

# Safety Belt Enforcement in Tennessee

Annual Report to the  
Tennessee General Assembly



Dave Mitchell, Commissioner

April 2007

**Safety Belt Enforcement in Tennessee  
Annual Report to the Tennessee General Assembly  
in Compliance with Tennessee Code Annotated § 55-9-603**

*Executive Summary*

This report contains a study conducted for the Tennessee General Assembly in compliance with *Tennessee Code Annotated* § 55-9-603 (k), to supply data collected for the previous five (5) years relating to violations of the Safety Belt Usage law. Chapter 893 of the “Public Acts of 2004” changed Tennessee’s law relating to safety belt usage in passenger vehicles, from a “secondary” to a “primary” use law effective July 1, 2004. Included in the Public Act was a requirement for the Tennessee Department of Safety to file an annual report by March 1 of each year to the 104<sup>th</sup>, 105<sup>th</sup>, and 106<sup>th</sup> sessions of the General Assembly. The report is to “include the number of persons cited for violations of this section, their race, ethnicity, sex, age, and any other information the department deems relevant.”

In compliance with this legislative directive, the Tennessee Department of Safety’s Research, Planning & Development Section reviewed various data from the *Driver History, Trooper Ticket, and Crash Analysis Reporting System* databases. Since Tennessee does not have a statutory uniform citation law, statewide data is not available on the number of citations issued by all law enforcement agencies for traffic violations.

A review was conducted of all “convictions” reported to the Department’s Financial Responsibility Division by court clerks, for fiscal years 2001-2002 through 2005-2006. Due to delays in reporting convictions to the Department, and posting convictions to the Driver History file, the data is more complete utilizing fiscal year (FY) information, rather than calendar year (CY) information for both statewide convictions and Tennessee Highway Patrol-issued citations. However, the safety belt convictions contained in the Driver History file include only those convictions reported to the Department of Safety by the court clerks. Traffic crash restraint usage by vehicle occupants is also based upon fiscal year data. However, given the significant delay in processing and keying crash reports, crash data contained in this report since 2004 is considered preliminary.

Statewide safety belt convictions reported to the Department of Safety (all agencies) decreased from 27,291 in FY 01-02 to 19,499 in FY 05-06, a 29% decrease. In FY 05-06, adult drivers between the ages of 25-34 represented approximately 27.3% of all those convicted. White adult males were the most frequently convicted in all five (5) years, representing 51.4% of all adult drivers and 76.1% of adult male drivers in FY 05-06. Black males were the next highest group convicted, representing 11.7% of all adult drivers and 17.4% of adult male drivers in FY 05-06.

Of all adult drivers, males were the prominent sex convicted, with 70.1% in FY 05-06 compared to 29.9% for females (131 or 0.7% of convictions were reported with no sex listed). White females were most often convicted of the female adult drivers, with 79.5% in FY 05-06. The next highest group was black females, representing 17.7% of adult female drivers.

In FY 05-06, adult passengers convicted of safety belt violations represented only 3.2% of all safety belt convictions reported to the department. Generally over the five-year period, adult passengers followed the same percentage distributions for sex and race.

Citations issued by commissioned officers of the Tennessee Highway Patrol were analyzed for fiscal years 2001-2002 through 2005-2006. Tennessee Highway Patrol citations issued for safety belt violations decreased from 34,948 in FY 01-02 to 29,023 in FY 03-04, then increased in FY 05-06 to 51,655. From FY 01-02 to FY 05-06, Trooper citations issued for these violations increased 32%. Adult drivers between the ages of 25-34 were the most frequently ticketed group throughout the five-year period, averaging approximately 28%.

In FY 05-06, of all adult male drivers, white males received 85.9% of Trooper citations. Of all adult drivers, white males received 64.6% of THP-issued citations. Black males were the next highest group with an average of 8.7% of all male drivers and 6.6% of all drivers. Hispanic males received 3.9% of THP-issued citations for male drivers and 2.9% of citations for all drivers.

Convictions involving child restraint device (CRD) violations were also analyzed for this report. CRD convictions reported to the Department of Safety decreased from 4,499 in FY 01-02 to 2,694 in FY 05-06.

Unlike safety belt convictions reported, the majority of CRD convictions were received by females, who made up 60.9%. White females were the predominant race and gender for both convictions involving children 3 and under, as well as those involving children ages 4-15. In FY 05-06, white females accounted for 54.9% of all CRD convictions issued to females. Black females were the next highest group with 39%. For male drivers, white males represented 56.8% of all convictions, with black males coming in second at 29.1%.

Citations issued by THP for CRD violations showed an increase over the five-year period. These citations grew from 4,835 in FY 01-02 to 5,463 in FY 05-06. This marks an increase of 11.5%. Adult drivers between the ages of 20-29 were the most frequently ticketed group, averaging approximately 41%.

As was the case with CRD convictions, females received the majority of THP-issued CRD citations, ranging from 55.6% in FY 01-02 to 55.3% in FY 05-06. White females accounted for an average of 75.7% of the females ticketed during the five-year period. White males made up an average of 63.5% of male drivers ticketed from FY 01-02 to FY 05-06.

The National Highway Traffic Safety Administration (NHTSA) funds Safety Restraint Usage Surveys each year in every State and U.S. Territory, through the various Governors' Highway Safety Offices. The results are analyzed and published by the National Center for Statistics and Analysis (NCSA). The NCSA established uniform survey criteria, and data analysis methodologies to ensure each state and territory's data were comparable.

In the January 2007 *Traffic Safety Facts – Crash Stats* published by the NCSA, Tennessee's survey results indicated an overall increase of 16% from 2005 to 2006 (74.4% to 78.6%). We expect usage rates to continue to increase as a result of targeted enforcement efforts and the implementation of the primary enforcement provision of the current law.

Ultimately, laws governing the use of seat belts are intended to help reduce fatalities and injuries on Tennessee roads. Therefore, traffic crash data has also been examined and submitted in this report. Caution must be used when reviewing crash data, since FY 04-05 and FY 05-06 data are not complete. This is the result of a new crash database and process being implemented in late 2002, which has caused delays in keying data, and some problems with the quality of the data for these periods. However, one fact is known: over the last five years more than 62% of vehicle occupants fatally injured in Tennessee traffic crashes, are still not restrained!

During the five-year period, police reported safety restraint usage by vehicle occupants in traffic crashes increased. In FY 01-02, police reported that 6.7% of vehicle occupants involved in traffic crashes were not restrained. This percentage decreased slightly in FY 05-06 to 6.2%, following a spike in FY 04-05 of 7.6%. However, the data for FY 05-06 is still preliminary and represents only about 1/3 of all crashes that occurred in Tennessee. When comparing FY 01-02 to FY 05-06, the numbers indicate a reduction in all injury categories for the percentage of unrestrained drivers: No Injury = 4.4% to 4.1%; Possible Injury = 11.3% to 9.6%; Non-Incapacitating Injury = 22.2% to 19.3%; Incapacitating Injury = 41% to 34.3%; and, Fatal Injury = 65.3% to 62.3%.

Study results suggest that safety belt usage has risen significantly over the past five (5) years, while the number of statewide convictions and THP-issued citations have fluctuated but remained steady. In conviction and Trooper citation data, age, race, and sex appear to maintain stability in the proportion of each across the study period. There does not appear to be any signs of profiling in the enforcement of this law, based upon age, race, or sex.

## **Background**

The Tennessee General Assembly passed Chapter 893 of the “Public Acts of 2004” that among other things, changed Tennessee’s safety belt usage law from a “secondary” to a “primary” enforcement law. This change was effective July 1, 2004, and now allows law enforcement officers to stop a vehicle and issue a safety belt ticket to a driver or passenger in a passenger vehicle (up to 8,500 pounds gross vehicle weight rating). Previously, a vehicle had to be stopped and a citation issued for another offense before an officer could issue a ticket for a safety belt violation.

Also included in Chapter 893 was an addition to *Tennessee Code Annotated* § 55-9-603, known as subsection (k), that requires the Tennessee Department of Safety to file an annual report that contains safety belt ticket data for the previous five (5) years. This report must contain safety belt ticket data that includes the age, race, sex, and other information on persons receiving such tickets.

The study and report presented here complies with this requirement, but extends beyond the basic information and data analysis. We also reviewed data from the National Highway Traffic Safety Administration’s National Center for Statistics and Analysis, and Tennessee traffic crash data for the previous five (5) years. Also new to the report this year is a section that examines convictions and citations for child restraint devices (CRDs) for the previous 5 years.

## **Scope and Approach**

Tennessee does not have a statutorily mandated Uniform Traffic Citation program. This means that traffic tickets issued by local law enforcement officers are not reported to a central state database. The only statewide ticket information available is that of citations issued by the Tennessee Highway Patrol. The Trooper Ticket database contains information on each citation issued by State Troopers. Overall THP citation data for both seat belt and child restraint devices, including data involving age, race, and sex will be included for the five-year period as required in Chapter 893.

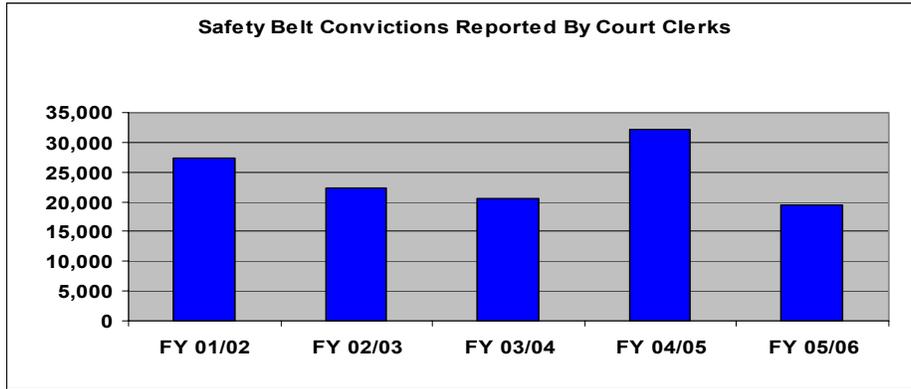
Due to the lack of a mandated Uniform Traffic Citation, the best source of data on convictions for safety belt violations comes from the Driver History database and includes all law enforcement agencies. When courts “convict” drivers of traffic offenses, court clerks are required to report convictions to the Department of Safety. A majority of the clerks report convictions as required by law. However, please note that the safety belt convictions contained in the Driver History file include only those convictions reported to the Department of Safety by the court clerks.

The General Assembly authorized TDOS to include any other information deemed relevant to safety belt violations; therefore, the report will examine several other data sources. Information on surveys of safety belt usage rates as reported by NHTSA's National Center for Statistics and Analysis is included, allowing comparison of usage in Tennessee as compared to other states. Usage of safety belts by occupants of vehicles involved in traffic crashes as reported by law enforcement officers throughout the state is also included. Finally, data on violations involving child restraint devices is provided in this report.

## Convictions Reported by Court Clerks to Tennessee Department of Safety

### Safety Belt Convictions

Safety belt convictions reported by the court clerks to the Department of Safety, were analyzed to determine the numbers and percentages by driver/passenger, age, race, and sex.

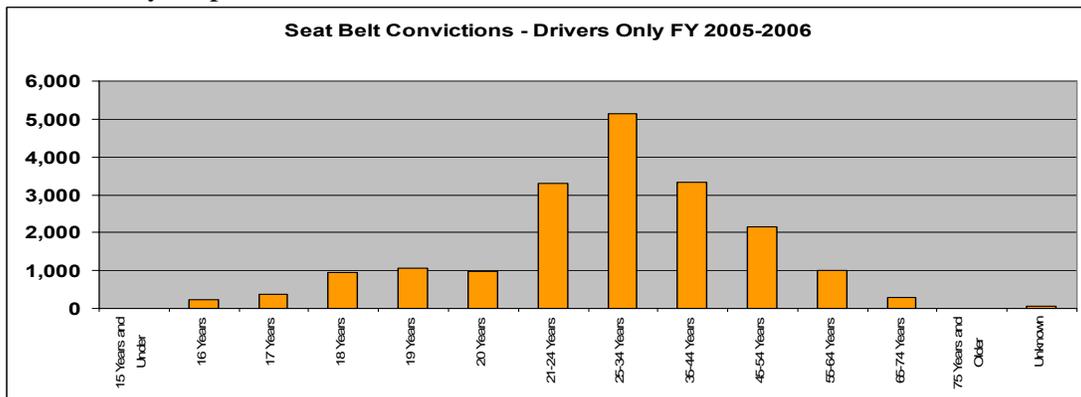


### *Type*

In each year, the overwhelming majority of seat belt convictions reported to the Driver History database were for drivers. For purposes of this report, the assumption was made that drivers were ticketed at rates comparable to the convictions. Over the past 5 years more than 95% of seat belt convictions each year were for drivers, with the percentage of convictions for passengers increasing each year from 2.3% in FY 01-02 to 3.3% in FY 05-06. (Table 1)

### *Age*

Data regarding age of drivers convicted of seat belt violations shows a relatively normal distribution, with the majority of drivers convicted falling into the 21-44 years category. There was a slight decrease in the percentage of drivers age 21-44 convicted over the five-year period from 65.7% in FY 01-02 to 62.4% in FY 05-06. Further, drivers between the ages of 15-24 also saw a decrease in convictions, falling from 37.9% in FY 01-02 to 36.4% in FY 05-06. Of adults age 25 and older, drivers between ages 25-34 represented the highest percentage of convictions with an average of approximately 28% over the five-year period.



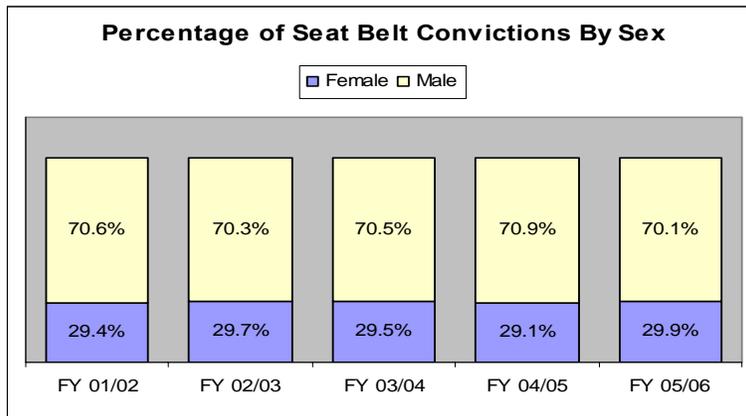
**Safety Belt Convictions Reported by Court Clerks  
Table 1**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Seat Belt - Driver</b>										
15 Years and Under	6	0.02%	8	0.04%	6	0.03%	16	0.05%	6	0.03%
16 Years	170	0.64%	148	0.68%	125	0.63%	382	1.24%	221	1.17%
17 Years	552	2.07%	449	2.07%	369	1.87%	671	2.19%	368	1.95%
18 Years	1,131	4.24%	843	3.88%	860	4.35%	1,853	6.04%	939	4.98%
19 Years	1,555	5.83%	1,307	6.02%	1,233	6.24%	1,928	6.28%	1,056	5.60%
20 Years	1,518	5.69%	1,293	5.95%	1,153	5.84%	1,785	5.81%	976	5.18%
21-24 Years	5,179	19.42%	4,273	19.67%	3,818	19.33%	5,805	19.33%	3,289	17.45%
25-34 Years	7,697	28.87%	6,277	28.89%	5,580	28.24%	8,221	26.78%	5,148	27.31%
35-44 Years	4,655	17.46%	3,685	16.96%	3,450	17.46%	5,244	17.08%	3,320	17.61%
45-54 Years	2,565	9.62%	2,093	9.63%	1,882	9.53%	3,002	9.78%	2,139	11.35%
55-64 Years	1,167	4.38%	945	4.35%	948	4.80%	1,307	4.26%	1,018	5.40%
65-74 Years	359	1.35%	325	1.50%	257	1.30%	374	1.22%	301	1.60%
75 Years and Older	109	0.41%	79	0.36%	75	0.38%	1	0.00%	8	0.04%
Unknown	0	0.00%	0	0.00%	0	0	110	0.36%	59	0.31%
<b>Total</b>	<b>26,663</b>	<b>97.70%</b>	<b>21,725</b>	<b>97.43%</b>	<b>19,756</b>	<b>96.57%</b>	<b>30,699</b>	<b>95.50%</b>	<b>18,848</b>	<b>96.66%</b>
<b>Seat Belt - Passenger</b>										
15 Years and Under	0	0.00%	0	0.00%	1	0.14%	6	0.41%	3	0.46%
16 Years	38	6.05%	28	4.88%	22	3.13%	112	7.75%	27	4.15%
17 Years	75	11.94%	78	13.59%	63	8.97%	171	11.83%	30	4.61%
18 Years	65	10.35%	97	16.90%	67	9.54%	112	7.75%	38	5.84%
19 Years	42	6.69%	54	9.41%	59	8.40%	105	7.26%	59	9.06%
20 Years	30	4.78%	38	6.62%	39	5.56%	82	5.67%	45	6.91%
21-24 Years	94	14.97%	93	16.20%	115	16.38%	253	17.50%	120	18.43%
25-34 Years	124	19.75%	83	14.46%	184	26.21%	297	20.54%	166	25.50%
35-44 Years	103	16.40%	60	10.45%	75	10.68%	174	12.03%	101	15.51%
45-54 Years	32	5.10%	30	5.23%	52	7.41%	93	6.43%	38	5.84%
55-64 Years	21	3.34%	12	2.09%	17	2.42%	34	2.35%	18	2.76%
65-74 Years	3	0.48%	0	0.00%	7	1.00%	6	0.41%	5	0.77%
75 Years and Older	1	0.16%	1	0.17%	1	0.14%	0	0.00%	0	0.00%
Unknown	0	0.00%	0	0.00%	0	0.00%	1	0.07%	1	0.15%
<b>Total</b>	<b>628</b>	<b>2.30%</b>	<b>574</b>	<b>2.57%</b>	<b>702</b>	<b>3.43%</b>	<b>1,446</b>	<b>4.50%</b>	<b>651</b>	<b>3.34%</b>

