

STATE OF TENNESSEE

Federal Fiscal Year 2009-10

HIGHWAY SAFETY PERFORMANCE PLAN

I INTRODUCTION

This Federal Fiscal Year 2009-10 Highway Safety Performance Plan is the state of Tennessee's action plan for distribution of federal highway safety funds into priority behavioral safety programs during federal fiscal year 2009-2010. This FFY 2009-10 Highway Safety Performance Plan is based on Tennessee Strategic Highway Safety Plan.

The Plan addresses the behavioral aspects of highway safety; that is, activities that affect the knowledge, attitudes, and behaviors of highway users and safety professionals. Several studies have identified the road user as a sole or major contributing factor in between 84 to 94% of all crashes.

Motor vehicle crashes are a serious health, economic, and social issue. Thousands of people are killed or injured on Tennessee's roadways each year. Collectively, almost 45,000 persons are killed or injured in traffic crashes in USA. Individually, the toll is devastating; collectively, the economic cost is more than 4.2 billion dollars per year.

Vision: Have all highway users arrive at their destination and look forward to a time when there will be no loss of life on Tennessee's roadways.

Mission: To save lives and reduce injuries on Tennessee roads through leadership, innovation, coordination, and program support in partnership with other public and private organizations.

Goal: More than 1000 people lost their lives on Tennessee roadways in both 2007 and 2008. The long-range goal is to reduce that number to 900 or fewer fatality by 2012. The short-range goal is to reduce traffic fatality to 1000 by the end of 2010.

Tennessee's Challenge

Tennessee had more than 4 million licensed drivers and vehicles. The key to sustaining a sound and safe roadway system is the maintenance of a strong foundation. That foundation must be composed of the following basic elements:

- A robust traffic safety data collection and analysis system;
- Well-trained, equipped law enforcement personnel;
- Well-trained and informed engineers, planners, and roadway operations and maintenance personnel;
- Well-informed state, county, and city governmental agencies;
- An effective and efficient operator licensing system designed to monitor operator licensing and personal performance on the roadway system;
- An effective emergency medical and trauma systems composed of well-trained and equipped personnel strategically located around the state for quick response to roadway crashes;
- An effective, well-coordinated multi-agency/jurisdictional incident management process and plan;
- An effective and responsive court system with well-trained and informed judges, prosecutors, and other legal and support personnel;
- Roadway users' well-trained and educated in good driving behaviors, regulations, and "share the road" techniques;
- Sound and effective roadway safety laws and ordinances; and
- A strong multidisciplinary community coalition organized to identify strategies to address roadway safety problems, strategically deploy those strategies, and monitor the impact of their collective efforts.

Without these vital elements in place, the roadway safety system deteriorates in efficiency and effectiveness. Most of the foundational elements cannot be tracked directly to the prevention of crashes and

injuries; however, they are critical in understanding elements of the crash problem. These elements include planning, designing, building, operating, and maintaining the roadway; verifying legal operators; controlling and documenting high risk driving behaviors, responding appropriately to crash incidents; properly prosecuting violators; and providing quality treatment of injured victims. In addition, another key element is integrating through a strong coalition of engineering, enforcement, education, and emergency medical services into a coordinated roadway safety plan.

Moving Forward: Strategies for Success

Tennessee has developed a *Strategic Highway Safety Plan* that is based on The American Association of State Highway and Transportation Officials (AASHTO) Guidelines that defines a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. These disciplines include the planning, design, construction, operation [incident management], and maintenance of the roadway infrastructure; injury prevention and control (emergency medical services [EMS], health education; those disciplines involved in modifying road user behaviors (education, enforcement, driver license; and the design and maintenance of vehicles. In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety.

Providing the most effective and safest highway facilities is of critical importance. Our primary measurement for safety is reductions in the number of fatalities and injuries that occur because of motor vehicle crashes across the state each year. The State of Tennessee strives to enhance its safety program to ensure highway facilities are as safe as possible through education, engineering, enforcement, and emergency response.

The Tennessee Strategic Highway Safety Plan Committee has taken on the responsibility of developing and implementing this safety plan to reduce fatalities in Tennessee. The team is comprised of the state transportation agencies: Tennessee Department of Transportation (TDOT), Tennessee Department of Safety (TDOS), Governor's Highway Safety Office (GHSO), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), and Nashville Metro Police. The committee reports directly to the Commissioners of Transportation and Safety on their activities and progress.

Emphasis Areas:

- Improve Decision Making Process through a better crash Information System
- Improve Lane Departure Safety
- Improve Intersection Safety
- Improve Work Zone Safety
- Improve Motor Carrier Safety
- Improve Driver Behavior
- Legislation
- Educational and Awareness Programs

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Shared Responsibilities:

The responsibility for roadway safety is shared by the roadway users: federal, state, county, local government and elected officials, safety advocates and non-governmental organizations.

Obtaining a license and access to the roadway system is a privilege, not a right. It begins with the roadway users who must assume the responsibility to operate their vehicles in a safe, law abiding, and courteous manner. In addition, they must use safety belts, child safety seats, approved motorcycle helmets, bicycle helmets and other personal protective equipment that help mitigate injuries in the events of a crash.

Unfortunately, each year many people die unnecessarily because they do not follow these basic principles:

Principle # 1: Excess speed and unsafe speed for weather and road conditions.

Principle # 2: Driving under the influence of alcohol or drugs.

Principle # 3: Failure to wear seat belts.

II. PROGRAM GOALS

01-PA PLANNING AND ADMINISTRATION: To administer the coordinated highway safety activities so as to use strategic resources most effectively to decrease traffic crashes, deaths and injuries in Tennessee; to use grant funds more strategically, effectively, and innovatively, to better support and monitor our grantees' performance; and to improve our communication- both internally as well as with the public.

02-OP INJURY CONTROL - OCCUPANT PROTECTION: (1) To increase statewide average safety belt use to 85% (2) To increase child safety seat usage rates to 85% by 2010. (3) To increase Pick-Up Truck Occupants seatbelt usage rate to 78% in 2010.

03-AL ALCOHOL and OTHER DRUGS (AOD) COUNTERMEASURES: To decrease the number of alcohol- and drug-related motor vehicle crashes to 35 %.

04-AL YOUTHFUL DRIVERS, ALCOHOL and OTHER DRUGS: To decrease the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by 5% by 2010.

05-PT POLICE TRAFFIC SERVICES: To decrease the number of speed-related crashes 5% by the end of 2010, and to decrease the number of people killed or incapacitated in these crashes by 5% by the end of CY 2010.

06-TR TRAFFIC RECORDS: To coordinate and encourage improvements in the development and use of a comprehensive state highway traffic safety information system, and to support the Traffic Records Coordinating Committee.

07-MC MOTORCYCLE SAFETY: To stop the upward trend of motorcycle riders fatality and seriously injured in reportable crashes by 15% by the end of CY 2010.

08-SA- SAFE COMMUNITY PROJECTS AND ROADWAY SAFETY : (1) To promote increased multidisciplinary safety activities in 15 populous communities representing at least 40% of the state population and 33 percent of state traffic deaths and serious injuries from the Baseline of 13 communities representing 30% of the population and 27.4% of deaths and serious injuries. (2) To decrease work zone crashes by 5% by CY 2010.

09-EM- INJURY CONTROL AND EMERGENCY MEDICAL SERVICES : To improve traffic crash survivability and injury outcome by improving the availability, timeliness and quality of EMS response and by improving State and community coordination of EMS, public safety and mass casualty response.

10-PM- PAID AND EARNED MEDIA : To inform the general public and safety advocates of changes in laws, new data, new studies, program opportunities, etc., and to reach high-risk audiences with informational and motivational safety messages from paid, earned media and PSA's.

III. HIGHWAY SAFETY PLAN PROCESS

OVERVIEW:

To maximize safety of the Tennessee Transportation System, a major focus and emphasis on highway safety has been an integral part of the Tennessee Department of Transportation's -Governor's Highway Safety Office strategic planning process. Combined with our mission to become more data driven with "measurable" results-oriented objectives, our initiatives and processes have gained mobility and improved substantially. We continue to strive for higher standards as planners, implementers, and evaluators with an emphasis on accountability. Tennessee continues with its strategy for allocating federal highway funds to state and local agencies.

This is a brief description of the processes utilized to determine Tennessee's traffic safety problems, goals, and program/project/activities emphasis. The processes are described under the following three titles:

Process for Identifying Safety Problems:

The specific highway safety problems that grantees wish to address must be data driven. That is, grantees are required to identify an intervention focus that represents a statistically demonstrable category of a heightened traffic safety problem. To assist agencies in this effort, they have the opportunity to request comparative analyses of various crash categories that is available through our crash analysis system maintained by the Tennessee Department of Safety.

Process for Performance Goal Selection:

Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration.

Process for Project Development:

Specific projects must be designed in a way that provides for the assessment of reasonable and valid outcome measures of the projects' impact on highway safety. To assist potential grantees in this area, we offer technical assistance through GHSO staff resources and the Tennessee Department of Safety's Research and Planning Division with crash and fatality data for project intervention design and evaluation.

Determining the cause of injuries or fatal crashes- The collection of crash data is very important in the determination of safety problems. Grantees will be encouraged to look deep within their community to unmask the root causes for over-representation in the data-defined problem area. Potential grantees for FFY 2009-10 were informed that the GHSO would consider any data-driven problem that they identified, but that the following areas were of high priority:

- a low rate of safety belt usage; a low rate of child passenger safety restraint usage
- a high rate of crashes with alcohol as a contributing factor;
- a high rate of crashes with speeding as a contributing factor;
- a high rate of crashes involving drivers under 20 years old;
- a high rate of crashes involving drivers over 60 years old;
- a high rate of crashes involving the aggressive driver;
- a high rate of crashes resulting in serious injuries or fatalities;
- a high rate of crashes in work zones.

IV. PROCESS STRATEGY

The Governor's Highway Safety Office and The National Highway Traffic Safety Administration Regional Program Manager reviewed the 2000 through 2007 data to determine the high priority areas that would be addressed with 402 funding in FFY 2009-10.

This was the fifth year that applications were accepted and scored through an online process as well as manually. An announcement regarding the FFY 2009-10 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee Mayors (County as well as Cities), Police Chiefs and Sheriff's. Potential Grantees were informed that the Tennessee GHSO was particularly interested in funding projects that possess the following characteristics:

- Interventions that focus on reducing injury-producing crashes;
- Specific problem-identification procedures that are data-driven and that thoroughly document a local crash injury problem;
- Specific systems for insuring high quality crash reporting by law enforcement (e.g., accuracy and completeness of forms, supervisory oversight, training, etc.);
- Specific plans for following up on crash injuries by linking crash data to medical information concerning such variables as: severity of injury, cost of treatment, degree of incapacitation, etc.;
- With respect to which specific interventions are chosen for funding, documentation of the rationale underlying the belief that the intervention has a reasonable probability of being effective;
- An adequate intervention design that will provide meaningful outcome data on the degree of success in reducing injury crashes. Among other things, this priority requires that the applicant describes how the program's effectiveness will be measured, and the comparison data against which the program's outcome will be evaluated;
- Where local conditions permit, initiatives to coordinate crash-injury reduction efforts with other injury-reduction activities within the community, by participating in cooperative efforts with other professionals and citizens (e.g., educational, civic, judicial, business, medical, etc.) involved in creating a safe community.

Potential grantees were informed that, a full grant proposal for FFY 2009-10 funding had to be submitted that detailed:

- a) their process for focusing on traffic safety problems that were data driven
- b) the logic behind their proposed intervention strategies
- c) the allowance for valid outcome measures in their project design
- d) a proposed budget.

A total of 349 grant proposals were received from state, local agencies and not-for-profit organizations. These grant proposals were evaluated by a team of reviewers consisting of the GHSO leadership, members of Tennessee Department's of Transportation, Finance and Administration, Health, and Safety. Based upon this analysis, recommendations for funding were made to the TDOT Commissioner of Transportation.

After completed grant applications and contracts are received, each is reviewed in detail to determine if they meet the GHSO goals and objectives and project design requirements. (See charts for the online and manually processing which follows.)

A project director is assigned for each project. The project director is the person who submitted the project or the TDOT person responsible for the "subject" of the project. A Program Manager is assigned from the Governor's Highway Safety Office to provide assistance and oversight to each Grantee during the fiscal year based on program area. This person monitors the activity of his/her grantees, reviews billings and makes recommendations to the Director for continuation of the program.

The GHSO staff reviews quarterly reports from the grantees; monitors project activity on-site at least once per year, and provides daily office management. Feedback is provided to each grantee on the strengths and weaknesses of their activities. As needed, suggestions are made as to how the grantee should proceed to achieve the results described in the original grant proposal.

Note: Some highway safety projects are selected and evaluated with the use of traffic crash data; others are selected because of a safety need that cannot easily be verified by crash data. The selection of other projects is dependent on the knowledge and experience of the persons proposing and approving these projects.

Delivery:

- The subsequent pages demonstrate how the GHSO provided access to the process to the various agencies. The Pages 8-10 provides the prospective Grantee with directions on how to apply and tentative schedule of events. Page 11 is the grantee fax back form and certification of eligibility statement. Pages 12-13 are the opening dialogue from the actual website, www.TennGrants.Org which outlines the Mission Statement, Vision of the Commissioners Strategic Plan, Key Emphasis areas, and listing of the NHTSA generic areas of participation.



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
Governor's Highway Safety Office
James K. Polk Building, Suite 1800
505 Deaderick Street
NASHVILLE, TENNESSEE 37243**

Phone: (615) 741-2589 Fax: (615) 253-5523

February 15, 2009

Dear Highway Safety Advocate:

The Tennessee Department of Transportation Governor's Highway Safety Office (GHSO) will be soliciting project proposals from state agencies, local governments, and not-for-profit organizations seeking funding available through The Federal Highway Trust Fund. *The mission of this program is to develop, execute, and evaluate programs to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on Tennessee's roadways.* We strive to accomplish our mission through the use of *effective, efficient, and innovative* approaches designed to target specific highway safety problem areas.

If you have identified specific traffic safety problems and possible solutions in your community, county, or statewide, you are invited to submit a **Highway Safety Grant Application**. March 1 – April 1, 2009 the Governor's Highway Safety Office will be accepting applications through the TennGrants web site (www.TennGrants.org). You can use last year's user name and password or register for a new one if you have not done so by clicking on New Registration.

The following program areas eligible for consideration for grant funding are:

- **Alcohol Countermeasures:** issues related to impaired driving
- **Youth Alcohol/Youth Traffic Safety:** issues relevant to persons under age 24
- **Occupant Protection:** issues related to seat belts and child passenger safety seat usage and enforcement
- **Safe Communities:** the creation of traffic safety coalitions and safe community programs
- **Police Traffic Services:** enhanced enforcement of traffic safety laws
- **Traffic Records:** collection and analysis of crash data
- **Emergency Medical Services:** programs related to care of crash victims

As a point of clarification, operational safety improvements, projects that include construction, engineering, or maintenance of highways, traffic signals, flashing lights for school zones, intersection improvements, signs and signals for railroad grade crossings, or engineering studies **are not eligible for funding under this grant program** and applications will not be accepted. In addition, the grants do not cover media purchasing or development unless directly related to a specific NHTSA approved campaign. To see if your agency ranks in one of the targeted problem counties, visit www.tdot.state.tn.us/ghsso/grants.htm.

You are also notified that effective July 1, 2001, those counties and municipalities that do not have growth plans approved by the Local Government Planning Advisory Committee are not eligible for grants from the Governor's Highway Safety Office (see TCA 6-58-110). Before submitting an application, make certain that your agency meets this requirement. Applications from counties or municipalities that do not meet this requirement will not be accepted.

Questions about the grant application process should be directed to Kevin Hager, Information Analyst at 615-741-6235 or Elizabeth Hosmer, Grants Monitor II at (615) 253-5521.

Sincerely,

A handwritten signature in blue ink that reads "Kendell Poole".

Kendell Poole, Director

KP: al

cc: Commissioner Gerald F. Nicely
Randy Lovett, Chief of Administration
Kevin Hager, Information Analyst
Elizabeth Hosmer, Grants Monitor III

HIGHWAY SAFETY GRANT APPLICATION AND REVIEW SCHEDULE

FY 2009-10 (Tentative)

February 15	Notice of Availability of funds mailed to State Agencies and Political Subdivisions, and other highway safety related agencies
March 1	Grant Letting begins- Web site opened and Grantee's can apply for RFP's
April 16	In order to be considered for funding, all grant applications <u>must</u> be finished on-line By Midnight and email sent to Governor's Highway Safety Office, 505 Deaderick Street, 18 th Floor, Nashville, TN 37243
April 2 - April 9	Grant Scoring Training Meeting (Date TBD)
April 9 - May 8	GHSO and Review Committee comprised of internal and external members review and score grant applications
April 16 – April 20	GHSO apply for Delegated Grant Authority (DGA)
May 16	GHSO review and scoring meeting
May 17 – June 1	Modification of grants (programmatic and financial)
June 12	GHSO Funding meeting to finalize grants to be funded
June 22	Denial and funded letters go out to Grantee's
July 9 – July 13	All accepted Grantee's sent grant packages that included: 4 copies of approved grant application, contract and attachments for signature
July 16 – July 31	All contracts to be returned to GHSO from Grantees
August 10	Grant packages submitted to fiscal, legal and Commissioner for signature
August 30	Grant list provided to Judy Steele for press release
September 6	All grants processed and copy returned to Grantee
September 6	2 copies of grant application and contract sent to fiscal department
October 1	Grant year begins

Grant Application Fax Back Form
Request for
Highway Safety Grant Application
Federal Fiscal Year 2006

TO: Amanda Lincoln

Fax Back Number: 615-253-5523

From: (please print) _____

Date: _____

Note: All Information is required.

ALL information will be entered on line at www.TennGrants.org

Email Address: _____

You will be given a name and password to log into the Grant Application website.

Go to www.tntrafficsafety.org for your link to the application registration. Enter your requested name and password. This will be verified and authorized. Copies of the application and Application Guide can be copied from the web site so you can prepare required information prior to entering on-line.

Name: (print/type) _____

Agency: _____

Address: _____

City: _____ State: ____ Zip: _____

Telephone: _____ Fax: _____

New Grant: ____ Continuation: ____ Year Funding: ____

I hereby certify this unit of government (city/county) has an approved growth plan on file with the Local Government Planning Advisory committee per TCA 6-58-110.

Signature

Title

Date



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GHSO Instructions

TennGrants.org Introduction

Mission: Develop, execute, and evaluate programs to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on Tennessee's roadways.

Vision of the Commissioners of Health, Safety, and Transportation are: to reduce fatalities on Tennessee roads to 900 by year 2012.

GHSO Key emphasis areas to accomplish are:

1. Traffic Records
2. Seatbelt Usage
3. Alcohol Countermeasure programs

To receive funding from the GHSO, a grant proposal **MUST** be directed at achieving the mission of saving lives and property. Program areas for which applications will be accepted are described below.

Alcohol Countermeasures

The enforcement, adjudication, education, and systemic improvement are necessary to impact drunk and drugged driving behavior.

Youth Alcohol Programs/Youth Traffic Safety Programs

The enforcement, adjudication, education and systemic improvements necessary to impact alcohol impaired and drugged driving among drivers ages 24 and younger. Programs to educate and improve the driving skills, attitudes and behaviors of young drivers ages 15 - 24.

Comprehensive Community Traffic Safety Programs (CCTSPs), Corridor Safety Improvement Programs (CSIPs), and Safe Communities (SCs)

These programs normally combine two or more traffic safety strategies to address local traffic safety problems. Citizen advocacy groups, law enforcement, business, health agencies, education, the courts, the media, and others combine efforts by forming coalitions with elected officials and other community leaders to develop solutions to local traffic safety problems. Corridor Safety Improvement Programs focus education, engineering and enforcement expertise on segments of roadway with high crash rates. Safe Communities builds upon the successes of CCTSPs and can be used to start or expand a successful motor vehicle injury prevention program by using local data, establishing and expanding partnerships, creating an environment for citizen involvement, and integrating prevention, acute care and rehabilitation.

Emergency Medical Services

The development of programs are to improve and enhance the state trauma registry system in Tennessee; improve response time in rural areas; provide for hazardous materials training; and to develop innovative safety campaigns.

Occupant Protection

The development and implementation of programs designed to increase usage of safety belts and proper usage of child safety seats for the reduction of fatalities and severity of injuries from vehicle crashes.

Police Traffic Services

The enforcement necessary to directly impact traffic crashes, fatalities, and injuries. Speeding, aggressive driving, occupant protection, and DUI enforcement programs are priorities.

Drivers Education

The implementation of programs is to enhance teen driver safety.

Traffic Records

The continued development and implementation of programs designed to enhance the collection, analysis, and dissemination of collision data, increasing the capability for identifying and alleviating highway safety problems.

Roadway Safety

Enforcement necessary to increase work zone safety. Includes enforcement of speeding and road worker safety.

Additional Instructions

If your project plan involves the goal of reducing some category of motor vehicle crash in your jurisdiction, you **MUST** provide the following:

- Three years of baseline statistics from your jurisdiction that are relevant to the category of crash you intend to reduce; for example, alcohol-related crashes.
- Comparative crash statistics from other similar jurisdictions that indicate your particular crash problem is above average.
- In the case of counter-DUI proposals that involve enforcement, baseline statistics on the numbers of proactive (i.e., not crash-related) DUI arrests and their associated (non-reduced) DUI conviction rates.

To obtain, analyze and present these statistics in your application you can:

- Consult your own crash records.
- Obtain county and state-wide statistics on fatal crashes occurring in 2002 and before online from the Fatality Analysis Reporting System (FARS) maintained by NHTSA at the following Web address:
<http://www-fars.nhtsa.dot.gov>
- Contact TDOS for help with your crash and fatality data report:

[Chris Osbourn , TDOS Research and Analysis](#)

[Phone number: 615- 687-2405](tel:615-687-2405)

[e-mail: christopher.osbourn@state.tn.us](mailto:christopher.osbourn@state.tn.us)

To go to get the Grant Manual for 2008-2009, go to Tennessee Traffic Safety Site on the log-in page, click Grant Information, click GHSO 2008-2009 Grant Application and select 2008-2009 Grant Application Manual.

To view courses for Project Planning and Proposal Evaluation, click on GHSO Program Web Courses on the TennGrants home page. You can email us for course password.

VI. OVERVIEW of HIGHWAY SAFETY in TENNESSEE

A. Snapshot of the State

Population: The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri and Arkansas. Sharing a border with eight (8) states gives Tennessee the distinction of having more neighboring states than any other state in the nation. Tennessee encompasses 41,219 square miles of mountains, rolling hills and plains. Tennessee is also located on the nation's inland waterway system and enjoys the benefits of more than 1,062 miles of navigable waterways.

The 2005 U.S. Census Bureau population estimate for Tennessee is **5,962,959** distributed over **95** counties and **580** municipalities. The average state population density is less than 138 per square mile. About 65% of the population is urban and most of the urban areas are in the southeastern quadrant of the state. The state has a long, strong tradition of local control; politically, it is organized into townships, municipalities, and counties with overlapping jurisdictions.

Tennessee had a household population of 5.8 million with 51 percent females and 49 percent males. The median age was 37.3 years, with 24 percent of the population under 18 years, and 12 percent 65 years and older. For people reporting one race alone, 81 percent were white and 17 percent were black or African American. Three percent of the people in Tennessee were Hispanic, and 78 percent were white Non-Hispanic.

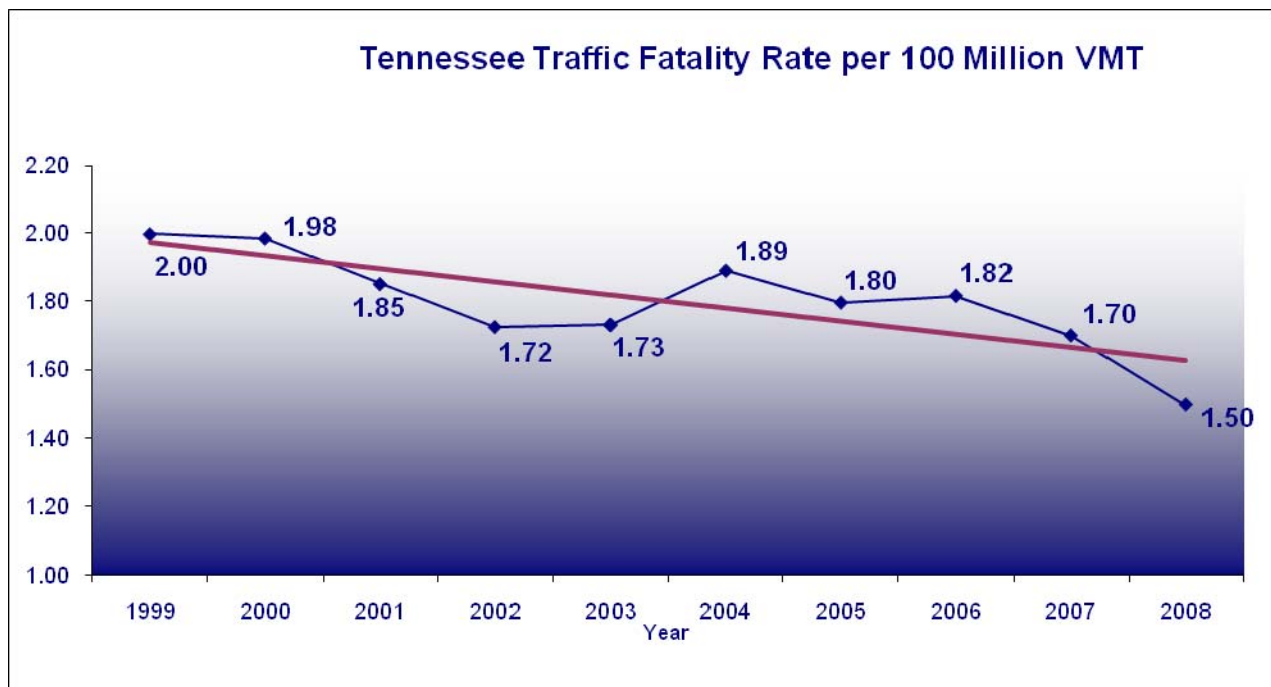
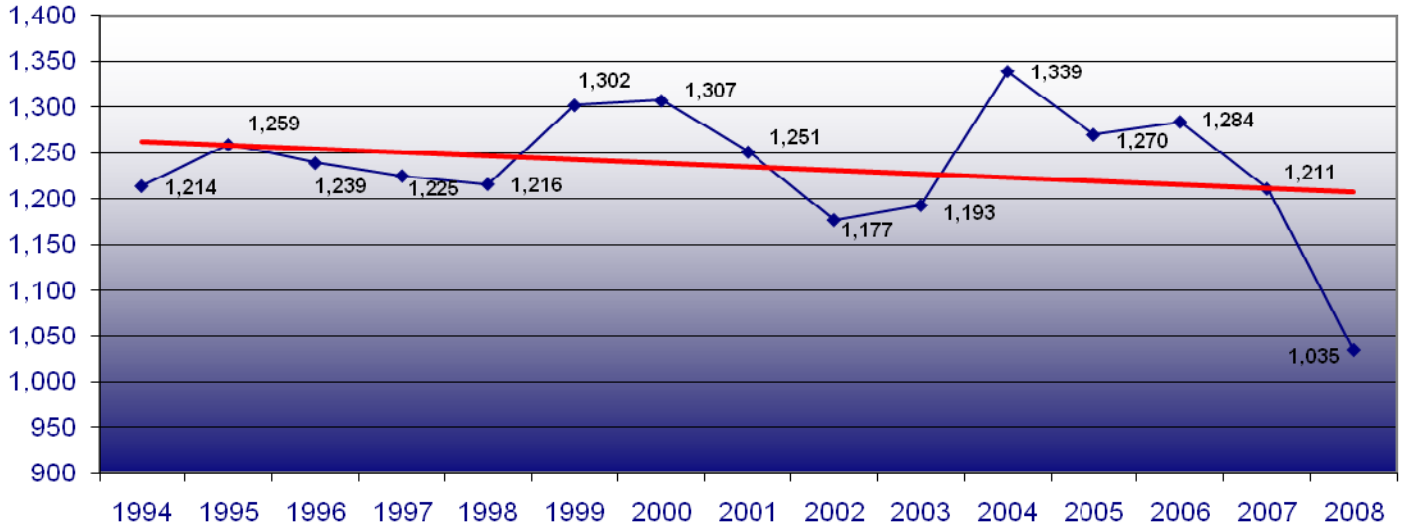


Figure 1 shows the Tennessee Fatalities per 100 Million VMT trend over the past ten years.

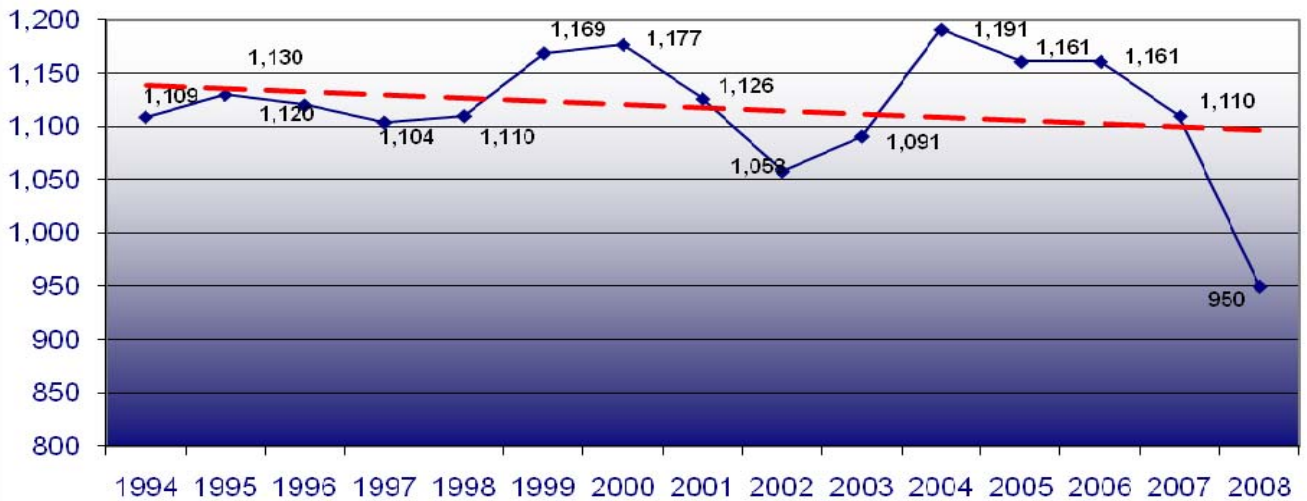
Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Population	5,483,535	5,689,783	5,740,021	5,797,289	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888
Registered Vehicles	5,570,409	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792	N/A
Licensed Drivers	4,192,722	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,374,190	4,384,498	4,439,160	4,455,754
Miles of State & Federal Roadways	13,752	13,787	12,791	12,797	13,794	13,808	13,818	13,835	13,887	13,882
Miles of Interstate	1,074	1,073	1,073	1,074	1,104	1,104	1,104	1,104	1,105	1,1105
Total Crashes	174,381	176,802	175,637	177,823	168,644	182,494	177,585	178,971	165,558	157,884
Number of Non-Injury Crashes	122,319	124,865	124,716	127,382	121,834	128,544	124,811	126,407	117,521	111,974
Number of Injury Crashes	50,893	50,760	49,795	49,383	45,719	52,760	51,614	51,400	46,927	44,952
Number of Fatal Crashes	1,169	1,177	1,126	1,058	1,091	1,190	1,160	1,164	1,110	958
Injuries	76,817	76,909	74,856	73,540	75,757	78,856	78,139	76,385	68,882	64,762
Fatalities	1,302	1,307	1,251	1,177	1,193	1,339	1,270	1,287	1,210	1,043
Vehicle Miles Traveled (VMT) in Millions	652.21	658.72	676.06	683.16	689.36	708.60	707.04	707.08	712.50	696.61
Death Rate Per 100 Million VMT	2.00	1.98	1.85	1.72	1.73	1.89	1.80	1.82	1.70	1.50

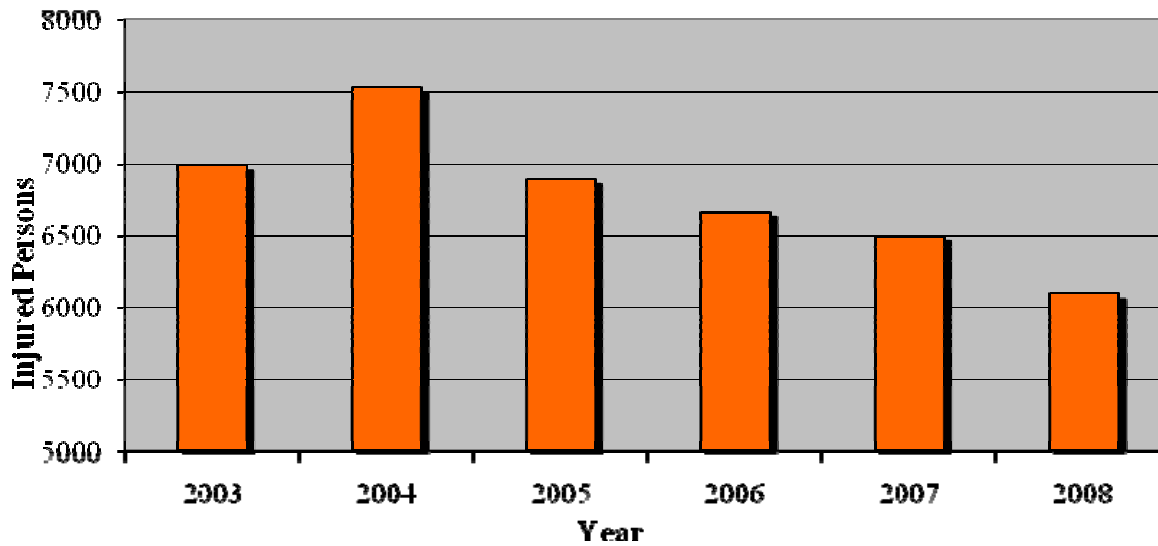
Tennessee Traffic Fatalities



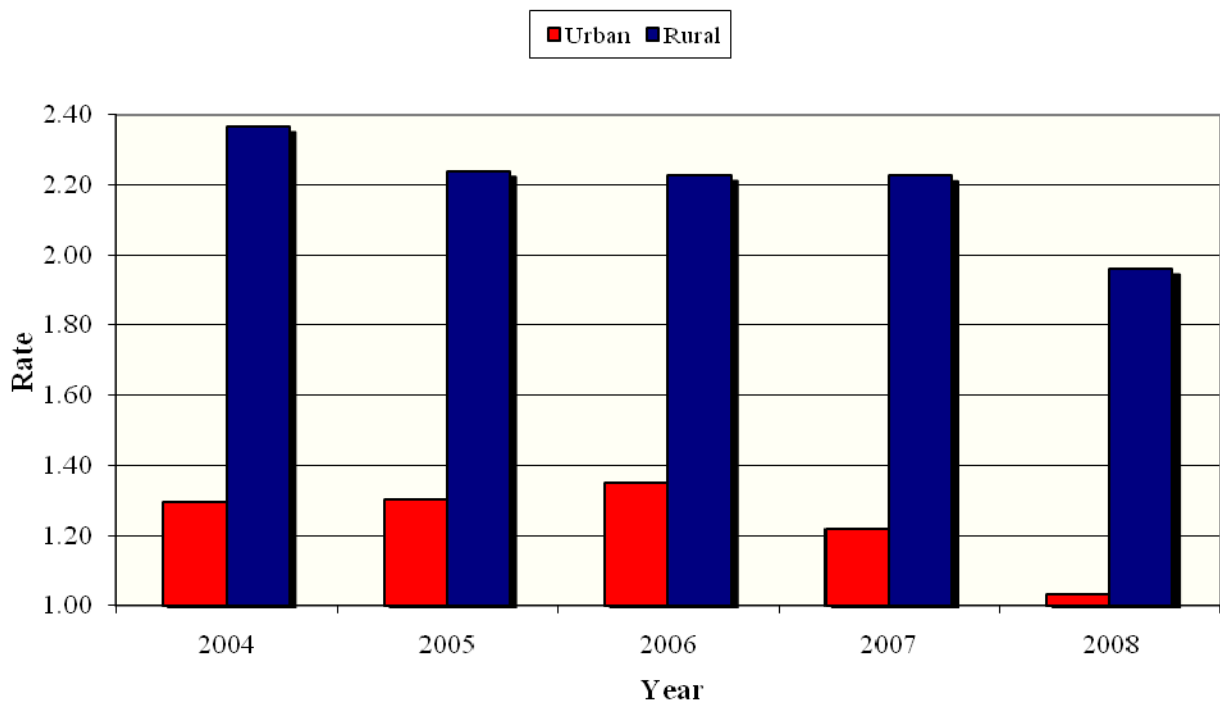
Fatal Traffic Crashes in Tennessee



Serious Injuries in Tennessee Traffic Crashes, 2003 - 2008



TN Fatality Rates per 100 Million VMT By Land Use



Overall Goals for Tennessee State Governor's Highway Safety Office:

Based on our performance for calendar year 2008, we have established the following Core (C) outcome measures for our Governor's Highway Safety Office Performance Plan.

