

TENNESSEE STATE GOVERNMENT
DEPARTMENT OF TRANSPORTATION



HIGHWAY SAFETY PERFORMANCE PLAN
ANNUAL REPORT
FEDERAL FISCAL YEAR 2012

“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) 2012 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 2011-12 to enhance its safety programs (education, enforcements, and emergency management services) to ensure highway safety.

The funding levels in the basic 402 programs remained much the same for the FFY 2011-12. 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

A total of 512 grant proposals (259 regular and 253 High Visibility) were received from state, local agencies and not-for-profit organizations. GHSO awarded 401 grants (67 standard Alcohol grants and 195 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 saw a slightly a reduced observed seat belt use rate of 83.65%. This was due in part to a mandatory revision of our seat belt survey.

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 2012. The Mission Statement in our FFY 2012 Highway Safety Performance Plan served as the keystone for our highway safety planning efforts, and assisted us in establishing the following goals and objectives:

Goals:

- To decrease traffic fatalities from the 2010 calendar base year of 1031 to 900 by December 31, 2012.
- To decrease serious traffic injuries from the 2010 calendar base year of 6,294 to 6,200 by December 31, 2012.
- To decrease fatalities/VMT from the 2010 calendar base year of 1.46 to 1.30 by December 31, 2012.

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 2012 TN Highway Safety Performance Plan. The close of calendar year 2011 saw a 50 year low in terms of roadway fatalities with the final total coming in at 937. This also represented our lowest fatality rate of all time at 1.34. This was undoubtedly a record-setting year for the State of Tennessee in terms of low fatalities.

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 18, 2012

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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 is 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 2012 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, 408	\$1,012,500.00

(*) \$350,000.00 (402), \$200,000 (410), \$450,000 (154), \$10,000 (408), \$2,500 (2010)

Here is a summary of the achievements:

Objective 1: GHSO prepared FFY 2012 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.

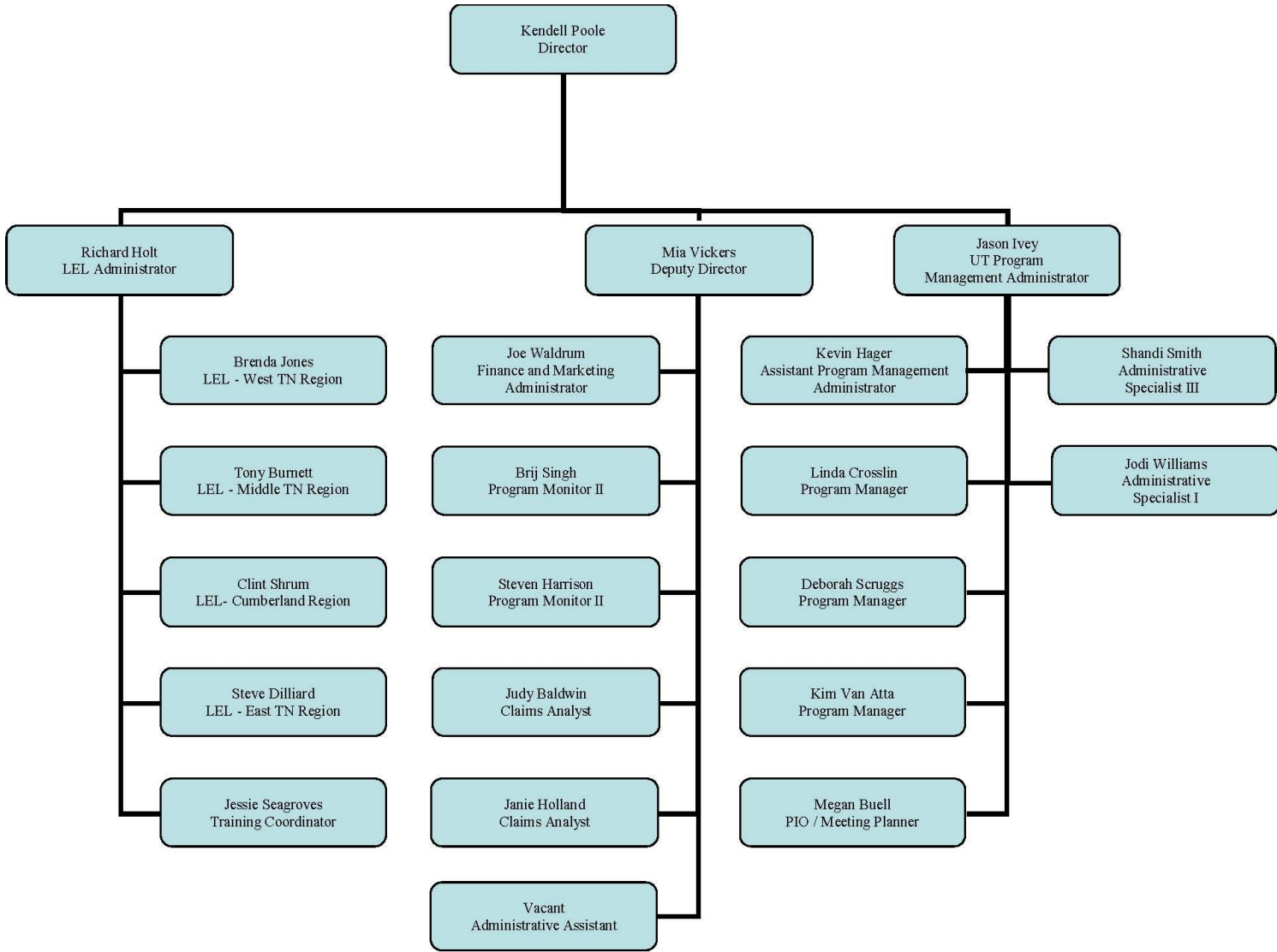
Tennessee GHSO has already established a Law Enforcement Training Program headed by a Law Enforcement Liaison Trainer. This position is responsible for scheduling and conducting statewide certified law enforcement training.

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.

GHSO ORGANIZATION CHART



Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Population	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	6,346,105	6,403,353
Registered Vehicles	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	6,813,957
Licensed Drivers	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	4,559,507
Miles of State & Federal Roadways	12,791	12,797	13,794	13,808	13,818	13,835	13,887	13,882	13,871	13,867	13,877
Miles of Interstate	1,073	1,074	1,104	1,104	1,104	1,104	1,105	1,105	1,104	1,104	1,104
Total Crashes	175,637	177,833	168,668	182,536	177,638	179,168	172,184	158,845	157,713	168,077	173,575
Number of Non-Injury Crashes	124,716	127,387	121,851	128,568	124,851	126,520	121,695	112,358	111,260	120,334	124,233
Number of Injury Crashes	49,795	49,388	45,799	52,777	51,616	51,507	49,477	45,431	45,675	46,786	48,468
Number of Fatal Crashes	1,126	1,058	1,091	1,191	1,161	1,161	1,111	958	918	958	874
Injuries	74,707	76,776	73,123	78,486	76,358	74,504	70,760	65,228	65,618	66,546	67,132
Fatalities	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946
Vehicle Miles Traveled (VMT) in 100 Millions	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45
Fatality Rate Per 100 Million VMT	1.85	1.72	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46	1.34

Sources:

TN Dept of Revenue

TN Dept of Safety Licensed Drivers

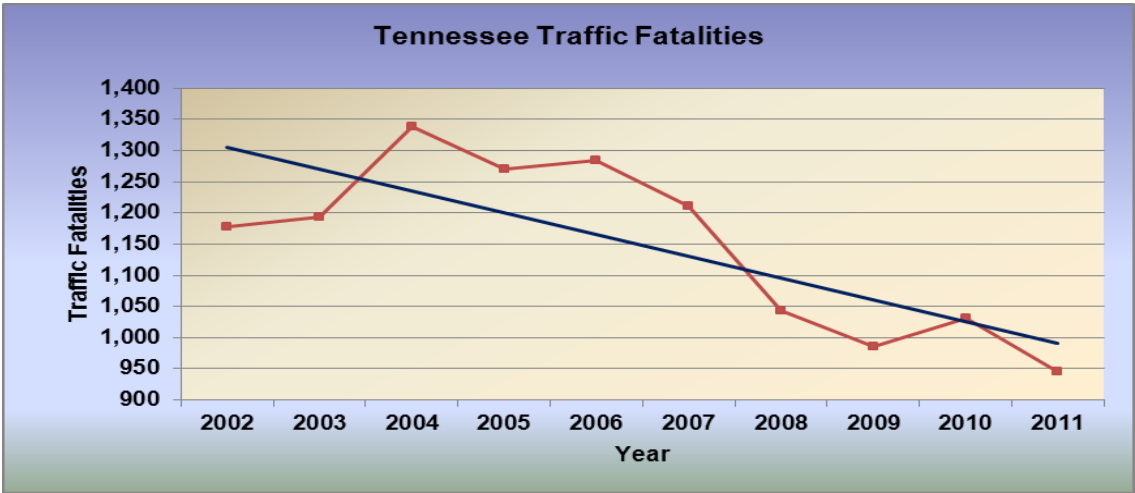
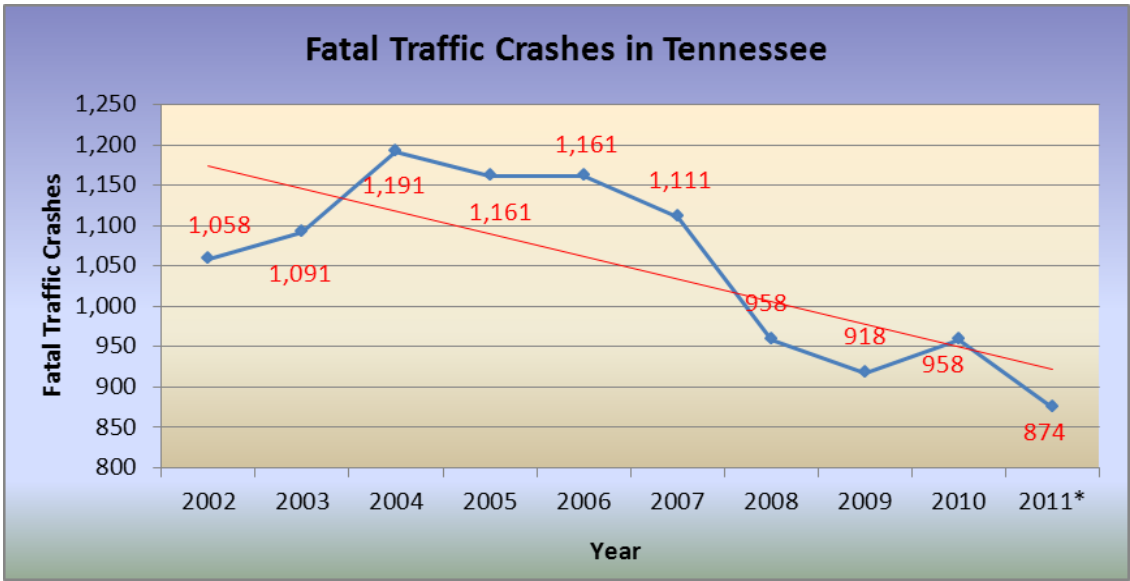
Reports

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, July 9, 2012.

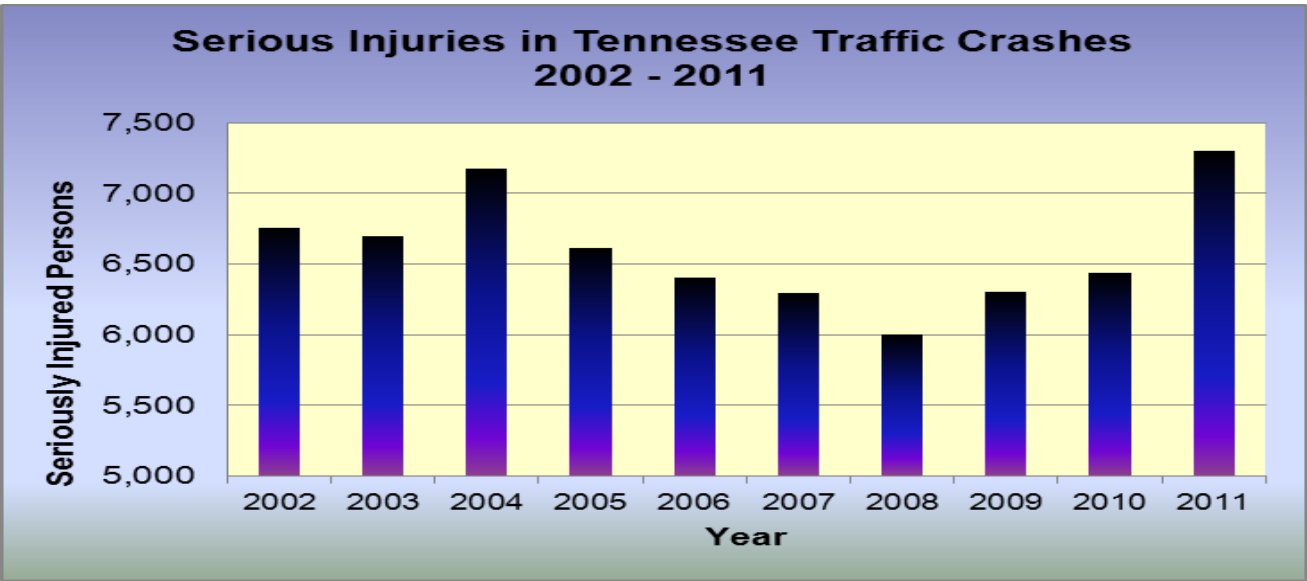
Core Traffic Safety Performance Measures Result for Calendar Year 2011

- C-1 Number of Traffic Fatalities: 946 (937 from FARS Record)**
- C-2 Number of Serious Injuries in Traffic Crashes: 67,132**
- C-3 Traffic Fatalities per 100 Million Vehicle Miles of Travel: 1.34**
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities: 377**
- C-5 Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with BAC \geq 0.08: 23**
- C-6 Number of Speeding-Related Fatalities: 115**
- C-7 Number of Motorcyclist Fatalities: 114**
- C-8 Number of Un-helmeted Motorcyclist Fatalities: 9**
- C-9 Number of Drivers Aged 20 or Younger Involved in Fatal Crashes: 516 Drivers and 330 Passengers (other than drivers)**
- C-10 Number of Pedestrian Fatalities: 83**



TN Dept of Safety and Homeland Security, Research, Planning and Development, July 9, 2012.

* 2011 data is preliminary.



TN Dept of Safety and Homeland Security, Research, Planning and Development, July 12, 2012.

* 2011 data is preliminary.

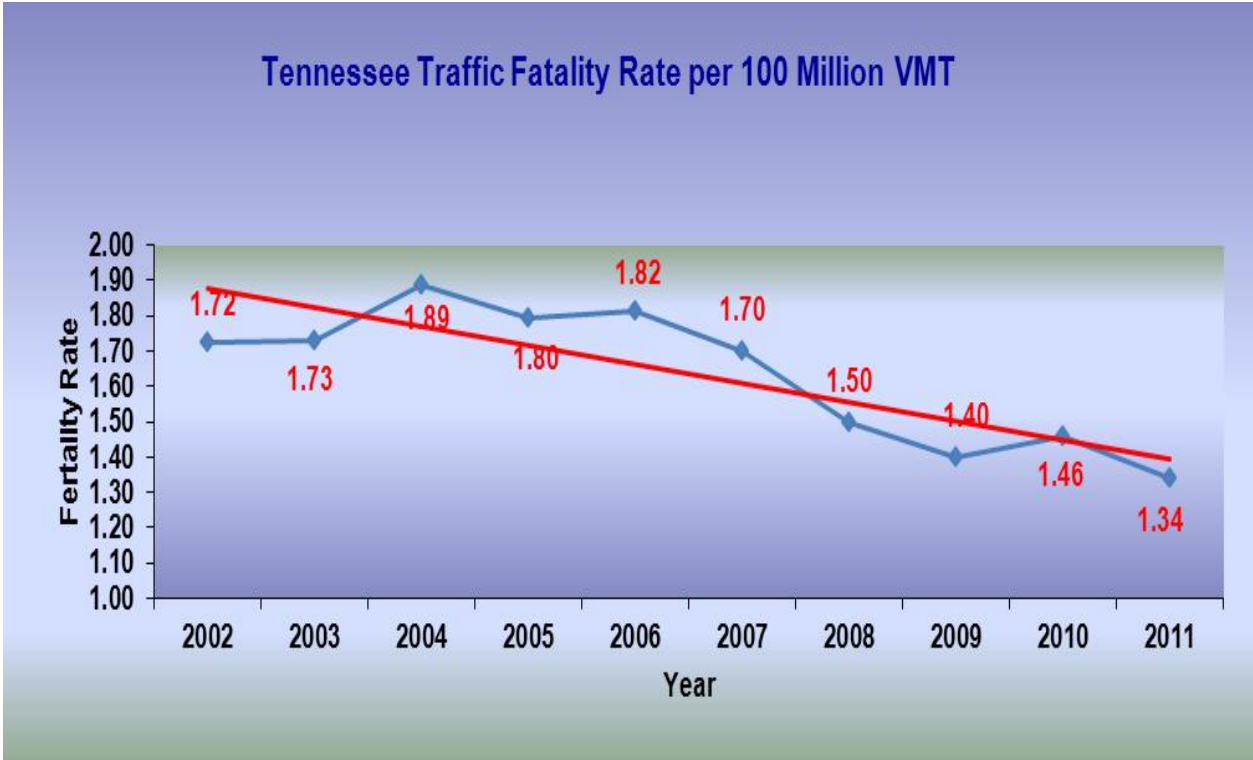


Figure shows the Tennessee Fatalities per 100 Million VMT trend over the past ten years.

OCCUPANT PROTECTION PROGRAMS

Program Goals:

- To increase statewide average safety belt use by 2.5% from the baseline CY 2011 from 87.4% to 89.6% by December 31, 2012.
- To decrease the number of unrestrained fatalities 2.5% from the baseline CY 2010 from 57.3% to 52.3% by December 31, 2012.
- To reduce child fatalities by 2.5% from the baseline CY 2010 from 2.9% to 2.75% with proper use of child passenger safety restraints by December 31, 2012.

Performance Objective Measures:

- To increase statewide average safety belt use to 89.6% by the end of CY12.
- To increase the usage of restraints by Pick-Up Truck drivers to 84% in CY12.
- To increase statewide average correct child safety seat use to 20% by the end of CY12.

Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants Passenger Vehicle Occupants 2010		
	Observed Restraint Use % (State Survey)	Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*
Tennessee	87%	48%
USA	85%	59%
<i>Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm, accessed July 10, 2012.</i>		

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 12 TN GHSO funded seven 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.

Grant Number	Grantee	Funding Source	Grant Amount
K4-12-01	East Tennessee State University	2011	\$115,940.00
OP-12-01	Hamilton County Sheriff’s Office	402	\$ 74,999.99
K4-12-02	Meharry Medical College	2011	\$133,332.69
OP-12-02	Shelby County Office of Early Childhood & Youth	402	\$133,332.91
OP-12-03	Tennessee Department of Health	402	\$ 1,778.30
OP-12-04	Tennessee State University	402	\$ 75,037.50
OP-12-06	University of Tennessee, Knoxville	402	\$ \$74,960.84

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 brought a greater awareness to CPS education in our region during 2012. The results from our 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. During 2012 the ETCPSC received data collected from 48 fitting stations. From the data collected we obtained the following information: - Number of CPS fitting stations reporting 29 - Number of CRS checked 1741 - Number of seats corrected 1255 - Number of seats replaced 647 - Number of seats recalled 9 - Number of Fitting Stations 36 - Number of Active CPS Techs 327 - CPS Literature Distributed 5500 – CPS Techs Certified 29 - CPS Certification Courses Offered 2 - CPS Recertification Courses Offered 5 - CPS Techs Recertified 25 - CPS Renewal Courses Offered 2 - CPS Techs who Renewed Their Certification 8 - Seats Distributed to Fitting

Stations/Agencies 329 During 2012 the ETCPSC continued to improve stats in all measured reporting categories.

The establishment of the Middle Tennessee Child Passenger Center has increased the number of certified technicians and instructors in middle Tennessee. This grant year the Center held one 32-hour CPST Courses and two 8-Hour Renewal classes, certifying 17 child passenger safety technicians and renewing 18 tech's certification. We also held four CEU class for 39 CPS techs. The MTCPSC development of a database of all current CPS technicians across the area has proven to be successful for the Center. The Center is able to maintain communication with technicians about events and programs that are being held throughout middle Tennessee. Currently the Center maintains a database of 396 child passenger safety technicians. The partnerships that have been establish 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 continued to partner with United Way, Ollie Otter Booster program; Hope Pregnancy Center and Meharry's Centering for Pregnancy Program. In addition we have created new partnerships with Nissan and the USAA Foundation. With the distribution of our brochure and child passenger safety video we ensure that educational materials were culturally relevant and appropriate. The CPS Video was continuously distributed to all the fitting stations supported by the Center. The establishment of 46 active fitting stations in middle Tennessee area continued to be a priority for the MTCPSC, ensuring that technicians manning these fitting stations have all the resources necessary to serve families across middle Tennessee. The creation of the coalition has assisted the fitting stations in networking and staying informed on particular technical updates in CPS and upcoming training opportunities. In addition these community capacities assist the Center in collecting data to determine misuse rates, number of seats checked, and number of seats replaced across the middle Tennessee area. With an overall misuse rate this grant year of 83 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 11-12(83%) misuse rate is a decrease of 4% from last grant year 10-11(87%). 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 34% are transporting their children in an unsafe child safety seat. This is however, a decrease (3%) from the previous grant year's 37%.

The West Tennessee Child Passenger Safety Center covered 22 counties in the West Tennessee area. In the last year, the Shelby County Office of Early Childhood and Youth, West Tennessee Child Passenger Safety Center had extraordinary results for reaching the goals and objectives set out by the program. There are a number of accomplishments documented throughout the quarterly reports. In summary, through its outreach efforts, the WTCPSC helped to establish or re-establish and equip 7 new fitting stations across West Tennessee during the grant period. 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 in West Tennessee. The Center has been instrumental in certifying 56 CPS technicians and assisting in the recertification process of 31 CPS technicians throughout the West Tennessee area during the grant period. The Center 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 6 Child passenger safety checkpoints/saturations during the grant period. The Center documented an average 78% misuse rate of child safety restraints out of 257 checked. The Center conducted 28 CPS workshops/presentations for the grant year. Our partners and fitting stations collectively have conducted 106 events this grant year. The WTCPSC provided training materials that were culturally relevant and appropriate.

During this grant year, Safe Journey has continued the established weekly child passenger safety checkpoints in Hamilton County. The program continues to offer and conduct car seat checks and educational programs in other counties in Tennessee. A new partnership with the Chattanooga Fire Department has offered this program the opportunity to conduct events at fire halls in at-risk communities that might not receive these services otherwise. Safe Journey worked with the Hamilton County Board of Education to distribute to the caregivers of each elementary student (21,000) child passenger safety educational materials in the new school year (2012- 2013) registration packets. Safe Journey conducted 96 educational events, installed/inspected 731 child restraints, and distributed 193 car seats during this grant year.

During the 2011-12 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. This project is based solely on observations and self-reporting behaviors and perceptions of the parents/drivers. This has increased the probability of observational and self-reporting bias. Interviewed drivers may not have remembered occasions of non-restraint use during the previous month. Second, social acceptance may have lead parents to inflate reports of restraint use. These results, however, must be interpreted within the limitations of the study. C.A.R.E.S. researchers did not check for proper restraint use during the study period. Thus the results drawn from this study do not represent all drivers and child passengers in Tennessee. Significant improvement in restraint use is evident by the increase in driver and passenger restraint use for Middle Tennessee study participants in the last 5 years. Examining previous years C.A.R.E.S. reports revealed a significant reduction in risk taking behaviors for drivers and their child passengers in middle Tennessee. We are pleased that our results are aligned with the literature as stated by Chang, Bowman and Ehiri et al. The researchers reported that restraint use knowledge increased the use of child passenger restraints (Chang, et al., 1985; Bowman, et al., 1987). In their Cochrane Review, Ehiri et al concluded “educational interventions to increase the use of booster seats among children aged 4 to 8 years are effective although combining incentives or distribution of free booster seats with education demonstrated more marked beneficial outcomes for acquisition and use of booster seats” (Ehiri et al., 2006).

The WHALE (We Have a Little Emergency) program provided identification stickers with pertinent medical information to be placed on car seats. In addition, the program provided safety education to parents/caregivers. Although it could not be determined if the increase in knowledge was statistically significant, the pre and post test scores showed there was an increase in knowledge after the safety education was presented to parents/caregivers. The overall scores on the pre-tests were fairly high. For 3 out of 5 questions (questions 1, 3 and 5) the percentage of correct pre-test responses was 97% or above. Although there was no room for significant improvement, for questions 1 and 3, post-test correct responses did go up slightly to 100%. There was a more noticeable improvement on question 2, which had 81% correct responses on the pre-test and 100% correct on the post-test. Although we were not able to determine whether this was statistically significant, it would seem that the training did improve the responses to this question. Question 4 had the lowest percentage of correct responses on the pre-test, and the percentage did not substantially improve on the post-test.

2012 Seatbelt Survey Results

For 2012, the final statistically adjusted statewide seat belt usage rate is 83.65% (+/- 1.21%). By comparison, the final usage rate for 2011 was 87.40% (+/- 1.01%). While the 2012 average usage rate is has decreased in comparison to the 2011 rate (dropping by 3.75%), it is important to consider changes in the new survey design that may make a direct comparison difficult. First, the counties in the new survey sample were selected on the basis of traffic fatalities rather than population. Second, the survey now includes observations on the state’s low-speed, low-volume local streets for the first time. Finally, new observation techniques and data collection forms have reduced the overall number of observed occupants included in the survey from 48,961 in 2011 to 25,942 in 2012. Despite changes to the survey design and methodology, 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 2012, pickup trucks occupants were observed to have a seat belt usage rate of 75.48%, down slightly from 77.88% in 2011. The next lowest rate by vehicle type was 85.13% for passenger cars. Vans and sport utility vehicles returned usage rates of 87.14% and 88.80%, 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 83.65% (\pm 1.21%) for all vehicle types.

In addition to the now-traditional measures of belt usage by vehicle type, the new survey allows CTR to determine the belt usage for more specific occupant groups, including categories for gender and seating position. The survey also provides estimated usage rates for specific combinations of categories, such as that for male passengers in pickup trucks (62.6%). The calculation spreadsheets also allow for a comparison of rates between the four “certainty” counties (Davidson, Hamilton, Knox, and Shelby) and the 12 randomly-selected counties.

These specific observed rates can be used to verify assumed usage trends among specific groups of interest or to adjust enforcement and education strategies where these assumptions are shown to be incorrect. These assumptions are generally confirmed by the results. By gender, 79.4% of observed male occupants were belted versus 89.0% of female occupants. 84.5% of drivers were belted versus 80.4% of passengers. Occupants in the major urban counties (85.9%) were more likely to be belted than occupants in the smaller counties (82.2%). Looking at all possible combinations, the highest

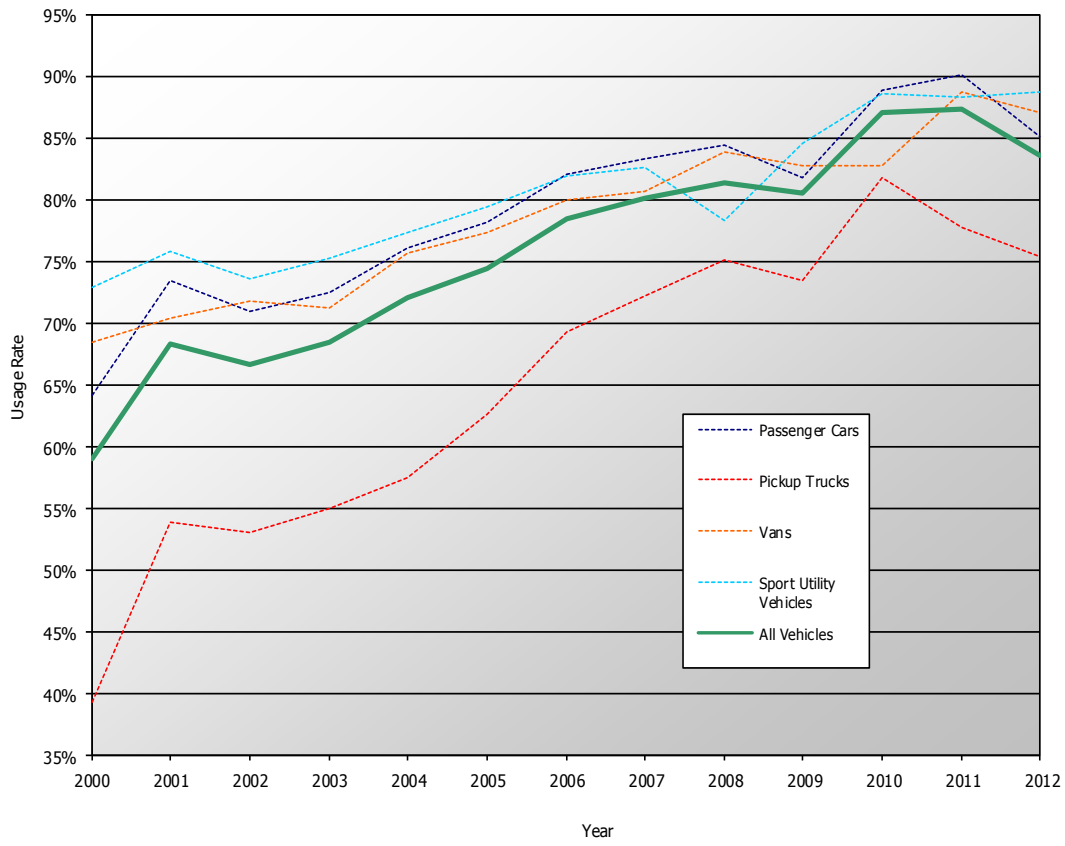
observed rate was for female van drivers in small counties (95.0%). Conversely, the lowest observed rate was for male pickup truck passengers in small counties at 59.8%. Complete results of this multi-category analysis may be found in the attached Figure 1. The observed statewide motorcycle helmet usage in 2012 was 98.1%. 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 2 show annual usage rates for all vehicles, passenger cars, pickup trucks, vans, and sport utility vehicles since 2000.**

Child Fatalities by Restraint Usage								
Year	2004	2005	2006	2007	2008	2009	2010	2011
Restrained	16	21	26	17	11	8	18	14
Unrestrained	29	18	24	17	17	16	8	9
Unknown	0	0	0	0	0	0	0	6
Total	45	39	50	34	28	24	26	29
Year	2004	2005	2006	2007	2008	2009	2010	2011
% of Restrained Fatalities	35.6%	53.8%	52.0%	50.0%	39.3%	33.3%	69.2%	48.3%
% of Unrestrained Fatalities	64.4%	46.2%	48.0%	50.0%	60.7%	66.7%	30.8%	31.0%

* Child refers to age 14 and under.

Tennessee Seatbelt Usage, 2000-2012



ALCOHOL & OTHER DRUGS COUNTERMEASURES

Program Goal: To decrease the number of impaired driving fatalities to 281 by Calendar Year (CY) 2012.

Performance Objective Measures:

- Objective 1: To decrease by 2.5% the number of impaired driving fatalities from 289 in CY 2010 to 281 by CY 2012
- Objective 2: To decrease the number of impaired driving crashes by 2.5% from 5,238 CY2009 to 5,107 by CY 2012
- Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 10% by the end of 2012 from 303 (CY 2009) to 272 by CY 2012.
- Objective 4: 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 2012.
- Objective 5: To sustain and increase the Impaired Driving Prosecution Program.

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 was created and fully implemented in the spring of 2012
- Continued funding 22 of 31 Judicial Districts with at least one Specialized DUI prosecutor along with a DUI Coordinator as support staff
- Continued funding of 2 Traffic Safety Resource Prosecutors

Grant Number	Grantee	Funding Source	Grant Amount	Grant Name
K8-12-12	Tennessee District Attorneys General Conference	410	\$548,540.89	DUI Specialized Training/TN Traffic Safety Resource Prosecutors
154AL-12-129	Tennessee District Attorney General – 20 th District	154	\$350,739.79	DUI Special Prosecutor 20th District (There are 22 districts with this type of focus.)
154AL-12-82	Metro Nashville Police Department	154	\$399,888.58	Highway Safety Initiative

Highlights of Accomplishments:

Tennessee District Attorneys General Conference – Traffic Safety Resource Prosecutors

Training seminars that were organized, planned and conducted by this unit with attendance totals were as follows: Vehicular Homicide training was conducted with the Kentucky Attorney General's Office. The joint training for prosecutors in our two States occurred in Lexington, Kentucky. Fourteen Tennessee prosecutors travelled to attend and received intensive training to assist them in jury trials and trial preparation for these challenging cases. The largest training for Prosecutors, DUI Detection and Standardized Field Sobriety Testing for Prosecutors was attended by 31 prosecutors. This training was intended to help them understand law enforcement training, so that testimony in trial is enhanced.

The Training Division taught 232 hours of Continuing Legal Education and or P.O.S.T. certified hours. 692 prosecutors and 1912 law enforcement officers received training at the following classes:

ARIDE	Avoiding Defenses
Blood Testing Issues	Cops in Court
Crash Reconstruction	Crash To Courtroom
Cross Examination Vehicles	Deception, HIPPA, Breath Test, Commercial
DUI Detection & SFST	DUI Legislation
DUI Rules-Validate Tasks	Fourth Amendment
Implied Consent Forms	Issues & Challenges in DUI
Legal Motivation	Legal Update & Fourth Amendment
Mandatory Blood Draw Legislation	Mock Court
Overview of Drugs in TN	Pre Trial Preparation
Professionalism In Courtroom	Prosecuting the Drugged Driver
Protecting Lives, Saving Futures	Report Writing
Saving Lives by DUI Enforcement	Search & Seizure
Strategies for Success	Testimony

Tennessee District Attorneys General – Specialized DUI Prosecutors – 20th District (This is a sampling of one of a total of 22 grants.)

With the continued support of the GHSO, our dedicated Vehicular Crimes team has enjoyed the stability over the last few years to develop efficient and innovative practices that would not exist otherwise. Work-flow processes are fully implemented, partnerships with the Court and outside agencies have provided synergies, and the training combined with the growing experience base of the team members has resulted in expertise in DUI prosecution, with the concomitant results that GHSO wished to achieve when it first partnered with us in 2004. Our team not only wins trials (24 of 28 DUI trials were guilty-as-charged, 86%) and successfully resolves a large volume of DUI cases (505 Criminal Court cases, with 65% guilty-as-charged), but it also provides instruction to other prosecutors and law enforcement officers throughout the state, thereby extending the reach of the GHSO funding support far beyond just Davidson County. The end goal, lives saved, is being accomplished. From its high of 12 in 2009, impairment-related vehicular homicide prosecutions have fallen steadily to 6 in 2010, 5 in 2011, and 3 in 2012.

Our team focuses solely on traffic-related offenses and endeavors toward achieving expertise in this area of the law. Toward this end, we avail ourselves of all available training and make ourselves available to train other prosecutors and police agencies. We also have strengthened our partnerships with the MNP, THP, Nashville Area Metropolitan Planning Organization, TNDAGC, M.A.D.D., and GHSO.

I. TRAINING

- The entire team attended the October 2011 TNDAGC Training Seminar, including the DUI breakout session.
- The entire team attended the December 20 Mandatory Blood Draw Webinar.
- Brian Adams conducted training for our General Sessions Assistants in January regarding conducting Implied Consent trials.
- Brian Adams attended the week-long New Prosecutors Academy in February.
- The entire team attended the February 16 web-meeting hosted by TSRP Tom Kimball.
- Allen Grant conducted general DUI training for our General Sessions Assistants in March.
- On April 11, Allen Grant taught a Course in Court class.
- On April 18, the entire team attended the International Association of Chemical Testing Annual Meeting held at the Loews Vanderbilt Hotel.

- On May 3, the entire team attended the Legislative Update Webinar.
- From June 4-8, Allen Grant and Grover Collins attended the Vehicular Homicide class in Lexington, KY.
- Kyle Anderson attended the Synthetic Drug Webinar on July 25.
- Elizabeth Foy attended the DRE training on September 5.
- Barbara Stanley attended the DUI Tracker training on September 5.
- Kyle Anderson attended the September 6-7 Lifesavers Conference.
- The entire team will be attending the DUI Breakout Session of the October 2012 TNDAGC annual training workshops; and Kyle Anderson will be teaching one segment.

