compact to present information to SACS in Atlanta to encourage them to include Edgar 86 compliance as a part of their assessment of campus accreditation. o Physical Design: CADCAT worked with campuses to include off-campus housing landlords in their prevention intervention planning. o Modifying Policies: CADCAT assisted Volunteer State, Roane State, and Jackson State Community Colleges, and the University of



Tennessee, Chattanooga to examine their policies, with an aim to meet or exceed federal directives. „İ

- Goal 2. To reduce high risk drinking among youth in Tennessee. This was accomplished by providing awareness events to five (5) high schools, five (5) colleges and two (2) statewide youth conferences. Through this project Mr. McMeans spoke at CADCAT;’s Service Learning Conference at Tennessee State University in October; Livingston Academy, March 4, 2011, Smyrna Alternative High School, March 28, 2011; Northside High School, March 31, 2011; David Lipscomb University; Westmoreland High School, April 11, 2011; Southwind High School, April 14, 2011; Tennessee Teen Institute June 21st and 23rd, 2011; Volunteer State Community College, September 20, 2011; Motlow State Community College, September 22, 2011; and Belmont University September 28, 2011. „İ
- Goal 3. To reduce high risk drinking among middle and high school students in Tennessee. This was accomplished by the formation and support of SADD Chapters across the state. CADCAT developed and facilitated a SADD Advisory Board to support SADD Chapters. Through guidance from this Advisory Board training needs were identified, a website was developed, and an infrastructure for communication and project development was established. The National Safety Council, through a grant from Allstate Foundation, brought a project to Tennessee;’s coalitions which produced a value-added component to this goal. While it focused on Graduated Driver;’s Licensing, it provided an interconnected plan between youth-designed and provided training (youth-to-youth) about Graduated Driver;’s Licensing, law enforcement;’s use of this information for both parent training and enforcement, and parent-to-parent training and support for maintaining the standards set in the law.
- Goal 4: To reduce high risk drinking among underage youth in Davidson and Shelby Counties. This was accomplished in Davidson County through development of an Intercollegiate Prevention Task Force and in Shelby County through a project of the Shelby County Mayor. „İ Goal 5: To reduce high risk drinking among high school and college students in Tennessee. In order to accomplish this CADCAT has facilitated the work of a Community-Based Institutional Review Board and a Community-Based Work Group to improve the quality of planning, evaluation and reporting by Tennessee;’s coalitions and campuses in prevention science. These have met regularly, established procedures and forms and undertaken work on a coalition;’s initial submission.

### **TJohneE Productions, Inc. Think Fast Program Highlights**

- Think Fast was a successful event at the 36 high school campuses, educating hundreds of the dangers and consequences of underage drinking and dangers of alcohol use/abuse. 625 youth from 16 schools completed a pre-test immediately before the Think Fast event, and 631 completed a post-test just after the event. The average score for the pre-test was 70.94% and the post was 96.8%, demonstrating a 36.48% increase in test scores after the Think Fast event. As this is the third year GHSO has facilitated Think Fast across the state, we can see that this increase is consistent with knowledge gains in 2009, when the average pre-test score was 70.2% and rose to 92.3%, demonstrating a 31.5% increase on the post-test. Individual school reports for 2011 are provided at the end of this report.

**2009 ThinkFast Pre/Post Comparisons**

Score	Pre Test		Post Test	
	Frequency	Percent	Frequency	Percent
100	3	0.4%	32	3.4%
92	52	6.3%	152	16.3%
84	118	14.2%	206	22.1%
76	162	19.5%	239	25.6%
68	188	22.6%	153	16.4%
60	131	15.7%	97	10.4%
52	86	10.3%	28	3.0%
44	48	5.8%	16	1.6%
36	26	3.1%	8	0.9%
28	15	1.8%	2	0.2%
12	2	0.2%	1	0.1%
4	1	0.1%	0	0.0%
<b>Total</b>	<b>832</b>	<b>100.0%</b>	<b>934</b>	<b>100.0%</b>
<b>Average Score</b>	<b>67.2%</b>		<b>76.4%</b>	

**2010 ThinkFast Pre/Post Comparisons**

Score	Pre Test		Post Test	
	Frequency	Percent	Frequency	Percent
<u>100</u>	<u>19</u>	<u>2.4%</u>	<u>317</u>	<u>41.3%</u>
<u>92</u>	<u>57</u>	<u>7.3%</u>	<u>303</u>	<u>39.5%</u>
<u>84</u>	<u>142</u>	<u>18.3%</u>	<u>89</u>	<u>11.5%</u>
<u>76</u>	<u>188</u>	<u>24.2%</u>	<u>27</u>	<u>3.5%</u>
<u>68</u>	<u>148</u>	<u>19.0%</u>	<u>16</u>	<u>2.1%</u>
<u>60</u>	<u>85</u>	<u>10.9%</u>	<u>5</u>	<u>0.7%</u>
<u>52</u>	<u>60</u>	<u>7.7%</u>	<u>2</u>	<u>0.3%</u>
<u>44</u>	<u>45</u>	<u>5.8%</u>	<u>2</u>	<u>0.3%</u>
<u>36</u>	<u>17</u>	<u>2.2%</u>	<u>4</u>	<u>0.5%</u>
<u>28</u>	<u>11</u>	<u>1.4%</u>	<u>1</u>	<u>0.1%</u>
<u>20</u>	<u>4</u>	<u>0.5%</u>	<u>1</u>	<u>0.1%</u>
<u>12</u>	<u>2</u>	<u>0.3%</u>	-	-
<u>4</u>	<u>0</u>	<u>0.0%</u>	<u>1</u>	<u>0.1%</u>
<b>Total</b>	<b>778</b>	<b>100.0%</b>	<b>768</b>	<b>100.0%</b>
<b>Average Score</b>	<b>70.2%</b>		<b>92.3%</b>	

## Highlights of Accomplishments

- Reduction in fatal crashes from 145 in CY 2008 to 131 in CY 2009 for youth drivers ages 21-24.
- Reduction in fatal crashes from 166 in CY 2008 to 144 in CY 2009 for youth drivers ages 16-20.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2000 - 2009									
Year	Total Number of Drivers	Alcohol Test Results							
		None Given	Test Given, No Result Recorded	0.00	0.01-0.07	0.08+	Test Refused	Tested Result Unknown	Test Given, Insufficient Sample
2000	43,049	39,360	324	150	46	307	289	2,573	0
2001	43,510	39,857	287	285	37	251	306	2,487	0
2002	43,606	38,296	488	212	36	537	368	1,877	10
2003	40,171	35,190	700	47	25	214	385	45	17
2004	44,841	40,201	828	16	27	202	403	58	13
2005	42,764	38,862	838	53	28	219	406	53	21
2006	43,045	38,717	857	47	21	187	427	42	21
2007	40,972	35,830	736	40	18	159	421	46	19
2008	37,021	29,437	713	53	19	183	368	42	62
2009	37,332	24,001	824	58	27	207	306	107	106

Source: TN. Dept. of Safety, Office of Research, Statistics, and Analysis, December 7, 2011.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 – 2010*									
Year	Total	Alcohol Test Results							
		None Given	Test Given, No Result Recorded	0.00	0.01 to 0.07	0.08+	Test Refused	Unknown If Tested	Invalid Data
2003	40,115	87.61%	1.78%	0.12%	0.06%	0.53%	0.95%	8.82%	0.13%
2004	44,818	89.66%	1.87%	0.04%	0.06%	0.45%	0.90%	6.88%	0.14%
2005	42,731	90.88%	2.01%	0.12%	0.07%	0.51%	0.95%	5.31%	0.15%
2006	43,013	89.96%	2.04%	0.11%	0.05%	0.43%	0.99%	6.32%	0.10%
2007	40,940	87.46%	1.84%	0.10%	0.04%	0.45%	1.03%	8.97%	0.11%
2008	37,008	87.55%	1.76%	0.15%	0.05%	0.50%	0.87%	8.98%	0.13%
2009	37,323	91.79%	1.75%	0.16%	0.07%	0.56%	0.57%	4.76%	0.33%
2010	32,904	94.65%	1.90%	0.18%	0.11%	0.64%	0.41%	1.78%	0.34%

Source: TN Department of Safety & Homeland Security, Research, Planning, and Development, 29 July 2011. 2010\* Data is preliminary.

<b>Drivers in Fatal Crashes with Known BAC &gt; 0.07 per Age Group</b>										
<b>Age Group</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Young Drivers (Less than 25 Years Old)</b>	14	12	43	38	10	24	18	30	37	37
<b>Middle Aged Drivers ( 25 to 64 Years Old)</b>	55	17	94	102	33	74	66	53	113	101
<b>Senior Drivers (65 Years and Older)</b>	1	1	3	4	0	4	5	3	6	3
<b>Total</b>	70	30	140	144	43	102	89	86	156	141

<b>Percentage Drivers in Fatal Crashes with Known BAC &gt; 0.07 per Age Group</b>										
<b>Age Group</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Young Drivers (Less than 25 Years Old)</b>	20%	40%	31%	26%	23%	24%	20%	35%	24%	26%
<b>Middle Aged Drivers ( 25 to 64 Years Old)</b>	79%	57%	67%	71%	77%	73%	74%	62%	72%	72%
<b>Senior Drivers (65 Years and Older)</b>	1%	3%	2%	3%	0%	4%	6%	3%	4%	2%
<b>Total</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: TN. Dept. of Safety, Office of Research, Statistics, and Analysis, November 2010.

## POLICE TRAFFIC SERVICES

**Goal 1:** To decrease the number of vehicle crashes and fatalities related to speeding and other behavior related offenses by 10% from the calendar year 2008 preliminary data.

**Objective 1:** To decrease the number of speed-related fatalities resulting from car crashes by 5%, from CY 2008, by end of CY 2010.

**Objective 2:** To decrease the number of rural fatal crashes by the end of CY2010.

**Goal 2:** To provide funds for full-time officers, overtime pay, laser and radar equipment units, DUI trailers, Visible display radar trailers, computer equipment, and other resources.

**Goal 3:** To promote traffic enforcement training for patrol officers.

**Goal 4:** To encourage the involvement of community based organizations in program planning and its implementation activities.

### Action Taken:

The general goal of Tennessee's Police Traffic Services Program is to significantly reduce the number of speed-related crashes. Performance goals include reducing the percentage of speed-related crashes by 10%, the high level of crashes that occur because of the four predominant contributing factors: following too closely, failure to grant the right of way, traveling too fast for road conditions, and violating traffic controls.

GHSO awarded several types of grants to various LEAs throughout the State. Examples of grants are shown below:

- Law Enforcement Liaisons Grant
- High Visibility Grants
- Police Traffic Services Enforcement Grants
- Network Coordinator Grants
- Law Enforcement Training Grants
- Law Enforcement Language Training Grant

The Tennessee Governor's Highway Safety Office participated in the national enforcement waves through our *Booze It & Lose It* and *Click It or Ticket* campaigns. We continued to encourage our law enforcement partners to participate fully in these initiatives by stepping up enforcement during strategically selected periods. GHSO also implemented a more sustained *Buckle Up in Your Truck* campaign and made it more conducive to the "*Click It or Ticket*" model.

The GHSO initiated enforcement along with the media advertising in order to raise the seatbelt usage rate for pick-up truck drivers and their occupants. Speeding, aggressive driving, occupant protection, and DUI enforcement programs are priorities of the Police Traffic Services program area. Following are the sample Grants in this:

<b>Grantee</b>	<b>Grant Amount</b>	<b>Grant Title</b>
University of Tennessee	\$ 1,100,000	UT Law Enforcement Liaison
Various LEAs	\$ 1,410,885	High Visibility Grants
Various LEAs	\$ 229,328	Network Grants
Fairview City Police Department	\$ 23,738.42	Safer Roads equals Safer lives
LaVergne City Police Dept	\$ 15,000.00	Traffic Law Enforcement Program
Columbia State Community College	\$ 195,724.70	Law Enforcement language Training
Tennessee Law Enforcement Training Officers Association	\$ 246,700.00	Law Enforcement Training

## **Some Examples of Results from Police Traffic Services Enforcement Grants**

### **Fairview City Police Department**

#### **Program Highlights:**

The Fairview police department is located west of Nashville in the northwest portion of Williamson county. We are a small department with 19 fulltime officers. Our city population is approx 7,000 and we have a service population of over 10,000. Our city has two major highways (hwy 96n and hwy 100) that run through the city as well as a small portion of I-40. After several traffic studies were completed the stats showed on Hwy 100 alone that over 7,000 vehicles traveled through the City of Fairview daily. We were concerned about the increasing number of crashes in the city with a majority of them occurs on Hwy 100 and Hwy 96. We developed a plan to start a traffic program that would concentrate on the problem areas to help reduce the number of crashes.

#### **Method**

We created the traffic position to allow an officer to concentrate on traffic related issues in the city to include awareness, speed reduction, seat belt usage and improve drivers' attitudes. The officer was scheduled to work during problematic hours and areas. This was and is a continuous changing environment. As we noticed trend changes we adjusted the officers hours and days to help combat the issues as they arose.

#### **Result**

Through the three year project we have succeeded in meeting our project goal by doubling the success of the project goal and ended the grant portion with a overall 23% reduction in crashes and 32% reduction in injury related crashes. We will continue to work this project through a self-funded technique.

The city developed a traffic fund. This fund receives monies from every citation written within our department as well as 10% of all traffic and criminal court fees paid. We forecast into the future as the city grows and our population increases the need for more traffic officers will arise. Through the growth of this funding we expect more financial support to increase the traffic division in the future.

# LaVergne Police Department- Traffic Law Enforcement Program

## Program Highlights

When developing this program the LaVergne Police Department's goal was to see traffic crashes decrease by 10% and to observe that 75% of the motorists stopped during enforcement were compliant with the State's seatbelt, insurance, and driver license laws. During the program officers looked for equipment and traffic violations that gave them an opportunity to stop the motorist, during this time the officer would check to determine if the motorist was wearing the seatbelt, had vehicle insurance, and had a valid driver license. Enforcement data in this report was collected from department wide sources. The program was evaluated through data collection which involved collecting data from LaVergne Police Dispatch about the number of traffic stops and comparing these numbers to enforcement data from the LaVergne City Court. These numbers were compared to determine compliance of the Tennessee laws involving seatbelt use, driver license laws, and laws requiring financial responsibility of motorists. Data for monitoring crash data was retrieved from monthly statistic reports compiled by the LaVergne Police Department Records Division.

The purpose of the program was to see a reduction in traffic crashes and for the patrol division concentrate on traffic enforcement to observe compliance with the State's driver license, seatbelt, and financial responsibility laws. Goals of this program were to observe (1) traffic crash reduction by 10% over the same period of the previous year, (2) 75% of motorists complying with seatbelt laws, (3) 75% of the motorists have a valid driver license, and (4) 75% of the motorists complying with the financial responsibility laws. These goals would be accomplished by the officer looking for any reason to stop the motorist, for an equipment or traffic violation.

The program was designed to reduce vehicle crashes, utilize funded car computers to complete and transmit vehicle crash reports, and to measure compliance with the State's laws involving driver license, financial responsibility, and seatbelt use. Resources that were used to carry out the program were primarily personnel, the officers that were conducting the enforcement activity. The other resource would be the grant funded car computers that are used to complete and submit crash reports and perform NCIC inquiries (driver license and license plate checks and check persons for outstanding warrants).

Resources that were used to carry out the program were primarily personnel, the officers that were conducting the enforcement activity. The other resource would be the grant funded car computers that are used to complete and submit crash reports and perform NCIC inquiries (driver license and license plate checks and check persons for outstanding warrants. Administrative procedures and obstacles that were overcome to conduct the program primarily involved the purchasing process of the computers.

## Result

**Data Collection Procedures** Data collection consisted of the Project Director collecting traffic stop data from the LaVergne Police Dispatch Division and enforcement data from the LaVergne City Court to evaluate motorists' compliance with the State's laws involving financial responsibility, driver license laws, and seatbelt usage. Data involving traffic crashes was received from the LaVergne Police Records Division. **Data Analysis** When determining compliance with state laws involving driver license, insurance, and seatbelt usage, the Project Director compared the number of violations to the number of traffic stops during the period. **EXAMPLE:** Between October 1, 2010 and December 31, 2011 (First Quarter) there were 2,132 traffic stops made by the LaVergne Police Department. During this time there were 166 motorists cited for seatbelt violations. Based on this information the department assumed compliance of 1,966 motorists or 92%. Traffic crash data was retrieved quarterly and reviewed by the Project Director to monitor current statistics against the goal of reducing crashes by 10%.

## Law Enforcement Liaison Grant- University of Tennessee

### Program Highlights

The UT program consists of four Law Enforcement Liaison Officers, one Law Enforcement Administrator, a Law Enforcement Training Coordinator and a project director. The team is responsible for conducting DRE, SFST, Verbal Judo and other state certified courses to law enforcement agencies across the state. The program also conducts the statewide Law Enforcement Challenge, coordinates "Hands Across the Border" events, and coordinates network meetings and trainings to educate law enforcement agencies in highway safety related activities.

The success of this program was measured by:

- The number of officers trained in SFST, DRE and Verbal Judo.
- Increase in the number of agencies participating in the statewide Law Enforcement Challenge.
- Conduct the annual "Hands Across the Border" event.
- Network and conduct meetings with various agencies including: law enforcement, emergency medical services, hospital members, and other highway safety advocates.