Traffic Fatalities (FARS)

C-1) To decrease traffic fatalities 5 percent from the 2008 calendar base year of 1043 to 1000 by December 31, 2010.

Serious Traffic Injuries (State Crash Data Files)

C-2) To decrease serious traffic injuries 5 percent from the 2008 calendar base year of 6,100 to 5,800 by December 31, 2010.

Overall Fatalities/VMT (FARS/FHWA)

C-3a) To decrease fatalities/VMT from the 2008 calendar base year of 1.5 to 1.43 by December 31, 2010.

Rural Fatalities/VMT (FARS/FHWA)

C-3b) To decrease rural fatalities/VMT from the 2008 calendar base year of 1.96 to 1.86 by December 31, 2010.

Urban Fatalities/VMT (FARS/FHWA)

C-3c) To decrease urban fatalities/VMT from the 2008 calendar base year of 1.03 to 1.0 by December 31, 2010.

Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

C-4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 15 percent from the 2008 calendar base year of 457 to 388 by December 31, 2010.

Alcohol-Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities to 35 percent from the 2007 calendar base year of 37 percent by December 31, 2010. (Driver with Blood Alcohol Content of .08 or greater)

Speeding Related Fatalities (FARS)

C-6) To decrease speeding-related fatalities 5 percent from the 2008 calendar base year of 243 to 124 by December 31, 2010.

Motorcyclist Fatalities (FARS)

C-7) To decrease motorcyclist fatalities 15 percent from the 2008 calendar base year of 146 to 124 by December 31, 2010.

Unhelmeted Motorcyclist Fatalities (FARS)

C- 8) To decrease unhelmeted motorcyclist fatalities 15 percent from the 2008 calendar base year of 16 to 13 by December 31, 2010.

Drivers Age 24 or Younger Involved in Fatal Crashes (FARS)

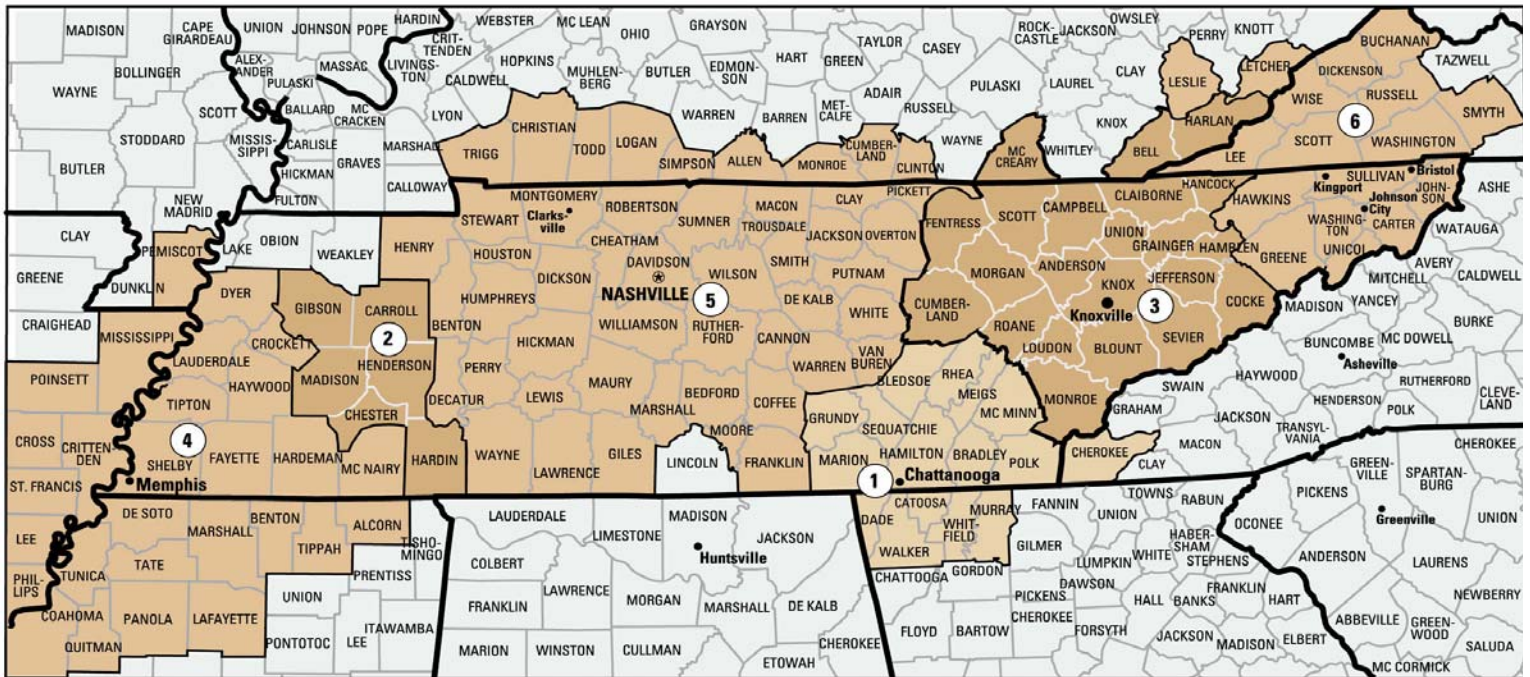
C-9) To decrease drivers age 24 or younger involved in fatal crashes 5 percent from the 2008 calendar base year by December 31, 2010.

Pedestrian Fatalities (FARS)

C-10) To reduce pedestrian fatalities 8 percent from the 2008 calendar base year of 60 to 55 by December 31, 2010.

Tennessee's road system stretches 87,259 miles, enough to circle the world more than three times. Of that figure, 13,752 miles are on the state-maintained highway system, representing 16 percent of the total highway miles within our state and carrying 72 percent of the traffic. Included in the state highway system are 1,074 miles of interstate highways. Although the interstate system makes up just over one percent of the total highway mileage, it carries one quarter of all the traffic in Tennessee.

TENNESSEE



- DMAs**
- ① Chattanooga
 - ② Jackson
 - ③ Knoxville
 - ④ Memphis
 - ⑤ Nashville
 - ⑥ Tri-Cities

Media: Tennessee is comprised of 5 designated media areas statewide. Tennessee print and electronic media outlets include 27 commercial and educational television stations, 132 commercial radio stations, 28 daily newspapers and about 101 newspapers published less frequently. The state is divided into three grand divisions, Middle, East and West Tennessee.

Law Enforcement Agencies: 398

SAFETY PROGRAM PLANS

Organization of this Document: Tennessee's Highway Safety Performance Plan is organized into 9 Priority Program Areas, reflecting both federal funding priorities and priorities assigned by analysis of the Tennessee Highway Safety Stakeholders. Each Program Plan contains five sections: 1. One or more program goals that support the statewide primary goal, and a set of one-year objectives; 2. Data describing the problem and justifying applying funds to it; 3. Description of effective strategies for addressing the problem; and 4. A set of projects or activities that support program objectives.

1. Program Goals and Objectives: Each program area has at least one measurable goal supported by multiple ("SMART" or Specific-Measurable-Achievable-Realistic-Time-framed) objectives. **Goals** are general statements about the overall change desired in the problem based upon problems identified by the process above. Progress toward each goal is measured by process, impact and outcome objectives. **Objectives** are specific statements of measurable, realistic and time-framed changes that will support the goals identified above. **Performance Measures** are statements of the specific means by which the state will track its progress toward each objective and goal. **Baselines** are the points from which progress is measured. When baseline data are not available, they will be gathered during the identified fiscal or calendar year. **Base Year** Data from this date forward are more complete and are comparable from year to year. **Status** is given in terms of the most recent complete calendar year, fiscal year or survey result. The most recent calendar year crash data available is 2006 and the most recent completed fiscal year is 2005.

2. Problem Identification: For each program, problem identification documents the following: · the magnitude and nature of the highway safety issue to be addressed, and the most significant at-risk groups, behaviors and locations. This portion of the plan provides objectives and scope of the program for the selected funded activities.

3. Selected Strategies/Activities: Each program plan concludes with a description of the funded activities, organized by those strategies known to be most effective in achieving program goals. Program objectives with scopes are listed and activities that support them. Some activities will affect more than one program objective or more than one program area. Each activity/strategy contains one or more funded Activities. Activity descriptions contain the following items:

- Brief statement of problem and its scope addressed
- Objectives
- Intervention Strategies/ activities, and
- Plans for self-sufficiency

07-01 PLANNING AND ADMINISTRATION

I. GOALS and OBJECTIVES

A. Goal

To administer the State 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, deaths and injuries in Tennessee.

B. Objectives

Objective 1: To produce required plans and documentation.

Performance Measure: Timely delivery of annual programs, plans and evaluation reports.

Objective 2: To deliver programs that is effective in changing knowledge, attitude and behavior of Tennessee drivers and others supporting our programs in reducing traffic crashes, injuries and deaths.

Performance Measure: Analysis of program effectiveness based on moving three-year average of state motor vehicle crash, death and injury data; and trend data based upon annual and episodic observational and opinion surveys.

Objective 3: To coordinate transportation safety, public safety and injury control programs for the Department of Transportation and for the state of Tennessee.

Performance Measure: The number of transportation safety and injury control programs that are statewide in scope and multidisciplinary in nature, in which GHSO takes an active role.

Objective 4: To incorporate a competitive grant online application process into the development and implementation of a portion of the FFY2009-10 Highway Safety Performance Plan.

Performance Measure: All distribution of funds to multiple recipients administered through a time-limited RFP process with clear, written selection criteria.

II. STRATEGIC ACTIVITIES

- Develop and prepare the Highway Safety Performance Plan (HSPP).
- Develop and prepare additional plans as required.
- Establish priorities for highway safety funding.
- Develop and prepare the Annual Benchmark Report.
- Provide information and assistance to prospective grant recipients on program benefits, procedures for participation and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts.
- Review and evaluate the implementation of state and local highway safety funds contained in the approved HSPP.
- Coordinate the HSPP with other federally and non-federally funded programs relating to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting the Governor's Highway Safety Program.
- Complete the monitoring responsibilities of contracts and grants.
- Produce Annual operating budgets and develop biennial budget issues and strategies.
- Deliver programs that are effective in changing knowledge, attitude, and behavior to reduce crashes, injuries, and deaths.

Self-sufficiency: 50% state match

Evaluation: Annual Highway Safety Performance Report

III. STRATEGIES FOR EFFECTIVE MANAGEMENT

Highway Safety Program is focused on public outreach and education; high-visibility enforcements; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other state and local governments. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problem. This process also appropriately provides the state with the ability to determine measurable outcomes.

Strategic Planning- a Strategic Planning Committee has been developed incorporating individuals from the GHSO, Tennessee Department of Safety, Federal Highways, Tennessee Department of Transportation, Finance and Administration, and the Tennessee Department of Health. The goal is to develop a comprehensive strategic plan encompassing all areas of the state highway safety problem.

Project Selection- the GHSO has instituted an online grant application process and has established a timeline for the selection process from the acceptance of applications, review and evaluation, award, and contract dates.

Project Coordination- Criteria for grant awards have been established and documented in narrative form. Programs are assigned to Program Managers according to area of expertise to provide grantees with professional and effective guidance.

Program Monitoring and Evaluation- Funds are set aside for pre-post surveys of mobilizations and surveys for the media awareness evaluation to analyze the effective use of our advertising funds.

IV. ORGANIZATION AND STAFFING

Tennessee Governor's Highway Safety Office (GHSO), a division of Tennessee Department of Transportation, is responsible for developing and implementing effective strategies to reduce the state's traffic injuries and fatalities. These strategies may take the form of the stand-alone projects and activities or more comprehensive long-term programs. Both traditional and innovative strategies are encouraged and utilized.

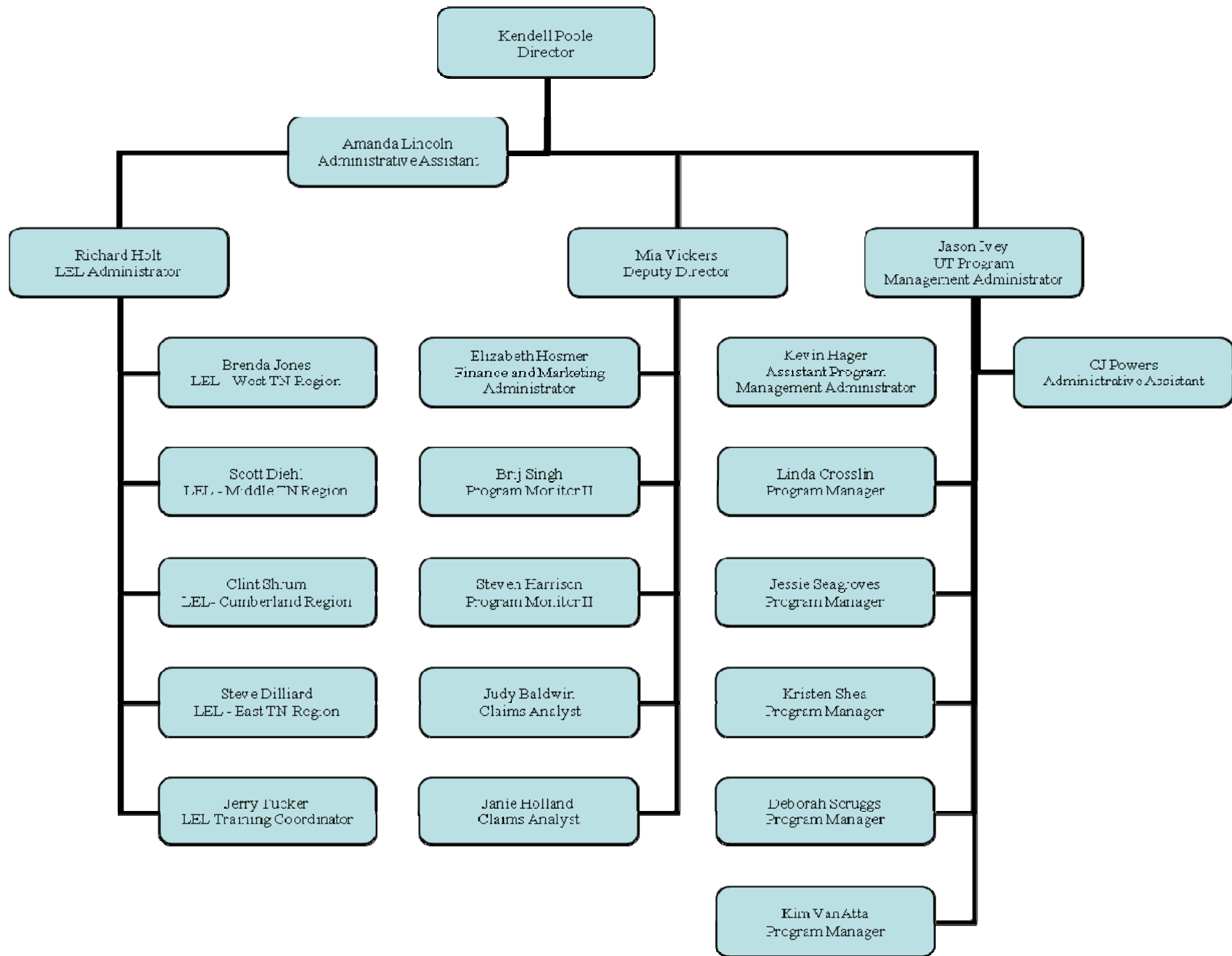
The Commissioner of the Department of Transportation serves as the designated Governor's Highway Safety representative, while the Director of GHSO fulfills the role of the state's coordinator of the activity. The Governor's Highway Safety Office employs a planning and administration staff of seven (8) full time state employees and ten (14) full-time and two (1) temporary University of Tennessee grants employees.

The safety mission of the State Highway Safety Office is the coordination of statewide action to decrease deaths and injuries on all roadways. This requires coordination of multidisciplinary programs supported by multiple funding sources, each with its own set of regulations and program goals. Achieving this mission may include leadership in internal TDOT activities such as the Strategic Planning Committee, Work Zone Committee and external activities such as participation within the Governor's Highway Safety Association. The GHSO has played an active role in the development of TDOT's Strategic Plan.

The safety mission also requires the coordination of overlapping activities performed with other state and local agencies, organizations, and advisory groups. The GHSO chairs the Traffic Records Coordinating Committee, participates in the Metropolitan Planning Organization, and chairs the CODES Board of Directors. The GHSO identifies relevant groups, reviews their missions and memberships, and works to assure maximum cooperation and collaboration in order to make the most efficient and effective use of the state's resources.

Agencies Funded:

Tennessee Department of Transportation	\$340,000.00	State Match \$340,000.00
The University of Tennessee	594,750.25 (402)	468,750 (406), 90,000 (408)



07-02 INJURY CONTROL - OCCUPANT PROTECTION

I. GOALS and OBJECTIVES

A. Goals

Goal 1: To increase the statewide average safety belt use 3.5% from the baseline CY 2008 from 81.5% to 85% by December 31, 2010.

Goal 2: To decrease the number of unrestrained fatalities 15% from the baseline CY 2008 from 457 to 388 by December 31, 2010.

Goal 3: To reduce child fatalities 10% from the baseline CY 2008 from 2.9% to 2.6% with proper use of child passenger safety restraints by December 31, 2010.

B. Objectives

Objective 1: To increase statewide average safety belt use to 85% by the end of CY 2010.

Performance Measure: Percent of restrained occupants in all front-seat positions in passenger motor vehicles and light trucks. Baseline: 80.6% in 2009. Status: The June 2009 statewide observational survey found 80.6% average statewide use. Use had decreased from 81.5 in 2008 to 80.6 in 2009.

Objective 2: To increase the usage of restraints by Pick-Up Truck Drivers to 78% in CY 2010.

Performance Measure: Percent restrained by observational survey. Baseline: 75/1% in 2008 Status: 73.47% use rate in June 2009.

Objective 3: To increase statewide average correct child safety seat use to 20% by the end of CY 2010.

Performance Measure: percent of child safety seats correctly installed. Baseline: No current baseline data for correct use is available. Status: Data will be collected at checkpoints in CY 2009

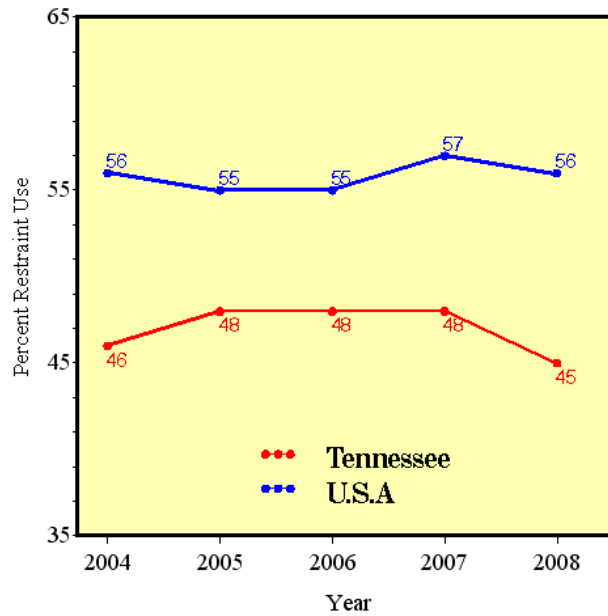
II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants		
2008		
	Observed Restraint Use % (State Survey)	Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*
Tennessee	82%	45%
USA	83%	56%

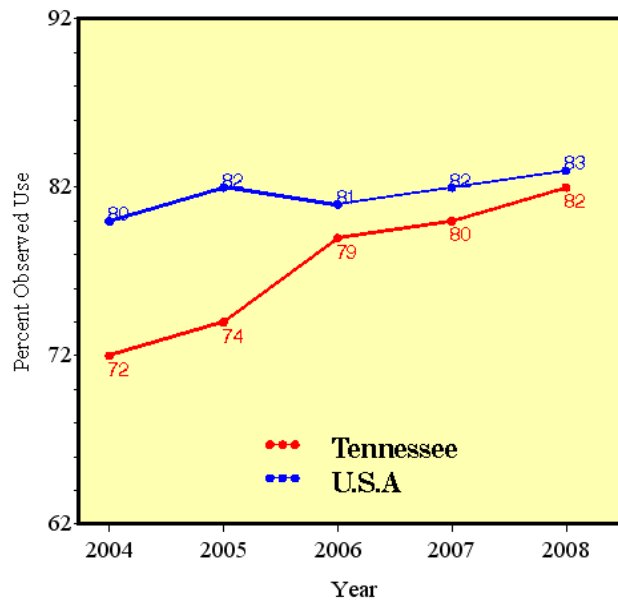
Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2006/47_TN_2006.htm#BELT_USE_RATES_TRENDS, accessed 08 Aug 2008.

Seatbelts do not prevent crashes from occurring; not all crashes are survivable and seatbelts are not 100% effective in preventing fatal injuries in serious crashes. They are, however, generally accepted as the most effective means of reducing fatalities when crashes do occur. National research indicates that seatbelts (i.e., properly used lap/shoulder belts) lower the risk of fatal injuries for front seat auto occupants by 45% and by 60% for light truck occupants.

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



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



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

According to the Survey of Safety Belt and Helmet Usage in Tennessee Report for 2008 conducted by the University of Tennessee Center for Transportation Research, 2006 was a very significant year in Tennessee's highway safety community. For the sixth year in a row, the Tennessee Governor's Highway Safety Office (GHSO) participated in NHTSA's Click-It-Or-Ticket safety campaign. Additionally, the Tennessee Highway Patrol conducted a safety and enforcement campaign called "One

Hundred Days of Summer Heat.” While this effort targeted speeding and impaired drivers, it does compliment the Click-It-Or-Ticket program by providing highly-visible traffic enforcement across the state. Finally, in 2004, the Tennessee State Legislature enacted a bill which makes failure to wear a seatbelt a primary offense in the State of Tennessee. The 2006 statewide survey of seatbelt and motorcycle helmet usage is the second statistically significant statewide check of seatbelt trends to be completed in its entirety since the primary enforcement law took effect.

Tennessee Seat Belt Usage 2000-2008					
Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2000	64.2%	39.3%	68.5%	73.0%	59.0%
2001	73.5%	53.9%	70.4%	75.9%	68.3%
2002	71.0%	53.0%	71.8%	73.6%	66.7%
2003	72.5%	55.0%	71.3%	75.4%	68.4%
2004	76.1%	57.5%	75.7%	77.3%	72.0%
2005	78.2%	62.6%	77.3%	79.5%	74.4%
2006	82.1%	69.4%	80.0%	82.0%	78.6%
2007	83.3%	72.3%	80.8%	82.7%	80.2%
2008	84.5%	75.1%	83.9%	78.3%	81.5%

Source: TN Safety Belt Use Statewide Observational Survey

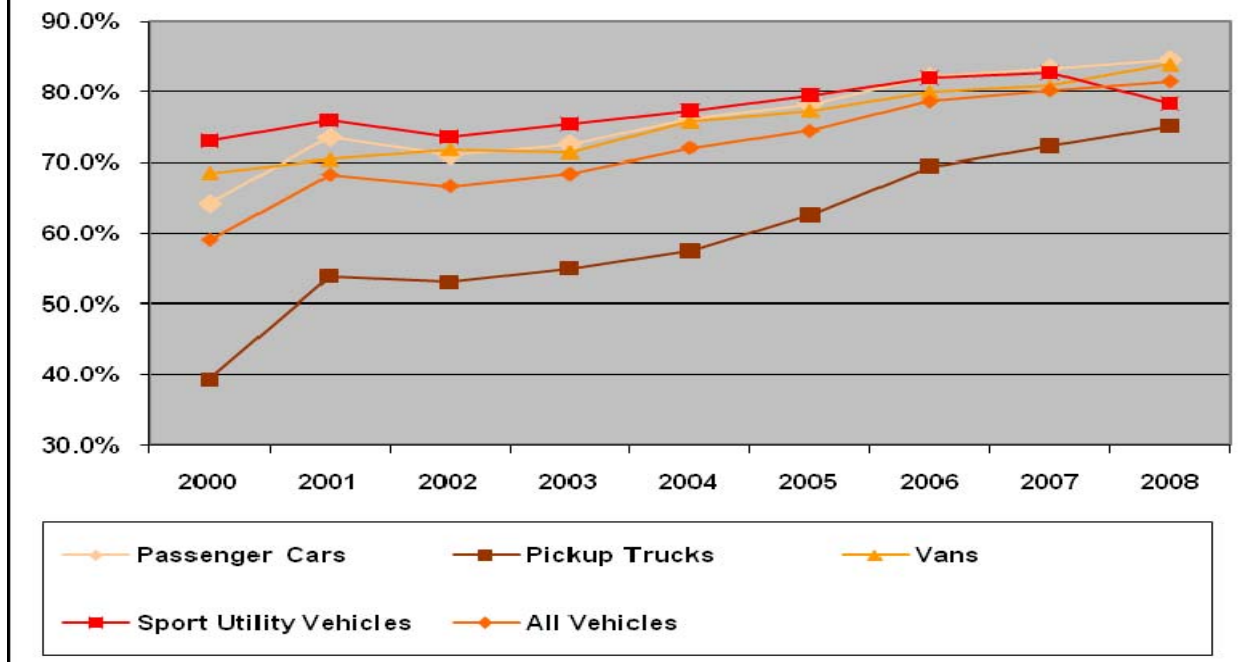
For 2008, the final statistically-adjusted statewide seatbelt usage rate is 81.5%. By comparison, the final usage rate for 2007 was 80.2%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee did not experience such a jump from 2006 to 2007. Several factors may contribute to this phenomenon, foremost among them being the previous five years of the Click-It-or-Ticket campaign. Also, despite the fact that most of the 2005 seatbelt survey observations were completed prior to the July 1, 2004 effective date of the primary law, there was much discussion of the impending change in all forms of news media at the time these observations were made.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009

Enforcement activity alone is not adequate to force increased belt use and correct use of child safety seats; other partners, including the medical community and businesses need to be belt use proponents. Over more than 30 years, the most effective means of encouraging preferred behaviors such as belt use is the combined employment of multiple strategies --in the case of belts, this would include standard enforcement laws with serious financial or other consequences, waves of enforcement preceded and followed by public information that increases the perception of risk of citation.

Tennessee Seat Belt Usage 2000-2008



Strategy: Enforcement of Safety Belt and Child Passenger Safety laws. Numerous studies have shown that after belt use laws are passed, there is an initial wave of voluntary compliance. However, highly publicized and visible waves of enforcement of belt laws are necessary for the public perception of risk of citation and which is key to increased safety belt compliance by those risk-takers who are least likely to buckle up.

History: Tennessee passed a primary seat belt law in July of 2004. The ten point increase that usually is reflected in the seat belt usage rate when a state passes a primary law, didn't occur in Tennessee. The observational survey conducted by the University of Tennessee showed only a minor increase from 72.04 to 74.42 in the first year following passages of primary enforcement. During a second year (July 2005- June 2006), the seat belt use rate climbed to over 78%. Police officials often said that the failure to enforce was because Tennessee's primary law was difficult to cite. Enforcement officers' opinion at that time was that the Legislature was not serious about the law when they made it a primary law with a \$10 dollar fine and no points against the driver's license.

However, since 2000, the citation rate for occupant protection violations has risen dramatically as a result of the high level of traffic enforcement activity. Enforcement of the child safety restraint has always been a high priority.

Enforcement Mobilizations: Mobilizations are high-profile law enforcement programs, combined with paid and earned media, and evaluated in terms of observations of belt use and surveys of public awareness and public changes in behavior. These mobilizations consist of 5 actions: 1) Two Weeks of High-intensity Traffic Law Enforcement; 2) Intense Publicity paid and earned, using messages that increase the perception of risk; 3) Pre/post Observational Surveys; 4) Pre-post Knowledge/Attitude/Behavior Surveys; and 5) Immediate reporting of enforcement and media activity. During FY09, three such mobilizations are planned: an Alcohol Mobilization in December, 2008, a Safety Belt Mobilization in May, 2009 and a Multiple Message Mobilization in mid-Summer, 2009.

Education and training: Child safety seat use is so complicated that, ideally, every individual should be educated in correct installation and use of their specific equipment in their specific vehicle. This is clearly impossible to do from the state level, so training and certification of child safety seat experts who can be available locally is being made available throughout the state. Regional Child Passenger Safety Training Centers will be implementing to ensure that education and training is done within the state and to increase the number of certified technicians.

Evaluation: Statewide, local and subgroup observational and opinion surveys will be used to target enforcement and education activities and to identify motivators for non-use in high-risk populations. Surveys will be incorporated into the mobilizations.

Empowerment: Provision of technical support, community grants, and data or survey methodologies will give communities the tools and incentives to identify the problems they need to address locally and ideas for addressing the problems to change

social mores. Expanding partnerships with diverse organizations and high-risk and hard-to-reach populations, as well as expanded outreach to minority audiences, also contribute to community empowerment.

IV. STRATEGIES/ ACTIVITIES

General Occupant Protection

STRATEGY -- PROGRAM MANAGEMENT

OP Support- Program Management

Problem: Tennessee's average safety belt use continues to be below the national goal of 90% established by the President in 2005. Statewide activities require planning, coordination, communication and evaluation.

Objective: Provide oversight of program activities--Program Management position will perform data analysis and develop, monitor program and contract finances and activities for Occupant Protection, and EMS Program areas. Determine statewide average safety belt use to indicate what percentages of motorists are wearing safety belts and if programs are effective.

Evaluation: Compare program objectives and planned activities with accomplishments and comment on reasons for success.

STRATEGY -- EDUCATION Public Information & Education

OP Public Information and Education

Problem: Those who respond to safety messages are already buckling up. The nearly 20% of Tennessee travelers who do not use seat belts must be reached with different media and messages, and these must be updated regularly to both be perceived by the various audiences and make a difference to them. Child safety seats are not properly used because of confusing instructions. Changes in laws and technologies must be disseminated widely. A variety of messages are required for different ages and cultures.

Objectives:

1. To incorporate PI&E into OP programming in accord with long-range PI&E plan.
2. To reach 20% of the target audiences with appropriate messages and change the behavior of 20% of them.
3. To conduct Click It or Ticket, Buckle Up in Your Truck, and Teen Occupant Protection campaigns.

Self-sufficiency: State administered.

Evaluation: University of Tennessee Survey PI&E Evaluation Administrative- number of persons receiving messages. Impact: survey change in people's behavior or perceptions.

Activity: OP- 10256-Child Passenger Safety Training and Education

Problem:

The National Highway Traffic Safety Administration (NHTSA) reports that motor vehicle crashes are the leading cause of death among children ages 2 to 14, due in large part to the nonuse or improper use of child seats and seat belts. This is because fitting a seat to a car and a child to a seat is confusing and difficult. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, parts may be missing from the seat, etc. Those participating may include East Tennessee State University, Meharry Medical College, Shelby County Sheriff's Office, Tennessee State University, and Tennessee Technological University. .