II. PARTNERSHIPS

1. MNPD We contributed ideas to the MNPD for inclusion in their 2012 In-Service Training Curriculum. We also reviewed the MNPD DUI Reporting Form and Implied Consent Form. This was followed up with a June 2 meeting with Lt. Gilder.
2. THP We met with the THP on June 20 to assist them set up a No Refusal Weekend on July 6. In support of this, we provided search warrant and implied consent law training to the THP on June 27.
3. Nashville Area Metropolitan Planning Organization Kyle Anderson met with Leslie Meehan on September 4 to discuss bicycle safety law enforcement and infrastructure improvement. On September 7, they met again and developed a procedure for reporting roadway engineering concerns.
4. TNDAGC On September 12, we reviewed the comprehensive rewrite of the DUI laws being undertaken by TSRP Tom Kimball and provided comments.
5. M.A.D.D. and V.I.P. We continue to answer questions for M.A.D.D. about particular cases as victims contact them. We continue to refer almost every offender to a Victim Impact Panel conducted by M.A.D.D. or Victim Impact Panel of Tennessee.
6. GHSO We brought concerns with the data collection methods of the new version of the DUI Tracker to the attention of GHSO on September 11.

Our office disposed of 505 DUI cases in Criminal Court and 3393 DUI cases in General Sessions Court, for a total of 3898, this grant year. Sixty-five percent (65%) of those Criminal Court dispositions and sixty-nine percent (69%) of those General Sessions dispositions were guilty-as-charged. We prosecuted 28 DUI trials, with 24 convictions as charged (86%). Our team also handled 263 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 four Vehicular -Homicides by Intoxication cases, with three of them being resolved guilty-as-charged. We disposed of one Aggravated Vehicular Homicide case guilty-as-charged, and we resolved one Vehicular Homicide by Conduct case guilty-as-charged. We filed a record 368 petitions to have persons declared Motor Vehicle Habitual Offenders, and we conducted seventeen direct reviews of cases that the police department referred to us for the initial charging decision, with eleven of them being approved for criminal charges

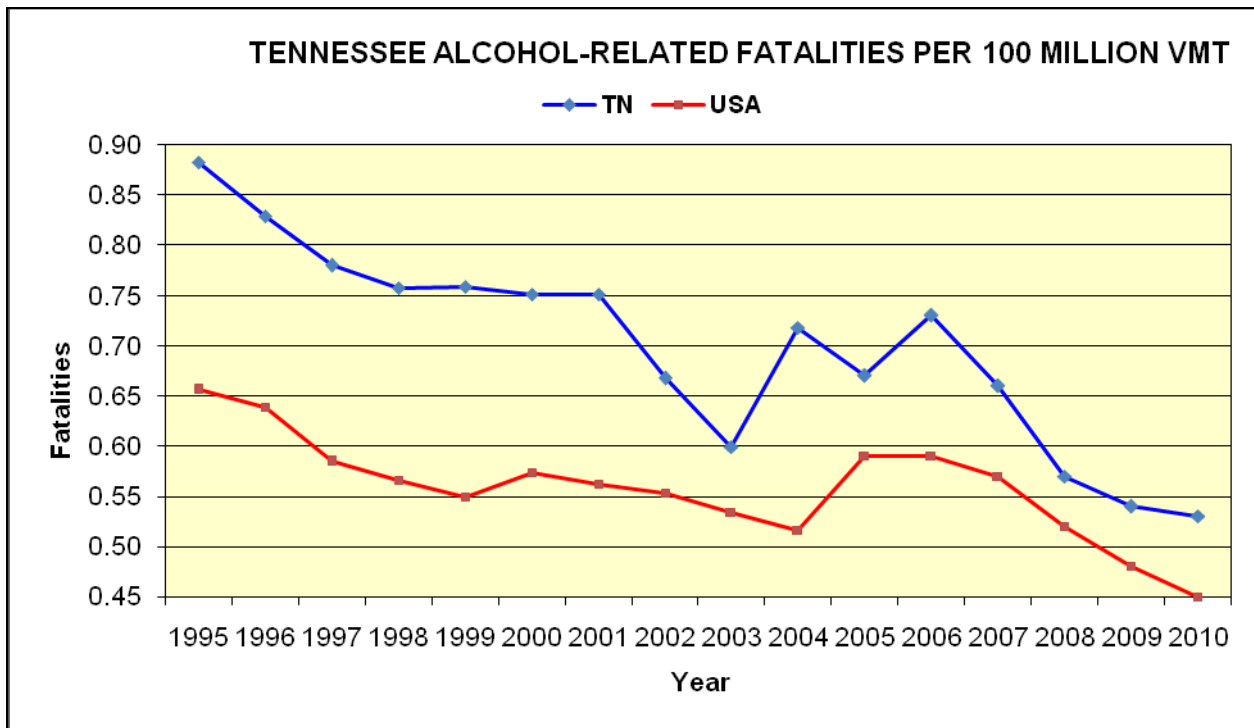
Metropolitan Nashville Police Department

During the 2011-2012 Nashville Highway Safety Grant, 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 8,199 traffic stops resulting in 740 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 from two years ago.

At the end of the 2011-2012 NHSG, the results are: 8,199 Traffic stops. 637 misdemeanor arrests, 17 felony arrests, 740 DUI arrests, 260 Breath Alcohol tests, and 121 Blood tests made. For the period from 10-1-2011 through 09-30-2012) there were 23 fatal crashes where the at-fault drivers were

impaired. In comparing the same measure from the fourth quarter of the previous grant year (10-1-2010 through 09-30-2011), there were 25 fatal crashes where the at-fault driver was impaired or an 8% reduction.

Performance Trend Charts:

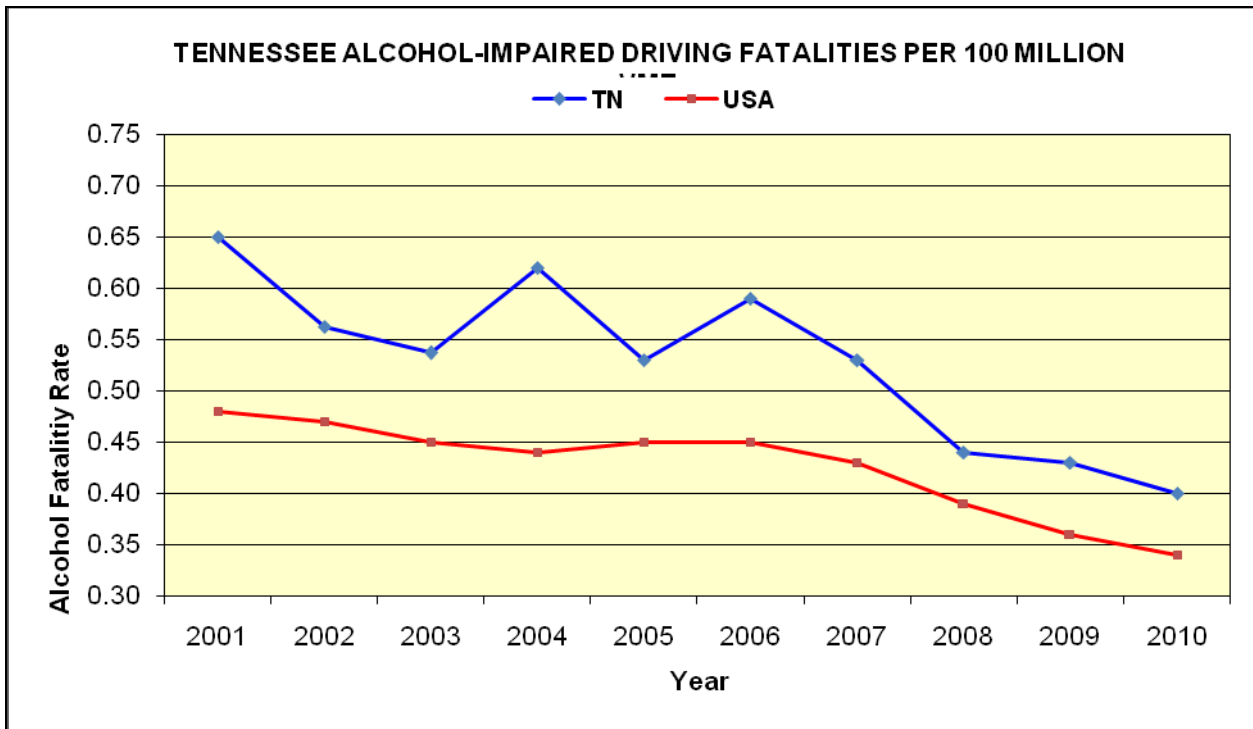


Alcohol-Related Fatalities per 100 Million VMT*																
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
TN	0.88	0.83	0.78	0.76	0.76	0.75	0.75	0.67	0.60	0.72	0.67	0.73	0.66	0.57	0.54	0.53
USA	0.66	0.64	0.58	0.57	0.55	0.57	0.56	0.55	0.53	0.52	0.59	0.59	0.57	0.52	0.48	0.45

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

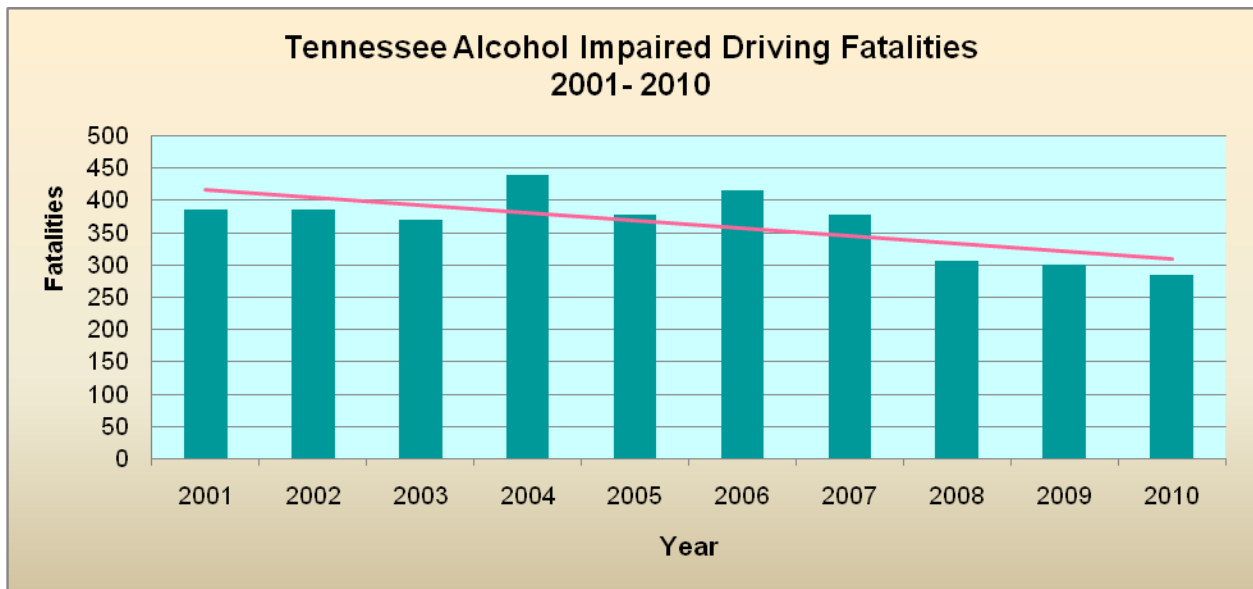
* Based on NHTSA's Old Definition for Alcohol Fatalities.



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	0.40
USA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.36	0.34

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2009/47_TN_2009.htm, accessed July 9, 2012.

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

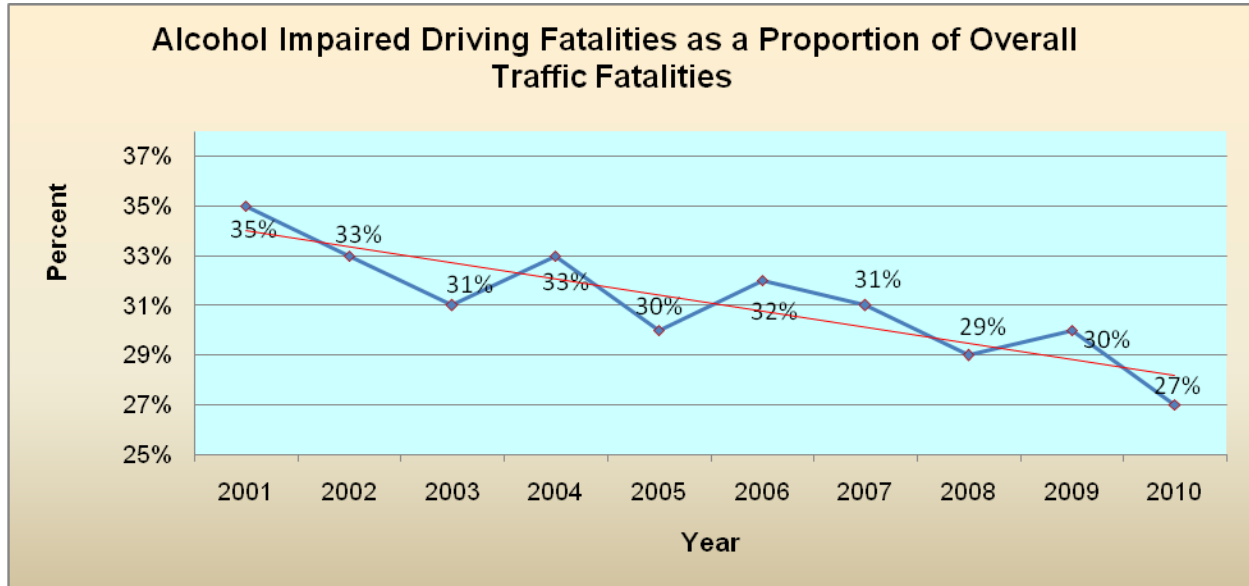


Proportion of Alcohol Impaired Fatalities*										
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alcohol Impaired Fatalities	384	384	370	439	376	414	377	306	299	283

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

*Based on NHTSA FARS New Definition for impaired driving fatalities.



Proportion of Alcohol Impaired Fatalities										
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
% of Alcohol Impaired Fatalities	35%	33%	31%	33%	30%	32%	31%	29%	30%	27%

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alcohol Impaired Fatalities	384	384	370	439	376	414	377	306	299	283
Vehicle Miles Traveled (VMT) in 100 Millions	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29
Fatality Rate per 100 Million VMT	0.57	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.40

Tennessee Drivers in Fatal Crashes by Gender and BAC						
Year	Male			Female		
	All Male Drivers	Percent		All Female Drivers	Percent	
		BAC=.01+	BAC=.08+		BAC=.01+	BAC=.08+
2001	1,230	32%	27%	460	15%	13%
2002	1,128	31%	26%	416	17%	13%
2003	1,126	27%	24%	479	15%	13%
2004	1,291	30%	26%	487	14%	12%
2005	1,269	27%	23%	463	14%	12%
2006	1,243	30%	25%	461	16%	14%
2007	1,187	30%	25%	439	13%	11%
2008	1,022	27%	23%	371	18%	13%
2009	927	29%	25%	367	15%	13%
2010	980	27%	22%	391	15%	13%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

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 1885 to 1838 by the end of CY 2012.

Performance Objective Measures:

Objective 1: To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes 2.5 % by the end of CY 2012.

Objective 2: To decrease the number and percentage of 20 to 24- year old drinking drivers involved in fatal traffic crashes by 2.5% by the end of CY 2012.

Action Taken:

- Executed year round impaired driving enforcement
- Increased alcohol awareness on college and high school campuses across the state by providing programs and materials to students
- Provided educational materials on teen safe driving to driver testing centers statewide
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

Grantee	Grant Amount	Grant Name
McMinn County Rescue Squad	\$10,673.00	"Prom Promise" program
Tennessee Trucking Foundation - statewide	\$50,000.00	Teens and Trucks Share the Road
TICUA - statewide	\$15,007.50	Reducing impaired driving among Tennessee's college students.
JACOA	\$97,923.08	Empowering Youth Throughout TN
TSSAA- Statewide	\$60,000.00	DUI Highway Safety Education Team
TJohnE Productions, Inc.	\$120,000.00	ThinkFast Young Adult Impaired Driving Intervention

Tennessee Secondary School Athletic Association (TSSAA) Program Highlights

- The DUI Education reached over 31,304 students and adults across the state of Tennessee in 118 sessions. Listed below is the breakdown by region: GRANT TOTAL 118 31,304 East 41 9665 Middle 60 14647 West 17 6992. The value of the program is not only determined by the interest of the school, but also by the numerous letters and recommendations received. A select number of letters were received by the DUI Education Team which demonstrates the value of the program to the schools. Letters from students and parents showed the value of the program to the schools.
- Finally, the DUI Education Team was successful in reaching over 31,304 students and adults across the state of Tennessee. The program not only provides entertainment for the audience, but more importantly educates the students and adults to learn and remember to avoid risky behaviors at home, in school and especially on the road. Educational programs are often difficult to judge a change in attitude. Therefore, it is important to see the value of the programs to the schools. The schools continue to contact the DUI Education Team to

book an event which justifies their support and value for the program. In the future, it would be beneficial to provide additional collateral to students and schools about other Highway Safety programs. It would also be beneficial to provide a sheet of statistical data about the dangers of risky behavior on the road. This will provide an additional opportunity to educate Tennesseans.

JACOA Program Highlights

JACOA has worked this grant year to clean up the SADD Tennessee chapter database, verify the number of active statewide chapters, recruit new chapters, and support the work being completed by current chapters. We have increased the number of active chapters registered with SADD National by 15. This is a combination of new and reactivated chapters. SADD Tennessee has also partnered with the National Safety Council and the Tennessee Teen Safe Driving Coalition to promote teen safety driving through several programs. They include: Wipe Out Teen Crashes, the ACT OUT LOUD project, Tennessee Teen Institute, "Click It and Ticket", Toyota "Driving Expectations," AT&T "Texting- It can wait" and several chapters were the recipients of the State Farm Youth in the Driver Seat Grant.

Goal 1: To form a network of SADD Chapters in high schools, middle schools and college campuses throughout Tennessee.

Objective: By September 30, 2012 there will be a 25% increase in SADD Chapters across Tennessee as measured by the SADDTN Data base.

Goal 2: To utilize the Blake McMean's Promise Tour in high schools, middle schools and college campuses throughout the State.

Objective: By September 30, 2012 there will be 15 presentations by the Blake McKean's Promise Tour throughout the state.

Blake spoke to approximately 6000 students at 14 high schools across the state as well as a statewide youth conference

TICUA – Tennessee Independent Colleges and Universities: The Coalition for Healthy and Safe Campus Communities (CHAScO) Program Highlights

CHAScO's GHSO project reached approximately 118,081 undergraduate students at 13 colleges and universities throughout Tennessee at the following institutions:

- Aquinas College
 - Austin Peabody State University
 - Cumberland University
 - Middle Tennessee State University
 - Motlow State Community College
 - Rhodes College
 - Tennessee State University
 - TN Technology Center – Crump
 - Tennessee Tech University
 - University of Memphis
 - University of Tennessee - Chattanooga
 - University of Tennessee – Knoxville
 - Vol. State Community College
- Results from the 2011 CORE Survey administered to 4,085 students from 12 institutions revealed that 18% of students admitted to driving a car while under the influence of alcohol or other drugs. However, only 1% admitted to being arrested for a DWI/DUI. The problem of impaired driving is even greater than arrest records indicate as 710 students admitted to driving under the influence,

but only 35 students were arrested. These statistics reveal that 95% of the students who drink while impaired are not arrested.

- Results from the 2012 CORE Survey administered to 4,010 students from 10 institutions revealed that 15% of students admitted to driving a car while under the influence of alcohol or other drugs. However, only 1% admitted to being arrested for a DWI/DUI so the number remained unchanged. Thus, the problem of impaired driving is even greater than arrest records indicate as 596 students admitted to driving under the influence, but only 37 students were arrested. These statistics reveal that 94% of the students who drink while impaired are not arrested.
- Although the comparison from 2012 vs. 2011 CORE Survey Data should only be considered strictly as a newly established baseline, there was a 3% reduction in the number of students admitting to driving a car while under the influence of alcohol or other drugs under the GHSO project.
- The CHASCo Director interviewed all 13 CHASCo campus personnel concerning the GHSO project and all feedback was positive. Each participant is willing to participate in the next grant year and all felt as though the project helped reduce impaired driving on campus. Additionally, the CHASCo Director will work with CHASCo's evaluator to develop new CORE questions and member survey questions next year to more thoroughly measure and evaluate the impact of the program.

TJohneE Productions, Inc. Think Fast Program Highlights

The Thinkfast game show was again a huge success. Over 30,000 students participated in the GHSO sponsored events. The GHSO sponsored 26 of the high school and middle school shows while funding from Nissan North America provided the resources to offer 57 additional schools the opportunity to be educated about the dangers and consequences of underage drinking, information about teen driver safety and the consequences of alcohol use/abuse. 695 youth from 19 schools completed a pre-test immediately before the Think Fast event, and 692 completed a post-test just after the event. The average score for the pre-test was 68.52% and the post was 98.83%, demonstrating a 39.298% increase in test scores after the Think Fast event. These results show that Thinkfast definitely helped to increase teen knowledge about driver safety.

RESULTS FOR 2003-2011 CALENDAR YEARS

Persons 15 to 19 Years Old Seriously Injured (A) in Tennessee Traffic Crashes

Year	Driver s	Persons Other Than Drivers	Total
2003	618	367	985
2004	726	410	1,136
2005	662	385	1,047
2006	584	382	966
2007	606	304	910
2008	541	332	873
2009	580	294	874
2010	510	289	799
2011*	516	330	846
Total	5,343	3,093	8,436

Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, August 15, 2012.

*2011 Data is preliminary.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 - 2011*

Year	Alcohol Test Results								Total
	Test Not Given	Test Given, No Results	0.00	0.01 - 0.07	0.08+	Test Refused	Test Given, Insufficient Sample	Unknown	
2003	87.60%	1.74%	0.12%	0.07%	0.53%	0.96%	0.04%	8.94%	40,171
2004	89.65%	1.84%	0.04%	0.06%	0.45%	0.90%	0.03%	7.03%	44,850
2005	90.88%	1.96%	0.12%	0.07%	0.51%	0.95%	0.05%	5.46%	42,774
2006	89.95%	1.99%	0.11%	0.05%	0.43%	0.99%	0.05%	6.43%	43,054
2007	87.45%	1.79%	0.10%	0.04%	0.46%	1.03%	0.05%	9.08%	40,982
2008	87.55%	1.71%	0.15%	0.05%	0.50%	0.88%	0.06%	9.11%	37,042
2009	91.78%	1.68%	0.16%	0.07%	0.56%	0.58%	0.07%	5.09%	37,354
2010	94.65%	1.75%	0.19%	0.11%	0.64%	0.42%	0.08%	2.17%	33,866
2011*	93.37%	2.79%	0.37%	0.17%	1.48%	0.32%	0.04%	1.46%	21,456
Total	90.07%	1.88%	0.13%	0.07%	0.57%	0.82%	0.05%	6.41%	341,549

Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, August 15, 2012.

*2011 Data is preliminary.

POLICE TRAFFIC SERVICES

Police Traffic Services (PTS) program grants are highly effective in reducing traffic related injuries and fatalities through Prevention Efforts, Public Information and Education, Selective Enforcement Countermeasures, and use of community's public or private resources to identify and attack all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize the program effectiveness, the law enforcement agencies must organize an effective community based program by involving public agencies, private sector organizations and private citizens.

Major Police Traffic Services include:

- The enforcement of traffic laws
- Training in traffic enforcement skills
- Crash and injury prevention activities such as leadership and outreach in communities to encourage safety belt and child safety seat use, use of helmets and protective gear, and
- Support for community-based efforts to discourage speeding, aggressive driving, DUI checkpoints, and other unsafe driving behaviors.

Goal 1: To decrease speeding-related fatalities from the 2009 calendar base year of 209 to 190 by December 31, 2012.

Goal 2: To decrease rural fatalities/VMT from the 2010 calendar base year of 1.97 to 1.8 by December 31, 2012.

Goal 3: To decrease urban fatalities/VMT from the 2010 calendar base year of 1.12 to 0.90 by December 31, 2012.

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
- Network Coordinator Grants
- Law Enforcement Training Grants
- Law Enforcement Language Training Grant

Grantee	Grant Amount	Grant Title
University of Tennessee	\$ 1,050,000.00	UT Law Enforcement Liaison
Various LEAs	\$ 975,000.00	High Visibility Grants
Various LEAs	\$ 330,000.00	Network Grants
Columbia State Community College	\$450,000.00	Law Enforcement language Training
TN Dept of Safety Training	\$31,750.00	State Law Enforcement Training

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 89% by the end of CY 2012.
- Maintain Selective Traffic Enforcement Program (STEP) Wave concept of enforcement
- Participate in national mobilization periods
- Increase DUI enforcement.

The safety belt use rate decreased from 87.40% in 2011 to 83.65% in 2012. While the 2012 observational survey shows a statistically-significant decrease in belt usage from 2011, it is important to note that adopted a new survey design in 2012. The new survey is compliant with the National Highway Traffic Safety Administration's new Uniform Criteria for State Observational Surveys of Seat Belt Use. Among the notable changes in the new survey are a fatality-based county sampling process and the inclusion of observations for local road segments.

All agencies maintained traffic enforcement and participated in the national mobilizations. DUI enforcement was a focal point during the past year. Each agency submitted their enforcement data online on the www.tntrafficsafety.org website. The result of the campaign data is listed below.

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 national campaigns.
- The number of law enforcement officers within the network receiving training.
- The number of agencies implementing TITAN to download crash results electronically.

The number of agencies participating has increased and network meetings are well attended. Reporting was at 100% for the national mobilization periods. Results are included below. Multi-Jurisdictional and regional enforcement events took place in all regions of the State with participation from several agencies. Over 3000 law enforcement officers received training in highway safety subjects, all of which have been approved by the Police Officers Standards and Training (POST) Commission. More

agencies are using the TITAN system. Currently, over 75% of agencies are using TITAN, which accounts for 82.3% of all crash reports.

Booze It & Lose It Holiday Campaign, 12/16/2012 - 01/02/2012			
Number of sworn officers	7,733	Number of volunteers	240
Number of Checkpoints	52	Number of vehicles passing thru the checkpoint	5,964
Number of vehicles detained	3,927	Number of impaired driving arrests (DUI)	1,595
Number of individuals given a DRE evaluations	40	Number of suspended/revoked license arrests	2,442
Number of seat belt citations	3,121	Number of child restraint citations	312
Number of uninsured motorist citations	8,413	Number of speeding citations	19,532
Number of stolen vehicles recovered	56	Number of felony arrests	1,128
Number of weapons seized	96	Number of arrests for drug violations	1,243
Number of fugitives apprehended	673	Number of reckless driving citations	234
Number of GDL violations	41		

Click it or Ticket Campaign, 05/21/2012 - 06/03/2012			
Number of sworn officers	7,736	Number of volunteers	254
Number of Checkpoints	40	Number of vehicles passing thru the checkpoint	4,166
Number of vehicles detained	150	Number of impaired driving arrests (DUI)	1,412
Number of individuals given a DRE evaluations	70	Number of suspended/revoked license arrests	4,198
Number of seat belt citations	10,039	Number of child restraint citations	698
Number of uninsured motorist citations	12,306	Number of speeding citations	26,185
Number of stolen vehicles recovered	62	Number of felony arrests	1,037
Number of weapons seized	60	Number of arrests for drug violations	1,257
Number of fugitives apprehended	882	Number of reckless driving citations	442
Number of GDL violations	82		

Booze It & Lose It Labor Day Campaign, 08/17/2012 - 09/03/2012			
Number of sworn officers	7,820	Number of volunteers	184
Number of Checkpoints	45	Number of vehicles passing thru the checkpoint	2,436
Number of vehicles detained	756	Number of impaired driving arrests (DUI)	1,741
Number of individuals given a DRE evaluations	19	Number of suspended/revoked license arrests	3,493
Number of seat belt citations	8,085	Number of child restraint citations	699
Number of uninsured motorist citations	11,914	Number of speeding citations	31,657
Number of stolen vehicles recovered	51	Number of felony arrests	816
Number of weapons seized	58	Number of arrests for drug violations	1,393
Number of fugitives apprehended	1,091	Number of reckless driving citations	351
Number of GDL violations	59		

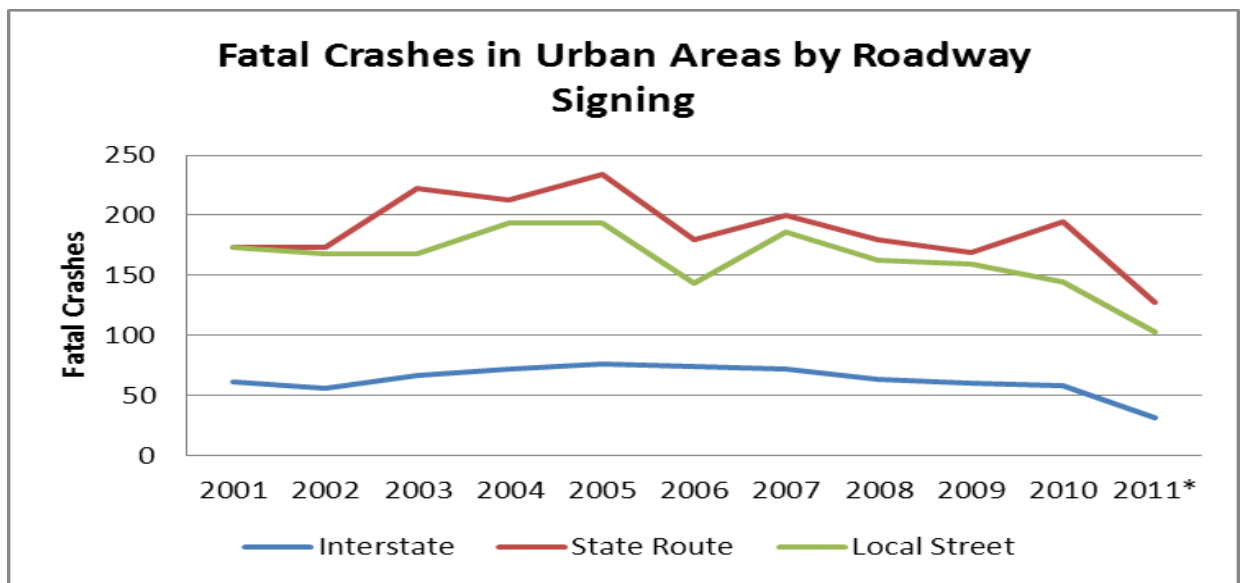
Law Enforcement Training Grants

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

Training Courses	# of Classes	Students Trained
Advanced Traffic Crash Investigation	3	45
Advanced Roadside Impaired Driving Enforcement	18	358
At-Scene Traffic Crash Investigation	9	145
COPS in Court	2	57
Standardized Child Passenger Safety	6	110
Standardized Child Passenger Safety (Re-Certification)	3	18
Standardized Child Passenger Safety Renewal	5	22
Drug Recognition Expert	1	18
Drug Recognition Expert In-Service	1	59
DUI Detection and Standardized Field Sobriety Testing	15	245
GHSO Grant Application Writing	4	36
Grade Crossing Collision Investigation	5	75
Law Enforcement Instructor Development	6	112
RADAR/LIDAR Instructor	4	66
Standardized Field Sobriety Instructor Development	1	19
NHTSA Motorcycle Safety & Law Enforcement Training	1	21
Officer Spanish Communication (Basic)	6	127
Officer Spanish Communication (Enhanced)	1	12
Spanish Instructor Training	1	2
STOPS (Instructor)	2	19
TITAN 'Wizard'	11	283
Traffic Crash Reconstruction	3	51
Traffic Crash Investigation Involving Pedestrians	4	87
Traffic Crash Scene Photography	1	11

Police Traffic Services Highlights:

- Hosted Tennessee's 8th Annual Law Enforcement Challenge Ceremony in September. Total of 54 state awards were presented to law enforcement agencies. Nationally, Tennessee's agencies earned ten awards.
- Hosted the 25th Annual Tennessee Lifesavers Conference. Over 500 registrants attended the conference. The goal of the conference is to develop strategies, build alliances and share information on how to change negative driving behaviors across Tennessee.
- State Route Crashes reduced from 195 in CY 2010 to 127 in CY 2011
- Local Route crashes decreased from 145 in CY 2010 to 103 in CY 2011
- Number of speed related driving fatalities has declined from 229 in 2010 to 115 in 2011
- Number of crashes in rural community has decreased from 513 in 2010 to 454 in 2011 and in urban community from 445 in 2010 to 420 in 2011.
- The GHSO completed the ninth year of the statewide training program. 3,215 law enforcement officers, 692 prosecutors and 100 Judicial Commissioners were trained free of charge.
- The GHSO began a Drug Recognition Expert (DRE) training program in 2005. In 2012, 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), 40 Troopers were trained in ARIDE in 2012.
- The Law Enforcement Liaison program has 80 active law enforcement agencies across the state that participates in annual enforcement mobilization campaigns. Making sure all Tennesseans travel safe on the highways. 377 agencies across Tennessee participated in the 2012 mobilization campaigns with 100% reporting and participation in all 2012 campaigns.



Source: NHTSA-FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx>
* 2011 data from TN FARS.



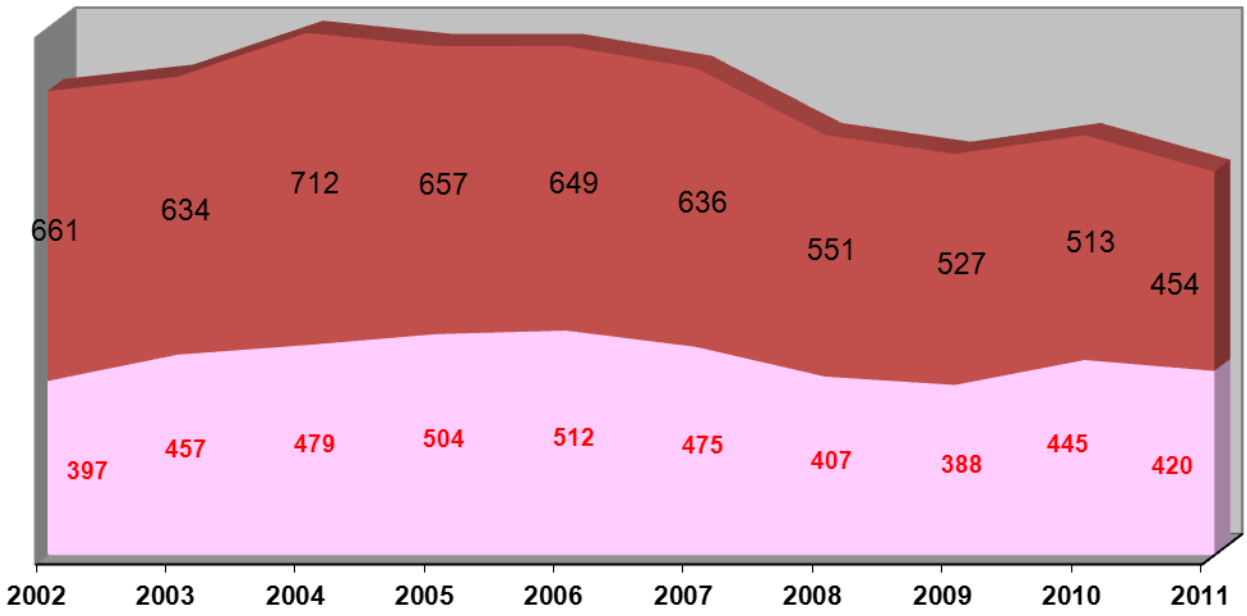
Aggressive drivers are high-risk drivers. They are more likely to drink and drive, speed, or drive unbelted even when not being aggressive. Aggressive driving is generally considered to consist of combinations of several high-risk behaviors which, taken singly, do not represent aggression. These behaviors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

Year	Speed Related Fatalities	All Fatalities	% Speed Related
2001	288	1,251	23.02%
2002	293	1,178	24.87%
2003	272	1,193	22.80%
2004	308	1,339	23.00%
2005	270	1,270	21.26%
2006	297	1,284	23.13%
2007	269	1,211	22.21%
2008	244	1,043	23.39%
2009	212	986	21.50%
2010	229	1,031	22.21%
2011*	115	946	12.16%

Source: NHTSA-FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx>
 *2011 data is preliminary from paper and electronic crash reports.