Source: FY 01-02 through FY 03-04 – Driver History File January 11, 2005  
 FY 04-05 – Driver History File March 28, 2006  
 FY 05-06 – Driver History File March 9, 2007

**Sex and Race**

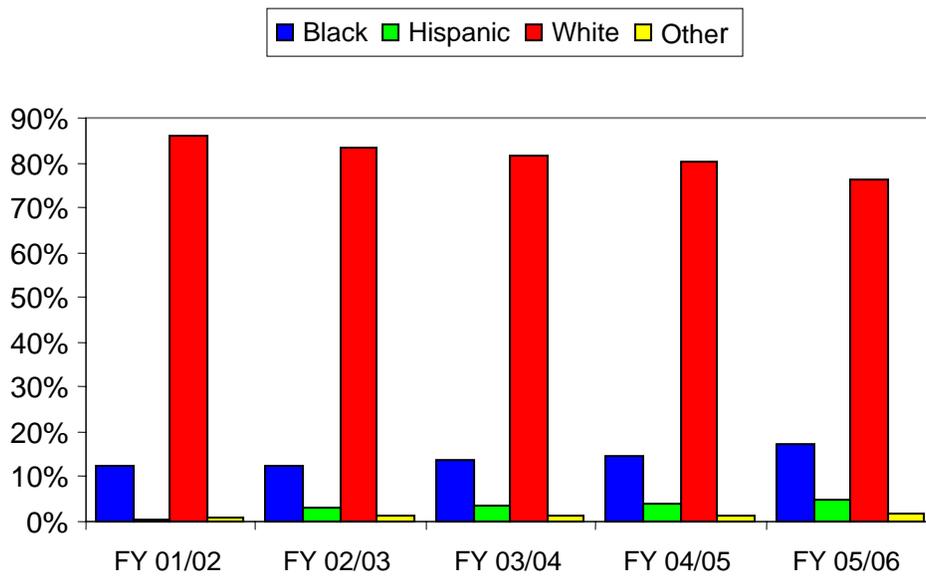
The majority of all convictions reported to the Department were males. In FY 05-06, males represented an average of 69.8% of the drivers convicted, and 65.7% of the passengers. The chart below illustrates the percentage of males vs. females for all convictions reported, both drivers and passengers. Conviction data indicating driver and passenger ethnicity and gender can be found in Table 2.



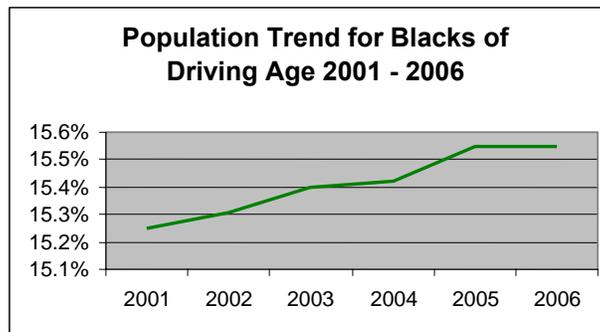
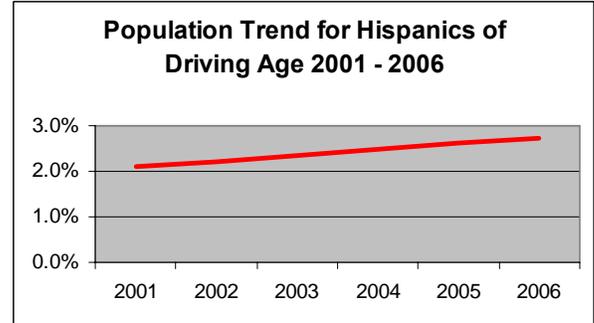
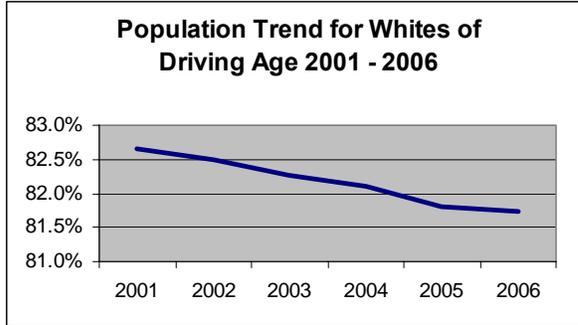
White males were the predominant sex and race of both drivers and passengers, and white females were the most predominant race of both the female drivers and female passengers. (Table 2)

Black males represented an average of between 12%-14% of the male drivers convicted each year, from a low of 12.0% in FY 01-02 to a high of 17.4% in FY 05-06. Hispanic males were the next group with a low of 2.7% in FY 01-02 increasing each year to a high of 5.0% in FY 05-06.

**Percentage of Safety Belt Convictions Issued to Males  
by Race**



These percentages may reflect the growing number of Hispanic and black males of driving age in the state of Tennessee. Population projections from the Tennessee Department of Health show that these two groups are rising as a percentage of the population, while the percentage of white males is decreasing slightly.

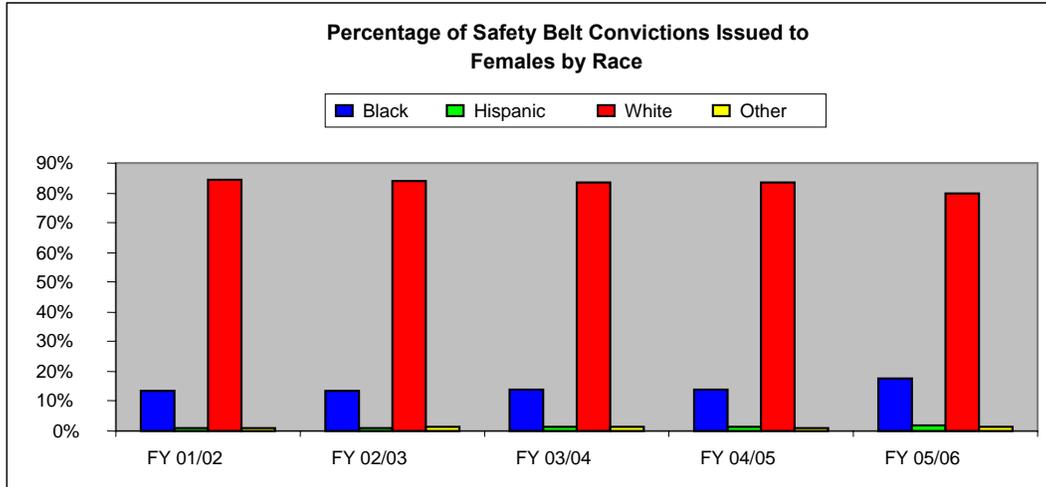


**Safety Belt Convictions Reported by Type, Sex, and Ethnicity**  
**Table 2**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Seat Belt - Driver</b>										
<b>Female</b>	<b>7,772</b>	<b>29.1%</b>	<b>6,390</b>	<b>29.4%</b>	<b>5,735</b>	<b>29.0%</b>	<b>8,816</b>	<b>28.7%</b>	<b>5,567</b>	<b>29.5%</b>
Asian	18	0.2%	17	0.3%	22	0.4%	26	0.3%	26	0.5%
Black	1,072	13.8%	877	13.7%	825	14.4%	1,253	14.2%	987	17.7%
Hispanic	90	1.2%	67	1.0%	70	1.2%	118	1.3%	92	1.7%
Indian	21	0.3%	13	0.2%	17	0.3%	13	0.1%	11	0.2%
White	6,537	84.1%	5,394	84.4%	4,777	83.3%	7,366	83.6%	4,424	79.5%
Other	34	0.4%	22	0.3%	24	0.4%	40	0.5%	27	0.5%
<b>Male</b>	<b>18,788</b>	<b>70.5%</b>	<b>15,201</b>	<b>70.0%</b>	<b>13,897</b>	<b>70.3%</b>	<b>21,691</b>	<b>70.7%</b>	<b>13,154</b>	<b>69.8%</b>
Asian	69	0.4%	62	0.4%	57	0.4%	118	0.5%	105	0.8%
Black	2,259	12.0%	1,870	12.3%	1,905	13.7%	3,227	14.9%	2,287	17.4%
Hispanic	511	2.7%	469	3.1%	487	3.5%	845	3.9%	652	5.0%
Indian	32	0.2%	29	0.2%	31	0.2%	43	0.2%	23	0.2%
White	15,824	84.2%	12,683	83.4%	11,329	81.5%	17,362	80.0%	10,008	76.1%
Other	93	0.5%	88	0.6%	88	0.6%	96	0.4%	79	0.6%
Unknown Sex	103		134		124		192		127	
	<b>26,663</b>		<b>21,725</b>		<b>19,756</b>		<b>30,699</b>		<b>18,848</b>	
<b>Seat Belt - Passenger</b>										
<b>Female</b>	<b>221</b>	<b>35.2%</b>	<b>192</b>	<b>33.4%</b>	<b>255</b>	<b>36.3%</b>	<b>486</b>	<b>33.6%</b>	<b>212</b>	<b>32.6%</b>
Asian	0	0.0%	1	0.5%	1	0.4%	6	1.2%	2	0.9%
Black	27	12.2%	23	12.0%	22	8.6%	53	10.9%	24	11.3%
Hispanic	2	0.9%	3	1.6%	1	0.4%	4	0.8%	2	0.9%
Indian	1	0.5%	0	0.0%	1	0.4%	1	0.2%	1	0.5%
White	190	86.0%	162	84.4%	225	88.2%	419	86.2%	182	85.6%
Other	1	0.5%	3	1.6%	5	2.0%	3	0.6%	1	0.5%
<b>Male</b>	<b>400</b>	<b>63.7%</b>	<b>376</b>	<b>65.5%</b>	<b>445</b>	<b>63.4%</b>	<b>948</b>	<b>65.6%</b>	<b>413</b>	<b>63.4%</b>
Asian	1	0.3%	5	1.3%	3	0.7%	7	0.7%	3	0.7%
Black	46	11.5%	32	8.5%	50	11.2%	118	12.4%	42	10.2%
Hispanic	14	3.5%	12	3.2%	14	3.1%	54	5.7%	28	6.8%
Indian	0	0.0%	2	0.5%	1	0.2%	1	0.1%	2	0.5%
White	337	84.3%	324	86.2%	376	84.5%	761	80.3%	334	80.9%
Other	2	0.5%	1	0.3%	1	0.2%	7	0.7%	4	1.0%
Unknown Sex	7		6		2		12		26	
	<b>628</b>		<b>574</b>		<b>702</b>		<b>1,446</b>		<b>651</b>	

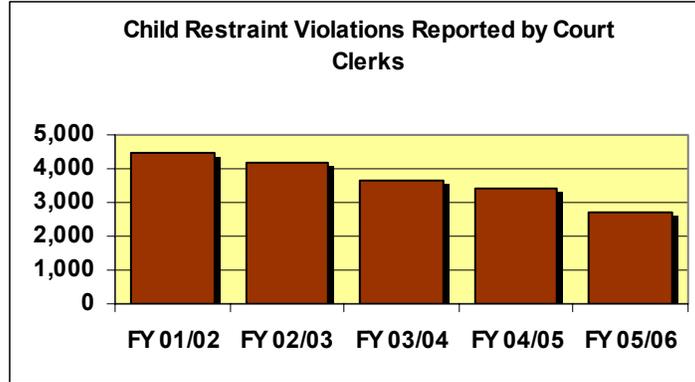
Source: FY 01-02 through FY 03-04 - Driver History File - January 11, 2005  
 FY 04-05 - Driver History File - March 28, 2006  
 FY 05-06 - Driver History File - March 9, 2007

White females represented more than 82% of the female drivers over the last 5 years, with black females averaging 14.8% of the female drivers. The percentages of white, black, and Hispanic females convicted of safety belt violations all remained relatively consistent for the five-year period.



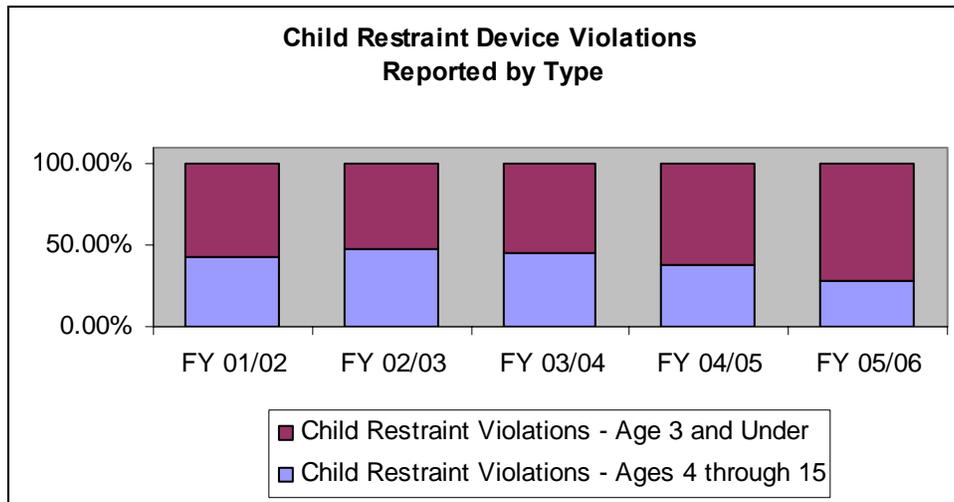
### **Child Restraint Violations**

Child restraint device convictions reported by the court clerks to the Department of Safety were also analyzed to determine the numbers and percentages by age, race, and sex.