Objectives:

Increase correct child safety seat use to 85% by 2009 by doing the following training:

1. Certify an additional 50 new Child Passenger Safety Technicians.
2. Provide mentoring/assistance to newly trained CPS Technicians in a minimum of 30 communities.
3. Evaluate/modify and develop child passenger safety public information and education materials
4. Provide free technical assistance and staffing for an 800 phone number
5. Conduct Statewide child safety seat checkpoints
6. Provide child safety seats at child safety seat checkpoints
7. Coordinate child passenger safety training courses statewide
8. Maintain database of CPS technicians/Instructors
9. Maintain Contact with Safe Kids Worldwide
10. Maintain recall list of child safety seats
11. Car seats must be purchased based on state bid procedures or comparable pricing

Activities:

Works with local law enforcement, law enforcement liaison community, community organizations, colleges and universities, and CPS technicians to increase proper usage of child safety seats and improve child passenger safety. Car seats will be purchased directly from the manufacturer or approved vendor as long as they meet the state price. (bid process)

Self-sufficiency:

Technicians and instructors will be required to maintain their certification by participating in community CPS events as well as acquiring continuing education units (CEU's) as required by Safe Kids Worldwide certification standards.

Evaluation:

Administrative evaluation to determine outcome measures related to CPS program goals and objectives. Perform a follow up survey of newly certified CPS Technicians trained. Conduct a follow-up statewide evaluation of at least 300 families who received assistance from CPS Technicians to evaluate an increase of seatbelt usage by 4% in areas served.

Funded Agencies:

East Tennessee State University	Sullivan	180,000.00
Meharry Medical College	Statewide	180,000.00
Parkridge East Hospital	Cumberland	180,000.00
Shelby County Office of Early Childhood Development	Shelby	180,000.00
Tennessee State University	Davidson	180,000.00
	Total	\$900,000.00

Activity: OP-10259- Occupant Protection Seat Belt Survey

Problem:

Longitudinal data on safety belt and child safety seat use are required by the federal government and for state program design and analysis. The last observational survey took place in 2008. The data were used for program planning and evaluation. Additionally, observational surveys are required prior to and following periods of enforcement known as Buckle Up In Your Truck/Click It or Ticket Mobilizations.

Objective:

1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2009-10, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by July 2010

Activities:

Quarterly, Final reports. Conduct Surveys. Publish Results.

Self-sufficiency:

This is a highway safety program management responsibility.

Evaluation:

Compile evaluation data into research report. Provide interpretation and analysis of information into annual and semi-annual reports.

Funded Agency:

The University of Tennessee	Knox County	\$62,144.10
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I. GOALS and OBJECTIVES

A. Goal

To decrease the number of impaired driving fatalities from 37% to 35% by CY 2010.

B. Objectives:

Objective 1: To decrease the number of alcohol related fatalities by 2% in CY 2010.

Performance Measure: The annual number of motor vehicle fatal and injury crashes that are alcohol or drug-related.
Baseline: In CY 2005, 35% of fatalities were alcohol related Status: In CY 2007, 444 people were killed in alcohol related crashes representing 37% of total fatalities.

Objective 2: To decrease the number of impaired driving crashes by 3% from 24% to 21%.

Performance Measure: The annual number of alcohol-related motor vehicle crashes, incapacitating injuries and deaths reported to the DMV for the calendar year (plus 30 days for deaths). Baseline: The CY 2005 alcohol-related crashes were 9,526 and alcohol related motor vehicles fatalities were 376. Status: The CY 2007 alcohol related crashes were 8,907 and alcohol related motor vehicle fatalities were 377.

Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 10% by the end of 2010 from 377 to 339 .

Performance Measure: Number of drivers killed and who were tested for BAC whose test showed BAC of 0.08 or greater. Baseline: In CY 2005, 376 drivers killed with BAC = .08 + Status: In CY 2007, 376 drivers killed and tested had a BAC = .08 +.

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 80 by September 2010 .

Performance Measure: The number of traffic officers successfully completing the various types of training, the number of communities participating in the training, the number of members of the legal community (prosecutors, judges) having direct contact or participating in GHSO Prosecutor, Judges and Law Enforcement Training. Status: In CY 2007 350 trained in SFST, 25 officers completed DRE training. 156 officers were trained in the ARIDE , 90 in the ARIDE Plus, course and training was expanded to 132 Judges and Prosecutors.

Objective 5: To sustain and increase the Impaired Driving Prosecution Program.

Objective 5: To sustain and increase the Impaired Driving Prosecution Program.

C. Related National Goals:

The National Public Health Plan objectives for the Year 2010: to reduce alcohol related deaths in motor vehicle crashes by 33% from 6.1 per 100,000 populations to 4 per 100,000 populations, to reduce alcohol-related injuries by 47% from 122 per 100,000 populations to 65 per 100,000 populations.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Magnitude and Severity of the Impaired Driving Problem

Alcohol intoxication is the principal drug addiction in many countries of the world. It affects all age groups, both sexes and almost all social groups.

Impaired driving is the most frequently committed violent crime in America. Every 33 minutes, someone in this country dies in an alcohol-related crash.

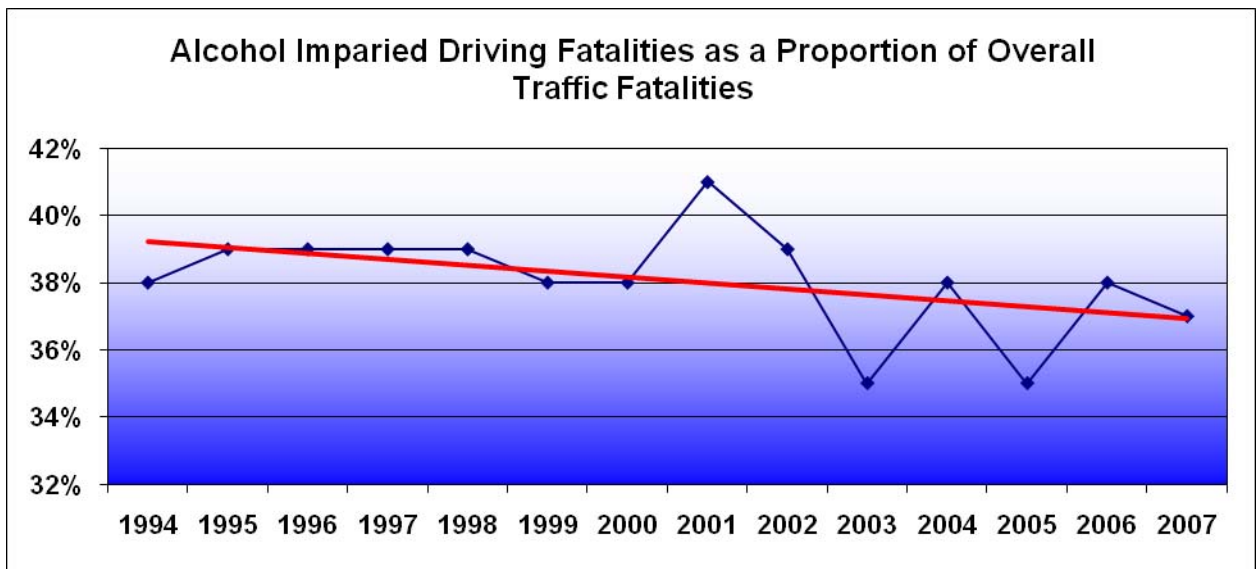
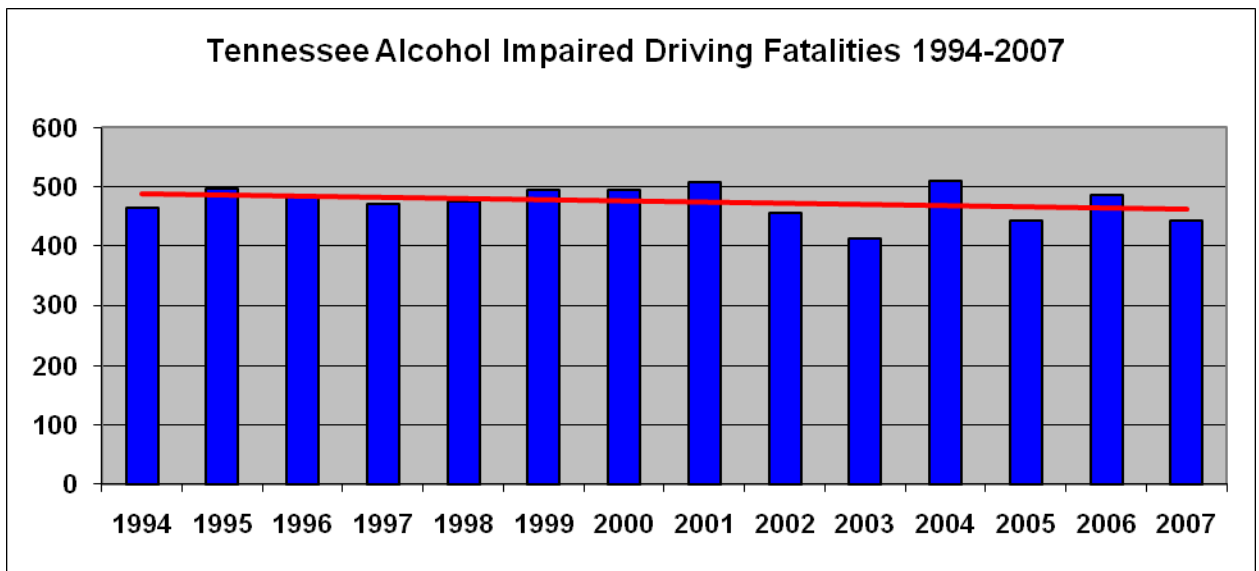
Alcohol is the single greatest driver contributing cause of fatal crashes in Tennessee. Even small amounts of alcohol can affect transportation-related performance.

Alcohol Crashes. In 2004, out of 1,339 fatal crashes, 509 were alcohol-related in Tennessee. In 2006, it was a factor in 38% of the fatal crashes.

Nationally in 2002, alcohol-related deaths rose 3% over 2001, the third straight increase after a decade of decline. In Tennessee, fatalities in alcohol-related crashes have fluctuated between and increase and decrease of 2% to 3% since by 12% in 2004. Tennessee passed .08 and it became effective in July of 2005.

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1994 - 2007									
Year	BAC = .00		BAC = .01--.07		BAC = .08+		Total Fatalities in Alcohol--Related Crashes		Total
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
1994	743	61	67	6	398	33	465	38%	1,214
1995	760	60	59	5	437	35	497	39%	1,259
1996	749	60	60	5	423	34	483	39%	1,239
1997	745	61	57	5	415	34	472	39%	1,225
1998	732	60	72	6	404	33	476	39%	1,216
1999	806	62	62	5	433	33	495	38%	1,302
2000	800	61	80	6	415	32	495	38%	1,307
2001	733	59	69	6	439	35	508	41%	1,251
2002	720	61	72	6	384	33	457	39%	1,177
2003	778	65	43	4	370	31	413	35%	1,193
2004	825	62	70	5	439	33	509	38%	1,339
2005	824	65	68	5	376	30	444	35%	1,270
2006	797	62	72	6	414	32	486	38%	1,284
2007	763	63	54	4	390	32	444	37%	1,210

About 37% of Tennessee's fatal crashes are alcohol-related and while the percent has varied from year to year, there has been a downward trend since 2001. NHTSA National Center for Statistics and Analysis sites a - 66% reduction from 1983 to 2003; the last 10 years a -37% reduction; the last 5 years a - 21% reduction; the last 3 years a - 21% reduction; and the last 1 year an - 8% reduction. Of the past 8 years, where a -21% reduction is noted, the national number was only a -6% reduction.



In Tennessee, while the percentage of alcohol-related fatalities has decreased by 4% from 1994 to 2003, the variation from year to year has averaged a 1% increase, so no clear trend can be identified. Nationally, the percentage of alcohol-related traffic fatalities remained at 40% of the total from 2000 to 2003.

In 2004, Tennessee experienced 1.4 alcohol-related fatalities per 100 million vehicle miles traveled and 8.8 alcohol-related fatalities per 100,000 populations.

The greatest gains in the fatality rate per HMVMT occurred in the early 1980's through early 1990's. Since 1994, the rate has ranged from 0.92 to 0.65 but has averaged .82, with only a slight downward trend.

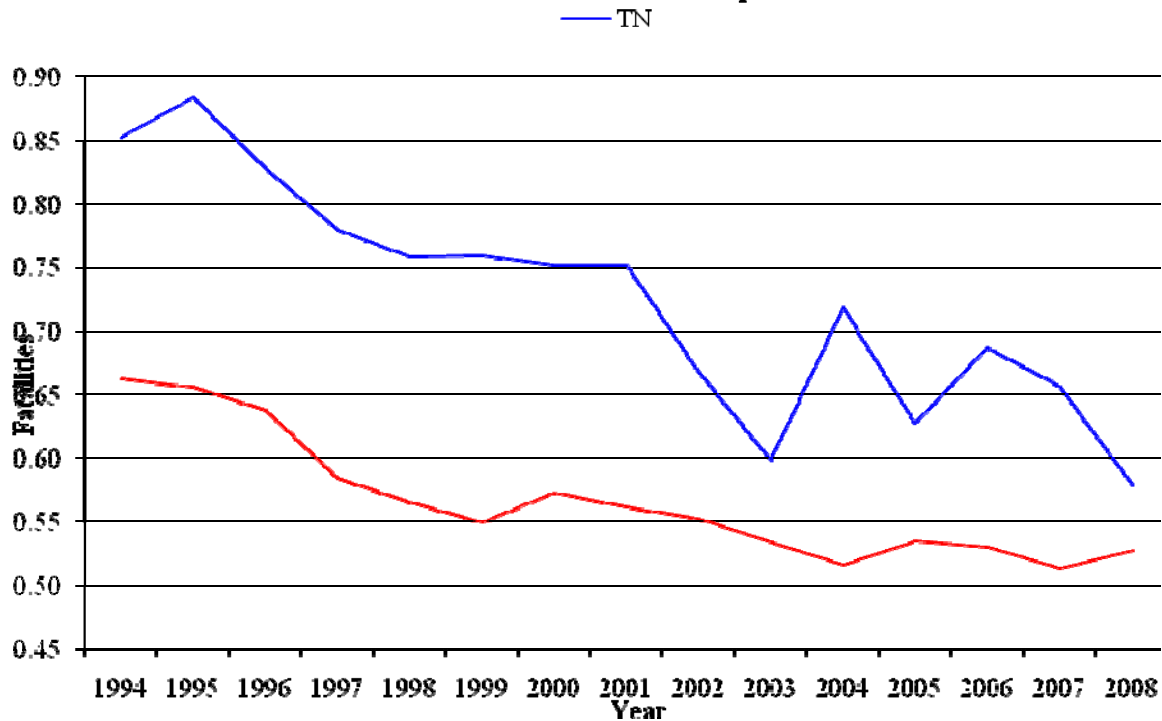
B. Risk Factors for Crash Involvement and Injury

Alcohol Concentration (AC) Even at alcohol concentration as low as 0.04%, alcohol affects driving ability and crash likelihood, according to —Zero Alcohol," *Transportation Research Board Special Report #216*. The probability of a crash begins to increase significantly at 0.05 AC and climbs rapidly after about 0.08%. In 2003, of the 811 drivers who died in crashes, all were tested for alcohol and of those tested, 256 (32) were legally intoxicated (i.e., 0.08 AC or higher).

In Tennessee, 11% of surviving drivers in fatal crashes tested at over 0.08 BAC, while the National average was 12% of surviving drivers, NHTSA Traffic Safety Facts (2003).

Gender In Tennessee crashes involving men are much more likely than those involving women to be alcohol-related. Among fatally injured drivers in 2004 tested for AC, 25% of men and 13 % of women had BAC's of 0.08% more.

Alcohol-Related Fatalities per 100 Million VMT



Tennessee Drivers in Fatal Crashes by BAC and Sex						
Year	Male			Female		
	Total	BAC=.01+	BAC=.08+	Total	BAC=.01+	BAC=.08+
1994	1,163	32%	27%	455	16%	14%
1995	1,248	33%	29%	435	12%	10%
1996	1,222	32%	27%	461	13%	11%
1997	1,172	31%	28%	480	12%	9%
1998	1,231	30%	26%	459	15%	13%
1999	1,281	31%	27%	489	12%	10%
2000	1,258	29%	25%	474	18%	14%
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	1,184	30%	26%	439	13%	12%

Age

Tennessee residents drink and drive at all ages. The highest drinking driver rate continues to be for the 21 to 44 year-old age group; nearly two-thirds of 21 to 34-year-olds involved in crashes are drinking. . The second highest crash rate is for 18-20 year olds.

Prior Impaired Driving Arrest The National Transportation Safety Board (NTSB) defines —hard-core “drunken drivers” as those with prior arrests or convictions who continue to drive drunk or people caught driving with a blood alcohol level nearly double the legal limit. NTSB estimates that such people make up less than one percent of all drivers but make up 27% of drivers in fatal crashes.

Over half (59%) of drinking drivers involved in fatal crashes in Tennessee had no prior DWI convictions. In 2003, in Tennessee 24% of the drivers who had been drinking were involved in crashes that resulted in a fatality. Interventions historically have been based on number of prior arrests, but most drivers in fatal alcohol crashes never have a chance to be entered into the system.

Driver Involved in Fatal Crashes, by Previous Driving Record and License Status-2007								
Previous Convictions	License Status						Total	
	Valid License		Invalid License		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	237	16.9%	35	17.2%	0	0	272	16.6%
Previous Recorded Suspensions or Revocations	79	5.6%	79	38.7%	0	0	158	9.6%
Previous DWI Convictions	24	1.7%	23	11.3%	0	0	47	2.9%
Previous Speeding Convictions	258	18.4%	27	13.2%	0	0	285	17.4%
Previous Other Harmful Moving Convictions	137	9.8%	25	12.3%	0	0	162	9.9%
Drivers with No Previous Convictions	894	63.9%	102	50.0%	35	100%	1,031	62.9%
Totals	1,400	100%	204	100%	35	100%	1,639	100%

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type-2007									
Time of Day	Crash Type								
	Single Vehicle			Multiple Vehicles			Total		
	Number	Alcohol Impaired Driving	Percent Alcohol Impaired Driving	Number	Alcohol Impaired Driving	Percent Alcohol Impaired Driving	Number	Alcohol Impaired Driving	Percent Alcohol Impaired Driving
Midnight to 2:59 a.m.	88	59	67%	30	19	63%	118	78	66%
3 a.m. to 5:59 a.m.	71	38	53%	26	12	47%	97	50	51%
6 a.m. to 8:59 a.m.	62	15	24%	43	5	11%	105	19	18%
9 a.m. to 11:59 a.m.	41	5	11%	56	3	5%	97	7	8%
Noon to 2:59 p.m.	73	12	17%	83	8	9%	156	20	13%
3 p.m. to 5:59 p.m.	113	26	23%	90	14	15%	203	39	19%
6 p.m. to 8:59 p.m.	94	44	47%	71	20	28%	165	64	39%
9 p.m. to 11:59 p.m.	109	55	50%	48	18	37%	157	72	46%
Unknown	12	6	50%	0	0	0%	12	6	50%
Total	663	258	39%	447	98	22%	1,110	356	32%

Day of Week Alcohol involvement in crashes peaks at night and is higher on weekends than on weekdays. In 2007, among Tennessee drivers of all types of motor vehicles 54% were killed between 6 pm and 3am. Nationally 40% of fatally injured drivers on weekends (6 pm Friday to 6 am Monday) and 53% of those killed in weekend nighttime crashes had Alcohol Concentrations of 0.10% or more in 2000. During weekdays (6 am Monday to 6 pm Friday), the proportion drops to 21% but rises to 41% for weekday nighttime crashes.

Frequency: According to Tennessee's Highway Safety Plan, only limited data are available on the frequency of drugged driving. In part, this is because many drug-impaired drivers are never detected. Secondly, many drug users also drink. So when they are detected, they may be arrested and statistically reported as being only alcohol impaired. In addition, due to economic and other factors, crash-involved drivers are seldom chemically tested for drugs other than alcohol. However, some research suggests that impairment by drugs other than alcohol may be a considerable problem.

Drug abusers routinely take combinations of drugs simultaneously. This behavior, called polydrug use, is so common in some areas the practice may be more prevalent than single drug use. One of the most frequent combinations involves alcohol with virtually any other drug. In a 1985 study, the Los Angeles Police Department tested 173 drivers arrested for being under the influence of drugs. Of these 81, or 47%, had consumed alcohol and some other drug in combination. Anecdotally, Manitowoc DREs see illegal drug in combination with alcohol use, especially high alcohol use. In many instances, toxicological tests are not being conducted for drugs. A 1990s Univ. of Michigan TRI study suggested that about 5% of drivers arrested for alcohol impaired driving had ingested other drugs.

Other studies have indicated that drivers previously arrested for drug offenses pose a greater traffic safety risk than others. A report from the California Department of Motor Vehicles, *The Relationship Between Drug Arrests and Driving Risk*, concluded that drug arrestees are involved in nearly one and a half times as many serious traffic crashes as the general population, they commit a high number of traffic violations, and crash investigations have found them to have a significantly greater culpability than the general driving population.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2010

The safety professional who wants to develop effective strategies for countering impaired driving must first recognize that drinking is a social behavior and a public health problem, and then must be able to identify the relationships between motivations to drink and socioeconomic constraints on drinking, drinking patterns and routine activities related to drinking and associated consequences. These may vary between states and between communities and even within communities where there are marked differences in social groupings.

The GHSO plan provided the following priority recommendations (organized by strategy):

Program Management: Continue to enhance the identity of the GHSO. Increase state and local input into the HSP development process. Coordinate and consolidate impaired driving task forces and efforts.

Enforcement/prosecution/adjudication: Continue the function of the established Law Enforcement Task Force on Impaired Driving. Encourage enforcement agencies to make DWI a priority. Form a judicial workgroup to improve DWI adjudication

Traffic Records/Evaluation: With the completion of the DUI Tracker, continue to mandate all grantees enter data into it in order to evaluate effective prosecution and adjudication. Communicate progress on Model Data System with all partners and stakeholders · Assign priority to completion of Model Data System to permit electronic records transfer between courts and DMV · Redesign driver records inquiry system and redesign driver records abstracts to improve accessibility and usefulness.

Strategy: Enforcement:

Saturation Patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the July 4, Labor Day (September), and December holiday periods. Mobilizations are high-profile law enforcement programs combined with paid and earned media, and evaluated in terms of public awareness and public changes in behavior. These Saturation Patrols will consist of 5 actions: 1) Sustained Enforcement of monthly DWI operations by agencies serving at least 65 % of the state's population; 3) Intense Publicity of paid and earned; 4) Pre/post Knowledge/Attitude/Behavior Surveys; and 5) Monthly Reporting of enforcement and media activity.

Tennessee will organize a December holiday alcohol enforcement mobilization and a mid-summer traffic law enforcement mobilization concentrating on alcohol on 16 consecutive nights spanning three consecutive weekends by agencies serving at least 85% of the population. The agencies participating in the mobilizations will be required to maintain a high level of sustained enforcement by deploying monthly patrols combined with speed and other high-risk behavior enforcement efforts funded through the Police Traffic Services program.

Prosecution and adjudication will continue to increase the number of DUI convictions and reduce the backload of cases in courts across the State.

Strategy Traffic Records- Tracker System:

The DUI Offender Tracking System (Tracker) is a model; Web-based DUI tracking system that collects information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, has been in operation since 2003 and is currently populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 21 Judicial Districts throughout the State. To date, the DUI tracking system contains over 40,000 arrest records.

The Tennessee GHSO is committed to maintaining a high level of accountability from its grantees, and analyses of the DUI arrest data they enter into the Tracking System will afford a unique opportunity to oversee the agencies' activities in real time and ensure that they remain committed to their grant goals.

One of the major advantages of the DUI Tracking System is that it provides for detailed analyses of the potential causes of low DUI conviction rates, where they exist.

Strategy of Education - Training of Law Enforcement Officers:

Standard Field Sobriety Test (SFST) is a NHTSA-approved curriculum. All agencies receiving highway safety grants for traffic law enforcement require SFST training of their traffic officers. A grant-funded position in GHSO schedules and administers SFST training.

Drug Recognition Expert (DRE) training produces certified officers who can reliably detect drug impaired drivers approximately 90% of the time. The DRE program is a valid method for identifying and classifying drug-impaired drivers. The DRE program requires scientifically sound support by the laboratory. A full -time DRE-trained former officer serves as the state's DRE training coordinator.

The ARIDE program (Advanced Roadside Impaired Driving Education) will be offered statewide.

Strategy: Education - Training of the Prosecutorial and Judicial Community:

The dissemination and sharing of information is a formidable task, especially with statute changes, new case law and ever changing technology. Getting correct information to judges, prosecutors, law enforcement, defense attorneys, legislators and educators is an ongoing challenge as is changing behavior. Highway-safety funded positions in the District Attorney Generals Conference perform legal research and write articles, provide information and consultation about impaired driving issues and policies to judges, prosecutors, defense attorneys, legislators and educators and organize the annual state impaired driving conference.

IV. ACTIVITIES/STRATEGIES

STRATEGY – ADMINISTRATION

Activity: AL-Program Management

Problem: Short and long-term planning, coordination and management of the Alcohol and Drugged Driving Countermeasure Program and activities in Tennessee.

Objectives: To achieve alcohol and youth alcohol program goals, employing the most effective and cost-effective strategies and activities.

Activities: Manage and administer alcohol and other drug safety program activities including analysis, grant applications, contract management and fiscal management of federal and state funded programs and projects. Serve as a liaison to other DOT units, other state agencies, associations and organizations on alcohol highway safety issues.

Self-sufficiency: None.

Evaluation: Compare program objectives and planned activities with accomplishments and comment on reasons for success or lack thereof. Monitor Quarterly reviews, final reviews, and Annual report.

STRATEGY-ENFORCEMENT

Activity: AL- 10435- DUI Abatement / Prosecution Enhancement

Problem

Manual examination appears to be the common form of analysis for DUI offense data.

1. Inability to manage traffic safety caseloads and oppose delay tactics typically practiced by the defendant and permitted by the Courts.
2. Extreme backlog of cases due to lack of funding for Assistant District Attorneys.
3. Inconsistent disposition determinations in courtrooms concerning impaired driving.
4. Judicial Districts should be in cities and counties that are ranked 1-60 (averaged for 3 years) in alcohol crash rates (TN Department of Safety data).
5. Inability to specialize in area traffic safety due to broad responsibilities of most Assistant District Attorneys.
6. Lack of time to teach officers proper procedures and law concerning traffic safety.

Objective

1. Reduction in the time taken to complete cases at all levels and number of case resets.
2. Support DUI treatment Courts and use of technology including but not limited to transdermal alcohol monitoring and ignition interlock for offenders to reduce the number of repeat offenses.
3. Increase conviction rates with an emphasis on multiple offenders as much as possible while recognizing legal precedent and limitations by Court decisions.
4. Properly identify multiple offenders and prosecute them accordingly.
5. Support the use of the DUI Tracking log to support the collection of empirical data to improve the judicial system.
6. Develop specialized knowledge in traffic safety to enable better management of caseloads.
7. Develop specialized knowledge to assist the Traffic Safety Resource Prosecutor in teaching local officers proper procedures and law.

Activities

1. Establish asst. DA to handle DUI citations, arrests and adjudication,
2. Establish DUI Coordinator to support the ADA ,
3. Enter all information into Tracker,
4. Handle only DUI/DWI cases that come before courts within jurisdiction,
5. First year, purchase computers and set up local organization,
6. Provide quarterly reports and billing to GHSO,
7. Work with local law enforcement on learning the NHTSA DUI recognition checklist,
8. Work with area District LEL group to assist them on understanding prosecution needs,
9. Obtain 3 years of local data to validate problems,

Self-sufficiency

Secure assistance from local government, Administrative Office of the Courts or other federal sources.

Evaluation

Administrative evaluation through on-site monitoring visits and DUI Tracking Log data examination. Input data into Tracker (DUI Tracking System).

Must work with local law enforcement on DUI arrests and tracking.

Will provide both outcome and process evaluation of project.

Goals include:

1. Attend at least one DUI Specialized Training course per year to develop expertise in traffic safety to use as a resource in the jurisdiction.
2. Teach in at least one course for law enforcement concerning DUI in courses approved by the GHSO Training Division or the District Attorneys DUI Training Division.
3. Enter data into the DUI Tracking system (Tracker) and retrieve data from the system to determine how cases are being handled within the local jurisdiction. Seek to improve advocacy and litigation results.
4. Identify and prioritize multiple offender cases for trial docketing. Generate a policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsels appointment or retention.

Agencies Funded:

TN DA, 1st Judicial District	Special DUI Prosecutor	\$172,552.64	Washington
TN DA, 2nd Judicial District	DUI Special Prosecution	\$175,053.40	Sullivan
TN DA, 4th Judicial District	DUI Abatement / Prosecution Enhancement	\$359,491.42	Sevier
TN DA, 5th Judicial District	2010 DUI Abatement / Prosecution Enhancement	\$161,195.61	Blount
TN DA, 6th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	\$242,222.45	Knox
TN DA, 7th Judicial District	2009-2010 DUI Abatement/Prosecution Enhancement Grant	\$175,966.23	Anderson
TN DA, 8th Judicial District	Special DUI Prosecutor - 8th District	\$146,262.65	Scott
TN DA, 9th Judicial District	DUI Prosecutor	\$204,098.35	Roane
TN DA, 10th Judicial District	Special DUI Prosecutor	\$152,996.13	McMinn
TN DA, 11th Judicial District	DUI Prosecution	\$185,563.58	Hamilton
TN DA, 13th Judicial District	B.E.S.T. (Better Enforcement Stopping Tragedy)	\$188,917.95	Putnam
TN DA, 15th Judicial District	Protecting Lives: Effective Prosecution of Impaired Drivers	\$181,110.08	Trousdale
TN DA, 17th Judicial District	DUI PROSECUTOR GRANT 2010	\$163,863.12	Lincoln
TN DA, 19th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	\$200,144.89	Montgomery
TN DA, 20th Judicial District	Specialized Traffic Offender Prosecution Team	\$378,529.15	Davidson
TN DA, 21st Judicial District	DUI Abatement / Prosecution Enhancement	\$178,142.88	Williamson
TN DA, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	\$162,308.57	Lawrence
TN DA, 23rd Judicial District	DUI ABATEMENT PLAN / DUI SPECIAL PROSECUTOR9	\$159,243.90	Dickson
TN DA, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement	\$199,389.62	Carroll
TN DA, 25th Judicial District	DUI Prosecution Unit	\$177,101.84	Lauderdale
TN DA, 26th Judicial District	DUI Abatement/Prosecution Enhancement	\$182,602.31	Madison
TN DA, 30th Judicial District	DUI/ABATEMENT/PROSECUTION ENHANCEMENT	\$271,520.64	Shelby
TN DA, 31st Judicial District	DUI Abatement / Prosecution Enhancement 2009-2010	\$176,935.40	Warren

Activity: AL-10437- W.A.S.P. (Wide Area Saturation Patrols)

Problem

TN counties and municipalities do not have enough manpower to provide effective impaired driving enforcement. Thus, more and more impaired drivers go undetected. Those applying should be in top third of state in alcohol related crashes. This is a one time award.

Overtime must be for active enforcement only. Meetings, school events and court appearances are not eligible for overtime reimbursement.

Funding will be based on the following criteria:

1. Cities/Counties applying must be ranked 1-30 in alcohol fatality rates (TN Department of Safety data).
2. Population served by the agency & the agency size.
3. Number of qualifying applicants for each level of funding. Awards will vary and may differ from those received in previous grant years.
4. Funds will be awarded based on GHSO funding availability.

Objective

To organize multi-jurisdictional units in the top 25 impaired driving counties to initiate these W.A.S.P.(Wide Area Saturation Patrols) within their counties to work together in a collaborative effort to implement saturation patrols, DUI checkpoints and sting operations concurrently at least once a month.

Activities

- Organize and schedule W.A.S.P. patrols in at least 25 communities affected by the highest level of fatal related crashes or impaired drivers in CY07.
- be proactive with citations and record outcome.
- Produce 3 years of data for analysis.
- Conduct saturation patrols and DUI checkpoints through overtime.
- Work with media to raise awareness of DUI/DWUI victims and perpetrators (must obtain approval from GHSO prior to notifying media).

Resources

Funding is dependent on score, crash data and population of county grant is within. Grants will be awarded based on the total dollar amount available and the number of qualifying agencies plus the above mentioned criteria. Funds are to be utilized for officer overtime wages, and GHSO-approved equipment only.

- Local law enforcement (program manager, officers and supervisors)
- LEL coordinators,
- Local media.

Self-sufficiency

Voluntary participation will be recruited after pilot year. Develop additional funding from local government based on results of program.

Evaluation

Pre/post surveys, monthly activity reports, final enforcement activity reports, a final administrative evaluation report.

TN Department of Safety Data analysis unit will perform overall program evaluation.

Agencies Funded:

County	Agency	Grant Award
Blount	Alcoa Police Department	\$ 20,000.00
Blount	Blount County Sheriff's Department	\$ 98,763.84
Decatur	Decatur County Sheriff's Department	\$ 30,000.00
Fayette	Somerville Police Department	\$ 20,000.00
Fentress	Jamestown Police Department	\$ 20,000.00
Hardeman	Bolivar Police Department	\$ 20,000.00
Henderson	Henderson County Sheriff's Department	\$ 40,000.00
Jackson	Jackson County Sheriff's Department	\$ 30,000.00
Jefferson	Jefferson County Sheriff's Department	\$ 37,909.93
Overton	Livingston Police Department	\$ 20,000.00
Overton	Overton County Sheriff's Department	\$ 18,352.00
Sequatchie	Dunlap Police Department	\$ 16,212.57
Sequatchie	Sequatchie County Sheriff's Department	\$ 20,127.74
Washington	Washington County Sheriff's Department	\$ 48,149.64
White	White County Sheriff's Department	\$ 20,240.54

Problem

TN counties and municipalities that are over-represented in alcohol related crashes and that have at least 60% of the states alcohol-related crashes and 85% of the States population must participate in at least one alcohol mobilization as well as sustained enforcement efforts over the year to make TN eligible for Section 154 funding. These enforcement efforts must be tied to both strong enforcement and a strong message that creates an awareness of increased risk of arrest to the traveling public.