Urban vs. Rural Fatal Crashes



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 2012.
- 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 2012.
- 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 2012.

Funded Grants

TR-12-01; K8-12-18	TN Dept. of Safety, TITAN	402 / 154 / 408	\$1,689,425.64
K9-12-01	TN Dept. of Health, ISS	408	\$88,700.00

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

Tennessee Integrated Traffic Analysis Network (TITAN) Grant

- Tennessee Department of Safety (TDOS) received electronic crash reports on time.
- Assistance was made using standardized reports and data collection.
- A help desk was provided.
- Provisions were made with TITAN Wizard and XML test plans and Life Cycle plans.
- Electronic data collection was deployed.
- Documents containing monthly results were submitted to GHSSO.

Tennessee 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 continues.

- The training sessions have been continued on a regularly scheduled plan.
- 100% of all THP crash reports are submitted using TITAN Wizard.
- The THP trained and added 54 local agencies to the TITAN E0crash reporting network over the last 12 months. .
- The electronic reporting capabilities, systems, and connectivity to databases are all provided by the State through the Office of Information Resources and the TDOSHS.
- An increase resulted of the percentages of electronic crash report from 67% to 83% for the same period.
- The backlog of paper crash reports has been eliminated.
- Paper crash reports are still received but are scanned, keyed, and entered in to the database for immediate access on a daily basis.

For FFY 2012:

- 72.7% or 26,429 crash reports were keyed within 30 days of being scanned.
- 15.7% or 5,720 crash reports were keyed within 31 to 60 days after being scanned.
- 7.6% or 2,773 crash reports were keyed within 61 to 90 days after being scanned.
- 4.0% or 1,451 crash reports were keyed after 90 days after being scanned.

Statewide Injury Surveillance System

In 2011-2012 grant year, the Tennessee Injury Surveillance System (ISS) progressed steadily and accomplished following activities in the areas of Data System and Statistical Support:

1. Data System:

- Linked the Hospital Discharge Data System (HDDS) and the Death Data System (DSS).
- Included 2011 DSS and 2010 HDDS data.
- Created a data dictionary for above linked DSS-HDDS data.
- Gained access to the Emergency Medical Information Technology System (EMITS).
- Attempted to link EMITS data with DSS-HDDS data at record level.
- Gained access to the Tennessee Integrated Traffic Analysis Network (TITAN), an online portal into the State of Tennessee's repository for traffic crash and surveillance reports completed by Tennessee law enforcement agencies.

2. Statistical Support:

- Created a factsheet highlighting motor vehicle injury and death in Tennessee from 2001-2010.
- Provided statistics on Traumatic Brain Injury (TBI) to the Centers of Disease Control and Prevention (CDC). They include deaths, emergency department visits, and hospitalizations due to all injuries, fall, firearm, motor vehicle accidents, homicide and suicide in 2010.
- Shared TBI statistics with TBI coordinator.

MOTORCYCLE SAFETY PROGRAM

Goals

1. Reduce the number of motorcycle crashes by 10% from baseline CY 2009 from 2,282 to 2,053 by December 31, 2012.
2. Reduce the number of motorcycle fatalities by 10% from baseline CY 2009 from 121 to 109 by December 31, 2012.
3. Increase Helmet usage in fatal crashes by 10% from baseline CY 2009 from 80% to 88% by December 31, 2012.
4. Decrease un-helmeted motorcyclist fatalities by 10% from baseline CY 2009 from 24 to 21 by December 31, 2012.

Objective 1: To decrease number of motorcycle crashes to 2,785, and number of fatalities to 118 by December 31, 2012.

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years. Baseline: In CY 2010, 138 motorcycle riders died in 2,969 crashes.

Status: In CY 2011, 114 motorcycle riders died in 3,239 crashes. Helmet use Decreased to 92.1%

Objective 2: To participate in a Motorcycle Safety Assessment for the State of Tennessee by the end of 2012.

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 2013.

Program Highlights:

In Blount County Tennessee, U.S. 129 weaves through 11 miles of mountainous roadway on the Tennessee side of the highway stretching to the North Carolina border. This portion of roadway has over 318 curves and is highly publicized on websites as the ultimate riding course for motorcycles and race cars. Drivers from all over the world come to test their endurance and push the limits for speed and agility.

In the spring of 2007, it was brought to the attention of the Governor's Highway Safety Office that there had been over 142 crashes from June 1, 2006 to September 30, 2006 and that Life Star continually had to transport seriously injured drivers and motorist. Law enforcement officials were concerned for the safety of residents in the area, but lacked the resources to continually man the area.

In addition to the usual riding issues for U.S.129, a major rockslide shut down the entry to the Dragon on the Tennessee side of the route in April of 2010 and was not fully re-opened until July 2010. Access to the roadway was limited by entry on the North Carolina side, leaving law enforcement from the Tennessee side without driving access directly to the Dragon. Officers had to either be boated to the other side of the slide and retrieve parked patrol units or drive the 100 miles one way to gain access on the North Carolina side. Overall the slide had little impact on the number of citations and crashes issued since riders could still access the roadway.

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
K6-12-03	TN Department of Safety	The Dragon	\$71,116.80	402
K6-12-02	Blount County Sheriff's Office	The Dragon	\$74,987.36.	402

Blount County Sheriff's Office:

Beginning March 31, 2012, the Blount County Sheriff's began enforcement efforts on the "Dragon" with a sobriety checkpoint at the beginning of what is known as the Dragon, at the Tab Cat pull off. The checkpoint was very successful in making contact with a large number of tourists and regular visitors to the area. Several citations were issued for equipment and helmet violations.

Beginning April 1 we started regular patrols on US 129. Patrols are assigned to US 129 from the state line to the US 411 junction. During April patrols were only scheduled on weekends due to light traffic during the week days.

Beginning in May patrols were scheduled five days per week with two Deputies working each day, on a 8 hour shift. Times covered were from 0900 until 2000 hours each day.

During the July 4th weekend we conducted another checkpoint with THP, NCHP, NPS, two NC counties, Alcoa PD. This checkpoint saw several hundred riders and drivers pass through with only a few citations were issued for helmet violations. In addition to the regular patrols assigned we also conducted three saturation enforcements with the Sheriff's Motorcycle Unit. These saturations are extremely successful in making contact and educating visitors to the dangers of the roadway. There are also more citations issued during these saturations due to having more personal available and being able to radio ahead to stop on coming vehicles.

TN Department of Safety (Tennessee Highway Patrols)

We had a few more crashes in 2011-2012 than 2010-2011. A larger number of cruiser type motorcycles were seen on "The Dragon" during this period. Cruiser- type motorcycles in general receive more damage when involved in a crash than do sport bike type motorcycles therefore more crashes were recorded.

Also, this year they had Troopers working seven days a week during some events so more crashes were worked during the overtime enforcement period than the prior year.

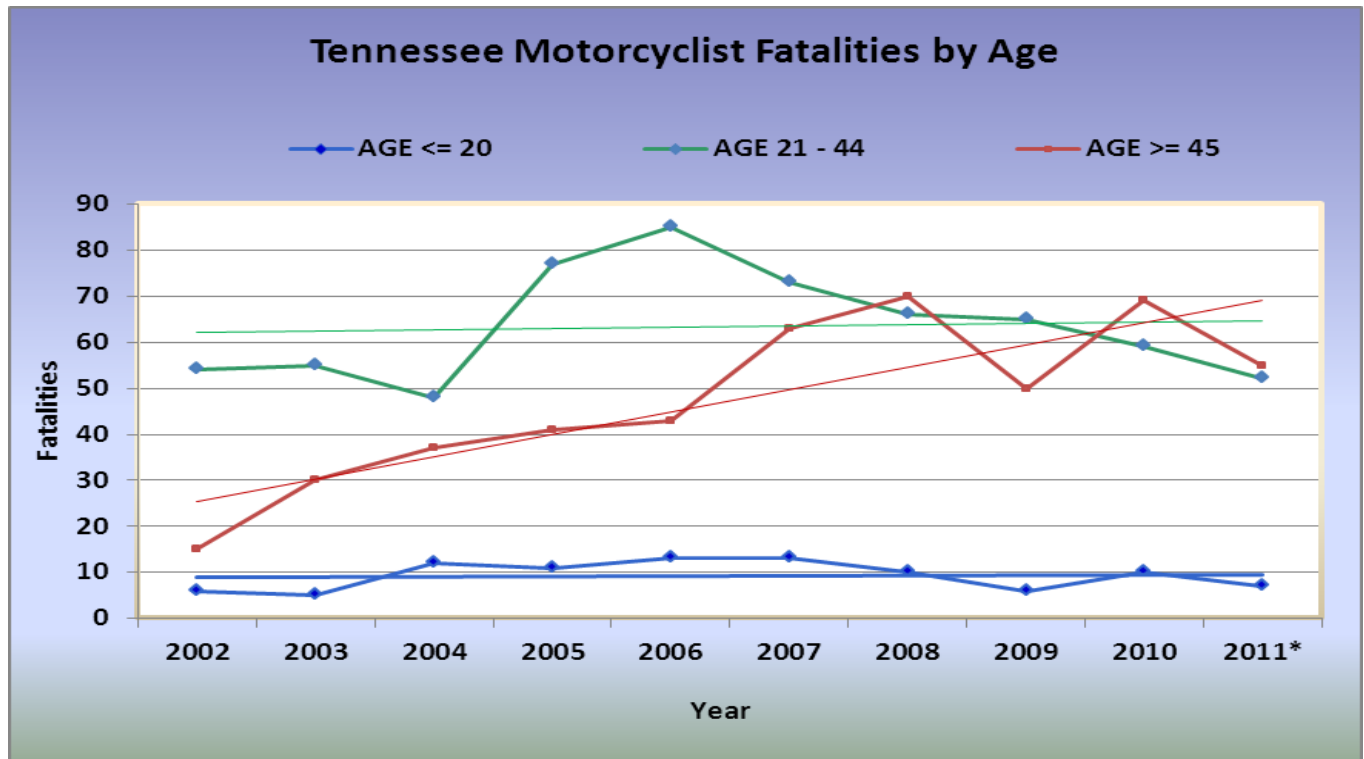
A study of motorists involved in traffic crashes on "The Dragon" show that a high majority of the crashes were caused by operator error. This includes too fast for conditions causing motorists to leave their lane of travel and either leaving the roadway or striking another oncoming vehicle. fifty-six of the fifty-eight crashes involved motorcycles (97%).

The majority of the crashes this year investigated were again cruiser type motorcycles. Operator error was being the primary cause. Three fatalities were recorded October 2011 thru September 2012 from 12mm to the North Carolina state line. Calls to the U.T. Lifestar-helicopter were up during this enforcement period compared to last year's enforcement period. Prior to this traffic was up this year with a large number of cruiser motorcycles compared to year.

A total of 957 citations were issued by Tennessee Highway Patrol and 149 warnings. (661 citation were issued to motorcycles (422 were speeding, 15 improper passing, 3 reckless driving, 4 driving left of center, 1 failure to yield, 16 other moving violations and 180 other non-moving violations

27 driver license, 3 revoked driver license, 50 registration law, 95 financial resp., 6 equipment law, 5 helmet law, 3 light law and 11 other non-moving).

296 citation were issued to other vehicles (1 DUI, 123 speeding, 3 driving left of center, 1 reckless driving, and 29 other moving violations and 125 non-moving violations, non-moving 13 driver license, 2 revoked driver license, 19 registration law, 38 financial resp., 2 equipment law, 5 child restraint, 35 seat belt, 25 other non-moving. A total of 2527 citations and warnings were issued by Blount County Sheriff Department, and Tennessee Highway Patrol.



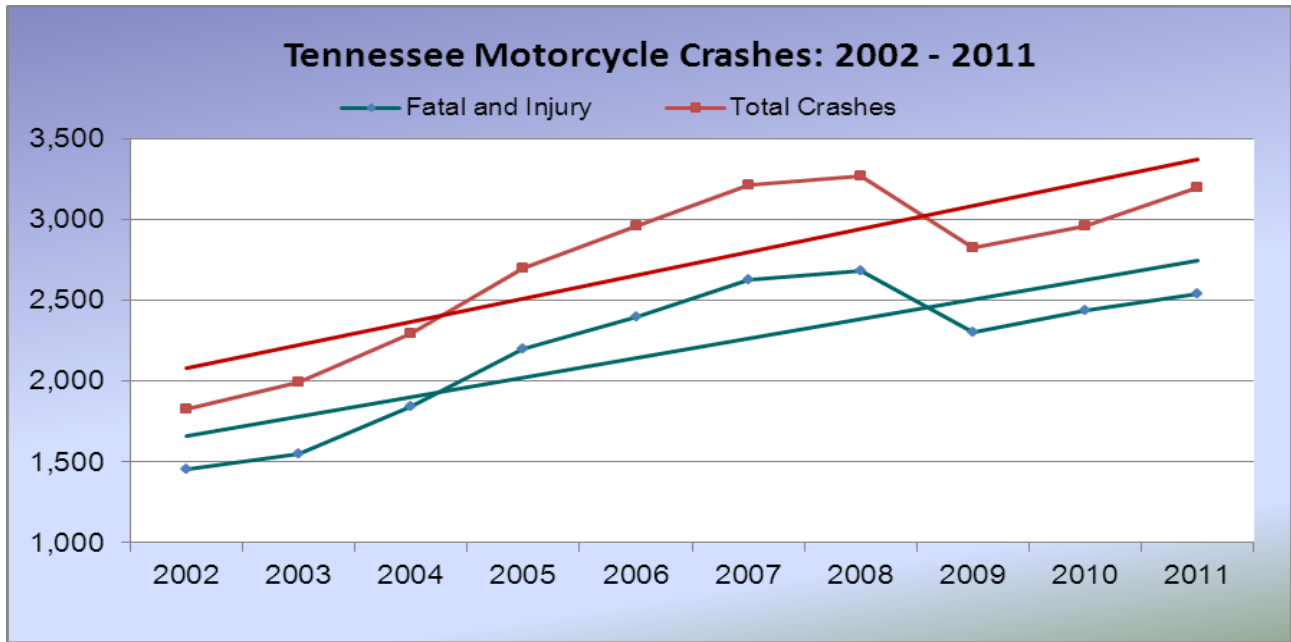
Motorcycle Rider Deaths by Helmet Use 2002 - 2011										
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Helmeted	60	75	84	107	119	129	125	94	131	105
Unhelmeted	13	15	13	20	21	19	16	24	7	9
Unknown	2	0	0	2	1	1	5	4	0	0
Total	75	90	97	129	141	149	146	122	138	114

Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm, accessed July 10, 2012

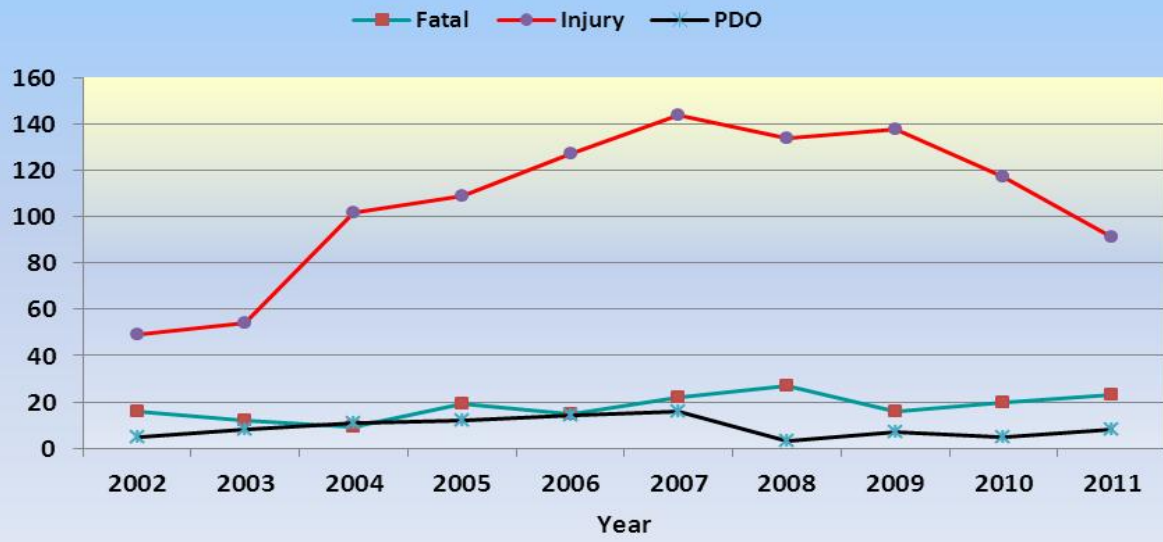
*2010-2011 data is preliminary from TN Fatality Reporting System

Tennessee Motorcycle Crashes 2002 - 2011										
Crash Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fatal	76	81	93	125	132	137	130	114	135	114
Injury	1,376	1,468	1,751	2,071	2,263	2,490	2,549	2,189	2,304	2,428
PDO	375	446	449	504	567	586	585	519	518	654
Fatal and Injury	1,452	1,549	1,844	2,196	2,395	2,627	2,679	2,303	2,439	2,542
Total Crashes	1,827	1,995	2,293	2,700	2,962	3,213	3,264	2,822	2,957	3,196

Source: TN Dept of Safety and Homeland Security, Research , Planning and Development, July 12, 2012.



Tennessee Alcohol Related Motorcycle Crashes



SAFE COMMUNITY PROGRAMS

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

- Provide initial training for at least 20-30 individuals per community belonging to qualified First Responder Organization.
- Provide startup equipment kits for at least 2 communities

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.
- Provide extrication training for fire/ems personnel.

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. This training is necessary to enhance survival rate and the ability to assess and provide emergency medical care within the "Golden Hour."

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 and Extrication Training	Ashland City Fire Department	\$10,882.61
First Responder Training	Jackson-Madison County EMA	\$9,910.00

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 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.

Discussions early within FY12 of the Governor's Highway Safety Office management led to the decision of transferring the Traffic Safety Resource Service from the University of Tennessee (UT) to Tennessee Technological University (TTU). The first phase of this was, in March, to allow the University of Tennessee to continue day to day operations of the Traffic Safety Resource Service for the remainder of FY12 while TTU created a new website. In addition to revitalizing the capabilities already in-tact, attention was given to place a focus on public awareness and user interaction. With many goals in mind: public promotion of GHSO activities, development of law enforcement tools and resources, publication of educational print materials, growth of support activities, and partnership with fellow GHSO grantees, TTU was able to generate a tool that could be used statewide to stimulate traffic safety.

The new website officially launched on October 1. Since its launch, there have been over 6,000 unique visitors to the website. Those visitors have solicited over 45,000 pageviews on the website spending over 5 minutes and 30 seconds on the site (well above industry average). TTU has facilitated the posting and upcoming registration of 50 training classes, and the creation of almost 500 user accounts on the website. They have conducted over two dozen meetings for feedback and insights on the website, along with over a dozen meetings on website training. Also, they have facilitated the printing of nearly 1.5 million pieces of educational traffic safety literature, and have fulfilled almost 75 online orders for supplies/materials. Overall, the feedback received from state stakeholders has been positive. Below is a copy of the finished product of the home page. www.tntrafficsafety.org

GHSO Social Media

Find us on Twitter & Facebook

LEARN MORE



WWW.FACEBOOK.COM/TNGHSO

WWW.TWITTER.COM/TNGHSO



INNOVATIVE & EDUCATIONAL PROGRAMS

- > Child Passenger Safety
- > Teen Driver Education
- > Senior Driver Safety
- > Motorcycle Safety
- > Saved by the Belt
- > Hispanic/Latino Outreach

COMMUNITY LEADERSHIP & INVOLVEMENT

- > Media Center
- > State Laws & Prosecutor Info
- > Products & Resources
- > Data & Statistics
- > News & Events
- > Find A Traffic Safety Expert

LAW ENFORCEMENT & TRAINING

- > Training Courses
- > Drug Recognition Expert School
- > Campaigns & Reporting
- > Law Enforcement Challenge
- > LEL Program
- > TITAN

TNTrafficSafety.org is an online resource service for all aspects of traffic safety. The website is built and maintained by the Tennessee Tech University BusinessMedia Center in the College of Business. It is funded by a grant through the Tennessee Department of Transportation's Governor's Highway Safety Office and through the National Highway Traffic Safety Administration. For more information, e-mail info@tntrafficsafety.com or call 1-800-99BELTS.

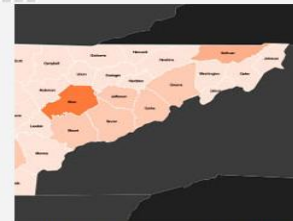
On this website you can find resource information on many aspects of traffic safety: child passenger safety, teen driver education, motorcycle safety, senior driver safety, hispanic outreach, commercial trucking safety, and more. This website is also a function for all the free training courses that GHSO offers by providing a list of courses available, online registration, and detailed course descriptions. Also check out the Products & Resources page for free program materials, outreach tools, and other helpful external links.



TN ROADWAY FATALITIES

Year-to-date: **954**
Compared to last year: **892**

Data & Statistics



Fatalities in Tennessee from 2007 to 2012.

It is the mission of the Governor's Highway Safety Office to keep families safe on Tennessee's roadways. It's a big job and it's going to take the entire community working together to drive the message home to ensure the health and safety of all Tennesseans. - Kendell Poole



Visit TN.gov website
View GHSO mission
View Highway Safety Performance Plan

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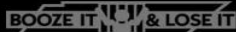
Contact Webmaster

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GHSO Staff

Grant Management

Terms of Service



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:

Five 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
Faster Response to highway victim	Bedford County EMS	\$14,950.00
First Responder Training for Firemen	Etowah Rescue and Rural Fire Department	\$15,000.00
First Responder Training	Ashland City Fire Department	\$10,000.00
First Responder Equipment and Training	Haywood County EMS	\$14,844.00
First Responder Equipment and training	Smith County EMS	\$12,807.56

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 FFY2010-11 Grant Year.

Agencies Funded:

- Ashland City Fire Department \$9,932.20
- Toone Police Department \$6,385.49

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 1st 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 law that will be clearer and more effective for the law enforcement officials, judges, and prosecutors. The proposed changes/recommendations were to the Governor in October 2006 and were debated in the 2008, 2009, and 2010 sessions but due to budget constraints no bill was enacted.

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).

In CY 2012, the Legislature passed the "No Refusal" law that has already been put into effect on multiple occasions by law enforcement. Any driver suspected of DUI that refuses a SFST will be subject to search warrant for mandatory blood draw. This is being performed with good results with the cooperation of District Attorney, the judicial branch and the local EMS and health care officials.

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. We are currently awaiting the rules on MAP-21 from NHTSA.
- 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 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 seven 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. This was accomplished in 2012.
- 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 2012, the goal was to add at least two communities with high death and/or injury crash rates in 2011 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 (GHSO) 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 utilized to changing behavior, it can though 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. The GHSO engaged approximately 350 agencies across the state of Tennessee, with 320 of those being law enforcement agencies participating in the high visibility enforcement periods. Partnerships include such agencies as: Mothers Against Drunk Driving (MADD), 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: 1% for Booze It and Lose It, 1% for Click It or Ticket, 1% for 100 Days of Summer Heat; High Visibility Law enforcement Demo Project; and continue to have a media presence with Motorcycle Safety, Teen Driver Safety, and other highway safety programs.

Objective(s): Provide educational messages through brand association and for most campaigns, that the educational message would be geared towards 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 previous year's evaluations.

Tasks: Develop, plan and carryout the Booze It and Lose It, Click It or Ticket, High Visibility Law Enforcement Demo Project, Motorcycle Safety as listed in the Events and Activities Calendar. If additional campaigns are added throughout the year, the calendar will be updated. Conduct attitudes and perceptions evaluations for each campaign period exceeding \$100,000.00.

Funds: Federal Funding for the media marketing will include 410, 402, 154, 406, 2010, and FHWA, or any other funds obtained through the Transportation Equity Act.

The UT Center for Transportation Research has been conducting interviews with residents of the state of Tennessee 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 somewhat steady for the older "*Click It or Ticket*" slogan and has generally increased for the newer slogan "*Booze It and Lose It*".

Booze It and Lose It

The Booze It and Lose It campaign tag was utilized with an enforcement message during the Holiday, Summer Heat, 4th of July, Labor Day and Hispanic campaign periods and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Campaign periods included radio and television and the purchase of signage in the form of banners, posters and educational publications. Earned media included a news release and press conference at the onset of each campaign period, with local municipalities reporting in on progress, sobriety checkpoint locations, and other notable activities. The measure for advertising outreach was within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each market purchased for broadcast television and cable was a minimum of 100-300 Gross Ratings Points (GRP's) per week.

- The measure for each media market purchased for radio was a minimum of 100-200 GRP's per week.
- These GRP's levels delivered with sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency was such that the target audience saw or heard the message a minimum of 3 times per campaign period.

Based on the congressional requirements, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques were conducted for these campaign periods and the evaluation reports will be submitted to the Governor's Highway Safety Office and included in the Annual Media Report to NHTSA.

Holiday Campaign 2011-2012 – (12/12-12/18/2011 & 12/26/2011 – 1/1/2012)

Demographic and Target Audience Description - Primary - Men 18-34 (risk-takers, blue-collars)

Geography – Statewide

Media Goal - Media goal is to deliver frequency of the message.

Media Approach

The “2012 Holiday” campaign ran in 2 separate 1-week flights in December. As the campaign ran running during the Christmas and New Year's holiday time period, a combination of TV, Radio and Online was utilized to help build overall frequency of the messaging. Due to the very short flight, the campaign was limited to those mediums that would generate their reach and frequency potentially quickly, and that could be activated and deactivated quickly.

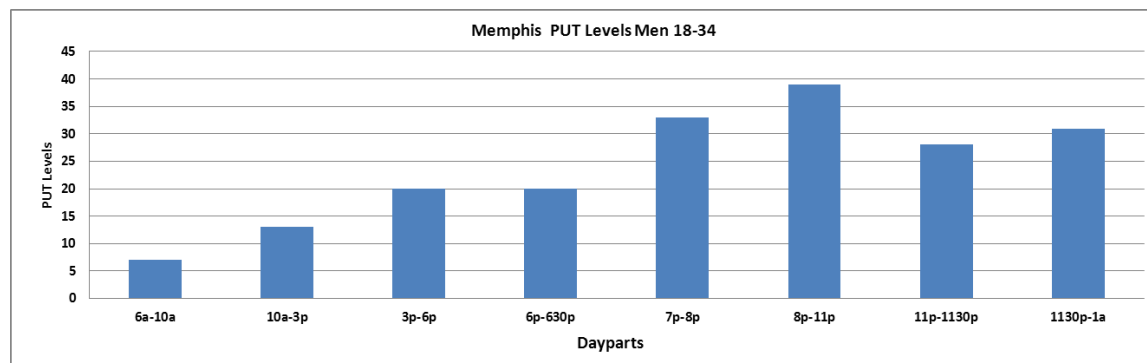
Radio

Radio was used primarily to generate frequency in each market. Focus for spot placement was concentrated in the Evening Drive (7 p – 8p) and (8p – 11p), with additional placement during Morning, Midday and Afternoon Drive (6 a – 10a), (10a – 3p), and 6p – 630p) as well as weekends to extend campaign reach. A recommended GRP goal for men 18-34 is 150 GRPs per week in all markets.

Broadcast/Cable

Television (Broadcast and Cable) was utilized due to its ability to reach our target audience via select dayparts and programming.

In terms of dayparts we see that men 18-34 watch television during the evening, especially from Prime Access through to Late Night. Below is a look at that trend in Memphis, which holds true across all Tennessee TV markets.



In the Jackson market, there are only two television stations, with that, a weekly GRP goal of 100 was set, as inventory and ratings will not be as abundant as other markets with all networks available.

HOLIDAY CAMPAIGN SPOT TV/CABLE TV					
MARKET	DELIVERED (NET)	# OF SPOTS		IMPRESSIONS (000)	REACH / FREQUENCY
		PAID	PSAs		
Chattanooga	\$25,610.50	226	61	262	77.8% / 3.3
Jackson	\$10,497.50	131	73	35	47.2% / 3.6
Knoxville	\$23,620.65	533	368	356	78.4% / 3.2
Memphis	\$47,753.00	149	132	495	83.2% / 3.0
Nashville	\$50,179.75	168	82	753	75.9% / 3.4
Tri-Cities	\$18,534.25	107	65	213	76.3% / 3.4
TOTAL	\$176,195.65	1,314	781	2,114	

HOLIDAY CAMPAIGN RADIO					
MARKET	DELIVERED (NET)	# OF SPOTS		IMPRESSIONS (000)	REACH/FREQUENCY
		PAID	PSAs		
Chattanooga	\$4,233.00	166	134	115	45.1% / 4.4
Cookeville	\$2,122.45	109	109	53	N/A
Jackson	\$1,851.30	102	78	23	44.3% / 4.6
Knoxville	\$6,368.20	134	122	179	60.1% / 3.4
Memphis	\$9,911.00	152	93	295	53.1% / 3.8
Nashville	\$12,783.15	425	93	351	55.4% / 3.6
Tri-Cities	\$5,769.80	156	109	113	56.1% / 3.6
TOTAL	\$43,038.90	1,244	738	1,129	

HOLIDAY CAMPAIGN TOTAL			
MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSIONS (000)
Chattanooga	\$29,843.50	587	377
Cookeville	\$2,122.45	218	53
Jackson	\$12,348.80	384	58
Knoxville	\$29,988.85	1,157	535
Memphis	\$57,664.00	526	790
Nashville	\$62,962.90	768	1,104
Tri-Cities	\$24,304.05	437	326

Online	\$10,000.00		2,500
TOTAL	\$229,234.55	4,077	5,743

2012 Summer Heat (6/25 – 7/1, 7/9 – 7/15 & 8/1 – 8/9)

Demographic and Target Audience Description - Primary -Men 18-34

Geography - Statewide

Media Goal - Media goal was to deliver *frequency*.

Media Approach

The "Summer Heat" campaign ran in 3 separate 1-week flights in June, July and August. Since there was not much traction with this creative campaign, a mix of both traditional media along with online was utilized. Since television viewership is lower in summer months, higher GRP levels in radio for this campaign was run, which helped build frequency.

SUMMER HEAT SPOT TV/CABLE TV					
MARKET	DELIVERED (NET)	# OF SPOTS		IMPRESSIONS (000)	REACH/FREQUENCY
		PAID	PSAs		
Chattanooga	\$11,460.12	233	233	52	29.6% / 1.7
Jackson	\$5,954.25	204	7	3	7.1% / 2.1
Knoxville	\$16,202.70	182	61	140	51.2% / 1.9
Memphis	\$28,266.75	212	0	179	49.9% / 1.8
Nashville	\$39,886.25	589	0	279	48.7% / 2.0
Tri-Cities	\$13,582.15	189	2	103	61.3% / 2.1
TOTAL	\$115,352.22	1,609	303	756	

SUMMER HEAT RADIO					
MARKET	DELIVERED (NET)	# OF SPOTS		IMPRESSIONS (000)	REACH/FREQUENCY
		PAID	PSAs		
Chattanooga	\$12,363.25	327	327	334	53% / 10.8
Cookeville	\$5,714.55	170	170	79	48.3% / 11.5
Jackson	\$4,085.10	206	98	68	35.4% / 16.4
Knoxville	\$10,986.25	266	228	513	57.5% / 9.9
Memphis	\$22,245.35	380	149	805	55.8% / 9.4
Nashville	\$36,732.75	743	73	1,084	65.8% / 8.7

Tri-Cities	\$9,858.30	316	315	327	57.2% / 10.5
TOTAL	\$101,985.55	2,408	1,360	3,210	

SUMMER HEAT TOTAL			
MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSIONS (000)
Chattanooga	\$23,823.37	1,120	386
Cookeville	\$5,714.55	340	79
Jackson	\$10,039.35	515	71
Knoxville	\$27,188.95	737	653
Memphis	\$50,512.10	741	984
Nashville	\$76,619.00	1,405	1,363
Tri-Cities	\$23,440.45	822	430
Online	\$40,000.00		10,000
Pandora	\$39,692.66		7,595
TOTAL	\$297,030.43	5,680	21,561

Radio

Radio was used primarily to generate frequency in each market. Focus for spot placement was during Morning Drive (6a -10a), and Afternoon Drive (3p -7p), with additional placement during Mid-day (10:00A -3:00P), nights and weekends were used to extend campaign reach. Our recommended GRP goal for men 18-34 is 200 GRPs per week in all markets.

Daypart Distribution Goals were as follows (varied per market depending on costs):

- Morning Drive: 25%
- Mid-Day/Weekend: 20%
- Afternoon Drive: 30%
- Evening: 25%

Cable/Broadcast TV

With summer television viewing lower than any time during the year, running a large broadcast/cable TV campaign would not be the most cost efficient use of the allocated budget. The recommendation for the Summer Heat campaign was to build frequency with a strong Cable programming statewide, which will deliver 150 GRPs per week, which equates out to 200 to 250 spots per week in all the markets. While the goal was not to walk away from Broadcast television completely, the focus was on Broadcast buys on Sports programming, such as NASCAR, Major League Baseball and the Summer Olympics from London.

Here are examples of Cable Networks where buys were focused:

- Country Music TV
- ESPN
- FX
- Spike
- TBS
- Comedy

4th of July Campaign 2012 (7/2 – 7/8/2012 & 7/16 – 7/27/2012)

Demographic and Target Audience Description - Primary - Men 18-34

Geography - Statewide

Media Goal - Media goal was to deliver frequency.

Media Approach

The July 4th campaign was run for a total of 19 days, being broken up between a 1-week flight, followed by a 12-day flight. Since this campaign was run between the Summer Heat campaign, the focus was on building frequency by utilizing Radio and Cable TV for the campaign. With Summer Broadcast TV viewership being low, and running re-runs, the focus was on Cable TV to deliver the message.

Radio

Radio was used primarily to generate frequency in each market. Focus for spot placement was in Morning Drive (6a – 10a), and Afternoon Drive (3p – 7p), with additional placement during Mid-day (10:00A – 3:00P), with nights and weekends used to extend campaign reach. Our recommended GRP goal for men 18-34 is 125 GRPs per week in all markets.

Daypart Distribution Goals were as follows (varied per market dependent upon costs):

- Morning Drive: 25%
- Mid-Day/Weekend: 20%
- Afternoon Drive: 30%
- Evening: 25%

Cable TV

With summer television viewing lower than any time during the year, running a large broadcast/cable campaign would not be a strong use of the allocated budget. The recommendation for the July 4th campaign was to build frequency with a strong Cable programming statewide, which would deliver 55 GRPs per week, which equates out to 80 to 100 spots per week in all the markets.

Examples of Cable Networks focus on buys:

- Country Music TV
- ESPN
- FX
- Spike
- TBS
- Comedy

4 TH OF JULY SPOT TV/CABLE TV - CABLE ONLY					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSION S (000)	REACH/FREQUENC Y
Chattanooga	\$6,113.20	104	67	N/A	N/A
Jackson	\$2,655.40	110	47	N/A	N/A
Knoxville	\$7,548.85	80	77	N/A	N/A

Memphis	\$0.00	0	0	0	0
Nashville	\$9,572.70	360	0	N/A	N/A
Tri-Cities	\$2,618.85	95	0	N/A	N/A
TOTAL	\$28,509.00	749	191	0	

4TH OF JULY RADIO					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSION S (000)	REACH/FREQUENC Y
Chattanooga	\$8,172.75	194	194	214	45.1% / 8.1
Cookeville	\$3,429.75	99	99	52	46.0% / 8.0
Jackson	\$1,130.50	58	0	45	26.2% / 14.7
Knoxville	\$7,628.75	140	140	332	42.5% / 8.7
Memphis	\$14,482.30	244	247	561	50.6% / 7.2
Nashville	\$27,261.20	349	224	667	45.4% / 7.7
Tri-Cities	\$7,181.65	187	185	202	44.2% / 8.4
TOTAL	\$69,286.90	1,271	1,089	2,073	

4TH OF JULY TOTAL			
MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSION S (000)
Chattanooga	\$14,285.95	559	214
Cookeville	\$3,429.75	198	52
Jackson	\$3,785.90	215	45
Knoxville	\$15,177.60	437	332
Memphis	\$14,482.30	491	561
Nashville	\$36,833.90	933	667
Tri-Cities	\$9,800.50	467	202
TOTAL	\$97,795.90	3,300	2,073

Labor Day Campaign 2012 - (8/22 – 8/26/2012 & 8/29 – 9/3/2012)

Demographic and Target Audience Description - Primary - Men 18-34

Geography – Statewide

Media Goal - Media goal was to deliver *frequency*.