### High Visibility Grants

#### Program Highlights

The main goals and objectives were:

- Increase safety belt use to 83% by the end of CY 2010.
- Maintain Selective Traffic Enforcement Program (STEP) Wave concept of enforcement, participating in national mobilization periods
- Increase DUI enforcement.

Safety belt use has reached the goal set during the planning process.

Agencies submitted enforcement campaign data to [www.tntrafficsafety.org](http://www.tntrafficsafety.org) website. The result of the campaign data is listed below in the Performance Chart section.

### Network Law Enforcement Grants

#### Program Highlights

The main goals and objectives were to reduce injuries, fatalities, and economic losses on TN roadways. The most important factors in the success of state-wide highway safety programs are the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the programs. One time special award grants are awarded to 22 networks within the 4 LEL regions.

The success of the program was measured by:

- The number of agencies participating in monthly Network meetings;
- The number of law enforcement agencies participating in planned enforcement initiatives;
- The participation level of the agencies in the Network in the national safety enforcement campaigns.
- Implement TITAN to download crash results electronically.

The number of agencies attending the network meetings continues to grow. The number of agencies participating has increased and reporting was near 100% for the last national safety enforcement campaign. More agencies are using the TITAN system. Currently, 61% of agencies are using TITAN. This accounts for 70% of all crash reports.



## **Law Enforcement Training Grants**

The Governor's Highway Safety Office is proud to report **the following achievements** in training grants.

This year was a successful training year. The total number trained was 3,856.

- 214 District Attorneys and Judicial Commissioners trained by Highway Safety Resource Prosecutors.
- 552 Tennessee Highway Patrol (THP) State Troopers who were taught Advanced Roadside Impaired Driving Enforcement (ARIDE) as a part of annual in-service training. Tennessee is the first state that has provided P.O.S.T. certified, no cost, ARIDE training to all state troopers on the road. This training increases the skill set of the THP Trooper to better enforce impaired driving.
- GHSO completed the eighth year of the statewide training program. 2,627 law enforcement officers, 97 prosecutors and 117 Judicial Commissioners were trained free of charge.
- GHSO began a Drug Recognition Expert (DRE) training program in 2005. In 2011, there were 18 officers trained in DRE. Tennessee currently has 93 active DRE officers. These officers have been trained to recognize impairment in drivers under the influence of drugs as well as alcohol.

All Tennessee Highway Patrol road troopers were trained in Advanced Roadside Impaired Driving Enforcement (ARIDE). 480 Troopers have been trained in ARIDE.

## **Police Traffic Services Highlights:**

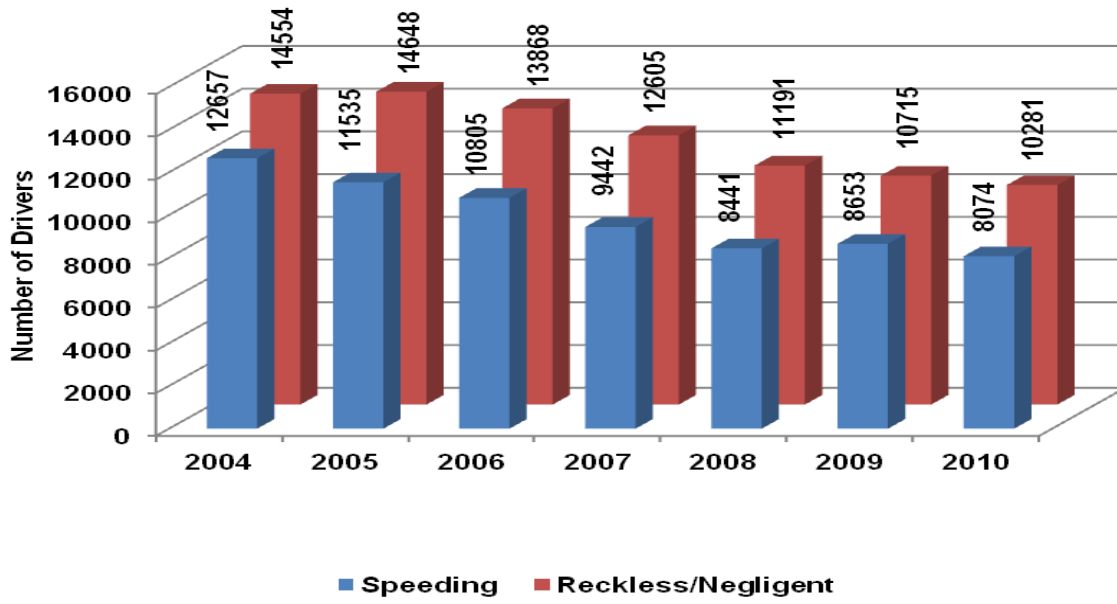
- Number of reckless and negligent driving crashes has decreased from 10,715 in 2009 to 10,281 in 2010.
- GHSO completed the seventh year of the statewide training program. 3,642 law enforcement officers, 142 prosecutors and 74 victim witness coordinators were trained free of charge.
- Number of speed related crashes has decreased from 8,653 in 2009 to 8,074 in 2010.
- GHSO began a Drug Recognition Expert (DRE) training program in 2005. Since March 2005, 97 officers have become certified DRE officers and 25 of those DRE's are within the Tennessee Highway Patrol.
- All Tennessee Highway Patrol road troopers were trained in Advanced Roadside Impaired Driving Enforcement (ARIDE). 552 Troopers have been trained in ARIDE.

<b>Training Courses</b>	<b># of Classes</b>	<b>Students Trained</b>
Advanced Traffic Crash Investigation	5	62
Advanced Roadside Impaired Driving Enforcement	9	102
At-Scene Traffic Crash Investigation	6	89
COPS in Court	6	76
Standardized Child Passenger Safety	11	123
Standardized Child Passenger Safety (Re-Certification)	9	91
Standardized Child Passenger Safety Renewal	6	45
Drug Recognition Expert	1	18
Drug Recognition Expert In-Service	1	65
DUI Detection and Standardized Field Sobriety Testing	9	158
DUI Detection and Standardized Field Sobriety Testing / Intro to Drugs that Impair	1	15
GHSO Grant Application Writing	4	84
Grade Crossing Collision Investigation	1	14
Law Enforcement Instructor Development	5	123
Basic RADAR/LIDAR Operator	1	20
RADAR/LIDAR Instructor	5	97
Standardized Field Sobriety Instructor Development	2	40
Standardized Field Sobriety Testing Refresher	4	41
Sobriety Field Sobriety Instructor Update	2	51
Officer Spanish Communication (Basic)	13	337
Officer Spanish Communication (Enhanced)	3	40
STOPS (Basic)	2	44
STOPS (Instructor)	5	81
TITAN 'Wizard'	16	302
Traffic Crash Reconstruction	2	50

Aggressive drivers are high-risk drivers. They are more likely to drink and drive, speed, or drive unbelted even when not being aggressive. Aggressive driving is generally considered to consist of combinations of several high-risk behaviors which, taken singly, do not represent aggression. These behaviors include:

- Disregard of traffic signs and signals
- Following too closely
- Erratic and improper passing
- Reckless, careless, and/or inattentive driving
- Driving while suspended license, and
- Others

### Speeding, Reckless, Careless or Negligent Drivers in Traffic Crashes: 2004-2010



**National Campaign  
Grant Year 2010- 2011  
Tennessee Law  
Enforcement**

LEL Demonstration Project  
Nov. 16 - Dec. 11 2010

Holiday Campaign Dec. 12 –  
Jan 2, 2011

CIOT Memorial Day May 2011

Labor Day Booze Sept. 2011

CoMET Demo Project

**Totals**

	DUI Arrest	Suspended Lic.	Seat Belt	Uninsured Motorist	CRD	Speed	Felony	Reckless Driving	Vehicle Recovered	Drug Arrest	Fugitives App.	Other	Total
LEL Demonstration Project Nov. 16 - Dec. 11 2010	38	20	140	580	47	1431	5	26	329	6	3	1	<b>2626</b>
Holiday Campaign Dec. 12 – Jan 2, 2011	1372	2650	3538	9328	387	21096	1011	264	69	1275	445	11824	<b>53259</b>
CIOT Memorial Day May 2011	1173	2797	7366	9401	579	22287	897	456	60	1174	949	8253	<b>55392</b>
Labor Day Booze Sept. 2011	1622	3183	7735	10804	597	27270	1277	332	66	1131	861	16002	<b>70880</b>
CoMET Demo Project	224	494	538	1590	107	4372	95	36	14	224	100	24	<b>7818</b>
													<b>0</b>
<b>Totals</b>	<b>4429</b>	<b>9144</b>	<b>19317</b>	<b>31703</b>	<b>1717</b>	<b>76456</b>	<b>3285</b>	<b>1114</b>	<b>538</b>	<b>3810</b>	<b>2358</b>	<b>36104</b>	<b>189975</b>



# TRAFFIC RECORDS PROGRAM

## Goals and Objectives

- To simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.
- To develop knowledge base for traffic records system so that the strategic resources are managed effectively in reducing crashes, fatalities, and injuries on Tennessee roads.
- To develop data linkage partnerships so that data collected are provided to diverse set of users, agencies, and jurisdictions to improve traffic safety analysis to reduce injuries and deaths.

## Performance Objective Measures:

- To increase the use of electronic crash data collection through a coordinated multi-agency program and to promote data-driven highway safety decision-making in Tennessee state, local organizations and other data users during FFY 2010.
- To develop a formalized process with detailed documentation for Electronic Crash collection to develop a statewide support process for both RMS and TraCS users.
- To update Crash data collection electronic workflows and forms to increase timeliness and accuracy.
- To increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2011.
- To ensure vigorous participation of all interests in the State Traffic Records Coordinating Committee and to use the TRCC's Traffic Records Strategic Plan recommendations as the basis for decision-making about highway safety information systems during FFY 2011.

## Funded Grants

TR-11-02	TN Dept of Safety, TRIP	402	\$275,405.19
TR-11-03	TN Dept of Safety, TITAN	402	\$875,385.36
TR-11-01	TN Dept of Safety, Wizard Deployment & Support	402	\$285,130.08
K9-11-04	TN Dept of Health, ISS	408	\$72,365.03
K9-11-05	TN Dept. of Health – Ambulance Run Data	408	\$76,086.80
K8-11-01	Tracker - Tracking and Analysis of DUI Case Information	154	\$144,414.83

## **Activity: TR- 10383-Data Improvements- Automated Crash Report (DOS)**

### **Traffic Records Improvement Project (TRIP) Grant Trip Deployment Grant**

- A 'dictionary' of elements and attributes that meets the recommendations of MMUCC, FARS, and Safety Net reporting requirements was developed to ensure the electronic crash/citation data that is being collected is being transmitted to the "Tennessee Department of Safety" (TDOS) for integration into the current database.
- The legacy TENNCARS e-crash data base was disabled at the beginning of the grant year. This database accepted our first attempts at collecting data thru the TraCS system. Since October 2010, all agencies were directed into the new TITAN database and over 133,000 (67% of our annual volume) were accepted within the 2011 grant year.
- TDOS was equipped with software capable of collecting crash/citation data for all TDOS personnel as well as all local law enforcement members.
- TDOS conducted 24 TITAN Wizard Training Sessions during the year and 130 agencies were trained in the installation, use, and retrieval of electronic data.

#### **Summary of Results:**

- Use of TITAN by local agencies increased from 176 (44%) to 244 (61%).
- The beginning of the year showed 86,000 reports received. Year's end showed the reception of 133,000 reports.
- TDOS department developed and published an electronic version of the "Tennessee Traffic Crash Facts" which is available at <http://www.tn.gov/safety/stats/CrashData/default.shtml> under the "Crash Studies" title.
- Statistical analysts provided support to all law enforcement agencies and the Governor's Highway Safety Office (GHSO) as requested.
- All of the "Tennessee Highway Patrol (THP) users and law enforcement planners received training in the use of obtaining crash data to determine problematic areas with near real time data. Help is provided by the "TITAN Business Unit".
- The DOS website now includes crash/citation statistical information sorted by:
  - Fatalities,
  - County rankings
  - Crash studies (teen drivers, motorcycle, train/rail grade crossings, 15 passenger vehicle, etc ;),
  - Stats by county, time, location, driver, vehicle, large truck, contributing circumstances, non-motorists, involved persons, and cities.
- 251 agencies submitting crash reports electronically through TITAN, representing more than 60% of TN law enforcement agencies who investigate traffic crashes.
- Over 90% of crash reports received electronically are received within 7 days.

### **Traffic Records Integrated Traffic Analysis Network (TITAN) Grant**

Since 2007 when the original contract was signed to develop the statewide system, the work has continued and all components of the contracted system are in final deployment phases.

Minor enhancements to the crash reporting are being made under the ongoing maintenance and support provisions of the contract.

Comprehensive statewide “Tennessee Integrated Traffic Analysis Network” (TITAN) training for local agencies began in October of 2008.

- Monthly meetings were conducted with the Tennessee Highway Patrol (THP) and “Open Portal Solutions” (OPS), the TITAN (Tennessee Integrated Traffic Analysis Network) vendor, to discuss program status and provide solutions where needed.
- A new XML extract Created and released for local agencies. This mechanism provides the ability for a local agency to retrieve full data sets of their crashes in a format that is easily incorporated into their local RMS.
- Electronic-citations were field-tested with the Gallatin police department.
- The TITAN website was secured in line with OIR regulations.
- The “TITAN Business Unit” was established.
- An “Alcohol Influence Report “was created to include the DRE-ARIDE elements.
- The “Implied Consent Report” was developed to include the new TCA requirements.
- A new “MAP IT” feature was created and released to the THP and local law enforcement agencies.
- The TITAN web portal was enhanced to include guidelines for reporting commercial vehicle-related information for vehicles involved in crashes.
- Electronic Submissions
  - A 17% increase was realized as the number of law enforcement agencies reporting electronically improved from 176 to 244.
  - The number of reports received rose from 86,000 in 2010 to over 133,000 in 2011 which is a 27.1% increase.
  - Timeliness of accepted reports within the first 15 days following a crash increased from 93% to 97.4%.

### **Statewide Injury Surveillance System**

- Programs and procedures have been developed to extract, link, analyze and present injury-related data obtained from the Tennessee Death Certificate and Hospital Discharge Data Systems.
- The initial focus has been on motor vehicle related injuries, but materials on other injury categories such as firearms, falls and poisoning have been created.
- EMS data is undergoing extraction and analysis and attempts are being made to link it with the hospital discharge and death data with the goal of creating multidimensional views of injuries and deaths caught in the three systems.
- Current activities include working with the Integrated Core Injury Surveillance, Prevention, and Control Program and providing support for the Trauma Registry in creating data-related injury prevention materials. Some of these materials were shared with participants at a recent meeting of the Commissioner’s Council on Injury Prevention (CCIP).
- Additional grant-funded support is needed but because of the TN state hiring freeze no one has been hired.

### **Ambulance Run Data**

- Statistical analyst provides valuable oversight to trauma registry.
- Analysis for the purpose of the evaluation of trauma care resulting from motor vehicle crashes and other mechanisms of injury is ongoing
- Data sets including hospital discharge, emergency room and vital records are being analyzed.
- The work being conducted on the data surveillance and evaluation team for the production of a statewide burden of injury report has been instrumental for the production of county profiles related to the older adult safety instructional series program being implemented throughout middle Tennessee.



- The data analysis for the 2011 Trauma Care Advisory Councils annual report to the State Legislature and the preparation of necessary reports as requested by the Trauma Care Advisory Council, Commissioner's Council on Injury Prevention and other groups has been completed as requested.
- The OIT staff is currently undergoing the development of a new online trauma registry reporting system, which streamlines the submission process for those designated trauma centers and CRPC's. As a result of that work, data is now able to be retrieved and analyzed for a time period spanning four years (2007-2010).

### **Tracker - Tracking and Analysis of DUI Case Information**

- The development and implementation of the DUI Tracker System is ongoing
- The integration of Tracker and TITAN is in its infancy stages.
- A statement of work has been executed and initial design meetings have begun.
- A design specification is being developed and currently approaching completion.

### **NOTES:**

In 2011 initial design meetings for a greatly improved Tracker system were conducted. However, due to funding issues along with a short window of opportunity, complete development for the project was impossibility. Continued support will enable the complete development for a new and improved DUI Tracking System with much improved data capture tools and easy-to-use web-based reporting capabilities will be designed, developed, and implemented.

Despite the allocation of \$144,414.83 from the Tennessee Governor's Highway Safety Office, no money was spent. Funding issues along with a short window of opportunity which was caused by grant-funded administrative changes prevented the completion of the FFY 2011 goals and objectives as stated in the FFY 2011 High Safety Performance Plan.

## MOTORCYCLE SAFETY PROGRAM

### Program Goals:

- Reduce the number of motorcycle crashes by 2% from baseline CY 2009 from 2,842 to 2,785 by December 31, 2011.
- Reduce the number of motorcycle fatalities by 2% from baseline CY 2009 from 121 to 118 by December 31, 2011.
- Increase Helmet usage in fatal crashes by 2% from baseline CY 2009 from 86% to 89% by December 31, 2011.
- Decrease un-helmeted motorcyclist fatalities by 2% from baseline CY 2009 from 12 to 11 by December 31, 2011.

### Performance Objective Measures:

- **Objective 1: To decrease number of motorcycle crashes to 2,785, and number of fatalities to 118 by December 31, 2011.**

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years. Baseline: In CY 2008, 146 motorcycle riders died in 3,338 crashes.