Overtime must be for active enforcement only. Meetings, school education and court appearances are not eligible for overtime reimbursement.

1. Top two counties/cities by population and alcohol crash rate 1-95(TN Department of Safety Data) will receive the highest awards.
2. 11 next highest population cities/counties with alcohol crash rates 1-95(TN Department of Safety Data).
3. Any city/county listed in the 1-95 alcohol crash rate (TN Department of Safety Data).

Objective

1. Organize sustained (at least once monthly) alcohol enforcement deployments Saturation Patrol or Sobriety Checkpoint coverage in areas representing more than 85% of the population of Tennessee and in which at least 60% of the alcohol-related crash fatalities have occurred and/or a disproportionate fatality to crash ratio was observed.
2. Participate in the national Booze It and Lose It, 100 Days of Summer Heat, and Click It or Ticket, winter holiday campaign scheduled for December 2007 to reach 100% of the States population
3. Provide 3 years of local data relevant to the problem.
4. Educate the community on the risks of impaired driving.

Activities

Organize and schedule Alcohol Selective Traffic Enforcement-in community saturation patrols or roadside sobriety checkpoints during FFY08. Officers involved in enforcement should attend SFST training if they have not already done so (needs to be done within first 6 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TraCs or other software compatible with Department of Safety.

Self-sufficiency

Voluntary participation in statewide effort is suggested. Reports of effectiveness of saturation patrol countermeasure activity will be distributed statewide to encourage participation

Evaluation

Pre/post surveys, monthly activity reports including non-crash related DUI arrest and citation data, final enforcement activity reports, a final administrative evaluation report. Provide both outcome and process evaluation.

TN Department of Safety Data analysis unit will perform overall program evaluation.

Citations must be entered into Tracker.

Work with prosecution and make the public aware of arrests resulting from the effort (media must be approved by the GHSO prior to release). Provide electronic crash reporting or demonstrate reporting system being implemented and approved by the TDOS to expedite crash reporting to the TDOS.

Agencies Funded:

County	Agency	Grant Award
Bedford	Bedford County Sheriff's Department	\$ 40,310.52
Blount	Townsend Police Department	\$ 20,000.00
Cheatham	Cheatham County Sheriff's Department	\$ 40,340.00
Cumberland	Crossville Police Department	\$ 30,000.00
Davidson	Lakewood Police Department	\$ 20,720.83
Davidson	Metropolitan Nashville Police Department	\$ 950,155.73
Davidson	Tennessee Department of Safety	\$ 199,840.49
Decatur	Parsons Police Department	\$ 20,000.00
DeKalb	Smithville Police Department	\$ 20,000.00
Dickson	Dickson Police Department	\$ 30,000.00
Fayette	Fayette County Sheriff's Department	\$ 40,000.00
Franklin	Franklin County Sheriff's Department	\$ 11,728.26
Gibson	Medina Police Department	\$ 20,000.00
Grainger	Bean Station Police Department	\$ 20,000.00
Grainger	Grainger County Sheriff's Department	\$ 35,716.93
Hamblen	Morristown Police Department	\$ 20,472.00
Hamilton	Chattanooga Police Department	\$ 84,082.16
Hamilton	Hamilton County Sheriff's Department	\$ 141,968.53
Hamilton	Soddy-Daisy Police Department	\$ 30,000.00
Hardeman	Middleton Police Department	\$ 20,000.00
Hardeman	Whiteville Police Department	\$ 20,000.00
Hardin	Hardin County Sheriff's Department	\$ 40,000.00
Hawkins	Mount Carmel Police Department	\$ 15,967.00
Haywood	Brownsville Police Department	\$ 18,872.00
Henderson	Lexington Police Department	\$ 20,000.00
Henry	Henry County Sheriff's Department	\$ 34,088.32
Henry	Henry Police Department	\$ 20,000.00
Henry	Paris Police Department	\$ 20,000.00
Henry	Puryear Police Department	\$ 20,000.00
Houston	Erin Police Department	\$ 20,000.00
Houston	Houston County Sheriff's Department	\$ 13,957.90
Humphreys	Humphreys County Sheriff's Department	\$ 40,000.00
Lauderdale	Halls Police Department	\$ 20,000.00
Lauderdale	Lauderdale County Sheriff's Department	\$ 40,000.00
Lauderdale	Ripley Police Department	\$ 20,000.00
Loudon	Lenoir City Police Department	\$ 20,000.00
Madison	Jackson Police Department	\$ 72,934.24
Madison	Madison County Sheriff's Department	\$ 89,880.00
McMinn	Athens Police Department	\$ 14,851.61
McMinn	Etowah Police Department	\$ 14,985.40
McMinn	McMinn County Sheriff's Department	\$ 94,774.00
McMinn	Niota Police Department	\$ 15,181.80
McNairy	McNairy County Sheriff's Department	\$ 34,747.20
McNairy	Selmer Police Department	\$ 20,000.00
Montgomery	Clarksville Police Department	\$ 99,713.78
Moore	Metro Moore County Sheriffs Department	\$ 20,000.00
Obion	South Fulton Police Department	\$ 20,000.00
Obion	Union City Police Department	\$ 30,000.00
Polk	Benton Police Department	\$ 11,485.12
Rhea	Dayton Police Department	\$ 16,182.90
Rhea	Rhea County Sheriff's Department	\$ 40,000.00
Roane	Harriman Police Department	\$ 13,870.80

Roane	Kingston Police Department	\$ 20,000.00
Shelby	Bartlett Police Department	\$ 60,000.00
Shelby	Collierville Police Department	\$ 33,373.56
Shelby	Memphis Police Department	\$ 992,491.17
Shelby	Shelby County Sheriff's Department	\$ 144,454.20
Shelby	University of Memphis, Police Services	\$ 30,000.00
Smith	Smith County Sheriff's Department	\$ 30,000.00
Sullivan	Bristol Police Department	\$ 41,114.25
Sullivan	Sullivan County Sheriff's Department	\$ 100,000.00
Tipton	Atoka Police Department	\$ 20,349.92
Tipton	Covington Police Department	\$ 20,000.00
Tipton	Tipton County Sheriff's Department	\$ 89,862.92
Unicoi	Unicoi County Sheriff's Department	\$ 40,000.00
Williamson	Franklin Police Department	\$ 78,059.79
Williamson	Williamson County Sheriff's Department	\$ 95,730.48
Wilson	Lebanon Police Department	\$ 28,296.00
Wilson	Wilson County Sheriff's Department	\$ 100,000.00

STRATEGY-EMPOWERMENT

Activity: AL- 10444-Comprehensive DWI and Empowerment Program

Problem:

This program covers drivers who are intoxicated after a major holiday and how to reduce their recidivism rate if caught. As many communities are exposed to the risks of drunk drivers after major holidays like New Years, St. Patrick's Day, July 4th, etc., the GHSO desires to fund a program to reduce the effects in a major metropolitan area. Communities lack adequate resources to initiate youth development models and need assistance in expanding their efforts in reducing youth involvement in motor vehicle crashes. A re-entry DUI Offender program is required to reduce the rate of repeat DUI's. This grant is for a County in the top 2 alcohol crash and fatality related and population in state.

Objectives:

1. Support community Safe Ride programs coordinated through the local law enforcement agencies.
2. Work the two statistically highest holiday events for DUI.
3. Provide 3 years of crash and citation data to justify local problems
4. Create a program to educate high school students and present in High School assemblies in regards to alcohol or drug related drinking and driving issues.
5. Create a mentoring program coordinated through the courts to reduce the recidivism rate.
6. Enhance tracking of convicted DUI offenders
7. Enter data into the Tracker

Activities:

1. Provide rides home for intoxicated individuals who should not be driving.
2. Report results,
3. Work with media to promote safe ride program
4. Create program for High School assemblies and conduct throughout Metro area
5. Create mentoring program and staff
6. Track all components through the Tracker

Self-sufficiency:

The agency will provide self sufficiency within the standard 1 year time through city or county funding and successive years determined by fund availability.

Evaluation:

Data to be supported by agency. Evaluation by Program Manager. -local law enforcement should be working to download crash statistics electronically. -Work with DA in area by inputting Tracker data. -Demonstrate 10% reduced crash rate during time period

Agency Funded:

County	Agency	Grant Award
Davidson	Davidson County Sheriff's Department	\$200,000.00

Activity: AL-10436 Court Partnership

Problem:

A 1994 study found that fatally-injured drivers in alcohol-related crashes were eight times more likely to have had DUI/DWI convictions in the previous five years than drivers randomly selected from the general population of licensed drivers. Repeat drunk driving offenders are among the most stubborn, persistent, and deadly threats on U.S. roads. Repeat drunk driving offenders get another bite from the same apple, which repeatedly has produced fatal consequences. Repeat drunk drivers account for about one-third of DUI arrests annually and 10 to 20 percent of drinking drivers in fatal crashes. They are over-represented in fatal alcohol-related crashes. Their behavior is difficult to affect. Many have alcohol problems. They tend to be more aggressive and hostile than other drivers. They don't view drunk driving as a serious issue, and they rarely feel too impaired to drive. The challenge is to reduce recidivism among repeat drunk driving offenders while also deterring all drivers from drinking and driving. Effective enforcement of all drunk driving laws is also critical. Problem Two: Treatment of victims/survivors 1. Victims/survivors tribulations only begin with the crash. Apart from the unbearable grief and sorrow, victims may be thrust into the unfamiliar and confusing criminal justice system. 2. Victims often endure months of preliminary hearings and numerous continuances or delays. Problem Three: We know three things: (1) drunk drivers are not receiving the maximum penalties (often not even the minimum penalties) for their crimes; (2) our communities are both outraged and concerned; and, (3) repeat offenders are too common.

Objectives:

Court partnership will offer much-needed support to DUI prosecutors as well as encouraging judges and court systems to adjudicate DUI-related offenses consistently and toughly. Court partnership helps victims find a more victim-sensitive court system, and, ultimately, court partnership helps reduce the rate of repeat offenses and fatal crashes among offenders.

1. Increase the conviction rate of DUI offenders
2. Decrease in the DUI case dismissal rate
3. Increase in the sentence length for DUI offenders

Activities

Provide monthly reports and claims, analyze court data, work with Univ. of Memphis to develop educational information for AOC, and all other activities.

Self-sufficiency:

100% first year, 10% match second year, develop additional matching funds through donations, and seek additional funding after results with local government institutions. Integration into TDOT/GHSO business plan.

Evaluation:

Development of tracking database to determine basic disposition of DWI cases, sanctions imposed, develop relationships on whether judges appointed or elected, create awareness on how defendants are handled pre and post conviction. Compare program with other sites similar in country.

Agencies Funded:

Williamson County DUI Court	\$60,000
31 st Judicial District DWI Court Program	\$60,000
Sumner County Drug Court Program	\$60,000
Rutherford County DUI Court Program	\$60,000

Activity: AL-10413- Assisting Toxicology Backlog

Problem

The Tennessee Bureau of Investigation Crime Lab is experiencing a backlog of casework as a result of the high number of driving under the influence, motor vehicle accident, and vehicular homicide cases. The Toxicology section receives on average 13,000 cases per year for alcohol analysis, of these approximately 6,500 require further drug testing. The vast majority, at least 80%, of these cases are directly attributed to highway safety. The current time to complete a drug screen averages about 30

weeks. This is a result of insufficient instrumentation, manpower, and continuing education.

In addition to improving turnaround time, Toxicologists are faced with an ever-increasing number of potential drugs. These new drugs require new and more sophisticated instrumentation, additional training, and additional manpower for method development and case analysis.

The breath alcohol section of the TBI Crime Labs has experienced an increase in workload from the implementation of over 200 new breath alcohol instruments. Continuing education is needed to keep this division up to date with new technology.

Objective

1. Provide continuing educational training for Breath Alcohol and Toxicology sections.
2. Re-supply the State's breath alcohol instruments with 0.08 ethanol gas standard reference tanks.
3. Supply the TBI Crime Laboratories with Gas Chromatograph / Mass Spectrometer (GC/MS) instruments to be assigned to existing and new scientists.
4. Supply the TBI Crime Laboratories with Liquid Chromatograph / Mass Spectrometer (LC/MS) instruments to combat the increasing number of drugs found in driving under the influence and other motor vehicle related cases.

Activities

Purchase 3 Gas Mass Spectrometers and provide training.
Provide training to 16 staff members on equipment through Society of Forensic Toxicologists.
Attend Society of Forensic Toxicologists Annual Meeting for new scientists.
4 staff members to attend IACT and Intoximeter Users group meetings.
4 staff members to attend Borkenstein Alcohol and Borkenstein Drugs training classes.
4 staff members to attend American Academy.
Purchase Dry Gas tank replacements
Test Equipment
Prepare and work samples
Report back to Law Enforcement agencies in a timely manner

Resources

Current resources include seventeen Special Agent / Forensic Scientists serving the State of Tennessee's entire Toxicology and Breath Alcohol caseload. The TBI's goal is to hire at least four additional Special Agent / Forensic Scientist serving these areas in fiscal year 2008 - 2009.

Self-sufficiency

The TBI will maintain and repair all instrumentation purchased with this grant during the useful lives of said instrumentation. 0.08 ethanol gas standard tanks purchased with this grant will continue to be used in breath alcohol instrumentation after expiration of this grant.

Evaluation

A reduction in the case backlog and a decrease in turnaround time will evaluate success of this endeavor. Reduce the backlog of 1700 cases by 60% and the 210 turnaround to 60 days.

Agency Funded:

Tennessee Bureau of Investigation	\$360,000
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Activity: AL- 10438- District Attorney General Conference Training on Impaired Driving: Outreach to Legal Community

Problem

The dissemination and sharing of information is a formidable task, especially with statute changes, new case law and ever changing technology. Getting correct information to judges, prosecutors, law enforcement, defense attorneys, legislators and educators is an ongoing challenge as is changing behavior.

1. Most prosecutors Judges, police chiefs and sheriffs lack time to keep up to date concerning new appellate decisions, defenses, trends and technological developments concerning traffic safety cases.
2. Most prosecutors lack time to develop advocacy skills needed to successfully prosecute the difficult DUI and vehicular homicide cases.
3. Prosecutors are not effective if law enforcement officers do not make good arrests, keep good records of the arrest and know how to testify
4. Concerned citizens, legislators and public entities commonly propose laws that are well intentioned but cause problems in the courts.

Objective

1. Keep prosecutors, Judges, police chiefs, sheriffs and legislators informed of new appellate decisions, defenses, trends and technological developments.
2. Increase advocacy skills of prosecutors through training.
3. Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Test and Drug Recognition state coordinators.
4. Provide information to citizens, legislators and entities to permit them to be well informed when they propose new laws.
5. Encourage use of the Tracker to support reduction of repeat offenders.

Activities

1. Provide information to all the States Prosecutors, Judges, police chiefs, sheriffs, legislators and concerned entities by publishing and delivering a quarterly newsletter to 1,400 involved parties per quarter.
2. Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary. Technical assistance is provided to approximately 300 persons per month.
3. Provide and update Trial manuals for the prosecution of DUI cases and Vehicular Homicide or assault cases for two hundred prosecutors involved in traffic safety.
4. Provide trial advocacy training to thirty prosecutors to enable them to increase trial advocacy skills and become more effective advocates.
5. Provide testimonial training to two hundred law enforcement officers.
6. Support law enforcement training by teaching and/or providing skilled prosecutors to teach at Standardized Field Sobriety Test and Drug Recognition classes throughout the State. This will include approximately 200 officers and ten Assistant district attorneys.
7. Conduct informational meetings to inform prosecutors about legislative and judicial changes that resulted from legislation passed in 2006.
8. Provide traffic safety training including all basic information about toxicology, technology, drug impairment and field sobriety testing to new prosecutors, judges, sheriffs and police chiefs elected or hired after the August, 2007 elections. This will involve approximately 50 officials
9. Serve as a resource to the Governors Task Force to rewrite the current DUI statutes and information concerning traffic safety to citizens, legislators and entities concerned with DUI legislation.

Resources

Legal Resource Center on Impaired Driving: Continue funding support for 2 FTE positions plus administrative support for the District Attorney Generals Conference for information sharing and

dissemination to the legal community by means of telephone consultations, organization of annual conference, research and writing of articles for legal publications, and statewide training sessions. DA Judicial District Offices, GHSO personnel and consultants to provide training on schedule basis.

Self-sufficiency

State Administered through grant support,

Evaluation

Monitor reports to identify the use of the Resource Center and efforts made to disseminate the information to interested parties; tracks efforts to increase the sharing of information and the number of people trained.

1. Technical assistance to the number of calls per month,
2. Communications to at least 1400 law enforcement and court officers quarterly,
3. Training to at least 200 LE Officers, 31 DA's and DA assistants
4. Train at least 50 court and law enforcement personnel on SFST and DWI recognition.

Agency Funded:

Tennessee District Attorney Generals Conference Statewide \$615,000

I. GOALS and OBJECTIVES

A. Goal

To decrease the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by 5% by the end of CY 2010.

B. Objectives

Objective 1: To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes 5 % by the end of CY 2010.

Performance Measure: Number of 15-19 year olds killed or seriously injured in motor vehicle crashes.

Baseline: In CY, 2007, 99 15-19 year old drivers were killed. Status: In CY 2008, 70 15-19 year olds were killed.

Baseline: In CY, 2007, 592 15-19 year old drivers were seriously injured. Status: In CY 2008, 537 15-19 year olds were seriously injured

Objective 2: To decrease the number and percent of 20 to 24-year-old drinking drivers involved in fatal crashes by 5% by the end of CY 2010.

Performance Measure: Number of 20-24 year old drinking drivers in crashes as a percentage of the total of all drinking drivers involved in crashes.

Baseline: In 2007, 23% tested had a BAC > = .08 Status: In CY2008, 16% 21-24 had a BAC > = .08

Objective 3: To increase the number of youth aged 15 to 17-year old drivers licensed through the Graduated Driver's Licensing process.

Performance Measure: Number of 15 to 17-year old drivers obtaining a Learner's Permit. Should develop a way to determine the percentage of the total TN population aged 15 to 17 as well.

Baseline: in CY 2006, 130,263 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 130,325).

Status: in CY 2007, 132,448 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 132,516).

Status: in CY 2008, 129,970 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 130,000).

C. Related National Goals

The National Highway Traffic Safety Administration's (NHTSA) major focus for 2008 is keeping families safe on America's roadways. Young drivers, ages 15 to 20 years are especially vulnerable to death and injury on roadways – traffic crashes are the leading cause of death for teenagers in America. Each year, more than 5,000 teens (ages 16-20) are killed in passenger vehicle crashes. During 2006, a teen died in a traffic crash an average of once every hour on weekends and nearly once every two hours during the week. According (NHTSA):

- Nationally in 2006, 25 percent of the young drivers ages 15-20 who were killed in crashes had Blood alcohol concentration (BAC) levels of .08 or higher at the time of the crash.
- Nationally in 2006, 4,842 teen passenger vehicle occupants, ages 16 to 20, were killed in motor vehicle crashes, and 58 percent (2,813) were unrestrained at the time of the fatal crash.
- Teenage drivers and passengers are among those least likely to wear their seat belts.

NHTSA has developed a three- tiered strategy to prevent motor-vehicle-related deaths and injuries for teens: increasing seat belt use, implementing graduated driver licensing and reducing teens' access to alcohol.

The Children's Hospital of Philadelphia's Center for Injury Research and Prevention and State Farm Insurance Companies, motor vehicle crashes are the No. 1 cause of death among teens in the U.S. Awareness of the importance of seat belt use and the dangers of drinking and driving has grown, yet more motor vehicle-related injuries and fatalities among you people in the U.S. continue unabated. The fatality rate for drivers' age 16 to 19 years, based on miles driven, is four times that of drivers' age 25 – 69 years. According to NHTSA, in 2005, nearly 7, 500 15- 20 year--old drivers were involved in fatal crashes.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Magnitude and Severity of the Youthful Driver Crash Problem

Introduction: Motor vehicle crashes are the leading cause of death for young people 15 to 20 years of age. The Center for Disease Control and the National Institute on Alcohol Abuse report that alcohol is a factor in the four leading causes of death among persons ages 20 to 24. These four causes are motor-vehicle crashes, unintentional injuries, homicide and suicide. Though progress is being made, underage drinking remains a persistent problem among youth. According to the 2007 National Survey on Drug Use and Health, about 10.7 million Americans between ages 12-20 report current alcohol consumption; this represents nearly 28% of this age group for whom alcohol use is illegal.

Teen Drivers (15 to 19 Years Old):

The Century Council revealed that more than one-third of youths under the age of 21 killed in alcohol-related fatalities died during the months of April, May and June - prom and graduation season. Summer time marked by Memorial Day, Fourth of July and Labor Day holidays, is more deadly for youth under 21 than the Christmas and New Year's Eve holidays. The number of alcohol related traffic fatalities during the summer-time holidays is nearly double the number of alcohol-related traffic fatalities among youth under 21 during the winter time holidays (132 compared to 74 nationwide). According to the National Highway Traffic Safety Administration (NHTSA) in 2001 alone, 2,950 youth under 21 died in alcohol-related traffic fatalities, and 1,012 of them died during the months of April, May and June.

A smaller (5.7%) proportion of 15-19 year olds are licensed than would be expected by their representation in the population (7.6%), but they are involved in a disproportionately large proportion (14.2%) of all crashes and are also disproportionately represented in drinking drivers in crashes (10.2%).

On the basis of miles driven, teenagers are involved in three times as many fatal crashes as driver in general. During 2001, one in every 518 driver's ages 16-19 involved in a crash was killed.

- A. In a recent report conducted by Allstate on *America's Teen Driving Hot Spots*, Tennessee was ranked 6th in the nation for its rate of teen fatal crashes per capita from 2000 to 2006. Those aged eighteen (32.2%) and nineteen (26.8%) were most likely to die in a crash, with males (68.8%) being twice as likely to meet this end as females (31.2%). Fatal crashes were also 68.9% more likely to occur in rural locations. This report went on to name the Nashville-Davidson-Murfreesboro-Metropolitan area as the 4th deadliest place in the nation for teen drivers with the leading contributing factors cited as lack of seatbelt use (46.2%), speeding (30.4%), alcohol (13.9%), and other drugs (2.6%), with June, July, and October being the deadliest months respectively.
- B. According to an article by AF Williams in a 2006 *Injury Prevention* issue titled "Young Driver Risk Factors: successful and unsuccessful approaches for dealing with them and an agendas for the future," having a strong GDL policy, as well

as ensuring compliance with the GDL process is key for seeing changes in the behavior of young drivers. (<http://www.allstatenewsroom.com/categories/6/releases/4403>).

- a. Tennessee currently employs a Graduated Driver's Licensing policy (GDL) which was recently given the highest quality rating of "Good" by the Insurance Institute for Highway Safety. (<http://www.iihs.org/laws/MeasureUp.aspx>). In order to promote compliance with GDL policies, GHSO will work to increase the number of youth registering for a Learner's Permit, and thereby matriculating through the graduated levels of the licensing system. In promoting further compliance with Tennessee's GDL laws, GHSO will develop educational materials for parents and law enforcement professionals on GDL policies.

- b. Data collected from youth participating in selected GHSO events during the CY 2009 indicated that many youth, while being of age to qualify for a Learner's Permit, did not currently hold one. The following counts of youth completed surveys: Lead and Live Youth Conference, 68 youth representing 22 organizations from 14 counties, with 53% reporting having no license of any type; Driving Skills for Life, 652 youth representing 14 high schools in 3 counties, with 74% reporting having no license of any type; and ThinkFast, 934 youth representing 19 high schools from 14 counties, with 84% reporting having no license of any type. See chart below:

Youth Reporting having NO Driver's License of any type 2008-2009						
	Lead & Live Youth Conference		Ford Motor Fund's Driving Skills for Life		Thinkfast Interactive Game Show	
	N=68		N=652		N=934	
	Total count	% of age	Total count	% of age	Total count	% of age
Under 15	10	91%	112	100%	518	100%
Age 15	8	67%	172	71%	218	70%
Age 16	9	47%	7	60%	41	59%
Age 17	8	33%	61	62%	2	12%
Age 18	1	50%	54	79%	4	67%
Over 18	0	0	7	70%	1	33%
Totals	36	53%	479	74%	785	84%

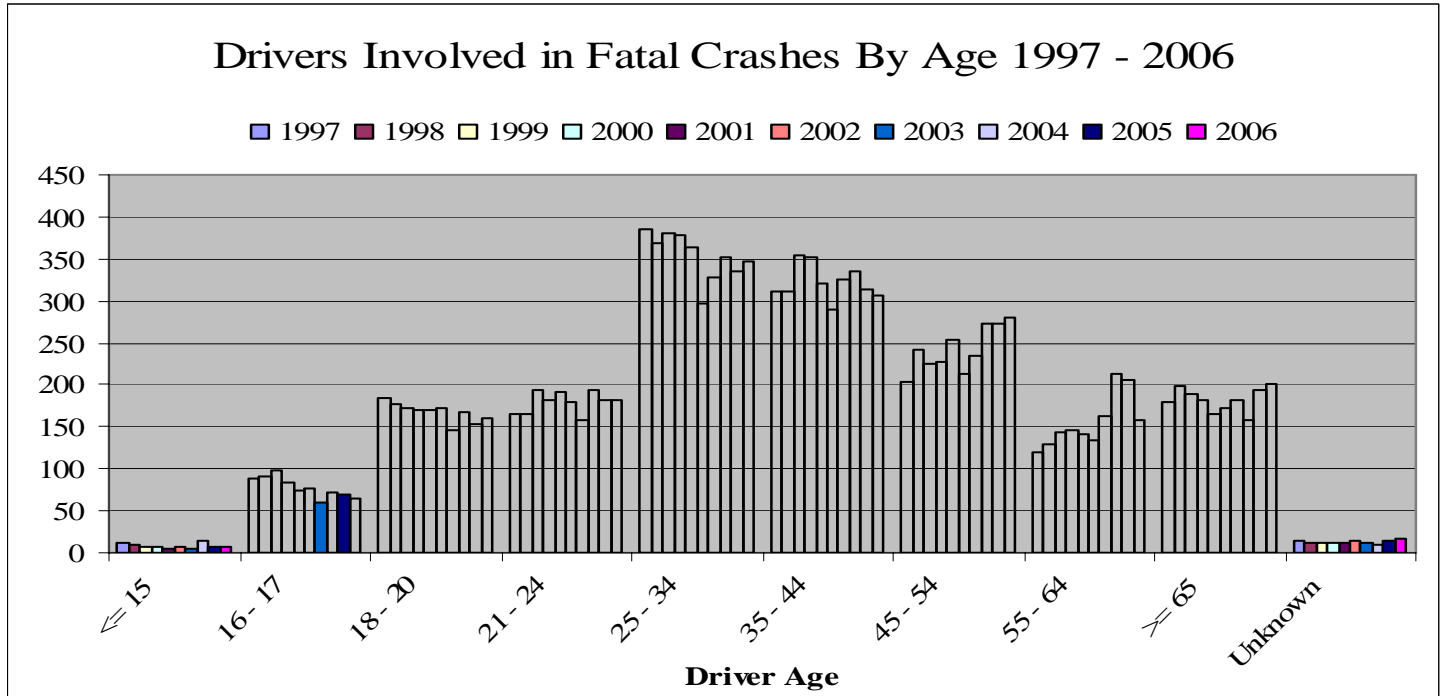
Youthful Drivers (20 to 24 Years Old):

This group contains legal but inexperienced drinkers who get behind the wheel. More 21 year olds died in alcohol-related crashes than any other age. Twenty-one to twenty-four year olds are a challenging group to address for behavior change, especially for drinking and driving behaviors. The binge drinking begun in high school is often consolidated during college years, whether or not they have access to motor vehicles during this period of their lives.

B. Risk Factors for Crash Involvement and Injury

Age and Inexperience Technical experience, good judgment and experience are all needed to make the many continuous decisions that constitute safe driving behavior. As age and driving experience increase, crash involvement decreases.

Onset Age Both the percentage of high school students who drink and the frequency of drinking increases as the grade level increases.



Gender In Tennessee, crashes involving men are much more likely than those involving women to be alcohol-related. Among all fatally-injured male drivers, 25% of those tested had BAC's of 0.08% or more in 2003. The percentage for women was 13. Alcohol involvement above the 0.08 BAC legal limits is highest for fatally injured male drivers ages 35-44. Male high school students were more frequent alcohol drinkers and more likely to report binge drinking than female students.

Risk Taking Adolescent impulsiveness results in poor driving judgment and participation in behaviors such as speeding, inattention, drinking and driving and not using a seat belt, and it is encouraged by peer pressure, against which the adolescent is poorly equipped. Compared to other age groups, teen drivers have more crashes involving higher risk factors. In 2002 the five major Contributing Factors for youthful drivers' fatal crashes were:

1. Speeding
2. Wrong Side of Road
3. Failure to Yield
4. Reckless Driving
5. Drinking

Persons 15 to 19 Years Old Killed in Tennessee Traffic Crashes by Person Type		
Yr	Drivers Killed	Total Fatalities
2003	85	143
2004	101	165
2005	73	122
2006	88	153
2007	99	152
2008	70	105

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 19 Aug 2009.

Yr	Driver Age	
	20 to 24 Yrs	Others
2003	16%	84%
2004	22%	78%
2005	17%	83%
2006	17%	83%
2007	23%	77%
2008	16%	84%

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 19 Aug 2009.

Persons 15 to 19 Years Old Killed in Tennessee Traffic Crashes by Person Type		
Yr	Drivers Killed	Total Fatalities
2003	85	143
2004	101	165
2005	73	122
2006	88	153
2007	99	152
2008	70	105

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 20 Aug 2009.

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	13,436	13,405	13,334	12,649	12,147	10,292	12,368	12,213	11,960	11,451	8,441	-37.2%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	14.5%	14.9%	14.6%	14.1%	13.8%	12.7%	13.4%	13.2%	13.1%	13.1%	12.3%	-2.2%
Licensed Drivers Between Ages 15 & 19	252,687	252,112	251,239	249,221	245,116	246,133	249,468	251,745	257,218	263,428	263,428	4.3%
Percentage of Licensed Drivers Between Ages 15 & 19	6.2%	6.0%	5.9%	6.0%	5.8%	5.8%	5.8%	5.8%	5.9%	5.9%	5.9%	-0.3%
Over-representation of Drivers Between Ages 15 & 19	2.34	2.47	2.50	2.34	2.36	2.19	2.29	2.30	2.24	2.21	2.07	-11.3%

Sources:

Drivers in Fatal and Injury Crashes - TN Dept of Safety Crash Databases, 07 Aug 2009.

Note: *Representation is percent of fatal and injury crashes divided by percent of licensed drivers

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Change
Drivers Between Ages 15 & 19 in Fatal Crashes	226	226	190	195	198	164	197	174	171	182	135	-40.3%
Drivers Between Ages 15 & 19 in Alcohol-involved Crashes*	1,229	1,117	1,198	1,086	1,218	997	1,161	1,209	1,098	1,026	862	-29.9%
All Drivers in Alcohol-involved Crashes*	9,845	9,135	9,626	9,379	11,304	12,996	13,908	13,914	13,780	13,028	11,607	17.9%
Percentage of Drivers in Alcohol-involved Crashes Between Ages 15 & 19	12.5%	12.2%	12.4%	11.6%	10.8%	7.7%	8.3%	8.7%	8.0%	7.9%	7.4%	-5.1%
Alcohol-Related Traffic Fatalities (Old Definition)**	513	515	542	533	485	443	542	473	518	468	404	-21.2%
Traffic Fatalities in Crashes Where Alcohol Involvement by Drivers Between Ages 15 & 19 was Observed***	46	43	45	32	51	29	34	20	29	33	19	-58.7%

*Includes crashes where alcohol use by any involved motor vehicle driver or non-motorist was observed by the reporting officer, where any driver had a positive BAC, or where any driver refused the BAC test.

**Alcohol related traffic fatalities are imputed by NHSTA and cannot be used in conjunction with data derived from crashes where alcohol use was actually observed.

***Driver alcohol use was observed by the reporting officer and/or BAC was greater than zero or the driver refused the BAC test.

Sources:

Alcohol-Related Traffic Fatalities (Old Definition) - National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2006/47_TN_2008.htm, accessed 07 Aug 2009.

All other fatal crash data - NHTSA FARS Encyclopedia, <ftp://ftp.nhtsa.dot.gov/FARS>, accessed 07 Aug 2009.

All other data - TN Dept of Safety Crash Reporting System, 07 Aug 2009.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 - 2008									
Year	N	Alcohol Test Results							
		None Given	Test Given, No Result Recorded	00	01 to 07	08+	Test Refused	Unknown If Tested	Invalid Data
2003	40,171	87.60%	1.78%	0.12%	0.06%	0.50%	0.96%	0.13%	8.84%
2004	44,836	89.66%	1.88%	0.04%	0.06%	0.44%	0.90%	0.14%	6.90%
2005	42,759	90.88%	2.01%	0.12%	0.07%	0.50%	0.95%	0.16%	5.30%
2006	43,044	89.95%	2.04%	0.11%	0.05%	0.43%	0.99%	0.10%	6.34%
2007	40,944	87.45%	1.84%	0.10%	0.04%	0.45%	1.03%	0.12%	8.97%
2008	36,821	87.38%	1.92%	0.09%	0.05%	0.49%	1.01%	0.09%	8.98%

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 19 Aug 2009.