Media Approach

The “Labor Day” campaign was run from August 22nd through September 3rd. In an effort to maximize the allotted budget, we followed the National NHTSA plan and run our spots Wednesday - Sunday of Week 1 and then Wednesday - Monday for Week 2.

Radio

Radio was used primarily to generate frequency in each market. Focus for spot placement was during the Morning Drive (6a – 10a), and Afternoon Drive (3p – 7p), with additional placement during Mid-day (10:00A – 3:00P), nights and weekends to extend campaign reach. Our recommended GRP goal for men 18-34 is:

- Week 1: 125 GRPs
- Week 2: 140 GRPs

Daypart Distribution Goals were as follows (varied per market depending on costs):

- Morning Drive: 25%
- Mid-Day/Weekend: 20%
- Afternoon Drive: 30%
- Evening: 25%

Cable

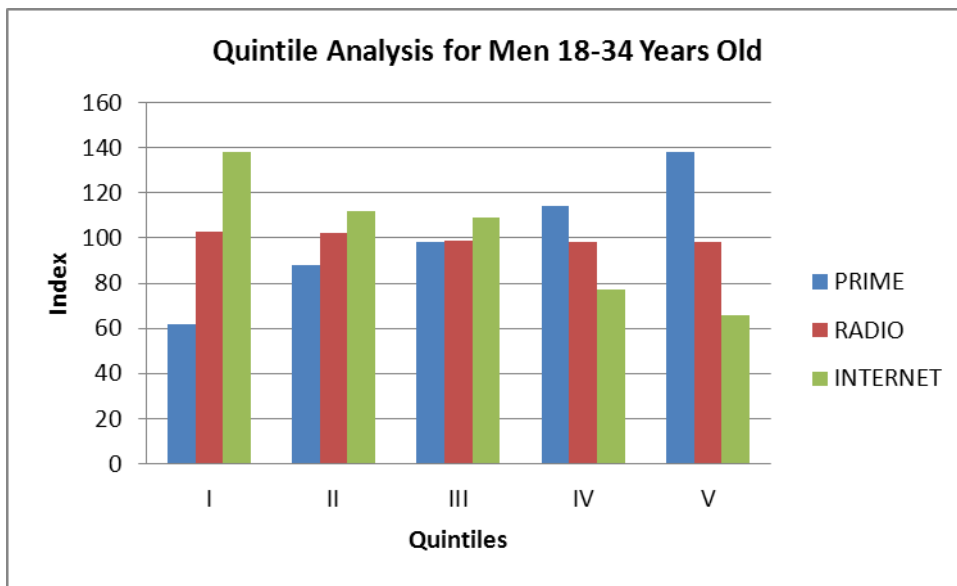
With summer television viewing lower than any time during the year, running a large broadcast/cable campaign would not be a strong use of the allocated budget. Additionally, broadcast ratings were the lowest during this time period, which increases overall Cost-Per-Points in all markets. As an example, the Summer Men 18-34 CPP level in Memphis is \$329 and in Nashville it is \$216; a 100 GRP campaign in just these two markets alone would exceed \$55,000. With that, our focus was to be on Cable television, where we could build frequency at a lower CPP. For Week 1 we purchased 100 GRPs in each market and then for Week 2, we purchased 125 GRPs.

Here are examples of Cable Networks where we focused our buys based on their strong numbers against the target audience:

- Country Music TV
- ESPN
- FX
- Spike
- TBS
- Comedy
- SyFy
- TNT
- USA
- History Channel
- Cartoon Network

Online

Online represents one of the best vehicles to reach young men when we compare heavy users of various mediums.



Source: 2010 MRI Doublebase

One of the reasons the Internet can be so effective in reaching our young male target audience is due to the number of activities that these young men perform on the internet.

Activity	Index
Email	108
Played Games Online	168
Obtained Sports/News Information	172
Visited TV Network or Shows website	134
Downloaded Music	199

Source: 2010 MRI Doublebase

We recommend multiple ad units across a blend of channels targeting men 18-34 within relevant Men's interest, Auto, Finance, Sports, Travel and News Content sites. The schedule will deliver 2.5 million impressions over the course of the campaign.

LABOR DAY SPOT TV/CABLE TV - CABLE ONLY					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSIONS (000)	REACH/FREQUENCY
Chattanooga	\$8,738.00	179	416	N/A	N/A
Jackson	\$2,465.00	112	0	N/A	N/A
Knoxville	\$10,701.50	135	267	N/A	N/A
Memphis	\$6,260.25	152	129	N/A	N/A
Nashville	\$9,757.15	437	0	N/A	N/A
Tri-Cities	\$5,725.60	216	0	N/A	N/A
TOTAL	\$43,647.50	1,231	812	0	

LABOR DAY RADIO					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSIONS (000)	REACH/FREQUENCY

Chattanooga	\$5,669.50	139	133	154	43.5% / 6.1
Cookeville	\$2,332.40	65	66	32	40.8% / 5.5
Jackson	\$1,818.15	99	75	31	32.1% / 8.3
Knoxville	\$5,129.75	120	27	238	45.7% / 5.8
Memphis	\$11,302.45	189	36	410	48.0% / 5.6
Nashville	\$20,238.50	437	126	506	52.4% / 5.1
Tri-Cities	\$4,737.05	122	121	145	45.4% / 5.9
TOTAL	\$51,227.80	1,171	584	1,516	

LABOR DAY TOTAL			
MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSIONS (000)
Chattanooga	\$14,407.50	867	154
Cookeville	\$2,332.40	131	32
Jackson	\$4,283.15	286	31
Knoxville	\$15,831.25	549	238
Memphis	\$17,562.70	506	410
Nashville	\$29,995.65	1,000	506
Tri-Cities	\$10,462.65	459	145
TOTAL	\$94,875.30	3,798	1,516

Diversity Media

To address the diversity issue within the State a plan was developed that targeted the Hispanic Community. Many of the immigrants in Hispanic communities across the State come from countries where more often than not, people did not own or drive vehicles, nor were they educated in highway safety issues. Coming to the States requires learning driving skills and roadway rules and laws which is difficult to deliver due to the possibility of incarceration for being in the country illegally. Through a partnership with MADD and Conexion Americanos- a non-profit agency that assists the Hispanic Community with everything from finding living arrangements to educational opportunities- delivered a DUI education and outreach program that provided educational materials to partners within the community and one-on-one interaction through a local phone number published in the educational materials. It also included radio; television buys; print ads and billboards during the campaign complimenting the Booze It and Lose message.

2012 Hispanic Campaign – Nashville Only (7/30 – 9/14)

HISPANIC SPOT TV/CABLE TV					
MARKET	# OF SPOTS			IMPRESSIONS (000)	REACH/FREQUENCY
	DELIVERED (NET)	PAID	PSAs		
Chattanooga	\$0.00	0	0	N/A	N/A
Jackson	\$0.00	0	0	N/A	N/A
Knoxville	\$0.00	0	0	N/A	N/A
Memphis	\$0.00	0	0	N/A	N/A
Nashville	\$1,785.00	210	557	N/A	N/A

Tri-Cities	\$0.00	0	0	N/A	N/A
TOTAL	\$1,785.00	210	557	0	

HISPANIC RADIO					
MARKET	# OF SPOTS			IMPRESSIONS (000)	REACH/FREQUENC Y
	DELIVERED (NET)	PAID	PSAs		
Chattanooga	\$0.00	0	0	0	0
Cookeville	\$0.00	0	0	0	0
Jackson	\$0.00	0	0	0	0
Knoxville	\$0.00	0	0	0	0
Memphis	\$0.00	0	0	0	0
Nashville	\$18,265.20	600	0	0	0
Tri-Cities	\$0.00	0	0	0	0
TOTAL	\$18,265.20	600	0	0	

HISPANIC TOTAL			
MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSION S (000)
Chattanooga	\$0.00	0	0
Cookeville	\$0.00	0	0
Jackson	\$0.00	0	0
Knoxville	\$0.00	0	0
Memphis	\$0.00	0	0
Nashville	\$20,050.20	1,367	0
Tri-Cities	\$0.00	0	0
Newspaper	\$5,410.00	0	0
TOTAL	\$25,460.20	1,367	0

*Reach and Frequency unavailable due to lack of ratings for Hispanic-only

2012 Share the Road Campaign - (4/29 – 5/12/2012)

Demographic and Target Audience Description - Primary - Men 18-49

Geography – Statewide

Media Goal - Media goal is to deliver *frequency*.

Media Approach

The “Share the Road” program was run for 2 weeks, starting on April 29th and running through May 12th. The campaign was delivered with radio in all Tennessee markets.

Radio

Radio was the primary media vehicle utilized for this campaign. It allowed us to build frequency as well as help deliver the Matching PSA announcements. The campaign was run for 2 weeks, 15 days, with the goal of delivering 200 GRP's per week, for a two-week total of 400 GRP's.

During the planning and negotiating process with the radio stations, it was determined that delivering the 200 weekly GRPs was going to be difficult due to low ratings and increased rates. With that, we reduced the overall GRP levels in the smaller markets of Cookeville and Jackson to allow us to deliver closer to the 400 GRP level in the larger Tennessee markets.

Additionally, we held out dollars for a remote on WKDF-FM in Nashville if needed for coverage during the actual event weekend.

Radio Overview:

Regular Schedule

Flight Dates: April 29 – May 12, 2012

GRP Goal: 200/wk

Spot Length :30

SHARE THE ROAD SPOTS TV/CABLE TV					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSIONS (000)	REACH / FREQUENCY
Chattanooga	\$0.00	0	0	0	0
Jackson	\$0.00	0	0	0	0
Knoxville	\$0.00	0	0	0	0
Memphis	\$0.00	0	0	0	0
Nashville	\$0.00	0	0	0	0
Tri-Cities	\$0.00	0	0	0	0
TOTAL	\$0.00	0	0	0	

SHARE THE ROAD RADIO					
# OF SPOTS					
MARKET	DELIVERED (NET)	PAID	PSAs	IMPRESSIONS (000)	REACH / FREQUENCY
Chattanooga	\$7,880.35	231	238	388	54.1% / 6.5
Cookeville	\$3,575.95	153	159	204	34.9% / 7.7
Jackson	\$2,028.95	119	125	52	36.4% / 6.9
Knoxville	\$9,392.50	211	181	680	60.9% / 6.6
Memphis	\$12,609.75	293	217	826	65.1% / 4.5
Nashville	\$22,722.20	428	176	1,181	64.1% / 5.3
Tri-Cities	\$7,803.85	174	174	396	61.3% / 5.8
TOTAL	\$66,013.55	1,609	1,270	3,727	

SHARE THE ROAD TOTALS

MARKET	DELIVERED (NET)	# OF SPOTS	IMPRESSIONS (000)
Chattanooga	\$7,880.35	469	388
Cookeville	\$3,575.95	312	204
Jackson	\$2,028.95	244	52
Knoxville	\$9,392.50	392	680
Memphis	\$12,609.75	510	826
Nashville	\$22,722.20	604	1,181
Tri-Cities	\$7,803.85	348	396
TOTAL	\$66,013.55	2,879	3,727

Sports Marketing of Alcohol Countermeasures

The Booze It and Lose It tag was utilized in a soft alcohol countermeasures message in the following sports marketing venues: All Division One college teams in the state: The University of Tennessee, University of Memphis, and Vanderbilt University football and basketball, and Middle Tennessee State University; Tennessee Titans, Nashville Predators, Southern Heritage Classic, The Liberty Bowl, Music City Bowl, and 9 minor league baseball stadiums and others noted below. Interior and exterior signage, radio and television spots, public address announcements, Jumbo-tron, LED rotational lighting and other unique signage will be used to promote the “Booze It and Lose It” message.

Booze It and Lose It Marketing

Venue	Entity	Method of Delivery	Number of Deliveries	Amount of Contract
Tennessee Titans Fall 2011	Tennessee Football, Inc.	Signage, Television, PSA's on jumbo-tron	220 Television spots, 20 PSA's on jumbo-tron exposures on replays, 1 permanent signage	\$110,000.00 Funded 154
Nashville Predators Fall 2011 – Spring 2012	Nashville Hockey Club	Signage, Television, logo on scoreboard rotations, print ad in Predator Press	Permanent signage (7 vomitory signs, 41 – 1 min. LED signage, 41 PSA, 2 per home game :60 second PSA's (82 total) radio broadcasts, 41 issues of Predators Press print ad.	\$100,000.00 Funded 154
Minor League Baseball (spring –summer 2012)	Alliance Sport Marketing	Signage, PSA's, program advertisement.	Permanent outfield signage, (972) radio spots, and program advertisement.	\$100,000.00 Funded 154
Southern Heritage Classic Football Game (Fall 2012)	Summit Management	Jumbo-tron, radio tags, logo inclusion on print materials, full page color ad, stadium signage	(8):30 second PSA's JumboTron, 14 total campaign signage, full page color ad in game day programs.	\$60,000.00 Funded 154

Music City Bowl (Fall 2011)	Music City Bowl, Inc.	Signage, jumbo-tron, campaign logo on all print materials, radio, television, Internet.	LP Field perimeter & street pole signage, (4) during & (4) pre-and post-game shows, (2) :30 commercial units & ESPN TV broadcast, and print media, etc. Website banner.	60,000.00 Funded 154
Liberty Bowl (Fall 2011)	Liberty Bowl Festival Association	Signage, jumbo-tron, television, radio, Internet.	20 TV commercials, 446 radio spots, banner exposure in stadium & online, and print media exposure	\$60,000.00 Funded 154
Motorsports (Fall 11) (Spring– Fall 12)	Alliance Sport Marketing	Billboard signage and PSA's	Billboard signage at 15 racetrack locations and a minimum of 5 :30 second PSA's per track per event.	\$125,000.00 Funded 154
Middle Tennessee State University (Fall 2011 and Winter 2012)	Nelligan Sports	Signage, PSA's and radio spots.	Campaign logo on arena signage, (1) :30 second spot on each game day football and basketball.	\$17,000.00 Funded 154
Titan's Radio Network (Fall 2011)	Citadel Broadcasting	Radio PSA's	4,740 PSA's aired on 79 stations	\$100,000.00 Funded 154
Memphis Grizzlies (Fall 2011 – Spring 2012)	Hoops LP	Signage and PSA's	LED Rotational Signage- Jumbotron animation and still, along with (2) PSA's each home game.	\$60,000.00 Funded 154
U of M Football & Basketball (Fall 2011& Spring 2012)	Learfield Communications	Signage, jumbo-tron, rotational signage, print ads	LED rotational signage and static signage, PSA's (106) for basketball and football.	\$100,000.00 Funded 154
Vanderbilt University Football & Basketball (Fall 2011 – Spring 2012)	IMG Communications, Inc. - Vanderbilt	PSA's, static signage, rotational signage, Jumbo-tron.	120 PSA's football, basketball and baseball. (7) static signage – football & (1) baseball, digital signage at football (21 displays), basketball (64), and baseball	\$52,500.00 Funded 154
UT Football & Basketball (Fall 2011 & Spring 2012)	IMG Communications, Inc. – UT	Television, radio, Signage, Jumbo-tron, video boards	(36) video replays, (357) PSA's football, (30) digital spots men's & women's basketball, digital signage Neyland Stadium, (2) :30	\$150,000.00 Funded 154

			second spots per broadcast, (1) print ad Football Fan's guide, (1) ad football & basketball yearbooks.	
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Click It or Ticket & Rural Demonstration Project

The Click It or Ticket campaign tag was utilized with an enforcement message during the month of July during the Downtown Nashville 4th of July "Let Freedom Sing" event and targeted "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Campaign periods included radio and television and the purchase of signage in the form of banners and educational publications.

Venue	Entity	Method of Delivery	Deliveries	Amount of Contract
4 th of July Downtown Nashville 2012	Music City, Inc.	PSA's, television, radio, newspaper print, static signage and Internet banner.	PSA's radio and onstage, (7) static banners, (5) commercials – event site, logo ID - flyers and posters, NCVB website banner.	\$35,000.00 Funded 406

Earned media included a press release at the onset of each campaign period in conjunction with the Hands Across the Border media and checkpoint events with local municipalities reporting in on progress, sobriety checkpoint locations, and other notable activities. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each market purchased for broadcast television and cable was a minimum of 100-300 Gross Ratings Points (GRP's) per week.
- The measure for each media market purchased for radio was a minimum of 100-200 GRP's per week.
- These GRP's levels delivered with sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency was such that the target audience saw or heard the message a minimum of 3 times per campaign period.

Based on the congressional requirements, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques will be conducted for this campaign period and the assessment report will be submitted to the Governor's Highway Safety Office and included in the Annual Media Report to NHTSA.

Events and Activities 2011-12

2012 Earned Media

Date	Event	CIOT	BILI	CPS	COMET	Other
10/26/2011	County receives \$50K in Traffic Funding-- <i>Shelbyville Times-Gazette</i>		x			x
10/27/2011	Seven local agencies awarded GHSO grants-- <i>Union City - Messenger</i>		x			x
10/27/2011	Haslam awards \$16.2 million in Highway Safety Grants-- <i>Crossville-Chronicle.com</i>	x	x	x		x
10/28/2011	Drivers Education Program Promotion is Saturday-- <i>the Chattanooga.com</i>					x
11/8/2011	More Than \$110,000 Will Support Highway Safety in Bradley, Polk, And Meigs-- <i>Chattanooga</i>					x
11/8/2011	Highway Safety Money Comes to Tennessee Cities and Counties-- <i>WDEF News channel 12</i>					x
11/9/2011	Local Law Enforcement Launches New Safety Initiative-- <i>The Chattanooga.com</i>					x
11/10/2011	Collegedale Police gear up for holiday traffic-- <i>Chattanooga Times Free Press</i>					x
11/12/2011	Watch Out: More Cops. More Stops-- <i>www.ucdailynews.com</i>	x	x		x	x
11/18/2011	Tennessee to start 'More Cops, More Stops' Campaign-- <i>NewsChannel5.com</i>	x	x		x	x
11/18/2011	"More Cops. More Stops."-traffic crackdown begins today-- <i>The Oak Ridge</i>	x	x		x	x
11/18/2011	Campaign aims to curb drunk driving, boost seatbelt use-- <i>WSMV Channel 4</i>	x	x			
11/19/2011	THP targets Tennessee roadways through Thanksgiving Weekend--	x	x			

	<i>Tennessean</i>					
11/19/2011	MPD plans DUI checkpoint -- <i>Northwest Tennessee Today</i>		x			
11/19/2011	Franklin Police awarded \$50,000 grant to fight drunk driving-- <i>Nashville Tennessean</i>		x			
11/19/2011	Sheriff Long to join 'More Cops, More Stops' launch-- <i>Hobnob Franklin, TN</i>		x		x	
11/19/2011	Franklin Police receive \$50K to combat DUI-- <i>Hobnob Franklin, TN</i>		x			
11/19/2011	More Cops, More Stops across Tennessee through Thanksgiving weekend-- <i>Clarksville Leaf Chronicle</i>		x		x	
11/20/2011	THP targets Tennessee roadways through Thanksgiving Weekend-- <i>Murfreesboro Daily</i>	x	x			
11/20/2011	Cookeville cops warn against distracted holiday driving-- <i>Cookeville Herald-Citizen</i>		x			x
11/21/2011	RCSO joins MADD for 'Tie One On'-- <i>Murfreesboro Daily</i>		x			
11/21/2011	Deputies increase patrols over Thanksgiving-- <i>WMC-TV</i>	x	x		x	x
11/22/2011	Campaign targets roadways-- <i>Seymour Herald</i>	x	x		x	x
11/22/2011	Motorists can expect crackdown during long weekend-- <i>USA Today</i>	x	x		x	x
11/22/2011	Law enforcement cracking down on traffic violators in state during long holiday weekend-- <i>WREG-TV</i>	x	x		x	x
11/22/2011	More Cops More Stops targets Thanksgiving travel safety-- <i>Hobnob Franklin, TN</i>	x	x		x	x
11/22/2011	Motorists can Expect Crackdown During Long Weekend--				x	

	<i>Knoxville News Sentinel Mobile</i>					
11/22/2011	THP Prepares Motorists For Heavy Presence-- <i>The Cannon Carrier</i>	x	x		x	x
11/22/2011	Tennessee Motorists can expect crackdown during Thanksgiving Weekend-- <i>Times Free Press</i>	x	x		x	x
11/22/2011	More Cops, More Stops during Thanksgiving!-- <i>Business & Heritage, Clarksville</i>	x	x		x	x
11/22/2011	Motorists in Tennessee can expect police crackdown during long weekend-- <i>Kingsport Times News</i>	x	x		x	x
11/22/2011	THP Announces Holiday Sobriety Checkpoints-- <i>News Channel 9, Chattanooga</i>	x	x		x	x
11/22/2011	Motorists can expect crackdown during long weekend-- <i>USA Today</i>	x	x		x	x
11/22/2011	Tennessee Travelers can expect crackdown during long weekend-- <i>Johnson City Press</i>	x	x		x	x
11/22/2011	Motorists can Expect Crackdown During Long Weekend-- <i>Knoxville News Sentinel Mobile</i>	x	x		x	x
11/23/2011	Special law enforcement crackdown targets TN drivers-- <i>Nashville, Tennessean</i>	x	x			x
11/23/2011	Motorists can expect crackdown during long weekend-- <i>WATE- News Channel 6</i>	x	x		x	x
11/23/2011	Clarksville Police to beef up patrols over holiday-- <i>Clarksville Leaf Chronicle</i>	x	x		x	x
11/23/2011	More cops, more stops-- <i>Jackson-Sun</i>	x	x		x	x
11/24/2011	Macon County Times-- <i>Macon County Times</i>				x	
11/24/2011	More Police to be on the Highways this Thanksgiving-- <i>Crossville Chronicle</i>	x	x		x	x

11/25/2011	Heightened Traffic enforcement implemented over holiday weekend-- <i>Clarksville Business & Heritage</i>	x	x			x	x
11/25/2011	Checkpoints Abound in Tennessee over Holidays-- <i>Macon County Times</i>	x	x			x	x
11/25/2011	Thanksgiving travel expected to be up-- <i>TriCities.com</i>	x					
12/3/2011	Decrease in Traffic Fatalities Over Thanksgiving Holiday Weekend <i>Clarksville On Line</i>	x	x				x
12/5/2011	Impaired Drivers get extra attention from Clarksville police in December <i>Clarksville Leaf Chronicle</i>	x	x				
12/15/2011	Will Tennessee Ban Cell Phone Use in Cars?-- <i>New Channel 2</i>						x
12/15/2011	Ban on cell use urged-- <i>Times Free Press</i>						x
12/19/2011	Holidays focus of combined law enforcement saturation patrols <i>Business & Heritage Clarksville</i>	x	x	x			
12/19/2011	Officials don't expect cellphone ban in Tennessee or Georgia-- <i>Times Free Press</i>						x
12/23/2011	Sevierville Police Participate in Booze It and Lose It Campaign-- <i>Sevier County News</i>		x				
12/23/2011	Red Bank Police Department Steps Up DUI Patrols Over Holidays-- <i>The Chattanooga</i>		x				
12/27/2011	Police set Checkpoints-- <i>The Messenger, Northwest TN Today</i>		x				
12/28/2011	Holiday DUI Patrols set for Smokies Park, Blount, Sevier and Cocke counties-- <i>Knoxville News Sentinel</i>		x				
12/28/2011	MPD,GPD plan holiday checkpoints-- <i>NorhtWest TN Today</i>		x				

12/29/2011	States crack down on drunk drivers this holiday season-- <i>WDSI Fox 61, Chattanooga</i>		x			
12/30/2011	Police: Don't drink and drive-- <i>Jackson Sun</i>		x			
12/31/2011	Clarksville drivers warned to be sober or get pulled over-- <i>Clarksville Leaf Chronicle</i>		x			
12/31/2011	New year's warning: Drive safe and sober-- <i>Clarksville Leaf Chronicle</i>		x			
1/1/2012	Shelby County Sheriff, Memphis police receive safety grants-- <i>Memphis Commercial Appeal</i>					x
1/2/2012	Hamilton County Gets Grant For DUI Patrols-- <i>News Channel 9 Chattanooga</i>		x			
1/2/2012	Hamilton County Sheriff's Office Receives \$49,900 Grant-- <i>The Chattanooga</i>		x			
1/3/2012	Hamilton County Sheriff's Office receives \$49,000 grant to stop impaired drivers-- <i>Times Free Press</i>		x			
1/3/2012	Cooperating to safeguard drivers-- <i>Seymour Herald</i>		x			
1/3/2012	Police Saturation statistics released-- <i>Business & Heritage Clarksville</i>		x			
1/4/2012	Clarksville Police net 100 charges in New Year's weekend patrols-- <i>Clarksville Leaf Chronicle</i>		x			
1/4/2012	Local Law Enforcement agencies split \$1M grant-- <i>Suburban Community Newspapers</i>					x
1/5/2012	Sevierville police issue 59 citations during DUI saturation program-- <i>The Mountain Press.com</i>		x			
1/7/2012	Sevierville Police Issue 59 citations at saturation check points-- <i>Sevier County</i>		x			x

	News					
1/7/2012	Foothills Law Enforcement Coalition Releases Results From Holidays-- <i>Knoxville News Sentinel</i>		x			
1/9/2012	Campaign To Stop "Driving While Intoxicated"-- <i>News Channel 9 Chattanooga</i>					x
1/9/2012	Man driving 101mph arrested and charged with sixth DUI in Franklin-- <i>Williamson Herald</i>		x			
1/9/2012	Man driving 101 mph arrested for 6th DUI-- <i>Hobnob, Franklin, TN</i>		x			
1/13/2012	Tennessee records fewest traffic deaths since 1963-- <i>Times Free Press</i>	x	x			
1/25/2012	Study: Tennesseans Think Texting While Driving is as Dangerous as Drunken Driving-- <i>m.knoxnews.com</i>					x
1/26/2012	UT Poll: Testing while driving bad as drinking-- <i>The Tennessean</i>					x
1/27/2012	Editorial Unsafe at any speed: Texting, emailing while driving making roads far less safe-- <i>The Mountain Press</i>					x
1/29/2012	DUI checkpoint dedicated to family-- <i>WSMV Channel 4 News</i>		x			
1/30/2012	Editorial: Drivers Need to Drive, Not send test messages-- <i>Knoxville News Sentinel Mobile</i>					x
1/31/2012	Woman relives tragic crash as DUI checkpoint dedicated-- <i>The Tennessean</i>					x
2/4/2012	Police Stepping Up DUI patrols this weekend -- <i>Murfreesboro Daily</i>		x			
2/4/2012	Fans Don't Let Fans Drive Drunk This Super Bowl Sunday--		x			

	<i>Hobnob Franklin, TN</i>					
2/5/2012	It's a sobering fact: More women are driving drunk -- <i>Memphis Commercial Appeal</i>		x			
2/5/2012	State Editorial Roundup: Can't ignore texting while driving -- <i>Associated Press djc.com</i>					x
2/5/2012	Knoxville bars, law enforcement working to reduce drunk driving after Super Bowl-- <i>Channel 6 News Reporter, Jesse Lewis</i>		x			
2/13/2012	Police Plan Sobriety Checks-- <i>Bartlett Express</i>		x			
2/16/2012	Vehicles may limit what cell phones can do in future--- <i>WKRN Nashville, TN</i>					x
2/18/2012	Car Crashes are a leading cause of death for teens-- <i>TriCities.com</i>		x			
2/21/2012	Blount traffic fatalities up slightly in 2011-- <i>The Daily Times</i>		x			
3/25/2012	BADD posted a crashed car to promote safety-- <i>East Tennessean</i>	x	x			x
3/30/2012	UT Police Get Grants to Combat Drinking and Driving, Speeding on Campus-- <i>Tennessee Today (UT newspaper)</i>		x		x	x
4/2/2012	Clarksville saturation patrols result in three DUI arrests- <i>The Leaf Chronicle.com</i>		x			
4/5/2012	UT Police awarded traffic safety grants- <i>Knoxnews.com</i>					x
4/10/2012	Tennessee officials hope project prevents traffic fatalities-- <i>WATE Channel 6</i>				x	
4/11/2012	Traffic fatalities on the rise in Tennessee; officials hope new project reverses trend- <i>The Commercial Appeal</i>	x	x		x	

4/11/2012	Officials hope project prevents traffic fatalities-- <i>The Messenger</i>				x	
4/11/2012	"More Cops. More Stops."-bringing enhanced traffic safety enforcement-- <i>Business & Heritage Clarksville</i>				x	
4/11/2012	More cops. More Stops: Enforcement Campaign Targets Tennessee Roadways-- <i>The Chattanooga.com</i>				x	
4/14/2012	Sheriff joins 'More Cops More Stops' program-- <i>The Murfreesboro Post</i>				x	
4/19/2012	Franklin Police to Conduct DUI Checkpoint Booze it & Lose it!-- <i>The Hobnob Franklin</i>		x			
4/20/2012	Paris TN: Game show fun for safe driving at the Henry County High School in Paris, TN-- <i>The Paris Post-Intelligencer</i>					x
4/20/2012	UTPD boosts campus safety-- <i>The Daily Beacon</i>				x	
4/20/2012	More Cops, More Stops' campaign underway-- <i>The Herald-Citizen</i>				x	
4/20/2012	More Cops. More Stops' targets safety in April-- <i>The Hobnob Franklin</i>				x	
4/20/2012	Deputies join 'More Cops, More Stops'-- <i>DNJ.com</i>				x	
4/30/2012	Nearly 300 victims of crashes on Tennessee highways in 2012-- <i>WATE.com</i>	x				x
4/30/2012	Message Board Lists Highway Fatalities-- <i>WZTV FOX 17</i>	x				
4/30/2012	TDOT: Too many people are dying on Tennessee Roads-- <i>WSMV.com</i>	x				x
4/30/2012	New Signs A solemn Safety Reminder-- <i>WCYB.com</i>					x

4/30/2012	TDOT posts roadway fatality count on overhead signs-- <i>WKRN, Nashville</i>	x				
4/30/2012	Tennessee agencies take action after increase in highway fatalities-- <i>Jacksonsun.com</i>	x				x
5/1/2012	TN highway fatality count to appear on overhead signs-- <i>Tennessean.com</i>	x				x
5/1/2012	TDOT Hoping Daily fatality County Will Reduce Deadly Crashes-- <i>WREG.com</i>	x				x
5/1/2012	Tennessee Department of Transportation takes steps to prevent traffic fatalities.-- <i>TriCities.com</i>	x				
5/1/2012	Highway Fatalities Dramatically Increase-- <i>Seymourheald.com</i>					x
5/2/2012	Ticket Time-- <i>NWTN Today.com</i>	x				x
5/2/2012	TDOT Sending Message to Drivers-- <i>WCYB.com Sullivan County</i>	x				x
5/2/2012	THP, sheriff's office to set up driver checkpoints on Cinco de Mayo-- <i>Tennessean.com-Nashville, TN</i>	x	x			
5/3/2012	Buckle up and save a life - your own--- <i>The Daily Times, Maryville, TN</i>	x				x
5/3/2012	Roadway Fatalities Increase in 2012-- <i>NewsChannel5.com--Nashville, TN</i>					x
5/4/2012	Tenn. Traffic Deaths Up "Dramatically" in 2012-- <i>WMOT.org</i>	x				x
5/4/2012	Highway fatalities up, TSOT hopes awareness helps-- <i>WBIR.com Knoxville</i>					x
5/5/2012	6 arrested in Cinco de Mayo enforcement-- <i>WSMV Channel 4</i>		x			
5/6/2012	Ooltewah woman dies in I-75 crash-- <i>Cleveland Banner</i>	x				x

5/7/2012	Middle school students learn about driving through interactive program-- <i>WBIR.com Knoxville</i>					x
5/8/2012	Department of Safety & Homeland Security & Tn. Highway Patrol Promote Motorcycle Safety Awareness Month-- <i>The Chattanooga.com</i>					x
5/8/2012	New highway signs show number of motorcycle fatalities-- <i>WBIR.com Knoxville</i>					x
5/9/2012	TDOT: Traffic fatalities up 13%-- <i>dnj.com Daily News Journal</i>	x				
5/9/2012	TDOT promotes road safety on overhead signs-- <i>WKRN News 2</i>	x				x
5/9/2012	Death toll soars on Tennessee's roads- Alarmed Tennessee officials seek ways to improve safe-- <i>The Tennessean</i>					x
5/9/2012	TDOT: Fatality sparks safety solutions-- <i>The Tennessean.com</i>					x
5/9/2012	Sobriety check nets DUI arrest, 49 citations-- <i>The Daily Times.com</i>		x			
5/9/2012	Traffic Fatalities on the rise in Tennessee-- <i>WSMV.com Channel 4</i>	x	x			
5/9/2012	How many young men are we going to lose?-- <i>The Paris Post-Intelligencer</i>	x	x			
5/10/2012	Department of Safety & Homeland Security, Tennessee Highway Patrol Promote Motorcycle Safety Awareness Month-- <i>Hobnob, Franklin, TN</i>					x
5/10/2012	Click IT or Ticket Enforcement to Booze Seat Belt Use--Day And Night--- <i>The Chattanooga.com</i>	x				
5/11/2012	TN fatality board a warning to motorists, distraction to some-- <i>The Tennessean.com</i>					x
5/11/2012	Click it or Ticket Enforcement to Booze Seat Belt Use--Day	x				

	and Night-- <i>Hobnob, Franklin, TN</i>					
5/13/2012	Widener: Tributes clicking for Tony-- <i>Times Free Press.com</i>	x	x			
5/14/2012	Traffic fatalities on the rise in state-- <i>The Associated Press</i>	x	x			
5/16/2012	Gail Kerr: Highway fatality signs are a sobering reminder to drive safely-- <i>The Tennessean.com</i>	x				
5/16/2012	Buckle Up' message not being heard-- <i>The Tennessean.com</i>	x				
5/16/2012	Sobriety checkpoint in Cool Springs announced-- <i>Brentwood Homepage.com</i>		x			
5/16/2012	Day & Night: Click It or Ticket Ramps Up May 24-- <i>The Cannon Courier.com</i>	x				
5/16/2012	Vanderbilt Trauma Nurses Initiate Pledge Against Distracted Driving-- <i>Newswise.com--Vanderbilt University Medical Center</i>					x
5/20/2012	Tennessee Highway Patrol increases seatbelt law enforcement-- <i>WATE.com Channel 6</i>	x				
5/21/2012	Crashes with Police in Tennessee, Georgia injure hundreds every year-- <i>Times Free Press.com</i>					x
5/21/2012	Law Enforcement cracks down as traffic picks up-- <i>Daily News Journal.com</i>	x				
5/21/2012	2 Injured in I-65 motorcycle crash-- <i>News Channel 2</i>					x
5/21/2012	Clarksville Saturation patrols result in 53 charges-- <i>The Leaf Chronicle.com</i>		x			
5/21/2012	Checkpoints will target drunk drivers in Greater Memphis-- <i>The Commercial Appeal</i>		x			
5/21/2012	UCPD joins Click It or Ticket to boost seat belt usage in state --	x				