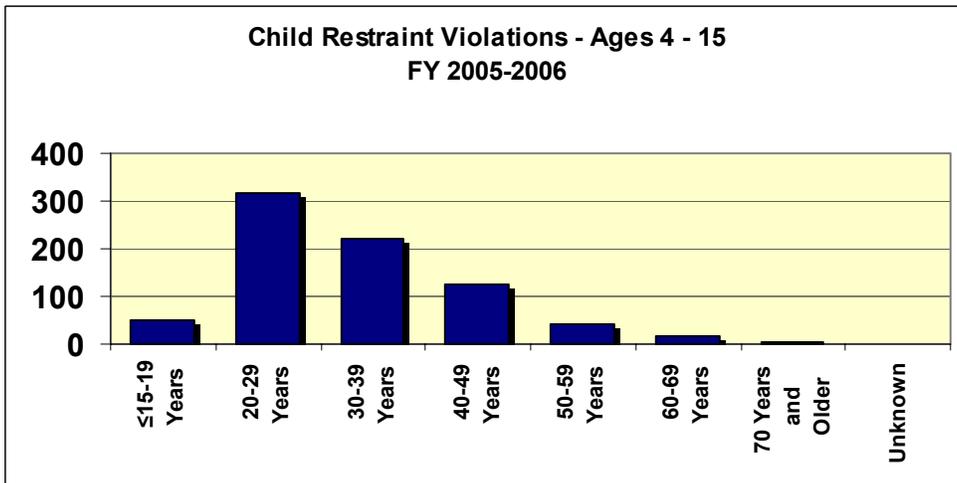
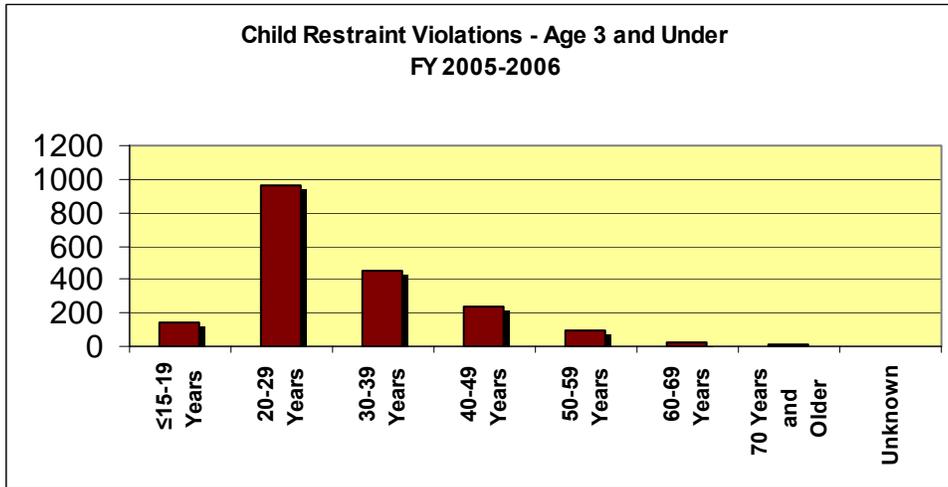
### ***Type***

Violations of the child restraint device (CRD) law (TCA § 55-9-602) are divided into two categories: (1) violations involving children three years of age and younger, and (2) violations involving children ages four through fifteen. In each year, more convictions were reported for violations involving children three years of age and younger, with the percentage of convictions for this group increasing each year from 57.0% in FY 01-02 to 71.4% in FY 05-06.



**Age**

In each year, over 67% of the drivers convicted were between the ages of 20-39. There was a marked decrease, however, in the percentage of drivers age 30-39 convicted over the five-year period from 31.4% in FY 01-02 to 25.2% in FY 05-06. That this age group represents the majority of convictions for CRD convictions is not surprising, as this is the age group during which most adults begin families, and would therefore be transporting children.



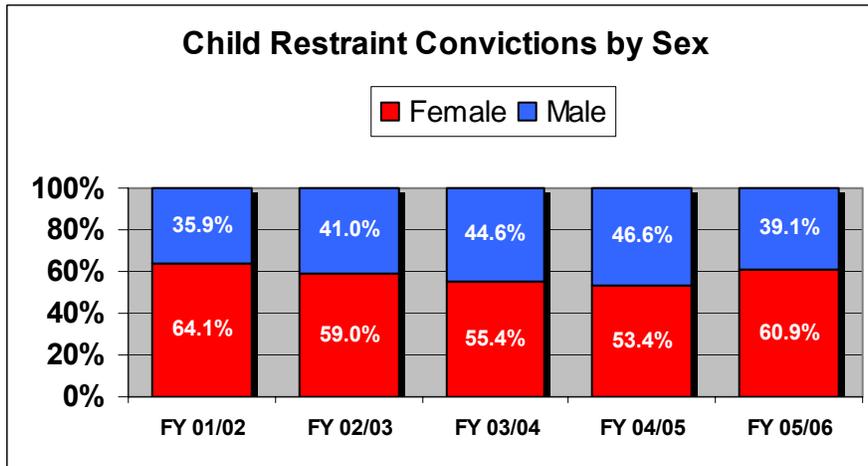
**Child Restraint Device Convictions Reported by Court Clerks**  
**Table 3**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Child Restraint Violations - Ages 4 through 15</b>										
≤15-19 Years	126	6.5%	130	6.5%	130	8.0%	99	7.6%	48	6.2%
20-29 Years	616	31.9%	623	31.3%	512	31.3%	465	35.6%	316	40.9%
30-39 Years	696	36.0%	714	35.9%	590	36.1%	443	33.9%	221	28.6%
40-49 Years	327	16.9%	331	16.6%	254	15.5%	195	14.9%	125	16.2%
50-59 Years	114	5.9%	116	5.8%	101	6.2%	68	5.2%	41	5.3%
60-69 Years	45	2.3%	63	3.2%	42	2.6%	30	2.3%	16	2.1%
70 Years and Older	2	0.1%	8	0.4%	4	0.2%	5	0.4%	3	0.4%
Unknown	8	0.4%	4	0.2%	2	0.1%	2	0.2%	2	0.3%
<b>Total</b>	<b>1,934</b>	<b>43.0%</b>	<b>1,989</b>	<b>47.4%</b>	<b>1,635</b>	<b>44.9%</b>	<b>1,307</b>	<b>38.1%</b>	<b>772</b>	<b>28.6%</b>
<b>Child Restraint Violations - Age 3 and Under</b>										
≤15-19 Years	177	6.9%	157	7.1%	160	8.0%	149	7.0%	137	7.1%
20-29 Years	1183	46.1%	1036	47.0%	950	47.4%	1031	48.5%	962	50.0%
30-39 Years	717	28.0%	577	26.2%	507	25.3%	562	26.4%	457	23.8%
40-49 Years	304	11.9%	287	13.0%	232	11.6%	260	12.2%	239	12.4%
50-59 Years	124	4.8%	99	4.5%	95	4.7%	91	4.3%	91	4.7%
60-69 Years	53	2.1%	44	2.0%	40	2.0%	27	1.3%	29	1.5%
70 Years and Older	3	0.1%	3	0.1%	11	0.5%	3	0.1%	6	0.3%
Unknown	4	0.2%	2	0.1%	8	0.4%	4	0.2%	2	0.1%
<b>Total</b>	<b>2,565</b>	<b>57.0%</b>	<b>2,205</b>	<b>52.6%</b>	<b>2,003</b>	<b>55.1%</b>	<b>2,127</b>	<b>61.9%</b>	<b>1,923</b>	<b>71.4%</b>
<b>FY Total</b>	<b>4,499</b>		<b>4,194</b>		<b>3,638</b>		<b>3,434</b>		<b>2,695</b>	

Source: Driver History March 9, 2007

**Sex and Race**

Unlike safety belt convictions, the majority of all CRD convictions reported to the Department of safety were females. In FY 05-06, females represented nearly 61% of all CRD convictions reported. The chart below illustrates the percentage of males vs. females for all convictions reported.

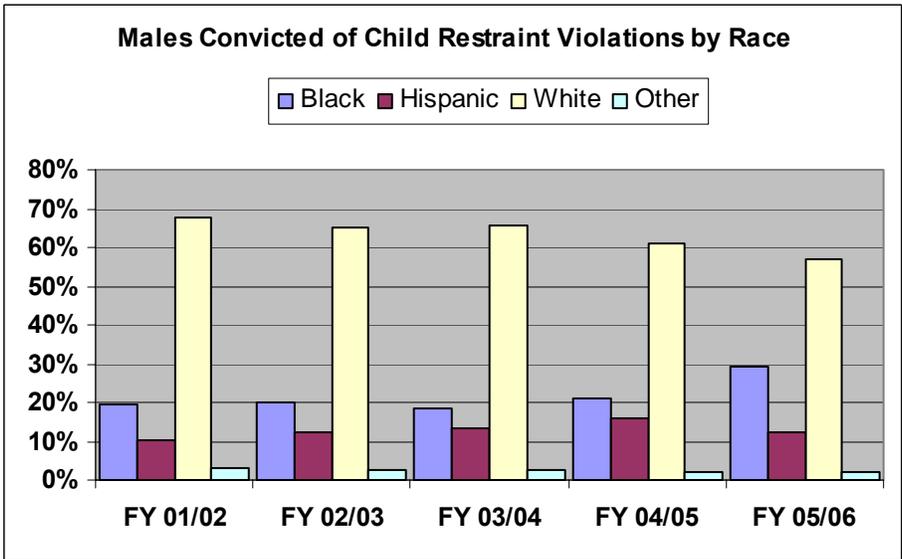
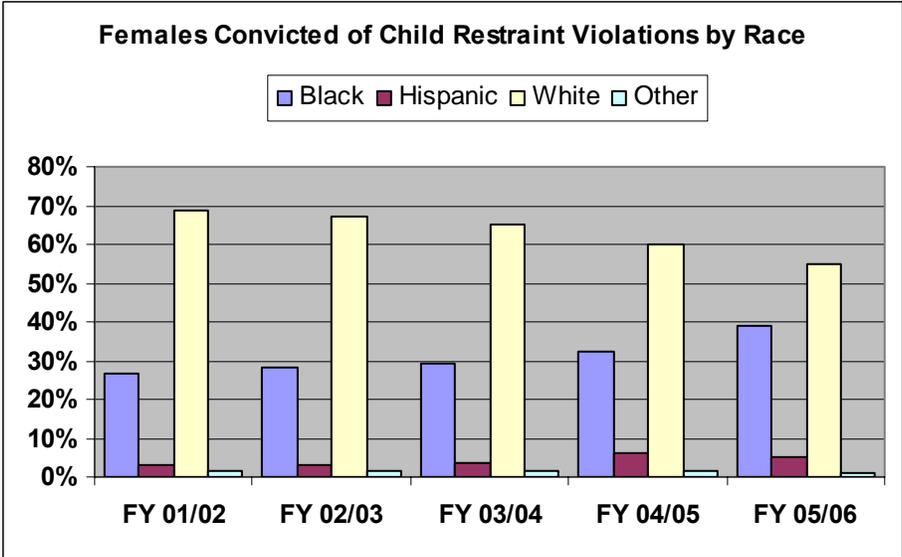


While females were the predominant race for both convictions involving children 3 and under, as well as those involving children ages 4-15. White males accounted for the majority of convictions of males involving both age groups. As was reported with safety belt convictions, the percentage of both black and Hispanic drivers convicted for CRD violations has shown a slight increase over the five-year period.

**CRD Convictions Reported by Type, Sex, and Race**  
**Table 4**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Child Restraint Conviction - Ages 4-15</b>										
<b>Female</b>	<b>1,115</b>	<b>57.7%</b>	<b>1,158</b>	<b>58.2%</b>	<b>956</b>	<b>58.5%</b>	<b>713</b>	<b>54.6%</b>	<b>429</b>	<b>55.6%</b>
<i>Black</i>	200	17.9%	234	20.2%	212	22.2%	157	22.0%	192	44.8%
<i>Hispanic</i>	39	3.5%	30	2.6%	29	3.0%	29	4.1%	22	5.1%
<i>White</i>	854	76.6%	876	75.6%	701	73.3%	516	72.4%	209	48.7%
<i>Other</i>	22	2.0%	18	1.6%	14	1.5%	11	1.5%	6	1.4%
<b>Male</b>	<b>810</b>	<b>41.9%</b>	<b>824</b>	<b>41.4%</b>	<b>669</b>	<b>40.9%</b>	<b>581</b>	<b>44.5%</b>	<b>336</b>	<b>43.5%</b>
<i>Black</i>	99	12.2%	124	15.0%	92	13.8%	95	16.4%	113	33.6%
<i>Hispanic</i>	68	8.4%	68	8.3%	55	8.2%	61	10.5%	29	8.6%
<i>White</i>	615	75.9%	610	74.0%	500	74.7%	408	70.2%	185	55.1%
<i>Other</i>	28	3.5%	22	2.7%	22	3.3%	17	2.9%	9	2.7%
Unknown Sex	9		7		10		13		7	
	<b>1,934</b>		<b>1,989</b>		<b>1,635</b>		<b>1,307</b>		<b>772</b>	
<b>Child Restraint Conviction - Age 3 and Under</b>										
<b>Female</b>	<b>1,522</b>	<b>59.3%</b>	<b>1,297</b>	<b>58.8%</b>	<b>1,171</b>	<b>58.5%</b>	<b>1,200</b>	<b>56.4%</b>	<b>1,187</b>	<b>61.7%</b>
<i>Black</i>	505	33.2%	453	34.9%	415	35.4%	392	32.7%	439	37.0%
<i>Hispanic</i>	43	2.8%	48	3.7%	46	3.9%	73	6.1%	59	5.0%
<i>White</i>	957	62.9%	775	59.8%	687	58.7%	718	59.8%	678	57.1%
<i>Other</i>	17	1.1%	21	1.6%	23	2.0%	17	1.4%	11	0.9%
<b>Male</b>	<b>1,029</b>	<b>40.1%</b>	<b>885</b>	<b>40.1%</b>	<b>805</b>	<b>40.2%</b>	<b>900</b>	<b>42.3%</b>	<b>701</b>	<b>36.5%</b>
<i>Black</i>	256	24.9%	216	24.4%	180	22.4%	213	23.7%	189	27.0%
<i>Hispanic</i>	120	11.7%	144	16.3%	143	17.8%	174	19.3%	97	13.8%
<i>White</i>	626	60.8%	501	56.6%	466	57.9%	496	55.1%	404	57.6%
<i>Other</i>	27	2.6%	24	2.7%	16	2.0%	17	1.9%	11	1.6%
Unknown Sex	14		23		27		27		35	
	<b>2,565</b>		<b>2,205</b>		<b>2,003</b>		<b>2,127</b>		<b>1,923</b>	

Source: Driver History File - March 9, 2007



## Citations Issued by the Tennessee Highway Patrol (THP)

### THP-Issued Citations for Safety Belt Violations

The chart below illustrates the number of safety belt citations issued by the THP over the last five years. Over the last two fiscal years, there was a significant increase in the number of safety belt citations issued. This substantial increase can be attributed to the new “primary” use law that became effective July 1, 2004.

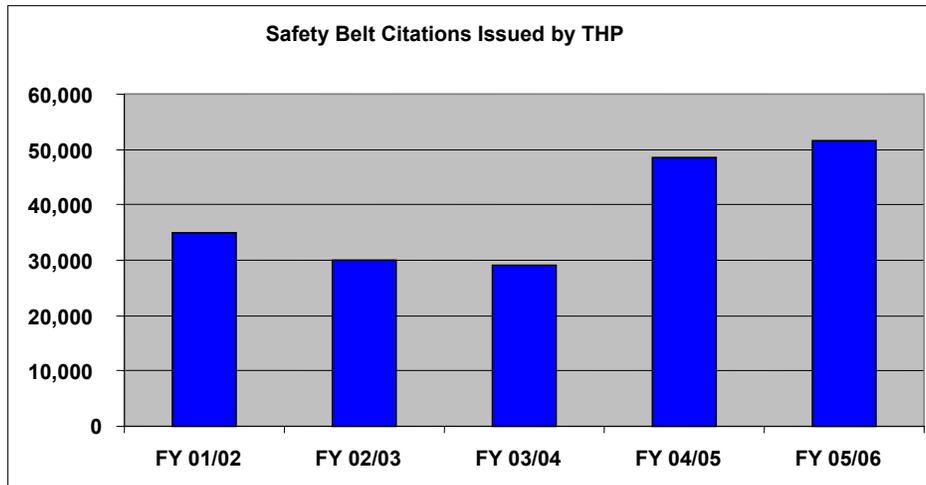


Table 5 below shows the number of Trooper citations issued by type (driver/passenger) and age.\*