1. Data collected from youth participating in selected GHSO events during the CY 2009 indicated that many youth, while reporting that they themselves do not drink and drive, they overwhelmingly report having ridden with an intoxicated driver. The following counts of youth completed surveys: Lead and Live Youth Conference, 68 youth representing 22 organizations from 14 counties, with 32% reporting having ridden with an intoxicated driver; Driving Skills for Life, 652 youth representing 14 high schools in 3 counties, with 53% reporting having ridden with an intoxicated driver; and ThinkFast, 934 youth representing 19 high schools from 14 counties, with 58% reporting having ridden with an intoxicated driver.

Youth Reporting having ridden with an intoxicated driver			
	Lead & Live Youth Conference	Ford Motor Fund's Driving Skills for Life	Thinkfast Interactive Game Show
	N=68	N=652	N=934
Details	32%	53%	58%

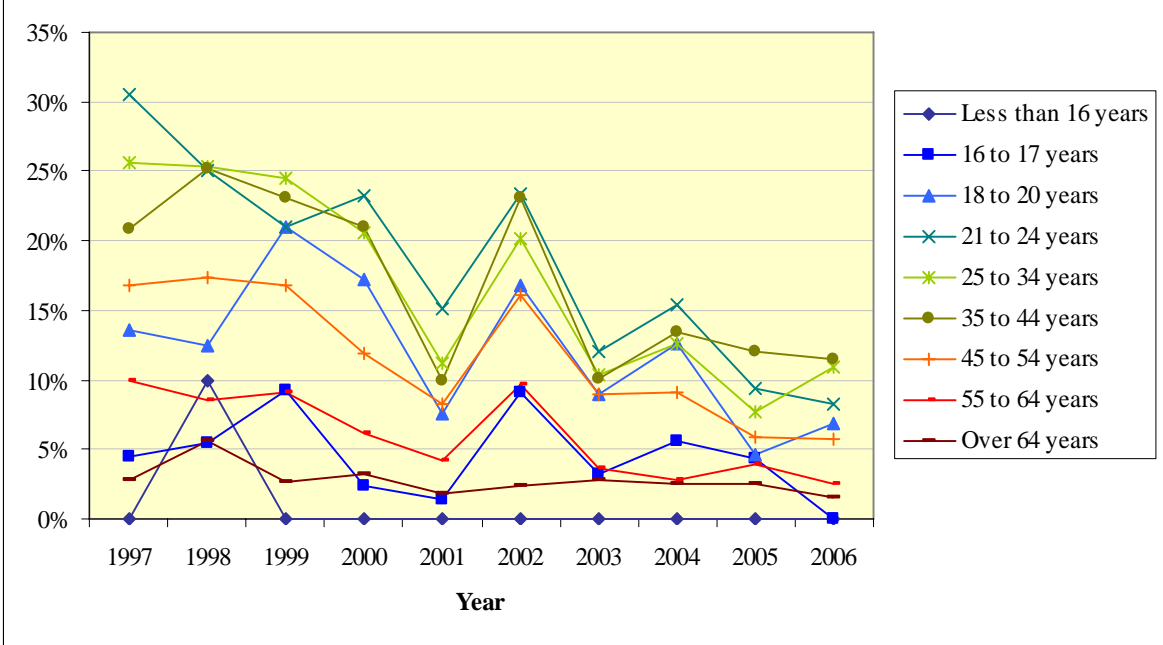
Persons 15 to 19 Years Old Seriously Injured (A) in Tennessee Traffic Crashes by Person Type		
Yr	Drivers	Total
2003	617	1,019
2004	726	1,173
2005	662	1,069
2006	583	993
2007	592	950
2008	537	895

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 20 Aug 2009.

Drivers in Fatal Crashes In Tennessee With Known BAC >= 0.08 By Age		
Yr	Driver Age	
	20 to 24 Yrs	Others
2003	16%	84%
2004	22%	78%
2005	17%	83%
2006	17%	83%
2007	23%	77%
2008	16%	84%

Source: TN Dept of Safety, Office of Research, Statistics, and Analysis, 19 Aug 2009.

Percentage of Drivers in Fatal Crashes with Known BAC>0.07% per Age Group



II. STRATEGIES FOR DECREASING DEATHS & INJURIES

Strategies Selected for 2009 (all targeted age groups)

Strategy: Education and Information The general public, youth and community prevention organizations/collaborations that work with youth on young driver issues such as impaired driving, alcohol laws, safety belts, safe choices, etc. need access to up-to-date educational and motivational materials and current data to help them employ successful prevention strategies.

Strategy of Enforcement: This strategy covers both enforcement and enactment area. Because the data clearly demonstrate a relationship between age, other risk factors and crash involvement, the Tennessee Legislature passed a Graduated Driver License law. With knowledge that their community supports strict law enforcement intervention of youth underage alcohol laws, officers can be consistent and fair in their citation writing. This also sends a strict message to the community, and youth especially, that underage

alcohol violations will not be tolerated. The consequence of a citation and the involvement of the courts and the parents is often the first step towards a change in attitude about high risk drinking and driving. Tennessee has implemented Compliance Investigation (checks) statewide as a part of its Youth Enforcement Strategy.

Strategy- Empowered Community Programs: Prevention professionals understand the important role of families, schools and communities in helping young people to develop into healthy, caring and responsible adults. This shared responsibility is about helping young people to develop healthy choices and reduce risky choices while behind the wheel, in the passenger seat, and on the street. Comprehensive strategies expand partnerships with diverse organizations, minority populations and other high-risk and hard to reach populations.

Strategy -Protective Factor Development: Three models have been shown to be effective in establishing protective factors which enable young people to develop the life skills which favor good decision-making, including decision-making in their choices regarding safe behavior on Tennessee's roadways. These are: (1) Risk Factor Mitigation (2) Resiliency, and (3) Asset-Building

All three of these models have common ground in the protective factor research. Risk reduction factors include pro-social bonding, clear expectations, and learning life-skills. Resiliency factors include care and support, high expectations, and opportunities to participate. Asset building factors include care and support, clear boundaries, and structured time use. Using these models and developing youth programs focusing on prevention may provide our youth and communities across Tennessee the best opportunity of reducing motor vehicle crashes involving young people.

Strategy - Social Norms Marketing: Social norms marketing is one promising innovation to encourage in high-risk populations the healthy behaviors practiced by a majority of the public. The social norms approach to prevention is based upon promoting actual normative information to a specific group as a way of dispelling commonly held beliefs about exaggerated substance abuse norms. This approach is scientific and gathers data to show a significant disparity between perceived and actual substance use and then develops media and other strategies to promote the true norms.

IV. STRATEGIES/ ACTIVITIES

STRATEGY EMPOWERMENT- Community Programs

Activity-DE-10445-Teen Novice Driver and Occupant Protection Grant

Problem:

Motor vehicle crashes are the leading cause of death for 15 to 20 year olds. Research has shown that this is an at-risk group due to the maturing development of the brain is in its final stages according to the CDC. This group needs to be provided with training and encouragement from a variety of community resources to combat the problem. In addition, the courts and law enforcement needs to be utilized to provide adequate cause and effect demonstrations to gain the attention of today's youth.

Objective:

To reduce motor-vehicle crashes and fatalities among the under 21 year old age group.

Activities:

Education: Provide training and encouragement in the local schools systems. Enforcement: Local Law enforcement to assist in enforcing the State's GDL, speeding, and driver seatbelt laws. Judicial: Local judges to provide a fair method to encourage parents and students to obey laws or face consequences. Aid in the development of teenage usage through enough hours being spent behind the wheel. Community Relations: Development of a local support team of county and city leaders interested in saving lives and reducing accidents.

Resources:

Judicial - Local judges to provide remediation through court sponsored forms of adjudication to those teenage drivers caught breaking the laws. Law Enforcement - Work with high schools in producing seat belt survey, conducting programs, and enforcing state and local traffic laws for teens. Schools - Provide some form of driver education and awareness programs to effect positive behavior. Conduct seatbelt surveys at various campuses. Community Relations - Develop group of community leaders to assist judicial and law enforcement staff with manpower and resources to make positive impact on community awareness.

Self-sufficiency:

Through positive community relations find additional funding sources within 2 years to be self sustaining. 100% for first period and 75% for second year provided by GHSO.

Evaluation:

Quarterly reports to document involvement by various organizations in community project. Seatbelt surveys from each high school involved. Surveys to be conducted by team members to show effects on teen and parental driving attitudes as it relates to the program. Provide 3 years of crash data from local law enforcement to support reductions. Show a 10% reduction in teen crashes in city or county.

Agency Funded:

Washington County Sheriff's Department	Washington	\$60,000.00
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Activity: AL- 10421 – Youth Safety-Comprehensive Alcohol Risk reDuction (C.A.R.D.)

Problem:

Year after year alcohol remains the number one drug of choice for our State's young driver crashes. More than any other age group, those 15 to 20 years of age are over-represented in motor vehicle crashes. The easy availability of alcohol and the perception that they will not be caught procuring or consuming contributes greatly to the problem. High-risk behavior choices and the addition of alcohol increase the probability of crashes, injuries, and fatalities. Organization should be ranked in top half of youth alcohol problems per County Ranking.

Objectives:

1. Support efforts to enforce underage drinking laws in up to 10 communities.
2. Decrease the drinking driver crash rate for drivers age 15 to 20 identified by the reporting officer as had been drinking to 10%.
3. Decrease the number of 15-20 year old drivers and passengers killed and injured in motor vehicle crashes by 15%.
4. Reduce availability of alcohol to underage individuals in 6 communities

Activities:

Encourage local adoption of Comprehensive Alcohol Risk reDuction (CARD) enforcement projects. These are a combination of the Cops in Shops and the Party Patrol programs that allows for a greater number of patrols in a community and will increase the perception of risk. Provide 3 years of data to support claim.

Self-sufficiency:

Departments will provide a 25% hard match which will include program mileage, administration time, PI&E, additional enforcement hours, and training

Funded Agencies:

Johnson City Police Department	Washington	\$19,300.00
Memphis Police Department	lby	\$110,000.00
Tennessee Department of Safety	Statewide	\$199,994.16
Martin Police Department	Weakley	\$55,000.00

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Activity: AL- 10419– Youth Safety- Elementary and Secondary Schools

Problem:

Children and teens are involved in a fatal or serious injury crashes in which a seat belt/or child restraint device could have saved a life or minimized the injury. Children and young adults need to buckle up consistently and be made aware of the lifesaving benefits of buckling

Objectives:

Provide funding for 1 agency to provide educational opportunities to students in an innovative and creative format. Educational materials must include curriculum and other equipment that will encourage seat belt use. Educate parents, students and others of Tennessee laws related to seat belt and child restraint use and the lifesaving benefits of child passenger safety.

Activities:

Work with schools, parents, and others to educate and encourage seat belt/child restraint understanding and usage.

Self-sufficiency:

Schools will be able to continue using the materials, projects and curricula on a yearly basis.

Evaluation:

Administer an evaluation to teachers, parents and other school staff on the effectiveness of the program.

Agency Funded:

Tennessee Tech	Statewide	\$112, 585.00
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Activity: AL- 10422- Young Adult- Impaired Driving Prevention Projects

Problem:

Few effective programs/activities exist at the post secondary level aimed specifically at reducing impaired driving. A great deal of high-risk drinking and often drinking/driving behaviors occur on college campuses, and campus organizations are seeking methods of reducing these risks. The university/college organizations can provide a network for distributing a toolbox of strategies, materials and program ideas for addressing high-risk youth behaviors

Objectives:

To assist 12-13 post secondary institutions and their communities to implement new and effective impaired driving prevention programs and activities during FFY 09.

Activities:

- Encourage and assist university/college communities to develop, implement and evaluate alcohol/ impaired driving prevention programs/ activities.
- Disseminate information about DUI enforcement.
- Determine extent of problem drinking on campus.
- Provide sober ride efforts during key campus special events where alcohol is consumed.

Self-sufficiency:

Communities will provide manpower requirements and will continue efforts once GHSO funding has expired.

Evaluation:

Administrative number of communities funded.
Each community will evaluate their developed objectives.
Must work with local law enforcement.
Show 5% drop in alcohol related crashes in community.
Have Law enforcement to track data in Tracker.

Agency Funded:

TJohne	Statewide	\$95,000.00
CADCAT	Statewide	\$95,000.00
SADD	Statewide	\$100,000.00
TN Independent Colleges and Universities Association	Statewide	\$100,000

Activity: AL- 10423- DUI – Highway Safety Education Team

Problem:

Some high-risk drinking behavior begins in high school. In addition, college-bound high school students have mistaken perceptions of the amount and extent of drinking on campus, and they acquire positive college role models only by luck. The misperceptions become self-fulfilling prophecies. Social norms prevention strategies can change these perceptions. Program should reach high schools in a high risk county per the County Ranking evaluation. Provide 3 years of local data to support need.

Objectives:

To form an innovative partnership between Universities, including faculty, student peer educators and area high schools to broaden high school prevention efforts and promote a positive freshman experience with regard to alcohol.
Provide 3 years of local data to support need.

Activities:

Train public school staff about transition issues and social norms; train peer educators to present awareness programs to local high school students; prepare and distribute accurate information to local and college media and printed material to high school students and staff. Develop and present activities, presentations, and materials for incoming freshmen by means of trained academic and support staff and student peer educators. Provide alcohol-free social activities. Conduct focus groups and surveys. Provide 3 years of local data to support need.

Self-sufficiency:

Project will be documented and shared with other campuses, private schools, technical colleges.

Evaluation:

Administrative evaluation including number of college students and high school students involved in the program; pre/post surveys of perceptions and drinking behavior of program/non-program students. Work with law enforcement to reduce crashes and DUI arrests. Provide local data to support results.

Agency Funded:

Tennessee Secondary School Athletic Association Statewide \$60,000.00

Activity: AL- 10442- Underage Drinking Prevention

Problem:

Underage drinking is America's number one youth drug problem, killing more people under the age of 21 than all other illicit drugs combined. Underage drinkers are responsible for between 10 and 20 percent of all alcohol consumed in the United States. Alcohol causes serious problems in young people, including death, injury, poor health, and weak academic performance.

Traffic crashes are the top killer of teens and nearly one third of teen traffic deaths are alcohol related. In November of 2004, the Tennessee Department of Transportation reported that from 1996- 2002, 1,804 youth ages 16-20, were killed in alcohol related traffic crashes. The rate of alcohol positive youth drivers involved in fatal crashes increased 45.4% from 1996-1998 to 1999-2001. In Nashville, 38 percent of youth 9-12 reported having at least one drink of alcohol in the past 30 days and twenty three percent of students reported having their first drink of alcohol before the age of 13, according to the Youth Risk Behavior Survey conducted in 2003. Sixty nine percent of youth surveyed have had at least one drink of alcohol during their lifetime.

Objectives:

Youth In Action (YIA) focuses works to reduce the social and retail availability of alcohol to minors, increase education and enforcement of the Zero Tolerance Law, and to support local law enforcement with education and training.

1. Increase the compliance rate of alcohol retailers
2. Provide local law enforcement with training to conduct successful compliance check operations
3. Educate adults to the penalties of providing/selling alcohol to minors

Activities:

Provide monthly reports and claims, analyze compliance check data, provide training, and all other activities

Self-sufficiency:

Evaluation:

Track youth alcohol offenses in targeted communities and collect compliance check data in coordination with local law enforcement. Track exposure of program messaging to youth, adults and law enforcement.

Agency Funded:

Mother's Against Drunk Driving

Statewide

\$84,000.00

7-05 POLICE TRAFFIC SERVICES

I. PROGRAM DESCRIPTION

Police Traffic Services (PTS) program grants are highly effective in reducing traffic related injuries and fatalities through Prevention, 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.

All grants for law enforcement activity require that participating officers be trained in Standardized Field Sobriety Training (SFST) , and that participating agencies coordinate their traffic patrols with other local safety activities and with state and national mobilizations or waves of enforcement.

Goal 1: To decrease the number of fatalities related to speeding by 5 % from base calendar year 2008 of 243 to 230 by December 31, 2010.

Objective 1: To decrease the number of speed-related fatalities and crashes from the 2008 calendar base Year data.

Performance Measure: 243 speeding-related fatalities from the base year 2008 to 230 by December 31, 2010.

Objective 2: To decrease the number of rural fatalities and crashes from the base year of 2008

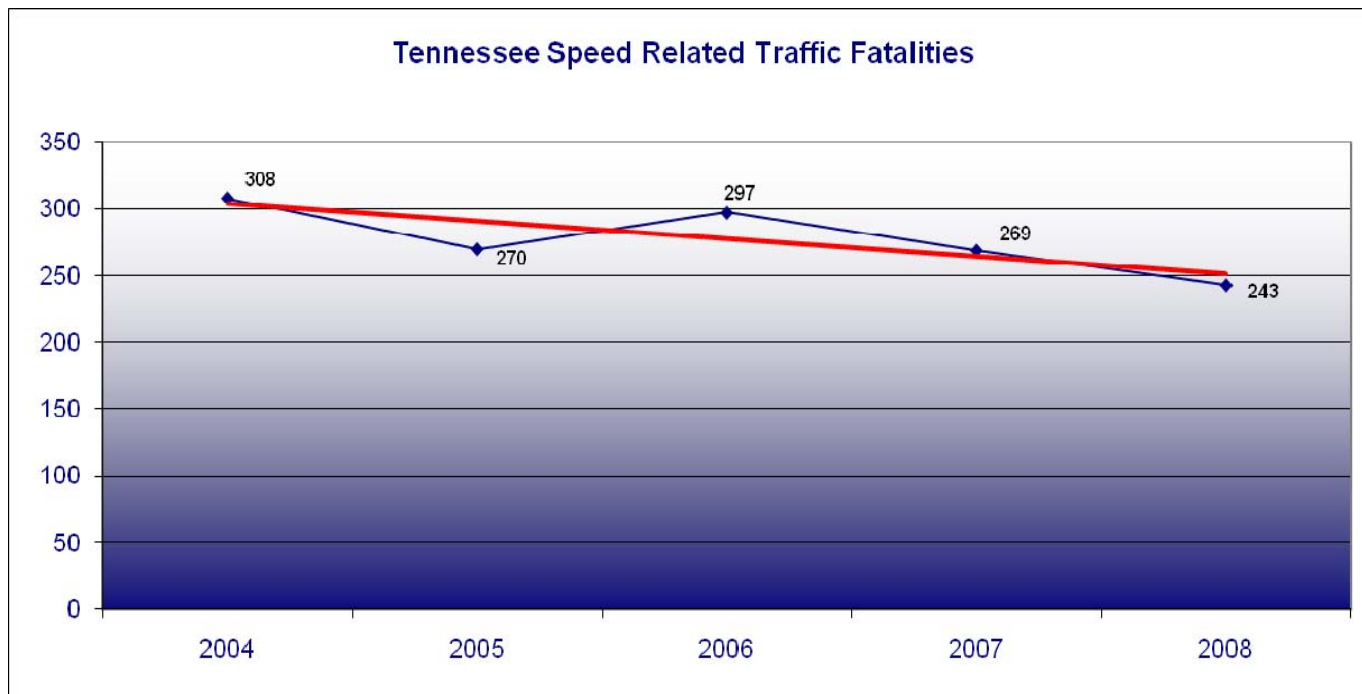
Performance Measure: The number of reportable crashes in which the responding law Enforcement officer recorded the crash as occurring in a rural location; the number of fatalities and injuries sustained in such crashes.

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

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

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

II. MAGNITUDE AND SEVERITY OF DRIVER BEHAVIOR-CAUSED Fatalities and Crashes



Aggressive Driving: Aggressive drivers are high-risk drivers. They are more likely to drink and drive, speed, or drive unbelted even when not being aggressive. They act as though their vehicle provides anonymity, allowing them to take out driving (and non-driving related) frustrations on others. Their frustration levels are high and concern for other motorists low; they consider vehicles as objects and fail to consider the human element involved. Roadway congestion is a big contributing factor to driver frustration and a trigger to aggressive driving behaviors.

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 or tailgating
- erratic and improper passing
- improperly signaling lane changes
- disobeying red lights and flashing lights
- reckless, careless, or inattentive driving
- driving while suspended license

III. ACTION PLANS FOR REDUCING FATAL CRASHES & INJURIES

The Police Traffic Services program focuses on enforcing and encouraging compliance with seat belt use, impaired driving, speed limit and other traffic laws. The grants are highly effective in reducing traffic collisions through selective enforcement and education.

Generally, Police Traffic Services grants fall into two categories. The first type provides funding for personnel, equipment, and other direct costs such as overtime. The grant period is typically thirty six months with a 12-month operational period. GHSA provides 100 percent salary and benefit funding for the first 12-month operational period and 75 percent for the second 12-month period. The three-month period at the beginning of the grant allows agencies time to procure equipment, hire, and train personnel.

The second grant type provides traffic-related equipment, and other direct costs, but not full-time personnel. The grant period is typically 15 months with a 12-month operational period. The three-month period at the beginning of the grant allows your agency time to procure equipment, and training existing personnel. Examples of funded equipment include: In-car Video camera, radar and laser speed measuring devices, visible display radar trailers, DUI checkpoint trailers, preliminary alcohol screening (PAS) devices, computers, and overtime costs. These grants typically range from \$10,000 to \$100,000.

Targeted Traffic Law Enforcement: Specialized enforcement projects such as speed enforcement waves, aggressive driving patrols, red-light running campaigns and the like may contribute to the public's awareness of specific types of unsafe driver behaviors at the same time that the presence of traffic patrols serves as a general deterrent to the wide variety of undesirable behaviors that are not being targeted.

The Federal Highway Administration and Tennessee State have finalized a comprehensive state intersection safety program. It proposes multiple strategies applying education, enforcement, and engineering improvements including using technologies such as red-light-running cameras, and others.

IV. PROGRAM ADMINISTRATION

Activity- PT-10387- POLICE TRAFFIC SERVICES - PROGRAM MANAGEMENT

Objectives: Administer the Police Traffic Services Program, including project development and implementation, training development and implementation, coordination of special projects. Promotion of law enforcement technology and tools, participation in conferences, training, and appropriate committees.

Scope: Short and long-term planning and management of the Police Traffic Services Program and activities in Tennessee. Coordination on traffic law enforcement activities. Coordination with traffic law enforcement activities funded from other federal, state, and local resources

Activities:

- Develop networks in 4 regions of state.
- Coordinate Law Enforcement agencies to participate in various GHSO sponsored programs.
- Coordinate the district LE agencies and communicate Highway Safety Strategic plan.
- Submit reports to GHSO and NHTSA.
- Develop and Implement TN Governor's Law Enforcement Challenge.
- Schedule and arrange for instructors and materials to implement training for traffic officers in SFST and mobile camera use.
- Manage and administer alcohol and other drug safety program activities including analysis, grant applications, contract management and fiscal management of federal and state funded programs and projects.
- Serve as a liaison to other state agencies, associations and organizations on alcohol related highway safety issues.

Evaluation:

Administer quarterly surveys of promotional efforts describing who, what, where, when of efforts made, and results of the efforts.

Agency Funded:

Agency		\$ Amount
UT/Law Enforcement Liaison	Statewide	\$988,000

ENFORCEMENT

Activity- PT- 10304- High Visibility Law Enforcement Campaigns

Objectives:

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

Scope:

Law enforcement participation is critical in achieving results with high visibility campaigns such as "Booze It and Lose It", "Click It or Ticket", "Buckle Up in Your Truck" and the holiday months. These events focus on seat belt safety and alcohol countermeasures programs aimed at saving the lives of Tennessee citizens. In order to achieve measurable results, local law enforcement agencies are to make a concerted effort to conduct and participate in checkpoints and enforcement of State laws. **This is a one year award program of \$ 5,000.00. Those agencies that will receive a programmatic grant are not eligible to receive this grant.**

Activities:

Conduct and participate in:

- 1. At least 1 checkpoint in each of the following campaigns: - Holiday Alcohol Countermeasures {1st qtr} - Super Bowl weekend {2nd qtr}. - Click It or Ticket {3rd qtr} - Buckle Up in Your Truck {3rd qtr} and - 4 nights of checkpoints during Booze It and Lose It campaign {4th qtr}.
- Enforcement of State laws.
- Reporting of activities on the www.TnTrafficSafety.org website, assigned data-link at the end of each campaign period.
- Participation in LEL network meetings.
- Other events to promote highway safety.

Evaluation:

Agencies must submit enforcement campaign data to www.TnTrafficSafety.Org web site and complete the data link for each campaign period. Each agency involved will have one contact person enter the data at the end of the campaign. Data collected includes participation in checkpoints, number of hours by officers involved in participation, number of citations and arrests for DUI, seatbelts, speed and misdemeanor and felony charges Participating agencies should be active in local LEL Network and utilize the TITAN system.

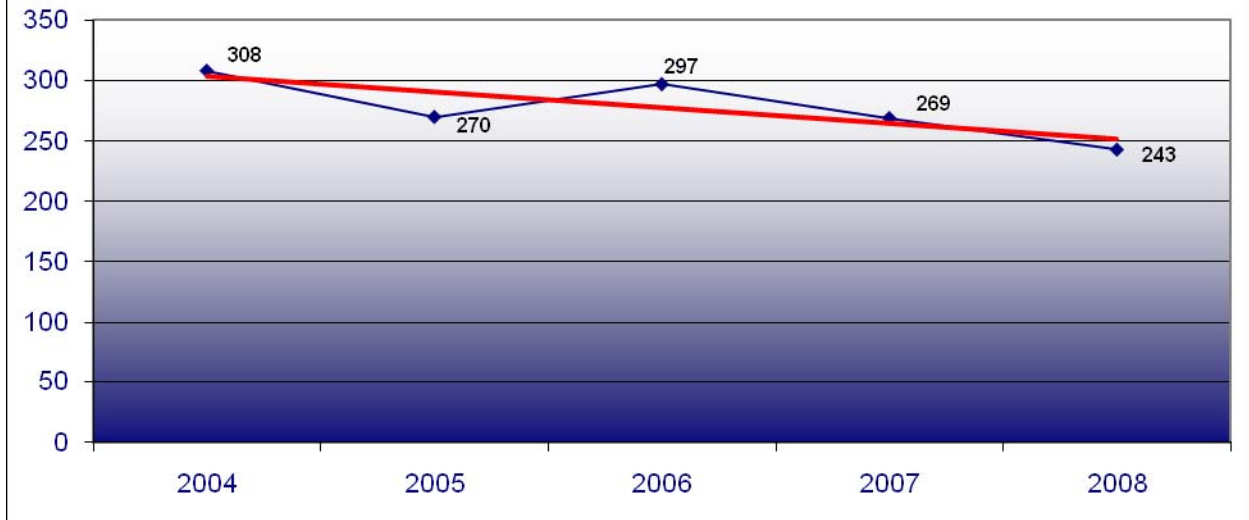
AGENCIES FUNDED:

Alamo PD	Dyer County SO	Macon County SO	Rutherford PD
Alexandria PD	Dyer PD	Manchester PD	Saltillo PD
APSU - PD	Dyersburg PD	Marion County SO	Samburg PD
Baileyton PD	East Ridge PD	Mason PD	Sharon PD
Baxter PD	Englewood PD	Maynardville PD	South Carthage PD
Bell Buckle PD	Erwin PD	McMinnville PD	Sparta PD
Bells PD	Estill Springs PD	Meigs County SO	Spencer PD
Benton County SO	Fentress County SO	Millersville PD	Surgoinsville PD
Benton PD	Franklin County SO	Minor Hill PD	Sweetwater PD
Bledsoe County SO	Friendship PD	Monroe County SO	Tazewell PD
Bluff City PD	Gainesboro PD	Monteagle PD	Tellico Plains PD
Brighton PD	Germantown PD	Monterey PD	THP - 1st District
Burns PD	Gleason PD	Mountain City PD	THP - 2nd District
Calhoun PD	Goodlettsville PD	NE State CC - PD	THP - 5th District
Camden PD	Gordonsville PD	New Hope PD	THP - 6th District

Cannon County SO	Graysville PD	New Johnsonville PD	THP - 10th District
Carter County SO	Greenbrier PD	New Tazewell PD	Tracy City PD
Carthage PD	Grundy County SO	Newbern PD	Trezevant PD
Celina PD	Hamblen County SO	Newport PD	Trousdale County SO
Centerville PD	Hawkins County SO	Nolensville PD	Troy PD
Charleston PD	Haywood County SO	Norris PD	Union County SO
Church Hill Public Safety	Henning PD	Obion County SO	UTC - PD
Clay County SO	Hickman County SO	Obion PD	Walters State Campus PD
Cocke County SO	Huntland PD	Oliver Springs PD	Warren County SO
Collegedale PD	Jacksboro PD	Pickett County SO	Wartburg PD
Coopertown PD	Jamestown PD	Pigeon Forge PD	Watertown PD
Cornersville PD	Jefferson City PD	Pikeville PD	Waverly PD
Crossville PD	Jellico PD	Pittman Center PD	Weakley County SO
Cumberland City PD	Johnson County SO	Pleasant View PD	Westmoreland PD
Cumberland County SO	Kenton PD	Polk County SO	White Bluff PD
Dandridge PD	Lafayette PD	Portland PD	White House PD
Decatur PD	LaFollette PD	Powells Crossroads PD	Whitwell PD
Dekalb County SO	Lawrenceberg PD	Red Boiling Springs PD	Woodbury PD
Dresden PD	Lookout Mtn. PD	Rossville PD	

Activity- PT- 10380-Traffic Services Enforcement- Multiple Violations Projects (Speeding-Related)

Tennessee Speed Related Traffic Fatalities



Year	Speed Related Fatalities	% Speed Related
2004	308	23.00%
2005	270	21.26%
2006	297	23.13%
2007	269	22.23%
2008	243	23.48%

Goal: To decrease speeding related fatalities five percent from the 2008 calendar base year average of 243 to 230 by December 31, 2010.

Objectives:

- To support sustained Impaired Drivers' enforcement.
- To reduce the incidence of speed - related crashes by 10%, associated fatalities and incapacitating injuries, and 10% reduction in speed-related crashes by the end of FFY 2007-08.
- To reduce statewide incidence of driver-aggression caused crashes, fatalities and injuries by the end of CY 2008.
- To decrease work-zone crashes.

Scope:

Impaired driving, occupant protection, work zones, speed violations and aggressive drivers require a high level of sustained enforcement as well as, participation in national mobilizations. Sustained traffic enforcement consists of at least monthly patrols covering areas in which more than 80% of the population resides and in which more than 60% of the fatal alcohol crashes occur and/or a disproportionate fatality to crash ratio was observed. In 2003, speed was a contributing cause in 14% of crashes and 15% of all fatal crashes. 39.1% of all fatal and injury crashes were listed as caused by aggressive driving actions. While more people were injured in urban crashes, more people were killed in rural crashes in 2003-05.

Activities:

- Speed/Aggressive Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement related tools or a combination of both.
- Impaired Driving Enforcement Projects consisting of overtime enforcement, purchase of enforcement-related tools or a combination of both.
- Work with LEL Area Network manager to build model program that can be communicated to other agencies.
- Enter Citations into the Tracker Log for analysis.
- Work with local DA's with citation information for tracking repeat offenders.

Evaluation:

Enforcement Activity Report Forms, monthly reports. Administrative evaluation based on officer reporting, Citation Forms, and other reporting forms. Citations entered into Tracker. Note: electronic crash report submission is required to provide faster evaluation data for on-going program improvements.

AGENCIES FUNDED:

Anderson County Sheriff's Department	Anderson	\$ 88,679.80
Ashland City Police Department	Cheatham	\$ 19,800.00
Blount County Sheriff's Department	Blount	\$ 100,000.00
Bradley County Sheriff's Department	Bradley	\$ 46,248.77
Brownsville Police Department	Haywood	\$ 47,064.90
Collegedale Police Department	Hamilton	\$ 20,000.00
Cookeville Police Department	Putnam	\$ 33,443.25
Cowan Police Department	Franklin	\$ 20,000.00
Decherd Police Department	Franklin	\$ 14,985.56
Fairview Police Department	Williamson	\$ 35,333.72
Greeneville Police Department	Greene	\$ 30,000.00
Hamilton County Sheriff's Department	Hamilton	\$ 128,402.54
Hendersonville Police Department	Sumner	\$ 60,000.00
Knoxville Police Department	Knox	\$ 106,539.40
LaVergne Police Department	Rutherford	\$ 40,000.00
Loudon Police Department	Loudon	\$ 20,000.00
Maryville Police Department	Blount	\$ 40,000.00
McKenzie Police Department	Carroll	\$ 20,000.00
Memphis Police Department	Shelby	\$ 165,395.78
Montgomery County Sheriff's Department	Montgomery	\$ 100,000.00
Oak Ridge Police Department	Anderson	\$ 40,489.28
Red Bank Police Department	Hamilton	\$ 30,000.00
Ripley Police Department	Lauderdale	\$ 20,000.00

Roane County Sheriff's Department	Roane	\$ 37,899.46
Sevier County Sheriff's Department	Sevier	\$ 39,263.76
Sevierville Police Department	Sevier	\$ 30,000.00
Shelby County Sheriff's Department	Shelby	\$ 199,999.06
Signal Mountain Police Department	Hamilton	\$ 20,000.00
South Pittsburg Police Department	Marion	\$ 20,000.00
Springfield Police Department	Robertson	\$ 26,635.00
Tullahoma Police Department	Coffee	\$ 30,000.00
Winchester Police Department	Franklin	\$ 12,190.44

Activity-PT- 10424 - Network Law Enforcement Grants

Activities:

Tennessee GHSO's twenty two Law Enforcement Network organizations, across the state, help promote the traffic safety initiatives. Also involved in the Networks are safety professionals from the counties – particularly health educators, judges, EMS, and CPS Technicians. Network groups meet at a luncheon meeting one day each month for networking and programs on subjects of interest. For this effort to be successful, Local Area Network Coordinators (LANCs) is called upon to make a major investment of time and effort. Contacting and following up with Network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs and coordinating GHSO initiatives will involve their spending a great deal of time on the Network.