Status: In CY 2009, 121 motorcycle riders died in 2,842 crashes. Helmet use increased to 86%

- **Objective 2: To participate in a Motorcycle Safety Assessment for the State of Tennessee by the end of 2011.**

Performance Measure: Identify key and prioritize motorcycle safety issues within the state, strategize and put into place a plan and organize a partnership team to address the issues.

Status: Request the Assessment to the appropriate NHTSA officials and set date within federal fiscal year 2011.

### Program Highlights:

The Dragon program was implemented by cooperative agreement and effort between the Governors Highway Safety Office, Tennessee Highway Patrol and Blount County Sheriff Department. From October 1, 2010 through September 30, 2011, the Tennessee Highway Patrol, Knoxville District combined and coordinated efforts with the Blount County Sheriff's Office and the Governors Highway Safety Office in making a significant difference in the quality of life for area motorists. Through GHSO funding, law enforcement was able to monitor, provide visibility, and enhance enforcement to continue highway safety for the area. The Tennessee Highway Patrol along with its partners, continue the enforcement efforts and visibility to keep this area as safe as possible. Safety for all is the main concern on The Dragon. You can encounter hazards from any direction. Governors Highway Safety Office, Tennessee Highway Patrol and BCSO remind everyone to stay alert.

This year was one of the busier years on US 129. Citizens have learned law enforcement presence is there to enforce the laws and the positive feedback has been plentiful. Many of the area businesses have also expressed appreciation for the increased law enforcement presence in the area. This year the number of crashes on the dragon was up from last year because last year the dragon section of US 129 was closed for most of the season. Many bikers and car drivers have expressed appreciation for law enforcement presence. Some saying they had not been there in years and decided to return because they had heard the area was much more patrolled than in years prior to the enactment of this grant. Many citizens have expressed then need to do more than we are doing but understand why we are limited and are still appreciative of what has been done.

Blount County Sheriff's Office conducted three checkpoints on or near the dragon during this year. There were several arrests made driving on revoked or suspended, one for DUI and many citations issued for

other moving and non-moving violations. In addition to the checkpoints deputies were assigned at least 4 days per week and 10 hours per day. This scheduling was done in coordination with the Tennessee Highway Patrol which also patrolled the area on a regular basis.

The Tennessee Highway Patrol scheduled Troopers to work overtime primarily on Friday, Saturday and Sunday, the most active time, all though we have schedule some during the week were a number of crashes have occurred. Troopers work the overtime in Four (4) hour shifts before and after a regular schedule Eight (8) hour shift. Troopers also work Eight (8) hour shifts on their day off. The primary objectives to include safety, increase visibility and enforcement, investigate Crashes, Assist Motorist. All traffic enforcement must be reported and interred in the GARS system on a daily or weekly basis. From October 1, 2010 through September 30, 2011 the Tennessee Highway Patrol through coordinated efforts with the Blount County Sheriff's Office and the Governors Highway Safety Office continued to make a significant difference in the safety of area motorists and tourists. Through GHSO funding, law enforcement was able to be proactive by monitoring traffic flow with high visibility, perform traffic enforcement when necessary, and provide crash investigations when motorists were involved in mishaps.

While the number of accidents and injuries on the DRAGON were slightly increased from the previous year, the numbers did decline from the year before, 2009. The closure of the area last year greatly reduced the number of visitors on the Tennessee side of the highway.

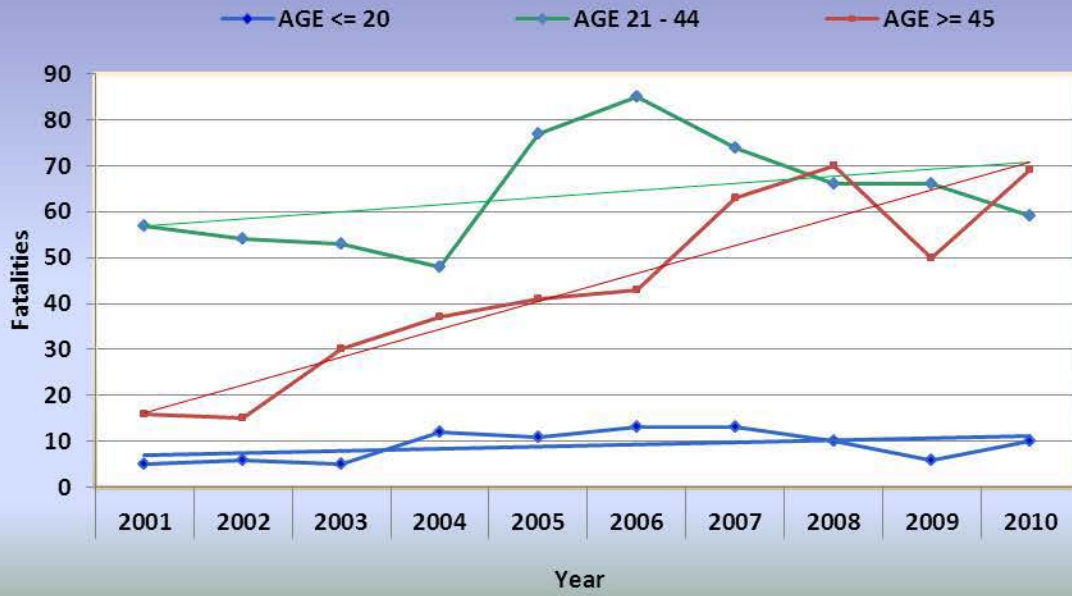
**Action Taken:**

Two grants were issued to agencies in that jurisdiction.

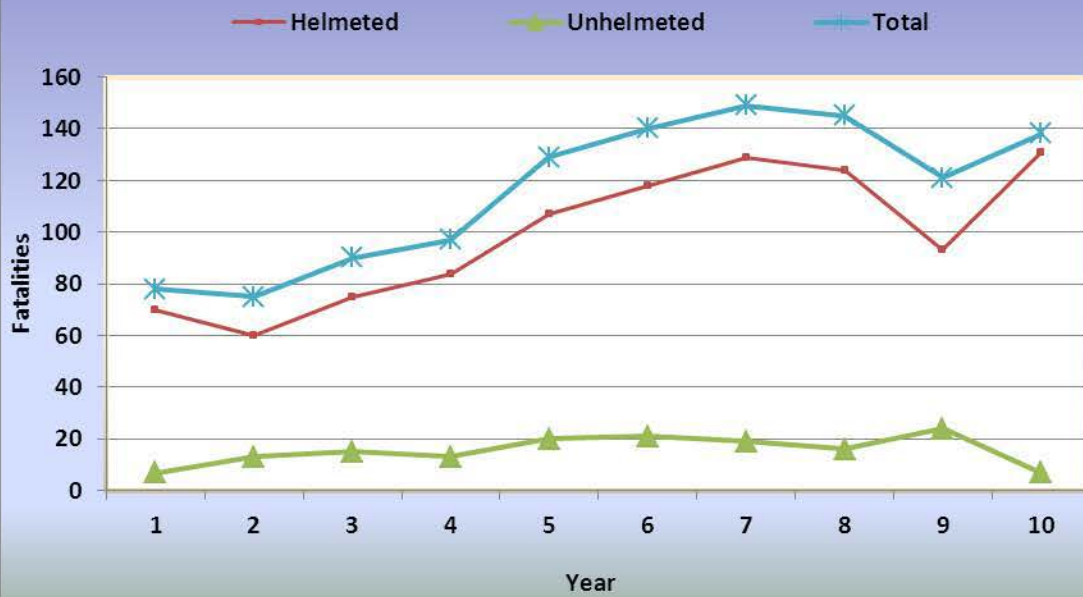
- Tennessee Department of Safety, Knoxville District and
- Blount County Sheriff's Office

Grant No.	Agency	Program	Grant Amount	Funding Source
PT-11-49	TN Department of Safety	The DRAGON	\$71,116.79	402
PT-11-03	Blount County Sheriff's Office	The DRAGON	\$74,987.36	402

### Tennessee Motorcyclist Fatalities by Age

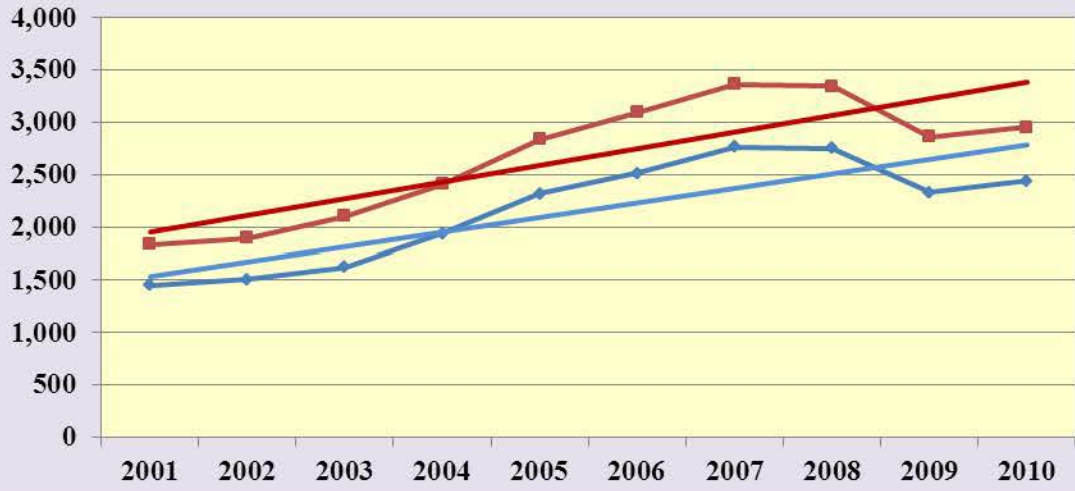


### Tennessee Motorcyclist Fatalities by Helmet Use



### Tennessee Motorcycle Crashes: 2001-2010

◆ Fatal and Injury    ■ Total Crashes



## SAFE COMMUNITY PROGRAMS

### Goals

- To promote increased multidisciplinary safety activities in statewide at least 40% of the state population and 33% of state traffic deaths and serious injuries.
- To inform the general public and safety advocates of changes in laws, new data, new studies, program opportunities, etc., and to reach high-risk audiences with informational and motivational safety messages.

### Objectives

- Objective 1: To provide outreach, technical assistance and guidance on no less than a quarterly basis to community representatives in Tennessee's 95 counties.
- Objective 2: To provide training, technology transfer and technical assistance to at least 300 safety professionals and to assist with the coordination of at least two volunteer organizations during CY11.

### Action Taken:

NHTSA's goal of developing the Safe Community program was to promote injury prevention at a local level by engaging multiple representations of advocates in health, education, business, public works, law enforcement and interested citizens. The thrust was to analyze community needs and design programs that met those needs through a 'best practices' perspective.

The community practitioners involved implemented plans to address the problems primarily through education. The key area that was concentrated on was in the distribution of information through the Tennessee Traffic Safety Resource Center.

### FFY 2010 Safe Community Grants

Grant Number	Grantee	Funding Source	Grant Amount	Grant Name
PT-11-71	University of Tennessee	402	\$370,058.06	TN Traffic Safety Resource Center

### Highlights of the program:

The Tennessee Traffic Safety Resource Service integrates many diverse grant tasks and operates an information hub to Tennessee residents as well as to the Governor's Highway Safety Office (GHSO) management. The grant's scope is much like that of a major multi-disciplinary research project. It is comprised of several distinct GHSO program areas. TTSRS is a **"one-stop shop"** for brochures, graphic development, web information/education, conference registration, training registration and tracking, campaign reporting and reports, communications and technical assistance.

Of these, the development and maintenance of the [tntrafficsafety.org](http://tntrafficsafety.org) website is the most visible public presence of the GHSO. The registration, tracking and reporting functions offered by the website greatly facilitates the fulfillment of NHTSA requirements. In FFY10 the TTSRS shipped approximately 375,893 pieces of material to 569 Tennessee agencies or individuals, distributed materials to over 250 more people at a statewide conference exhibit, provided customer service/technical assistance to 577 individuals and agencies through the website's Help Desk, had 210,890 front door hits on the website and, in addition, assisted 57 of the GHSO's Training Instructors by shipping 12,539 manuals, booklets and guides for their training courses.

Vince and Larry Costumes, impairment goggles and videos were shipped for use over 35 times.

The "[TN Traffic Reporter](#)" newsletter was published two times to keep educators & professionals abreast of current traffic safety issues, legislation, training, and campaigns. TTSRS staff also developed and sent approximately 30 electronic newsletters (e-zines) to its database on various issues as requested by program managers. All of these publications were distributed to the server database of approximately 7600 customers.

This year the TTSRS saw an increase in rural groups and individuals requesting educational materials. TTSRS not only distributed large amounts of educational materials this year, but also assisted the GHSO with designing many of its web program needs such as programs on training, TN Lifesavers & Law Challenge Conference), LEL programs, CPS, social media/forum and special campaigns (Rural Demonstration Project).

# EMERGENCY MEDICAL SERVICES

## Goal

- To improve motor vehicle crash survivability and injury outcome by improving the availability, timeliness, and quality of emergency medical response and by improving State and community coordination of emergency medical services, public safety, and mass casualty response.

## Objective

- To improve the response time of emergency personnel in rural communities by providing training and equipment for 20-30 individuals within 5 communities  
Performance Measure: Demonstrate a reduction in response time of EMS personnel and first responders to motor vehicle crashes.

## Highlights of the program:

The emergency medical services program is a vital public service, a system of care for victims of sudden and serious injury. This system depends on the availability and coordination of many elements, ranging from an informed public capable of recognizing medical emergencies to a network of trauma centers capable of providing highly specialized care to the most seriously injured. The 9-1-1 emergency number, search and rescue teams, and well-trained and equipped pre-hospital and emergency department personnel are some critical elements of an emergency medical services system.

In order to decrease fatalities related to traffic crashes it is paramount that we increase the training to persons who are first on the scene by providing the following:

- Provide training and equipment to first responders in high motor vehicle crash risk locations within rural counties.
- Provide skills development for dealing with crash scenes and crash-related injuries, and skills development for crash injury prevention activities.
- Train emergency medical personnel via distance learning to reach more people who do not have the time or resources for long-distance travel.

## Action Taken:

Two grants were awarded for the first responder training and equipment program. The criteria for the awards were based on a ranking of one of the top 65 counties in overall crashes. The agency must also be in a rural county in order to qualify for funding.

Programs	Agencies	Grant Amount
First Responder Training	Ashland City Fire Department	\$9,932.20
Hardeman County First Responder Program	Toone Police Department	\$9,984.90

## Challenges Encountered and Solutions Developed:

EMS response times for an ambulance in rural Tennessee can be anywhere from 10-30 minutes. Transport times to a hospital can even be longer, depending upon the location of the call for service. The longer a patient with a life threatening injury has to wait for medical personnel to arrive, the chances for survival diminish.

In order to address the challenge of response time, GHSO is funding the following agencies for the 2011-12 Grant Year.

## Agencies Funded:

- Ashland City Fire Department \$10,882.61
- Jackson Madison County EMA \$9,910.00



# Tennessee Highway Traffic Safety Law

## Current Highway Safety Laws:

- Primary Enforcement Seat Belt Law
  - Booster Seat Law
  - All-Rider Motorcycle Helmet Law
  - Graduated Driver License (GDL) - 6-Month Holding Period Provision
  - GDL - 30-50 Hours Supervised Driving Provision
  - GDL - Passenger Restriction Provision
  - Child Endangerment Law
  - High Blood Alcohol Concentrate Law
1. A BAC of .20 or more will require 7 consecutive days in jail. There is currently no elevated jail time for high BAC offenders. The judge can jail someone for up to 11 months 29 days for a 1<sup>st</sup> offence if they desire. Second offense starts at least 45 days minimum.
  2. A BAC of .20 or more elevates a vehicular homicide to aggravate vehicular- homicide.
- Effective January 1, 2011, anyone convicted of DUI with a BAC of .15 or more will be required to only operate a vehicle with a functioning ignition interlock device. Currently, it is up to the judge's discretion whether to implement and IID. It is not mandatory.
  - Repeat Offender Law
  - Sobriety Checkpoints Law- This is a policy that THP has. There is no law that state's LEAs have to perform checkpoints. However, THP is the only agency that can perform Driver License checkpoints.

## Highway Safety Laws Needed

- Mandatory BAC Test Law - Drivers Killed- Tennessee passed a mandatory blood draw law in all crashes that involve a serious injury (this includes fatalities).
- Mandatory BAC Test Law - Drivers Who Survive- see the above
- Administrative License Revocation (ALR) – Financial responsibility can revoke licenses for various offenses like habitual motor vehicle offenders.
- Increase the penalty for seat belt fine, increase the vehicle weight for the primary seat belt law to include the larger SUV's and to prohibit nursing mothers to keep small infants on their lap while traveling. All front seat passengers must wear seatbelts at all times. This applies regardless of vehicle size.

## Other Notes:

The Governor's Highway Safety Office was asked by the Governor to conduct a DUI Task Force in order to provide legislators revised DUI laws that will be clearer and more effective for law enforcement officials, judges and prosecutors. The proposed changes/recommendations were provided to the Governor in October of 2006 and debated in the 2008, 2009, and 2010 sessions. Any bill with a fiscal note has been shelved due to extreme budget constraints.