**Safety Belt Citations Issued by THP**  
**Table 5**

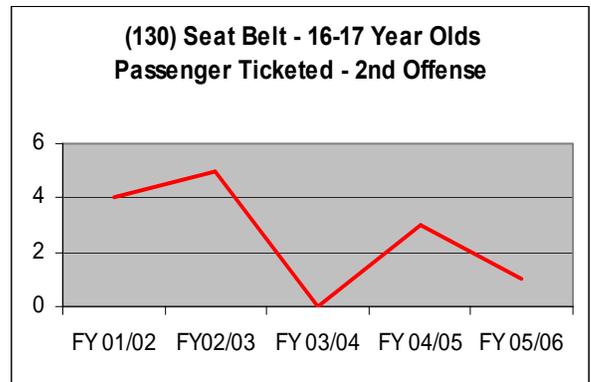
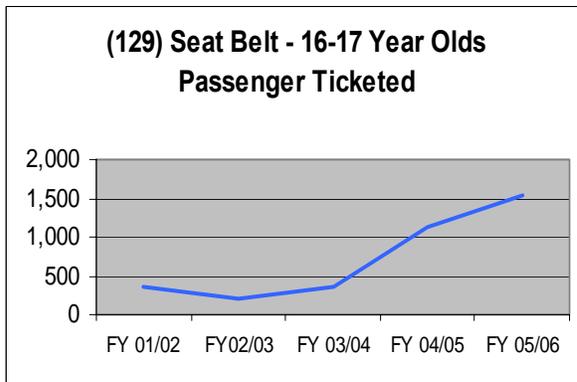
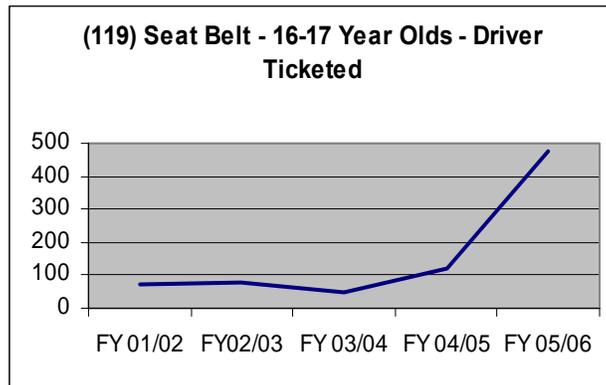
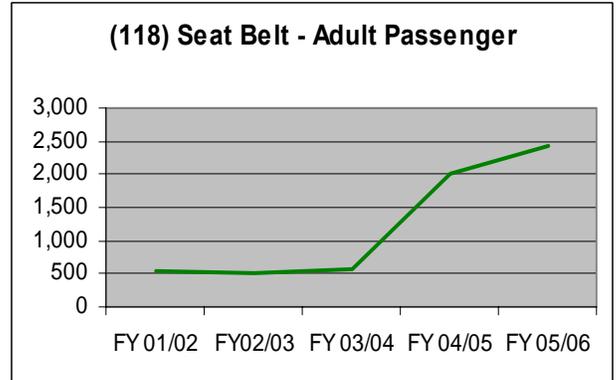
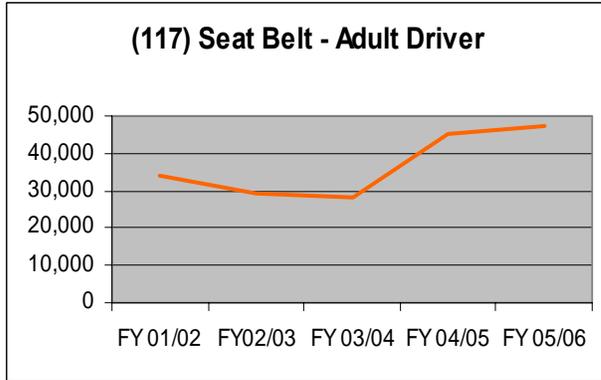
	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06
<b>Seat Belt - Driver</b>					
15 Years and Under	76 0.2%	89 0.3%	84 0.3%	82 0.2%	41 0.1%
16 Years	489 1.4%	524 1.8%	470 1.7%	552 1.2%	426 0.9%
17 Years	947 2.8%	968 3.3%	754 2.7%	1,100 2.4%	875 1.8%
18 Years	1,797 5.3%	1,491 5.1%	1,474 5.2%	2,356 5.2%	2,347 4.9%
19 Years	1,901 5.6%	1,582 5.4%	1,521 5.4%	2,542 5.6%	2,437 5.1%
20 Years	1,773 5.2%	1,637 5.6%	1,425 5.1%	2,217 4.9%	2,339 4.9%
21-24 Years	6,039 17.7%	5,308 18.2%	5,207 18.5%	7,909 17.4%	7,945 16.7%
25-34 Years	9,694 28.5%	8,186 28.1%	8,039 28.6%	12,698 27.9%	13,366 28.0%
35-44 Years	5,992 17.6%	4,978 17.1%	4,852 17.3%	8,217 18.1%	9,159 19.2%
45-54 Years	3,102 9.1%	2,636 9.0%	2,486 8.8%	4,743 10.4%	5,179 10.9%
55-64 Years	1,363 4.0%	1,152 3.9%	1,138 4.1%	1,974 4.3%	2,418 5.1%
65-74 Years	426 1.3%	387 1.3%	325 1.2%	612 1.3%	666 1.4%
75 Years and Older	185 0.5%	150 0.5%	176 0.6%	234 0.5%	348 0.7%
Unknown	266 0.8%	93 0.3%	144 0.5%	228 0.5%	146 0.3%
<b>Total</b>	<b>34,050</b>	<b>29,181</b>	<b>28,095</b>	<b>45,464</b>	<b>47,692</b>
<b>Seat Belt - Passenger</b>					
15 Years and Under	4 0.4%	9 1.3%	17 1.8%	52 1.6%	56 1.4%
16 Years	139 15.5%	107 14.9%	136 14.7%	499 15.8%	594 15.0%
17 Years	215 23.9%	135 18.9%	215 23.2%	653 20.7%	899 22.7%
18 Years	49 5.5%	58 8.1%	69 7.4%	218 6.9%	240 6.1%
19 Years	43 4.8%	47 6.6%	43 4.6%	149 4.7%	200 5.0%
20 Years	35 3.9%	37 5.2%	45 4.8%	150 4.8%	182 4.6%
21-24 Years	104 11.6%	89 12.4%	94 10.1%	399 12.7%	484 12.2%
25-34 Years	138 15.4%	95 13.3%	135 14.5%	468 14.8%	637 16.1%
35-44 Years	67 7.5%	75 10.5%	97 10.5%	299 9.5%	361 9.1%
45-54 Years	24 2.7%	46 6.4%	50 5.4%	167 5.3%	193 4.9%
55-64 Years	24 2.7%	15 2.1%	16 1.7%	58 1.8%	67 1.7%
65-74 Years	5 0.6%	1 0.1%	2 0.2%	13 0.4%	30 0.8%
75 Years and Older	5 0.6%	0 0.0%	2 0.2%	4 0.1%	10 0.3%
Unknown	46 5.1%	2 0.3%	7 0.8%	24 0.8%	10 0.3%
<b>Total</b>	<b>898</b>	<b>716</b>	<b>928</b>	<b>3,153</b>	<b>3,963</b>
<b>Overall Total</b>	<b>34,948</b>	<b>29,897</b>	<b>29,023</b>	<b>48,617</b>	<b>51,655</b>

Source: Trooper Ticket File - March 9, 2007

\*Note: All citation data contained in the above table has been updated and revised with the most recent data available as of March 2007 and may differ from data contained in previous year's report.

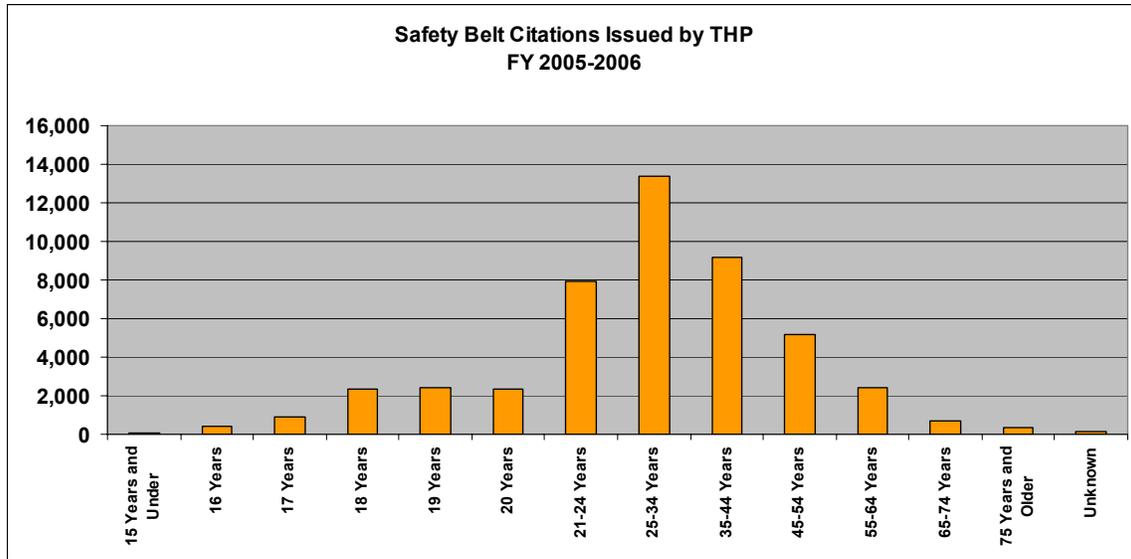
**Type**

Trooper citations followed the statewide conviction pattern with the overwhelming majority issued to drivers. Over the five year period, drivers received an average of 95.5% of all Trooper citations issued. However, when comparing FY 03-04 and FY 04-05, the percentage of citations issued to passengers more than doubled, from 3.2% to 6.5% and continued to increase in FY 05-06 to 7.7%. Again, this can be attributed to the new safety belt legislation which became effective July 1, 2004. The graphs below illustrate the trends for citations issued by THP over the past five years based on the type of safety belt violation.



### Age

Similar to the pattern of convictions, in each of the last five years, over 63% of the drivers issued safety belt citations by THP were between the ages of 21-44. Drivers between the ages of 15-24 saw a decrease in the number of citations issued by THP from 36.9% in FY 04-05 to 34.4% in FY 05-06. Of adults age 25 and older, drivers between ages 25-34 represented the highest percentage of convictions with an average of approximately 28% over the five-year period.



### Sex and Race

Males accounted for more than 70% of the drivers ticketed, increasing slightly from 74.7% in FY 01-02 to 75.4% in FY 05-06.

Table 6 on the next page shows the numbers and percentages of Trooper citations for safety belt violations by type, sex, and race.

Of the male drivers receiving citations from Troopers, white males averaged approximately 84.2% over the five-year period, black males averaged approximately 9.9%, and Hispanic males averaged 4.0%.

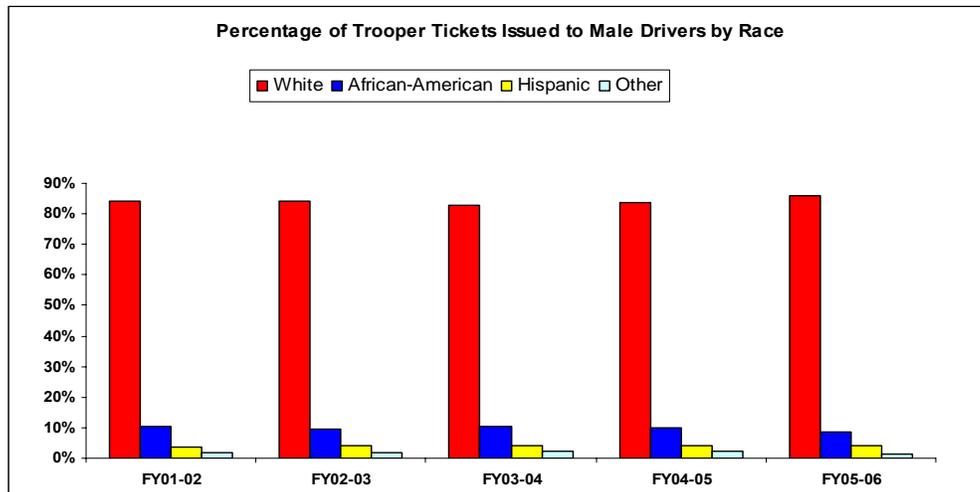
Of the female drivers receiving citations from Troopers, white females averaged approximately 88.7% over the five-year period, black females averaged approximately 9.3%, and Hispanic females averaged 0.7%.

**Safety Belt Citations Issued by THP by Type, Race, and Sex**  
**Table 6**

	FY01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06
<b>Seat Belt - Driver</b>					
<b>Female</b>	<b>8,592 25.2%</b>	<b>7,305 25.0%</b>	<b>6,890 24.5%</b>	<b>11,162 24.6%</b>	<b>11,863 24.9%</b>
Asian	7 0.1%	16 0.2%	5 0.1%	9 0.1%	48 0.4%
Black	865 10.1%	677 9.3%	704 10.2%	944 8.5%	1,015 8.6%
Hispanic	72 0.8%	58 0.8%	56 0.8%	76 0.7%	65 0.5%
Indian	3 0.0%	4 0.1%	2 0.0%	3 0.0%	1 0.0%
White	7,535 87.7%	6,463 88.5%	6,050 87.8%	9,994 89.5%	10,679 90.0%
Other	110 1.3%	87 1.2%	73 1.1%	136 1.2%	55 0.5%
<b>Male</b>	<b>25,440 74.7%</b>	<b>21,859 74.9%</b>	<b>21,178 75.4%</b>	<b>34,268 75.4%</b>	<b>35,768 75.0%</b>
Asian	41 0.2%	63 0.3%	20 0.1%	51 0.1%	245 0.7%
Black	2,597 10.2%	2,103 9.6%	2,241 10.6%	3,486 10.2%	3,153 8.8%
Hispanic	946 3.7%	906 4.1%	907 4.3%	1,448 4.2%	1,393 3.9%
Indian	6 0.0%	5 0.0%	4 0.0%	12 0.0%	15 0.0%
White	21,420 84.2%	18,430 84.3%	17,573 83.0%	28,615 83.5%	30,663 85.7%
Other	430 1.7%	352 1.6%	433 2.0%	656 1.9%	299 0.8%
Unknown Sex	19	17	27	34	61
	34,051	29,181	28,095	45,464	47,692
<b>Seat Belt - Passenger</b>					
<b>Female</b>	<b>238 26.4%</b>	<b>224 31.2%</b>	<b>286 30.8%</b>	<b>1,015 32.2%</b>	<b>1,252 31.6%</b>
Asian	1 0.4%	4 1.8%	0 0.0%	2 0.2%	10 0.8%
Black	18 7.6%	16 7.1%	26 9.1%	85 8.4%	87 6.9%
Hispanic	2 0.8%	3 1.3%	0 0.0%	10 1.0%	11 0.9%
Indian	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
White	212 89.1%	195 87.1%	250 87.4%	898 88.5%	1,138 90.9%
Other	5 2.1%	6 2.7%	10 3.5%	20 2.0%	6 0.5%
<b>Male</b>	<b>663 73.5%</b>	<b>495 68.8%</b>	<b>642 69.2%</b>	<b>2,137 67.7%</b>	<b>2,705 68.3%</b>
Asian	4 0.6%	12 2.4%	2 0.3%	7 0.3%	11 0.4%
Black	45 6.8%	31 6.3%	48 7.5%	216 10.1%	197 7.3%
Hispanic	19 2.9%	24 4.8%	22 3.4%	110 5.1%	108 4.0%
Indian	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
White	586 88.4%	417 84.2%	548 85.4%	1,755 82.1%	2,356 87.1%
Other	9 1.4%	11 2.2%	22 3.4%	49 2.3%	33 1.2%
Unknown Sex	1	0	0	4	6
	902	719	928	3,156	3,963
	34,953	29,900	29,023	48,620	51,655

Source: Trooper Ticket File - March 9, 2007

The chart below shows the distribution of Trooper citations issued to male drivers by race.



**THP-Issued Citations for Child Restraint Device (CRD) Violations**

The graph below illustrates the number of child restraint device (CRD) violations issued by the THP over the last five years. The graph shows that, just as was the case with safety belt citations, for fiscal years 04-05 and 05-06, there was a significant increase in CRD citations issued. As previously mentioned, this is likely due to the new “primary” use law that became effective July 1, 2004.

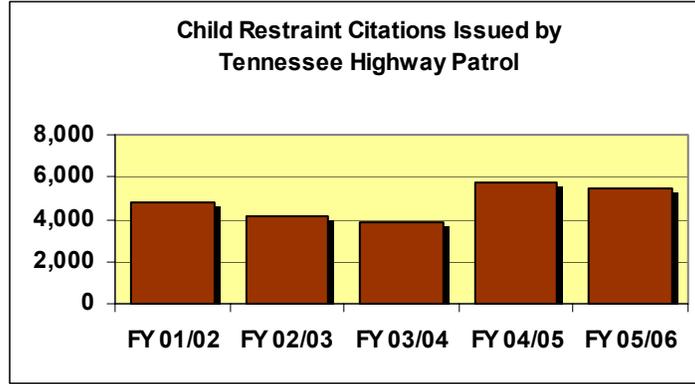


Table 7 shows the number of Trooper citations issued by type (3 years of age and under/4-15 years of age) and age\*.