Evaluation:

The success of the Network Programs and of the individual Local Area Network Coordinators will be measured by:

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

AGENCIES FUNDED:

Agency	LEAs	\$ Amount	Reason for Grant Awards
Brownsville PD	West Area LEAs	20,000.00	<u>Funds are Granted to these LEAs because they are very much involved and enthusiastic in coordinating PTS activities throughout</u>
Lexington PD		20,000.00	
Madison County SD		20,000.00	
Memphis PD		20,000.00	
Paris PD		20,000.00	
Shelby County SD		20,000.00	
Dover PD	Middle TN Area LEAs	20,000.00	
Hohenwald PD		20,000.00	
Lewisberg PD		20,000.00	
Ridgetop PD		20,000.00	
Smyrna PD		20,000.00	
Benton PD		20,000.00	

Collegedale PD	Cumberland Area LEAs	20,000.00	<u>the states and neighbouring states.</u>
Crossville PD		20,000.00	
Jamestown PD		20,000.00	
Kimball PD		20,000.00	
Woodbury PD		20,000.00	
Blount County SD	East TN Area LEAs	20,000.00	
ETSU, Public Safety		20,000.00	
Mount Carmel PD		20,000.00	
Roane County SD		20,000.00	
Washington County SD		20,000.00	

TRAINING

Activity-PT- 10381- State Law Enforcement Training

Objective:

Train Tennessee Highway Patrol officers.

Scope:

Provide a quality Law Enforcement Traffic Management Training Course to the Department of Safety Supervisors and make this course available to all Tennessee and surrounding Law Enforcement Agencies.

Activities:

Provide a qualified Law Enforcement Management traffic training course to Law Enforcement supervisors in order to increase and promote professionalism within the Law Enforcement Community. Make this same educational opportunity accessible and affordable to other Law Enforcement agencies. This project plans to conduct one 10-week Law Enforcement Management training course to forty Law Enforcement

Evaluation:

Individual course tests, research papers and other assignments will be graded by the course instructors. The Director of the Tennessee Department of Safety Training Center will also assess these for possible adaptation and implementation. All students will conduct research based on highway safety topics as selected by GHSO representatives and TDOS project/program coordinators. Copies of research papers will be furnished upon request, to the GHSO, and the TDOS Research, Planning and Development Division.

AGENCIES FUNDED:

Agency	County	\$ Amount
TDOS	TN Statewide	36,000.00

Activity-PT- 10403- Traffic Related Law Enforcement Training

Objective:

Meet the training needs of law enforcement related to highway safety initiatives, by increase class availability consistent with statistical data of highway safety needs within the state.

Scope:

Continue to provide highway safety training to law enforcement personnel throughout the state in related areas of need consistent with training needs and assessment reviews. Provide traffic related classes in rural areas that consistently underperform related to fatality reduction and impaired driving crashes. Interact with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention.

Activities:

Crash Investigations:

- Provide 4 Basic Crash Investigation Classes
- Provide 4 Advance Crash Investigation
- Provide 3 Reconstruction Classes

Other Traffic Related Training:

- 6 Basic RADAR and LIDAR operation and Certification
- 3 Safe Traffic Stops Training
- 2 Motorcycle Accident Scene Training
- 2 Law Enforcement / Traffic Instructor Development

Evaluation:

Review class attendance records, review instructor feedback and student critique information. Review statistical trends related to training and evaluate and recommend adjustments. Provide annual report of training and attendance to Law Enforcement Administrator and GHSO Director.

AGENCIES FUNDED:

Agency	County	\$ Amount
TN Law Enforcement Training Officers' Association	TN Statewide	237,728

Activity-PT- 10382- Law Enforcement Language Training

Objective:

Train law enforcement officers statewide in Tennessee to conduct highway safety activity and enforcement in languages other than English. Reduce barriers of language in traffic enforcement.

Scope:

Law enforcement officers need the ability to perform effectively and safely with non-English speaking residents and motorists in order to stay current in traffic safety issues. Courses will be offered to attain this skill. This activity will allow train-the-trainer courses.

Activities:

Conduct training sessions that result in the acquisition of basic Spanish language skills as well as provide the opportunity to develop advanced language skills through a 100 hour language Immersion course. Perpetuate learning of the language by Tennessee officers by conducting Train-the Trainer course with Tennessee officer trainers.

Evaluation:

Student evaluations from each course conducted (including anticipation of resulting behavior changes), numbers of officers trained, number of participating departments, number and types of courses conducted, and final training report.

AGENCIES FUNDED:

Agency	County	\$ Amount
Columbia State University	TN Statewide	245,000.00

Activity-PT- 10396- Law Enforcement Education and Networking

Objective:

Promote a working relationship with Police Chiefs Association to enhance LEL networking and increase awareness of GHSO programs.

Scope:

GHSO works with the Police Chiefs Association in creating a working environment to effect public safety. This is done through working with and promoting their annual awards meetings.

Activities:

- Provide funding and logistics to assist with the Associations statewide awards ceremonies.
- Partnering to support the Law Enforcement Challenge

Evaluation:

Increase in attendance at the awards ceremonies over previous years. Ability to provide input and get word out on GHSO sponsored training and grants application process.

AGENCIES FUNDED:

Agency	County	\$ Amount
TN Association of Chiefs of Police	Statewide	60,000.00

I. GOALS and OBJECTIVES

A. Goals

Implement and simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.

Develop and maintain a knowledge base for the traffic records system so that the strategic resources are managed effectively in reducing crashes, fatalities, and injuries on Tennessee roads.

Continue to develop and use data linkage partnerships so that collected data is provided to a diverse set of users, agencies, and jurisdictions to improve traffic safety analyses to reduce injuries and deaths.

B. Objectives

Objective 1: Increase the use of electronic crash data collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee state, local organizations and other data users during FFY 2010.

Performance Measure: Have 4 out of the Big 8 Metropolitan areas reporting electronically by June 2010. Have 85 agencies with over 50 crash reports uploading to DOS, and the development of XML schema to allow for RMS systems integration by November 2010.

Baseline: During 2003-2006, over 154 agencies were contacted and demonstrations for the use of electronic data collection were conducted.

Status: All THP reporting is currently completed by TraCS. The larger agencies have been added and the initial phases of implementation for the smaller agencies are underway. Currently, 126 agencies have been provided TraCS software and have had it installed and 83 agencies are uploading electronic crash reports.

Objective 2: Implement and maintain a formalized process with detailed documentation for Electronic Crash collection, and a statewide support process for both RMS and TraCS users.

Performance Measure: Implement and update a multi-agency deployment plan to include: end user training, technical and administrative manuals, a process plan, a knowledge-based tool, updated control processes, an improved communications plan, and XML schema.

Baseline: Portal access is granted through the Administrative Office of the Courts that allows users the ability to view relevant offender information. The University of Memphis' web tracking system is in place and is currently being used by all TN DUI coordinators.

Status: The state is currently under contract for the development and maintenance of the statewide system. This contract went into effect in August of 2007. The second phase has been completed and agencies are submitting data. Comprehensive statewide "Tennessee Integrated Traffic Analysis Network" (TITAN) training has

been offered since late October of 2008. Currently 126 agencies have participated in a two-day train-the-trainer course. A TITAN help desk has been developed to correct user problems. Field technicians are also in place for personal visits with local agencies to demonstrate proper use of the program if needed. A TITAN web-site has been developed which includes, among other things, training schedules, manuals, and "cheat sheets".

Objective 3: Update Crash data collection workflows and forms to increase timeliness and accuracy.

Performance Measure: There is no current backlog of crash data. The goal is to maintain a continual flow for submissions using electronic systems, thus preventing a future backlog, until the electronic reporting system is fully implemented.

Baseline: The centralized data submission system is in place.

Status: The backlog has currently been eliminated with assistance from a third party. In order to ensure continual flow during implementation of electronic reporting, all future backlogs must be prevented by this group's ongoing provision of crash data entry.

Objective 4: Increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2010.

Performance Measure: The number of communities and agencies using integrated reports for highway safety purposes will be assessed.

Baseline: In 2004, TDOH provided 200 communities with linked hospital discharge/ crash reports.

Status: The Department of Health has completed the development of a statewide trauma registry. The EMS and Trauma Center Data collection systems are complete. Each has validation and edit checks built in that ensure data quality. All Trauma Centers use TRACS software, developed by ACS, to enter their trauma cases. TRACS contains internal data checks to ensure completeness and quality of the data. In addition to some quality control checks performed by the individual hospitals, validation checks are performed once the record is submitted to the State registry.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Nature of the Traffic Records System

Information as Government Function: One important government function is the provision of timely, accurate, complete and replicable data to be used for policy development and for the allocation of public funds to effective and cost-effective projects and programs. Traffic Records are core components of public safety, public health and public security decision support.

A "performance plan" such as the Highway Safety Plan requires good information for program and project selection and for measuring the effectiveness of programs and projects for which public funds have been distributed. This planning function is highly dependent upon the availability and use of quality data from the Tennessee Traffic Safety Information System. The Traffic Records Assessment team reported that the Crash File contains an unacceptably high rate of errors.

Uses of Traffic Records: A complete and comprehensive state traffic records system is essential for effective traffic-related injury control efforts. Traffic records provide the

necessary information for tracking of trends, planning, problem identification, operational management and control, and implementation and evaluation of highway safety programs.

Behavior Change/Social Survey Data: Since a majority of crash causation (85% to 95%) results from human behavior, Traffic Records Systems should also contain data about knowledge, attitudes, and behaviors of people who are at the greatest risk of traffic injury. Tennessee conducts yearly seatbelt surveys to understand the impact of various law enforcement campaigns and advertising. The HSP plan includes concentration on this segment of the population. Other perceptions measured by a GHSO grantee include perceptions for law enforcement, punishment costs, the open container laws, DWI and DUI laws, and the potential problems created by cell phone usage while driving.

III. STRATEGIES/ ACTIVITIES

STRATEGY-ADMINISTRATION

Activity: TR- Program Management

Problem: Problem identification, program and project development and analysis, and database development require skilled analysts. Project data must be received, entered, analyzed and reported in a timely fashion for local as well as state project and program analyses.

Objectives:

1. Assist in the development of the Highway Safety Plan.
2. Develop and perform analyses of programs and projects.
3. Develop more accessible and user-friendly reports.

Evaluation: This project will be administratively assessed.

Activity: TR – Strategic Plan Oversight

Problem: Additional funding is needed to assist with data linkages, electronic crash records submissions, and the maintenance of bubble form data entry. Additionally, deficiencies in the Traffic Records System must be addressed by the Traffic Records Coordinating Committee (TRCC).

Objectives:

1. Improve timeliness and quality of crash reports through technology.
2. Improve oversight of crash data linkages and elements to meet federal standards.
3. Increase integration of fatality locations data with crash data to improve the engineering of road improvement plans.
4. Integrate justice data.
5. Maintain a statewide Injury Surveillance System.
6. Make traffic safety data available to all applicable parties.

Self-sufficiency: This is a multi-year grant.

Evaluation: NHTSA regional offices evaluation occurs during the renewal of 408 fund application.

STRATEGY-DATA

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

Problem:

Tennessee's State Traffic Records Coordinating Committee gave top priority to automating the crash data system, improving location data collection and the use of new technology for efficient and accurate data collection. Tennessee is one of 19 states and Canadian provinces participating in the Iowa National Model Program for Automation of Law Enforcement Reporting. Tennessee's 3-phase crash module project is well into its third phase. Automated crash and citation data collection, including automated location information will improve the usefulness of these reports to many end users.

Objectives:

1. Implement the Tennessee crash and citation reporting systems and support automation of related law enforcement officer reports to Tennessee law enforcement agencies.
2. Improve automated crash location by improving GIS mapping and GPS locations into the crash data and other data systems.
3. Maintain a coordinated statewide TraCS project by convening quarterly meetings of the TraCS Steering Committee and its location and coordination subcommittees. Continue implementation of TraCS electronic data submission into statewide law enforcement agencies. Provide statistical analysis of data for reports.
4. Develop design tools to provide access to descriptive statistics. Modify the TITAN collection reports to adhere to the current standard data sets approved by THP administration.
5. Increase the quality of information gathered for offenders

Activities:

Provide post-certified training for law enforcement agencies to see that the Tennessee Department of Safety (TDOS) receives electronic crash reports on time. Assist in standardizing reports and data collection. Provide a help desk. Provide TraCS and XML test plans and Life Cycle plans. Deploy electronic data collection. Work on updating paper reports for temporary usage in concert with TRCC Strategic Plans. Scan and document monthly results to GHSO.

Self-sufficiency:

Institutionalization of traffic records/public safety information systems coordination is a top priority of the strategic plan. It is dependent upon perception of value by state and local collectors and users of location data.

Evaluation:

Document the timeliness and accuracy of submitted crash data for all agencies reporting to TITAN. Assess the "paper to electronic" transition for law enforcement as they implement the program. Evaluate the increase in the number of agencies reporting to the TDOS TITAN system. New database progress will be judged upon the percentage of required data elements. A review will also be done to evaluate the successful provision of quantifiable reports for agencies added to the electronic data submission program.

Agency Funded:

TDOS – TRIP	Statewide	\$ 550,000
AOC-Integrated Justice Portal Access	Statewide	\$ 66,000

Activity: TR- 10397- DUI Behavioral Tracking

Problem:

From a behavioral perspective, the negative consequences resulting from alcohol-impaired driving are difficult to control. Society has contrived penalties for impaired driving, but the probability of a non-crash DUI arrest during driving episodes is extremely low. Because of this, the deterrent value of DUI penalties is small. Therefore, the perception among offenders is that there is only a minimal chance of being caught. There is no current reliable data collection or release of impaired driving information. The interface through which users input and request data is not uniform. The current system is not relevant to a broad range of users and cannot be customized to the individual user.

Objectives:

1. Report demographic, information, conviction rate, officer data and DUI offender treatment information.
2. Further enhance the DUI Offender Tracking System by providing agencies detailed queries, reports, and data-mining capabilities.
3. Integrate the system with local offender database systems.
4. Use Tracker as a tool to diagnose problems in the DUI arrest/prosecution chain.
5. Enable the GHSO to keep track of current and past DUI cases.
6. Provide to the GHSO, individual agencies, and judicial districts, detailed analyses of specific problems occurring in the DUI arrest-adjudication chain with strategies for developing solutions. Such data are central to the successful implementation and evaluation of NHTSA's "Gold Standards." This information will determine predictors that will lead to higher DUI conviction rates.
7. Provide DUI coordinators the training needed to successfully use the system.

Activities:

Continue to support and develop the DUI Behavioral Tracking System while conducting custom queries and reports for users in the field and for the GHSO to assist with grant monitoring and to help diagnose problems in the DUI arrest-adjudication chain. Evangelize the DUI Tracker technology to its full extent resulting in maximum use.

Self-sufficiency:

Pursue methods for long- term funding from state legislature and courts through the results of the charges on DUI convictions.

Evaluation:

Analysis will consist of current behavioral research techniques for data examination. These include both multiple and logistic regression, basic frequency and comparison data, descriptive statistics, and where applicable, time series analysis. Process evaluation will be conducted to enhance and add voluntary users and data assessment will determine GHSO educational and training needs.

Agency Funded:

University of Memphis - DUI Tracker	Statewide	\$ 146,000
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Activity: TR- 10367- Integrated Highway Safety Systems

Problem:

Currently traffic records management is addressed through various agencies and by multiple co-located servers of differing platforms, connectivity, and software standards. This results in untimely, inaccurate and inconsistent data. The lack of stability of this data results in untimely projections for highway planning and enforcement needs. The data is also used to support federal funding requirements and can result in funding reductions caused by questions of accuracy.

Objective:

Maintain a crash records system housed in a single server creating a singular repository for all crash data. The server should be expandable and capable of eventually housing the entire consolidated traffic records management system as identified by the Traffic Records Coordinating Committee. The design shall include electronic collection and transmission of data including GPS information for all Troopers and an appropriate design for use by locals that shall unify the data structure and accessibility to the state-maintained server. Online statistical reporting functions shall be incorporated. Every effort to automate data entry and editing procedures shall be explored and incorporated when practical.

Activities:

Coordinate a technology solution that will consolidate existing servers and locate them at the data center to ensure adequate support and backup. Preparatory steps prior to new system deployment will include the development effort itself, data cleansing, training, marketing, communications activities, the creation of a help desk function and hardware and software installation. Travel will be necessary. The incorporation of some "out-of-the box" software solutions may be employed and customized as needed to accommodate functionality requirements. The deployment effort will likely include some hardware and connectivity considerations not only for the Highway Patrol but for local agencies. The use of a Memorandum of Understanding and User Agreement will be implemented as part of the administrative responsibilities.

Resources:

State Highway Patrol, Police and Sheriff's Departments, and other agencies that report crash data will be used. Internal resources include project management, help desk staff and software / hardware personnel.

Self-sufficiency:

The agency will become self-sufficient and assume positions over a two to three year period.

Evaluation:

The problems, progress of program transition, time of system availability and functionality, and data collection findings will be reported quarterly to the GHSO.

Agency Funded

TDOS - TITAN	Statewide	\$ 900,000
TDOS - Crash Backlog	Statewide	\$ 165,000
TDOH - Ambulance Run Data	Statewide	\$ 62,000
TDOH - Injury Surveillance System	Statewide	\$ 72,000

Activity: TR- 10400- Traffic Records Analyst

Problem:

Simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.

Develop a knowledge base for the traffic records system so that the strategic resources are managed effectively in reducing crashes, fatalities, and injuries on Tennessee roads.

Develop data linkage partnerships so that collected data is provided to a diverse set of users, agencies, and jurisdictions to improve traffic safety analysis to reduce

injuries and deaths.

Objectives:

Objective 1: Increase the use of electronic crash data collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users during FFY 2010.

Performance Measure: Have 4 out of Big 8 Metropolitan areas reporting electronically by June 2010, the Dept. of Safety THP major metro districts reporting electronically by December of 2006, and 100% of all THP offices reporting by December 2008. Have 85 agencies with over 50 crash reports uploading to DOS, and development of XML schema to allow for RMS systems integration by November 2010.

Baseline: During 2003-2006, over 154 agencies were contacted and demonstrations for the use of electronic data collection were conducted.

Status: All THP reporting is currently completed by TraCS. The larger agencies have been added and the initial phases of implementation for the smaller agencies are underway. Currently, 126 agencies have been provided TraCS software and have had it installed. Currently 83 agencies are uploading electronic crash reports.

Objective 2: Develop a formalized process with detailed documentation for Electronic Crash collection, and a statewide support process for both RMS and TraCS users.

Performance Measure: Develop and update a multi-agency deployment plan to include: end user training, technical and administrative manuals, a process plan, a knowledge-based tool, updated control processes, an improved communications plan, and XML schema.

Baseline: Portal access is granted through the Administrative Office of the Courts that allows users the ability to view relevant offender information. The University of Memphis' web tracking system is in place and is currently being used by all TN DUI coordinators.

Status: A contract was signed to develop the statewide system. This contract went into effect in August of 2007. The first phase has been completed and pilot agencies are submitting data. Comprehensive statewide "Tennessee Integrated Traffic Analysis Network" (TITAN) training has been offered since in late October of 2008. Currently 126 agencies have participated in a two-day train-the-trainer course.

Objective 3: Update Crash data collection workflows and forms to increase timeliness and accuracy.

Performance Measure: There is no current backlog of crash data. The goal is to maintain a continual flow for submissions using electronic systems, thus preventing a future backlog, until the electronic reporting system is fully implemented.

Baseline: The centralized data submission system is in place.

Status: The backlog has currently been eliminated with assistance from a third party. In order to ensure continual flow during implementation of electronic reporting, all future backlogs must be prevented by this group's ongoing provision of crash data entry.

Objective 4: Increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2010

Performance Measure: The number of communities and agencies using integrated reports for highway safety purposes will be assessed.

Baseline: In 2004, TDOH provided 200 communities with linked hospital discharge/ crash reports.

Status: The Department of Health has completed the development of a statewide trauma registry. The EMS and Trauma Center Data collection systems are complete. Each has validation and edit checks built in that ensure data quality. All Trauma Centers use TRACS software, developed by ACS, to enter their trauma cases. TRACS contains internal data checks to ensure completeness and quality of the data. In addition to some quality control checks performed by the individual hospitals, validation checks are performed once the record is submitted to the State registry.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Nature of the Traffic Records System

Information as Government Function: One important government function is the provision of timely, accurate, complete and replicable data to be used for policy development and for the allocation of public funds to effective and cost-effective projects and programs. Traffic Records are core components of public safety, public health and public security decision support.

A "performance plan" such as the Highway Safety Plan requires good information for program and project selection and for measuring the effectiveness of programs and projects for which public funds have been distributed. This planning function is highly dependent upon the availability and use of quality data from the Tennessee Traffic Safety Information System. The Traffic Records Assessment team reported that the Crash File contains an unacceptably high rate of errors.

Uses of Traffic Records: A complete and comprehensive state traffic records system is essential for effective traffic-related injury control efforts. Traffic records provide the necessary information for the tracking of trends, planning, problem identification, operational management and control, and implementation and evaluation of highway safety programs.

Behavior Change/Social Survey Data: Since a majority of crash causation (85% to 95%) results from human behavior, Traffic Records Systems should also contain data about knowledge, attitudes, and behaviors of people who are at the greatest risk of traffic injury. Tennessee conducts yearly seatbelt surveys to understand the impact of various law enforcement campaigns and advertising. The HSP plan includes concentration on this segment of the population. Other perceptions measured by a GHSO grantee include perceptions on law enforcement, punishment costs, the open container laws, DWI and DUI laws, and the potential problems created by cell phone usage

while driving.

Activities:

The work to be accomplished under this grant will provide direct support through administration, continued improvement, development, and implementation for statewide programs designed to enhance the collection, analysis, and dissemination of traffic records and MVCR data. The GHSA, TRCC and any highway safety enforcement agency in Tennessee will benefit from these efforts. A traffic records system must be able to function as an integral point for information from a number of sources in order to synthesize statistically meaningful information. This information may be used in safety and life-saving intervention strategies. The TRCC BA, as a dedicated resource, will work directly with the TRCC and its sub-committees to bring a renewed intensity and focus to data collection and information quality processes. The TRCC BA will assure that the TRCC policies for traffic records data meet their goals through proper design and data collection practices.

Resources:

The TRCC BA will administer with or for the TRCC, a Software Development Life Cycle Standard including version control to ensure proper distribution of and compliance with traffic records software versioning on a statewide basis. It will set forth regular review processes and practices to ensure that all data elements in the motor vehicle collision report are consistent and compliant with Federal standards and information reporting requirements. It will record and make changes to the data elements in the report document as required and manage statewide changes and new version releases.

The TRCC BA will work directly with statewide stakeholders in the highway safety and enforcement communities to identify, gather, document, and maintain requirements for the collection and analysis of highway safety information. The requirements set baseline will be derived directly from stakeholder and user needs for traffic records data collection and reporting. The requirements will be continuously monitored for compliance with Federal governance for traffic records reporting and for the degree to which they fulfill the user community needs.

The TRCC BA, as requested, will coordinate traffic records-related statewide programs, measure their effectiveness, and provide regular activity and stakeholder reports to the TRCC and the GHSO.

Self-sufficiency:

The TRCC BA will work together with the TRCC, GHSO, and local highway safety and enforcement agencies to facilitate their transition to a self sufficient state for reporting and management of traffic records within the guidelines of the GHSO, TRCC, and the EDCOC.

Evaluation:

Monitoring of Federal funding and data quality initiatives is essential in the accurate representation of the effectiveness of funding and local quality and access improvement initiatives. Performance measures set out by the TRCC and the GHSO will be monitored on a regular basis in the support of follow-on funding and reporting to grantors. Improvement gains will be reported on as directed as will performance measures such as:

- Timeliness
- Reporting Accuracy
- Error Reduction
- Data Migration Progress
- Number of agencies reporting electronically

Agency Funded:

Technology Network for Safe Roads	Statewide	\$ 145,000
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07-07 MOTORCYCLE SAFETY

I. GOALS and OBJECTIVES

Goals

- Reduce the number of motorcycle crashes by 15% from baseline CY 2008 from 3234 to 2749 by December 31, 2010.
- Reduce the number of motorcycle fatalities by 15% from baseline CY 2008 from 146 to 124 by December 31, 2010.
- Increase Helmet usage in fatal crashes by 5% from baseline CY 2008 from 85% to 90% by December 31, 2010.
- Decrease unhelmeted motorcyclist fatalities by 15% from baseline CY 2008 from 16 to 13 by December 31, 2010.

Objective 1: To decrease number of motorcycle crashes to 2749, and number of fatalities to 124 by December 31, 2010.

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years.

Baseline: In CY 2007, 137 motorcycle riders died in 3,157 crashes.

Status: In CY 2008, 146 motorcycle riders died in 3,234 crashes. Helmet use increased to 85%

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Magnitude and Severity of the Motorcycle Crash Problem

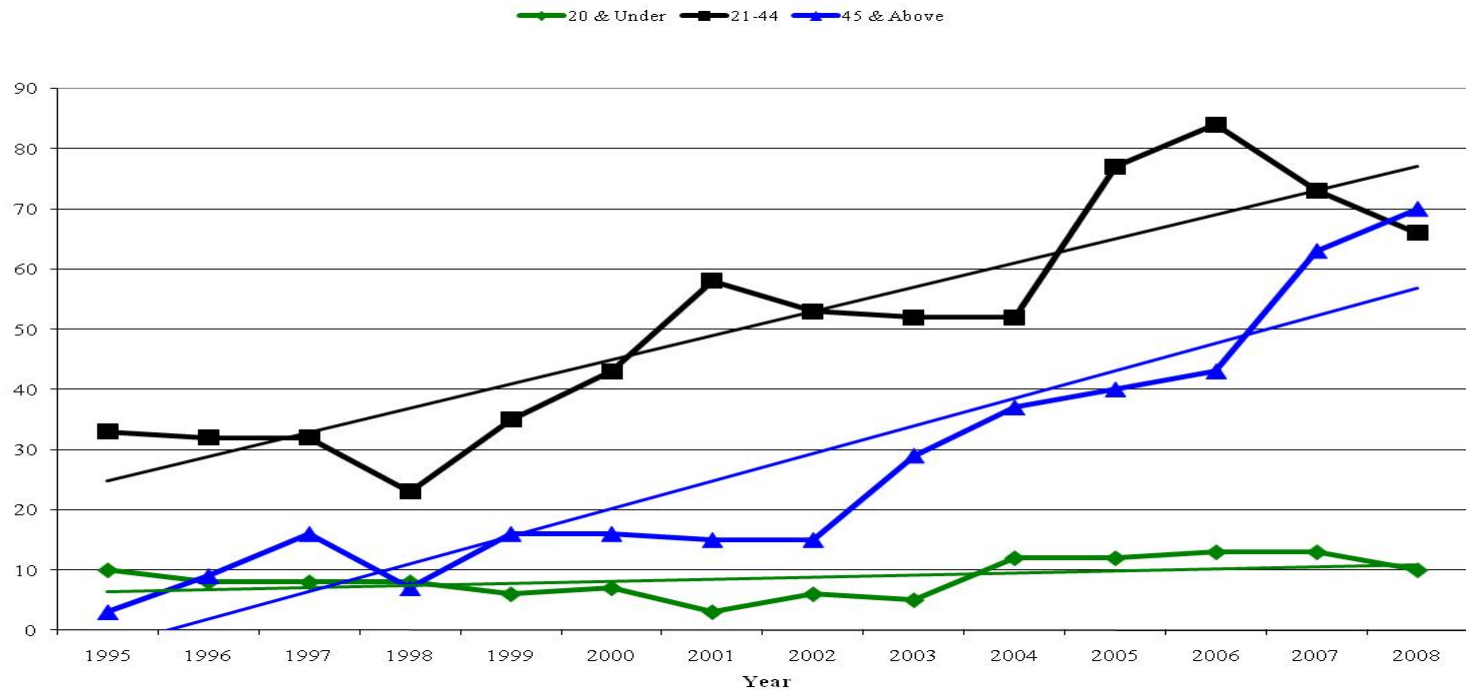
The number of motorcycle crashes has increased significantly since 1997. There were a total of 1198 motorcycle crashes of which 917 involved injuries. The number of motorcycle crashes in 2003 was 2072 of which 1487 involved injuries. That is an increase in crashes of 42% and injuries increased 38%.

With the increase in motorcycle crashes there was also an increase in fatalities. Motorcycle crashes with fatalities increased from 56 in 1997 to 93 in 2004. That is an increase of 40%. From 1997 to 2004 only 82% of those involved in a fatal motorcycle crash were wearing a helmet.

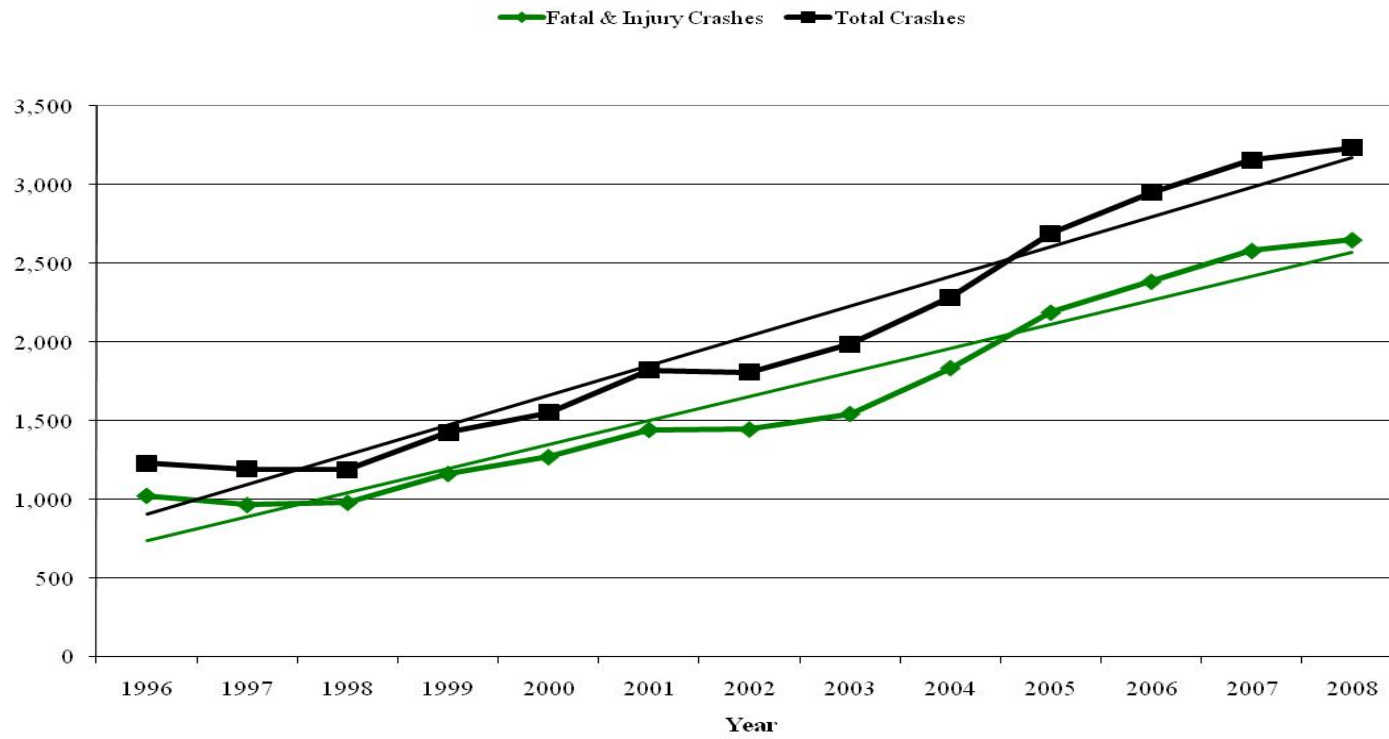
Motorcycle crashes involving the use of alcohol has increased since 1997. There was a major increase in crashes between 2000 and 2003 after a steady decline from 1997. In 2000 there were 108 alcohol related crashes. That number increased 28% to 151 in 2003. The number of injuries also increased 23% from 93 in 2000 to 120 in 2003.

The number of fatalities as a result of alcohol related motorcycle crashes increased during this same period. There were 5 fatalities in 1998. That was a decrease from 14 in 1997. Since 1998 the number of fatalities due to alcohol more than doubled to 12.