Significant in 2010 was the passage of a mandatory ignition interlock bill requiring use of an Ignition Interlock Device (IID) on the second conviction of a DUI, and mandatory on first offense for a BAC of .15 or above, or the endangerment of a child. Additional legislation was passed concerning mandatory "blood draws" supported by the GHSO and the Tennessee District Attorney General Conference (TNDAGC)

Efforts will be supported from safety advocates across the state to increase the fine for not wearing a seat belt in the current primary law. Tennessee's current law mandates only a \$10 fine with no court costs, making it one of the lowest fines among any primary law states.

# Challenges for the Future

## Planning and Administration

- The Tennessee GHSO looks forward to working with NHTSA and GHSA on federal re-authorization.
- Governor Haslam is preparing to sign the latest revision of Tennessee's Strategic Highway Safety Plan that will continue to unite the highway safety advocates of Tennessee in implementing ambitious goals in reducing fatalities on our roadways. Specific plans to reduce the number of fewer than 900 will include new senior driver safety programs and continued commitment to youth driving initiatives.

## Occupant Protection Program

- Recertification of law enforcement officers. Many of them have taken the CPS certification to gain POST credit.
- Legislative changes to allow some local funds to be generated for the writing of CPS tickets.
- Development of a statewide campaign for child passenger safety similar to "Click it or Ticket" or "Buckle Up in Your Truck".
- Focusing efforts on rural areas, particularly among male pickup truck drivers statewide seat belt usage increased to a record 87.4 percent usage for all vehicles, up from 80.6 in 2009. An increased seat belt fine has been determined as the best chance for enhancement in this area to re-ignite increases realized after initial passage of Primary Law six years ago.

## Alcohol & Other Drugs Countermeasures Program

- Open Container Law to include passenger.
- Make all fines and fees equal statewide.
- Permit search warrants if defendant refuses breath or blood test.
- Support legislation to permit videotaping of DUI arrest of minors.

## Police Traffic Services Program

- Tennessee's GHSO continues to support local law enforcement agencies that can identify specific needs as they relate to traffic enforcement in their jurisdictions and that do not have sufficient funding levels to purchase the equipment or training themselves.
- We continue to face the different needs between rural and urban areas and hope that we can continue to meet these needs proportionately.

## Traffic Records Program

- Increase readily accessible, cross-referenced and current crash and judicial records.
- Create Tennessee Traffic Safety Data Users' Group within the framework of the new TITAN system.
- TITAN Systems continues to gain significant traction with over 175 agencies submitting statewide, up from 100 a year ago.

## Motorcycle Program

- Implementation of the motorcycle strategic plan began in FFY 2007. The GHSO has full support from the Tennessee Department of Safety- Motorcycle Rider Program, but obtaining the support from motorcycle rider organizations and motorcycle-related businesses will be critical to the success of the various strategic plan components; the motorcycle community must be a part of the solution to the rising motorcycle fatalities.
- The GHSO has identified the Motorcycle Awareness Foundation of Tennessee (MAFT) as our strongest ally in this area.

## **Safe Community Program**

- Although we were not able to expand our Safe Community projects in FFY 2011, the goal was to add at least two communities with high death and/or injury crash rates in 2010 as funding levels permit and to continue expanding efforts to reach the growing Hispanic Community with education and public information.

## Integrated Communications Plan Earned and Paid Media

The Governor's Highway Safety Office has developed an integrated communications plan that works in tandem with the NHTSA National Communications Plan, as well as utilizes the unique opportunities that are available in the State of Tennessee. The plan focuses on occupant protection and impaired driving through techniques that integrate marketing i.e. brand recognition, method of delivery, target audience selection and demographic characteristics and law enforcement efforts in order to support state laws and encourage behavioral changes.

Brand recognition and association of the message can help build and sustain social norms. Booze It and Lose it is associated with the penalties of drinking and driving and Click It or Ticket is associated with the seat belt use, both messages associate the brand with behavioral changes. Although media is not the only factor to changing behavior, it can influence and provide a sustaining message that over time can be persuasive.

Paid and earned media, high visibility enforcement and partnerships will be the foundation of the integrated communications plan. Approximately 376 law enforcement agencies across the State participated in the high visibility enforcement periods. Partnerships include agencies such as: Mothers Against Drunk Driving, the Tennessee Department of Safety, NFL Titan's football, NHL Nashville Predators, NBA Memphis Grizzlies, the University of Tennessee (UT) football and basketball, the University of Memphis and many other sports venues that reach the desired target audience and are utilized to complement the Booze It and Lose, Click It or Ticket, and Motorcycle Safety campaign messages.

**Goal:** To increase awareness of the following highway safety messages 5% for Booze It and Lose It, 2% for Click It or Ticket, 5% for 100 Days of Summer Heat and 10% Motorcycle Safety in 2008.

**Objectives:** Provide educational messages through brand association that may lead to social norm changes of behavior.

**Evaluation:** Attitudes and perceptions evaluation for each campaign over \$100,000 will be conducted to determine if awareness has increased. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2008-2009.

**Tasks:** Develop, plan and carryout the Booze It and Lose It, Holiday, Click It or Ticket, 100 Days of Summer Heat/Get Nailed and Motorcycle Safety campaigns as listed in the Events and Activities Calendar. Conduct attitudes and perceptions evaluations for each campaign period exceeding \$100,000.

The Social Science Research Institute has been conducting interviews with residents of the state of Tennessee over the past three years to measure driving habits and awareness of traffic safety slogans. Specifically, respondents have been asked about their recall and recognition of two slogans: *Click It or Ticket* and *Booze It and Lose It*. The timing of these interviews was scheduled to coincide with media campaigns sponsored by the Governor's Highway Safety Office. The findings of these surveys suggest that both campaigns have been successful in reaching the general public. Moreover, recall of the slogans has remained steady for the older, *Click It or Ticket*, slogan and has generally increased for the newer slogan, *Booze It or Lose It*.

**TN GHSO**  
**2011 Share the Road Campaign - Invoice Reconciliation**  
**Dates: May 8 - 21, 2011**

		Nashville	May Billing	Paid Spots		PSAs		PSA Value
Station		Client Gross	Station Net	Prj.	Actual	Prj.	Actual	
96395	WBUZ-FM	\$ 2,939.93	\$ 2,854.30	57	57	57	57	\$ 2,939.93
96396	WGFX-FM	\$ 7,349.82	\$ 7,135.75	122	121	122	70	\$ 4,251.96
96397	WKDF-FM	\$ 2,425.14	\$ 2,354.50	64	64	64	69	\$ 2,614.60
<b>96403</b>	<b>WKDF-FM</b>	<b>\$ 1,400.80</b>	<b>\$ 1,360.00</b>			<b>RADIO REMOTE</b>		
96398	WNRQ-FM	\$ 5,997.18	\$ 5,822.50	110	110	110	72	\$ 3,925.42
96399	WRVW-FM	\$ 2,757.83	\$ 2,677.50	46	46	46	33	\$ 1,978.44
96400	WSIX-FM	\$ 2,162.49	\$ 2,099.50	34	34	34	29	\$ 1,844.47

96401	WUBT-FM	\$ 3,537.02	\$ 3,434.00	70	70	70	55	\$ 2,779.09
96402	WWTN-FM	\$ 3,151.80	\$ 3,060.00	90	55	90	15	\$ 859.58
97136	WSM-FM*	\$ 227.63	\$ 221.00	13	13	13	4	\$ 70.04
97137	WRQQ-FM*	\$ 140.08	\$ 136.00	8	8	8	1	\$ 17.51
97138	WQQK-FM*	\$ 175.10	\$ 170.00	10	10	10	3	\$ 52.53
97139	WNFN-FM*	\$ 87.55	\$ 85.00	5	5	5	5	\$ 87.55
	<b>Total</b>	\$ <b>32,352.35</b>	\$ <b>31,410.05</b>	<b>629</b>	<b>593</b>	<b>629</b>	<b>413</b>	\$ <b>21,421.13</b>

**TN GHSO**

**2011 Share the Road Campaign - Invoice Reconciliation**

**Dates: May 8 - 21, 2011**

<b>Market:</b>		<b>Knoxville</b>		<b>May Billing</b>				
<b>Station</b>	<b>Client Gross</b>	<b>Station Net</b>	<b>Paid Spots</b>		<b>PSAs</b>		<b>PSA Value</b>	
			<b>Prj.</b>	<b>Actual</b>	<b>Prj.</b>	<b>Actual</b>		
96382 WIMZ-FM	\$ 2,223.77	\$ 2,159.00	54	54	54	64	\$ 2,635.58	
96383 WIVK-FM	\$ 5,568.18	\$ 5,406.00	56	56	56	56	\$ 5,568.18	
96384 WKHT-FM	\$ 1,724.74	\$ 1,674.50	52	52	52	52	\$ 1,724.74	
96384 WNFZ-FM	\$ 415.86	\$ 403.75	21	21	21	25	\$ 495.07	

96386	WNML-FM	\$ 989.32	\$ 960.50	33	33	33	32	\$ 959.34
96387	WWST-FM	\$ 2,074.94	\$ 2,014.50	36	36	36	36	\$ 2,074.94
	<b>Total</b>	<b>\$ 12,996.80</b>	<b>\$ 12,618.25</b>	<b>252</b>	<b>252</b>	<b>252</b>	<b>265</b>	<b>\$ 13,457.84</b>



**TN GHSO**  
**2011 Share the Road Campaign - Invoice Reconciliation**  
**Dates: May 8 - 21, 2011**

<b>Market:</b>		<b>Chattanooga</b>	<b>May Billing</b>		<b>Paid Spots</b>		<b>PSAs</b>		<b>PSA Value</b>
<b>Station</b>	<b>Client Gross</b>	<b>Station Net</b>	<b>Prj.</b>	<b>Actual</b>	<b>Prj.</b>	<b>Actual</b>			
96363 WALV-FM	\$ 367.71	\$ 357.00	30	30	30	30	\$	367.71	
96364 WGOW-AM/FM	\$ 1,536.50	\$ 1,491.75	27	27	27	20	\$	1,138.15	
96365 WJTT-FM	\$ 1,523.37	\$ 1,479.00	40	40	40	40	\$	1,523.37	
96366 WRXR-FM*	\$ 1,199.44	\$ 1,164.50	60	60	60	60	\$	1,199.44	
96367 WSKZ-FM	\$ 2,629.13	\$ 2,552.55	69	69	69	69	\$	2,629.13	
96368 WUSY-FM*	\$ 2,381.36	\$ 2,312.00	48	48	48	45	\$	2,232.53	
<b>Total</b>	<b>\$ 9,637.50</b>	<b>\$ 9,356.80</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>264</b>	<b>\$</b>	<b>9,090.32</b>	



## 2011 Share the Road Campaign - Invoice Reconciliation

### Dates: May 8 - 21, 2011

Market:		Jackson		May Billing		PSAs		PSA Value
Station		Client Gross	Station Net	Paid Spots		Prj.	Actual	
				Prj.	Actual			
96371	WFKX-FM	\$ 1,145.15	\$ 1,111.80	55	57	55	39	\$ 783.53
96373	WOGY-FM	\$ 838.73	\$ 814.30	42	42	42	36	\$ 718.91
96374	WYNU-FM	\$ 1,099.63	\$ 1,067.60	76	76	76	76	\$ 1,099.63
96375	WZDQ-FM	\$ 647.87	\$ 629.00	37	37	37	0	\$ -
<b>Total</b>		<b>\$ 3,731.38</b>	<b>\$ 3,622.70</b>	<b>210</b>	<b>212</b>	<b>210</b>	<b>151</b>	<b>\$ 2,602.06</b>

## 011 Earned Media

Date	Event	CIOT	BILI	CPS	Other
10/2/10	Driving & Cell Phone Use Can Be Deadly Combination, <a href="http://www.timesnews.net">www.timesnews.net</a>				X
10/6/10	GPD Fights Impaired Driving, Germantown News		X		
10/15/10	Tennessee Works to Save Lives During National Teen Driver Safety Week, WDEF-TV				X
10/16/10	State Works to Reduce Teen Driving Deaths, Nashville Tennessean				X
10/17/10	Please Remind Teens How to Drive Safely, Kingsport Times News				X
10/17/10	National Teen Driver Safety Week Events Announced, Nashville Tennessean				X
10/17/10	Increase in Drugged-Driving Wrecks Brings Call for Tougher Laws in Tennessee, Nashville Tennessean		X		
10/19/10	An Eye on School Bus Safety, Cleveland – Daily Banner				X
10/19/10	Hands On the Wheel; Focus on the Road, Johnson City Press				X
10/19/10	Editorial: School Bus Safety Week Good Time to be Mindful of the Rules, Mountain Press				X
10/20/10	Operation Safe Driver Launched for Sequatchie/Hamilton, Chattanooga.com				X
10/21/10	Law Enforcement Boosts Inspections Following Accidents, Chattanooga Times Free Press				X
11/7/10	Crash Reduction Enforcement Begins, The Jackson Sun		X		
11/8/10	Woodbury Police Launch High Visibility Patrols to Curb Fatalities, Cannon County Courier	X	X	X	X
11/9/10	Commission Approves Funds for Montgomery County Juvenile Court	X			
11/10/10	Dayton Police Planning Safety Patrols, Rhea County Herald News	X	X		X
11/17/10	Sheriff's Department to Increase Local Safety Precautions, Rhea County Herald News	X	X		X
11/20/10	Highway Safety Network Again Receives National Award, Cannon County Courier				X

<b>Date</b>	<b>Event</b>	<b>CIOT</b>	<b>BILI</b>	<b>CPS</b>	<b>Other</b>
11/20/10	City Conducts Saturation Patrol, Seymour Herald	X	X	X	X
11/21/10	Police Plan Heavy Holiday Patrol, Cookeville, Herald-Citizen	X	X	X	X
11/22/10	Alcoa Officers Focus on Enforcement, Maryville, Daily Times	X	X	X	X
11/22/10	McMinn Works to Reduce High Traffic Death County, Chattanooga Times Free Press	X	X	X	X
11/24/10	On the road? Buckle Up and Don't Speed, Athens, Daily Post	X	X	X	X
11/24/10	UCPD: Buckle Up or Pay Up, Northwest Tennessee Today	X	X	X	X
11/24/10	THP Encouraging Motorists to "Let Your Little Lights Shine", Northwest Tennessee Today	X	X	X	X
11/24/10	Flying for the Holiday? No Sweat, Knoxville News-Sentinel				X
11/24/10	Holiday Travelers Bet on Beating Odds of Traffic Misfortune, Memphis Commercial Appeal				X
11/24/10	State Officials Hope Holiday Travelers Drive Sober, Smart, WTVF, News Channel 5, Nashville		X		
11/24/10	More Troopers Out for Thanksgiving, Jackson Sun	X	X	X	X
11/25/10	Crossville Police launch High Visibility Patrols in Attempt to Curb Fatalities, Crossville Chronicle/Glad Sun	X	X	X	
11/25/10	UCPD: Buckle Up or Pay Up, Union City Messenger	X			
11/26/10	Buckle Up, Slow Down, Follow all Rules of Road, Johnson City Press	X	X	X	
11/29/10	Holiday Traffic Enforcement , Bartlett Express	X			
12/1/10	Local Briefs: Sobriety Checkpoints Planned in County, Ashland, City Times		X		
12/1/10	Public Television to Broadcast State Championship Games Live, Cannon County Courier		X		
12/8/10	Tennessee Remembers Victims of Impaired Drivers, WSMV-TV		X		
12/9/10	State Remembers Victims of Impaired Driving Featured, HobNob Franklin		X		
12/9/10	Remembering Victims of Impaired Driving, Tennessee Heralds National Impaired Driving Prevention Month, Business & Heritage Clarksville		X		

<b>Date</b>	<b>Event</b>	<b>CIOT</b>	<b>BILI</b>	<b>CPS</b>	<b>Other</b>
12/9/10	Local Briefs, Jackson Sun		X		
12/10/10	Tennessee Remembers victims of Impaired Driving, Clarksville On Line		X		
12/11/10	Law Enforcement Roadblocks Planned Next Friday, Cannon County Courier		X		
12/15/10	Victims Remembered, Seymour Herald		X		
12/15/10	Local Briefs: Sobriety Checkpoints Scheduled, Nashville Tennessean		X		
12/15/10	Saturation Patrol Scheduled, Seymour Herald	X		X	X
12/15/10	Four Motorists Given "Saved by the Belt" Awards, Blount Today	X			
12/16/10	Your News: Obama Proclaims December National Impaired Driving Prevention Month, Knoxville News-Sentinel		X		
12/16/10	Officials Recognized, Seymour Herald				X
12/19/10	Local Briefs: Sobriety Checkpoints Scheduled, Ashland, City Times		X		
12/20/10	Flood, Funding Woes Lead to Drop in DUI Arrests in 2010, Nashville City Paper		X		
12/22/10	Troopers Won't Go Easy on Drunken Drivers, WBIR.Com Knoxville		X		
12/22/10	Troopers Won't Go Easy on Drunken Drivers, WREG-TV		X		
12/22/10	Troopers Won't Go Easy on Drunken Drivers, WATE-TV		X		
12/23/10	Troopers Won't Go Easy on Drunken Drivers, Nashville Tennessean		X		
12/27/10	Mount Carmel Patrolman Honored as GHSO Officer of the Year, Kingsport Times News				X
12/28/10	Death Rates Bring Added patrols on Three Highways, Knoxville News-Sentinel	X	X		X
12/28/10	Traffic Fatalities Rise, Spur Crackdown, Chattanooga Times Free Press	X	X		X
12/28/10	Traffic Fatalities Up As Tennesseans Drive More in 2010, WPLN News	X	X		X
12/31/10	Williamson Agencies, THP Set DUI Blitz Featured, HobNob Franklin		X		
1/1/11	Police Protecting Roads During Holiday, WTVC News Channel 9	X	X		X
1/2/11	Traffic Fatalities Decline in Knox County in 2010, Knoxville News-Sentinel				X
1/6/11	Hamilton County Sheriff's Office Offers Child-Passenger Safety Program, WDEF News 12			X	
1/7/11	New Years Weekend DUI Arrests Dip After Funding Decrease, Nashville City		X		