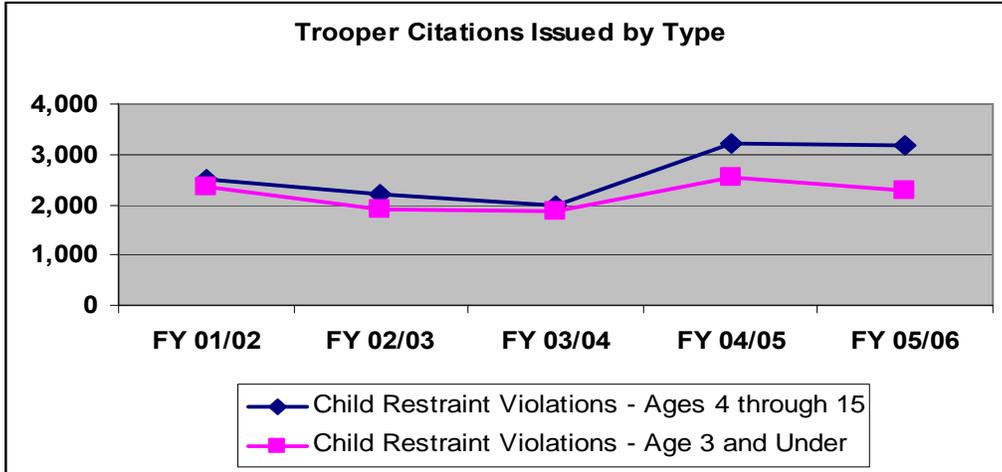
**CRD Citations Issued by THP**  
**Table 7**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Child Restraint Violations - Ages 4 through 15</b>										
≤15-19 Years	180	7.1%	174	7.9%	171	8.6%	304	9.5%	284	8.9%
20-29 Years	844	33.2%	693	31.3%	661	33.2%	1,120	35.0%	1,156	36.4%
30-39 Years	883	34.7%	790	35.7%	688	34.5%	1,085	33.9%	1,066	33.6%
40-49 Years	339	13.3%	313	14.2%	289	14.5%	438	13.7%	428	13.5%
50-59 Years	144	5.7%	156	7.1%	111	5.6%	157	4.9%	158	5.0%
60-69 Years	56	2.2%	68	3.1%	43	2.2%	66	2.1%	58	1.8%
70 Years & Older	40	1.6%	17	0.8%	28	1.4%	24	0.8%	17	0.5%
Unknown	59	2.3%	1	0.0%	2	0.1%	3	0.1%	8	0.3%
<b>Total</b>	<b>2,545</b>	<b>52.0%</b>	<b>2,212</b>	<b>54.0%</b>	<b>1,993</b>	<b>51.5%</b>	<b>3,197</b>	<b>55.8%</b>	<b>3,175</b>	<b>58.1%</b>
<b>Child Restraint Violations - Age 3 and Under</b>										
≤15-19 Years	164	7.0%	140	7.4%	141	7.5%	174	6.9%	165	7.2%
20-29 Years	1152	49.1%	907	48.0%	946	50.3%	1226	48.4%	1136	49.7%
30-39 Years	629	26.8%	480	25.4%	478	25.4%	671	26.5%	553	24.2%
40-49 Years	237	10.1%	216	11.4%	188	10.0%	311	12.3%	268	11.7%
50-59 Years	98	4.2%	87	4.6%	65	3.5%	88	3.5%	112	4.9%
60-69 Years	37	1.6%	44	2.3%	36	1.9%	22	0.9%	38	1.7%
70 Years & Older	23	1.0%	12	0.6%	26	1.4%	28	1.1%	8	0.3%
Unknown	5	0.2%	2	0.1%	0	0.0%	13	0.5%	8	0.3%
<b>Total</b>	<b>2,345</b>	<b>48.0%</b>	<b>1,888</b>	<b>46.0%</b>	<b>1,880</b>	<b>48.5%</b>	<b>2,533</b>	<b>44.2%</b>	<b>2,288</b>	<b>41.9%</b>
<b>FY Total</b>	<b>4,890</b>		<b>4,100</b>		<b>3,873</b>		<b>5,730</b>		<b>5,463</b>	

Source: Trooper Ticket File - March 2, 2007

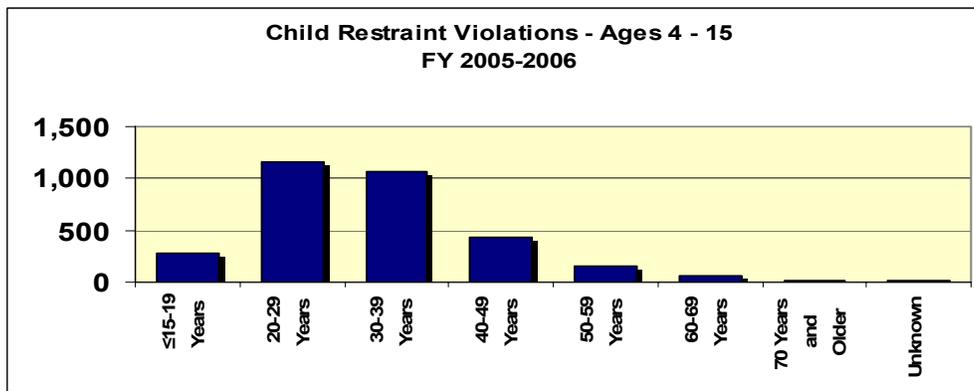
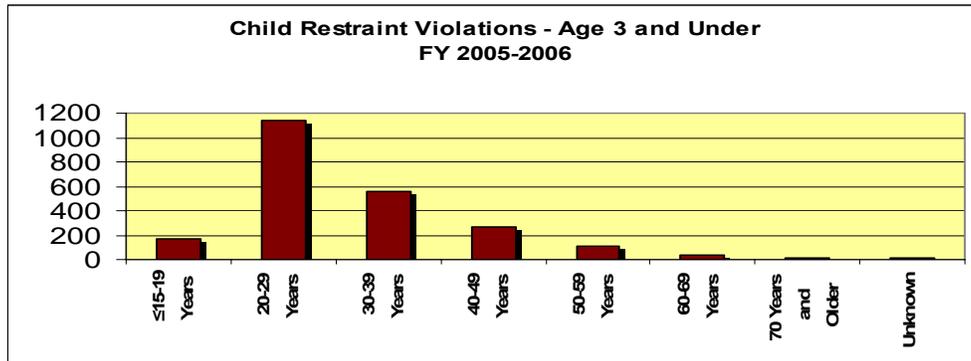
**Type**

Unlike convictions reported by court clerks, CRD citations issued by THP were nearly split in half by type, with citations involving children ages 4-15 rising to a majority of the citations issued in FY 05-06. The graph below illustrates the trends for citations issued by THP over the past five years based on the type of CRD violation.



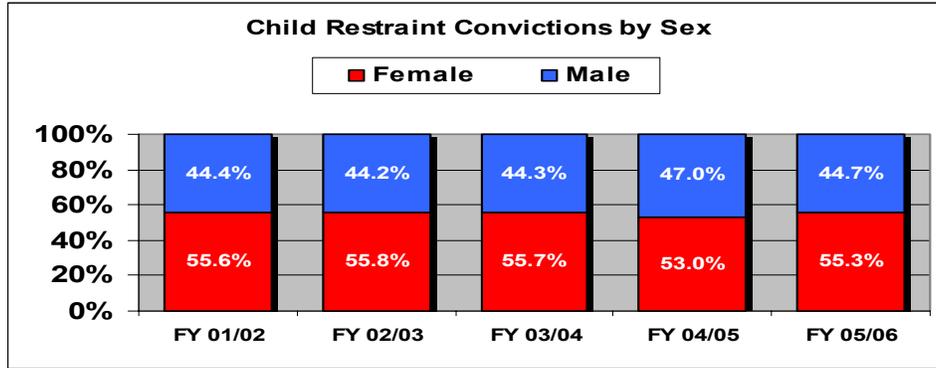
**Age**

Similar to the pattern of convictions, in each of the last five years, over 70% of the drivers issued CRD citations by THP were between the ages of 20-39. This is plausible, as this age group is the most likely to have children of an age to require use of child restraint devices. Drivers age 20-29 comprised close to 50% of the citations issued involving children age 3 and under.



**Sex and Race**

Following a pattern similar to CRD convictions, THP issued slightly more citations to females than males for violations involving child restraints. In FY 05-06, females represented a little over 55% of all CRD citations issued. The graph below illustrates the percentage of males vs. females for all citations issued.

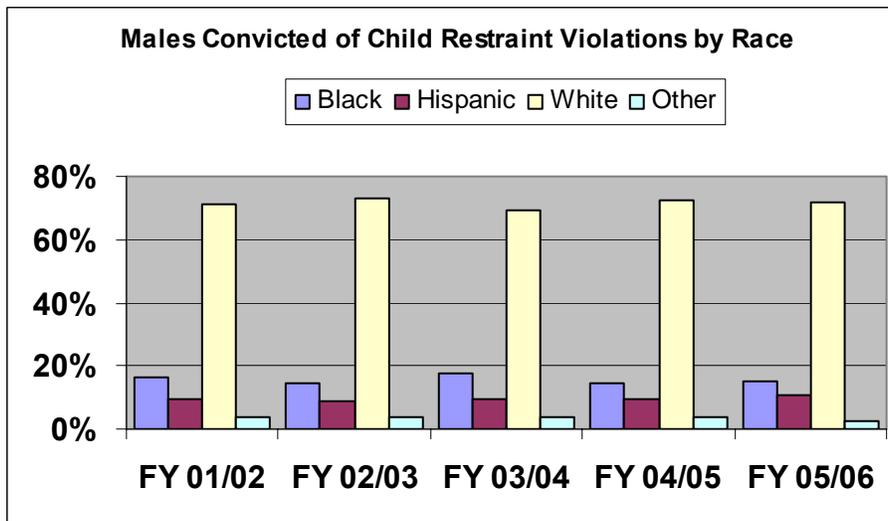
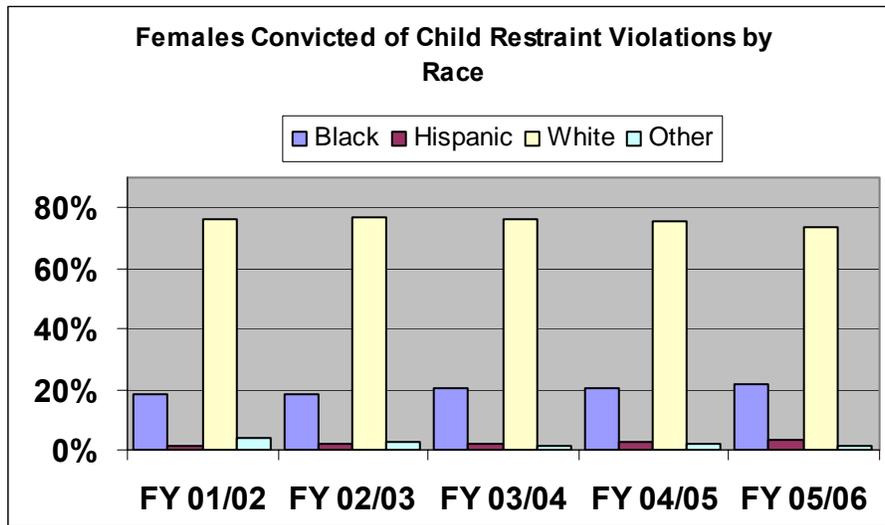


Of females ticketed, white females accounted for an average of 75.7% over the five-year period. The percentage of white females ticketed decreased slightly from FY 01-02 to FY 05-06, while the percentage of black and Hispanic females ticketed increased slightly. Once again, these percentages reflect a shift in the population trends for Tennessee, which shows increases in the numbers of African-American and Hispanic citizens of driving age. Male drivers ticketed for CRD violations remained relatively constant percentage-wise over the five-year period. Table 8 on the next page shows citations issued by type, sex, and race.

**Child Restraint Citations Issued by Type, Sex, and Race**  
**Table 8**

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06	
<b>Child Restraint Citations - Ages 4-15</b>										
<b>Female</b>	<b>1,420</b>	<b>55.8%</b>	<b>1,222</b>	<b>55.2%</b>	<b>1,078</b>	<b>54.1%</b>	<b>1,713</b>	<b>53.6%</b>	<b>1,709</b>	<b>53.8%</b>
<i>Black</i>	169	11.9%	159	13.0%	170	15.8%	262	15.3%	316	18.5%
<i>Hispanic</i>	16	1.1%	21	1.7%	23	2.1%	34	2.0%	41	2.4%
<i>White</i>	1,151	81.1%	1,014	83.0%	872	80.9%	1,392	81.3%	1,339	78.3%
<i>Other</i>	84	5.9%	28	2.3%	13	1.2%	25	1.5%	13	0.8%
<b>Male</b>	<b>1,125</b>	<b>44.2%</b>	<b>989</b>	<b>44.7%</b>	<b>914</b>	<b>45.9%</b>	<b>1,482</b>	<b>46.4%</b>	<b>1,459</b>	<b>46.0%</b>
<i>Black</i>	124	11.0%	107	10.8%	124	13.6%	186	12.6%	172	11.8%
<i>Hispanic</i>	83	7.4%	50	5.1%	50	5.5%	97	6.5%	130	8.9%
<i>White</i>	882	78.4%	798	80.7%	705	77.1%	1,149	77.5%	1,115	76.4%
<i>Other</i>	36	3.2%	34	3.4%	35	3.8%	50	3.4%	42	2.9%
Unknown Sex	0		1		1		2		7	
	<b>2,545</b>		<b>2,212</b>		<b>1,993</b>		<b>3,197</b>		<b>3,175</b>	
<b>Child Restraint Citations - Age 3 and Under</b>										
<b>Female</b>	<b>1,301</b>	<b>55.5%</b>	<b>1,065</b>	<b>56.4%</b>	<b>1,076</b>	<b>57.2%</b>	<b>1,319</b>	<b>52.1%</b>	<b>1,309</b>	<b>57.2%</b>
<i>Black</i>	329	25.3%	262	24.6%	274	25.5%	357	27.1%	345	26.4%
<i>Hispanic</i>	25	1.9%	28	2.6%	23	2.1%	44	3.3%	51	3.9%
<i>White</i>	919	70.6%	746	70.0%	765	71.1%	890	67.5%	891	68.1%
<i>Other</i>	28	2.2%	29	2.7%	14	1.3%	28	2.1%	22	1.7%
<b>Male</b>	<b>1,044</b>	<b>44.5%</b>	<b>820</b>	<b>43.4%</b>	<b>801</b>	<b>42.6%</b>	<b>1,212</b>	<b>47.8%</b>	<b>976</b>	<b>42.7%</b>
<i>Black</i>	229	21.9%	151	18.4%	177	22.1%	198	16.3%	189	19.4%
<i>Hispanic</i>	116	11.1%	112	13.7%	107	13.4%	165	13.6%	134	13.7%
<i>White</i>	659	63.1%	525	64.0%	488	60.9%	795	65.6%	626	64.1%
<i>Other</i>	40	3.8%	32	3.9%	29	3.6%	54	4.5%	27	2.8%
Unknown Sex	0		3		3		2		3	
	<b>2,345</b>		<b>1,888</b>		<b>1,880</b>		<b>2,533</b>		<b>2,288</b>	
Source: Trooper Ticket File March 9, 2007										

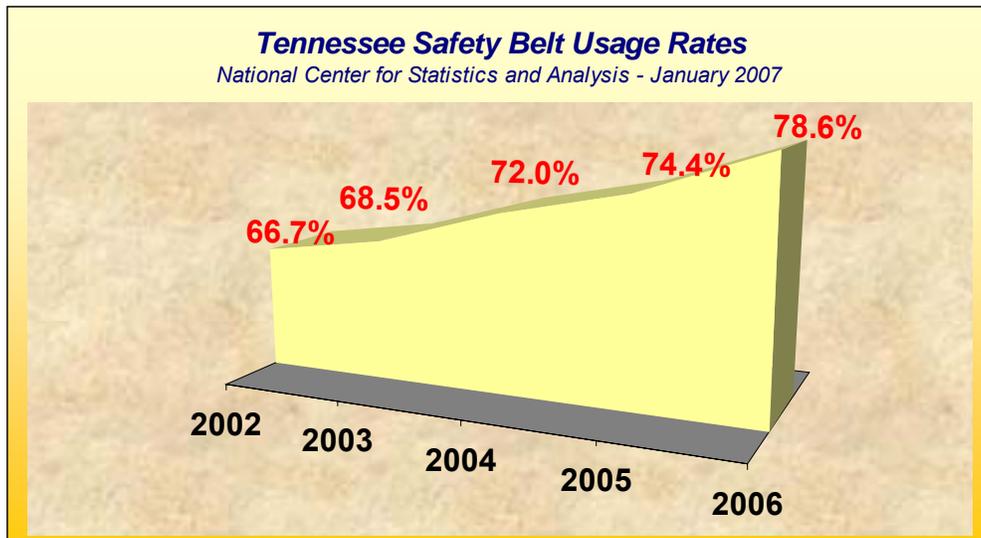
The graphs below illustrate the distribution of Trooper citations issued to male and female drivers by race.