	<i>Northwest Tennessee Today.com</i>					
5/23/2012	THP to enforce seat belt usage this Memorial Day Weekend-- <i>The Murfreesboro Post</i>	x				
5/23/2012	Group warns of increase in motorcycle deaths -- <i>WSMV.com Channel 4</i>					x
5/24/2012	Tennessee Highway Patrol emphasizes safe driving -- <i>Johnson City Press.com</i>	x	x			
5/24/2012	State Reports Show Speeding Not a Significant Cause of Accidents -- <i>The Newspaper.com</i>					x
5/24/2012	THP to Enforce Seat Belt Usage this Memorial Day Weekend -- <i>The Hobnob, Franklin, TN</i>	x				
5/25/2012	Law Enforcement Increases Patrols Over Holiday Weekend-- <i>NewsChannel5.com</i>		x			
5/25/2012	Police Increase patrols for Memorial Day Weekend -- <i>WSMV-TV News Channel 4</i>	x	x			
5/26/2012	Editorial: Memorial Day getaways require buckling belts -- <i>Daily News Journal.com</i>	x				x
5/28/2012	Motorcycle riders: "Please look twice and save a life" -- <i>WRCBTV.com</i>					x
5/28/2012	Drivers Are Dying Much Too Frequently-- Please Drive Safely -- <i>Cookeville Times</i>	x				
5/28/2012	Motorcycle fatalities rise across state, instructors concerned - <i>WKRN News Channel 2.com</i>					x
5/31/2012	159 charges doled out in Montgomery County during heightened weekend patrols-- The leaf Chronicle.com		x			
5/31/2012	Fewer traffic fatalities reported over Memorial Day weekend-- <i>WKRN News Channel2</i>					x

6/4/2012	Car Seat Program keeps kids safer-- <i>The Cleveland Banner.com</i>			x		
6/5/2012	Local Officers Provide Helping Hands-- <i>The Cannon courier.com</i>	x				
6/5/2012	Franklin Police to Conduct DUI Checkpoint-- <i>Franklin Hobnob</i>		x			
6/5/2012	State Surveys Road After Fatal Crash-- <i>WREG.com</i>					x
6/7/2012	Franklin DUI Checkpoint--Insures Your Safety -- <i>The Williamson Source.com</i>		x			
6/7/2012	Federal, State programs target distracted driving-- <i>WBIR.com Knoxville</i>					x
6/17/2012	Repeat DUI Offenders: Can they be stopped?-- <i>Knoxnews.com</i>		x			
6/18/2012	The Dragon' continues its deadly reputation-- <i>WATE.COM</i>					x
6/22/2012	Dragon Speed Enforced via Blount Officer Saturation-- <i>WBIR-Knoxville</i>				x	
6/23/2012	Sheriff's Office saturates Dragon with extra enforcement- <i>The Daily Times Blount County</i>				x	
7/2/2012	No Refusal:THP Enforcing New DUI Law- <i>Cannon Courier</i>		x			
7/2/2012	THP has a deal drivers simply cannot refuse- <i>The Daily News Journal</i>		x			
7/2/2012	July 4 holiday is the deadliest for teens- <i>WSMV Nashville</i>					x
7/2/2012	Bradley County Focus of No Refusal Enforcement- <i>News Channel 9</i>		x			
7/2/2012	TDOT to halt construction lane closures for holiday- <i>WKRN News 2-Nashville</i>					x
7/2/2012	Construction won't slow July 4th travelers in <i>TN-101.5 FM WNWS</i>					x

7/2/2012	Police plan "No Refusal" enforcement in Maury Co.-		x			
	<i>Columbia Daily Herald</i>					
7/3/2012	"No Refusal" enforcement campaign targets impaired drivers in state-NWTN Today		x			
7/3/2012	Drivers Complain about lack of HOV lane enforcement-WSMV Nashville					x
7/4/2012	TN Roadway Fatalities- Fox 17-Nashville					x
7/6/2012	Distracted driving should carry harsher punishment- Johnson City Press					x
7/7/2012	TN road deaths surpass 500-Tennessean					x
7/9/2012	Counselors see more women arrested for DUI-News 2-Nashville		x			
7/12/2012	THP has extra patrols in construction zone on Highway 75-WCYB Sullivan County				x	
7/16/2012	DUI suspected as driver crashes into I-24 construction site-WSMV Nashville		x			
7/23/2012	Study finds fewer teen drivers on road-News 2 WKRN Nashville					x
7/24/2012	"No Refusal" law enforcement is under way here-Cleveland Daily Banner		x			
7/24/2012	Police plan "No Refusal" enforcement in Maury Co.- Herald Columbia Daily		x			
7/25/2012	Driver facing multiple chargers after two SUI crashes with child in car-Hobnob Franklin		x			
7/26/2012	11 deaths recorded on OC roads in 2012-NWTN Today					x
7/26/2012	More Cops More Stops program underway in TN-WRCB TV 3 Chattanooga				x	
7/26/2012	More Cops More Stops campaign starts-Cannon Courier				x	

7/26/2012	More Cops More Stops program underway in TN- <i>Times Free Press</i>					
7/28/2012	Clarksville police conducting DUI checkpoints- <i>The Leaf Chronicle Woodbury TN</i>		x			
7/31/2012	Identities of those killed in I-40 crash could be released Tuesday- <i>WMCTV Memphis</i>					x
7/31/2012	Seat Belts- A way of living in TN- <i>The Williamson Source</i>					x
8/5/2012	When it comes to safety, TN fails road test- <i>Unknown Media Source</i>					x
8/10/2012	More Than 600 Have Died on Roadways in 2012- <i>Unknown Media Source</i>					x
8/11/2012	Governor's Group Selects Nashville for 2014 Meeting- <i>WSMV</i>					x
8/14/2012	TN Road deaths climb to 613, an increase from 2011- <i>Unknown Media Source</i>					x
8/15/2012	Law Enforcement emphasizes Booze It, Lose It campaign- <i>Unknown Media source</i>		x			
8/20/2012	Modifying Driving habits will reduce fatalities- <i>Tennessean</i>					x
8/21/2012	TN Teen's Death inspires anti-drowsy message- <i>Johnson City Press</i>					x
8/28/2012	A tall of tragedy on our highways- <i>Knoxville News Sentinel</i>					x
9/12/2012	Mother looks to make Dragon Safer- <i>The Daily Times-Blount County</i>					x
9/7/2012	TN Law Enforcement Agencies Earn Statewide, National Honors- <i>TDOT Office</i>					x
9/16/2012	"It Can Wait: Pledge is Wednesday; hopes to end texting while driving. <i>The Tennessean</i>					x

9/18/2012	Don't Speed, text or sleep behind the wheel- <i>Unknown Media Source</i>					x
9/18/2012	Rutherford nets highway safety grants- <i>The Daily News Journal</i>					x
9/19/2012	Haslam awards \$16.2 million in Highway Safety Grants-- <i>WRCB TV</i>					x
9/19/2012	Hawkins County police receive highway safety grants- <i>Time News</i>					x
9/19/2012	Area Awarded several grants from TN Highway Safety Office- <i>WJHL</i>					x
9/20/2012	Gov. Haslam awards \$18.1 M in Tennessee highway safety grants- <i>WATE Ch. 6</i>					x
9/20/2012	Tennessee Highway safety grants awarded- <i>Time Free Press</i>					x
9/21/2012	Local Communities awarded safety grants- <i>NWTN Today</i>					x
9/26/2012	Weekend saturation patrols results in 109 charges- <i>Clarksville Business and Heritage</i>				x	
9/26/2012	Grant intended to improve road safety- <i>Columbia Daily Herald</i>				x	
9/27/2012	GPD wins Tahoe from safety office- <i>Gallatin News Examiner</i>				x	
9/27/2012	Watson Applauds Governor's Highway Safety Awards for Meigs and Polk Counties- <i>The Chattanooga</i>				x	
10/1/2012	New Traffic Safety Website in TN- <i>News Channel 19</i>					x
10/3/2012	Governor's Highway Safety Office Launches New Website- <i>Hobnob-Franklin</i>					x
10/9/2012	First Lady to celebrate road safety mascot- <i>Herald-Citizen</i>	x				
10/9/2012	Ollie the Otter gains national attention, receives local support-	x				

	<i>Herald- Citizen</i>					
10/9/2012	State law enforcement awards announced- <i>The Jackson Sun</i>					x
10/11/2012	First Lady visits to boost Ollie the Otter- <i>Hobnob-Franklin</i>	x				
10/11/2012	Report urges more training for teen drivers- <i>The Tennessean</i>					x
10/24/2012	Speeding Problems in Chattanooga addressed- <i>WDEF</i>					x
10/24/2012	Fatal Crash along the Dragon brings 2012 total to four- <i>WBIR-Knoxville, channel 4</i>					x
10/24/2012	THP set to crack down on Impaired Driving as fatalities increase- <i>Chattanooga</i>					x
10/31/2012	Police Chief receives Director's Award- <i>The Leaf Chronicle</i>					x
11/4/2012	BA Students learn texting while driving can wait- <i>Franklin News</i>					x
11/13/2012	DUI grant helps MPD crack down on offenders- <i>Herald-Citizen, Cookeville</i>		x			
11/21/2012	Don't be a Statistic- Editorial- <i>Commercial Appeal</i>					x
11/21/2012	Law Enforcement ramping up for holiday travel- <i>The Tennessean</i>		x			
11/21/2012	THP Plans Heavy Presence this Thanksgiving Holiday- <i>News Channel 2 Nashville</i>		x			
12/3/2012	Do Highway Safety billboards really help drivers? <i>WATE Channel 6 News Knoxville</i>					x
12/3/2012	THP announces results of Thanksgiving "No Refusal" DUI effort- <i>WRCB TV Channel 3 Chattanooga</i>		x			
12/4/2012	Message boards on interstate reflect grim reality- <i>News 2</i>					x

	<i>Nashville</i>					
12/4/2012	TDOT Smart Way boards show 2011-2012 fatality comparison- <i>WBIR-NBC Knoxville</i>					x
12/5/2012	Tennessee to Remember Victims of Impaired Driving- <i>Hobnob Franklin</i>					x
12/12/2012	Motorcycle Officer Honored- <i>Star News Hendersonville</i>					x
12/13/2012	TDOT Launches Holiday "Booze It and Lose It" Tomorrow- <i>WKSR- Pulaski</i>		x			

MEDIA EVALUATION

INTRODUCTION

Fourteen thousand and thirty one (14,031) people have lost their lives on Tennessee roads since 2000 according to the Tennessee Department of Safety Fatality Report. While the yearly figures have been declining steadily, except for 2010, the number of lives lost on our roadways is still too high. From 2006 – 2010 the total number of alcohol related fatalities was 1,679. Alcohol related crashes averaged nearly 9,500 between the years 2003-2007. Speeding related crashes averaged 8,320 between the years 2007-2011. Clearly driver behavior contributes greatly to fatalities and crashes across Tennessee. The goal of media campaigns like *Click It or Ticket* and *Booze It and Lose It* is to reinforce to drivers and passengers the importance of using the appropriate safety restraint device and not driving while under the influence of alcohol or drugs. It is likely that the numerous programs and initiatives implemented and supported by the GHSO have been a factor in the fatality reduction in previous years.

The Governor's Highway Safety Office (GHSO), through a federally funded program with the National Highway Safety Transportation Administration (NHSTA), develops and implements media campaigns that target unsafe behavior on the road to warn Tennesseans of the dangers and consequences of such behavior. GHSO's goal is to mitigate crashes and fatalities by modifying perceptions and ultimately behavior. To help measure the effectiveness of these campaigns, The University of Tennessee Center for Transportation Research (CTR) conducted telephone surveys on behalf of the GHSO between November 2011 and September 2012. This effort is a part of a continuing relationship since 2004 when the CTR began conducting telephone interviews for GHSO.

Since 2006, data collection has been scheduled to coincide with media buys throughout the year because of the NHTSA guidelines that state campaigns totaling more than \$100,000 must have supporting data collection to document exposure to the message. *Booze It and Lose It* was evaluated twice during the 2010-12 grant year. First was during the Thanksgiving and Christmas holidays and then late summer around Labor Day. Additionally, the *Click It or Ticket* campaign which ran from mid-May to early June was evaluated.

EXECUTIVE SUMMARY

A total of 4,446 surveys were completed between November 1st 2011 and September 30, 2012. Of these 2,420 were used to evaluate the three media campaigns. The remaining 2,026 surveys were oriented to the AAA Foundation Safety Culture Survey in Tennessee and those results will be presented in a separate report. A portion of the Safety Culture surveys were funded by another grant in order to collect more surveys.

When respondents were asked if they had seen or heard* an anti-drinking and driving message, 72% indicated yes. This is slightly lower than last year's data (77%). When the respondents who reported that they had seen or heard a specific slogan were asked to recall a slogan, 35% indicated they could. This is the same as last year. When asked what this specific slogan was, *Booze It and Lose It* was recalled by 52% (or 13% of the total sample) of those who said they could recall an anti-drinking and driving message.

Respondents were also asked if they had seen or heard a seatbelt message in the past *30 or 60 days; 56% indicated they had, which is down slightly from 60% for last year. Over one third of those interviewed said they could recall a specific message regarding seatbelts. When asked to name a slogan, *Click It or Ticket* was named by 84% of those who said they could recall a seatbelt slogan. (29% of the total sample)

As expected, when survey participants were read a list of slogans the recognition rates are higher than recall rates where respondents have to remember a slogan. This pattern has been consistent throughout the years and will be discussed later in the report as specific campaigns are evaluated.

Self-reported seatbelt use while driving is fairly consistent to findings in recent years with 83% indicating they always wear their seatbelt when driving while 88% said they always wear their seatbelt when a front seat passenger.

TENNESSEANS' PERCEPTIONS OF VARIOUS DRIVER BEHAVIORS

The 1,618 respondents from the *Booze it and Lose it* campaigns were asked if they thought driving felt safer, less safe or about the same as it did five years ago. Nearly 60 percent indicated that driving felt less safe. Roughly 20 percent thought it was about the same and only eight percent felt driving was safer.

The 954 respondents who reported driving felt less safe were asked why they felt this way. The respondents were **not** read a list as in years past; these answers reflect their opinion unaided. Behavior that had a distracted component (drivers using a cell phone and distracted drivers) got the most mentions. The respondents could name up to three behaviors that came to mind. Their responses are shown in the Table 1.

Behavior	%	n
Drivers using cell phones	36%	345
Aggressive / impatient drivers / road rage	18%	168
Drivers distracted/not paying attention	33%	315
More traffic / more cars on the road	27%	259
Drivers text messaging	25%	240
Speeding / driving too fast	12%	118
Drunk driving / alcohol	9%	83
Higher speed limits	1.5%	14

Table 1– Perceptions about threat level from specific driving behaviors

The 191 respondents who reported that driving felt safer were asked why they felt this way. The following graph shows the breakdown of their responses. Again, they could mention up to three reasons. Tougher laws, better enforcement and safer cars got roughly 30% each of the responses.

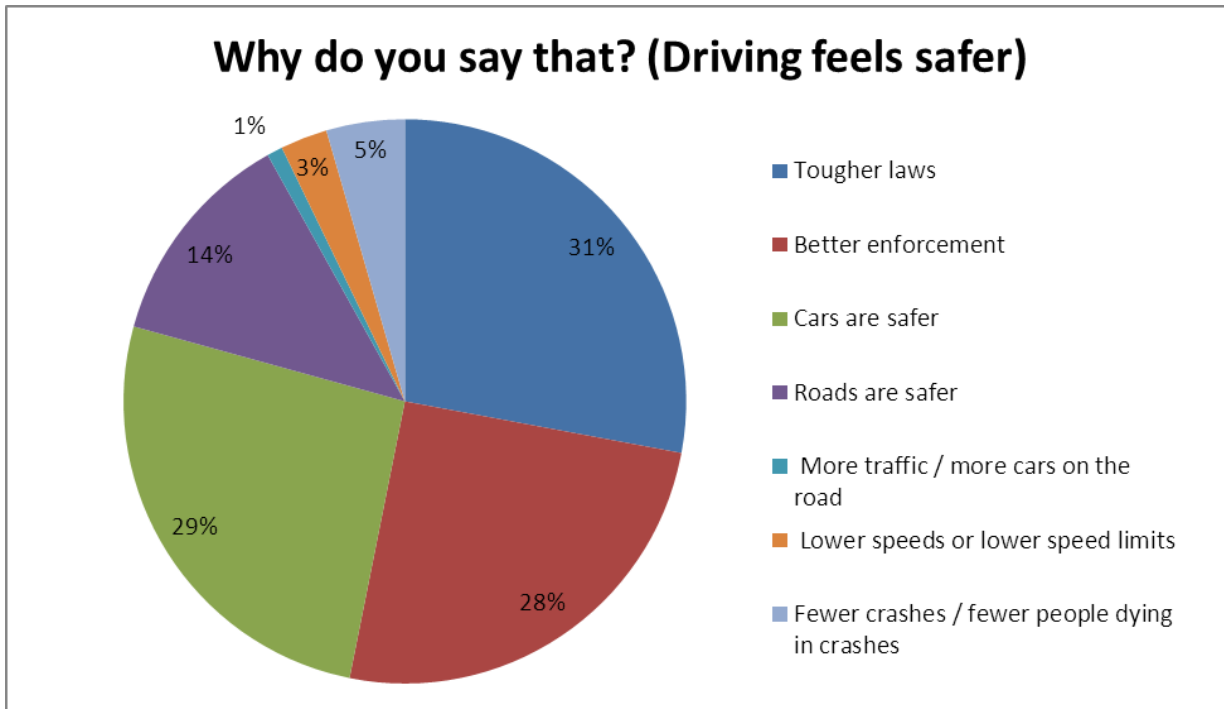


Figure 1 – Reasons given as to why driving feels safer

Respondents were asked to pick one behavior that they thought caused the MOST automobile crashes each year. The list that was read to them was:

1. TALKING ON A CELL PHONE
2. TEXT MESSAGING OR E-MAILING
3. CHANGING THE RADIO STATION OR CD PLAYER
4. TALKING WITH SOMEONE ELSE IN THE VEHICLE
5. DISCIPLINING KIDS IN THE VEHICLE
6. DRIVING WHILE IMPAIRED

Text messaging got the highest response with 45%; the next highest response for automobile crashes was driving while impaired at 32%.

Respondents were asked about how much of a threat certain driver behaviors were to their personal safety. They were randomly asked three questions out of a list of six behaviors. Table 2 shows the breakdown.

Behavior	Very serious threat	Somewhat serious threat	A minor threat	Not a threat
Drivers text messaging or emailing	82%	15%	2%	<1%
Driving after drinking alcohol	83%	14%	3%	<1%
Driving while sleepy	55%	32%	9.5%	2%
Drivers talking on cell phones	53%	35%	10%	2%
Aggressive driving	53%	36%	8%	2%
Driving well over the speed limit	47%	38%	12%	3%

Table 2– Perceptions about threat level from specific driving behaviors (n = 1081 – 1141)

DRIVING BEHAVIORS

GHSO and NHSTA are also interested in driver's behavior on the road, and for the second year several questions recommended by NHTSA were asked of our survey respondents. They had recommended 10 questions however, a number of these questions were currently being asked in similar wording in the GHSO Tennessee survey, so that only the following were added to the existing survey.

SPEEDING

1. On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 mph?
2. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 65 mph?
3. In the past 30/60 days have you read, seen or heard anything about speed enforcement by police?
4. What do you think the chances are of getting a ticket if you drive over the speed limit?
5. In the past 30/60 days have you seen or heard anything about seatbelt law enforcement by police?

Nearly half (46%) of the respondents indicated they **rarely** drove over the speed limit of 35 mph. However, three out of 10 drivers indicated they drove faster than 35 mph **most** or **half** of the time. When referring to a speed limit of 65 mph, 37% of the respondents indicated they drove faster **most** or **half** of the time. Thirty-five percent indicated they **rarely** drove faster than the posted 65 mph and 27% said they **never** exceeded the 65 mph speed limit.

Nearly 50% of the respondents had heard of speed enforcement by police in the previous 30 or 60 days. Six out of 10 respondents indicated that they had NOT heard or seen anything in the past 30/60 days about seatbelt law enforcement by police. However, 77% indicated that it would be almost certain, very likely or somewhat likely that they would be ticketed for driving over the speed limit.

CELL PHONE AND TEXTING BEHAVIOR

Respondents were asked: *In the past 60 days have you used text messaging or email on your cell phone while driving a vehicle?* Only 10% (n=234) revealed they do text while driving. When asked about the frequency of this behavior, 21% indicated they do this every day and another 10% said they text/email while driving nearly every day. In addition, 19% of those surveyed indicated they had been in the car when the driver was texting or talking on a cell phone.

Slightly over one third (36%) of the respondents said they frequently or occasionally talked on a cell phone while driving. This is about the same as last year.

SEATBELT HABITS AND USAGE

Half the respondents were asked about their seat belt use while driving and half were asked about usage when a front seat passenger. Self-reported seatbelt use while driving is fairly consistent to findings in recent years with 83% indicating they always wear their seatbelt when driving while 87% said they always wear their seatbelt when a front seat passenger. *See Figure 1.* Although not shown here, seat belt usage rates of front seat passengers were very similar to those of drivers. Interestingly, we find that data from the statewide seatbelt observational study conducted each year shows that overall 87% of Tennesseans are actually wearing their seatbelts.

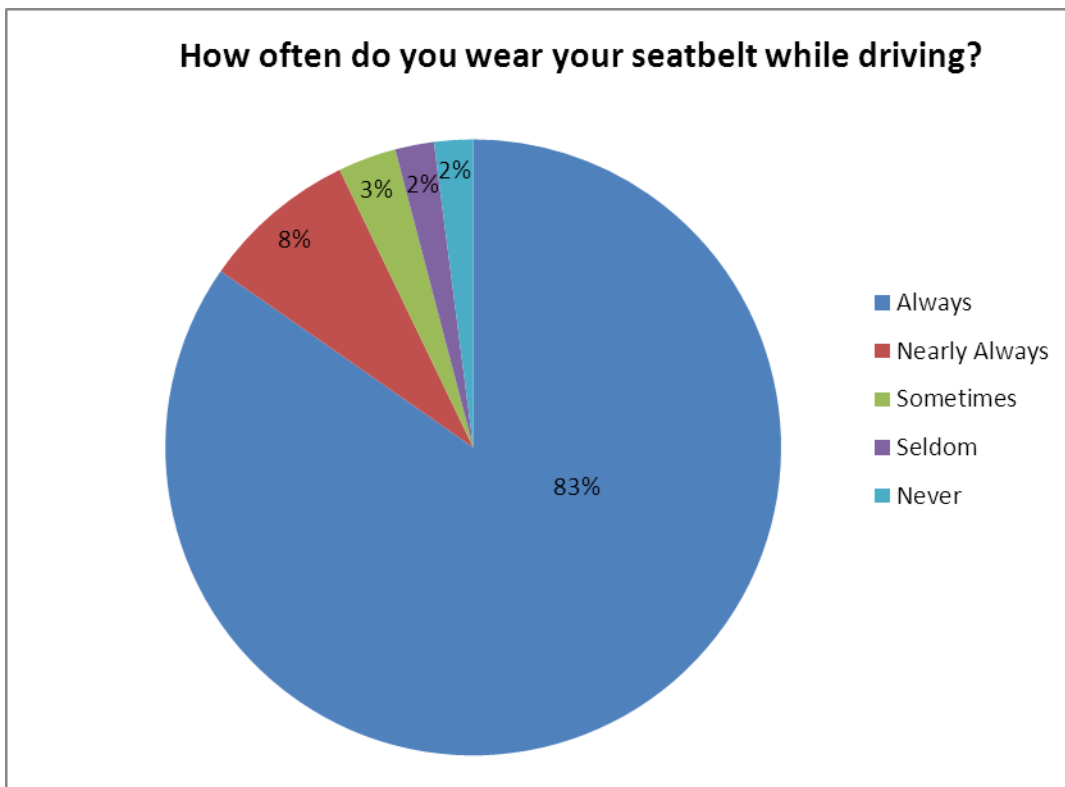


Figure 2: When driving a motor vehicle, how often do you wear a seatbelt?

Respondents were asked about the frequency of their seatbelt use in the past 12 months. An overwhelming majority (91%) indicated their seatbelt use had stayed the same. Eight percent (n=192) indicated it had increased in the past 12 months, of these, one third indicated the reason for the increase was they had become more aware of safety issues. When asked how likely it would be to receive a ticket for not wearing a seat belt over the next six months 33% of the respondents said it was *very likely*. Another 29% indicated it was *somewhat likely*. Yet roughly 35% of respondents said that it was either *somewhat unlikely* or *very unlikely* that they would receive a ticket for not being belted while in a car.

DRINKING AND DRIVING PERCEPTIONS

The majority of the respondents in this survey, 70% indicated they had not had a drink in the past 60 days. The remaining 30% who had indicated they had drunk alcoholic beverages in the past 30 or 60 days were asked a series of questions to measure their perceptions of the effectiveness of efforts to curb drinking and driving. Over 60% of these respondents saw the current laws as “very effective” or “somewhat effective”, yet 25% saw current practices as “somewhat ineffective” or “very ineffective”.

These same respondents were also asked some questions about drinking and driving behaviors. Nearly 16% (79) responded they had driven within two hours after drinking some type of alcoholic beverage in the past 30 or 60 days. Nearly a third responded they had driven within two hours of drinking on one occasion and 25% on two occasions.

Additional questions were asked to determine driving habits after alcohol usage and reasons for not drinking and driving. One third indicated they had deliberately avoided driving after drinking alcoholic beverages and nearly 30% of the respondents stated the reason for this decision was to “avoid serious injury to self or others.” Roughly one third (36%) (down from 43% last year) thought the chances of getting arrested after drinking and driving was “almost certain” or “very likely.” Another 40% indicated the chances of getting arrested were “somewhat likely”. The remaining 21% expressed it would be “somewhat unlikely” or “very unlikely” to get arrested after drinking and driving.

BOOZE IT AND LOSE IT HOLIDAY CAMPAIGN

The *Booze It and Lose It* campaign ran from November 23, 2011 through January 2, 2012. We conducted data collection in two phases for this campaign. We conducted the survey for a “Pre”

timeframe from November 11, 2011 to November 23, 2011 and then a “Post” timeframe from Jan. 2 through January 12, 2012. A total of 821 surveys were collected during this campaign. In order to measure exposure to the media campaign, respondents were asked to report if they had read, seen or heard any messages discouraging people from driving after drinking alcohol in the past 60 days. According to the analysis of the data collected from November 11th, 2011 to January 12th, 2012 nearly 75% of the respondents indicated they had seen or heard a message about drinking and driving (this is down slightly from last year’s figure of 83%). From this number, 38% indicated that they could recall an anti-drinking and driving message. When those who said they could recall an anti-drinking and driving message were asked to recall a specific message, 53% recalled *Booze It and Lose It*. All respondents were then presented with a list of specific slogans and asked if they recognized them. Over two thirds (65%) of the participants recognized *Booze It and Lose It*. This slogan received the highest percentage from the list.

The data were analyzed for two time periods only this year – *pre*, and *post* campaign. For the *Booze It and Lose It* campaign *pre* is defined as November 11 to November 23, and the *post* timeframe was January 2 to January 12. When asked about seeing or hearing an anti-drinking and driving message 66% of respondents in the *pre* time frame, and 82% for the *post* period indicated they had in fact been exposed to such a message. Figure 2 shows data from 2010 to 2012. Note: there was no data collection during the actual campaign timeframe for 2012.

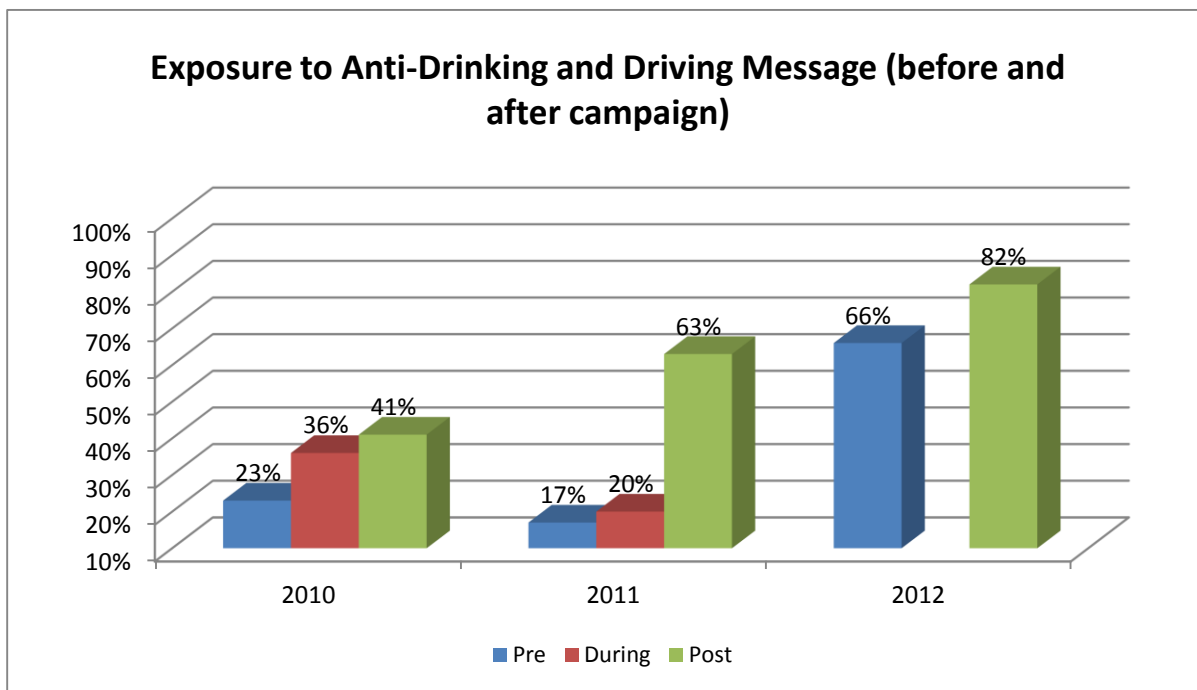


Figure 2: In the past 30/60 days have you read, seen or heard any messages discouraging people from driving after drinking alcohol (by campaign timing)?

When asked to specifically recall such a message, 38% in both the *pre* timeframe, and the *post* timeframe could name *Booze It and Lose It*. When respondents were presented with a list of slogans, the number of those recognizing *Booze It and Lose It* jumped significantly to 63% in the *pre* timeframe and 67% in the *post* timeframe. See Figure 3. Note: there was no data collection during the actual campaign timeframe for 2012.

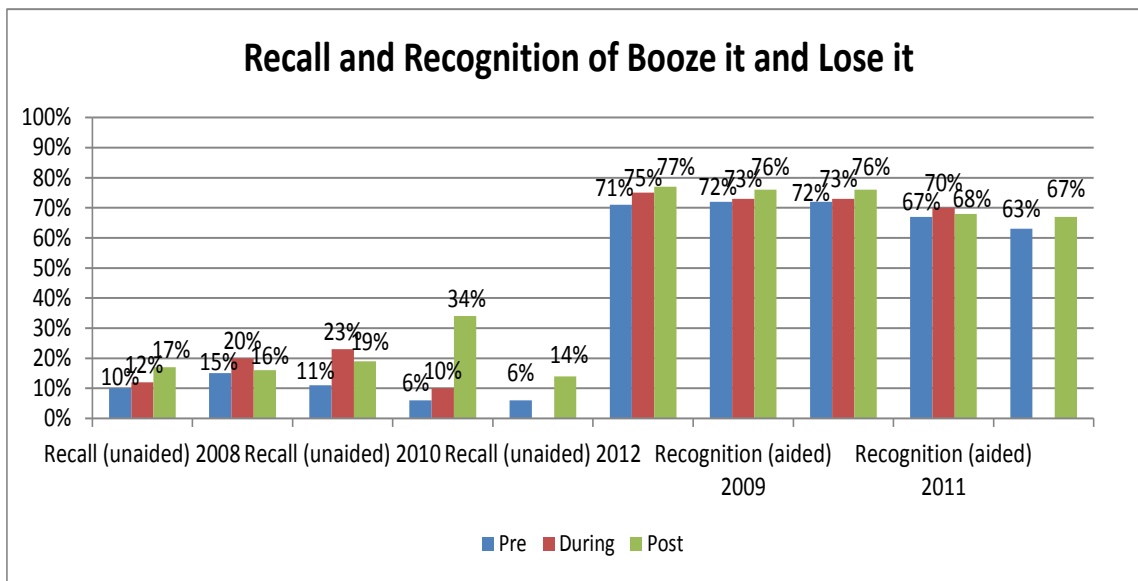


Figure 3: Which of the following slogans do you recall seeing or hearing in the past 30/60 days?

Males, specifically those under 30, are targeted in the GHSO media campaign *Booze It and Lose It*. In fact, our research shows that males have consistently had a higher recall and recognition rate than females. See Figure 4.

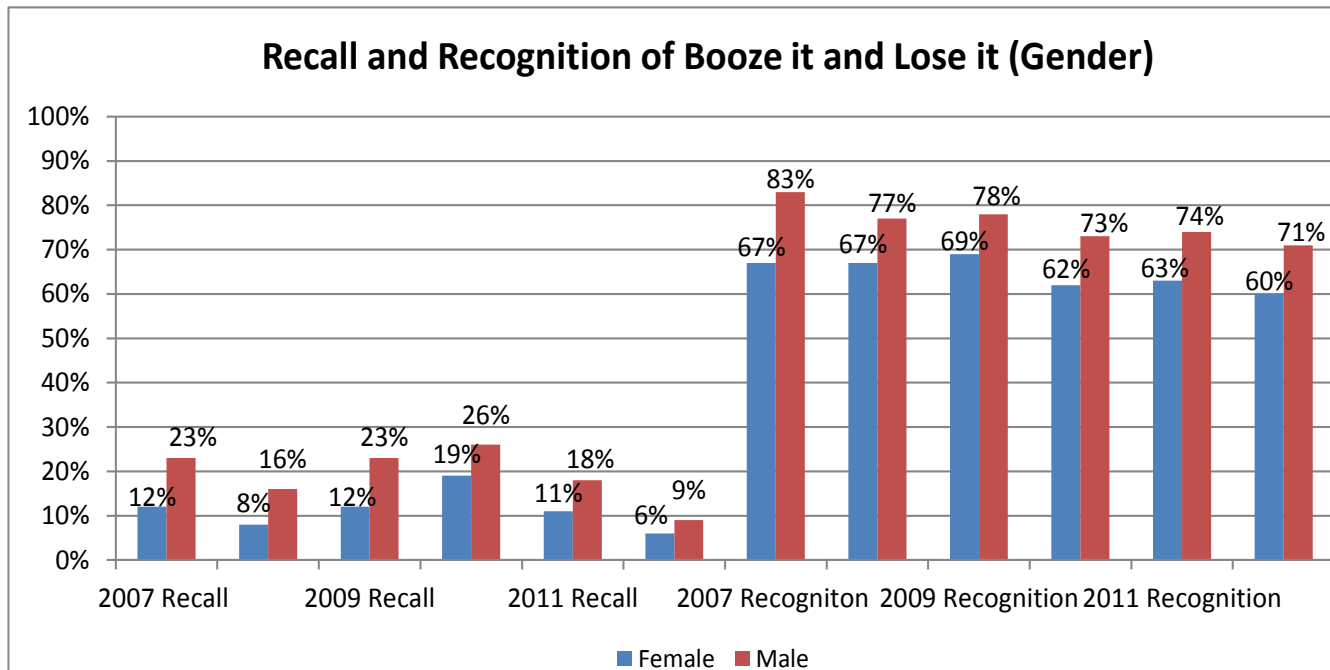


Figure 4: Which of the following slogans do you recall seeing or hearing in the past 60 days? (by gender)

The survey results regarding exposure to an anti-drinking and driving slogan by age indicate a fairly consistent response across all age categories. However, the exposure to the messaging is slightly lower this year than last. See Figure 5.