Date	Event	CIOT	BILI	CPS	Other
	Paper				
1/7/11	Grant to Fund Safety Seat Education, Chattanooga Times Free Press			X	
1/7/11	Hamilton County Sheriff's Office Child-Passenger Safety Program, WDEF, Newschannel 12			X	
1/19/11	Fingerprinting and Detention Cells on Wheels in Davidson County, <a href="http://www.tennessean.com">www.tennessean.com</a>		X		
1/19/11	Fingerprinting and Detention Cells on Wheels in Davidson County, Nashville Tennessean		X		
1/31/11	Nashville Crackdown Means Pressure for Drivers Who Text, Nashville Tennessean				X
2/4/11	Law Enforcement Preparing for Super Bowl Sunday, News Channel 5.com		X		
2/9/11	Drunk Driving Crackdown Super Bowl Weekend, WCYB.com		X		
2/9/11	Fans Don't Let Fans Drive Drunk Super Bowl Sunday, HobNob Franklin		X		
2/9/11	Study: Car Accidents No. 1 Teen Killer, News 2 WKRN				X
2/23/11	Alcoa Plans Sobriety Checkpoints, Blount Today				
2/24/11	New SADD Chapter Targeting Young People, Cleveland Banner		X		X
3/22/11	Governor's Hwy Safety Office: Teens, Click It, Businessclarksville.com	X			
3/27/11	Too Many Die Needlessly Because They Don't Buckle Up, Timesnews.net	X			
3/29/11	Police Crack Down on 111 Speeders, <a href="http://www.herald-citizen.com">www.herald-citizen.com</a>				X
3/29/11	Students Ticket Peers for Buckling Up, <a href="http://www.wbir.com">www.wbir.com</a>	X			
4/1/11	Click It and Ticket at JCHS, Jackson County Sentinel	X			
4/6/11	H.S. Students Rewarded, Ticketed for Driving Efforts, Nashville News Channel 2	X			
4/6/11	Baxter Police Plan Child Seat Checkpoint Thursday, <a href="http://www.herald-citizen.com">www.herald-citizen.com</a>			X	
4/6/11	CPD to Permanently Patrol Highway 111, <a href="http://www.hearld-citizen.com">www.hearld-citizen.com</a>				X
4/7/11	Slow Down and Stay Alert in Highway Work Zones, <a href="http://www.timesnews.net">www.timesnews.net</a>				X
4/10/11	Safety Key to Enjoying Proms, <a href="http://www.dnj.com">www.dnj.com</a>	X			
4/11/11	Car Seats Handed Out at Safety Check			X	
5/10/11	Clarksville Police 'Saturation Patrols' yield	X	X	X	X

Date	Event	CIOT	BILI	CPS	Other
	581 Charges				
5/13/11	'Click It or Ticket' Blitz is Friday, TriCities.com	X			
5/17/11	Tennessee Joins Alabama in 'Hands Across the Border' Program, BusinessClarksville.com	X			
5/20/11	Safety Checkpoints to be Held May 27, Cannon Courier	X			
5/20/11	Campaign Reminds Teen Drivers That Seat Belts Save Lives, Kingsport Times News	X			
5/25/11	Franklin High School Grads Invited to Cruise-Themed Party;				
5/25/11	WPD Closing Kimela Drive Friday Night; <a href="http://www.cannoncourier.com">www.cannoncourier.com</a>	X			
5/26/11	Safety Campaign Kicks Off; <a href="http://www.johnsoncitypress.com">www.johnsoncitypress.com</a>	X			
5/26/11	THP Plans Round-The-Clock Enforcement This Weekend; <a href="http://www.cannoncourier.com">www.cannoncourier.com</a>	X	X		
5/27/11	Red Bank Police to Conduct Saturation Patrols, Chattanooga.com		X		
5/27/11	THP Joins Governor's Highway Safety Office for Click It or Ticket 2011, <a href="http://www.maconcountytimes.com">www.maconcountytimes.com</a>	X			
5/27/11	State Highway Patrol Announces Roadblocks; <a href="http://www.tennessean.com">www.tennessean.com</a>	X	X		
5/31/11	Click It or Ticket Push on for Memorial Weekend; <a href="http://www.hobnobfranklin.com">www.hobnobfranklin.com</a>	X			
6/2/11	Sheriff's Office to Hold Sobriety Checkpoint; <a href="http://www.blounttoday.com">www.blounttoday.com</a>	X	X	X	
6/5/11	Gail Kerr: Watch Out for Texting Drivers Because Police Aren't; <a href="http://www.tennessean.com">www.tennessean.com</a>				X
6/8/11	Groups Visit East TN Hoping to Improve Car Seat Safety; <a href="http://www.wbir.com">www.wbir.com</a>			X	
6/10/11	Authorities Saturating Cumberland Co. Friday as Fatal Traffic Accidents Increase; <a href="http://www.wreg.com">www.wreg.com</a>	X	X		
6/24/11	Get Hammered . . . Get Nailed, Johnson City Press		X		
6/25/11	Police: Traffic Accidents on the Rise, Dyersburg State Gazette	X	X		X
7/1/11	THP Prepares for Fourth of July Enforcement, Macon County Times		X		
7/5/11	Youth Find Acceptance at Tennessee Teen Institute		X		X
7/11/11	Seat Belts and Safety, Chattanooga	X			



Date	Event	CIOT	BILI	CPS	Other
	Times Free Press				
7/11/11	McMinn County Traffic Fatalities Drop, <a href="http://www.wate.com">www.wate.com</a>				X
7/11/11	McMinn and Bradley See Fewer Traffic Deaths, <a href="http://www.newschannel9.com">www.newschannel9.com</a>				X
7/11/11	McMinn County Traffic Deaths Down 50% from this Time Last Year, <a href="http://www.wbir.com">www.wbir.com</a>				X
7/12/11	Police Charge 39 with DUI, <a href="http://www.tennessean.com">www.tennessean.com</a>		X		
7/18/11	Jackson Police to have Sobriety Check Points, Increased Enforcement this Weekend, The Jackson Sun	X	X	X	
7/20/11	Jackson Police Launch Crash Reduction Enforcement Program, The Jackson Sun	X	X	X	
7/21/11	Germantown Teenagers Share Spotlight with Music Stars as Safety Contest Winners, Memphis Commercial Appeal	X			X
7/25/11	TDOT Reminds Motorists "Share the Road," "Save a Life", <a href="http://www.businessclarksville.com">www.businessclarksville.com</a>				X
8/1/11	Tipton County School Safety Campaign Set, Jackson Sun News	X	X	X	X
8/20/11	Montgomery County Sheriff's Office Joins national Crackdown on Drunken Driving		X		
8/22/11	Road Blocks Held in Coffee County, <a href="http://www.ThunderRadioWMSR.com">www.ThunderRadioWMSR.com</a>	X	X	X	
8/23/11	DUI Checkpoints Planned by MPD, <a href="http://www.nwtntoday.com">www.nwtntoday.com</a>		X		
8/31/11	Tennessee Highway Patrol Issues Labor Day Warning, TriCities.com		X		
8/31/11	THP to Conduct DUI Attach This Weekend, <a href="http://www.hobnobfranklin.com">www.hobnobfranklin.com</a>		X		
8/31/11	Impaired Driving Focus of New Law Enforcement Coalition, <a href="http://www.knoxnews.com">www.knoxnews.com</a>		X		
8/31/11	Drive Sober or Get Pulled Over is Safety Slogan, <a href="http://www.knoxnews.com">www.knoxnews.com</a>		X		
8/31/11	Law Enforcement in Georgia and Tennessee Kick Off Hands Across the Border, <a href="http://www.wdef.com">www.wdef.com</a>		X		
9/1/11	Law Enforcement Agencies Working Together to Lower DUI's in Area, The Mountain Press		X		
9/1/11	THP Issues Labor Day Warning, The Murfreesboro Post		X		
9/1/11	Police Urge: Slow Down, Arrive Safe, <a href="http://www.dnj.com">www.dnj.com</a>	X	X	X	X

<b>Date</b>	<b>Event</b>	<b>CIOT</b>	<b>BILI</b>	<b>CPS</b>	<b>Other</b>
9/1/11	Highway Patrol Issues Warning: Drive Sober or Get Pulled Over, <a href="http://www.nwtntoday.com">www.nwtntoday.com</a>		X		
9/1/11	DUI Enforcement in Great Smoky Mountains NP-13 LE Agency Coalition, <a href="http://www.examiner.com">www.examiner.com</a>		X		
9/2/11	State to Crack Down on DUI Over Labor Day Weekend, WMSR Radio		X		
9/13/11	UCPD, Chief Win Law Enforcement Challenge, <a href="http://www.nwtntoday.com">www.nwtntoday.com</a>				X
9/15/11	CPD Win State Award, Collierville Independent Newspaper				X
9/18/11	Cellphone Ban on Truckers and Bus Drivers is the Right Call, The Nashville Tennessean				X
9/20/11	Collierville's Safety Earns Award for Police				X
9/21/11	Second to None: ETSU Campus Police, City Police Receive Honors				X
9/23/11	Child-Seat Check by Police Helps Increase Safety, Chattanooga Times Free Press			X	
9/24/11	Benton Police Department Captures First in State Law Enforcement Challenge				X
9/25/11	Our View: Cellphone Ban on Truckers and Bus Drivers is the Right Call, The Tennessean				X

<b>CODING INFORMATION:</b> (For State of Tennessee Dept. of Transportation Use ONLY)	<b>DEPOSIT DATE:</b>			
	<b>JOURNAL VOUCHER NUMBER:</b>			
	<b>NHTSA VOUCHER NUMBER:</b>			
	<b>TOTAL DEPOSIT AMOUNT:</b>			
<b>U. S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY</b>				
<b>Federal Aid Reimbursement Voucher</b> (X)			<b>Progress Voucher</b>	
PAYEE: State of Tennessee, Highway Safety Program			ADDRESS:	
REIMBURSEMENT METHOD: (X) LETTER OF CREDIT			( ) U.S. TREASURY CHECK --- STATE IDE	
	<b>VOUCHER CONTROL NUMBER:</b>		<b>2011-VOU-17</b>	<b>CLAIM PERIOD:</b>
Program Area/ Project Number	Federal Funds Obligated	Amount to Local Benefit	Cumul. Total STATE MATCH	Cumul. Federal Funds Expended
<b>NHTSA (Section 402)</b>				
PA	\$ 251,758.07			\$ 233,405.48
AL	4,991.22			\$ 4,915.79
DE	-			\$ -
OP	645,739.13			\$ 645,739.13
PM	-			\$ -
PT	2,566,590.11	43,775.16	21,887.58	\$ 2,741,644.74
RS	-	1,791.24	895.62	\$ 4,478.11
SA	310,029.12	33,576.57	16,788.28	\$ 393,970.54
EM	15,190.94			\$ 15,190.94
TR	933,350.16			\$ 594,786.24
SB	-			\$ -
<b>402 Sub-Total</b>	<b>4,727,648.75</b>	<b>79,142.97</b>	<b>39,571.48</b>	<b>4,634,130.97</b>
<b>OTHER:</b>				
<b>SECTION 2010-K6</b>	333,882.07			\$ 118,898.88
154 AL	12,322,740.06	404,168.64		\$ 6,129,081.99
154PA	299.75			\$ 299.75
154PM	3,183,181.06	5,231.40		\$ 1,545,370.28
154 HE	23,556,509.03			\$ 2,102,601.03
<b>SECTION 2011-K3</b>	658,769.51			\$ 392,819.96
<b>SECTION 406-K4</b>	41,292.78			\$ 6,059.79
<b>SECTION 410-K8</b>	5,712,405.80		143,864.69	\$ 2,493,310.21
<b>SECTION 408-K9</b>	545,034.70		83,128.66	\$ 529,559.98
<b>1906 Prohibit K10</b>	\$ -			\$ -
<b>Other Sub-Totals</b>	<b>\$ 46,354,114.76</b>	<b>\$ 409,400.04</b>	<b>\$ 226,993.35</b>	<b>\$ 13,318,001.87</b>
<b>TOTALS</b>	<b>\$ 51,081,763.51</b>	<b>\$ 488,543.01</b>	<b>\$ 266,564.83</b>	<b>\$ 17,952,132.84</b>

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and not previously been presented for payment.

(APPROVAL AND PAYMENT YEAR-END AUDIT OR CERTIFICATION)

STATE OFFICIAL:  
NAME:  
TITLE:

**Fiscal Director III**

NHTSA APPROVAL:  
NAME:  
TITLE:

**12/21/11**

OFFICE OF HIGHWAY SAFETY  
FISCAL YEAR 2011

PSP/NUMBER AGREEMENT NUMBER	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	PRIOR CLAIM
PA-11	PLANNING & ADMINISTRATION CFDA - 20.600	\$ 251,758.07		
TN100000002344	Governor's Highway Safety Office	97109-0606-04	\$ 275,000.00	\$ 261,249.35
State	Governor's Highway Safety Office	97109-0606-04	\$ 275,000.00	\$ 267,112.74
TN100000000787	Governor's Highway Safety Office	97108-0665-04		\$ (9,491.88)
State	Governor's Highway Safety Office	97108-0665-04		\$ (9,491.88)
	<b>UNALLOCATED</b>	<b>(23,241.93)</b>		
PA-11	PSP TOTAL	\$ 251,758.07	\$ 275,000.00	\$ 251,757.47
AL-11	ALCOHOL CFDA - 20.600	\$ 4,991.22		
TN100000002529	Henderson County Sheriff's Department	97039-0615-04	\$ 4,915.79	\$ 4,915.79
	<b>UNALLOCATED</b>	<b>75.43</b>		
AL-11	PSP TOTAL	\$ 4,991.22	\$ 4,915.79	\$ 4,915.79
DE-11	DRIVER EDUCATION CFDA - 20.600	\$ -		
	<b>UNALLOCATED</b>	<b>-</b>		
DE-11	PSP TOTAL	\$ -	\$ -	\$ -
OP-11	<b>OCCUPANT PROTECTION- 402 funds</b>	\$ 645,739.13		

	CFDA - 20.600			
TN1000000002530	Hamilton County Sheriff's Office	97033-0693-04	\$ 94,615.69	\$ 94,615.69
TN1000000002531	Meharry Medical College	97109-0612-04	\$ 266,404.37	\$ 266,404.37
TN1000000002532	Tennessee State University	97219-0609-04	\$ 167,288.11	\$ 109,862.80
TN1000000002533	Tennessee technological University	97071-0633-04	\$ 108,786.86	\$ 108,786.86
TN1000000002534	The University of Tennessee	97109-0616-04	\$ 74,944.50	\$ 36,573.84
TN1000000002535	The University of Tennessee	97109-0617-04	\$ 35,982.00	\$ 29,495.57
	<b>UNALLOCATED</b>	(102,282.40)		
OP-11	PSP TOTAL	\$ 645,739.13	\$ 748,021.53	\$ 645,739.13
PM-11	<b>PAID ADVERTISING</b> CFDA - 20.600	\$ -		
	<b>UNALLOCATED</b>	-		
PM-11	PSP TOTAL	\$ -	\$ -	\$ -
PT-11	<b>POLICE TRAFFIC SERVICES</b> CFDA - 20.600	\$ 2,566,590.11		
TN1000000002536	The University of Tennessee	97109-0621-04	\$ 575,500.00	\$ 575,500.00
TN1000000002537	Tennessee Association of Chiefs of Police	97219-0606-04	\$ 46,868.67	\$ 40,083.88
TN1000000002538	Columbia State Community College	97109-0610-04	\$ 187,160.19	\$ 126,245.63
TN1000000002539	Blount County Sheriff's Department	97005-0665-04	\$ 59,556.03	\$ 26,556.94
TN1000000002540	Tennessee Department of Safety District 1	97147-0612-04	\$ 71,116.80	\$ 71,116.80
TN1000000002541	Belle Meade Police Department	97219-0611-04	\$ 8,706.01	\$ 8,434.51
TN1000000002542	Benton Police Department	97070-0607-04	\$ 13,634.57	\$ 13,634.57
TN1000000002543	Blount County Sheriff's Department	97005-0669-04	\$ 4,223.44	\$ 4,223.44
TN1000000002544	Brownsville Police Department	97038-0618-04	\$ 11,693.83	\$ 11,693.83
TN1000000002545	Collegedale Police Department	97033-0697-04	\$ 13,982.56	\$ 9,770.29
TN1000000002546	Crossville Police Department	97018-0619-04	\$ 13,856.89	\$ 13,856.89
TN1000000002547	Dover Police Department	97081-0610-04	\$ 14,191.47	\$ 14,191.47
TN1000000002548	Tennessee State University, Dept of Public S	97090-0669-04	\$ 11,226.79	\$ 8,361.93
TN1000000002549	Hohenwald Police Department	97051-0607-04	\$ 14,883.60	\$ 14,883.60
TN1000000002550	Jamestown Police Department	97025-0609-04	\$ 13,645.33	\$ 13,138.61
TN1000000002551	Kimball Police Department	97058-0610-04	\$ 7,655.10	\$ 4,907.63
TN1000000002552	Lewisburg Police department	97059-0604-04	\$ 14,949.52	\$ 14,949.52
TN1000000002553	Lexington Police Department	97039-0616-04	\$ 13,204.99	\$ 1,988.92