**Safety Belt Surveys**

The National Highway Traffic Safety Administration commissions and funds standardized safety belt usage surveys each year in every State and U.S. Territory, through the various Governors’ Highway Safety Offices. Results of the surveys are analyzed by the National Center for Statistics and Analysis, and then published in the U.S. Department of Transportation’s “*Traffic Safety Facts – Crash Stats.*”

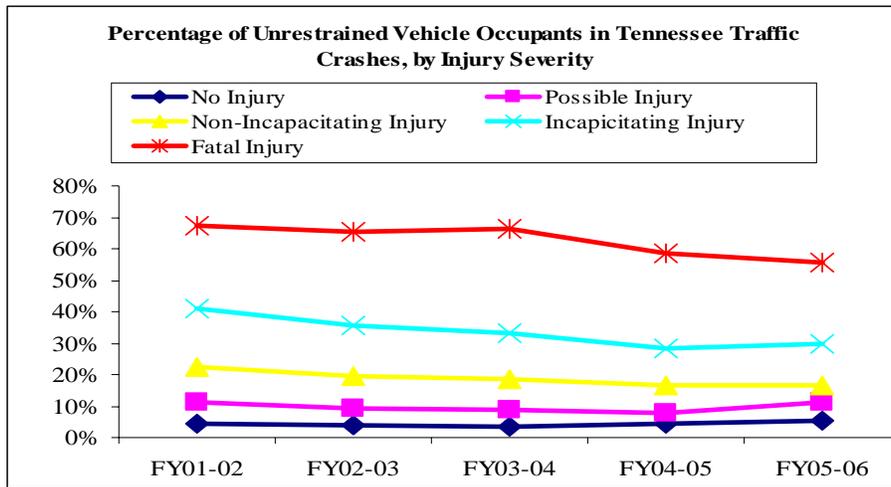
The chart below shows the survey results for Tennessee for calendar years 2002 through 2006. As a result of the primary enforcement provision that went into effect July 1, 2004, we have had an increase in the usage rate from 74.4% in 2005 to 78.6% in 2006, and expect this trend to continue. A copy of the above-referenced publication can be found as an attachment.



## Tennessee Traffic Crashes

During the five-year period, police reported safety restraint usage by vehicle occupants in traffic crashes increased. In FY 01-02, police reported that 6.7% of vehicle occupants involved in traffic crashes were not restrained. This percentage decreased slightly in FY 05-06 to 6.2%, following a spike in FY 04-05 of 7.6%. When comparing FY 01-02 to FY 05-06, the numbers indicate a reduction in all injury categories for the percentage of unrestrained drivers: No Injury = 4.4% to 4.1%; Possible Injury = 11.3% to 9.6%; Non-Incapacitating Injury = 22.2% to 19.3%; Incapacitating Injury = 41% to 34.3%; and, Fatal Injury = 65.3% to 62.3%. Overall, over the past five years the statistics show a continuing increase in safety restraint usage by vehicle occupants involved in traffic crashes. (Table 9)

\*Final crash statistics for FY 04-05 are not yet available. Figures for FY 04-05 represent approximately 1/3 of all crash records received.



Vehicle Occupant Restraint Usage in Traffic Crashes By Injury Severity  
Table 9

	FY 01/02		FY 02/03		FY 03/04		FY 04/05		FY 05/06		Total	
<b>No Injury</b>												
No Restraint	13,342	4.4%	11,851	4.0%	11,248	3.5%	6,006	4.4%	5,004	5.5%	47,451	4.1%
Restraint	291,854	95.6%	284,473	96.0%	308,813	96.5%	129,257	95.6%	85,270	94.5%	1,099,667	95.9%
<b>Possible Injury</b>												
No Restraint	4,225	11.3%	3,372	9.5%	3,614	8.7%	1,637	8.0%	1,071	11.1%	13,919	9.6%
Restraint	33,052	88.7%	32,005	90.5%	37,934	91.3%	18,844	92.0%	8,567	88.9%	130,402	90.4%
<b>Non-Incapacitating Injury</b>												
No Restraint	4,530	22.2%	3,583	19.6%	3,921	18.4%	1,783	16.5%	1,015	16.5%	14,832	19.3%
Restraint	15,878	77.8%	14,680	80.4%	17,433	81.6%	9,030	83.5%	5,137	83.5%	62,158	80.7%
<b>Incapacitating Injury</b>												
No Restraint	2,029	41.0%	1,827	35.6%	1,942	33.0%	1,007	28.2%	667	29.7%	7,472	34.3%
Restraint	2,924	59.0%	3,309	64.4%	3,941	67.0%	2,569	71.8%	1,577	70.3%	14,320	65.7%
<b>Fatal Injury</b>												
No Restraint	639	67.5%	558	65.3%	667	66.3%	667	58.7%	609	55.7%	3,140	62.3%
Restraint	308	32.5%	296	34.7%	339	33.7%	470	41.3%	485	44.3%	1,898	37.7%
<b>Total</b>												
No Restraint	24,765	6.7%	21,191	6.0%	21,392	5.5%	11,100	6.5%	8,366	7.6%	86,814	6.2%
Restraint	344,016	93.3%	334,763	94.0%	368,460	94.5%	160,170	93.5%	101,036	92.4%	1,308,445	93.8%

Source: Tennessee Crash Reporting System, FARS - 3/21/2007

NOTE: 2003 through 2006 data is preliminary. Complete data for FY 04-05 and FY 05-06 not yet available.



*Attachment 1*

***Tennessee Code Annotated §55-9-603***

**55-9-603. Use of safety belts in passenger vehicles - Violations - Penalties - Arrest - Applicability.**

(a) (1) No person shall operate a passenger motor vehicle on any highway, as defined [§ 55-8-101\(22\)](#), in this state unless such person and all passengers four (4) years of age or older are restrained by a safety belt at all times the vehicle is in forward motion.

(2) No person four (4) years of age or older shall be a passenger in a passenger motor vehicle on any highway, as defined in [§ 55-8-101\(22\)](#), in this state, unless such person is restrained by a safety belt at all times the vehicle is in forward motion.

(b) (1) The provisions of this section shall apply only to the operator and all passengers occupying the front seat of a passenger motor vehicle.

(2) If the vehicle is equipped with a rear seat which is capable of folding, the provisions of this section shall only apply to front seat passengers and the operator if the back seat is in the fold down position.

(c) As used in this section, unless specified otherwise, "passenger car" or "passenger motor vehicle" means any motor vehicle with a manufacturer's gross vehicle weight rating of eight thousand five hundred pounds (8,500 lbs.) or less, that is not used as a public or livery conveyance for passengers. "Passenger car" or "passenger motor vehicle" does not apply to motor vehicles which are not required by federal law to be equipped with safety belts.

(d) (1) A violation of this section is a Class C misdemeanor. All proceeds from the fines imposed by this subsection (d) shall be deposited in the state general fund and designated for the exclusive use of the division of vocational rehabilitation to assist eligible handicapped individuals as defined in [§ 49-11-602\(3\)](#) who have been severely injured in motor vehicle accidents.

(2) A person charged with a violation of this section may, in lieu of appearance in court, submit a fine of ten dollars (\$10.00) for a first violation, and twenty dollars (\$20.00) on second and subsequent violations to the clerk of the court which has jurisdiction of such offense within the county in which the offense charged is alleged to have been committed.

(3) (A) Notwithstanding subdivision (d)(2) to the contrary, a person charged with a violation of subsection (i) may, in lieu of appearance in court, submit a fine of twenty dollars (\$20.00) to the clerk of the court which has jurisdiction of such offense within the county in which the offense charged is alleged to have been committed.

(B) Notwithstanding any provision of subdivision (d)(1) to the contrary, the revenue generated by ten dollars (\$10.00) of the twenty dollar (\$20.00) fine under subdivision (d)(3)(A) for a person's first conviction under subsection (i) shall be deposited in the state general fund without being designated for any specific purpose. The remaining ten dollars (\$10.00) of such twenty dollar (\$20.00) fine for such person's first conviction under subsection (i) shall be deposited in the state general fund and designated for the exclusive use of the division of vocational rehabilitation in accordance with subdivision (d)(1).

(C) The revenue generated from such person's second or subsequent conviction under subsection (i) shall be deposited in the state general fund and designated for the exclusive use of the division of vocational rehabilitation in accordance with subdivision (d)(1).

(e) No clerk's fee nor court costs, including, but not limited to, any statutory fees of officers, shall be imposed or assessed against anyone convicted of a violation of this section. No litigation tax levied pursuant to the provisions of title 67, chapter 4, part 6, shall be imposed or assessed against anyone convicted of a violation of this section.

(f) (1) A law enforcement officer observing a violation of this section shall issue a citation to the violator, but shall not arrest or take into custody any person solely for a violation of this section.

(2) The department of safety shall not report any convictions under this section except for law enforcement or governmental purposes.

(g) In no event shall a violation of this section be assigned a point value for suspension or revocation of a license by the department of safety, nor shall such violation be construed as any other offense under the provisions of this title.

(h) This section does not apply to:

(1) A passenger or operator with a physically disabling condition whose physical disability would prevent appropriate restraint in such safety seat or safety belt; provided, that such condition is duly certified in writing by a physician who shall state the nature of the handicap, as well as the reason such restraint is inappropriate;

(2) A passenger motor vehicle operated by a rural letter carrier of the United States postal service while performing the duties of a rural letter carrier;

(3) Salespersons or mechanics employed by an automobile dealer who, in the course of their employment, test-drive a motor vehicle, if such dealership customarily test-drives fifty (50) or more motor vehicles a day, and if such test-drives occur within one (1) mile of the location of the dealership;

(4) Utility workers, water, gas and electric meter readers in the course of their employment;

(5) A newspaper delivery motor carrier service while performing the duties of a newspaper delivery motor carrier service; provided, that this exemption shall only apply from the time of the actual first delivery to the customer until the last actual delivery to the customer;

(6) A vehicle in use in a parade if operated at less than fifteen miles per hour (15 mph);

(7) A vehicle in use in a hayride if operated at less than fifteen miles per hour (15 mph); or

(8) A vehicle crossing a highway from one field to another if operated at less than fifteen miles per hour (15 mph).

(i) (1) Notwithstanding any provision of this section to the contrary, no person between sixteen (16) years of age and up to and through the age of seventeen (17) years of age, shall operate a passenger motor vehicle, or be a passenger therein, unless such person is restrained by a safety belt at all times the vehicle is in forward motion.

(2) Notwithstanding subdivision (b)(1), the provisions of this subsection (i) shall apply to all occupants between sixteen (16) years of age and eighteen (18) years of age occupying any seat in a passenger motor vehicle.

(3) Notwithstanding subdivision (f)(1), a law enforcement officer observing a violation of this subsection (i) shall issue a citation to the violator, but shall not arrest or take into custody any person solely for a violation of this subsection (i).

(j) Notwithstanding the provisions of subsection (b), no person with a learner permit or an intermediate driver license shall operate a passenger motor vehicle in this state unless such person and all passengers between the ages of four (4) and seventeen (17) years of age are restrained by a safety belt at all times the vehicle is in forward motion.

(k) The department of safety shall file a report by March 1 of each year to the 104th, 105th, and 106th general assembly on data collected for the prior five (5) years by the department relating to violations of this section. Such data shall include the number of persons cited for violations of this section, their race, ethnicity, sex, age, and any other information the department deems relevant.

[Acts 1986, ch. 866, §§ 3, 4, 7, 8, 11; 1989, ch. 591, § 113; 1994, ch. 661, §§ 2, 4; 2000, ch. 700, § 3; 2000, ch. 945, §§ 2-4; 2004, ch. 893, §§ 1-5.]

*Attachment 2*

***Tennessee Code Annotated §55-9-602***

**55-9-602. Child passenger restraint systems — Violations — Penalties. —**

(a) (1) Any person transporting any child, under one (1) year of age, or any child, weighing twenty pounds (20 lbs.) or less, in a motor vehicle upon a road, street or highway of Tennessee is responsible for the protection of the child and properly using a child passenger restraint system in a rear facing position, meeting federal motor vehicle safety standards in the rear seat if available or according to the child safety restraint system or vehicle manufacturer's instructions.

(2) Notwithstanding the provisions of § 55-9-603, any person transporting any child, one (1) through three (3) years of age weighing greater than twenty pounds (20 lbs.), in a motor vehicle upon a road, street or highway of Tennessee is responsible for the protection of the child and properly using a child passenger restraint system in a forward facing position, meeting federal motor vehicle safety standards in the rear seat if available or according to the child safety restraint system or vehicle manufacturer's instructions.

(3) Notwithstanding the provisions of § 55-9-603, any person transporting any child, four (4) through eight (8) years of age and measuring less than four feet, nine inches (4' 9") in height, in a passenger motor vehicle upon a road, street or highway of Tennessee is responsible for the protection of the child and properly using a belt positioning booster seat system, meeting federal motor vehicle safety standards in the rear seat if available or according to the child safety restraint system or vehicle manufacturer's instructions.

(4) (A) If a child is not capable of being safely transported in a conventional child passenger restraint system as provided for in this subsection (a), a specially modified, professionally manufactured restraint system meeting the intent of this subsection (a) shall be in use; provided, however, that the provisions of this subdivision (a)(4) shall not be satisfied by use of the vehicle's standard lap or shoulder safety belts independent of any other child passenger restraint system. A motor vehicle operator who is transporting a child in a specially modified, professionally manufactured child passenger restraint system shall possess a copy of the physician's signed prescription that authorizes the professional manufacture of the specially modified child passenger restraint system.

(B) A person shall not be charged with a violation of this subsection (a) if such person presents a copy of the physician's prescription in compliance with the provisions of this subdivision (a)(4) to the arresting officer at the time of the alleged violation.

(C) A person charged with a violation of this subsection (a) may, on or before the court date, submit a copy of the physician's prescription and evidence of possession of a specially modified, professionally manufactured child passenger restraint system to the court. If the court is satisfied that compliance was in effect at the time of the violation, the charge for violating the provisions of this subsection (a) may be dismissed.

(b) All passenger vehicle rental agencies doing business in the state of Tennessee shall make available at a reasonable rate to those renting such vehicles an approved restraint as described in subsection (a).

(c) (1) A violation of this section is a Class C misdemeanor.

(2) In addition to or in lieu of the penalty imposed under subdivision (c)(1), persons found guilty of a first offense of violating this section may be required to attend a court approved offenders' class designed to educate offenders on the hazards of not properly transporting children in motor vehicles. A fee may be charged for such classes sufficient to defray all costs of providing such classes.

(d) Any incorporated municipality may by ordinance adopt by reference any of the provisions of this section, it being the legislative intent to promote the protection of children wherever and whenever possible.

(e) Prior to the initial discharge of any newborn child from a health care institution offering obstetrical services, such institution shall inform the parent that use of a child passenger restraint system is required by law. Further, the health care institution shall distribute to the parent related information provided by the department of safety.

(f) (1) There is established within the general fund a revolving special account to be known as the child safety fund, hereinafter referred to as the "fund."

(2) All fines imposed by this section shall be sent by the clerk of the court to the state treasurer for deposit in the fund.

(3) Any unencumbered funds and any unexpended balance of this fund remaining at the end of any fiscal year shall not revert to the general fund, but shall be carried forward until expended in accordance with the provisions of this section and [§ 55-9-610](#).

(4) Interest accruing on investments and deposits of the fund shall be returned to the fund and remain a part of the fund.

(5) Disbursements from, investments of and deposits to the fund shall be administered and invested pursuant to the provisions of [title 9, chapter 4, part 5](#).

(6) The state treasurer may deduct reasonable service charges from the fund pursuant to procedures established by the state treasurer and the commissioner of finance and administration.

(7) The department of health is authorized, pursuant to duly promulgated rules and regulations, to determine equitable distribution of the moneys in the fund to those entities that are best suited for child passenger safety system distribution. Funds distributed pursuant to the provisions of this section shall only be used for the purchase of child passenger safety systems to be loaned or given to the parent or guardian.

(g) (1) (A) Notwithstanding the provisions of [§ 55-9-603](#), any person transporting any child, nine (9) through twelve (12) years of age, or any child through twelve (12) years of age, measuring four feet, nine inches (4' 9") or more in height, in a passenger motor vehicle upon a road, street or highway of Tennessee is responsible for the protection of the child and properly using a seat belt system meeting federal motor vehicle safety standards. It is recommended that any such child be placed in the rear seat if available.