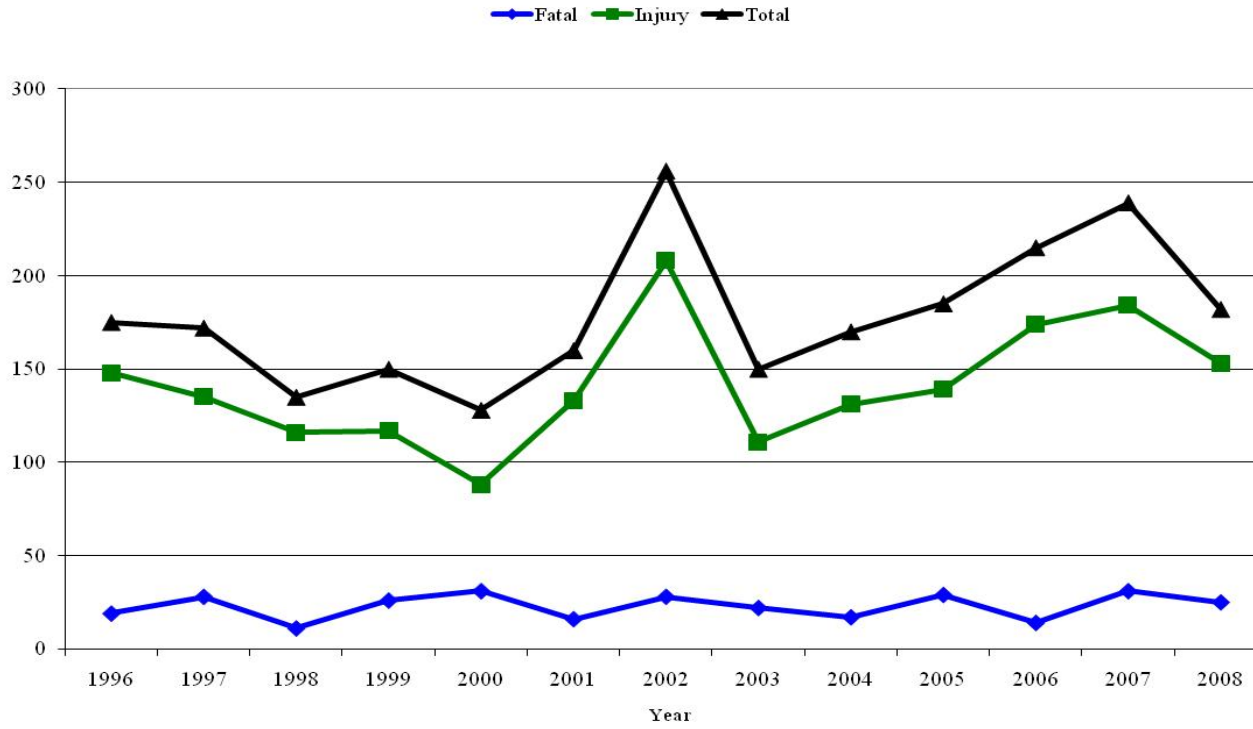
Tennessee Motorcyclist Fatalities by Age



Tennessee Motorcycle Crashes 1996 - 2008



Tennessee Alcohol Related Motorcycle Crashes



	Year	2004	2005	2006	2007	2008
Motorcyclist Fatalities	Total	97	129	141	149	145
	Helmeted	84	107	119	129	124
	Unhelmeted	13	20	21	19	16
	Unknown	0	2	1	1	5

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

STRATEGIC ACTIVITIES

Public Information: Federal funds support the development, duplication and distribution of public information and education materials that support training and address the primary safety issues for motorcyclists. 2001 Motorcycle Safety Foundation award-winning materials address training, licensing, protective gear, alcohol-impaired riding, work zone hazards and moped safety.

Training and Education: Under State Rules 1340-1-11.01, the Tennessee Department of Safety is assigned the responsibility of administering the curriculum for motorcycle rider education. Curriculum is administered across the state in an effort to reduce fatalities and injuries associated with motorcycles.

Public Information and Media campaign

- Update and reprint various educational brochures.
- Update information available www.TnTrafficSafety.org.
- Promote helmet use as required by the State of Tennessee.
- Organize events across the state to encourage motorcycle safety.
- Inform public on Motorcycle Rider Education Programs (MREP).

Enforcement

- Increase enforcement of motorcycle related laws with an emphasis on helmet use.
- Increase enforcement of Motorcyclists driving under influence of alcohol/drugs, and driving at higher speed than the posted speed.

Training and Education

- Provide Motorcycle Rider Education Programs (MREP) state wide.
- Increase enrollment in MREP courses.

- Basic and Experienced courses (BRC / ERC)
- Instructor training and certification.
- Conduct statewide or regional conferences to update motorcycle safety instructors on curriculum.
- Educate Motorcycle riders of the dangers of alcohol and motorcycles.
- Reeducate other motorists on motorcycle safety and awareness.
- Provide EMS training for crashes involving motorcycles

Evaluation

- Evaluate Motorcycle Rider Education Programs by sampling the driver records of Rider Education graduates and non-trained riders to determine which group is involved in more crashes and has more citations, perhaps by model of motorcycle.
- Conduct a motorcycle assessment for the State of Tennessee.

Agencies Funded:

Blount County Sheriff's Department	\$ 125,022.48
The Tennessee Highway Patrol	\$70,000.00
The Tennessee Highway Patrol	\$42,120.00

07-08 COMMUNITY TRAFFIC SAFETY OUTREACH

I. GOALS and OBJECTIVES

A. Goals

Goal: To promote increased multidisciplinary safety activities in statewide at least 40% of the state population and 33% of state traffic deaths and serious injuries.

Goal: To inform the general public and safety advocates of changes in laws, new data, new studies, program opportunities, etc., and to reach high-risk audiences with informational and motivational safety messages.

B. Objectives

Community Outreach and Activities

Objective 1: To provide outreach, technical assistance and guidance on no less than a quarterly basis to community representatives in Tennessee's 95 counties.

Performance Measure: Number of meetings with representatives of multiple disciplines in county and sub-county political jurisdictions. Baseline: GHSO staff meets almost entirely with law enforcement officials and Traffic Safety Commission. Status: During CY 2003, GHSO staff attended most of the meetings. GHSO staff met regularly with coalitions in all organized Safe Communities.

Objective 2: To encourage locally directed multi-disciplinary safety activities, including diverse Tennessee populations, in the top 10 most populated counties or communities by the end of 2007 and the top 25 most populated counties or communities by the end of 2010.

Performance Measure: Population in counties and sub-county communities in which continuing multi-disciplinary safety activities are occurring.

Baseline: In FFY 2000, Development of Action Guides began. State-level committee organized to coordinate community grant activity.

Status: In FFY 2004, funded Safe Community Coalitions included Washington - Johnson City, Vanderbilt Children's Hospital, Cumberland, Warren and Smith.

General Outreach and Communications

Objective 4: To provide training, technology transfer and technical assistance to at least 300 safety professionals and to assist with the coordination of at least two volunteer organizations during 2008-2009.

Performance Measure: Attendance at subsidized conferences. Number of programs initiated by targeted groups. Baseline: In 2006, 500 attended the Tennessee's Lifesaver's Conference and Status: In 2007, 520 attended the Tennessee Lifesaver's Conference and Governor's Law Enforcement Challenge.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Magnitude and Severity of the Problem with Community Safety Activities

In an era of diminishing federal resources, local units of government and non-government organizations will need to address their traffic injury problems locally to an ever greater extent.

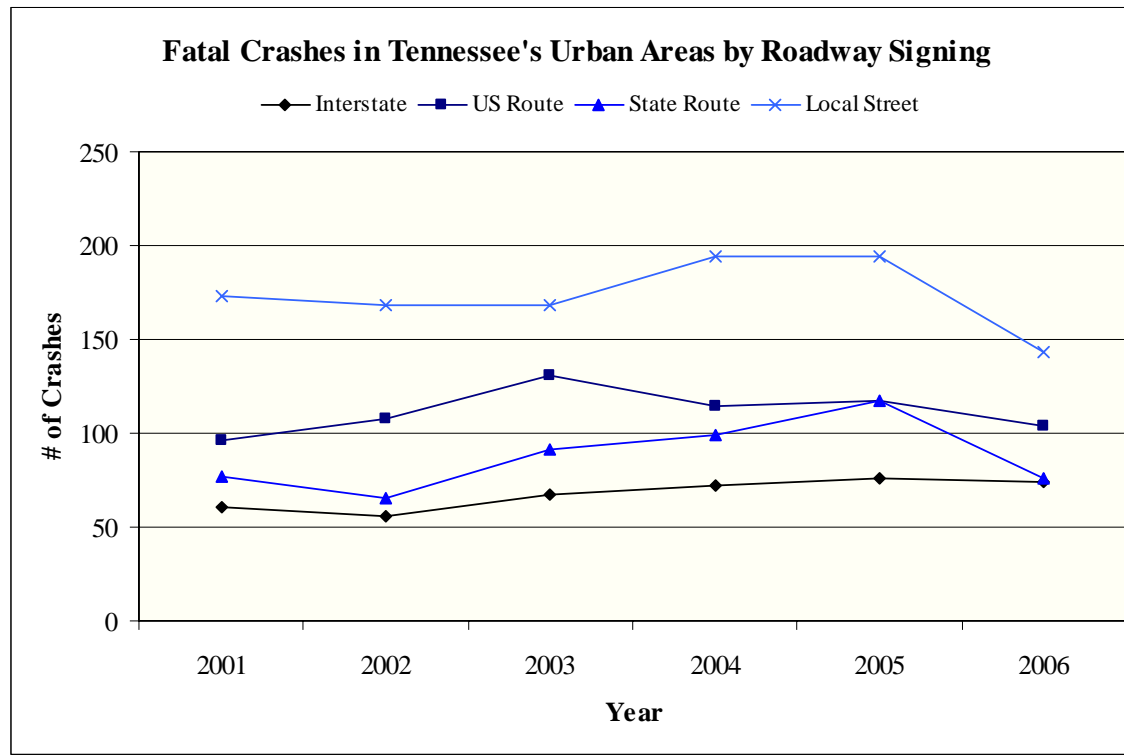
Long-term individual and community-based measures are crucial for addressing complex behavioral problems like drinking and driving that are determined by a myriad of cultural, lifestyle and psychosocial factors. Single-strategy activities focused on the individual have been shown to be ineffective over the long run, especially when compared with grass-roots community-based activities reflecting social attitudes about what behaviors are acceptable to other members of the community.

Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy approaches once favored in Highway Safety. When community's teams begin to consider who needs to be involved in their highway safety activities, they are often surprised by the interest and skills non-traditional partners bring to the table. Historically, planning and engineering have not been included in the development of collaborative highway safety projects at the local level. Their work has not been well understood by other safety and health professionals and they in turn, do not always understand what the "soft side" of safety does accomplish. Thus they have not been integrated into multi-strategy community development efforts such as Safe Communities, where their expertise can best be deployed.

Single-strategy approaches such as mass media or law enforcement campaigns have been shown to be ineffective in attaining long-term behavior change. To reach the new driver or the recalcitrant driver, market-savvy information or motivational materials should be integrated into multiple-strategy social marketing campaigns, generally developed at the community level, that not only get their attention, but motivate them to change their behavior. Mass media have significant value in providing information to a broad public, but the advent of the Internet has also changed how this information is packaged and distributed.

B. Risk Factors for Crash Involvement and Injury

Roadway Location While more crashes occur on urban streets and roads, they tend to have less severe consequences than rural crashes. This is due to many factors, including speed, roadway design and availability, and emergency response.



Communities with Diverse Populations The 2004 U.S. Census Bureau population estimate for Tennessee is **5,900,962** distributed over **95** counties and **580** municipalities. The average state population density is less than 138 per square mile. About 65% of the population is urban and most of the urban areas are in the southeastern quadrant of the state. The state has a long, strong tradition of local control; politically, it is organized into townships, municipalities, and counties with overlapping jurisdictions.

Minority: In the 2000 census, Tennessee's population was 80.2 percent white, 16.4 percent black, and 2.2 percent Hispanic, and the recent population study documents a large percentage increase in minority populations (Hispanic) over the last decade. Tennessee's minority populations also include Native Americans, Asian persons and Native Hawaiian and other Pacific Islanders.

Age Distribution: According to the 2000 United States Census Bureau, 24.6 percent of the population is under 18 years of age, 63% is between the ages of 18 and 65, and 12.4% is over the age of 65.

While the Tennessee population is nearly 80.2% white, the 2000 U.S. Census documents that our population is becoming increasingly diverse, and "one size fits all" strategies, messages, and approaches are no longer effective. We must learn from our partners in the human services how to achieve our safety goals while being culturally appropriate and sensitive to the differences between diverse populations in order to achieve the desired behavior changes.

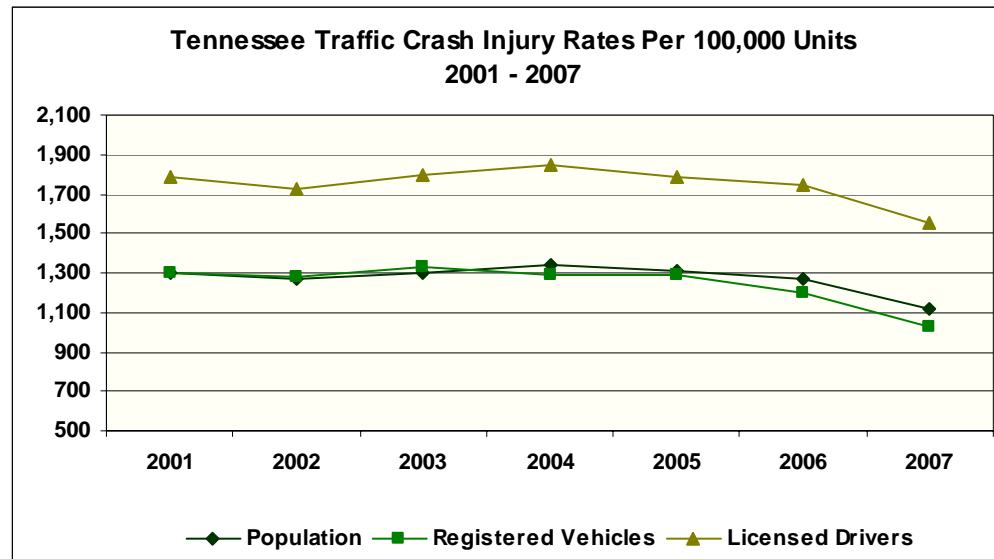
III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009

Community Traffic Safety Outreach and Activities

Multidisciplinary Activities The 1999 Iowa State University study of traffic safety communications identified community programs using an integrated set of approaches involving mass communication, face-to-face program elements, community action and small-scale educational activities as being shown to effect lasting attitudinal and behavioral change. Thus, highway safety advocates are following their public health partners toward production of multi-component programs addressing multiple levels of social, psychological and structural influences on driver behavior.

Safety Conscious Planning TEA-21 requires metropolitan planning organizations to include safety and security in their transportation planning. The USDOT recognized that safety planning is a non-traditional role for city planners, that dialog, coordination and communication did not exist between planners and other safety professionals, and that their plan processes had differing criteria and timelines. However, their goals, functions and data need overlap with those of safety planners. Thus, improved communication and coordination, sharing of information, designing of complementary programs and focus on multi-modal functions should result in superior plans for both groups.



IV. STRATEGIES/ ACTIVITIES

Community Outreach Activities

Activity- SA -10404-Safe Community Coordination Program

Problem: Local efforts have been shown to be most effective in changing behavior. Improved local access to and use of information and improved community development skills will produce the empowerment necessary for the sustained efforts required. Coordination of local injury data and resources is a first step in a strategic process of producing safer communities.

Objective: 1. To Form at least 3 additional Safe Communities (Injury Control) Coalitions in Tennessee in FFY09. These communities would use the revised version of the safe communities curriculum. To provide materials, training, grants, support for the development of local coalitions, and other technical assistance as requested.

2. To assist in promotion of self-sufficiency of existing coalitions.
To study the effectiveness of Safe Community Coalitions in changing community knowledge,

3. attitudes, behaviors at the individual level and at the political/institutional level.

Self-sufficiency: Empowered communities will know how to plan and to use data, and will thus request GHSO resources only for those priority needs that cannot be supported from local or other funds.

Evaluation: Administrative description of coalition and its activities. Impact local surveys of pre and post activities; outcome of 3-year average change in crashes, injuries and deaths.

Agency Funded:

Johnson City PD \$18,625

Activity-AL -10372 - Safe Communities- Diverse Communities

Problem

Tennessee's diverse communities and minority population (Hispanic, Laotian, and others) have been shown by local surveys to have a lack of knowledge of Tennessee laws related to drinking and driving. Strategies for communicating safety messages and motivating changes in behavior must be culturally sensitive and community-driven. Community leaders and opinion leaders must be involved in program development and implementation. In some minority populations, the faith community is the most important social institution and can have a greater impact on the community than traditional safety advocates and media messages; in others, youth leadership is vital. Strategies may include safety fairs, other safety events associated with various institutions, and development of localized messages.

Objective

1. Assist one agency to develop a alcohol countermeasures based diversity program.
2. Create educational materials specific to the diversity needs and a means to deliver the information to reach those individuals.
3. Create network groups and partnerships to gain community support and promote education of Tennessee laws related to drinking and driving.

Activities

Collaborate with local law enforcement to determine the issues and problems that they find within their communities with diversity issues and knowledge of Tennessee laws. Develop a community awareness plan to educate and promote responsible driving behavior and the consequences of driving under the

influence. Work to develop and complete community pre and post DUI surveys.

Self-sufficiency

This is a one-time incentive grant to education risk minority demographic groups of Tennessee laws related to drinking and driving.

Evaluation

Administrative evaluation of planned activities. Pre and post-observation DUI survey results. Collaboration with law enforcement and area LEL Network groups.

FUNDED AGENCY:

Conexion Americas \$104,500

Activities- SA-10398- Safe Communities-Resource Center

Problem:

Provide a statewide service to Tennessee traffic safety educators, law enforcement, program providers, traffic safety professionals, advocates, and individuals. The need for the service continues to exist since most educators, traffic safety professionals, and law enforcement agencies in the state are unable to purchase or print educational materials to assist them with their local traffic safety programs. These traffic safety professionals rely heavily on free, up-to-date educational materials for their local traffic safety programs, events, sobriety checkpoints, child car seat checks. The materials help and encourage community residents make travel safety behavioral changes, thus lowering fatalities, injuries, and economic costs associated with traffic fatalities/injuries within communities and within the state. Pedestrian and Bicycle Safety audiences and need for information vary by age and role. Materials must be targeted for a wide variety of audiences and must be revised frequently to address changing social and environmental factors. Community needs to be aware of behavioral and non-behavioral issues involved in local safety regarding Pedestrians and Bicycle usage especially around schools.

Objectives:

Increase public awareness and disseminate traffic safety materials to individuals, program providers, educators, law enforcement, and other safety advocates. Information and materials are distributed as requested on a daily basis. A toll-free number, fax, voice mail and website will be utilized as a means to disperse information.

1. Maintain current materials to meet demand evaluate validity and effectiveness, need for new or updated materials, develop new materials as required.
2. Address target audiences - children under 15, elderly adults, alcohol-impaired travelers, and motorists sharing the road with them with the appropriate messages in appropriate formats.
3. Increase motorist and parental awareness of special problems of school zones and school buses.
4. Develop new youth-oriented materials.
5. Revise and enhance the existing website.
5. Survey access routes to and from schools to determine problem areas of both behavioral and non-behavioral concerns with safety.

Activities:

Specific Project Goals and Objectives will be to educate individuals and to affect their traffic safety decisions through enhanced public education tools. The objectives are to: -update, expand & diversify service materials to reach diverse audiences and traffic safety issues; -provide access to the service through its 1.800.99BELTS number, 24-hour voice mail, fax, and through its web site (www.tntrafficsafety.org); -provide traffic safety program materials, technical assistance; -provide audio/video materials for loan, provide Vince and Larry costumes & Drunk Buster Impairment goggles for loan as requested; continue to evaluate services to requestors and develop database of requestors; -produce the "TN Traffic Safety Reporter" newsletter on a quarterly basis for statewide traffic safety educators; -attend and/or exhibit TTSRS pro-cuts and services at the TN Highway Safety Conference, The TN Health & Safety Congress & other local events, attend National Lifesavers, attend GHSO workshops; - market TTSRS statewide through such mediums as: new website announcement, mailings to Health Department, schools, law enforcement, day care centers, churches, local and state conferences and so forth; -maintain the TTSRS portion of the new TTSRS/GHSO website, update site sections as needed, & improve overall site usability; -Assist school systems in determining Safety needs for students; -Work with local law enforcement, city/county planners, and other interested parties to find ways to improve community safety, reduce accidents; -Survey technical and behavior routes normally used by adults and students traversing to schools.

Self-sufficiency:

This is a GHSO support project and the GHSO maintains this as a program resource.

Evaluation

Compare program objectives and planned activities with accomplishments, maintain service logs of requests. Evaluation of the enhanced website.

Agency Funded:

The University of Tennessee	Statewide	\$443,671.00
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STRATEGY- EMPOWERMENT

Activity- SA-Safe Communities- Governor's Highway Safety Conference

Problem: Outreach to safety professionals and advocacy groups necessary to keep them informed and motivated to work locally and in state-level organizations on traffic safety issues.

Objective: To conduct one 2-day Governor's Conference on Highway Safety for 300 volunteers and safety professionals.

Self-sufficiency: Attendees pay own registration fee and lodging costs

Evaluation: Conference evaluations.

STRATEGY- ENFORCEMENT

Activity- RS- 10385 - Roadway Safety- Work Zone Enforcement

Problem:

As roadway construction activities continue in Tennessee the public and highway construction workers are exposed to potential crashes. Enforcement activities are needed to enhance the safety of both the motorist and the highway construction worker in both maintenance and construction work zones. These grants are to be provided to two rural communities and THP for statewide assistance, but in the districts with the highest crash rates. Must provide 3 years of crash data and demonstrate need.

Objective:

1. To provide overtime to law enforcement agencies to enforce the work zone requirements related to traffic control.
2. Reduce work zone related crashes by 5%.

Activities:

Work local area work zones to reduce death and injury related accidents through visibility and enforcement during peak times.

Self-sufficiency:

These are one year awards.

Evaluation:

Administrative description of activities. Enforcement data/activities. Monthly reports. Citations entered into Tracker. Electronic crash reports entered either via TraCs or other method preferred in addition to Tracker database. Must show a 10% crash reduction in Workzone related crashes by end of year.

Agency Funded:

Tennessee Department of Safety

Statewide \$240,011.52

07-09 INJURY CONTROL AND EMERGENCY MEDICAL RESPONSE

I. GOALS and OBJECTIVES

A. Goal

To improve traffic crash survivability and injury outcome by improving the availability, timeliness and quality of EMS response and by improving State and community coordination of EMS, public safety, and mass casualty response.

B. Objectives

Objective 1: To improve ambulance run data capture and develop analyses useful for highway safety improvements.

Performance Measure: The completeness and accuracy of EMS reporting of MV Crash responses to the state. The usefulness of reports derived from these data.

Baseline: In CY 2000, ambulance run reporting was not automated statewide, no state requirement existed for providing reports to the state agency responsible for EMS, and no summary reports were generated. Status: In CY 2008, an automated ambulance run system is being used by some agencies for online submission of run reports. Additional agencies are being added each week.

C. Related State and National Goals

National priorities for EMS will stress integration of routine EMS response capacity with terrorism readiness resources, increased collaboration and cooperation with the State Highway Safety Office and other interested parties.

National priorities for funding include improvements in surveillance and data collection, emergency communications, trauma system development, and rural EMS.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

EMS is a vital public service, a system of care for victims of sudden and serious illness or 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 ill or 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 EMS system.

A. Need for Quality Emergency Medical Response to Crashes

In 2001, the General Accounting Office cited in its report, —Emergency Medical Response: Reported Needs are Wide-Ranging, With Lack of Data a Growing Concern,“ the lack of coordination of EMS activities that has resulted in unmet needs for personnel, training, and equipment in local and state EMS Systems.

In the aftermath of September 11, improvements in funding, coordination and collaboration of —“first responders,” including police, fire and EMS as well as local communications systems and medical facilities, became a top national priority. Nationally, coordination has been slow in coming and at the state level, multiple committees, task forces and agency groups have been convened, but state policies and plans are not yet available. Preparation for response to bioterrorism, terrorism and mass casualty events as well as normal ambulance run business is likely to increase the responsibility of local ambulance and health care providers. Funding for them has been piecemeal.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Tennessee Emergency Management Systems Planning

Tennessee's NHTSA Traffic Records Assessment of 2009 made the following recommendations for EMS improvement.

- Explore the resurrection of the CODES project in the TDH.
- Continue to support efforts to develop VRISM for the collection of all vital statistics data.
- Continue to support the EMITS system and encourage the creation of quality data checks.
- Capture EMS run report number on the crash report to aid direct linkage between crash and health care files.
- Capture crash report number on the EMS runsheet to aid direct linkage between crash and health care files.
- Explore strategies to reduce the lag time in the availability of annual hospital discharge and ED data sets.

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:

- Train and equip First Responder groups in high motor vehicle crash risk locations.
- Provide skills development for dealing with crash scenes and crash-related injuries, and skills development for crash injury prevention activities.
- Train Emergency Medical Communicators via distance learning to reach more people who do not have the time or resources for long-distance travel.

IV. ACTIVITIES/STRATEGIES

STRATEGY – TRAINING and EMPOWERMENT

Activity- EM-10430 First Responder Equipment & Training

Problem

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.

Objective

1. Provide initial training for at least 20-30 individuals per community belonging to qualified First Responder organizations.
2. Provide startup equipment kits for at least 5 communities
3. Must rank 1-65 in overall crash rates and be in a rural county (TN Department of Safety data) with at least one high crash component.

Activities

1. Demonstrate existing response times.
2. Develop program to aid in reducing response times to accident victims.
3. Provide appropriate courses or training.
4. Purchase of defibrillator(s) up to 25%.

Resources

\$15,000 for training and equipment

NOTE: These resources are estimated and are based on 08-09 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 09-10 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

One-time funding, First Responder organizations will be required to provide continuing education and to replace equipment purchased with GHSO/NHTSA funds. EMS organizations will seek additional state or local funding as necessary.

Evaluation

1. Administrative evaluation by GHSO.
2. Activity Reports by First Responder.
3. Work with local law enforcement and LEL Network in area to decrease response times.
4. Show improvement in response times to crashes.

Agencies Funded:

Bedford County EMS	\$14,950.00
Etowah Rescue and Rural Fire Department	\$15,000.00

Ashland City Fire Department	\$10,000.00
Haywood County EMS	\$14,844.00
Smith County EMS	\$12,807.56

07-10 PAID AND EARNED MEDIA

Integrated Communications Plan Earned and Paid Media

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

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

Goal: To increase awareness of the following highway safety messages 5% for Booze It and Lose It, 2% for Click It or Ticket, 5% for 100 Days of Summer Heat and 5% Motorcycle Safety, Prom & Work Zone Safety.

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

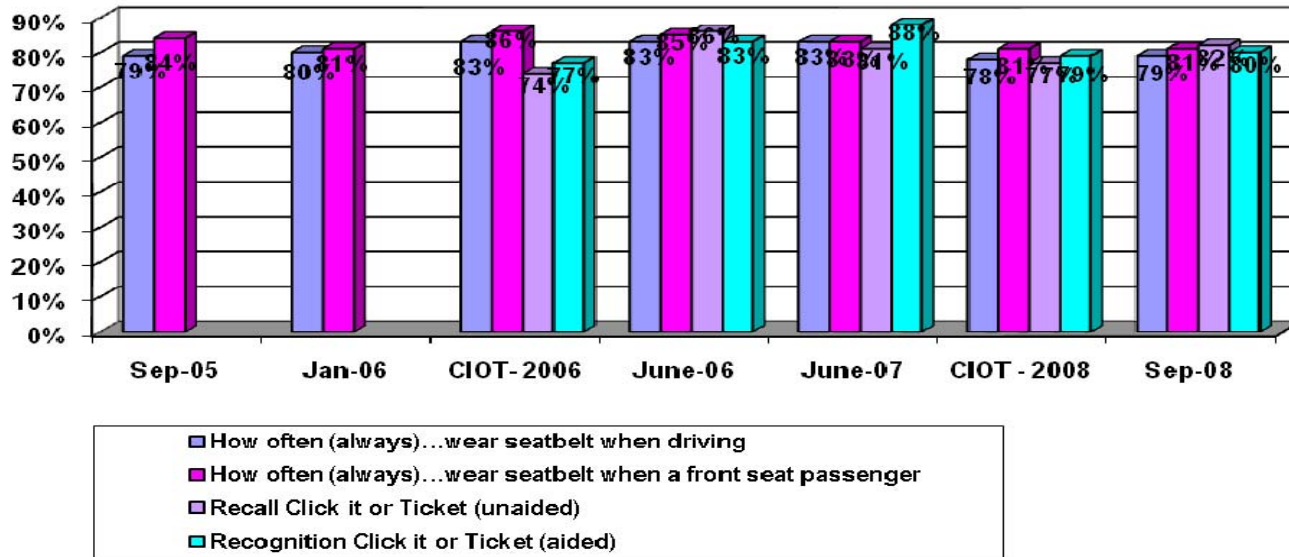
Evaluation: Attitudes and perceptions evaluation for each campaign over \$100,000 will be conducted to determine if awareness has increased. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2008-2009.

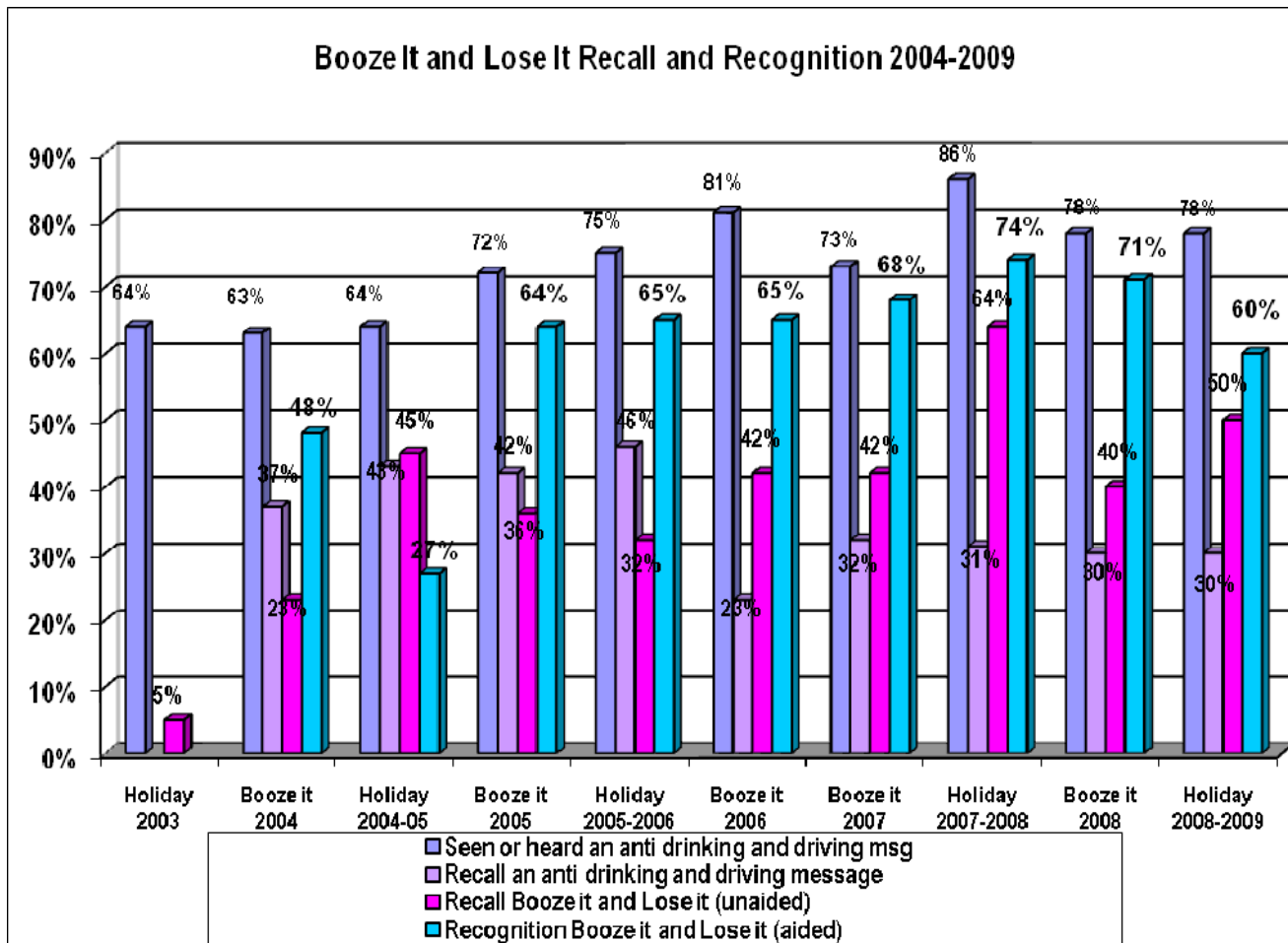
Tasks: Develop, plan and carryout the Booze It and Lose It, Holiday, Click It or Ticket, 100 Days of Summer Heat, Prom and Motorcycle Safety campaigns as listed in the Events and Activities Calendar. Conduct attitudes and perceptions evaluations for each campaign period exceeding \$100,000.

Funds: Federal Funding for the media marketing will include 410, 402, 154, 406, 2010 and FHWA.

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

Seatbelt Usage/CIOT Recall and Recognition 2005 - 2008





Booze It and Lose It

The Booze It and Lose It campaign tag will be utilized with an enforcement message during the Halloween, Super Bowl, holiday and Labor Day campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups. Campaign periods will include radio and television and the purchase of signage in the form of banners, posters and educational publications. Earned media will include 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 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 will be a minimum of 200-300 Gross Ratings Points (GRP's) per week.

- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency will be such that the target audience will see or hear 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 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.

A tertiary component of the Booze It and Lose It campaign will include a promotion targeting college students, ages 18-22, male skewed and "risk takers" and will focus on Drive Drunk Get Nailed activities. This promotion will include paid and earned media, production and airing of a radio spot and will utilize partnerships with the alcohol beverage commission and the restaurant association to distribute posters and coasters to restaurants, bars and dance clubs.

To address the diversity issue within the State a plan is being developed that will be incorporated to target the Hispanic Community. Many of the immigrants in Hispanic communities across the State came from countries where more often than not, people did not own or drive vehicles. Coming to the States requires learning driving skills and roadway rules and laws which may be difficult to deliver educational materials to. Through a partnership with Conexion Americanos, a DUI education and outreach service will provide educational campaign materials for *Manejar Borracho* and one-on-one interaction with the Hispanic community. It will also include radio and television buys during the NHTSA campaigns to interact with the Booze It and Lose message.

The Booze It and Lose It/Drive Drunk Get Nailed tag will also be utilized in an alcohol countermeasures message in the following sports marketing venues: Division 1 college football and basketball-The University of Tennessee, University of Memphis, Vanderbilt University, and Middle Tennessee State University. Professional sports teams-Tennessee Titans, Nashville Predators, Memphis Grizzlies. College bowl games-Music City Bowl, Liberty Bowl and the Southern Heritage Classic, 9 minor league baseball stadiums and 23 paved and dirt track motorsports parks. 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.