TN100000002554	Madison County Sheriff's Department	97057-0650-04	\$	8,657.99	\$	8,657.99
TN100000002555	Memphis Police Department	97279-0610-04	\$	3,484.90	\$	3,484.90
TN100000002556	Mount Carmel Police Department	97037-0622-04	\$	13,709.32	\$	13,709.32
TN100000002557	Roane County Sheriff's Department	97073-0615-04	\$	8,836.11	\$	8,836.11
TN100000002558	Shelby County Sheriff's Office	97279-0612-04	\$	13,663.42	\$	13,663.42
TN100000002559	Smyrna Police Department	97075-0634-04	\$	13,367.31	\$	3,636.39
TN100000002560	Union City Police Department	97066-0607-04	\$	12,570.18	\$	6,953.79
TN100000002561	Washington County Sheriff's Department	97090-0670-04	\$	13,681.16	\$	13,681.16
TN100000002562	Woodbury Police Department	97008-0615-04	\$	14,832.95	\$	14,832.95
TN100000002563	Anderson County Sheriff's Department	97001-0631-04	\$	27,382.31	\$	21,782.31
<b>TN100000002564</b>	<b>Blount County Sheriff's Department</b>	<b>97005-0666-04</b>	<b>\$</b>	<b>74,935.09</b>	<b>\$</b>	<b>38,784.81</b>
TN100000002565	Brownsville Police Department	97038-0617-04	\$	16,933.20	\$	19,928.20
TN100000002566	Clinton Police Department	97001-0632-04	\$	10,844.01	\$	6,167.82
TN100000002567	Fairview Police Department	97094-0637-04	\$	20,230.70	\$	20,230.70
TN100000002568	Kingsport Police Department	97082-0656-04	\$	19,400.00	\$	11,644.66
TN100000002569	LaVergne Police Department	97075-0633-04	\$	13,707.30	\$	13,707.30
TN100000002570	Loudon Police department	97053-0614-04	\$	9,263.40	\$	9,263.40
TN100000002571	Maryville Police Department	97005-0667-04	\$	24,931.00	\$	24,931.00
TN100000002572	Oak Ridge Police Department	97001-0633-04	\$	20,790.00	\$	19,282.28
TN100000002573	Red Bank Police Department	97033-0695-04	\$	13,278.53	\$	13,278.53
TN100000002574	Rhea County Sheriff's Department	97072-0617-04	\$	19,955.45	\$	4,386.64
TN100000002575	Smithville Police Department	97021-0611-04	\$	21,553.21	\$	21,553.21
TN100000002576	Sullivan County Sheriff's Department	97082-0657-04	\$	71,582.52	\$	26,066.18
TN100000002577	University of Memphis, Police Services	97279-0615-04	\$	37,567.23	\$	35,300.77
TN100000002578	Bartlett Police Department	97279-0608-04	\$	18,311.45	\$	7,289.06
TN100000002579	Cookeville Police Department	97071-0632-04	\$	24,547.57	\$	24,547.57
TN100000002580	Hamilton County Shreriff's Office	97033-0694-04	\$	72,728.53	\$	71,065.28
TN100000002581	Ripley Police Department	97049-0612-04	\$	-	\$	-
TN100000002582	Shelby County Sheriff's Office	97279-0613-04	\$	126,519.21	\$	149,855.21
TN100000002583	Tipton County Sheriff's Department	97084-0616-04	\$	38,309.96	\$	38,309.96
TN100000002584	Bedford County Sheriff's Department	97002-0607-04	\$	42,962.27	\$	29,774.04
TN100000002585	Cowan Police Department	97026-0629-04	\$	8,718.44	\$	8,718.44
TN100000002586	Knoxville Police Department	97147-0611-04	\$	74,800.69	\$	70,143.88
TN100000002587	Lexington Police Department	97039-0617-04	\$	21,097.74	\$	10,706.16
TN100000002588	Montgomery County Sheriff's Department	97063-0642-04	\$	63,080.01	\$	65,775.01
TN100000002589	Roane County Sheriff's Department	97073-0616-04	\$	21,921.33	\$	21,921.33
TN100000002590	Sevier County Sheriff's Department	97078-0620-04	\$	38,984.32	\$	30,257.80
TN100000002591	Sevierville Police Department	97078-0618-04	\$	49,955.81	\$	43,694.38

TN100000002592	South Pittsburg Police Department	97058-0611-04	\$ 480.48	\$ 6,544.23
TN100000002593	Winchester Police Department	97026-0631-04	\$ 7,562.97	\$ 14,156.97
TN100000002594	Ashland City Police Department	97011-0617-04	\$ 20,000.00	\$ 20,000.00
TN100000002595	Chattanooga Police Department	97033-0692-04	\$ 50,016.16	\$ 1,720.80
TN100000002596	Coffee County Sheriff's Department	97016-0622-04	\$ 28,206.78	\$ 26,803.39
TN100000002597	Hardin County Sheriff's Department	97036-0615-04	\$ 22,814.70	\$ 22,814.70
TN100000002598	Jackson Police Department	97057-0648-04	\$ 39,952.14	\$ 39,952.14
TN100000002599	McKenzie Police Department	97009-0615-04	\$ 11,452.15	\$ 11,452.15
TN100000002600	Middleton Police Department	97035-0609-04	\$ 8,042.62	\$ 11,346.62
TN100000002601	Tullahoma Police Department	97016-0623-04	\$ 14,535.49	\$ 14,535.49
TN100000002602	Union City Police Department	97066-0608-04	\$ 19,962.83	\$ 8,563.81
TN100000002603	Williamson County Sheriff's Department	97094-0639-04	\$ 74,836.41	\$ 28,315.88
TN100000002604	Law Enforcement Training Officers Assoc.,	97090-0667-04	\$ 173,054.27	\$ 173,054.27
TN100000002605	The University of Tennessee	97109-0619-04	\$ 370,058.06	\$ 252,770.17
TN100000002606	Metropolitan Nashville Police Department	97219-0613-04	\$ 3,715.82	\$ -
TN100000002891	TN Department of Safety	97082-0659-04	\$ 35,920.79	\$ 14,758.99
TN100000002888	Governor's Highway Safety Office	97109-0640-04	\$ 165,000.00	\$ -
	<b>UNALLOCATED</b>	(682,171.97)		
PT-11	PSP TOTAL	\$ 2,566,590.11	\$ 3,248,762.08	\$ 2,566,150.03
RS-11	<b>ROADWAY SAFETY</b>	\$ -		
	CFDA - 20.600			
TN100000002607	Governor's Highway Safety Office	97109-0620-04	\$ 10,000.00	\$ -
	<b>UNALLOCATED</b>	(10,000.00)		
RS-11	PSP TOTAL	\$ -	\$ 10,000.00	\$ -
SA-11	<b>SAFE COMMUNITIES</b>	\$ 310,029.12		
	CFDA - 20.600			
TN100000002889	The University of Tennessee	97109-0639-04	583,504.80	\$ 310,029.12
	<b>UNALLOCATED</b>	\$ (273,475.68)		
SA-11	PSP TOTAL	\$ 310,029.12	\$ 583,504.80	\$ 310,029.12
EM-11	<b>EMERGENCY MEDICAL SERVICES</b>	\$ 15,190.94		
	CFDA - 20.600			
TN100000002608	Toone Police Department	97035-0608-04	\$ 5,260.93	\$ 5,260.93
TN100000002609	Ashland City Fire Department	97011-0616-04	\$ 9,930.01	\$ 9,930.01

	<b>UNALLOCATED</b>	-		
EM-11	PSP TOTAL	\$ 15,190.94	\$ 15,190.94	\$ 15,190.94
TR-11	<b>TRAFFIC RECORDS</b> CFDA - 20.600	\$ 933,350.16		
TN1000000003043	TN Department of Safety	<b>97109-0644-04</b>	\$ 357,130.08	\$ 285,462.00
TN1000000003044	TN Department of Safety	97109-0645-04	\$ 275,405.19	231,299.43
TN1000000003045	TN Department of Safety	<b>97109-0646-04</b>	\$ 875,385.36	416,588.73
	<b>UNALLOCATED</b>	\$ (574,570.47)		
TR-11	PSP TOTAL	\$ 933,350.16	\$ 1,507,920.63	\$ 933,350.16
SB-11	<b>SCHOOL BUS</b> CFDA - 20.600	\$ -		
	<b>UNALLOCATED</b>	\$ -		
	PSP TOTAL	\$ -	\$ -	\$ -
	<b>TOTAL NHTSA (402) FUNDS</b>	\$ 4,727,648.75	\$ 6,393,315.77	\$ 4,727,132.64
154AL-11	<b>SECTION 154 OPEN CONTAINER</b> CFDA - 20.607	\$ 12,322,740.06		
TN1000000002610	Athens Police Department	97054-0626-04	\$ 14,078.78	\$ 14,078.78
TN1000000002611	Dayton Police Department	97072-0616-04	\$ 24,736.21	\$ 24,736.21
TN1000000002612	Dunlap Police Department	97077-0607-04	\$ 15,048.19	\$ 15,048.19
TN1000000002613	Memphis Police Department	<b>97279-0609-04</b>	<b>\$ 350,000.00</b>	<b>\$ 323,405.21</b>
TN1000000002614	Morristown Police Department	97032-0609-04	\$ 20,679.10	\$ 20,679.10
TN1000000002615	Mount Carmel Police Department	97037-0621-04	\$ 14,191.36	\$ 14,191.36
TN1000000002616	Sequatchie County Sheriff's Department	97077-0608-04	\$ 24,575.10	\$ 24,575.10
TN1000000002617	Crossville Police Department	<b>97018-0618-04</b>	<b>\$ 29,555.00</b>	<b>\$ 24,753.22</b>
TN1000000002618	Fayette County Sheriff's Department	97024-0610-04	\$ 32,654.36	\$ 32,654.36
TN1000000002619	Somerville Police Department	97024-0611-04	\$ 14,999.04	\$ 14,999.04
TN1000000002620	Metropolitan Nashville Police Department	97219-0603-04	\$ 362,530.18	\$ 362,530.18
TN1000000002621	Bean Station Police Department	97029-0603-04	\$ 13,450.51	\$ 13,450.51
TN1000000002622	Clarksville Police Department	97063-0641-04	\$ 77,814.73	\$ 77,814.73
TN1000000002623	Etowah Police Department	97054-0627-04	\$ 10,591.75	\$ 10,591.75



TN1000000002624	Franklin County Sheriff's Department	97026-0630-04	\$	26,672.51	\$	8,028.74
TN1000000002625	Houston County Sheriff's Department	97042-0604-04	\$	12,977.02	\$	12,977.02
TN1000000002711	Livingston Police Department	97067-0605-04	\$	9,151.87	\$	9,151.87
TN1000000002627	McMinnville Police Department	97089-0607-04	\$	12,355.50	\$	12,355.50
TN1000000002628	Overton County Sheriff's Department	97067-0606-04	\$	16,542.68	\$	16,542.68
TN1000000002629	Washington County Sheriff's Department	97090-0668-04	\$	73,373.74	\$	73,373.74
TN1000000002630	White County Sheriff's Department	97093-0608-04	\$	25,031.19	\$	25,031.19
TN1000000002632	Benton Police Department	97070-0606-04	\$	14,198.91	\$	14,198.91
TN1000000002633	Cheatham County Sheriff's Department	97011-0615-04	\$	22,200.67	\$	22,200.67
TN1000000002634	Henry Police Department	97040-0610-04	\$	11,774.52	\$	11,774.52
TN1000000002635	Madison County Sheriff's Department	97057-0649-04	\$	18,578.90	\$	18,578.90
TN1000000002636	Mt. Juliet Police Department	97095-0623-04	\$	13,159.66	\$	-
TN1000000002637	Tennessee Dept of Safety	97109-0613-04	\$	179,839.00	\$	179,839.00
TN1000000002638	Tennessee Bureau of Investigation	97219-0607-04	\$	805,922.85	\$	19,880.85
TN1000000002639	Conexion Americas	97219-0601-04	\$	119,396.81	\$	119,396.81
TN1000000002640	TN DA, 10th Judicial District	97006-0630-04	\$	117,457.73	\$	117,457.73
TN1000000002641	TN DA, 11th Judicial District	97033-0696-04	\$	123,371.55	\$	123,371.55
TN1000000002642	TN DA, 13th Judicial District	97071-0634-04	\$	158,406.51	\$	158,406.51
TN1000000002643	TN DA, 15th Judicial District	97085-0609-04	\$	148,951.74	\$	148,951.74
TN1000000002644	TN DA, 17th Judicial District	97052-0610-04	\$	133,113.22	\$	133,113.22
TN1000000002645	TN DA, 19th Judicial District	97063-0643-04	\$	177,013.23	\$	177,013.23
TN1000000002646	TN DA, 1st Judicial District	97090-0666-04	\$	131,129.89	\$	131,129.89
TN1000000002647	TN DA, 20th Judicial District	97219-0610-04	\$	277,583.47	\$	277,583.47
TN1000000002648	TN DA, 21st Judicial District	97094-0638-04	\$	114,814.00	\$	114,814.00
TN1000000002649	TN DA, 22nd Judicial District	97050-0615-04	\$	122,066.17	\$	122,066.17
TN1000000002650	TN DA, 23rd Judicial District	97022-0625-04	\$	118,556.22	\$	118,556.22
TN1000000002651	TN DA, 24th Judicial District	97009-0616-04	\$	182,443.03	\$	182,443.03
TN1000000002652	TN DA, 25th Judicial District	97049-0613-04	\$	131,963.49	\$	131,963.49
TN1000000002653	TN DA, 26th Judicial District	97057-0651-04	\$	145,418.87	\$	145,418.87
TN1000000002654	TN DA, 2nd Judicial District	97082-0658-04	\$	159,852.15	\$	159,852.15
TN1000000002655	TN DA, 30th Judicial District	97279-0614-04	\$	233,609.85	\$	233,609.85
TN1000000002656	TN DA, 31st Judicial District	97089-0608-04	\$	138,327.19	\$	138,327.19
TN1000000002657	TN DA, 4th Judicial District	97078-0619-04	\$	128,469.23	\$	128,469.23
TN1000000002658	TN DA, 5th Judicial District	97005-0668-04	\$	119,149.38	\$	119,149.38
TN1000000002659	TN DA, 6th Judicial District	97147-0613-04	\$	177,239.37	\$	177,239.37
TN1000000002660	TN DA, 7th Judicial District	97001-0634-04	\$	139,133.74	\$	139,133.74
TN1000000002661	TN DA, 8th Judicial District	97076-0608-04	\$	132,794.49	\$	132,794.49
<b>TN1000000002662</b>	<b>The University of Tennessee</b>	<b>97109-0624-04</b>	<b>\$</b>	<b>275,000.00</b>	<b>\$</b>	<b>173,360.37</b>

TN100000002663	The University of Tennessee	97109-0618-04	\$ 71,962.54	\$ 65,260.83
TN100000002890	The University of Tennessee	97109-0637-04	\$ 300,000.00	\$ 106,346.26
TN1000000004519	Governor's Highway Safety	97110-0614-04	\$ 10,936.67	\$ 76,233.57
TN1000000004519	Brownsville Police Department	97038-0618-04	\$ 2,995.00	\$ 2,995.00
TN1000000004519	Tennessee State University, Dept of Public S	97090-0669-04	\$ 4,041.25	\$ 4,041.25
TN1000000004519	Kimball Police Department	97058-0610-04	\$ 1,341.00	\$ 1,341.00
TN1000000004519	Madison County Sheriff's Department	97057-0650-04	\$ 2,999.90	\$ 2,999.90
TN1000000004519	Roane County Sheriff's Department	97073-0615-04	\$ 2,308.95	\$ 2,308.95
TN1000000004519	Shelby County Sheriff's Office	97279-0612-04	\$ 1,260.00	\$ 1,260.00
TN1000000004519	Union City Police Department	97066-0607-04	\$ 2,096.00	\$ 2,096.00
TN1000000004519	Brownsville Police Department	97038-0617-04	\$ 2,995.00	\$ 2,995.00
TN1000000004519	Kingsport Police Department	97082-0656-04	\$ 5,566.19	\$ 5,566.19
TN1000000004519	Oak Ridge Police Department	97001-0633-04	\$ 3,807.98	\$ 3,807.98
TN1000000004519	Sullivan County Sheriff's Department	97082-0657-04	\$ 1,319.28	\$ 1,319.28
TN1000000004519	University of Memphis, Police Services	97279-0615-04	\$ 1,789.50	\$ 1,789.50
TN1000000004519	Shelby County Sheriff's Office	97279-0613-04	\$ 23,336.00	\$ 23,336.00
TN1000000004519	Montgomery County Sheriff's Department	97063-0642-04	\$ 2,695.00	\$ 2,695.00
TN1000000004519	South Pittsburg Police Department	97058-0611-04	\$ 6,063.75	\$ 6,063.75
TN1000000004519	Winchester Police Department	97026-0631-04	\$ 6,594.00	\$ 6,594.00
TN1000000004519	Chattanooga Police Department	97033-0692-04	\$ 1,720.80	\$ 1,720.80
TN1000000004519	Middleton Police Department	97035-0609-04	\$ 3,304.00	\$ 3,304.00
	<b>UNALLOCATED</b>	<b>\$ 5,911,662.59</b>		
154AL-11	PSP TOTAL	\$ 12,322,740.06	\$ 6,411,077.47	\$ 5,325,137.29
154PA-11	<b>SECTION 154 PAID MEDIA</b>	\$ 299.75		
TN1000000002345	Governor's Highway Safety	97109-0607-04	\$ 25,000.00	\$ 299.75
	<b>UNALLOCATED</b>	<b>\$ (24,700.25)</b>		
154PA-11	PSP TOTAL	\$ 299.75	\$ 25,000.00	\$ 299.75
154PM-11	<b>SECTION 154 PAID MEDIA</b>	\$ 3,183,181.06		
	CFDA - 20.607			
TN1000000002664	Governor's Highway Safety	97109-0628-04	1,300,000.00	\$ 170,109.16
TN1000000002665	Alcohol Countermeasures Paid Media	97109-0629-04	516,178.12	\$ 506,479.62
TN1000000002346	Citadel Broadcasting DBA	97109-0605-04	60,000.00	\$ 60,000.00
TN1000000002347	Learfield Communications, Inc.	97109-0602-04	\$ 75,000.00	\$ 75,000.00
TN1000000002348	IMG College	97108-0699-04	\$ 112,500.00	\$ 112,500.00
TN1000000002349	International Sports Properties	97108-0697-04	\$ 40,834.00	\$ 40,834.00