(B) Notwithstanding the provisions of [§ 55-9-603](#), any person transporting any child, thirteen (13) through fifteen (15) years of age, in a passenger motor vehicle upon a road, street or highway of Tennessee is responsible for the protection of the child and properly using a passenger restraint system, including safety belts, meeting federal motor vehicle safety standards.

(2) A person charged with a violation of this subsection (g) may, in lieu of appearance in court, submit a fine of fifty dollars (\$50.00) to the clerk of the court which has jurisdiction of such offense within the county in which the offense charged is alleged to have been committed.

(3) No litigation tax levied pursuant to the provisions of [title 67, chapter 4, part 6](#), shall be imposed or assessed against anyone convicted of a violation of this subsection (g), nor shall any clerk's fee or court costs, including but not limited to any statutory fees of officers, be imposed or assessed against anyone convicted of a violation of this subsection (g).

(4) (A) Notwithstanding any provision of subsection (f) to the contrary, the revenue generated by ten dollars (\$10.00) of the fifty dollar (\$50.00) fine under subdivision (g)(2) for a person's first conviction under this subsection (g), shall be deposited in the state general fund without being designated for any specific purpose. The remaining forty dollars (\$40.00) of such fifty dollar (\$50.00) fine for a person's first conviction under this subsection (g) shall be deposited to the child safety fund in accordance with subsection (f).

(B) The revenue generated from such person's second or subsequent conviction under this subsection (g) shall be deposited to the child safety fund in accordance with subsection (f).

(5) Notwithstanding any provision of law to the contrary, no more than one (1) citation may be issued for a violation of this subsection (g) per vehicle per occasion. If the driver is neither a parent nor legal guardian of the child and the child's parent or legal guardian is present in the vehicle, the parent or legal guardian is responsible for ensuring that the provisions of this subsection (g) are complied with. If no parent or legal guardian is present at the time of the violation, the driver is solely responsible for compliance with this subsection (g).

(h) As used in this section, unless specified otherwise, "passenger motor vehicle" means any motor vehicle with a manufacturer's gross vehicle weight rating of ten thousand pounds (10,000 lbs.) or less, that is not used as a public or livery conveyance for passengers. "Passenger motor vehicle" does not apply to motor vehicles which are not required by federal law to be equipped with safety belts.

(i) A person who has successfully met the minimum required training standards for installation of child restraint devices established by the national highway traffic safety administration of the United States department of transportation, who in good faith installs or inspects the installation of a child restraint device shall not be liable for any damages resulting from any act or omission related to such installation or inspection unless such act or omission was the result of the person's gross negligence or willful misconduct.

(j) Notwithstanding any provisions of this part to the contrary, for any child transported by child care agencies licensed by the department of human services pursuant to [title 71, chapter 3, part 5](#) and transported pursuant to the rules and regulations of such department, such rules and regulations shall remain effective until the department amends such rules and regulations; provided, however, that the department shall either promulgate rules consistent with the provisions of this part or promulgate rules exceeding, based on applicable federal regulations or standards, the provisions of this part no later than January 1, 2007.

(k) (1) The failure to use a child restraint system shall not be admissible into evidence in a civil action; provided, however, that evidence of a failure to use a child restraint system, as required by this section, may be admitted in a civil action as to the causal relationship between noncompliance and the injuries alleged, if the following conditions have been satisfied:

(A) The plaintiff has filed a products liability claim;

(B) The defendant alleging noncompliance with this section shall raise this defense in its answer or timely amendment thereto in accordance with the rules of civil procedure; and

(C) Each defendant seeking to offer evidence alleging noncompliance with this section has the burden of proving noncompliance with this section, that compliance with this section would have reduced injuries and the extent of the reduction of such injuries.

(2) Upon request of any party, the trial judge shall hold a hearing out of the presence of the jury as to the admissibility of such evidence in accordance with the provisions of this subsection (k) and the Tennessee Rules of Evidence.

(3) Notwithstanding any provision of this subsection (k) to the contrary, if a party to the civil action is not the parent or legal guardian, then evidence of a failure to use a child restraint system, as required by this section, may be admitted in such action as to the causal relationship between noncompliance and the injuries alleged.

[Acts 1963, ch. 102, §§ 1, 2; 1977, ch. 114, §§ 1, 2; T.C.A., § 59-930; Acts 1981, ch. 86, §§ 1, 2; 1985, ch. 183, § 1; T.C.A., § 55-9-214; Acts 1986, ch. 866, §§ 2, 3; 1989, ch. 564, §§ 2-6, 9; 1989, ch. 591, § 113; 1995, ch. 112, §§ 1, 2; 2000, ch. 945, § 1; 2001, ch. 463, §§ 1, 2; 2003, ch. 299, §§ 1-9; 2004, ch. 809, § 1; 2005, ch. 55, §§ 1, 2.]

*Attachment 3*

*Traffic Safety Facts – Crash Stats  
January 2007*

*“Seat Belt Use in 2006 – Use Rates in the  
States and Territories”*

# Traffic Safety Facts

## Crash•Stats



DOT HS 810 690

A Brief Statistical Summary

January 2007

## Seat Belt Use in 2006 — Use Rates in the States and Territories

In 2006, among the 43 States, U.S. Territories, and the District of Columbia whose rates are currently available, seat belt use ranged from 63.5 percent in Wyoming to 96.3 percent in Washington. These results are from probability-based observational surveys conducted in accordance with criteria established by the National Highway Traffic Safety Administration (NHTSA) to ensure reliable results. Compliance with the criteria is verified annually by NHTSA's National Center for Statistics and Analysis.

The 2006 surveys also found the following:

- Eight States and Territories achieved use rates of 90 percent or higher — Washington, Michigan, Oregon, California, Puerto Rico, Hawaii, Texas, and New Jersey.
- Jurisdictions with stronger belt-enforcement laws continue to exhibit generally higher use rates than those with weaker laws. Mississippi strengthened its belt law to a “primary” enforcement law, effective May 2006. This State saw a jump in use from 60.8 percent in 2005 to 73.6 percent in 2006. Alaska and Kentucky also passed primary laws that took effect in 2006.

Seat belt use rates in the States, U.S. Territories, the District of Columbia, and nationwide from 2000-2006 are listed in the following table. States provided the 2006 seat belt use rates in response to grant requirements under 23 U.S.C. §§ 402, 406. The agency has continued the use of uniform survey criteria developed under TEA-21 (available at 23

CFR Part 1340) in order to determine the acceptability of a State's survey process and submitted seat belt use rates. Rates in jurisdictions with primary belt enforcement during the calendar year of the survey are shaded in the table. However, the law might not have taken effect when the survey was conducted. The 2003 rate for New Hampshire was not reported by the State. It was obtained by Preusser Research Group using methods compliant with 23 CFR Part 1340. **The 2006 belt use rates of some States are not available at this time (NA). This table will be updated periodically as rates from other States become available.**

### National Seat Belt Use Rate

Seat belt use nationwide was 81 percent in 2006, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS provides NHTSA's official measure of nationwide use because it is the only probability-based observational survey of seat belt use in the United States. Additionally, NOPUS does not employ sampling frame exemptions allowed of the States and Territories in Section 157 (namely, the omission of up to 15 percent of low-population areas and the permission to observe data solely in vehicles stopped at stop signs or stoplights), and so provides a more accurate measure of nationwide use than would be obtained by combining the use rates from the States and Territories.

**Table: Seat Belt Use in States, U.S. Territories, and Nationwide, 2000-2006 (As of 12/19/06)**

State or U.S. Territory	2000	2001	2002	2003	2004	2005	2006	Reduction in Nonuse 2005-2006
Alabama	70.6%	79.4%	78.7%	77.4%	80.0%	81.8%	82.9%	6%
Alaska	61.0%	62.6%	65.8%	78.9%	76.7%	78.4%	83.2%	22%
Arizona	75.2%	74.4%	73.7%	86.2%	95.3%	94.2%	NA	NA
Arkansas	52.4%	54.5%	63.7%	62.8%	64.2%	68.3%	69.3%	3%
California	88.9%	91.1%	91.1%	91.2%	90.4%	92.5%	93.4%	12%
Colorado	65.1%	72.1%	73.2%	77.7%	79.3%	79.2%	80.3%	5%
Connecticut	76.3%	78.0%	78.0%	78.0%	82.9%	81.6%	83.5%	10%
Delaware	66.1%	67.3%	71.2%	74.9%	82.3%	83.8%	86.1%	14%
Dist. Of Columbia	82.6%	83.6%	84.6%	84.9%	87.1%	88.8%	85.4%	-30%
Florida	64.8%	69.5%	75.1%	72.6%	76.3%	73.9%	NA	NA
Georgia	73.6%	79.0%	77.0%	84.5%	86.7%	89.9%	NA	NA
Hawaii	80.4%	82.5%	90.4%	91.8%	95.1%	95.3%	92.5%	-60%
Idaho	58.6%	60.4%	62.9%	71.7%	74.0%	76.0%	79.8%	16%
Illinois	70.2%	71.4%	73.8%	80.1%	83.0%	86.0%	87.8%	13%
Indiana	62.1%	67.4%	72.2%	82.3%	83.4%	81.2%	84.3%	16%
Iowa	78.0%	80.9%	82.4%	86.8%	86.4%	87.1%	89.6%	19%
Kansas	61.6%	60.8%	61.3%	63.6%	68.3%	69.0%	73.5%	15%
Kentucky	60.0%	61.9%	62.0%	65.5%	66.0%	66.7%	67.2%	2%
Louisiana	68.2%	68.1%	68.6%	73.8%	75.0%	77.7%	74.8%	-13%
Maine	NA	NA	NA	NA	72.3%	75.8%	77.2%	6%
Maryland	85.0%	82.9%	85.8%	87.9%	89.0%	91.1%	NA	NA
Massachusetts	50.0%	56.0%	51.0%	61.7%	63.3%	64.8%	66.9%	6%
Michigan	83.5%	82.3%	82.9%	84.8%	90.5%	92.9%	94.3%	20%
Minnesota	73.4%	73.9%	80.1%	79.4%	82.1%	83.9%	83.3%	-4%
Mississippi	50.4%	61.6%	62.0%	62.2%	63.2%	60.8%	73.6%	33%
Missouri	67.7%	67.9%	69.4%	72.9%	75.9%	77.4%	75.2%	-10%
Montana	75.6%	76.3%	78.4%	79.5%	80.9%	80.0%	79.0%	-5%
Nebraska	70.5%	70.2%	69.7%	76.1%	79.2%	79.2%	76.0%	-15%
Nevada	78.5%	74.5%	74.9%	78.7%	86.6%	94.8%	NA	NA
New Hampshire	NA	NA	NA	49.6%	NA	NA	NA	NA
New Jersey	74.2%	77.6%	80.5%	81.2%	82.0%	86.0%	90.0%	29%
New Mexico	86.6%	87.8%	87.6%	87.2%	89.7%	89.5%	89.6%	1%
New York	77.3%	80.3%	82.8%	84.6%	85.0%	85.0%	83.0%	-13%
North Carolina	80.5%	82.7%	84.1%	86.1%	86.1%	86.7%	88.5%	14%
North Dakota	47.7%	57.9%	63.4%	63.7%	67.4%	76.3%	79.0%	11%
Ohio	65.3%	66.9%	70.3%	74.7%	74.1%	78.7%	81.7%	14%
Oklahoma	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%	83.7%	4%
Oregon	83.6%	87.5%	88.2%	90.4%	92.6%	93.3%	94.1%	12%
Pennsylvania	70.7%	70.5%	75.7%	79.0%	81.8%	83.3%	NA	NA
Rhode Island	64.4%	63.2%	70.8%	74.2%	76.2%	74.7%	NA	NA
South Carolina	73.9%	69.6%	66.3%	72.8%	65.7%	69.7%	72.5%	9%
South Dakota	53.4%	63.3%	64.0%	69.9%	69.4%	68.8%	71.3%	8%
Tennessee	59.0%	68.3%	66.7%	68.5%	72.0%	74.4%	78.6%	16%
Texas	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%	5%
Utah	75.7%	77.8%	80.1%	85.2%	85.7%	86.9%	88.6%	13%
Vermont	61.6%	67.4%	84.9%	82.4%	79.9%	84.7%	82.4%	-15%
Virginia	69.9%	72.3%	70.4%	74.6%	79.9%	80.4%	78.7%	-9%
Washington	81.6%	82.6%	92.6%	94.8%	94.2%	95.2%	96.3%	23%
West Virginia	49.8%	52.3%	71.6%	73.6%	75.8%	84.9%	NA	NA
Wisconsin	65.4%	68.7%	66.1%	69.8%	72.4%	73.3%	75.4%	8%
Wyoming	66.8%	NA	66.6%	NA	70.1%	NA	63.5%	NA
Nationwide	71%	73%	75%	79%	80%	82%	81%	-6%
Puerto Rico	87.0%	83.1%	90.5%	87.1%	90.1%	92.5%	92.7%	3%

Note: Rates in jurisdictions with primary belt enforcement during the calendar year of the survey are shaded.

For questions regarding the above reported data, contact Donna Glassbrenner at 202-366-3962, or Jianqiang Ye at 202-366-3603. This issue of Crash•Stats and other general information on highway traffic safety may be accessed online at [www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/AvailInf.html](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/AvailInf.html)

*Attachment 4*

*Tennessee Department of Health  
Population Projections*

Hispanic Population Estimates and Projections  
Tennessee Counties and the State  
2000-2010

TENNESSEE  
SEX- Total

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	14,097	14,862	15,698	16,623	17,637	18,743	19,334	19,944	20,597	21,252	21,930
5 to 9	10,466	11,629	12,949	14,446	16,157	18,087	18,923	19,839	20,845	21,944	23,157
10 to 14	8,487	9,099	9,787	10,543	11,397	12,342	13,647	15,128	16,798	18,682	20,823
15 to 19	11,862	12,095	12,369	12,677	13,008	13,371	13,924	14,528	15,195	15,918	16,703
20 to 24	17,779	17,898	18,056	18,260	18,513	18,827	18,531	18,274	18,051	17,880	17,732
25 to 29	16,299	17,704	19,253	20,973	22,893	25,028	24,920	24,876	24,874	24,942	25,067
30 to 34	12,422	13,664	15,062	16,618	18,362	20,319	21,904	23,645	25,580	27,712	30,070
35 to 39	9,510	10,303	11,187	12,163	13,253	14,450	15,809	17,327	19,015	20,902	23,001
40 to 44	7,095	7,666	8,299	9,002	9,773	10,655	11,494	12,430	13,467	14,607	15,862
45 to 49	5,017	5,446	5,930	6,467	7,083	7,775	8,370	9,027	9,765	10,577	11,484
50 to 54	3,593	3,864	4,190	4,548	4,955	5,418	5,860	6,367	6,926	7,559	8,278
55 to 59	2,328	2,523	2,759	3,038	3,352	3,716	3,990	4,308	4,663	5,065	5,539
60 to 64	1,590	1,693	1,825	1,969	2,135	2,343	2,531	2,765	3,043	3,344	3,709
65 to 69	1,110	1,159	1,236	1,330	1,429	1,549	1,651	1,770	1,909	2,073	2,276
70 to 74	873	880	915	933	964	1,012	1,050	1,127	1,213	1,296	1,409
75 to 79	593	610	646	667	693	737	737	775	793	815	855
80 to 84	381	372	382	413	413	432	449	470	491	512	546
85 PLUS	336	334	337	353	349	355	358	370	387	394	405
ALL AGES	123,838	131,801	140,880	151,023	162,366	175,159	183,482	192,970	203,612	215,474	228,846

Taken from "Tennessee Hispanic Population Projections, 2000-2010" published online at [http://www2.state.tn.us/health/statistics/PdfFiles/HispanicPopProj%20\\_0307Tables.pdf](http://www2.state.tn.us/health/statistics/PdfFiles/HispanicPopProj%200307Tables.pdf) by the Office of Health Statistics, TN Department of Health, 2006.