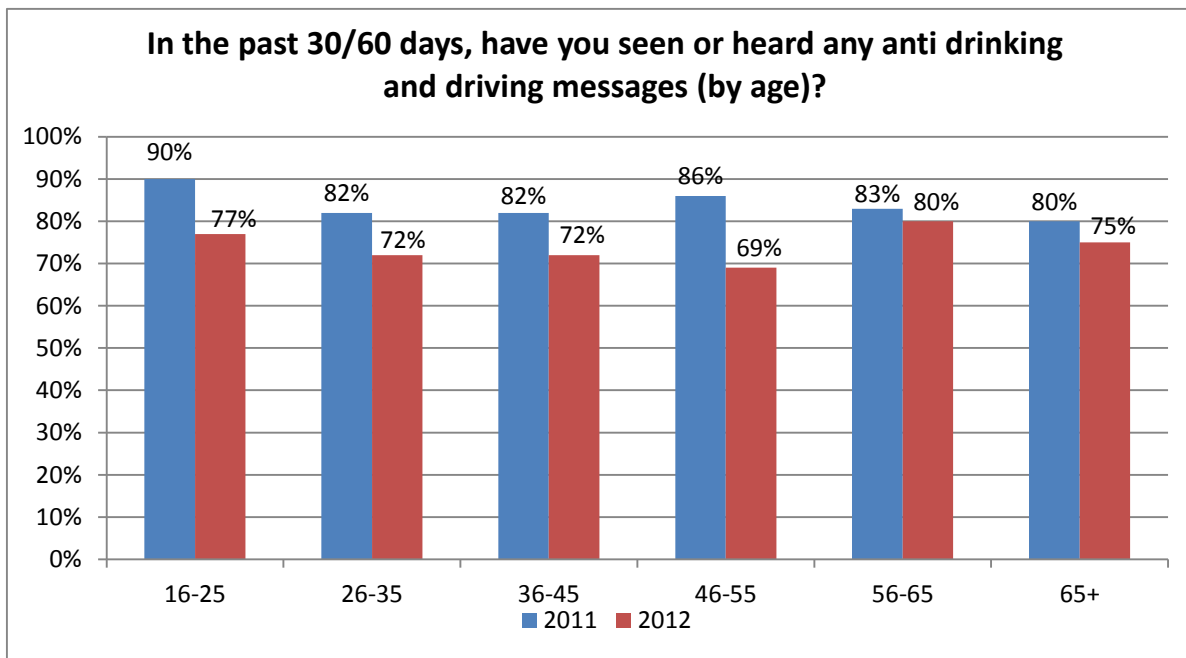


Figure 5: In the past 30/60 days, have you seen or heard any anti-drinking and driving messages (by age)?

Respondents were asked if the number of anti-drinking and driving slogan messages they had seen or heard in the previous 30/60 days were more than usual, about the same or less than usual. Nearly 30% of the respondents indicated the number of messages seen/heard were more than usual, over 60% indicated it was about the same and five percent said they had heard or seen fewer than usual. The expectation is to see an increase in those who said “more than usual” after the campaign period is over and this indeed was the case as that number did double. *Figure 6* breaks down the results by campaign time period.

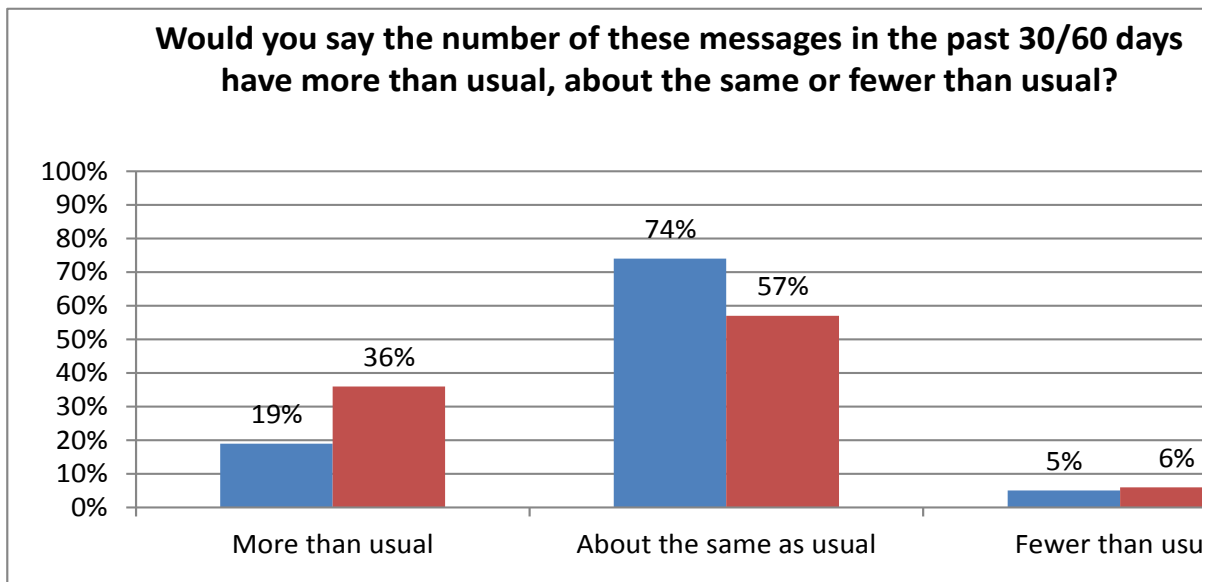


Figure 6: Would you say the number of these messages in the past 30/60 days have more than usual, about the same or fewer than usual?

CLICK IT OR TICKET CAMPAIGN

The *Click it or Ticket* campaign ran from May 14th to June 3rd and a total of 801 surveys were completed. Data was collected in two time periods. The “Pre” ran from May 4th through May 14th. The

“Post” timeframe began after the campaign was over and data was collected from June 4th through June 13th.

Two thirds (64%) of the respondents indicated they had heard a seat belt message in the past 30 or 60 days and of these, 63% said they could recall a seat belt slogan. Nearly 90% of those respondents who said they had heard a seatbelt message in the past could recall without prompting the *Click It or Ticket* slogan. All respondents were then presented with a list of slogans and *Click It or Ticket* was recognized by 74% of the entire sample, which is almost identical to the 2010 campaign results.

When those who said they could recall a seatbelt message were asked to name this message (unaided) 81% in the “Pre” timeframe and 91% in the “Post” timeframe named *Click It or Ticket*. As expected, the ability to recall a seatbelt message increased as exposure to the message increased. The same pattern emerged when all respondents were given a list of slogans to “recognize”. *Click It or Ticket* garnered 69% for the pre time frame and 78% for the post period.

In Figure 7 below, the number of respondents who indicated they had heard or seen a message encouraging them to wear their seatbelts in the pre, during and post timeframes is shown. Note that in 2012 data was not collected in the “During” timeframe. The numbers have stayed fairly consistent over the previous five years and again there is more often an increase in the awareness when exposure to the messages extends over a period of time as shown in the “post” timeframe.

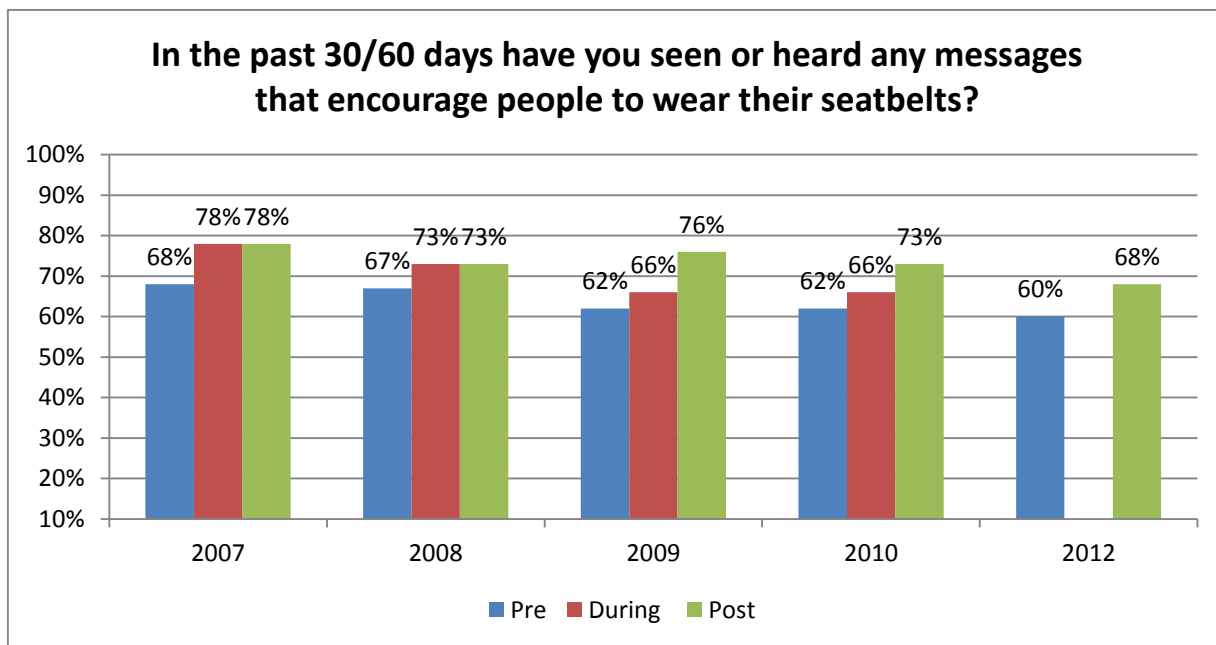


Figure 7: In the past 30/60 days have you seen or heard any messages that encourage people to wear their seatbelts?

A series of questions was asked regarding seatbelt usage. An overwhelming majority, 92% of the respondents, reported that they “always or nearly always” wear a seat belt while driving a vehicle and 94% said they “always or nearly always” wear a seat belt as a front seat passenger. The respondents were asked to self-report if this usage had changed over the past 12 months. A large number, 92% of the overall respondents, indicated that their behavior had NOT changed, while 8% indicated their seatbelt use had increased. In Figure 8, seatbelt usage is broken out by age. Overall, the reported usage rates are fairly consistent among all the age categories and there is an increase in usage from the 2010 data. However, it’s interesting to note that the biggest increase in reported seatbelt usage is with the 16-25 year olds.

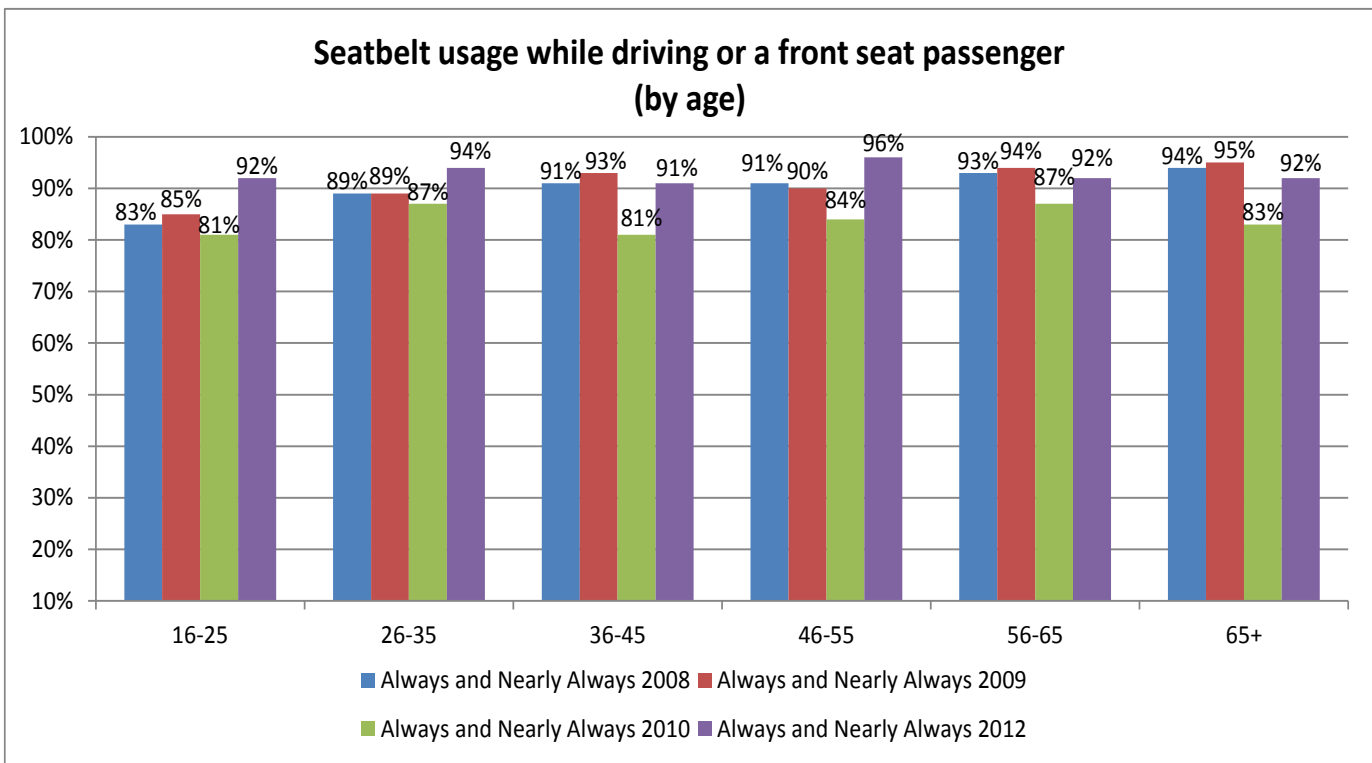


Figure 8: How often do you wear a seatbelt while driving or a front seat passenger? (By age)

All respondents, regardless of whether their behavior had changed in the past twelve months, were read a list of statements about the reasons that they might not wear a seat belt. The reasons presented to the respondents included safety reasons, legal reasons, and habitual behaviors. The reason that got the highest response, but was only 8%, was “Only riding a short distance” followed closely with 7% indicating “the seatbelt is uncomfortable”. Overall these numbers are down roughly 10% from the 2010 data. When asked for the most important reason why they wear a seatbelt, 36% said “avoiding personal injury.” A quarter of the respondents (25%) said “it’s a habit,” 13% do it “because it’s the law” and 9% indicated all the reasons are important.

BOOZE IT AND LOSE IT SUMMER CAMPAIGN

The *Booze It and Lose It* campaign ran from August 15 to September 7, 2012. The dates used in this analysis are from August 1st through September 20th 2012. A total of 798 surveys were collected and 70% of the respondents indicated they had seen or heard an anti-drinking and driving message. This is consistent for the same time period in 2011 as well as the campaign that ran around the Thanksgiving and Christmas holidays. When one compares exposure by year, the data is fairly consistent with the previous five years. See Figure 9.

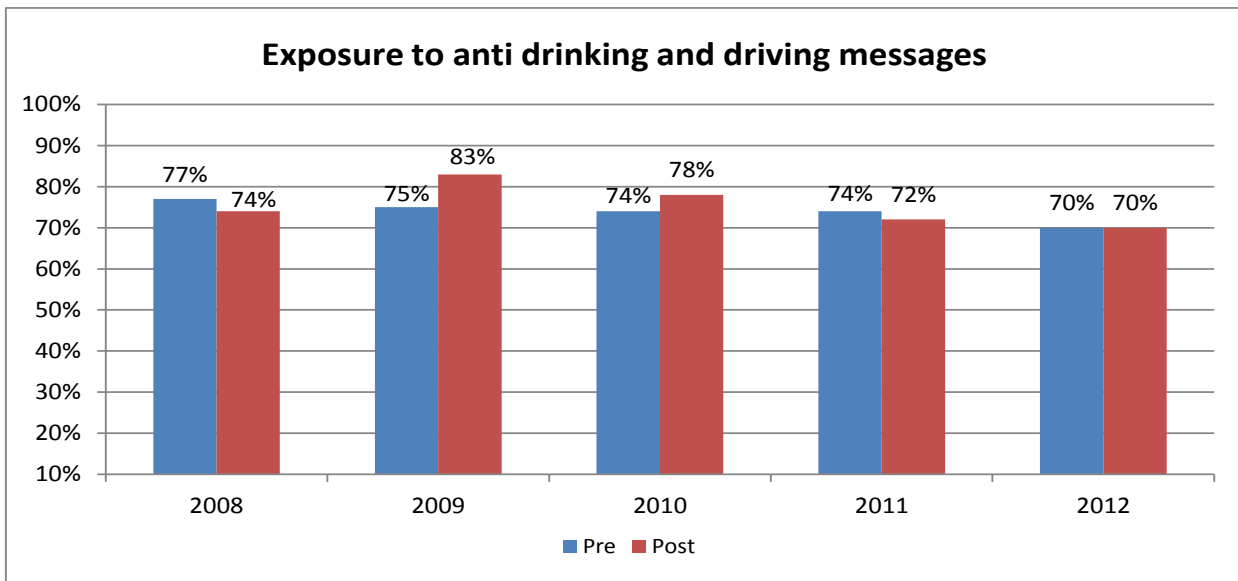


Figure 9: In the past 30/60 days have you read, seen or heard any messages discouraging people from driving after drinking alcohol (Campaign timing)?

When those who were asked if they could recall an anti-drinking and driving message were asked about the frequency of the messages being seen or heard in the past 30/60 days, 70% indicated they thought they were about the same. Over 20% of these respondents thought the number of messages was more than usual and only seven percent thought the messages were less than usual.

Figure 10 shows the respondent percentage of exposure to an anti-drinking and driving message by age for the previous three years. Overall, the exposure is fairly consistent across the age categories. It does appear that 2012 exposure is down slightly from 2010 and 2011, but in most cases it's not statistically significant.

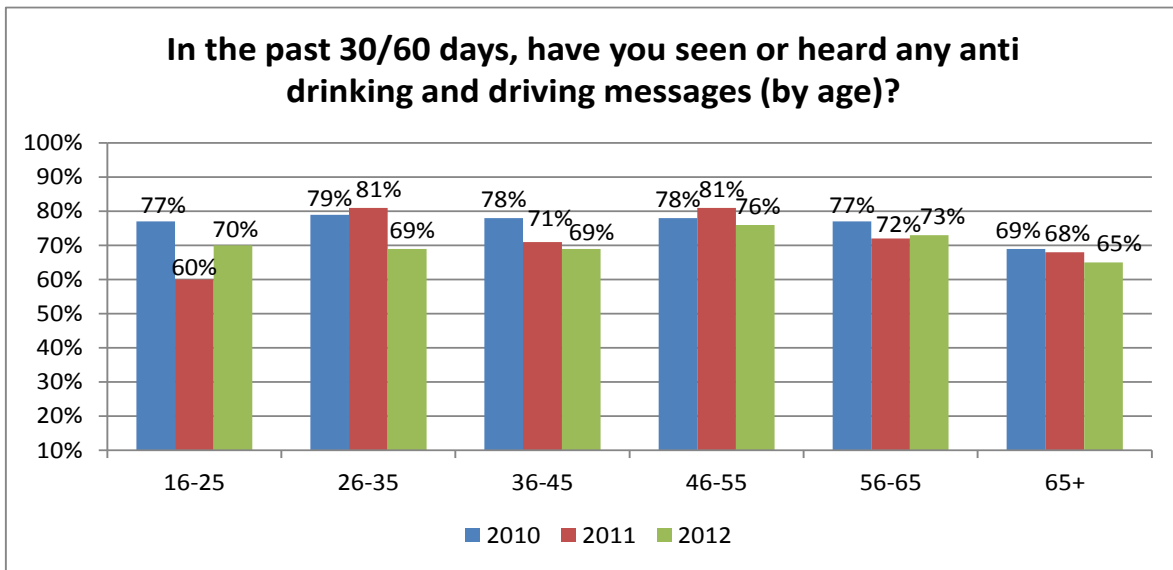


Figure 10: In the past 30/60 days have you read, seen or heard any messages discouraging people from driving after drinking alcohol (by age)

Figure 11 shows recall and recognition of *Booze it and Lose it* by campaign timing for 2011 and 2012. The data shows no statistically significant difference between these two timeframes.

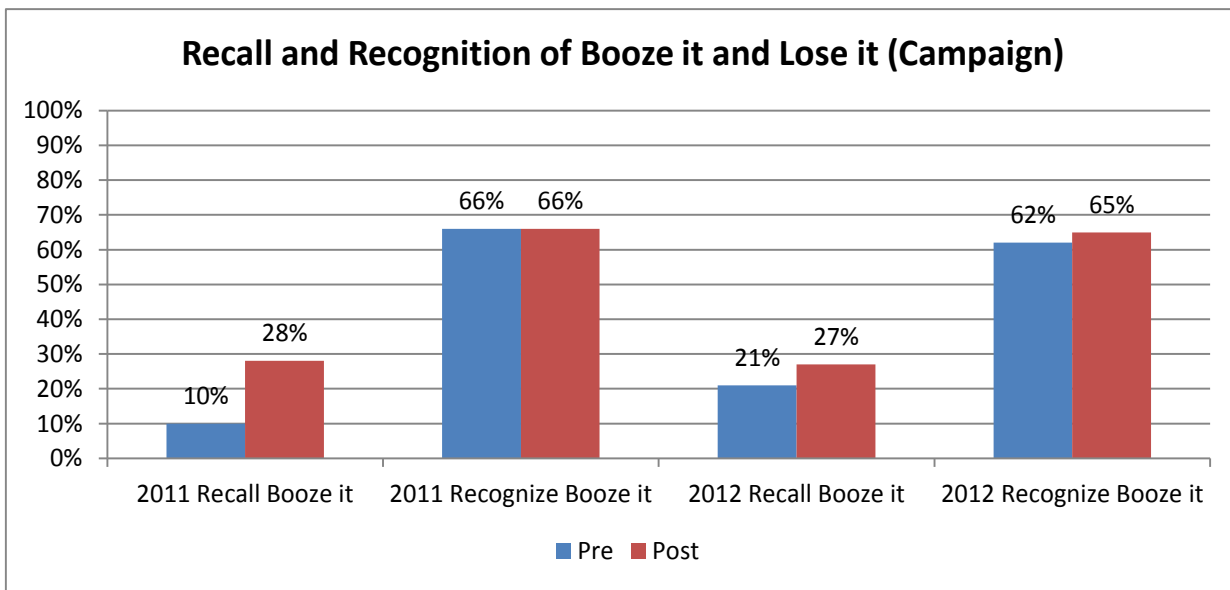


Figure 11: Recall and Recognition of Booze it and Lose it by Campaign

Figure 12 shows the respondent percentage of recall and recognition for Booze It and Lose It, by gender. There is not any difference between males and females when respondents are not given the slogans (recall), but the difference widens a bit between males and females when they are read the slogans (recognition).

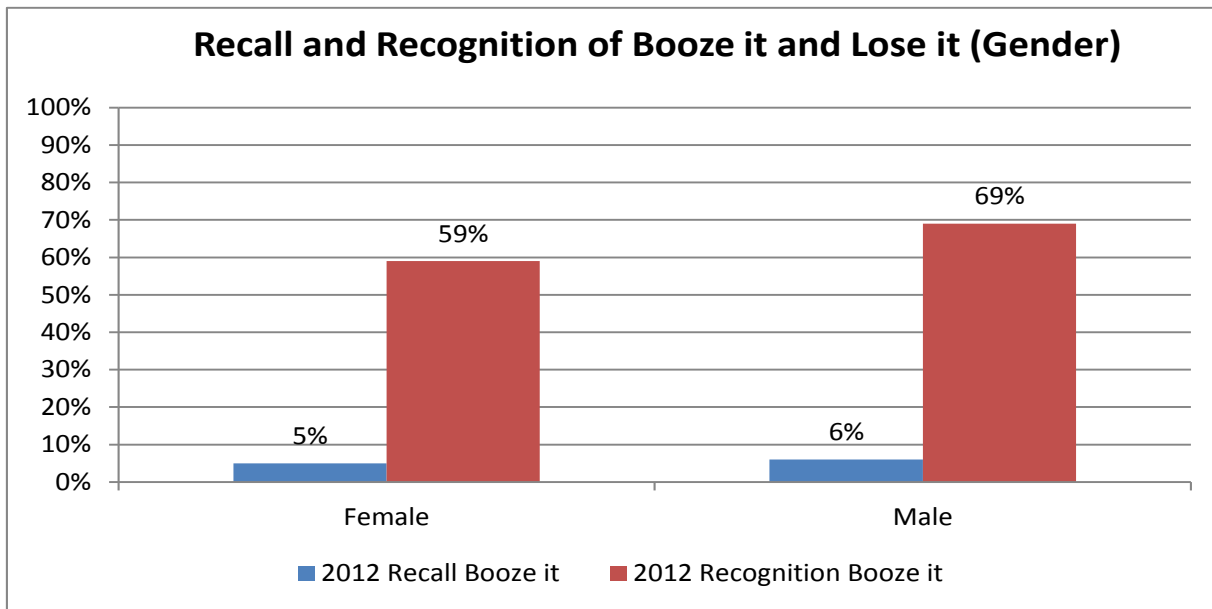


Figure 12: Recall and Recognition of Booze it and Lose it by gender

Demographics

This sample was comprised fairly evenly of females (52%) and males (48%). The racial makeup of the respondents was 86% white, 11% black and the remaining respondents were of other origins. Age distribution is shown in Figure 13. A breakdown of where the respondents live across the state is highlighted in Figure 14. Figure 15 shows how many miles or minutes the respondents drove or spent in the car on a typical weekday. Education and Income are shown in Figures 16 and 17.

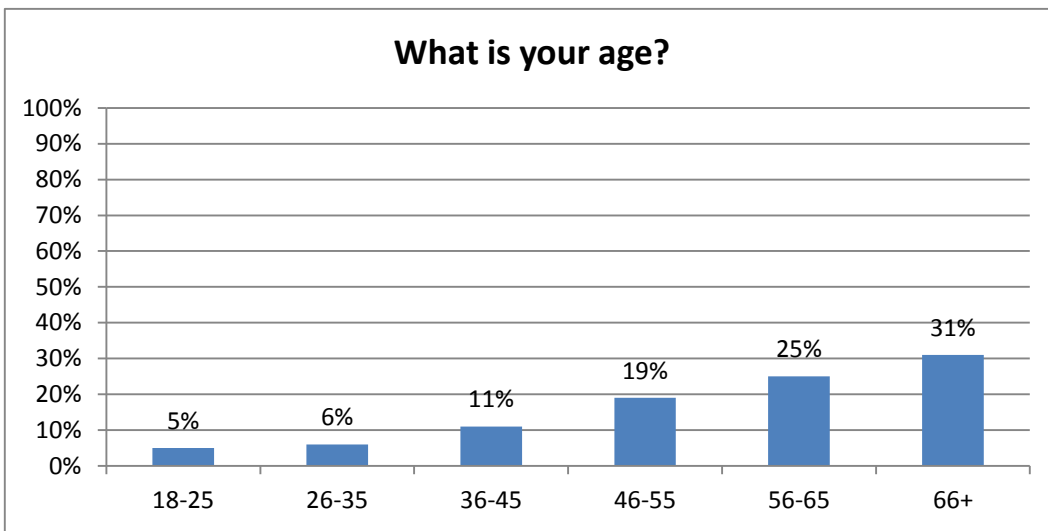


Figure 13: What is your age?

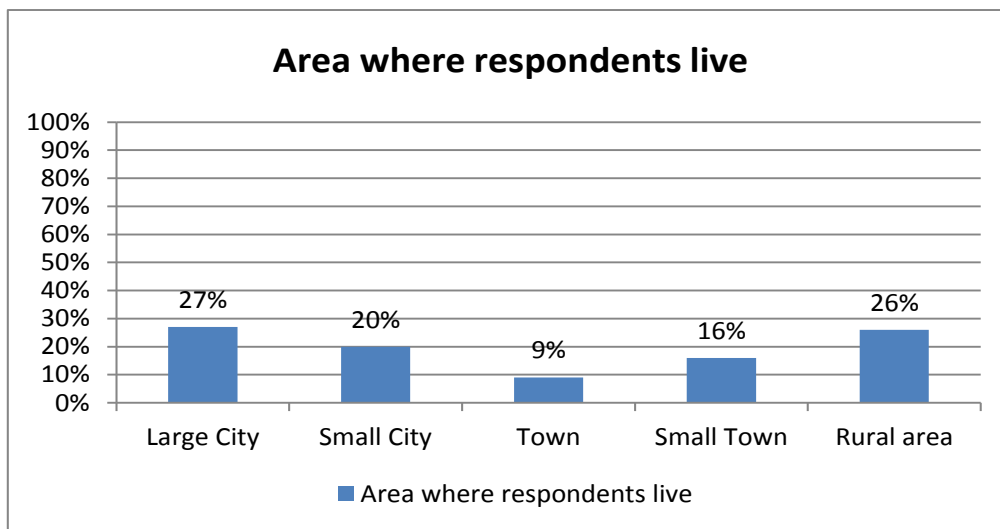


Figure 14: Where do you live?

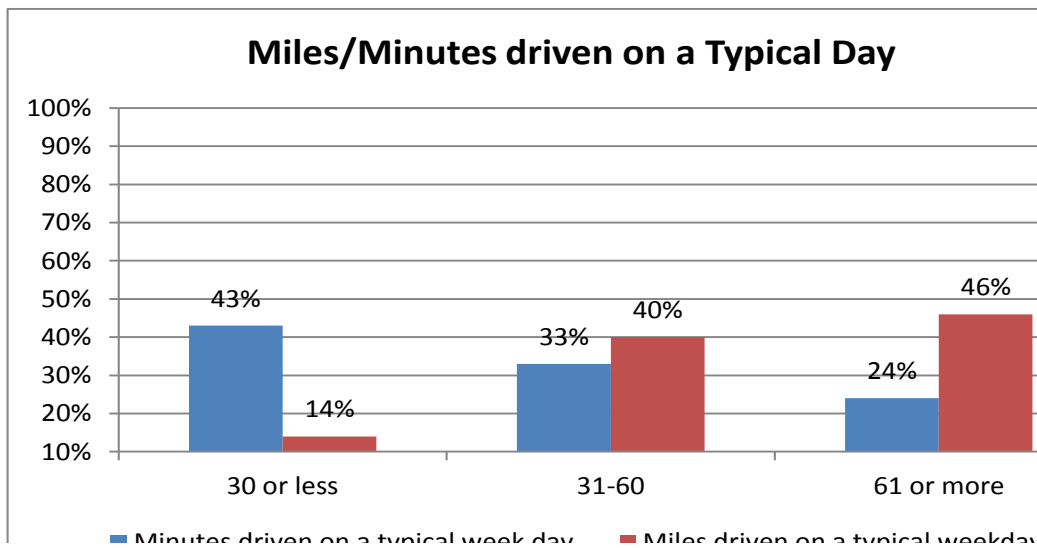


Figure 15: How many miles/minute do you drive on a typical weekday?

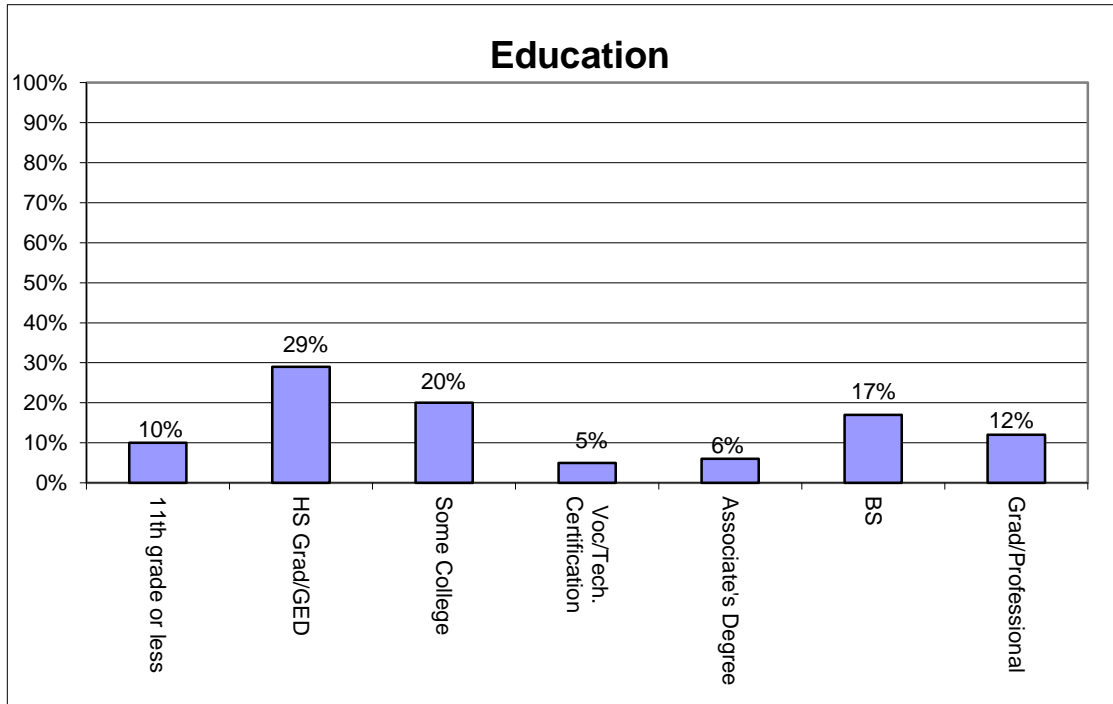


Figure 16: What is the highest level of education you've completed?

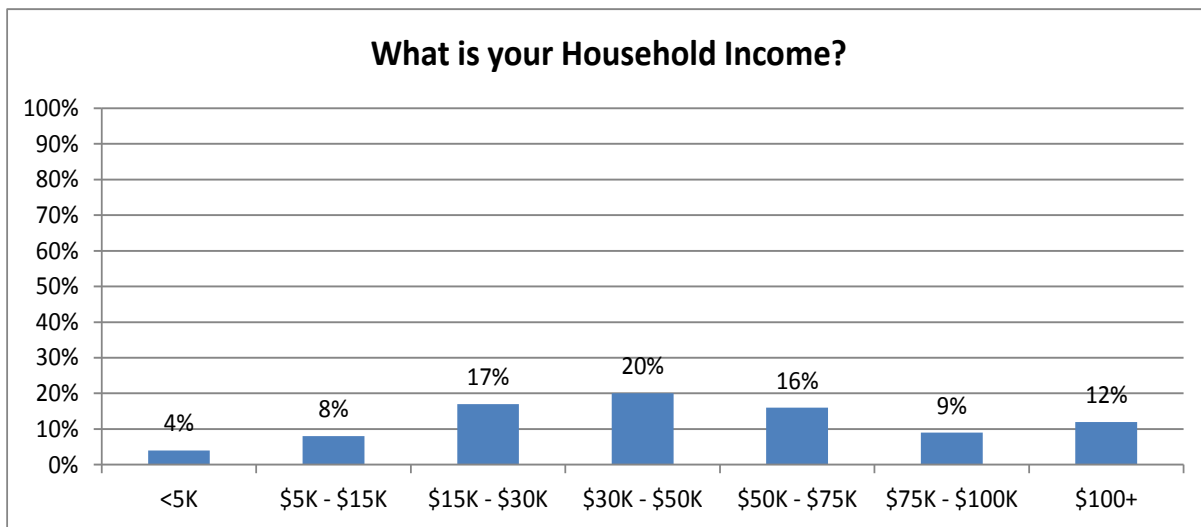


Figure 17: What is your Household Income?

METHODOLOGY

The Center for Transportation Research used The University of Tennessee's College of Social Work Center for Applied Research and Evaluation (CARE) to conduct the telephone surveys. CARE maintains a 22 station CATI (Computer-Assisted Telephone Interviewing) system that enables the execution of complex survey research designs. CARE administered this telephone survey to a total of 2,420 individuals from randomly selected households in Tennessee between November 11th 2011 and September 30th, 2012. The sample was managed so that splits among region and gender matched closely to Tennessee's demographics.

Additionally, efforts were made to include younger residents by implementing a script that inquired if anyone under the age of 25 and at least 16 years of age lived in the household. If a young adult lived in the household but was not available to complete the interview at that time, a callback was scheduled.

Further efforts were also made to include male participants by asking to speak to the youngest male in the household. If no male was available, the youngest female in the household was interviewed.

CODING INFORMATION: (For State of Tennessee Dept. of Transportation Use ONLY)	DEPOSIT DATE:	
	JOURNAL VOUCHER NUMBER:	
	NHTSA VOUCHER NUMBER:	
	TOTAL DEPOSIT AMOUNT:	

U. S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION		
Federal Aid Reimbursement Voucher (X)	(X)	Progress Voucher () Final Voucher
PAYEE: State of Tennessee, Highway Safety Program		ADDRESS: Suite 800, James K. Polk Bldg.
REIMBURSEMENT METHOD: (X) LETTER OF CREDIT () U.S. TREASURY CHECK --- STATE IDENTIFICATION INFO.		