TN1000000002350	Nelligan Sports Marketing, Inc.	97108-0695-04	\$	12,750.00	\$	12,750.00	
TN1000000002351	Hoops, LP	97108-0693-04	\$	60,000.00	\$	60,000.00	
TN1000000002352	Nashville Hockey Club, LP	97108-0692-04	\$	87,500.00	\$	87,500.00	
TN1000000002353	Alliance Sport, Marketing, LLC	97108-0690-04	\$	100,000.00	\$	100,000.00	
TN1000000002354	Alliance Sport, Marketing, LLC	97108-0689-04	\$	100,000.00	\$	100,000.00	
TN1000000002355	Music City Bowl, Inc.	97108-0688-04	\$	60,000.00	\$	60,000.00	
TN1000000002356	Tennessee Football, Inc.	97108-0687-04	\$	73,334.00	\$	73,334.00	
TN1000000002357	The Liberty Bowl Festival Assoc.	97108-0685-04	\$	60,000.00	\$	60,000.00	
TN1000000002358	Alliance Sport, Marketing, LLC	97109-0608-04	\$	50,000.00	\$	50,000.00	
TN0000000004052	IMG College- University of TN	97109-0663-04	\$	37,500.00	\$	-	
TN0000000004053	Learfield Communications, Inc.	97109-0667-04	\$	28,000.00	\$	-	
TN0000000004054	Nashville Hockey Club, LP	97109-0670-04	\$	12,500.00	\$	-	
TN0000000004055	Nelligan Sports Marketing, Inc.	97109-0672-04	\$	4,250.00	\$	-	
TN0000000004056	Summit Management	97109-0674-04	\$	60,000.00	\$	-	
TN0000000004057	Tennessee Football, Inc.	97109-0675-04	\$	36,666.00	\$	-	
TN0000000004058	Citadel Broadcasting	97109-0660-04	\$	33,334.00	\$	-	
TN0000000004059	IMG College- Vanderbilt	97109-0664-04	\$	11,666.00	\$	-	
			\$		\$	-	
	<b>UNALLOCATED</b>	\$	251,168.94				
154PM-11	PSP TOTAL	\$	3,183,181.06	\$	2,932,012.12	\$	1,568,506.78
154HE-11	<b>SECTION 154 HAZARD ELIMINATION</b>	\$	23,556,509.03				
	CFDA - 20.607						
TN1000000002126	NHTSA-HE-96(13)	97094-1209-04	\$	-	\$	-	
TN1000000002127	NHTSA-HE-1(235)	97043-2205-04	\$	-	\$	-	
TN1000000002128	NHTSA-HE-FY09(2)	97108-3152-04	\$	-		-	
TN1000000002129	NHTSA-HE-REG2(67)	97108-3256-04	\$	-		-	
TN1000000002130	NHTSA-HE-3300(45)	97033-0685-04	\$	-		-	
TN1000000002131	NHTSA-HE-35(43)	97005-1261-04	\$	14,241.07		14,241.07	
TN1000000002132	NHTSA-HE-111(73)	97067-3203-04	\$	-		-	
TN1000000002133	NHTSA-HE-1500(51)	97015-1407-04	\$	-		-	
TN1000000002134	NHTSA-HE-5500(45)	97055-2407-04	\$	-	\$	-	
TN1000000002136	NHTSA-HE-9(41)	97047-2266-04	\$	-	\$	-	
TN1000000002137	NHTSA-HE-FY06(29)	97106-1692-04	\$	2,676.40	\$	2,676.40	
TN1000000002138	NHTSA-HE-FY06(28)	97106-3693-04	\$	364,002.27	\$	364,002.27	
TN1000000002139	NHTSA-HE-FY06(31)	97106-1695-04	\$	-	\$	-	
TN1000000002140	NHTSA-HE-2(63)	97006-1208-04	\$	-	\$	-	
TN1000000002141	NHTSA-HE-2(63)	97006-2208-04	\$	-	\$	-	
TN1000000002142	NHTSA-HE-3(63)	97079-1270-04	\$	-	\$	-	

TN1000000002143	NHTSA-HE-153(8)	97033-1232-04	\$	-	\$	-
TN1000000002144	NHTSA-HE-333(3)	97005-2209-04	\$	-	\$	-
TN1000000002145	NHTSA-HE-15(124)	97024-2201-04	\$	35.25	\$	35.25
TN1000000002146	NHTSA-HE-311(25)	97006-1210-04	\$	-	\$	-
TN1000000002147	NHTSA-HE-48(23)	97041-1201-04	\$	20,948.93	\$	20,948.93
TN1000000002148	NHTSA-HE-I-40-S(83)	97057-3129-04	\$	-	\$	-
TN1000000002149	NHTSA-HE-67(20)	97010-3214-04	\$	-	\$	-
TN1000000002150	NHTSA-HE-48(33)	97041-2202-04	\$	-	\$	-
TN1000000002151	NHTSA-HE-68(26)	97062-3202-04	\$	18,675.99	\$	18,675.99
TN1000000002152	NHTSA-HE-REG4(57)	97107-3247-04	\$	-	\$	-
TN1000000002154	NHTSA-HE-10-(36)	41006-3215-94	\$	-	\$	-
TN1000000002155	LTAP-FY07(7)	99108-7009-74	\$	-	\$	-
TN1000000002156	NHTSA-HE-10-(36)	97085-3206-04	\$	-	\$	-
TN1000000002157	NHTSA-HE-FY08(1)	97107-1698-04	\$	14,773.78	\$	14,773.78
TN1000000002158	PSB-56(47)	71007-3221-94	\$	-	\$	-
TN1000000002159	PSB-56(49)	74008-3218-94	\$	-	\$	-
TN1000000002160	PSB-100(37)	41010-3216-94	\$	29,018.05	\$	29,018.05
TN1000000002161	PSB-1(213)	22002-1244-94	\$	-	\$	-
TN1000000002162	PSB-1(213)	22002-3244-94	\$	-	\$	-
TN1000000002163	NHTSA-HE-48(33)	41006-1215-94	\$	-	\$	-
TN1000000002164	PSB-100(37)	41010-1216-94	\$	1,756.09	\$	1,756.09
TN1000000002165	NHTSA-HE-2(88)	97053-0213-04	\$	2,478.91		2,478.91
TN1000000002166	NHTSA-HE-2(88)	97053-1213-04	\$	16,005.58		16,005.58
TN1000000002167	NHTSA-HE-2(88)	97053-2213-04	\$	4,025.69		4,025.69
TN1000000002168	PSB-336(10)	05025-3212-94	\$	-		-
TN1000000002169	PSB-100(36)	41010-3215-94	\$	-		-
TN1000000002170	PSB-68(25)	62007-3245-94	\$	(0.00)		-
TN1000000002171	NHTSA-HE-I-275-3(133)	97147-3109-04	\$	210,634.82		210,634.82
TN1000000002172	NHTSA-HE-1500(51)	97015-3407-04	\$	-		-
TN1000000002173	NHTSA-HE-NHE-386(9)	97083-3238-04	\$	592.75		592.75
TN1000000002174	NHTSA-HE-254(7)	97119-1295-04	\$	-		-
TN1000000002175	NHTSA-HE-2 (88)	97053-3213-04	\$	659,059.26		659,059.26
TN1000000002176	NHTSA-HE-43(35)	97027-0206-04	\$	-		-
TN1000000002177	NHTSA-HE-9(64)	97007-0217-04	\$	35,576.55		35,576.55
TN1000000002178	NHTSA-HE-6(79)	97119-0296-04	\$	23,953.41		23,953.41
TN1000000002179	NHTSA-HE-29-(75)	97072-3216-04	\$	295,519.17		295,519.17

TN1000000002180	PSB-100-(36)	41010-3220-94	\$	-	-
TN1000000002181	NHTSA-HE-1900(31)	97119-0698-04	\$	15,309.00	15,309.00
TN1000000002182	NHTSA-HE-9900(16)	97108-1281-04	\$	48,960.45	48,960.45
TN1000000002183	NHTSA-HE-REG1(76)	97108-1282-04	\$	4,122.44	4,122.44
TN1000000002184	NHTSA-HE-254(7)	97119-3297-04	\$	30,237.38	30,237.38
TN1000000002402	NHTSA-HE-29(75)	97072-1216-04	\$	46,128.80	46,128.80
TN1000000002414	NHTSA-HE-35(43)	97005-2265-04	\$	78,144.12	78,144.12
TN1000000002500	NHTSA-HE-6(79)	97119-1296-04	\$	5,942.07	5,942.07
TN1000000002786	NHTSA-HE-48(23)	97041-3203-04	\$	380,537.82	380,537.82
TN1000000002801	NHTSA-HE-NHE-109(28)	97083-1239-04	\$	-	-
TN1000000002802	NHTSA-HE-NHE-109(28)	97083-3239-04	\$	-	-
TN1000000002834	NHTSA-HE-I-24-2(139)	97016-0124-04	\$	35,098.86	35,098.86
TN1000000002895	NHTSA-HE-6(79)	97219-2215-04	\$	3,640.78	3,640.78
TN1000000003049	NHTSA-HE-9900(30)	97109-0649-04	\$	1,190.00	1,190.00
TN1000000003066	NHTSA-HE-1500(53)	97015-3408-04	\$	-	-
TN1000000003162	NHTSA-HE-71(26)	97109-0251-04	\$	10,121.06	10,121.06
TN1000000003171	NHTSA-HE-NHE-32(73)	97032-0210-04	\$	41,324.65	41,324.65
TN1000000003172	NHTSA-HE-2(110)	97053-0215-04	\$	13,843.04	13,843.04
TN1000000003598	NHTSA-HE-9900(43)	97109-0154-04	\$	-	-
TN1000000003264	NHTSA-HE-345(1)	97013-0205-04	\$	27,458.08	27,458.08
TN1000000003599	NHTSA-HE-9900(44)	97109-0255-04	\$	-	-
TN1000000003600	NHTSA-HE-9900(45)	97109-0256-04	\$	-	-
TN1000000003689	NHTSA-HE-1(284)	97073-0217-04	\$	-	-
TN1000000003698	NHTSA-HE-1(285)	97082-0260-04	\$	19,183.02	19,183.02
TN1000000003736	NHTSA-HE-6(80)	97094-0237-04	\$	-	-
TN1000000003818	STP-M-1(276)	47009-3293-54	\$	-	-
TN1000000003819	N/A	99108-0052-04	\$	1,801.03	1,801.03
TN1000000003832	NHTSA-HE-9(64)	97007-1217-04	\$	11,613.08	11,613.08
TN1000000003804	NHTSA-HE-NHE-32(73)	97032-1210-04	\$	262.43	262.43
TN1000000003933	NHTSA-HE-6(85)	97060-0214-04	\$	-	-
TN1000000003908	NHTSA-HE-111(77)	97071-3235-04	\$	-	-
TN1000000003998	NHTSA-HE-9(64)	97007-3217-04	\$	-	-
					-

<b>UNALLOCATED</b>		<b>\$ 21,067,616.95</b>		
154HE-11	<b>PSP TOTAL</b>	\$ 23,556,509.03	\$ 2,488,892.08	\$ 2,488,892.08
K3-11	<b>2011 Child Seat Incentive</b>	\$ 658,769.51		
	CFDA - 20.613			
TN1000000002666	East TN State University	97109-0611-04	\$ 201,936.30	\$ 201,936.30
TN1000000002667	Shelby Co. Office of Early Childhood & Youth	97279-0611-04	\$ 190,883.66	\$ 190,883.66
<b>UNALLOCATED</b>		<b>\$ 265,949.55</b>		
K3-11	<b>PSP TOTAL</b>	\$ 658,769.51	\$ 392,819.96	\$ 392,819.96
K4-11	<b>SECTION 406 SAFETY BELTS INCENTIVE</b>	\$ 41,292.78		
	CFDA - 20.609			
TN1000000002892	Tombros	97109-0636-04	6,059.79	\$ 6,059.79
<b>UNALLOCATED</b>		<b>\$ 35,232.99</b>		
K4-11	<b>PSP TOTAL</b>	\$ 41,292.78	\$ 6,059.79	\$ 6,059.79
K6-11	<b>SECTION 2010 MOTORCYCLE SAFETY</b>	\$ 333,882.07		
	CFDA - 20.612			
TN1000000002757	Governor's Highway Safety Office	97109-0631-04	120,000.00	\$ 38,706.71
TN1000000002758	Tombros	97109-0632-04	80,192.17	\$ 80,192.17
TN1000000002759	The University of Tennessee	97109-0630-04	2,339.90	-
<b>UNALLOCATED</b>		<b>\$ 131,350.00</b>		
K6-11	<b>PSP TOTAL</b>	\$ 333,882.07	\$ 202,532.07	\$ 118,898.88
K8-11	<b>SECTION 410 ALCOHOL SAFETEA-LU</b>	\$ 5,712,405.80		
	CFDA - 20.601			
TN1000000002668	Governor's Highway Safety Office	97109-0625-04	860,000.00	708,306.11
TN1000000003350	Tennessee Department of Safety	97109-0653-04	20,997.00	20,997.00
TN1000000002894	The University of Tennessee	97109-0638-04	200,000.00	200,000.00
TN1000000002669	Johnson City Police Department	97090-0665-04	11,969.04	11,602.29
TN1000000002670	Martin Police Department	97092-0627-04	26,362.59	26,362.59
TN1000000002671	Tennessee Department of Safety	97109-0614-04	179,458.07	179,458.07
TN1000000002672	23rd Judicial District Drug Court	97022-0624-04	46,034.97	46,034.97
TN1000000002673	Davidson County Drug Court Foundation	97219-0602-04	-	-
TN1000000002674	Mother's Against Drunk Driving	97219-0604-04	68,559.57	68,559.57

TN1000000002675	Warren County of Tennessee	97089-0609-04	52,584.66	52,584.66
TN1000000002676	Williamson County Trustee	97094-0640-04	60,651.30	60,651.30
TN1000000002677	TN Secondary School Athletic Assoc.	97219-0608-04	46,841.38	46,841.38
TN1000000002678	TN D.A. General Conference	97109-0615-04	479,783.13	484,261.24
TN1000000002679	Mother's Against Drunk Driving	97219-0605-04	74,016.55	73,827.23
TN1000000002795	Community Anti-Drug Coalitions	97219-0614-04	95,900.13	78,982.17
TN1000000002680	TjohnE Productions, Inc.	97219-0612-04	119,624.56	119,624.56
TN1000000002681	The University of Tennessee	97109-0622-04	250,000.00	8,466.85
TN1000000002682	Rutherford County Drug Court	97075-0635-04	59,784.65	59,784.65
TN1000000002683	Governor's Highway Safety Office	97109-0626-04	260,000.00	98,300.50
TN1000000002684	Tombros	97109-0627-04	60,000.00	50,143.90
	<b>UNALLOCATED</b>	<b>\$ 2,739,838.20</b>		
K8-11	PSP TOTAL	\$ 5,712,405.80	\$ 2,972,567.60	\$ 2,394,789.04
K9-11	<b>SECTION 408- DATA PROGRAM INCENTIVE</b>	\$ 545,034.70		
	CFDA - 20.610			
TN1000000002685	The University of Tennessee	97109-0623-04	6,354.30	\$ -
TN1000000003046	TN Dept of Safety	<b>97109-0647-04</b>	72,000.00	\$ -
TN1000000004528	TN Dept of Safety	<b>97109-0644-04</b>	100,000.00	
TN1000000003047	TN Supreme Court	97109-0648-04	45,838.32	\$ 22,588.32
TN1000000003136	TN Department of Health	<b>97109-0650-04</b>	\$ 74,032.74	\$ 52,744.04
TN1000000004527	TN Department of Health	<b>97109-0646-04</b>	\$ 260,000.00	
TN1000000003234	TN Department of Health	97109-0652-04	\$ 49,688.92	\$ 38,584.30
K9-11	<b>UNALLOCATED</b>	<b>\$ (62,879.58)</b>		
	PSP TOTAL	\$ 545,034.70	\$ 607,914.28	\$ 113,916.66
K10-11	<b>1906 PROHIBIT RACIAL PROFILING</b>			
	CFDA - 20.611			
	<b>UNALLOCATED</b>	<b>\$ -</b>		
K10-11	PSP TOTAL	\$ -	\$ -	\$ -
	<b>TOTAL OTHER FUNDS</b>	<b>\$ 46,354,114.76</b>	<b>\$ 16,038,875.37</b>	<b>\$ 12,409,320.24</b>
	<b>VOUCHER GRAND TOTALS</b>	<b>\$ 51,081,763.51</b>	<b>\$ 22,432,191.14</b>	<b>\$ 17,136,452.88</b>
<b>PROJECT STATUS KEY:</b>		<b>SUMMARY INFORMATION:</b>		<b>N.H.T.S.A. (40</b>
	<b>THIS IS AN ACTIVE PROJECT</b>	<b>TOTAL ALLOCATED FUNDS</b>		<b>\$ 6,393,315.77</b>

<b><i>THIS IS A CLOSED PROJECT.</i></b>		<b>TOTAL UNALLOCATED FUNDS</b>	\$ (1,665,667.02)
		<b>TOTALS</b>	\$ 4,727,648.75
		<b>RATIO OF FUNDS EXPENDED TO FUNDS OBLIGATED</b>	



**PROPERTY ADMINISTRATION****( ) Final Voucher**

Suite 800, James K. Polk Bldg.