Population Estimates and Projections  
Tennessee Counties and the State  
2000-2010

TENNESSEE  
RACE/SEX- Total

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	374,880	378,593	382,389	386,315	390,312	394,435	396,929	399,437	402,019	404,613	407,260
5 to 9	395,813	396,384	395,065	394,918	394,899	395,044	398,871	402,822	406,855	411,024	415,297
10 to 14	395,155	398,871	402,762	406,772	410,937	415,258	414,829	414,550	414,433	414,451	414,833
15 to 19	395,184	398,077	401,132	404,386	407,744	411,299	414,947	418,730	422,833	428,668	430,854
20 to 24	388,345	389,529	392,929	398,567	400,398	404,497	406,704	409,105	411,824	414,344	417,237
25 to 29	403,829	402,066	400,458	399,998	397,643	398,488	399,392	402,588	405,948	409,566	413,437
30 to 34	412,072	412,457	412,980	413,838	414,407	415,308	413,809	412,076	410,885	409,441	408,364
35 to 39	453,327	445,991	438,894	432,038	425,403	419,020	419,512	420,138	420,911	421,797	422,830
40 to 44	449,200	450,694	452,331	454,084	455,972	457,975	450,642	443,581	436,897	430,059	423,672
45 to 49	412,704	419,730	426,994	434,479	442,237	450,237	451,789	453,490	455,291	457,235	459,298
50 to 54	374,212	381,206	388,508	396,116	404,069	412,380	419,463	428,758	434,321	442,122	450,207
55 to 59	293,942	306,408	319,498	333,252	347,720	362,928	369,707	378,802	384,208	391,894	399,980
60 to 64	239,309	246,999	255,015	263,352	272,018	281,033	293,067	305,723	319,039	333,037	347,758
65 to 69	204,571	207,762	211,097	214,526	218,099	221,804	229,078	236,656	244,562	252,774	261,328
70 to 74	178,281	178,049	177,930	177,912	177,912	178,022	180,992	184,093	187,282	190,583	194,032
75 to 79	144,848	144,663	144,564	144,484	144,478	144,537	144,568	144,716	144,909	145,152	145,472
80 to 84	94,148	96,244	98,447	100,752	103,147	105,836	105,750	105,944	106,190	106,485	106,758
85 plus	81,465	83,463	85,546	87,695	89,915	92,206	94,887	97,671	100,590	103,542	106,638

ALL AGES 5,689,283 5,736,186 5,786,527 5,840,260 5,897,306 5,958,085 6,004,724 6,054,830 6,108,195 6,164,767 6,225,051

TENNESSEE  
RACE/SEX- White Male

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	147,493	148,851	150,225	151,624	153,044	154,477	155,238	155,998	156,769	157,551	158,349
5 to 9	154,242	154,426	154,825	154,882	155,119	155,411	156,868	158,336	159,825	161,340	162,874
10 to 14	158,247	157,449	158,700	159,984	161,316	162,678	162,845	163,054	163,273	163,537	163,828
15 to 19	158,316	159,332	160,382	161,483	162,616	163,805	164,852	165,936	167,048	168,198	169,377
20 to 24	154,846	156,029	157,298	158,655	160,106	161,649	162,164	162,723	163,332	163,986	164,707
25 to 29	164,844	163,595	162,569	161,607	160,675	159,801	160,780	161,847	163,012	164,270	165,633
30 to 34	169,721	169,644	169,593	169,587	169,567	169,585	168,618	167,695	166,819	165,996	165,218
35 to 39	185,080	182,428	179,842	177,313	174,848	172,436	172,408	172,414	172,448	172,504	172,581
40 to 44	183,195	183,962	184,771	185,612	186,487	187,390	184,721	182,123	179,583	177,100	174,681
45 to 49	169,851	172,194	174,807	177,486	180,236	183,087	183,843	184,657	185,494	186,376	187,289
50 to 54	159,120	160,914	162,759	164,649	166,589	168,580	171,110	173,712	176,381	179,131	181,952
55 to 59	128,339	131,353	136,564	142,084	147,790	153,776	155,538	157,330	159,167	161,074	163,032
60 to 64	101,210	104,582	108,084	111,714	115,489	119,408	124,193	129,200	134,436	139,911	145,640
65 to 69	83,423	85,066	86,742	88,489	90,270	92,119	95,252	98,503	101,898	105,410	109,068
70 to 74	69,372	69,498	69,651	69,826	70,023	70,247	71,713	73,217	74,775	76,384	78,040
75 to 79	51,473	51,763	52,065	52,388	52,750	53,124	53,311	53,526	53,759	54,006	54,284
80 to 84	29,334	30,168	31,038	31,939	32,887	33,881	34,142	34,450	34,768	35,115	35,472
85 plus	19,127	19,622	20,134	20,659	21,210	21,784	22,536	23,319	24,125	24,961	25,844

ALL AGES 2,282,833 2,300,866 2,319,877 2,339,921 2,361,022 2,383,198 2,400,130 2,418,040 2,436,930 2,456,860 2,477,865

Source: Division of Health Statistics, Office of Policy, Planning and Assessment, Tennessee Department of Health

Population Estimates and Projections

Tennessee Counties and the State

TENNESSEE

RACE/SEX- White Female

2000-2010

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	138,892	140,215	141,558	142,916	144,289	145,689	146,391	147,105	147,820	148,555	149,293
5 to 9	145,339	146,530	145,737	145,970	146,232	146,521	147,857	149,215	150,582	151,971	153,373
10 to 14	147,369	148,491	149,824	150,811	152,028	153,280	153,516	153,787	154,055	154,364	154,696
15 to 19	149,159	149,898	150,868	151,512	152,403	153,358	154,534	155,734	156,967	158,238	159,530
20 to 24	148,820	149,670	150,791	151,989	153,251	154,600	155,271	156,003	156,778	157,625	158,521
25 to 29	158,498	157,315	156,167	155,087	154,008	152,993	154,022	155,131	156,318	157,594	158,937
30 to 34	164,715	164,431	164,168	163,929	163,708	163,509	162,339	161,221	160,139	159,105	158,112
35 to 39	188,149	182,372	178,864	175,119	171,837	169,259	168,015	167,790	167,590	167,412	167,261
40 to 44	185,883	186,345	186,849	187,390	187,969	188,582	184,796	181,110	177,530	174,033	170,636
45 to 49	173,690	176,142	178,865	181,248	183,912	186,638	187,132	187,671	188,239	188,847	189,491
50 to 54	162,641	164,832	167,077	169,373	171,742	174,164	176,657	179,213	181,848	184,541	187,314
55 to 59	132,014	137,144	142,488	148,072	153,898	159,974	162,171	164,427	166,748	169,117	171,554
60 to 64	109,819	112,990	116,464	120,071	123,805	127,676	132,699	137,935	143,406	149,119	155,077
65 to 69	97,218	98,457	99,726	101,038	102,389	103,783	107,047	110,414	113,913	117,548	121,305
70 to 74	89,038	88,609	88,219	87,863	87,534	87,238	88,448	89,682	90,966	92,291	93,636
75 to 79	78,349	77,920	77,513	77,115	76,733	76,376	76,154	75,953	75,780	75,638	75,521
80 to 84	54,857	56,043	57,270	58,544	59,865	61,228	61,078	60,934	60,805	60,699	60,589
85 plus	52,499	53,900	55,348	56,842	58,382	59,963	61,697	63,496	65,354	67,264	69,241

ALL AGES 2,374,549 2,390,272 2,407,022 2,424,869 2,443,778 2,463,829 2,479,820 2,496,801 2,514,838 2,533,941 2,554,087

TENNESSEE

RACE/SEX- Black Male

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	41,838	41,959	42,291	42,641	42,994	43,383	43,748	44,127	44,528	44,919	45,320
5 to 9	46,099	46,488	44,859	44,283	43,730	43,207	43,520	43,851	44,197	44,560	44,939
10 to 14	43,715	44,381	45,029	45,723	46,434	47,177	46,516	45,887	45,293	44,719	44,171
15 to 19	40,920	41,495	42,064	42,724	43,380	44,081	44,703	45,365	46,048	46,757	47,489
20 to 24	38,047	36,502	36,980	37,479	37,992	38,533	39,051	39,596	40,164	40,749	41,368
25 to 29	34,079	34,113	34,157	34,225	34,294	34,391	34,823	35,279	35,744	36,237	36,747
30 to 34	32,255	32,507	32,763	33,040	33,324	33,628	33,669	33,717	33,765	33,867	33,968
35 to 39	34,377	33,844	33,325	32,833	32,348	31,884	32,142	32,404	32,684	32,981	33,287
40 to 44	33,499	33,550	33,611	33,677	33,762	33,852	33,334	32,835	32,355	31,898	31,440
45 to 49	29,163	29,927	30,717	31,540	32,401	33,293	33,358	33,438	33,524	33,628	33,737
50 to 54	22,223	23,442	24,738	26,111	27,569	29,112	29,897	30,715	31,563	32,454	33,375
55 to 59	14,423	15,399	16,444	17,570	18,789	20,101	21,228	22,423	23,691	25,046	26,477
60 to 64	11,120	11,514	11,928	12,369	12,831	13,325	14,243	15,225	16,289	17,442	18,683
65 to 69	9,187	9,319	9,468	9,606	9,774	9,940	10,296	10,682	11,088	11,508	11,959
70 to 74	7,397	7,414	7,429	7,473	7,502	7,544	7,664	7,795	7,926	8,080	8,212
75 to 79	5,288	5,264	5,245	5,232	5,222	5,217	5,231	5,258	5,288	5,322	5,357
80 to 84	3,154	3,161	3,183	3,215	3,249	3,287	3,278	3,273	3,274	3,275	3,277
85 plus	2,627	2,608	2,598	2,571	2,557	2,547	2,570	2,593	2,614	2,637	2,668

ALL AGES 447,207 451,847 456,857 462,312 468,152 474,462 479,267 484,463 490,054 496,049 502,472

Source: Division of Health Statistics, Office of Policy, Planning and Assessment, Tennessee Department of Health

Population Estimates and Projections  
Tennessee Counties and the State  
2000-2010

TENNESSEE  
RACE/SEX- Black Female

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	40,494	40,880	41,269	41,678	42,092	42,522	42,901	43,289	43,681	44,077	44,476
5 to 9	44,352	43,846	43,362	42,898	42,464	42,048	42,428	42,830	43,243	43,678	44,125
10 to 14	42,229	42,805	43,410	44,023	44,671	45,338	44,817	44,317	43,844	43,395	42,968
15 to 19	40,324	40,876	41,462	42,048	42,678	43,331	43,919	44,538	45,176	45,825	46,508
20 to 24	39,428	39,658	39,899	40,153	40,414	40,690	41,248	41,830	42,431	43,063	43,717
25 to 29	38,028	38,280	38,562	38,856	39,167	39,499	39,725	39,973	40,226	40,490	40,764
30 to 34	37,455	37,510	37,591	37,677	37,784	37,900	38,158	38,436	38,736	39,044	39,379
35 to 39	40,363	39,883	39,028	38,382	37,774	37,176	37,238	37,312	37,405	37,514	37,639
40 to 44	39,891	39,843	39,811	39,787	39,779	39,774	39,110	38,471	37,849	37,248	36,670
45 to 49	34,328	35,323	36,347	37,416	38,528	39,682	39,847	39,624	39,610	39,608	39,617
50 to 54	25,579	27,082	28,678	30,379	32,175	34,097	35,097	36,127	37,205	38,315	39,478
55 to 59	17,949	19,025	20,174	21,399	22,709	24,102	25,522	27,046	28,669	30,366	32,192
60 to 64	15,103	15,499	15,892	16,313	16,744	17,189	18,231	19,343	20,533	21,800	23,150
65 to 69	13,259	13,334	13,422	13,502	13,609	13,715	14,070	14,447	14,830	15,234	15,645
70 to 74	11,461	11,487	11,479	11,496	11,519	11,557	11,838	11,724	11,814	11,907	12,015
75 to 79	9,199	9,142	9,101	9,059	9,026	9,006	9,023	9,052	9,086	9,124	9,170
80 to 84	6,483	6,548	6,613	6,691	6,768	6,860	6,941	6,826	6,818	6,812	6,819
85 plus	6,975	7,092	7,216	7,354	7,487	7,618	7,767	7,955	8,139	8,317	8,508
ALL AGES	502,894	507,893	513,304	519,110	525,366	532,104	537,394	543,140	549,285	555,817	562,837

TENNESSEE  
RACE/SEX- Other Male

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	3,154	3,329	3,529	3,742	3,976	4,239	4,385	4,534	4,702	4,884	5,034
5 to 9	2,989	3,140	3,301	3,486	3,681	3,897	4,087	4,296	4,519	4,770	5,044
10 to 14	2,810	2,921	3,049	3,178	3,324	3,493	3,641	3,811	4,004	4,204	4,431
15 to 19	3,322	3,322	3,338	3,363	3,385	3,418	3,531	3,662	3,802	3,951	4,125
20 to 24	3,849	3,994	4,127	4,285	4,464	4,643	4,808	4,679	4,549	4,536	4,529
25 to 29	4,390	4,479	4,591	4,710	4,838	4,975	5,098	5,244	5,390	5,558	5,737
30 to 34	3,979	4,195	4,445	4,722	5,019	5,343	5,412	5,498	5,592	5,705	5,831
35 to 39	3,652	3,807	3,983	4,180	4,387	4,628	4,845	5,092	5,376	5,673	6,007
40 to 44	3,108	3,276	3,464	3,670	3,902	4,143	4,300	4,478	4,659	4,872	5,104
45 to 49	2,611	2,750	2,910	3,076	3,268	3,489	3,835	3,823	4,032	4,256	4,507
50 to 54	2,160	2,290	2,410	2,544	2,701	2,850	3,019	3,176	3,348	3,531	3,741
55 to 59	1,605	1,716	1,840	1,989	2,143	2,325	2,435	2,670	2,709	2,859	3,035
60 to 64	1,104	1,193	1,292	1,413	1,539	1,677	1,782	1,909	2,053	2,209	2,383
65 to 69	651	707	794	888	966	1,070	1,149	1,243	1,348	1,463	1,598
70 to 74	444	480	494	543	573	608	661	733	805	892	987
75 to 79	211	224	242	271	292	317	328	358	387	408	431
80 to 84	107	109	117	125	132	142	145	158	193	202	214
85 plus	89	88	89	91	92	92	94	94	111	111	113
ALL AGES	40,235	41,980	44,015	46,256	48,670	51,359	53,151	55,256	57,579	60,084	62,849

Source: Division of Health Statistics, Office of Policy, Planning and Assessment, Tennessee Department of Health

Population Estimates and Projections  
Tennessee Counties and the State  
2000-2010

TENNESSEE  
RACE/SEX- Other Female

AGE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0 to 4	3,211	3,359	3,519	3,714	3,917	4,145	4,268	4,384	4,519	4,647	4,788
5 to 9	2,792	2,974	3,181	3,419	3,673	3,960	4,115	4,294	4,489	4,705	4,942
10 to 14	2,785	2,854	2,950	3,053	3,168	3,292	3,494	3,714	3,964	4,232	4,541
15 to 19	3,143	3,166	3,198	3,236	3,282	3,328	3,408	3,495	3,592	3,699	3,825
20 to 24	3,555	3,696	3,836	4,006	4,179	4,382	4,368	4,374	4,370	4,375	4,397
25 to 29	4,192	4,294	4,410	4,534	4,663	4,809	4,944	5,094	5,258	5,427	5,619
30 to 34	3,947	4,170	4,422	4,701	5,005	5,341	5,414	5,509	5,614	5,724	5,856
35 to 39	3,708	3,857	4,024	4,209	4,409	4,637	4,864	5,126	5,408	5,713	6,055
40 to 44	3,624	3,718	3,825	3,948	4,073	4,234	4,381	4,546	4,721	4,918	5,141
45 to 49	3,263	3,394	3,548	3,713	3,894	4,088	4,174	4,277	4,392	4,520	4,657
50 to 54	2,489	2,656	2,846	3,060	3,293	3,547	3,673	3,815	3,976	4,150	4,347
55 to 59	1,612	1,771	1,958	2,158	2,393	2,650	2,815	3,006	3,212	3,432	3,690
60 to 64	1,153	1,241	1,355	1,472	1,610	1,758	1,920	2,111	2,323	2,556	2,823
65 to 69	834	879	945	1,023	1,092	1,177	1,264	1,367	1,487	1,611	1,757
70 to 74	569	601	658	711	761	828	870	932	998	1,059	1,142
75 to 79	331	350	388	419	453	497	521	569	609	654	709
80 to 84	211	215	226	238	248	258	268	303	332	362	388
85 plus	148	153	163	178	187	202	203	214	247	252	264
ALL AGES	41,565	43,338	45,452	47,792	50,298	53,133	54,962	57,130	59,509	62,036	64,941

Taken from “Tennessee Population Projections, 2000-2010”, published online at [http://www2.state.tn.us/health/statistics/PdfFiles/PopProj2010\\_2020Full.pdf](http://www2.state.tn.us/health/statistics/PdfFiles/PopProj2010_2020Full.pdf) by Division of Health Statistics, TN Department of Health