		VOUCHER CONTROL NUMBER:		2012-VOU-14	CLAIM PERIOD: 12/01/12 TO 12/31/2012		
Program Area/ Project Number		Federal Funds Obligated	Amount to Local Benefit	Cumul. Total STATE MATCH	Cumul. Federal Funds Expended	Previous amount Claimed	Claimed This Period
NHTSA (Section 402)							
PA		\$ 275,000.00			\$ 275,000.00	\$ 275,000.00	\$ -
AL		-			-	-	-
DE		50,000.00			38,540.40	38,540.40	-
OP		497,588.90			284,372.85	284,372.85	-
PM		-			-	-	-
PT		2,602,121.28	55,201.31	27,600.66	1,204,115.34	1,204,115.34	-
RS		-			-	-	-
SA		113,290.58			46,215.69	46,215.69	-
EM		20,792.61	1,613.01	806.50	10,434.66	10,434.66	-
TR		1,000,000.00			440,000.00	440,000.00	-
SB		-			-	-	-
402 Sub-Total		4,558,793.37	56,814.32	28,407.16	2,298,678.94	2,298,678.94	-
OTHER:							
SECTION 2010-K6		348,285.04			80,790.18	80,790.18	-
154 AL		14,756,694.46	76,936.69		6,087,301.44	6,087,301.44	-
154PA		-	160,378.62		-	-	-
154PM		2,804,158.71			2,000,857.26	2,000,857.26	-
154 HE		27,068,885.97			5,103,978.76	5,103,978.76	-
SECTION 2011-K3		298,609.22			199,116.69	199,116.69	-
SECTION 406-K4		35,232.99			35,000.00	35,000.00	-
SECTION 410-K8		5,440,541.97		185,655.25	1,329,855.67	1,329,855.67	-
SECTION 408-K9		430,124.91		50.02	127,881.49	127,881.49	-
1906 Prohibit K10		-			-	-	-
Other Sub-Totals		\$ 51,182,533.27	\$ 237,315.31	\$ 185,705.27	\$ 14,964,781.49	\$ 14,964,781.49	\$ -
TOTALS		\$ 55,741,326.64	\$ 294,129.63	\$ 214,112.43	\$ 17,263,460.43	\$ 17,263,460.43	\$ -

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. STATE OFFICIAL: NAME: _____ TITLE: Fiscal Director III	(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW). NHTSA APPROVAL: NAME: _____ TITLE: _____
12/13/12	

				PERIOD ENDING: 12/31/2012				
PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
PA-11		PLANNING & ADMINISTRATIO CFDA - 20.600	\$ 275,000.00					
TN1000000004047	PA-12-01	Governor's Highway Safety Office	97109-0657-04	\$ 275,000.00	\$ 275,000.00		\$ 275,000.00	\$ -
State	PA-12-01	Governor's Highway Safety Office	97109-0657-04	\$ 275,000.00	\$ 275,000.00		\$ 275,000.00	-
		UNALLOCATED	-					
PA-11		PSP TOTAL	\$ 275,000.00	\$ 275,000.00	\$ 275,000.00	\$ -	\$ 275,000.00	\$ -

OFFICE OF HIGHWAY SAFETY
FISCAL YEAR 2012

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
AL-11		ALCOHOL CFDA - 20.600	\$ -					
TN100000000	AL-12-01					\$ -	\$ -	
	AL-12-02					\$ -	\$ -	
	AL-12-03					\$ -	\$ -	
		UNALLOCATED	-					
AL-11		PSP TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DE-11		DRIVER EDUCATION CFDA - 20.600	\$ 50,000.00					
TN1000000004423	DE-12-01	Tennessee Trucking Foundation	97109-0696-04	\$ 50,000.00	\$ 38,540.40	\$ 38,540.40	\$ 11,459.60	
		UNALLOCATED	-					
DE-11		PSP TOTAL	\$ 50,000.00	\$ 50,000.00	\$ 38,540.40	\$ -	\$ 38,540.40	\$ 11,459.60
OP-11		OCCUPANT PROTECTION- 402 fun CFDA - 20.600	\$ 497,588.90					
TN1000000004226	OP-12-01	Hamilton Co. Sherrif's Office	97133-0603-04	\$ 75,000.00	\$ 40,775.29	\$ 40,775.29	\$ 34,224.71	
TN1000000004227	OP-12-02	Way Co. Off. of Early Childhood & Y	97279-0623-04	\$ 133,332.91	\$ 83,883.26	\$ 83,883.26	\$ 49,449.65	
TN1000000004228	OP-12-03	TN Dept of Health	97109-0684-04	\$ 1,894.00	\$ 1,595.26	\$ 1,595.26	\$ 298.74	
TN1000000004229	OP-12-04	TN State University	97219-0623-04	\$ 75,037.50	\$ 13,515.45	\$ 13,515.45	\$ 61,522.05	
TN1000000004230	OP-12-05	TN Technological University	97109-0695-04	\$ 112,547.30	\$ 89,683.40	\$ 89,683.40	\$ 22,863.90	
TN1000000004231	OP-12-06	The University of TN	97110-0604-04	\$ 74,960.84	\$ 46,738.60	\$ 46,738.60	\$ 28,222.24	
TN1000000004232	OP-12-07	Waynesboro Police Dept.	97091-0613-04	\$ 24,816.35	\$ 8,181.59	\$ 8,181.59	\$ 16,634.76	
		UNALLOCATED	-					
OP-11		PSP TOTAL	\$ 497,588.90	\$ 497,588.90	\$ 284,372.85	\$ -	\$ 284,372.85	\$ 213,216.05
PM-11		PAID ADVERTISING CFDA - 20.600	\$ -					
	PM-12-01					\$ -	\$ -	
	PM-12-02					\$ -	\$ -	
		UNALLOCATED	-					
PM-11		PSP TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PT-11		POLICE TRAFFIC SERVICES CFDA - 20.600	\$ 2,602,121.28					
TN1000000004194	PT-12-01	Blount County Sheriff's Dept.	97005-0675-04	\$ 74,987.36	\$ 38,387.62	\$ 38,387.62	\$ 36,599.74	
TN1000000004195	PT-12-02	Columbia State Community College	97109-0678-04	\$ 449,889.88	\$ 299,911.76	\$ 299,911.76	\$ 149,978.12	
TN1000000004196	PT-12-03	TN Dept of Safety	97109-0689-04	\$ 31,750.00	\$ -	\$ -	\$ 31,750.00	
TN1000000004197	PT-12-04	TN Dept of Safety District 1	97109-0690-04	\$ 71,116.80	\$ 40,204.30	\$ 40,204.30	\$ 30,912.50	
TN1000000004198	PT-12-05	The University of TN	97109-0699-04	\$ 109,191.52	\$ 56,513.13	\$ 56,513.13	\$ 52,678.39	
TN1000000004199	PT-12-06	The University of TN	97109-0697-04	\$ 450,000.00	\$ 219,784.23	\$ 219,784.23	\$ 230,215.77	
TN1000000004200	PT-12-07	The University of TN	97110-0605-04	\$ 372,654.92	\$ 260,923.73	\$ 260,923.73	\$ 111,731.19	
TN1000000004201	PT-12-08	Belle Meande Police Dept	97219-0617-04	\$ 5,097.17	\$ -	\$ -	\$ 5,097.17	
TN1000000004202	PT-12-09	Benton Police Dept	97070-0609-04	\$ 5,098.30	\$ 5,098.30	\$ 5,098.30	\$ -	
TN1000000004203	PT-12-10	Blount County Sheriff's Dept.	97005-0673-04	\$ 5,099.97	\$ 3,979.00	\$ 3,979.00	\$ 1,120.97	
TN1000000004204	PT-12-11	Brownsville Police Dept.	97038-0620-04	\$ 5,100.00	\$ 5,100.00	\$ 5,100.00	\$ -	
TN1000000004205	PT-12-12	Collegedale Police Dept.	97133-0601-04	\$ 4,985.32	\$ 4,985.32	\$ 4,985.32	\$ -	
TN1000000004206	PT-12-13	Crossville Police Dept.	97018-0621-04	\$ 5,100.00	\$ 696.49	\$ 696.49	\$ 4,403.51	
TN1000000004207	PT-12-14	Dover Police Dept.	97081-0612-04	\$ 5,098.30	\$ 5,078.39	\$ 5,078.39	\$ 19.91	

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
TN100000004208	PT-12-15	TN State University, Dept. of Public	97090-0672-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004209	PT-12-16	Hohenwald Police Dept.	97051-0609-04	\$ 5,100.08	\$ 5,011.73		\$ 5,011.73	88.35
TN100000004210	PT-12-17	Jamestown Police Dept.	97025-0611-04	\$ -	\$ -		\$ -	-
TN100000004803	PT-12-17	Cookeville Police Dept.	97071-0640-04	\$ 5,095.52	\$ 5,095.92		\$ 5,095.92	(0.40)
TN100000004211	PT-12-18	Kimball Police Dept.	97058-0613-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004212	PT-12-19	Lewisburg Police Dept.	97059-0606-04	\$ 5,100.00	\$ 5,083.57		\$ 5,083.57	16.43
TN100000004213	PT-12-20	Lexington Police Dept.	97039-0620-04	\$ 5,100.00	\$ 5,100.00		\$ 5,100.00	-
TN100000004214	PT-12-21	Madison County Sheriff's Dept.	97057-0656-04	\$ 5,100.00	\$ 3,660.48		\$ 3,660.48	1,439.52
TN100000004215	PT-12-22	Memphis Police Dept.	97279-0620-04	\$ 5,100.00	\$ 4,023.35		\$ 4,023.35	1,076.65
TN100000004216	PT-12-23	Mount Carmel Police Dept.	97037-0624-04	\$ 5,092.70	\$ 5,092.70		\$ 5,092.70	-
TN100000004217	PT-12-24	Roane county Sheriff's Dept.	97073-0621-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004218	PT-12-25	Shelby Co. Sheriff's Dept.	97279-0626-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004219	PT-12-26	Smyrna Police Dept.	97075-0640-04	\$ 5,100.00	\$ 4,989.93		\$ 4,989.93	110.07
TN100000004220	PT-12-27	Union City Police Dept.	97066-0610-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004221	PT-12-28	Washington Co. Sheriff's Dept.	97090-0678-04	\$ 5,100.00	\$ -		\$ -	5,100.00
TN100000004222	PT-12-29	Woodbury Police Dept.	97008-0617-04	\$ 5,100.00	\$ 3,002.32		\$ 3,002.32	2,097.68
TN100000004223	PT-12-30	Memphis Police Dept.	97279-0621-04	\$ 50,000.00	\$ -		\$ -	50,000.00
TN100000004224	PT-12-31	Shelby Co. Sheriff's Office	97279-0627-04	\$ 50,000.00	\$ 50,000.00		\$ 50,000.00	-
TN100000004447	PT-12-32	TN Association of Chiefs of Police	97219-0627-04	\$ 50,000.00	\$ 28,627.42		\$ 28,627.42	21,372.58
TN100000004225	PT-12-33	The University of TN	97110-0611-04	\$ 700,000.00	\$ 255,008.93		\$ 255,008.93	444,991.07
TN100000004773	PT-12-34	TN Department of Safety	97082-0667-04	\$ 26,760.00	\$ 26,760.00		\$ 26,760.00	-
		UNALLOCATED	53,703.44					
PT-11		PSP TOTAL	\$ 2,602,121.28	\$ 2,548,417.84	\$ 1,342,118.62	\$ -	\$ 1,342,118.62	\$ 1,206,299.22
RS-11		ROADWAY SAFETY						
		CFDA - 20.600						
TN100000000	RS-12-01				\$ -		\$ -	-
		UNALLOCATED	-					
RS-11		PSP TOTAL	\$ -	\$ -	\$ -		\$ -	\$ -
SA-11		SAFE COMMUNITIES						
		CFDA - 20.600						
TN100000004923	SA-12-01	Tennessee Technological Univ.	97110-0617-04	113,290.58	\$ 46,215.69		\$ 46,215.69	\$ 67,074.89
		UNALLOCATED	\$ -					
SA-11		PSP TOTAL	\$ 113,290.58	\$ 113,290.58	\$ 46,215.69	\$ -	\$ 46,215.69	\$ 67,074.89
EM-11		EMERGENCY MEDICAL SERVICE						
		CFDA - 20.600						
TN100000004424	EM-12-01	Ashland City Fire Dept.	97011-0618-04	\$ 10,882.61	\$ 8,585.46		\$ 8,585.46	\$ 2,297.15
TN100000004425	EM-12-02	Jackson Madison County EMA	97057-0652-04	\$ 9,910.00	\$ 5,881.72		\$ 5,881.72	4,028.28
		UNALLOCATED	-					
EM-11		PSP TOTAL	\$ 20,792.61	\$ 20,792.61	\$ 14,467.18	\$ -	\$ 14,467.18	\$ 6,325.43
TR-11		TRAFFIC RECORDS						
		CFDA - 20.600						
TN100000004426	TR-12-01 TR-12-02	Tennessee Dept of Safety	97109-0685-04	\$ 1,000,000.00	\$ 440,000.00		\$ 440,000.00	\$ 560,000.00
		UNALLOCATED	\$ -					
TR-11		PSP TOTAL	\$ 1,000,000.00	\$ 1,000,000.00	\$ 440,000.00	\$ -	\$ 440,000.00	\$ 560,000.00
SB-11		SCHOOL BUS						
		CFDA - 20.600					\$ -	-
		UNALLOCATED	\$ -					
		PSP TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL NHTSA (402) FUNDS			\$ 4,558,793.37	\$ 4,505,089.93	\$ 2,440,714.74	\$ -	\$ 2,440,714.74	\$ 2,064,375.19

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
154AL-11		SECTION 154 OPEN CONTAINER CFDA - 20.607	\$ 14,756,694.46					
TN1000000004247	154AL-12-00	Governor's Highway Safety Office	97109-0680-04	\$ 1,000,000.00	\$ 672,509.25	\$ 672,509.25	\$ 327,490.75	
TN1000000004248	154AL-12-01	Alcoa Police Dept	97005-0671-04	\$ 24,999.96	\$ 24,999.96	\$ 24,999.96	\$ -	
TN1000000004249	154AL-12-02	Anderson Co. Sheriff's Dept.	97001-0635-04	\$ 40,000.27	\$ 24,720.78	\$ 24,720.78	\$ 15,279.49	
TN1000000004250	154AL-12-03	Ashland City Police Dept.	97011-0619-04	\$ 15,000.00	\$ 13,608.00	\$ 13,608.00	\$ 1,392.00	
TN1000000004251	154AL-12-04	Athens Police Dept.	97054-0630-04	\$ 8,101.78	\$ 8,023.78	\$ 8,023.78	\$ 78.00	
TN1000000004252	154AL-12-05	Bartlett Police Dept.	97279-0616-04	\$ 25,000.00	\$ 7,420.92	\$ 7,420.92	\$ 17,579.08	
TN1000000004253	154AL-12-06	Bean Station Police Dept.	97029-0604-04	\$ 15,000.12	\$ 12,575.35	\$ 12,575.35	\$ 2,424.77	
TN1000000004254	154AL-12-07	Bedford County Sheriff's Dept.	97002-0608-04	\$ 39,693.16	\$ 37,887.87	\$ 37,887.87	\$ 1,805.29	
TN1000000004255	154AL-12-08	Belle Meade Police Dept.	97219-0616-04	\$ 9,894.51	\$ 7,983.12	\$ 7,983.12	\$ 1,911.39	
TN1000000004256	154AL-12-09	Benton Police Dept	97070-0610-04	\$ 15,740.00	\$ 7,797.56	\$ 7,797.56	\$ 7,942.44	
TN1000000004257	154AL-12-10	Benton Police Dept	97070-0608-04	\$ 9,896.70	\$ 4,843.04	\$ 4,843.04	\$ 5,053.66	
TN1000000004258	154AL-12-11	Blount County Sheriff's Dept.	97005-0674-04	\$ 49,381.92	\$ 16,706.57	\$ 16,706.57	\$ 32,675.35	
TN1000000004259	154AL-12-12	Blount County Sheriff's Dept.	97005-0672-04	\$ 9,899.95	\$ -	\$ -	\$ 9,899.95	
TN1000000004260	154AL-12-13	Bolivar Police Dept.	97035-0610-04	\$ 19,961.96	\$ 13,587.64	\$ 13,587.64	\$ 6,374.32	
TN1000000004261	154AL-12-14	Bristol Police Dept.	97082-0663-04	\$ 39,999.27	\$ 33,461.50	\$ 33,461.50	\$ 6,537.77	
TN1000000004262	154AL-12-15	Brownsville Police Dept.	97038-0621-04	\$ 20,568.60	\$ 13,083.73	\$ 13,083.73	\$ 7,484.87	
TN1000000004263	154AL-12-16	Brownsville Police Dept.	97038-0619-04	\$ 9,900.00	\$ 9,359.43	\$ 9,359.43	\$ 540.57	
TN1000000004264	154AL-12-17	Burns Police Dept.	97022-0627-04	\$ 15,000.00	\$ 8,982.70	\$ 8,982.70	\$ 6,017.30	
TN1000000004265	154AL-12-18	Campbell Co. Sheriff's Dept.	97007-0620-04	\$ 24,999.80	\$ 24,487.69	\$ 24,487.69	\$ 512.11	
TN1000000004266	154AL-12-19	Charleston Police Dept.	97006-0631-04	\$ 10,885.50	\$ 2,097.00	\$ 2,097.00	\$ 8,788.50	
TN1000000004267	154AL-12-20	Chattanooga Police Dept.	97033-0698-04	\$ 49,320.00	\$ 8,519.22	\$ 8,519.22	\$ 40,800.78	
TN1000000004268	154AL-12-21	Cheatham Co. Sheriff's Dept.	97011-0620-04	\$ 24,980.92	\$ 20,302.65	\$ 20,302.65	\$ 4,678.27	
TN1000000004269	154AL-12-22	City of Paris Police Dept.	97040-0611-04	\$ 14,820.00	\$ 9,452.89	\$ 9,452.89	\$ 5,367.11	
TN1000000004270	154AL-12-23	Clarksville Police Dept.	97063-0644-04	\$ 74,927.27	\$ 71,547.47	\$ 71,547.47	\$ 3,379.80	
TN1000000004271	154AL-12-24	Cocke Co. Sheriff's Dept.	97015-0611-04	\$ 25,311.20	\$ 18,263.82	\$ 18,263.82	\$ 7,047.38	
TN1000000004272	154AL-12-25	Coffee Co. Sheriff's Dept.	97016-0628-04	\$ 35,022.00	\$ 12,765.59	\$ 12,765.59	\$ 22,256.41	
TN1000000004273	154AL-12-26	Collegedale Police Dept.	97033-0699-04	\$ 9,900.00	\$ 9,900.00	\$ 9,900.00	\$ -	
TN1000000004274	154AL-12-27	Collierville Police Dept.	97279-0617-04	\$ 14,101.66	\$ 8,426.20	\$ 8,426.20	\$ 5,675.46	
TN1000000004275	154AL-12-28	Conexion Americas	97219-0618-04	\$ 126,954.58	\$ 85,692.24	\$ 85,692.24	\$ 41,262.34	
TN1000000004276	154AL-12-29	Cookeville Police Dept.	97071-0636-04	\$ 25,000.00	\$ 22,970.29	\$ 22,970.29	\$ 2,029.71	
TN1000000004277	154AL-12-30	Crossville Police Dept.	97018-0622-04	\$ 22,122.50	\$ 16,453.35	\$ 16,453.35	\$ 5,669.15	
TN1000000004278	154AL-12-31	Crossville Police Dept.	97018-0620-04	\$ 9,900.00	\$ 9,900.00	\$ 9,900.00	\$ -	
TN1000000004279	154AL-12-32	Cumberland Co. Sheriff's Dept.	97018-0623-04	\$ 36,982.00	\$ 16,402.52	\$ 16,402.52	\$ 20,579.48	
TN1000000004280	154AL-12-33	Dayton Police Dept.	97072-0618-04	\$ 13,732.90	\$ 12,494.25	\$ 12,494.25	\$ 1,238.65	
TN1000000004281	154AL-12-34	Decatur Co. Sheriff's Office	97020-0605-04	\$ 20,099.25	\$ 18,190.78	\$ 18,190.78	\$ 1,908.47	
TN1000000004282	154AL-12-35	Decatur Co. Police Dept.	97061-0604-04	\$ 14,940.00	\$ 10,085.58	\$ 10,085.58	\$ 4,854.42	
TN1000000004283	154AL-12-36	Dickson Police Dept.	97022-0628-04	\$ 25,000.00	\$ 19,795.44	\$ 19,795.44	\$ 5,204.56	
TN1000000004284	154AL-12-37	Dover Police Dept.	97081-0613-04	\$ 15,024.26	\$ 14,756.32	\$ 14,756.32	\$ 267.94	
TN1000000004285	154AL-12-38	Dover Police Dept.	97081-0611-04	\$ 9,896.70	\$ 8,906.12	\$ 8,906.12	\$ 990.58	
TN1000000004286	154AL-12-39	Dunlap Police Dept.	97077-0609-04	\$ 15,053.31	\$ 15,030.02	\$ 15,030.02	\$ 23.29	
TN1000000004287	154AL-12-40	N State University, Dept. of Public	97090-0671-04	\$ 9,900.00	\$ 5,976.52	\$ 5,976.52	\$ 3,923.48	
TN1000000004288	154AL-12-41	Estill Springs Police Dept.	97026-0632-04	\$ 14,997.60	\$ 11,413.29	\$ 11,413.29	\$ 3,584.31	
TN1000000004289	154AL-12-42	Etowah Police Dept.	97054-0631-04	\$ 13,494.79	\$ 8,693.64	\$ 8,693.64	\$ 4,801.15	
TN1000000004290	154AL-12-43	Fairview Police Dept.	97094-0642-04	\$ 18,460.27	\$ 18,460.27	\$ 18,460.27	\$ -	
TN1000000004291	154AL-12-44	Fayette Co. Sheriff's Dept.	97024-0612-04	\$ 24,992.28	\$ 19,455.76	\$ 19,455.76	\$ 5,536.52	
TN1000000004292	154AL-12-45	Franklin Co. Sheriff's Dept.	97026-0633-04	\$ 24,999.40	\$ 20,183.81	\$ 20,183.81	\$ 4,815.59	
TN1000000004293	154AL-12-46	Franklin Police Dept.	97094-0643-04	\$ 50,000.00	\$ 27,458.57	\$ 27,458.57	\$ 22,541.43	
TN1000000004294	154AL-12-47	Greeneville Police Dept.	97030-0610-04	\$ 14,959.89	\$ 3,984.00	\$ 3,984.00	\$ 10,975.89	
TN1000000004295	154AL-12-48	Halls Police Dept.	97049-0614-04	\$ 13,809.60	\$ 3,030.66	\$ 3,030.66	\$ 10,778.94	
TN1000000004296	154AL-12-49	Hamilton Co. Sheriff's Office	97133-0602-04	\$ 49,847.91	\$ 14,903.14	\$ 14,903.14	\$ 34,944.77	
TN1000000004297	154AL-12-50	Hardeman Co. Sheriff's Dept.	97035-0611-04	\$ 25,017.10	\$ 11,754.71	\$ 11,754.71	\$ 13,262.39	
TN1000000004298	154AL-12-51	Hardin Co. Sheriff's Dept.	97036-0616-04	\$ 24,998.18	\$ 10,762.87	\$ 10,762.87	\$ 14,235.31	
TN1000000004299	154AL-12-52	Henderson Co. Sheriff's Dept.	97039-0618-04	\$ 18,490.00	\$ 16,297.99	\$ 16,297.99	\$ 2,192.01	

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
TN100000004300	154AL-12-53	Howenhalld Police Dept.	97051-0608-04	\$ 9,900.15	\$ 9,900.15		\$ 9,900.15	\$ (0.00)
TN100000004301	154AL-12-54	Houston Co. Sheriff's Dept.	97042-0605-04	\$ 11,385.04	\$ 4,241.72		\$ 4,241.72	\$ 7,143.32
TN100000004302	154AL-12-55	Jackson Co. Sheriff's Dept.	97044-0610-04	\$ 19,805.07	\$ 19,805.07		\$ 19,805.07	\$ -
TN100000004303	154AL-12-56	Jackson Police Dept.	97057-0653-04	\$ 39,949.85	\$ 36,099.56		\$ 36,099.56	\$ 3,850.29
TN100000004304	154AL-12-57	Jamestown Police Dept.	97025-0610-04	\$ -	\$ -		\$ -	\$ -
TN100000004804	154AL-12-57	Cookeville Police Dept.	97071-0639-04	\$ 9,892.07	\$ 5,214.35		\$ 5,214.35	\$ 4,677.72
TN100000004305	154AL-12-58	Jefferson Co. Sheriff's Dept.	97045-0605-04	\$ 25,000.00	\$ 2,172.69		\$ 2,172.69	\$ 22,827.31
TN100000004306	154AL-12-59	Johnson City Police Dept.	97090-0673-04	\$ 14,649.00	\$ 9,647.83		\$ 9,647.83	\$ 5,001.17
TN100000004307	154AL-12-60	Kimball Police Dept.	97058-0612-04	\$ 9,900.00	\$ 4,975.89		\$ 4,975.89	\$ 4,924.11
TN100000004308	154AL-12-61	Kingsport Police Dept.	97082-0664-04	\$ 20,480.18	\$ 13,805.04		\$ 13,805.04	\$ 6,675.14
TN100000004309	154AL-12-62	Knox Co. Sheriff's Office	97147-0614-04	\$ 74,998.80	\$ 16,661.62		\$ 16,661.62	\$ 58,337.18
TN100000004310	154AL-12-63	Knoxville Police Dept.	97147-0615-04	\$ 74,994.99	\$ 59,351.76		\$ 59,351.76	\$ 15,643.23
TN100000004311	154AL-12-64	Lauderdale Co. Sheriff's Dept.	97049-0615-04	\$ 24,927.33	\$ 20,757.33		\$ 20,757.33	\$ 4,170.00
TN100000004918	154AL-12-65	LaVergne Police Dept.	97075-0636-04	\$ 41,932.80	\$ 20,503.85		\$ 20,503.85	\$ 21,428.95
TN100000004312	154AL-12-66	Lebanon Police Dept.	97095-0624-04	\$ 16,206.79	\$ 14,179.57		\$ 14,179.57	\$ 2,027.22
TN100000004313	154AL-12-67	Lenoir City Police Dept.	97053-0619-04	\$ 12,000.00	\$ 6,158.98		\$ 6,158.98	\$ 5,841.02
TN100000004314	154AL-12-68	Lewisburg Police Dept.	97059-0605-04	\$ 9,900.00	\$ 9,900.00		\$ 9,900.00	\$ -
TN100000004315	154AL-12-69	Lexington Police Dept.	97039-0621-04	\$ 21,097.78	\$ 9,771.79		\$ 9,771.79	\$ 11,325.99
TN100000004316	154AL-12-70	Lexington Police Dept.	97039-0619-04	\$ 9,900.00	\$ 9,108.72		\$ 9,108.72	\$ 791.28
TN100000004317	154AL-12-71	Loudon Co. Sheriff's Dept.	97053-0620-04	\$ 25,200.00	\$ 22,130.84		\$ 22,130.84	\$ 3,069.16
TN100000004318	154AL-12-72	Madison County Sheriff's Dept.	97057-0655-04	\$ 9,900.00	\$ 9,900.00		\$ 9,900.00	\$ -
TN100000004319	154AL-12-73	Madison County Sheriff's Dept.	97057-0657-04	\$ 41,574.56	\$ 24,183.58		\$ 24,183.58	\$ 17,390.98
TN100000004919	154AL-12-74	Maryville Police Dept.	97005-0677-04	\$ 34,467.50	\$ 34,467.50		\$ 34,467.50	\$ -
TN100000004320	154AL-12-75	McKenzie Police Dept.	97009-0617-04	\$ 15,000.00	\$ 14,455.01		\$ 14,455.01	\$ 544.99
TN100000004321	154AL-12-76	McMinn Co. Sheriff's Dept.	97054-0629-04	\$ 39,999.20	\$ 38,801.83		\$ 38,801.83	\$ 1,197.37
TN100000004322	154AL-12-77	McMinnville PoliceDept.	97089-0610-04	\$ 15,305.28	\$ 13,337.08		\$ 13,337.08	\$ 1,968.20
TN100000004323	154AL-12-78	Medina Police Dept.	97027-0609-04	\$ 14,994.00	\$ 14,994.00		\$ 14,994.00	\$ -
TN100000004324	154AL-12-79	Memphis Police Dept.	97279-0618-04	\$ 9,900.00	\$ -		\$ -	\$ 9,900.00
TN100000004325	154AL-12-80	Memphis Police Dept.	97279-0619-04	\$ 350,000.00	\$ 147,172.75		\$ 147,172.75	\$ 202,827.25
TN100000004326	154AL-12-81	Metro Moore Co. Sheriff's Dept.	97064-0602-04	\$ 15,830.00	\$ 15,705.70		\$ 15,705.70	\$ 124.30
TN100000004327	154AL-12-82	Metropolitan Nashville Police Dept.	97219-0619-04	\$ 399,888.60	\$ 281,936.63		\$ 281,936.63	\$ 117,951.97
TN100000004328	154AL-12-83	Middleton Police Dept.	97035-0612-04	\$ 14,965.60	\$ 11,940.88		\$ 11,940.88	\$ 3,024.72
TN100000004329	154AL-12-84	Monterey Police Dept.	97071-0637-04	\$ 14,997.66	\$ -		\$ -	\$ 14,997.66
TN100000004330	154AL-12-85	Montgomery Co. Sheriff's Dept.	97063-0645-04	\$ 74,988.08	\$ 69,286.71		\$ 69,286.71	\$ 5,701.37
TN100000004331	154AL-12-86	Morristown Police Dept.	97032-0613-04	\$ 20,000.00	\$ 12,789.98		\$ 12,789.98	\$ 7,210.02
TN100000004332	154AL-12-87	Mount Carmel Police Dept.	97037-0623-04	\$ 9,885.82	\$ 9,055.49		\$ 9,055.49	\$ 830.33
TN100000004333	154AL-12-88	Mount Carmel Police Dept.	97037-0625-04	\$ 14,999.36	\$ 14,271.19		\$ 14,271.19	\$ 728.17
TN100000004334	154AL-12-89	Oak Ridge Police Dept.	97001-0636-04	\$ 24,977.40	\$ 7,797.05		\$ 7,797.05	\$ 17,180.35
TN100000004335	154AL-12-90	Oakland Police Dept.	97024-0613-04	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00	\$ -
TN100000004336	154AL-12-91	Overton Co. Sheriff's Dept.	97067-0607-04	\$ 20,713.00	\$ 19,137.13		\$ 19,137.13	\$ 1,575.87
TN100000004337	154AL-12-92	Piperton Police Dept.	97024-0614-04	\$ 14,977.03	\$ 14,977.03		\$ 14,977.03	\$ 0.00
TN100000004338	154AL-12-93	Pleasant View Police Dept.	97011-0621-04	\$ 14,960.96	\$ 13,004.97		\$ 13,004.97	\$ 1,955.99
TN100000004339	154AL-12-94	Red Bank Police Dept.	97133-0604-04	\$ 14,994.00	\$ 6,533.46		\$ 6,533.46	\$ 8,460.54
TN100000004340	154AL-12-95	Rhea Co. Sheriff's Dept.	97072-0619-04	\$ 25,000.00	\$ 12,677.94		\$ 12,677.94	\$ 12,322.06
TN100000004341	154AL-12-96	Roane Co. Sheriff's Dept.	97073-0622-04	\$ 25,600.12	\$ 22,837.92		\$ 22,837.92	\$ 2,762.20
TN100000004342	154AL-12-97	Roane Co. Sheriff's Dept.	97073-0620-04	\$ 9,900.00	\$ 6,881.68		\$ 6,881.68	\$ 3,018.32
TN100000004920	154AL-12-98	Rutherford Co. Sheriff's Dept.	97075-0638-04	\$ 74,985.04	\$ 47,451.21		\$ 47,451.21	\$ 27,533.83
TN100000004343	154AL-12-99	Rutledge Police Dept.	97029-0605-04	\$ 15,308.00	\$ 3,874.11		\$ 3,874.11	\$ 11,433.89
TN100000004344	154AL-12-100	Saint Joseph Police Dept.	97050-0616-04	\$ 8,159.00	\$ 6,875.00		\$ 6,875.00	\$ 1,284.00
TN100000004345	154AL-12-101	Sequatchie Co. Sheriff's Dept.	97077-0610-04	\$ 24,994.00	\$ 17,394.96		\$ 17,394.96	\$ 7,599.04
TN100000004346	154AL-12-102	Sevier Co. Sheriff's Dept.	97078-0621-04	\$ 38,135.32	\$ 20,498.52		\$ 20,498.52	\$ 17,636.80
TN100000004347	154AL-12-103	Sevierville Police Dept.	97078-0622-04	\$ 52,027.37	\$ 25,916.47		\$ 25,916.47	\$ 26,110.90
TN100000004394	154AL-12-104	Shelby Co. Sheriff's Office	97279-0624-04	\$ 9,900.00	\$ 9,739.20		\$ 9,739.20	\$ 160.80
TN100000004348	154AL-12-105	Shelby Co. Sheriff's Office	97279-0625-04	\$ 150,000.00	\$ 138,495.80		\$ 138,495.80	\$ 11,504.20
TN100000004349	154AL-12-106	Smith Co. Sheriff's Office	97080-0605-04	\$ 21,430.00	\$ 20,352.50		\$ 20,352.50	\$ 1,077.50