**IDENTIFICATION INFO.****11/30/11 TO 12/14/2011**

Previous amount Claimed	Claimed This Period
\$ 233,405.48	\$ -
\$ 4,915.79	\$ -
\$ -	\$ -
\$ 645,739.13	\$ -
\$ -	\$ -
\$ 2,332,483.99	\$ 409,160.75
\$ -	\$ 4,478.11
\$ 310,029.12	\$ 83,941.42
\$ 15,190.94	\$ -
\$ 894,509.09	\$ (299,722.85)
\$ -	\$ -
<b>4,436,273.54</b>	<b>197,857.43</b>
\$ 118,898.88	\$ -
\$ 5,118,660.40	\$ 1,010,421.59
\$ 299.75	\$ -
\$ 1,532,291.78	\$ 13,078.50
\$ 2,102,601.03	\$ -
\$ 392,819.96	\$ -
\$ 6,059.79	\$ -
\$ 2,301,490.63	\$ 191,819.58
\$ 113,916.66	\$ 415,643.32
\$ -	\$ -
<b>\$ 11,687,038.88</b>	<b>\$ 1,630,962.99</b>
<b>\$ 16,123,312.42</b>	<b>\$ 1,828,820.42</b>

MENT ARE SUBJECT TO ADJUSTMENT,  
OTHER APPROPRIATE REVIEW).


PERIOD ENDING:		12/30/2011
EXPENDITURES		
THIS CLAIM	TOTAL CLAIMS	UNEXPENDED BALANCE
	\$ 261,249.35	\$ 13,750.65
	\$ 267,112.74	7,887.26
	\$ (9,491.88)	(9,491.88)
	\$ (9,491.88)	(9,491.88)
\$ -	\$ 251,757.47	\$ 13,750.65
	\$ 4,915.79	\$ -
\$ -	\$ 4,915.79	\$ -
	\$ -	\$ -
\$ -	\$ -	\$ -

billings in progress

Total Unallocated	
	251757.47
	0.6
	251758.07
	-0.6
\$	0.00
	19,613.44
	9,491.88
	(5,863.39)
	<u>23,241.33</u>
\$	75.43
\$	-

	\$	94,615.69	\$	-
	\$	266,404.37	\$	0.00
	\$	109,862.80	\$	57,425.31
	\$	108,786.86	\$	-
	\$	36,573.84	\$	38,370.66
	\$	29,495.57	\$	6,486.43
\$ -	\$	645,739.13	\$	102,282.40
	\$	-	\$	-
\$ -	\$	-	\$	-
\$ 6,784.79	\$	575,500.00		-
\$ 60,914.56	\$	46,868.67		-
\$ 32,999.09	\$	187,160.19		-
	\$	59,556.03		-
	\$	71,116.80		-
271.50	\$	8,706.01		(0.00)
	\$	13,634.57		-
	\$	4,223.44		0.00
	\$	11,693.83		-
4,212.27	\$	13,982.56		-
	\$	13,856.89		0.00
	\$	14,191.47		-
2,864.86	\$	11,226.79		(0.00)
	\$	14,883.60		-
506.72	\$	13,645.33		-
2,747.47	\$	7,655.10		-
	\$	14,949.52		-
11,216.07	\$	13,204.99		0.00

15,859.64  
5,632.65

\$ -  
\$ -

-0.6

Need to bill manually

	\$	8,657.99	-	
	\$	3,484.90	(0.00)	
	\$	13,709.32	-	
	\$	8,836.11	-	
	\$	13,663.42	0.00	
9,730.92	\$	13,367.31	-	
5,616.39	\$	12,570.18	-	
	\$	13,681.16	-	
	\$	14,832.95	0.00	
5,600.00	\$	27,382.31	-	
	\$	<b>38,784.81</b>	<b>36,150.28</b>	<b>22,783.68</b>
(2,995.00)	\$	16,933.20	-	
4,676.19	\$	10,844.01	0.00	
	\$	20,230.70	(0.00)	
7,755.34	\$	19,400.00	-	
	\$	13,707.30	-	
	\$	9,263.40	-	
	\$	24,931.00	-	
1,507.72	\$	20,790.00	-	
	\$	13,278.53	-	
15,568.81	\$	19,955.45	0.00	
	\$	21,553.21	-	
45,516.34	\$	71,582.52	0.00	
2,266.46	\$	37,567.23	-	
11,022.39	\$	18,311.45	-	
	\$	24,547.57	-	
1,663.25	\$	72,728.53	-	
	\$	-	-	
(23,336.00)	\$	126,519.21	0.00	
	\$	38,309.96	-	
13,188.23	\$	42,962.27	-	
	\$	8,718.44	-	
4,656.81	\$	74,800.69	-	
10,391.58	\$	21,097.74	0.00	
(2,695.00)	\$	63,080.01	(0.00)	
	\$	21,921.33	-	
8,726.52	\$	38,984.32	-	
6,261.43	\$	49,955.81	0.00	

(6,063.75)	\$	480.48	-		
(6,594.00)	\$	7,562.97	0.00		
	\$	20,000.00	-		
(1,720.80)	\$	-	50,016.16	10,857.41	
1,403.39	\$	28,206.78	-		
	\$	22,814.70	0.00		
	\$	39,952.14	-		
	\$	11,452.15	0.00		Need to bill manually
(3,304.00)	\$	8,042.62	0.00		
	\$	14,535.49	-		
11,399.02	\$	19,962.83	-		
46,520.53	\$	74,836.41	(0.00)		
	\$	173,054.27	0.00		
95,003.03	\$	347,773.20	22,284.86	3,629.17	
3,715.82	\$	3,715.82	(0.00)		
21,161.80	\$	35,920.79	-		
	\$	-	165,000.00		
					\$ (408,720.67)
\$ 409,160.75	\$	2,975,310.78	\$ 273,451.30		
\$ 4,478.11	\$	4,478.11	5,521.89		
					\$ (4,478.11)
\$ 4,478.11	\$	4,478.11	\$ 5,521.89		
\$ 83,941.42	\$	393,970.54	\$ 189,534.26	54,489.10	
	\$	-	-		\$ (83,941.42)
\$ 83,941.42	\$	393,970.54	\$ 189,534.26		
	\$	5,260.93	\$ -		
	\$	9,930.01	(0.00)		

\$ -	\$ 15,190.94	\$ (0.00)		\$ (0.00)	
(100,000.00)	\$ 185,462.00	\$ 171,668.08	9,871.45		
10,277.15	\$ 241,576.58	33,828.61	25,102.26		
(210,000.00)	\$ 206,588.73	668,796.63			
		-			
		-			
\$ (299,722.85)	\$ 633,627.31	\$ 874,293.32		\$ 299,722.85	
	\$ -	-			4478.11
					108997.82
					83941.42
					197417.35
\$ -	\$ -	\$ -			
\$ 197,857.43	\$ 4,924,990.07	\$ 1,458,833.82			
	\$ 14,078.78	\$ -			
	\$ 24,736.21	\$ (0.00)			
	\$ 15,048.19	\$ 0.00			
	\$ 323,405.21	\$ 26,594.79			
	\$ 20,679.10	\$ -			
	\$ 14,191.36	\$ -			
	\$ 24,575.10	\$ -			
	\$ 24,753.22	\$ 4,801.78			
	\$ 32,654.36	\$ 0.00			
	\$ 14,999.04	\$ -			
	\$ 362,530.18	\$ (0.00)			
	\$ 13,450.51	\$ -			
	\$ 77,814.73	\$ 0.00			
	\$ 10,591.75	\$ -			
					Need to bill manually

18,643.77	\$	26,672.51	\$	(0.00)
	\$	12,977.02	\$	-
	\$	9,151.87	\$	(0.00)
	\$	12,355.50	\$	-
	\$	16,542.68	\$	-
	\$	73,373.74	\$	-
	\$	25,031.19	\$	(0.00)
	\$	14,198.91	\$	-
	\$	22,200.67	\$	(0.00)
	\$	11,774.52	\$	-
	\$	18,578.90	\$	0.00
13,159.66	\$	13,159.66	\$	-
	\$	179,839.00	\$	-
786,042.00	\$	805,922.85	\$	-
	\$	119,396.81	\$	-
	\$	117,457.73	\$	-
	\$	123,371.55	\$	(0.00)
	\$	158,406.51	\$	(0.00)
	\$	148,951.74	\$	(0.00)
	\$	133,113.22	\$	-
	\$	177,013.23	\$	(0.00)
	\$	131,129.89	\$	(0.00)
	\$	277,583.47	\$	-
	\$	114,814.00	\$	-
	\$	122,066.17	\$	0.00
	\$	118,556.22	\$	-
	\$	182,443.03	\$	0.00
	\$	131,963.49	\$	(0.00)
	\$	145,418.87	\$	(0.00)
	\$	159,852.15	\$	0.00
	\$	233,609.85	\$	-
	\$	138,327.19	\$	-
	\$	128,469.23	\$	0.00
	\$	119,149.38	\$	0.00
	\$	177,239.37	\$	-
	\$	139,133.74	\$	-
	\$	132,794.49	\$	-
101,639.63	\$	275,000.00	\$	-

	\$	65,260.83	\$	6,701.71	
90,936.53	\$	197,282.79	\$	102,717.21	
	\$	76,233.57	\$	(65,296.90)	
	\$	2,995.00	\$	-	
	\$	4,041.25	\$	-	
	\$	1,341.00	\$	-	
	\$	2,999.90	\$	-	
	\$	2,308.95	\$	-	
	\$	1,260.00	\$	-	
	\$	2,096.00	\$	-	
	\$	2,995.00	\$	-	
	\$	5,566.19	\$	-	
	\$	3,807.98	\$	-	
	\$	1,319.28	\$	-	
	\$	1,789.50	\$	-	
	\$	23,336.00	\$	-	
	\$	2,695.00	\$	-	
	\$	6,063.75	\$	-	
	\$	6,594.00	\$	-	
	\$	1,720.80	\$	-	
	\$	3,304.00	\$	-	
\$	1,010,421.59	\$	6,335,558.88	\$	75,518.59
		\$	299.75	\$	24,700.25
\$	-	\$	299.75	\$	24,700.25
\$	3,380.00	\$	173,489.16	\$	1,126,510.84
\$	9,698.50	\$	516,178.12	\$	0.00
		\$	60,000.00	\$	-
		\$	75,000.00	\$	-
		\$	112,500.00	\$	-
		\$	40,834.00	\$	-

\$ 5,987,181.18

\$ -



	\$ 12,750.00	\$ -	
	\$ 60,000.00	\$ -	
	\$ 87,500.00	\$ -	
	\$ 100,000.00	\$ -	
	\$ 100,000.00	\$ -	
	\$ 60,000.00	\$ -	
	\$ 73,334.00	\$ -	
	\$ 60,000.00	\$ -	
	\$ 50,000.00	\$ -	
	\$ -	\$ 37,500.00	
	\$ -	\$ 28,000.00	
	\$ -	\$ 12,500.00	
	\$ -	\$ 4,250.00	
	\$ -	\$ 60,000.00	
	\$ -	\$ 36,666.00	
	\$ -	\$ 33,334.00	
	\$ -	\$ 11,666.00	
	\$ -		
			\$ 1,601,595.78
\$ 13,078.50	\$ 1,581,585.28	\$ 1,350,426.84	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ 14,241.07	\$ 0.00	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ 2,676.40	\$ 0.00	CU6570, CU6571 & CU6572 are canceled
	\$ 364,002.27	\$ -	
	\$ -	\$ -	
	\$ -	\$ -	
	\$ -	\$ -	CU6134 has been canceled
	\$ -	\$ -	

\$	-	\$	-
\$	-	\$	-
\$	35.25	\$	-
\$	-	\$	-
\$	20,948.93	\$	-
\$	-	\$	-
\$	-	\$	-
\$	18,675.99	\$	0.00
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-
\$	14,773.78	\$	(0.00)
\$	-	\$	-
\$	-	\$	-
\$	29,018.05	\$	-
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-
\$	1,756.09	\$	0.00
\$	2,478.91	\$	(0.00)
\$	16,005.58	\$	-
\$	4,025.69	\$	(0.00)
\$	-	\$	-
\$	-	\$	-
\$	-	\$	(0.00)
\$	210,634.82	\$	-
\$	-	\$	-
\$	592.75	\$	-
\$	-	\$	-
\$	659,059.26	\$	0.00
\$	-	\$	-
\$	35,576.55	\$	(0.00)
\$	23,953.41	\$	-
\$	295,519.17	\$	-

need to bill manually

need to move per R.P.

\$	-	\$	-
\$	15,309.00	\$	-
\$	48,960.45	\$	-
\$	4,122.44	\$	0.00
\$	30,237.38	\$	(0.00)
\$	46,128.80	\$	-
\$	78,144.12	\$	0.00
\$	5,942.07	\$	(0.00)
\$	380,537.82	\$	(0.00)
\$	-	\$	-
\$	-	\$	-
\$	35,098.86	\$	-
\$	3,640.78	\$	(0.00)
\$	1,190.00	\$	-
\$	-	\$	-
\$	10,121.06	\$	-
\$	41,324.65	\$	-
\$	13,843.04	\$	-
\$	-	\$	-
\$	27,458.08	\$	-
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-
\$	19,183.02	\$	-
\$	-	\$	-
\$	-	\$	-
\$	1,801.03	\$	(0.00)
\$	11,613.08	\$	-
\$	262.43	\$	0.00
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-
\$	-	\$	-

\$ -	\$ 2,488,892.08	\$ (0.00)
	\$ 201,936.30	\$ (0.00)
	\$ 190,883.66	(0.00)
		-
		-
		-
\$ -	\$ 392,819.96	\$ (0.00)
	\$ 6,059.79	\$ 0.00
\$ -	\$ 6,059.79	\$ 0.00
	\$ 38,706.71	81,293.29
	\$ 80,192.17	-
	\$ -	2,339.90
\$ -	\$ 118,898.88	\$ 83,633.19
\$ 4,745.26	713,051.37	\$ 146,948.63
	20,997.00	\$ -
	200,000.00	\$ -
366.75	11,969.04	\$ -
	26,362.59	\$ -
	179,458.07	\$ -
	46,034.97	\$ -
	-	\$ -
	68,559.57	\$ -

\$ 21,067,616.95
bill manually
\$ 265,949.55
\$ 35,232.99
\$ 214,983.19

	52,584.66	\$	-
	60,651.30	\$	-
	46,841.38	\$	-
(4,478.11)	479,783.13	\$	-
189.32	74,016.55	\$	-
	78,982.17	\$	16,917.96
	119,624.56	\$	-
181,140.26	189,607.11	\$	60,392.89
	59,784.65	\$	-
	98,300.50	\$	161,699.50
\$ 9,856.10	60,000.00	\$	-
	-	\$	-

\$ 191,819.58	\$ 2,586,608.62	\$ 385,958.98
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	\$ -	\$ 6,354.30
	\$ -	72,000.00
\$ 100,000.00		100,000.00
\$ 23,250.00	\$ 45,838.32	-
\$ 21,288.70	\$ 74,032.74	(0.00)
\$ 260,000.00	\$ 260,000.00	-
\$ 11,104.62	\$ 49,688.92	(0.00)

\$ 415,643.32	\$ 429,559.98	\$ 178,354.30
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		\$ -
		\$ -

\$ -	\$ -	\$ -
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\$ 1,630,962.99	\$ 13,940,283.23	\$ 2,098,592.14
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\$ 1,828,820.42	\$ 18,865,273.30	\$ 3,557,425.96
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<b>2) FUNDS</b>	<b>OTHER FUNDS</b>	
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135.232%	\$ 16,038,875.37	34.601%
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\$ 3,125,797.18
\$ 115,474.72
\$ -
<b>\$ 32,611,324.31</b>

-35.232%	\$ 30,315,239.39	65.399%
100.000%	\$ 46,354,114.76	100.000%
104.174%		30.073%



Expenditures

netted 12/06/2011

FY11

FY10 SPECIAL BILLING

Net with FY12, Voucher #13 added to voucher



net with P&A