Estimated Booze It and Lose It Budget 2009-2010

Holiday (Nov 23-Jan 1)	TV \$350,000.00 (410)	Radio \$122,000 (410)	Other- static clings, BIALI banners, bar coasters, table tents, etc \$15,000.00 (410)
Labor Day (Aug 17-Sep 4)	TV \$95,000.00 (FHWA)	Radio \$90,000.00 (FHWA)	
Halloween (Oct 27-31)	Radio \$74,000.00 (FHWA)	Other-educational materials, posters \$3,000.00 (FHWA)	
Super Bowl (Jan 3 – Feb 3)	TV \$39,000.00 (FHWA)	Radio \$40,000.00 (FHWA)	Banner- \$1,000.00 (FHWA)
Manejar Borracho	TV \$15,000 (FHWA)	Print Ads & Billboards \$22,000 (FHWA)	Radio \$48,000 (FHWA) Novellas and educational materials \$20,000 (FHWA)
Marketing	The Tombras Group	Production of television and radio spots, media purchase, banners, bus wrap etc	\$142,000.00 (FHWA)
Sports Marketing	Various Radio/TV	\$200,000 (FHWA)	
Tennessee Titans	Tennessee Football, Inc.	Signage, television	\$200,000.00 (154)
Nashville Predators	Nashville Hockey Club	Signage, television, jumbo-tron, psa's	\$200,000.00 (154)
Motorsports	Baseball Alliance, LLC	Signage, print ads, psa's	\$250,000.00 (154)
MTSU Football & Basketball	Nelligan Sports Marketing, Inc.	Signage, psa's, radio	\$17,500.00 (154)
Minor League Baseball	Amerisports, Inc.	Signage, psa's, radio, jumbo-tron	\$180,000.00 (154)
Music City Bowl	Music City Bowl,	Signage, jumbo-tron	\$80,000.00 (154)
Liberty Bowl	Liberty Bowl Festival	Signage, jumbo-tron	\$80,000.00 (154)
Memphis Grizzlies	Hoops, LP	Signage, jumbo-tron	\$120,000.00 (154)
Southern Heritage Classic Football Game	Summitt Management	Signage, jumbo-tron	\$80,000.00 (154)
Titan's Radio Network	Citadel Broadcasting	Radio	\$140,000.00 (154)

U of M Football & Basketball	Learfield Communications	Signage, jumbo-tron	\$208,989.00 (154)
U of M Football & Basketball	U of M Football & Basketball	Radio	\$80,631.00 (154)
Vanderbilt University	International Sports Properties	Signage, jumbo-tron, radio	\$94,000.00 (154)
UT Football & Basketball	IMG College	Television, radio, signage	\$249,000.00 (154)

Click It or Ticket-Rural Seat Belt Demonstration Project

The Click It or Ticket campaign tag will be utilized with an enforcement message during the month of May and for two waves of the NHTSA Rural Seat Belt Demonstration Project (November 2009 and May 2010) and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Campaign periods will include radio and television and the purchase of signage in the form of banners, posters and educational publications. Earned media will include 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 will be a minimum of 200-300 Gross Ratings Points (GRP's) per week.
- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency will be such that the target audience will see or hear 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.

Estimated Click It or Ticket Budget 2009-2010

Click It or Ticket/ Rural Demonstration Project	TV \$388,000 (FHWA) (163)	Radio \$211,000 (163)	Other-banners, posters \$17,000.00 (163)	Online Gaming & Outdoor Billboard \$23,000 (163)
Marketing	The Tombras Group	Production, media purchase, educational materials, etc		\$24,000.00 (163)

Teen Drivers

Two key messages will target teenage drivers 16-20 in the 2009-2010 fiscal year. The first "Between the Barrels" focuses on teen occupant protection and will be utilized in eighteen high schools in the major metropolitan areas: Hamilton, Knox, Shelby and Davidson Counties. This project will reach an estimated 7,200 students. This project includes a multimedia school assembly component consisting of a 5 minute video that will be shown to junior and senior students, school information packet with handouts, and other instructional materials to encourage teens to use seat belts, obey speed limit signs in construction zones, and to pay attention to the events occurring around them. A radio spot was produced from the 5 minute video that can be used on school intercom systems and will be aired on radio stations in areas where the video will be used. The second message will be two radio and television spots that will promote an alcohol countermeasure message aimed at teenage drinking and driving. These spots will be shown during the Prep Blitz on WKRN that features high school football scores and highlights.

The Booze It and Lose It tag will be utilized in 3 high school events. The first being the high school football championship games, held at a central location in the State. High schools from across compete for the number one top ranking team based on school classification. The second is: the high school basketball championships with the same criteria mentioned for football. The third is the high school baseball, track, and soccer championships. These events collectively draw approximately 300,000 students annually, in addition to parents, grandparents and other interested visitors.

Estimated Teen Drivers Budget 2009-2010

Cool Schools/Prep Blitz, Thursday Night Lights, etc.	TV/Radio \$96,000.00 (FHWA)		
Between the Barrels	TV \$63,000.00 (FHWA)	Radio \$90,000 (FHWA)	Internet-\$15,000.00 (FHWA)
Prom-Graduation-	TV \$111,000.00 (FHWA)	Radio \$48,000.00 (FHWA)	Theatre Advertising \$24,000 (FHWA)
High School FB, BB, Other	TSSAA, others	Signage, psa's, print ads, tv, radio	\$135,000.00 (FHWA)
Lead and Live; Graduated Drivers License, other Youth Education		Educational Brochures, pamphlets, artwork	\$5,000.00 (FHWA)
Marketing	The Tombras Group	Production, media purchase, etc.	\$15,000.00 (FHWA)

Summer Promotion

The 100 Days of Summer Heat will be utilized with an enforcement message during the month of June, July, August and early September and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Advertising during these periods will include radio and television and press releases. 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 will be a minimum of 200-300 Gross Ratings Points (GRP's) per week.
- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.

- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.
- The measure for each market purchased for broadcast television and cable will be a minimum of 200-300 Gross Ratings Points (GRP's) per week.
- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.

Estimated Summer Promotion Budget 2009-2010

100 Days of Summer /Get Nailed	TV \$160,000.00 (FHWA)	Radio \$140,000 (FHWA)	Other-banners, educational items \$30,000.00 (FHWA)
Marketing	The Tombras Group	Production, media purchase, other marketing components, etc.	\$10,000.00 (FHWA)

Motorcycle Safety

With motorcycles fatalities on the rise since 1998, Tennessee will embark on a motorcycle safety awareness campaign that will target men 25-54 whom are the predominant group represented statistically in fatalities since 2001. In 2007 the Tennessee Governor's Highway Safety Office partnered with the Tennessee Department of Safety and created a video package for motorcycle training and motorcycle safety awareness. The motorcycle spot ran statewide as a public service announcement in April of 2008 and radio spots were purchased for an awareness campaign. A press event was conducted in which approximately 100 motorcycle riders attended to emphasis motorcycle safety and a press release was distributed to local newspapers.

- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of all viewers and listeners ages 18-34.
- The frequency will be such that the target audience will see or hear the message a minimum of 3 times per campaign period.

Estimated Motorcycle Budget 2009-2010

Share the Road	Radio \$70,000.00 (2010)		Other-banners, posters, signage \$15,000.00 (2010)
Marketing	The Tombras Group	Production, media purchase, etc.	\$3,000.00 (2010)

Work Zone

Most road construction projects or utility work along Tennessee's Highways involve lane closures or restricted lanes at times. Each year, there are hundreds of work zones which present dangers to workers and drivers alike. Typically, 85 % of those killed in a work zone are drivers or occupants and rear-end crashes (running into the rear of a slowing or stopping vehicle) are the most common kind of work zone crash. Increased public awareness is a key factor in improving work zone safety and a multi-component campaign will be developed that will coincide with peak work zone construction projects throughout the state.

- The measure for each media market purchased for radio will be a minimum of 150-200 GRP's per week.
- These GRP's levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.
- The frequency will be such that the target audience will see or hear 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.

Work Zone Budget 2009-2010

Work Zone Safety	TV \$200,000.00 (FHWA)	Radio \$200,000 (FHWA)	Other-banners, posters, signage \$15,000.00 (FHWA)
Marketing	The Tombras Group	Production, media purchase, etc.	\$20,000.00 (FHWA)

Events and Activities 2009-2010

MONTH	THEME AND APPROX DATES	MEDIA/PUBLICATIONS/ ACTIVITIES	APPLICATIONS/EVALUATION
October	Halloween – <i>Booze It and Lose It</i> Oct. 26- 31	Earned Media – News Release Media Purchase DMS Boards	
November (to Jan. 1)	Rural Demonstration Project <i>Click it or Ticket</i> Nov. 9 – Nov.15 Thanksgiving – <i>Booze It and Lose It</i> Nov. 23 – Jan. 1	Earned Media- News Release Media Purchase Earned Media – News Release Sobriety Checkpoints DMS Boards	Attitudes and Perceptions Survey
December	<i>National Drunk & Drugged Driving Prevention Month</i> (TBD)	Impaired Driving Media Release Alcohol Mobilization News conference	
January			
February	Super Bowl Sunday <i>Booze It and Lose It</i> Feb. 1 – Feb. 7	Media Purchase Sobriety Checkpoints News Conference DMS Boards	
March	Work Zone <i>Between the Barrels</i> April 5-11	Media Purchase DMS Boards Revised dates	
April	Prom Season (<i>Alcohol Message</i>) April 12-19 Motorcycle Awareness (<i>Safety Message</i>) May 3 - May 8	Media Purchase News Release/News Conference Media Purchase DMS Boards	Attitudes and Perceptions Survey Attitudes and Perceptions Survey
May	May Mobilization/Rural Demonstration Project <i>Click It or Ticket</i> May 1 - June 2	News Release/News Conference Media Purchase Hands Across the Border News Sobriety Checkpoints DMS Boards	Attitudes and Perceptions Survey
June	Enforcement Efforts <i>100 Days Summer Heat Motorist & Motorcycle</i> Jun 21 – Sept 7 Work Zone Safety Jun 1- Sept 30	Media Purchase DMS Boards Sobriety Checkpoints Media Purchase, News release DMS Boards	Attitudes and Perceptions Survey Attitudes and Perceptions Survey
July	<i>100 Days of Summer Heat Motorist & Motorcycle</i> Law Enforcement Challenge	Media Purchase Earned Media	

	(date TBD) Tennessee Lifesavers Conference (date TBD)		
August	<i>Booze It and Lose It</i> August 15-September 7	<i>Booze It and Lose It</i> Media Purchase Sobriety Checkpoints	Attitudes and Perceptions Survey
September			

Equipment Approval for Purchases over \$5,000.00

We respectfully request approval to purchase equipment exceeding \$5,000.00 for the items listed below:

1. 1 Holmatro BCT 3120 SCRT Combination Tool - Total of \$10,000, Ashland City Fire Department
2. 1 Survey Total Station - Total of \$9,995, Bartlett Police Department
3. 6 Vehicle Video Systems - Total of \$36,000, Hendersonville Police Department
4. 14 Car Computers - Total of \$77,000, LaVergne Police Department
5. 1 Computer Infrastructure - Total of \$10,000, LaVergne Police Department
6. 1 Crime Analysis Program - Total of \$30,000, Martin Police Department
7. 1 On-site radar trailer - Total of \$13,602, Maryville Police Department
8. 2 Instant Alert Message Signs - Total of \$16,400, Memphis Police Department
9. 1 Program Vehicle - Total of \$16,000, Parkridge East Hospital
10. 4 Mobile Laptop Computer Systems - Total of \$35,294, Sevierville Police Department
11. 1 Watson Accident Site License - Total of \$92,800, Shelby County Sheriff's Office
12. 1 vehicle - Total of \$27,000, Tennessee State University
13. 2 LEL Vehicle - Total of \$50,000, The University of Tennessee
14. 1 Fleet Safety In-Car Video System - Total of \$9,000, Union City Police Department
15. 5 digital video systems - Total of \$27,164.50, Whiteville Police Department
16. 1 Mobile Sobriety Trailer - Total of \$33,730.48, Williamson County Sheriff's Department

HIGHWAY SAFETY PROGRAM COST SUMMARY



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

O.M.B. No. 2127-0003

(Expires 3/31/08)

HIGHWAY SAFETY PROGRAM COST SUMMARY

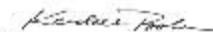
State TN Number 10-01 Date 8-28-09

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
NHTSA 402						
PA	340,000.00	340,000.00			0.00	
EM	87,602.00	20,000.00			87,602.00	
OP	1,018,756.00	74,500.00			1,018,756.00	
PM	200,000.00	0.00			0.00	
PT	3,293,140.00	675,210.00			3,293,140.00	
SA	449,043.00	0.00			0.00	
DE	80,000.00	0.00			80,000.00	
TR	100,000.00	5,000.00			0.00	
(402 est. carry forward \$1,242,282 (10 est. award \$4,286,259)	5,528,541.00	1,114,710.00			4,439,498.00	
408 (est. carry forward, est. 10 award)	708,000.00	141,600.00			0.00	
410 (est. carry forward, est. 10 award)	3,160,000.00	1,580,000.00			0.00	
1906 (est. carry forward)	467,024.00	93,405.00			0.00	
2011	400,000.00	100,000.00			0.00	

HIGHWAY SAFETY PROGRAM COST SUMMARY

406	805,159.00	0.00		0.00
2010	157,990.00	0.00		0.00
154HE	6,103,736.00	0.00		6,103,736.00
154PM	2,000,000.00	0.00		0.00
154AL	5,143,750.00	0.00		5,143,750.00
Total NHTSA	24,474,200.00	3,029,715.00		15,886,984.00
Total FHWA	300,818.00	0.00		120,327.00
Total NHTSA & FHWA	24,775,018.00	3,029,715.00		15,807,311.00

State Official Authorized Signature:

NAME: 
 TITLE: Director, Governor's Highway Safety Office
 DATE: 8-31-09

Federal Official Authorized Signature:

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: October 1, 2009

HS Form 217

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR § 9.12.

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1960, as amended;
- 49 CFR Part 3 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 9 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 49 CFR Chapter 4 - (§§1206, 1206.1, 1206.1265, 1261 & 1262) Regulations governing highway safety programs;
- NHTSA Order 62-102 - Matching Funds to State and Community Highway Safety Programs;
- Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no

later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies

available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

JUL 29 2009

Date

COMPREHENSIVE LIST OF GRANTS

2009-2010 Grantees	Title	County	Region	Proposed Amount	RFP ID	FUND
Blount County Sheriff's Department	2010 Tail of the Dragon	Blount	East	\$ 83,348.32	10412	402
Tennessee Department of Safety	2010 Tail of the Dragon	Blount	East	\$ 68,242.00	10412	402
Tennessee Department of Safety	SHADY VALLEY U.S. 421 OVERTIME ENFORCEMENT	Davidson	Middle	\$ 52,120.00	10412	402
Tennessee Bureau of Investigation	Assisting TBI Crime Labs to Improve DUI Convictions	Davidson	Middle	\$ 363,960.00	10413	410
Tennessee Department of Safety	Tennessee Integrated Traffic Analysis Network (TITAN)	Davidson	Middle	\$ 467,024.00	10414	1906
Tennessee Department of Health	Statewide Injury Surveillance System 2010	Davidson	Middle	\$ 72,365.03	10415	408
Tennessee Department of Health	Ambulance and Trauma Evaluation System	Davidson	Middle	\$ 54,986.80	10416	408
The University of Tennessee	Media Evaluation 2009-2010	Knox	East	\$ 59,555.22	10417	402
The University of Tennessee	Media Evaluation 2009-2010	Knox	East	\$ 119,110.44	10417	154AL
Conexion Americas	Hispanic Don't Drink and Drive Outreach Campaign	Davidson	Middle	\$ 126,907.09	10418	154AL
Tennessee Technological University	Project Director	Putnam	Cumberland	\$ 112,585.40	10419	402
Memphis Police Department	Comprehensive Alcohol Risk Reduction (C.A.R.D.)	Shelby	West	\$ 74,482.45	10421	410
Johnson City Police Department	Safer Johnson City Streets II	Washington	East	\$ 19,300.28	10421	410
Tennessee Department of Safety	Strike 3	Davidson	Middle	\$ 199,994.16	10421	410
Martin Police Department	Youth Alcohol/Youth Traffic Safety	Weakley	West	\$ 55,000.00	10421	410
Community Anti-Drug Coalitions Across TN (CADCAT)	Alive to Tell the Story	Davidson	Middle	\$ 94,813.26	10422	410

Tennessee Independent Colleges and Universities Assoc.	Reducing Young Adult Impaired Driving Through A Statewide Coalition...	Davidson	Middle	\$ 99,999.68	10422	410
TjohnE Productions, Inc.	ThinkFast Young Adult Impaired Driving Prevention Project	Davidson	Middle	\$ 93,860.00	10422	410
Tennessee Secondary School Athletic Association	DUI- Highway Safety Education Team	Davidson	Middle	\$ 60,000.00	10423	410
Blount County Sheriff's Department	2010 Blount County Network Coordinator	Blount	East	\$ 20,020.00	10424	402
ETSU, Department of Public Safety	Law Enforcement Network Coordinator	Washington	East	\$ 20,000.00	10424	402
Collegedale Police Department	Network Coordinator	Hamilton	Cumberland	\$ 19,999.96	10424	402
Crossville Police Department	Network Coordinator	Cumberland	Cumberland	\$ 20,020.00	10424	402
Hohenwald Police Department	Network Coordinator	Lewis	Middle	\$ 19,999.98	10424	402
Jamestown Police Department	Network Coordinator	Fentress	Cumberland	\$ 20,000.06	10424	402
Kimball Police Department	Network Coordinator	Marion	Cumberland	\$ 20,000.00	10424	402
Lewisburg Police Department	Network Coordinator	Marshall	Middle	\$ 19,999.60	10424	402
Lexington Police Department	Network Coordinator	Henderson	West	\$ 20,000.01	10424	402
Ridgetop Police Department	Network Coordinator	Robertson	Middle	\$ 19,999.60	10424	402
Roane County Sheriff's Department	Network Coordinator	Roane	East	\$ 20,000.08	10424	402
Shelby County Sheriff's Department	Network Coordinator	Shelby	West	\$ 19,899.99	10424	402
Washington County Sheriff's Department	Network Coordinator	Washington	East	\$ 20,000.67	10424	402
Woodbury Police Department	Network Coordinator	Cannon	Cumberland	\$ 19,999.96	10424	402
Madison County Sheriff's Department	Network Co-ordinator	Madison	West	\$ 20,000.00	10424	402
Brownsville Police Department	Network Coordinator Grant	Haywood	West	\$ 19,999.94	10424	402
Memphis Police Department	Network Coordinator Law Enforcement Grant	Shelby	West	\$ 19,960.98	10424	402

Dover Police Department	Network Coordinators	Stewart	Middle	\$ 20,000.01	10424	402
Mount Carmel Police Department	Network Law Enforcement Grant	Hawkins	East	\$ 19,999.94	10424	402
Paris Police Department	Paris Networking Grant	Henry	West	\$ 20,002.81	10424	402
Smyrna Police Department	Saving People On the Roads of Tennessee (SPORT) Network Coordinator	Rutherford	Middle	\$ 19,999.96	10424	402
Benton Police Department	TOPS Network Coordinator	Polk	Cumberland	\$ 19,999.96	10424	402
Blount County Sheriff's Department	2010 Traffic Law Enforcement Agency Services - Multiple Violations	Blount	East	\$ 99,889.01	10425	402
Maryville Police Department	2010 Traffic Law Enforcement Agency Services - Multiple Violations	Blount	East	\$ 40,000.00	10425	402
Ashland City Police Department	Ashland City/Cheatham County 2008-2009 Multiple Violation Technology Project	Cheatham	Middle	\$ 19,800.00	10425	402
Brownsville Police Department	Brownsville Multiple Violation Enforcement Program	Haywood	West	\$ 47,064.90	10425	402
Ripley Police Department	Buckle Up Tigers Project	Lauderdale	West	\$ 20,000.00	10425	402
Collegedale Police Department	Collegedale Multiple Violations	Hamilton	Cumberland	\$ 20,000.00	10425	402
Cookeville Police Department	Cookeville Safe Streets	Putnam	Cumberland	\$ 33,443.25	10425	402
Greeneville Police Department	Greeneville PD 2009 - 2010 Highway Enforcement Life Protection (H.E.L.P.)	Greene	East	\$ 30,051.00	10425	402
Knoxville Police Department	Knoxville's Traffic Enforcement Program	Knox	East	\$ 106,539.40	10425	402
Bradley County Sheriff's Department	Living Through Effective Enforcement	Bradley	Cumberland	\$ 46,248.77	10425	402
Loudon Police Department	LOUDON POLICE DEPARTMENT TRAFFIC SAFETY PROGRAM	Loudon	East	\$ 20,000.00	10425	402

Signal Mountain Police Department	Multiple violation traffic enforcement	Hamilton	Cumberland	\$ 20,414.40	10425	402
McKenzie Police Department	OPERATION SAFE STREETS	Carroll	West	\$ 20,000.00	10425	402
Winchester Police Department	Project R.A.I.D.	Franklin	Cumberland	\$ 12,377.94	10425	402
Hendersonville Police Department	R.S.V.P.(Reducing Speed Violators Proactively)	Sumner	Middle	\$ 60,000.00	10425	402
Tullahoma Police Department	Radar Speed Sign - Traffic Control Initiative	Coffee	Cumberland	\$ 30,000.00	10425	402
Sevier County Sheriff's Department	REDUCE DUI AND SPEEDING VIOLATIONS IN SEVIER COUNTY	Sevier	East	\$ 39,263.76	10425	402
Decherd Police Department	RID	Franklin	Cumberland	\$ 14,985.56	10425	402
Sevierville Police Department	S.T.O.P. (Serious Traffic Offense Patrol) Program	Sevier	East	\$ 19,470.70	10425	402
Fairview Police Department	Safer Roads Equal Safer Lives (Continuation)	Williamson	Middle	\$ 35,333.72	10425	402
Roane County Sheriff's Department	Safer Roads in Roane County	Roane	East	\$ 37,899.46	10425	402
Springfield Police Department	Special Traffic Enforcement Patrol Unit (STEP Unit)	Robertson	Middle	\$ 26,635.00	10425	402
Hamilton County Sheriff's Department	Speed and Seatbelt Enforcement	Hamilton	Cumberland	\$ 128,402.54	10425	402
Red Bank Police Department	STOP THE AGGRESSIVE DRIVERS NEED FOR SPEED	Hamilton	Cumberland	\$ 30,000.00	10425	402
Cowan Police Department	Traffic and Occupant Protection-COwan Police (TOP COP)	Franklin	Cumberland	\$ 20,000.00	10425	402
South Pittsburg Police Department	Traffic Enforcement Agency Services	Marion	Cumberland	\$ 20,000.00	10425	402
LaVergne Police Department	Traffic Law Enforcement Program	Rutherford	Middle	\$ 40,000.00	10425	402
Oak Ridge Police Department	Wide Area Saturation Patrols	Anderson	East	\$ 40,489.28	10425	402
Tennessee Department of Safety	State Law Enforcement Management Training	Davidson	Middle	\$ 36,000.00	10426	402
Tennessee Department of Safety	Traffic Records Improvement Project	Davidson	Middle	\$ 300,000.00	10429	408

Tennessee Department of Safety	Traffic Records Improvement Project - add IT	Davidson	Middle	\$ 125,000.00	10429	408
Etowah Rescue and Rural Fire Department	Emergency Medical First Responder Training and Equipment	McMinn	Cumberland	\$ 15,000.00	10430	402
Smith County EMS	FIRST RESPONDER PERSONAL RESPONSE EQUIPMENT/SUPPLIES.	Smith	Cumberland	\$ 12,807.56	10430	402
Ashland City Fire Department	First Responder Rescue Equipment	Cheatham	Middle	\$ 10,000.00	10430	402
Haywood County EMS	Haywood County First Responder Program	Haywood	West	\$ 14,844.00	10430	402
Bedford County EMS	Rapid Response To Rural Highway Crash Victims	Bedford	Middle	\$ 14,950.00	10430	402
The University of Tennessee	Law Enforcement Liaison Administration 2009-10	Knox	East	\$ 646,385.00	10432	402
The University of Tennessee	Law Enforcement Liaison Administration 2009-10	Knox	East	\$ 60,000.00	10432	410
The University of Tennessee	Law Enforcement Liaison Administration 2009-10	Knox	East	\$ 100,000.00	10432	154AL
The University of Tennessee	Law Enforcement Liaison Administration 2009-10	Knox	East	\$ 336,409.00	10432	406
The University of Tennessee, CTR for Trans. Research	Fiscal Year 2010 Statewide Survey of Safety Belt and Motorcycle Helmet Usage	Knox	East	\$ 62,144.09	10433	402
Shelby County Office of Early Childhood and Youth	Child Passenger Safety Training and Community Education	Shelby	West	\$ 315,557.25	10434	402
Tennessee State University	Children are Restrained for Enhanced Safety (CARES)	Davidson	Middle	\$ 64,447.76	10434	2011
East Tennessee State University	East Tennessee Child Passenger Safety Center	Sullivan	East	\$ 299,972.24	10434	2011
Meharry Medical College	Middle Tennessee Child Passenger Safety Center	Davidson	Middle	\$ 333,370.08	10434	402
Parkridge East Hospital	Safe Journey	Hamilton	Cumberland	\$ 135,544.50	10434	402
Tennessee District Attorney General, 7th Judicial District	2009-2010 DUI Abatement/Prosecution Enhancement Grant	Anderson	East	\$ 175,966.23	10435	154AL

Tennessee District Attorney General, 5th Judicial District	2010 DUI Abatement / Prosecution Enhancement	Blount	East	\$ 161,195.61	10435	154AL
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement	Carroll	West	\$ 199,389.62	10435	154AL
Tennessee District Attorney General, 13th Judicial District	B.E.S.T. (Better Enforcement Stopping Tragedy)	Putnam	Cumberland	\$ 188,917.95	10435	154AL
Tennessee District Attorney General, 21st Judicial District	DUI Abatement / Prosecution Enhancement	Williamson	Middle	\$ 178,142.88	10435	154AL
Tennessee District Attorney General, 4th Judicial District	DUI Abatement / Prosecution Enhancement	Sevier	East	\$ 359,491.42	10435	154AL
Tennessee District Attorney General, 31st Judicial District	DUI Abatement / Prosecution Enhancement 2009-2010	Warren	Cumberland	\$ 176,935.40	10435	154AL
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT PLAN / DUI SPECIAL PROSECUTOR 2009-2010	Dickson	Middle	\$ 159,243.90	10435	154AL
Tennessee District Attorney General, 19th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	Montgomery	Middle	\$ 200,144.89	10435	154AL
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	Lawrence	Middle	\$ 162,308.57	10435	154AL
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	Madison	West	\$ 182,602.31	10435	154AL
Tennessee District Attorney General, 6th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	Knox	East	\$ 242,222.45	10435	154AL
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	Hamilton	East	\$ 185,563.58	10435	154AL
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit	Lauderdale	West	\$ 177,101.84	10435	154AL
Tennessee District Attorney General, 9th Judicial District	DUI Prosecutor	Roane	East	\$ 204,098.35	10435	154AL

Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2010	Lincoln	Middle	\$ 163,863.12	10435	154AL
Tennessee District Attorney General, 2nd Judicial District	DUI Special Prosecution	Sullivan	East	\$ 175,053.40	10435	154AL
Tennessee District Attorney General, 30th Judicial District	DUI/ABATEMENT/PROSECUTION ENHANCEMENT	Shelby	West	\$ 271,520.64	10435	154AL
Tennessee District Attorney General, 15th Judicial District	Protecting Lives: Effective Prosecution of Impaired Drivers	Trousdale	Middle	\$ 181,110.08	10435	154AL
Tennessee District Attorney General, 10th Judicial District	Special DUI Prosecutor	McMinn	Cumberland	\$ 152,996.13	10435	154AL
Tennessee District Attorney General, 1st Judicial District	Special DUI Prosecutor	Washington	East	\$ 172,552.64	10435	154AL
Tennessee District Attorney General, 8th Judicial District	Special DUI Prosecutor - 8th District	Scott	East	\$ 146,262.65	10435	154AL
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	Davidson	Middle	\$ 378,529.15	10435	154AL
Warren County of Tennessee	31st Judicial District DWI Court Program	Warren	Cumberland	\$ 60,000.00	10436	410
Mother's Against Drunk Driving	Court Monitoring...	Davidson	Middle	\$ 83,666.17	10436	410
Sumner County Drug Court	DUI Court	Sumner	Middle	\$ 60,000.00	10436	410
Williamson County Drug Court	DUI Court	Williamson	Middle	\$ 60,000.00	10436	410
Rutherford County Drug Court Program	Rutherford County DUI Court Program	Rutherford	Middle	\$ 60,000.00	10436	410
Tennessee District Attorney General Conference	DUI Specialized Training Unit	Davidson	Middle	\$ 615,243.59	10438	410
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement	Davidson	Middle	\$ 60,000.00	10439	402
University of Memphis	DUI Tracker	Shelby	West	\$ 146,416.11	10440	410

The University of Tennessee, Center for Transportation Research	TENNESSEE TRAFFIC SAFETY RESOURCE SERVICE...	Knox	East	\$ 449,042.86	10441	402
Mother's Against Drunk Driving	MADD Tennessee Underage Drinking Prevention:	Davidson	Middle	\$ 83,681.62	10442	410
Davidson County Sheriff's Department	SAAFE - Sheriff's Alcohol Awareness For Everyone	Davidson	Middle	\$ 197,520.16	10444	154AL
Washington County Sheriff's Department	R.I.P.: Responsibility In Progress	Washington	East	\$ 60,000.00	10445	402
Tennessee Law Enforcement Training Officers Association	Statewide Stanardized: Train-The-Trainer Program:	Washington	East	\$ 234,082.50	10446	402
Trenton Police Department	Trenton Police Department's Get Home Safely Campaign	Gibson	West	\$ 5,000.00	10449	154AL
135 Law Enforcement Agencies	High Visibility Law Enforcement Campaigns	#	Multiple	\$ 675,000.00	10451	410
Administrative Office of the Courts	Integrated Criminal Justice Portal Access	Davidson	Middle	\$ 65,397.50	10455	408
Governor's Highway Safety Office	Planning and Administration	Statewide	Statewide	\$ 340,000.00	#	402
The University of Tennessee	Program Management	Statewide	Statewide	\$ 594,750.25	#	402
The University of Tennessee	Program Management	Statewide	Statewide	\$ 468,750.00	#	406
The University of Tennessee	Program Management	Statewide	Statewide	\$ 90,000.00	#	408
Paid Media	Alcohol Countermeasures	Statewide	Statewide	\$ 1,980,000.00	#	154PM
Paid Media	Alcohol Countermeasures	Statewide	Statewide	\$ 487,000.00	#	410
Motorcycle Safety Assessment	Motorcycle Safety	Statewide	Statewide	\$ 23,000.00	#	2010
Paid Media	Motorcycle Safety	Statewide	Statewide	\$ 88,000.00	#	2010
				\$ 18,260,061.38		

Listing by RFP

RFP ID	RFP Title	Awards	Amount
10412	Motorcycle/Motorist Safety	3	\$31,236.00
10413	Assisting Toxicology Backlog to Improve DUI convictions	1	\$10,413.00
10414	Traffic Records Management - IRISS	1	\$10,414.00
10415	Statewide Injury Surveillance System	1	\$10,415.00
10416	Ambulance and Trauma Evaluation System	1	\$10,416.00
10417	Media Evaluations	1	\$10,417.00
10418	DIVERSE COMMUNITIES - Alcohol Countermeasures	1	\$10,418.00
10419	Elementary and Secondary Schools	1	\$10,419.00
10420	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	69	\$718,980.00
10421	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	4	\$41,684.00
10422	Young Adult Impaired Driving Prevention Projects	4	\$41,688.00
10423	DUI - Highway Safety Education Team	1	\$10,423.00
10424	Network Law Enforcement Grants	22	\$229,328.00
10425	Traffic Law Enforcement Agency Services - Multiple violations	32	\$333,600.00
10426	State Law Enforcement Management Training	1	\$10,426.00
10427	Law Enforcement Language Training	1	\$10,427.00
10429	Data Improvements - Automated Crash Report (DOS)	2	\$20,858.00
10430	First Responder Equipment & Training	5	\$52,150.00
10431	Work Zone Enforcement	1	\$10,431.00
10432	Law Enforcement Liaisons	1	\$10,432.00
10433	Observational Survey - Safety Belts	1	\$10,433.00
10434	Child Passenger Safety Training and Community Education	5	\$52,170.00
10435	DUI Abatement / Prosecution Enhancement	23	\$240,005.00
10436	Court Partnership Project	6	\$62,616.00
10437	Wide Area Saturation Patrols - WASP	14	\$146,118.00
10438	Tennessee Traffic Safety Resource Prosecutors: Training on Impaired Driving / Outreach to Legal Community	1	\$10,438.00
10439	Law Enforcement Education & Networking	1	\$10,439.00
10440	Tracker - Tracking and anlysis of DUI Case Information	1	\$10,440.00
10441	Safe Communities Educational Resource - www.TNTrafficSafety.org	1	\$10,441.00
10442	Underage Drinking Prevention	1	\$10,442.00
10443	Traffic Records Analyst	1	\$10,443.00
10444	Comprehensive DWI and Empowerment Program	1	\$10,444.00
10445	Teen Novice Driver and Occupant Protection Grant	1	\$10,445.00
10446	Traffic Related Law Enforcement Training	1	\$10,446.00

10449	Sober Ride Program	1	\$10,449.00
10451	High Visibility Law Enforcement Campaigns	135	\$1,410,885.00
10454	Crash Reporting and Data Backlog	1	\$10,454.00
10455	Integrated Criminal Justice Portal Access	1	\$10,455.00
	Grand Total	349	\$3,642,138.00