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					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
TN100000004350	154AL-12-107	Smithville Police Dept.	97021-0612-04	\$ 25,000.00	\$ 20,739.18		\$ 20,739.18	\$ 4,260.82
TN100000004351	154AL-12-108	Smyrna Police Dept.	97075-0639-04	\$ 9,900.00	\$ -		\$ -	\$ 9,900.00
TN100000004352	154AL-12-109	Soddy-Daisy Police Dept.	97133-0605-04	\$ 24,965.76	\$ 23,936.00		\$ 23,936.00	\$ 1,029.76
TN100000004353	154AL-12-110	Somerville Police Dept.	97024-0615-04	\$ 14,992.00	\$ 8,267.94		\$ 8,267.94	\$ 6,724.06
TN100000004354	154AL-12-111	South Pittsburg Police Dept.	97058-0614-04	\$ 10,000.00	\$ 8,102.00		\$ 8,102.00	\$ 1,898.00
TN100000004355	154AL-12-112	Springfield Police Dept.	97074-0606-04	\$ 20,000.00	\$ 7,677.36		\$ 7,677.36	\$ 12,322.64
TN100000004356	154AL-12-113	Sullivan Co. Sheriff's Dept.	97082-0665-04	\$ 49,946.00	\$ 21,583.30		\$ 21,583.30	\$ 28,362.70
TN100000004357	154AL-12-115	TN Dept of Safety	97109-0687-04	\$ 199,988.42	\$ 142,999.89		\$ 142,999.89	\$ 56,988.53
TN100000004358	154AL-12-116	N District Att. Gen. 1st Judicial Dis	97090-0674-04	\$ 154,427.31	\$ 99,356.32		\$ 99,356.32	\$ 55,070.99
TN100000004359	154AL-12-117	N District Att. Gen. 2nd Judicial Dis	97082-0666-04	\$ 177,552.47	\$ 58,374.95		\$ 58,374.95	\$ 119,177.52
TN100000004360	154AL-12-118	N District Att. Gen. 4th Judicial Dis	97078-0623-04	\$ 155,941.44	\$ 105,262.44		\$ 105,262.44	\$ 50,679.00
TN100000004361	154AL-12-119	N District Att. Gen. 5th Judicial Dis	97005-0676-04	\$ 137,004.48	\$ 81,460.00		\$ 81,460.00	\$ 55,544.48
TN100000004362	154AL-12-120	N District Att. Gen. 6th Judicial Dis	97147-0616-04	\$ 205,653.52	\$ 149,599.69		\$ 149,599.69	\$ 56,053.83
TN100000004363	154AL-12-121	N District Att. Gen. 7th Judicial Dis	97001-0637-04	\$ 156,375.43	\$ 107,777.99		\$ 107,777.99	\$ 48,597.44
TN100000004364	154AL-12-122	N District Att. Gen. 8th Judicial Dis	97076-0609-04	\$ 153,156.01	\$ 103,684.27		\$ 103,684.27	\$ 49,471.74
TN100000004921	154AL-12-123	N District Att. Gen. 10th Judicial Dis	97054-0632-04	\$ 144,063.96	\$ 95,500.49		\$ 95,500.49	\$ 48,563.47
TN100000004365	154AL-12-124	N District Att. Gen. 11th Judicial Dis	97133-0606-04	\$ 138,484.29	\$ 94,187.77		\$ 94,187.77	\$ 44,296.52
TN100000004366	154AL-12-125	N District Att. Gen. 13th Judicial Dis	97071-0638-04	\$ 192,566.63	\$ 123,924.08		\$ 123,924.08	\$ 68,642.55
TN100000004367	154AL-12-126	N District Att. Gen. 15th Judicial Dis	97085-0610-04	\$ 174,122.18	\$ 116,101.51		\$ 116,101.51	\$ 58,020.67
TN100000004368	154AL-12-127	N District Att. Gen. 17th Judicial Dis	97052-0611-04	\$ 160,020.28	\$ 110,695.42		\$ 110,695.42	\$ 49,324.86
TN100000004369	154AL-12-128	N District Att. Gen. 19th Judicial Dis	97063-0646-04	\$ 200,156.97	\$ 135,424.18		\$ 135,424.18	\$ 64,732.79
TN100000004370	154AL-12-129	N District Att. Gen. 20th Judicial Dis	97219-0622-04	\$ 349,739.82	\$ 244,151.45		\$ 244,151.45	\$ 105,588.37
TN100000004371	154AL-12-130	N District Att. Gen. 21st Judicial Dis	97094-0644-04	\$ 142,315.97	\$ 81,804.19		\$ 81,804.19	\$ 60,511.78
TN100000004372	154AL-12-131	N District Att. Gen. 22nd Judicial Dis	97050-0617-04	\$ 138,205.55	\$ 88,257.73		\$ 88,257.73	\$ 49,947.82
TN100000004373	154AL-12-132	N District Att. Gen. 23rd Judicial Dis	97022-0629-04	\$ 152,256.08	\$ 97,999.43		\$ 97,999.43	\$ 54,256.65
TN100000004374	154AL-12-133	N District Att. Gen. 24th Judicial Dis	97009-0618-04	\$ 198,570.87	\$ 140,154.73		\$ 140,154.73	\$ 58,416.14
TN100000004375	154AL-12-134	N District Att. Gen. 25th Judicial Dis	97049-0616-04	\$ 159,163.98	\$ 102,077.88		\$ 102,077.88	\$ 57,086.10
TN100000004376	154AL-12-135	N District Att. Gen. 26th Judicial Dis	97057-0658-04	\$ 166,008.74	\$ 113,645.33		\$ 113,645.33	\$ 52,363.41
TN100000004377	154AL-12-136	N District Att. Gen. 30th Judicial Dis	97279-0628-04	\$ 263,032.59	\$ 183,964.60		\$ 183,964.60	\$ 79,067.99
TN100000004378	154AL-12-137	N District Att. Gen. 31st Judicial Dis	97089-0611-04	\$ 166,103.94	\$ 111,684.22		\$ 111,684.22	\$ 54,419.72
TN100000004379	154AL-12-138	Tipton Co. Sheriff's Office	97084-0617-04	\$ 40,001.00	\$ 37,881.09		\$ 37,881.09	\$ 2,119.91
TN100000004380	154AL-12-139	Toone Police Dept.	97035-0613-04	\$ 14,988.77	\$ 13,162.71		\$ 13,162.71	\$ 1,826.06
TN100000004915	154AL-12-140	Tullahoma Police Dept.	97016-0629-04	\$ 14,976.00	\$ 5,294.19		\$ 5,294.19	\$ 9,681.81
TN100000004381	154AL-12-141	Union City Police Dept.	97066-0611-04	\$ 20,000.00	\$ 15,509.48		\$ 15,509.48	\$ 4,490.52
TN100000004382	154AL-12-142	Union City Police Dept.	97066-0609-04	\$ 9,900.00	\$ 8,328.23		\$ 8,328.23	\$ 1,571.77
TN100000004383	154AL-12-143	University of Memphis, Police Service	97279-0629-04	\$ 39,792.30	\$ 38,078.58		\$ 38,078.58	\$ 1,713.72
TN100000004384	154AL-12-144	University of TN, Police Services	97147-0617-04	\$ 2,810.92	\$ 2,519.02		\$ 2,519.02	\$ 291.90
TN100000004385	154AL-12-145	Washington Co. Sheriff's Dept.	97090-0677-04	\$ 9,900.00	\$ 7,959.56		\$ 7,959.56	\$ 1,940.44
TN100000004386	154AL-12-146	Washington Co. Sheriff's Dept.	97090-0679-04	\$ 39,999.96	\$ 30,178.41		\$ 30,178.41	\$ 9,821.55
TN100000004387	154AL-12-147	Wayne Co. Sheriff's Dept.	97091-0612-04	\$ 20,000.00	\$ 16,720.79		\$ 16,720.79	\$ 3,279.21
TN100000004388	154AL-12-148	White Co. Sheriff's Dept.	97093-0609-04	\$ 18,772.24	\$ 9,378.56		\$ 9,378.56	\$ 9,393.68
TN100000004389	154AL-12-149	White House Police Dept.	97083-0641-04	\$ 19,514.00	\$ 557.04		\$ 557.04	\$ 18,956.96
TN100000004922	154AL-12-150	Whiteville Police Dept.	97035-0614-04	\$ 15,000.00	\$ 7,266.84		\$ 7,266.84	\$ 7,733.16
TN100000004390	154AL-12-151	Williamson Co. Sheriff's Dept.	97094-0645-04	\$ 49,300.00	\$ 44,787.92		\$ 44,787.92	\$ 4,512.08
TN100000004391	154AL-12-152	Wilson Co. Sheriff's Dept.	97095-0625-04	\$ 32,329.43	\$ 29,845.86		\$ 29,845.86	\$ 2,483.57
TN100000004392	154AL-12-154	Woodbury Police Dept.	97008-0616-04	\$ 9,900.00	\$ 9,900.00		\$ 9,900.00	\$ -
TN100000004393	154AL-12-155	The University of TN	97109-0698-04	\$ 530,100.00	\$ 110,924.85		\$ 110,924.85	\$ 419,175.15
TN100000004422	154AL-12-346	The University of TN	97110-0610-04	\$ 450,000.00	\$ 145,512.88		\$ 145,512.88	\$ 304,487.12
TN100000004537	154AL-12-348	Robertson Co. Sheriff's Dept.	97074-0607-04	\$ 24,946.90	\$ 24,946.90		\$ 24,946.90	\$ -
UNALLOCATED			\$ 4,733,892.43					
154AL-11	PSP TOTAL		\$ 14,756,694.46	\$ 10,022,802.03	\$ 6,279,643.16	\$ -	\$ 6,279,643.16	\$ 3,743,158.87

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					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
154PM-11		SECTION 154 PAID MEDIA CFDA - 20.607	\$ 2,804,158.71					
TN1000000004233	154PM-12-01	iance Sport, Marketing, LLC (Basek	97109-0658-04	100,000.00	\$ 100,000.00		\$ 100,000.00	\$ -
TN1000000004234	154PM-12-02	nce Sport, Marketing, LLC (Motorsp	97109-0659-04	125,000.00	\$ 100,000.00		\$ 100,000.00	\$ 25,000.00
TN1000000004235	154PM-12-03	Citadel Broadcasting	97109-0661-04	100,000.00	\$ 100,000.00		\$ 100,000.00	\$ -
TN1000000004236	154PM-12-04	Hoops, LP	97109-0662-04	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	\$ -
TN1000000004237	154PM-12-05	IMG-College-University of TN	97109-0665-04	\$ 150,000.00	\$ 150,000.00		\$ 150,000.00	\$ -
TN1000000004238	154PM-12-06	IMG-College-Vanderbilt University	97109-0666-04	\$ 52,500.00	\$ 52,500.00		\$ 52,500.00	\$ -
TN1000000004239	154PM-12-07	Learfield Communications, Inc.	97109-0668-04	\$ 100,000.00	\$ 100,000.00		\$ 100,000.00	\$ -
TN1000000004240	154PM-12-08	The Liberty Bowl Festival Assoc.	97109-0677-04	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	\$ -
TN1000000004241	154PM-12-09	Music City Bowl, Inc.	97109-0669-04	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	\$ -
TN1000000004242	154PM-12-10	Nashville Hockey Club, LP	97109-0671-04	\$ 87,500.00	\$ 87,500.00		\$ 87,500.00	\$ -
TN1000000004243	154PM-12-11	Nelligan Sports Marketing, Inc.	97109-0673-04	\$ 15,111.11	\$ 15,111.11		\$ 15,111.11	\$ -
TN1000000004244		;K Tennessee Football, Inc.	97109-0676-04	\$ 73,334.00	\$ 73,334.00		\$ 73,334.00	\$ -
TN1000000004245	154PM-12-13	nce Sport, Marketing, LLC (Motorsp	97110-0613-04	\$ 25,000.00	\$ 25,000.00		\$ 25,000.00	\$ -
TN1000000004246	154PM-12-14	Tomras	97110-0608-04	\$ 1,500,000.00	\$ 1,169,692.71		\$ 1,169,692.71	\$ 330,307.29
TN1000000005480	154PM-12-20	Summit Mgmt Corporation	97110-0626-04	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	\$ -
TN1000000005667	154PM-12-21	Cumulus Broadcasting, LLC	97110-0628-04	\$ 40,000.00	\$ 40,000.00		\$ 40,000.00	\$ -
TN1000000005668	154PM-12-22	Huddle, Inc.	97110-0629-04	\$ 33,714.28	\$ -		\$ -	\$ 33,714.28
TN1000000005669	154PM-12-23	IMG Communications, Inc.	97110-0630-04	\$ 37,500.00	\$ 37,500.00		\$ 37,500.00	\$ -
TN1000000005670	154PM-12-24	IMG Communications, Inc.	97110-0631-04	\$ 11,666.66	\$ -		\$ -	\$ 11,666.66
TN1000000005671	154PM-12-25	Learfield Communications, Inc.	97110-0632-04	\$ 28,000.00	\$ 28,000.00		\$ 28,000.00	\$ -
TN1000000005672	154PM-12-26	Nashville Hockey Club, LP	97110-0633-04	\$ 12,500.00	\$ 12,500.00		\$ 12,500.00	\$ -
TN1000000005673	154PM-12-27	Nelligan Sports Marketing, Inc.	97110-0634-04	\$ 1,666.66	\$ -		\$ -	\$ 1,666.66
TN1000000005674	154PM-12-28	Nelligan Sports Marketing, Inc.	97110-0635-04	\$ 4,500.00	\$ 4,500.00		\$ 4,500.00	\$ -
TN1000000005675	154PM-12-29	Tee Up Media, Inc.	97110-0636-04	\$ 17,500.00	\$ 17,500.00		\$ 17,500.00	\$ -
TN1000000005676	154PM-12-30	Tennessee Football, Inc.	97110-0637-04	\$ 36,666.00	\$ 36,666.00		\$ 36,666.00	\$ -
TN1000000005820	154PM-12-31	The Pace Group	97219-0629-04	\$ 12,000.00	\$ 12,000.00		\$ 12,000.00	\$ -
		UNALLOCATED	\$ -					
154PM-11		PSP TOTAL	\$ 2,804,158.71	\$ 2,804,158.71	\$ 2,401,803.82	\$ -	\$ 2,401,803.82	\$ 402,354.89
154HE-11		SECTION 154 HAZARD ELIMINATIO	\$ 27,068,885.97					
Closed no contract	154HE-12-01	PSB-100-(36)	41010-3220-94	\$ -	\$ -		\$ -	\$ -
TN1000000003971	154HE-12-02	NHTSA-HE-1(235)	97043-2205-04	\$ -	\$ -		\$ -	\$ -
TN1000000003972	154HE-12-03	NHTSA-HE-3300(45)	97033-0685-04	\$ -	\$ -		\$ -	\$ -
TN1000000003973	154HE-12-04	NHTSA-HE-35(43)	97005-1261-04	\$ 2,785.80	\$ 2,785.80		\$ 2,785.80	\$ -
TN1000000003974	154HE-12-05	NHTSA-HE-111(73)	97067-3203-04	\$ -	\$ -		\$ -	\$ -
TN1000000003976	154HE-12-07	NHTSA-HE-9(41)	97047-2266-04	\$ 28.83	\$ 28.83		\$ 28.83	\$ (0.00)
TN1000000003977	154HE-12-08	NHTSA-HE-FY06(29)	97106-1692-04	\$ 1,566.35	\$ 1,566.35		\$ 1,566.35	\$ -
TN1000000003978	154HE-12-09	NHTSA-HE-FY06(28)	97106-3693-04	\$ 69,776.85	\$ 69,776.85		\$ 69,776.85	\$ (0.00)
TN1000000003979	154HE-12-10	NHTSA-HE-FY06(31)	97106-1695-04	\$ -	\$ -		\$ -	\$ -
TN1000000003984	154HE-12-15	NHTSA-HE-333(3)	97005-2209-04	\$ -	\$ -		\$ -	\$ -
TN1000000003985	154HE-12-16	NHTSA-HE-15(124)	97024-2201-04	\$ 680.65	\$ 680.65		\$ 680.65	\$ (0.00)
TN1000000003987	154HE-12-18	NHTSA-HE-48(23)	97041-1201-04	\$ 215.47	\$ 215.47		\$ 215.47	\$ (0.00)
TN1000000003989	154HE-12-20	NHTSA-HE-67(20)	97010-3214-04	\$ 3,798.47	\$ 3,798.47		\$ 3,798.47	\$ (0.00)
TN1000000003990	154HE-12-21	NHTSA-HE-48(33)	97041-2202-04	\$ -	\$ -		\$ -	\$ -
TN1000000003991	154HE-12-22	NHTSA-HE-68(26)	97062-3202-04	\$ -	\$ -		\$ -	\$ -
TN1000000003992	154HE-12-23	NHTSA-HE-REG4(57)	97107-3247-04	\$ -	\$ -		\$ -	\$ -
TN1000000003993	154HE-12-24	NHTSA-HE-10-(36)	41006-3215-94	\$ -	\$ -		\$ -	\$ -
TN1000000003995	154HE-12-25	LTAP-FY07(7)	99108-7009-74	\$ 20,000.00	\$ 20,000.00		\$ 20,000.00	\$ -
TN1000000003996	154HE-12-26	NHTSA-HE-FY08(1)	97107-1698-04	\$ 18,660.18	\$ 18,660.18		\$ 18,660.18	\$ -
TN1000000003998	154HE-12-27	NHTSA-HE-9(64)	97007-3217-04	\$ 237,457.46	\$ 237,457.46		\$ 237,457.46	\$ 0.00
TN1000000003999	154HE-12-28	PSB-100(37)	41010-3216-94	\$ -	\$ -		\$ -	\$ -
TN1000000004000	154HE-12-29	PSB-1(213)	22002-1244-94	\$ -	\$ -		\$ -	\$ -

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
TN1000000004001	154HE-12-30	PSB-1(213)	22002-3244-94	\$ -	\$ -	\$ -	\$ -	
TN1000000004002	154HE-12-31	NHTSA-HE-48(33)	41006-1215-94	\$ -	\$ -	\$ -	\$ -	
TN1000000004003	154HE-12-32	PSB-100(37)	41010-1216-94	\$ -	\$ -	\$ -	\$ -	
TN1000000004004	154HE-12-33	NHTSA-HE-2(88)	97053-0213-04	\$ 902.54	902.54	\$ 902.54	\$ 0.00	
TN1000000004005	154HE-12-34	NHTSA-HE-2(88)	97053-1213-04	\$ 1,253.53	1,253.53	\$ 1,253.53	\$ (0.00)	
TN1000000004006	154HE-12-35	NHTSA-HE-2(88)	97053-2213-04	\$ 49,410.66	49,410.66	\$ 49,410.66	\$ -	
TN1000000004009	154HE-12-36	PSB-68(25)	62007-3245-94	\$ -	-	\$ -	\$ -	
TN1000000004010	154HE-12-37	NHTSA-HE-I-275-3(133)	97147-3109-04	\$ 577.67	577.67	\$ 577.67	\$ 0.00	
TN1000000004011	154HE-12-38	NHTSA-HE-NHE-386(9)	97083-3238-04	\$ 288,977.66	288,977.66	\$ 288,977.66	\$ -	
TN1000000004012	154HE-12-39	NHTSA-HE-254(7)	97119-1295-04	\$ -	-	\$ -	\$ -	
TN1000000004013	154HE-12-40	NHTSA-HE-2 (88)	97053-3213-04	\$ 17,362.63	17,362.63	\$ 17,362.63	\$ -	
TN1000000004014	154HE-12-41	NHTSA-HE-43(35)	97027-0206-04	\$ -	-	\$ -	\$ -	
TN1000000004015	154HE-12-42	NHTSA-HE-9(64)	97007-0217-04	\$ -	-	\$ -	\$ -	
TN1000000004016	154HE-12-43	NHTSA-HE-6(79)	97119-0296-04	\$ -	-	\$ -	\$ -	
TN1000000004017	154HE-12-44	NHTSA-HE-29-(75)	97072-3216-04	\$ 10,548.03	10,548.03	\$ 10,548.03	\$ (0.00)	
TN1000000004018	154HE-12-45	PSB-336(10)	05025-3212-94	\$ 71,022.67	71,022.67	\$ 71,022.67	\$ -	
TN1000000004019	154HE-12-46	NHTSA-HE-1900(31)	97119-0698-04	\$ -	-	\$ -	\$ -	
TN1000000004020	154HE-12-47	NHTSA-HE-9900(16)	97108-1281-04	\$ 9,038.47	9,038.47	\$ 9,038.47	\$ 0.00	
TN1000000004021	154HE-12-48	NHTSA-HE-REG1(76)	97108-1282-04	\$ -	-	\$ -	\$ -	
TN1000000004022	154HE-12-49	NHTSA-HE-254(7)	97119-3297-04	\$ 40,581.68	40,581.68	\$ 40,581.68	\$ -	
TN1000000004023	154HE-12-50	NHTSA-HE-29(75)	97072-1216-04	\$ -	-	\$ -	\$ -	
TN1000000004024	154HE-12-51	NHTSA-HE-35(43)	97005-2265-04	\$ 29,275.90	29,275.90	\$ 29,275.90	\$ -	
TN1000000004025	154HE-12-52	NHTSA-HE-6(79)	97119-1296-04	\$ -	-	\$ -	\$ -	
TN1000000004026	154HE-12-53	NHTSA-HE-48(23)	97041-3203-04	\$ 818,358.98	818,358.98	\$ 818,358.98	\$ 0.00	
TN1000000004027	154HE-12-54	NHTSA-HE-NHE-109(28)	97083-1239-04	\$ 39,367.34	39,367.34	\$ 39,367.34	\$ (0.00)	
TN1000000004028	154HE-12-55	NHTSA-HE-NHE-109(28)	97083-3239-04	\$ -	-	\$ -	\$ -	
TN1000000004029	154HE-12-56	NHTSA-HE-I-24-2(139)	97016-0124-04	\$ 7,999.69	7,999.69	\$ 7,999.69	\$ -	
TN1000000004030	154HE-12-57	NHTSA-HE-6(79)	97219-2215-04	\$ 14,470.94	14,470.94	\$ 14,470.94	\$ -	
TN1000000004031	154HE-12-58	NHTSA-HE-9900(30)	97109-0649-04	\$ 3,538.17	3,538.17	\$ 3,538.17	\$ -	
TN1000000004032	154HE-12-59	NHTSA-HE-1500(53)	97015-3408-04	\$ 941,341.35	941,341.35	\$ 941,341.35	\$ -	
TN1000000004033	154HE-12-60	NHTSA-HE-71(26)	97109-0251-04	\$ 100,732.34	100,732.34	\$ 100,732.34	\$ -	
TN1000000004034	154HE-12-61	NHTSA-HE-NHE-32(73)	97032-0210-04	\$ 7,017.89	7,017.89	\$ 7,017.89	\$ -	
TN1000000004035	154HE-12-62	NHTSA-HE-2(110)	97053-0215-04	\$ 30,558.73	30,558.73	\$ 30,558.73	\$ (0.00)	
TN1000000004052	154HE-12-63	NHTSA-HE-9900(43)	97109-0154-04	\$ -	-	\$ -	\$ -	
TN1000000004053	154HE-12-64	NHTSA-HE-345(1)	97013-0205-04	\$ 27,685.22	27,685.26	\$ 27,685.26	\$ (0.04)	
TN1000000004054	154HE-12-65	NHTSA-HE-9900(44)	97109-0255-04	\$ 65,250.00	65,250.00	\$ 65,250.00	\$ -	
TN1000000004055	154HE-12-66	NHTSA-HE-9900(45)	97109-0256-04	\$ 33,750.00	33,750.00	\$ 33,750.00	\$ -	
TN1000000004056	154HE-12-67	NHTSA-HE-1(284)	97073-0217-04	\$ 93,103.41	93,103.41	\$ 93,103.41	\$ -	
TN1000000004057	154HE-12-68	NHTSA-HE-1(285)	97082-0260-04	\$ 25,647.72	25,647.72	\$ 25,647.72	\$ 0.00	
TN1000000004058	154HE-12-69	NHTSA-HE-6(80)	97094-0237-04	\$ -	-	\$ -	\$ -	
TN1000000004059	154HE-12-70	STP-M-1(276)	47009-3293-54	\$ 266,400.12	266,400.12	\$ 266,400.12	\$ -	
TN1000000004060	154HE-12-71	N/A	99108-0052-04	\$ -	-	\$ -	\$ -	
TN1000000004061	154HE-12-72	NHTSA-HE-9(64)	97007-1217-04	\$ -	-	\$ -	\$ -	
TN1000000004062	154HE-12-73	NHTSA-HE-NHE-32(73)	97032-1210-04	\$ 7,435.70	7,435.70	\$ 7,435.70	\$ (0.00)	
TN1000000004063	154HE-12-74	NHTSA-HE-6(85)	97060-0214-04	\$ 38,776.38	38,776.38	\$ 38,776.38	\$ (0.00)	
TN1000000004090	154HE-12-75	PSB-100(36)	41010-3215-94	\$ -	-	\$ -	\$ -	
TN1000000004091	154HE-12-76	NHTSA-HE-111(77)	97071-3235-04	\$ 1,014,034.65	1,014,034.65	\$ 1,014,034.65	\$ -	
TN1000000004100	154HE-12-77	NHTSA-HE-6(79)	97119-3296-04	\$ 185,961.22	\$ 185,961.22	\$ 185,961.22	\$ -	
TN1000000004123	154HE-12-78	NHTSA-HE-43(35)	97027-1206-04	\$ -	\$ -	\$ -	\$ -	

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
TN1000000004435	154HE-12-79	NHTSA-HE-35(43)	97005-3270-04	\$ 7,090.19	\$ 7,090.16		\$ 7,090.16	\$ 0.03
TN1000000004464	154HE-12-80	NHTSA-HE-43(35)	97027-3206-04	\$ 55,809.94	\$ 55,809.94		\$ 55,809.94	\$ 0.00
TN1000000004534	154HE-12-81	NHTSA-HE-6(85)	97060-1214-04	\$ 3,921.17	\$ 3,921.17		\$ 3,921.17	\$ -
TN1000000004535	154HE-12-82	NHTSA-HE-6(85)	97060-2214-04	\$ 228.80	\$ 228.80		\$ 228.80	\$ (0.00)
TN1000000004536	154HE-12-83	NHTSA-HE-6(85)	97005-0278-04	\$ 40,665.30	\$ 40,665.30		\$ 40,665.30	\$ -
TN1000000004538	154HE-12-84	NHTSA-HE-9900(52)	97110-1616-04	\$ 26.30	\$ 26.30		\$ 26.30	\$ -
TN1000000004539	154HE-12-85	NHTSA-HE-35(54)	97005-0279-04	\$ 24,498.32	\$ 24,498.32		\$ 24,498.32	\$ -
TN1000000004540	154HE-12-86	NHTSA-HE-115(40)	97147-0219-04	\$ 2,841.96	\$ 2,841.96		\$ 2,841.96	\$ -
TN1000000004541	154HE-12-87	NHTSA-HE-I-40-8(157)	97147-0121-04	\$ 22,864.56	\$ 22,864.56		\$ 22,864.56	\$ 0.00
TN1000000004542	154HE-12-88	NHTSA-HE-I-115(41)	97147-0220-04	\$ 49,434.80	\$ 49,434.80		\$ 49,434.80	\$ -
TN1000000004543	154HE-12-89	NHTSA-HE-I-140(15)	97147-0118-04	\$ -	\$ -		\$ -	\$ -
TN1000000004544	154HE-12-90	NHTSA-HE-2(216)	97053-0221-04	\$ 60,375.35	\$ 60,375.35		\$ 60,375.35	\$ -
TN1000000004874	154HE-12-91	NHTSA-HE-1(285)	97082-1260-04	\$ 10,954.83	\$ 10,954.83		\$ 10,954.83	\$ 0.00
TN1000000005015	154HE-12-92	NHTSA-HE-61(28)	97001-0238-04	\$ 297.96	\$ 297.96		\$ 297.96	\$ -
TN1000000005072	154HE-12-93	NHTSA-HE-12(49)	97011-0222-04	\$ 1,312.08	\$ 1,312.08		\$ 1,312.08	\$ (0.00)
TN1000000005073	154HE-12-94	NHTSA-HE-12(50)	97063-0247-04	\$ 54,882.30	\$ 54,882.30		\$ 54,882.30	\$ -
TN1000000005074	154HE-12-95	NHTSA-HE-115(42)	97005-0280-04	\$ -	\$ -		\$ -	\$ -
TN1000000005075	154HE-12-96	NHTSA-HE-68(36)	97062-0204-04	\$ 297.96	\$ 297.96		\$ 297.96	\$ -
TN1000000005158	154HE-12-97	NHTSA-HE-1(284)	97073-1217-04	\$ -	\$ -		\$ -	\$ -
TN1000000005209	154HE-12-98	NHTSA-HE-NHE-109(28)	97083-0239-04	\$ 174.84	\$ 174.84		\$ 174.84	\$ 0.00
TN1000000005262	154HE-12-99	NHTSA-HE-73(53)	97005-3266-04	\$ 161,550.21	\$ 161,550.21		\$ 161,550.21	\$ -
TN1000000005291	154HE-12-100	NHTSA-HE-400(28)	97004-0409-04	\$ 2,552.76	\$ 2,552.76		\$ 2,552.76	\$ 0.00
TN1000000005409	154HE-12-108	NHTSA-HE-REG1(110)	97110-0120-04	\$ -	\$ -		\$ -	\$ -
TN1000000005410	154HE-12-111	NHTSA-HE-REG2(111)	97110-0121-04	\$ -	\$ -		\$ -	\$ -
TN1000000005411	154HE-12-109	NHTSA-HE-REG3(112)	97110-0122-04	\$ -	\$ -		\$ -	\$ -
TN1000000005412	154HE-12-110	NHTSA-HE-REG4(113)	97110-0123-04	\$ -	\$ -		\$ -	\$ -
TN1000000005436	154HE-12-101	NHTSA-HE-196(10)	97024-0217-04	\$ -	\$ -		\$ -	\$ -
TN1000000005437	154HE-12-102	NHTSA-HE-9900(60)	97110-0624-04	\$ -	\$ -		\$ -	\$ -
TN1000000005438	154HE-12-103	NHTSA-HE-1(284)	97073-2223-04	\$ 1,355.98	\$ 1,355.98		\$ 1,355.98	\$ (0.00)
TN1000000005493	154HE-12-104	NHTSA-HE-I-40-8(157)	97147-1121-04	\$ -	\$ -		\$ -	\$ -
TN1000000005548	154HE-12-105	NHTSA-HE-2(110)	97053-1215-04	\$ -	\$ -		\$ -	\$ -
TN1000000005550	154HE-12-106	NHTSA-HE-2(110)	97053-2215-04	\$ -	\$ -		\$ -	\$ -
TN1000000005558	154HE-12-107	NHTSA-HE-I-40-8(157)	97147-3121-04	\$ 7,491.77	\$ 7,491.79		\$ 7,491.79	\$ (0.02)
		CFDA - 20.607						
		UNALLOCATED	\$ 21,964,907.24					
154HE-11		PSP TOTAL	\$ 27,068,885.97	\$ 5,103,978.73	\$ 5,103,978.76	\$ -	\$ 5,103,978.76	\$ (0.03)
K3-11		2011 Child Seat Incentive	\$ 298,609.22					
		CFDA - 20.613						
TN1000000004427	K3-12-01	East TN State University	97109-0679-04	133,331.00	\$ 95,400.40		\$ 95,400.40	\$ 37,930.60
TN1000000004428	K3-12-02	MeHarry Medical College	97109-0681-04	133,332.70	\$ 129,670.89		\$ 129,670.89	\$ 3,661.81
		UNALLOCATED	\$ 31,945.52					
K3-11		PSP TOTAL	\$ 298,609.22	\$ 266,663.70	\$ 225,071.29	\$ -	\$ 225,071.29	\$ 41,592.41

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
K4-11		SECTION 406 SAFETY BELTS INCEN	\$ 35,232.99					
TN100000005479	K4-12-01	CFDA - 20.609 Music City, Inc.	97110-0625-04	\$ 35,000.00	\$ 35,000.00		\$ 35,000.00	-
		UNALLOCATED	\$ 232.99					
K4-11		PSP TOTAL	\$ 35,232.99	\$ 35,000.00	\$ 35,000.00	\$ -	\$ 35,000.00	\$ -
K6-11		SECTION 2010 MOTORCYCLE SAFE	\$ 348,285.04					
TN1000000004429	K6-12-01	CFDA - 20.612 Tombras	97110-0607-04	130,000.00	\$ 80,790.18		\$ 80,790.18	49,209.82
		UNALLOCATED	\$ 218,285.04					
K6-11		PSP TOTAL	\$ 348,285.04	\$ 130,000.00	\$ 80,790.18	\$ -	\$ 80,790.18	\$ 49,209.82
K8-11		SECTION 410 ALCOHOL SAFETEA-	\$ 5,440,541.97					
	K8-12-00	CFDA - 20.601						
TN1000000004170	K8-12-01	21st Drug Court Inc.	97094-0641-04	20,760.00	18,870.80		\$ -	\$ -
TN1000000004171	K8-12-02	23rd Judicial District Drug Court	97022-0626-04	57,600.00	35,801.86		\$ 18,870.80	\$ 1,889.20
TN1000000004172	K8-12-03	JACOBA	97057-0654-04	99,123.09	65,528.69		\$ 35,801.86	\$ 21,798.14
TN1000000004173	K8-12-04	Martin Police Dept	97092-0628-04	32,215.68	31,791.62		\$ 65,528.69	\$ 33,594.40
TN1000000004174	K8-12-05	McMinn County Rescue Squad	97054-0628-04	10,369.76	10,369.76		\$ 31,791.62	\$ 424.06
TN1000000004175	K8-12-06	Memphis Police Dept	97279-0622-04	107,115.84	46,755.91		\$ 10,369.76	\$ -
TN1000000004176	K8-12-07	Mother's Against Drunk Driving	97219-0620-04	85,000.00	58,083.90		\$ 46,755.91	\$ 60,359.93
TN1000000004177	K8-12-08	Mother's Against Drunk Driving	97219-0624-04	80,000.00	41,629.44		\$ 58,083.90	\$ 26,916.10
TN1000000004178	K8-12-09	utherford County Drug Court Program	97075-0637-04	20,160.00	20,160.00		\$ 41,629.44	\$ 38,370.56
TN1000000004179	K8-12-10	Sumner County Drug Court	97083-0640-04	47,290.00	15,352.60		\$ 20,160.00	\$ -
TN1000000004180	K8-12-11	TN Dept of Safety	97109-0688-04	74,991.82	74,991.82		\$ 15,352.60	\$ 31,937.40
TN1000000004181	K8-12-12	N District Attorney's Gen. Conference	97109-0691-04	548,540.90	343,422.70		\$ 74,991.82	\$ -
TN1000000004182	K8-12-13	Independent Colleges & Univ. Assn	97109-0692-04	15,007.50	1,799.74		\$ 343,422.70	\$ 205,118.20
TN1000000004183	K8-12-14	TN Secondary School Athletic Assoc	97109-0693-04	60,000.00	43,085.95		\$ 1,799.74	\$ 13,207.76
TN1000000004184	K8-12-15	TJohnE Productions, Inc.	97110-0606-04	91,000.00	91,000.00		\$ 43,085.95	\$ 16,914.05
TN1000000004185	K8-12-16	Warren County of TN	97089-0612-04	52,453.12	52,453.12		\$ 91,000.00	\$ -
TN1000000004186	K8-12-17	Williamson County Trustee	97094-0646-04	59,992.10	35,641.73		\$ 52,453.12	\$ -
TN1000000004187	K8-12-18	TN Dept of Safety	97109-0686-04	689,425.64	146,897.87		\$ 35,641.73	\$ 24,350.37
TN1000000004188	K8-12-19	The University of TN	97110-0601-04	250,000.00	109,012.87		\$ 146,897.87	\$ 542,527.77
TN1000000004529	K8-12-20	Tennessee Dept. of Safety	97110-0615-04	195,000.00	168,000.00		\$ 109,012.87	\$ 140,987.13
TN1000000004189	K8-12-21	TN Bureau of Investigation	97219-0621-04	330,800.00	81,446.46		\$ 168,000.00	\$ 27,000.00
TN1000000004190	K8-12-22	The University of TN	97110-0609-04	200,000.00	85,299.16		\$ 81,446.46	\$ 249,353.54
		UNALLOCATED	\$ 2,313,696.52				\$ 85,299.16	\$ 114,700.84
K8-11		PSP TOTAL	\$ 5,440,541.97	\$ 3,126,845.45	\$ 1,577,396.00	\$ -	\$ 1,577,396.00	\$ 1,549,449.45
K9-11		SECTION 408- DATA PROGRAM INCEN	\$ 430,124.91					
		CFDA - 20.610						
TN1000000004430	K9-12-01	Tennessee Dept. of Health	97109-0682-04	88,700.00	\$ 55,163.23		\$ 55,163.23	\$ 33,536.77
TN1000000004431	K9-12-02	Tennessee Dept. of Health	97109-0683-04	74,595.15	\$ 43,822.68		\$ 43,822.68	\$ 30,772.47
TN1000000004432	K9-12-03	Tennessee Supreme Court	97109-0694-04	91,000.00	\$ 25,500.00		\$ 25,500.00	\$ 65,500.00
TN1000000004433	K9-12-04	The University of TN	97110-0602-04	\$ 6,500.00	\$ 1,284.79		\$ 1,284.79	\$ 5,215.21
TN1000000004434	K9-12-05	The University of TN	97110-0612-04	\$ 10,000.00	\$ 2,360.87		\$ 2,360.87	\$ 7,639.13
K9-11		UNALLOCATED	\$ 159,329.76					
		PSP TOTAL	\$ 430,124.91	\$ 270,795.15	\$ 128,131.57	\$ -	\$ 128,131.57	\$ 142,663.58

PSP/NUMBER AGREEMENT NUMBER	GHSO#	NAME OF AGENCY, PSP TITLE & APPROVED PROJECTS	FEDERAL FUNDS OBLIGATED	FEDERAL FUNDS ALLOCATED TO PROJECTS	EXPENDITURES			UNEXPENDED BALANCE
					PRIOR CLAIM	THIS CLAIM	TOTAL CLAIMS	
K10-11		1906 PROHIBIT RACIAL PROFILING CFDA - 20.611						\$ -
	K10-12-01							\$ -
		UNALLOCATED	\$ -					
K10-11		PSP TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL OTHER FUNDS	\$ 51,182,533.27	\$ 21,760,243.77	\$ 15,831,814.78	\$ -	\$ 15,831,814.78	\$ 5,928,428.99
		VOUCHER GRAND TOTALS	\$ 55,741,326.64	\$ 26,265,333.70	\$ 18,272,529.52	\$ -	\$ 18,272,529.52	\$ 7,992,804.18
PROJECT STATUS KEY:			SUMMARY INFORMATION:		N.H.T.S.A. (402) FUNDS		OTHER FUNDS	
THIS IS AN ACTIVE PROJECT			TOTAL ALLOCATED FUNDS		\$ 4,505,089.93	98.822%	\$ 21,760,243.77	42.515%
THIS IS A CLOSED PROJECT.			TOTAL UNALLOCATED FUNDS		\$ 53,703.44	1.178%	\$ 29,422,289.50	57.485%
			TOTALS		\$ 4,558,793.37	100.000%	\$ 51,182,533.27	100.000%
			RATIO OF FUNDS EXPENDED TO FUNDS OBLIGATED		53.539%		30.932%	