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State of Tennessee

2015 Highway Safety Performance Plan

July 1, 2014

Governor's Highway Safety Office



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SUMMARY OF DATA SOURCES

- Tennessee Department of Safety and Homeland Security Planning, Research and Development (DOS)
- National Highway Traffic Safety Administration (NHTSA)
- (FARS) Tennessee Integrated Traffic Analysis Network
- Tennessee Youth Risk Behavior Survey (YRBS)
- Tennessee Integrated Traffic Analysis Network (TITAN)
- Distraction.gov
- Thinkfast Interactive Game Show Pre and Post Surveys/Evaluation Report
- National Center for Health Statistics
- NHTSA Countermeasures that Work
- NHTSA Traffic Safety Facts – 2012 Data
- Centers for Disease Control (CDC)
- The Foundation for Advancing Alcohol Responsibility
- National Occupant Protection Use Survey (NOPUS)
- National Center for Statistics and Analysis STSI
- Tennessee Safety Belt Use Statewide Observational Survey

OUTSIDE FUNDING SOURCES

The Tennessee GHSO receives funding (outside of NHTSA) for Teen Driver Safety Programming activities from a number of private companies.

They include:

- State Farm Insurance
- Nissan North America
- Office of Criminal Justice Programs

Amounts vary from year to year. We hope to again receive funding in the 2015 fiscal year from Nissan for additional "Thinkfast" Interactive game shows as well as from State Farm Insurance for various teen driver safety programs.

I INTRODUCTION

This Federal Fiscal Year 2014-15 Highway Safety Performance Plan is the Tennessee Governor's Highway Safety Office's action plan for distribution of federal highway safety funds into priority behavioral safety programs. The plan is based on Tennessee Strategic Highway Safety Plan approved by Governor Haslam in Calendar Year (CY) 2012.

The plan addresses the behavioral aspects of highway safety: 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 - 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 annually (almost 30,000 persons killed and over 2,000,000 injured in traffic crashes) in the United States. 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, looking forward to a time when there will be no loss of life on Tennessee's roadways.

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

Goal: Nearly 1,000 people lost their lives on Tennessee roadways in 2013. Tennessee has been able to reduce traffic fatalities by more than 33 percent over the past ten years, reaching the goals set forth by the State Strategic Highway Safety Plan. The long-range goal is to reduce that number to 903 or fewer fatalities by 2017.

This year's Highway Safety Performance Plan challenges the Governor's Highway Safety Office to continue current effective programs, extend and expand upon successful program initiatives, and initiate new programs to increase the safety of Tennessee roadways, change driver behavior, and improve vehicle safety.

Tennessee's Challenge

Tennessee had more than 4 million licensed drivers and vehicles in 2013. Sustaining a sound and safe roadway system requires the maintenance of a strong foundation. The following basic elements comprise the foundation:

- A robust traffic safety data collection and analysis system;
- Well-trained and 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 vehicle operator licensing system designed to monitor operator licensing and personal performance on the roadway system;
- Effective emergency medical and trauma systems that include well-trained and equipped personnel who are strategically located (in urban areas and near major highways) 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 who are 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 define 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), 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, the Tennessee Strategic Highway Safety Plan Committee was developed.

Providing the most effective and safest highway facilities is of critical importance. Our primary measurement for safety is reductions in the fatalities and injuries that occur because of motor vehicle crashes across the state annually. 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 includes multiple 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 a variety of local law enforcement and planning organizations from across the state. The committee reports directly to the Commissioners of Transportation and Safety and Homeland Security regarding activities and progress.

Emphasis Areas

By reviewing available data on the number of transportation-related crashes, the vehicles and road users involved, and their causes, Tennessee can focus on the worst problems and identify the most effective solutions. Through collaboration between the Tennessee Strategic Highway Safety Plan Committee and the Governor's Highway Safety Office, six emphasis areas have been identified:

- Data collection and analysis
- Driver behavior
- Infrastructure Improvement
- Vulnerable road users
- Operational improvement
- Motor carrier safety

Shared Responsibilities

Essentially, safety is a community issue. 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. A shared commitment helps ensure that the plan's objectives are met.

Obtaining a license and access to the roadway system is a privilege, not a right. Roadway safety 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 helps mitigate injuries in the event of a crash. Unfortunately, many people die unnecessarily every year because they do not follow safe driving principles: excess speed and unsafe speed for weather and road conditions; driving under the influence of alcohol or drugs; and failure to wear seat belts. Practicing positive driving behaviors can move Tennessee closer to its vision of a declining transportation-related death and injury rate.

II. PERFORMANCE GOALS

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

Based on our performance for calendar year 2013, we have established the following Core (C) outcome measures for our Governor's Highway Safety Office Performance Plan.

Traffic Fatalities

C-1) To reduce traffic fatalities by 3.1% from a 2012 baseline of 1,014 to 983 in 2015.

Serious Traffic Injuries

C-2) To reduce the number of serious traffic Injuries by 1.3% from a 2012 baseline of 7,596 to 7,498 in 2015.

Fatalities/VMT

C-3a) To reduce the rate of traffic fatalities per HMVMT by 2.9% from a 2012 baseline of 1.425 to 1.385 in 2015.

Rural Fatalities/VMT

C-3b) To reduce the rate of rural traffic fatalities per HMVMT by 15.6% from a 2012 baseline of 2.050 to 1.730 in 2015.

Urban fatalities/VMT

C3c) To reduce the rate of urban traffic fatalities per HMVMT by 2.0% from a 2012 baseline of 1.020 to 1.000 in 2015.

Unrestrained Passenger Vehicle Occupant Fatalities

C-4) To reduce the number of unrestrained passenger vehicle occupant fatalities 14.7% from a 2012 baseline of 398 to 340 in 2015.

Alcohol-Impaired Driving Fatalities

C-5) To reduce the number of alcohol impaired driving fatalities by 9.6% from a 2012 baseline of 295 to 267 in 2015.

Speeding Related Fatalities

C-6) To reduce the number of speeding involved fatalities by 6.1% from a 2012 baseline of 197 to 185 in 2015.

Motorcyclist Fatalities

C-7) To reduce the motorcyclists fatalities by 6.5% from a 2012 baseline of 139 to 130 in 2015.

Un-helmeted Motorcyclist Fatalities

C- 8) To reduce the unhelmeted motorcyclist fatalities by 33.3% from an 4-year average baseline (2009 - 2012) of 16 to 10 in 2015.

Drivers Age 20 or Younger Involved in Fatal Crashes

C-9) To reduce the number of drivers under age 21 involved in fatal crashes by 4.2% from a 2012 baseline of 144 to 138 in 2015.

Pedestrian Fatalities

C-10) To reduce the pedestrian fatalities by 2.9% from a 2012 baseline of 68 to 66 in 2015.

Bicycle Fatalities

C-11) To reduce the number of bicyclist fatalities by 12.5% from a 2012 baseline of 8 to 7 in 2015.

Observed Seatbelt Use for Passenger Vehicles - Front Seat Outboard Occupants (State Survey)

B-1) To increase the observed seat belt usage rate for passenger vehicle occupants by 2.7 percentage points from a 2012 baseline of 85.1% to 87.9% in 2015.

Performance Plan

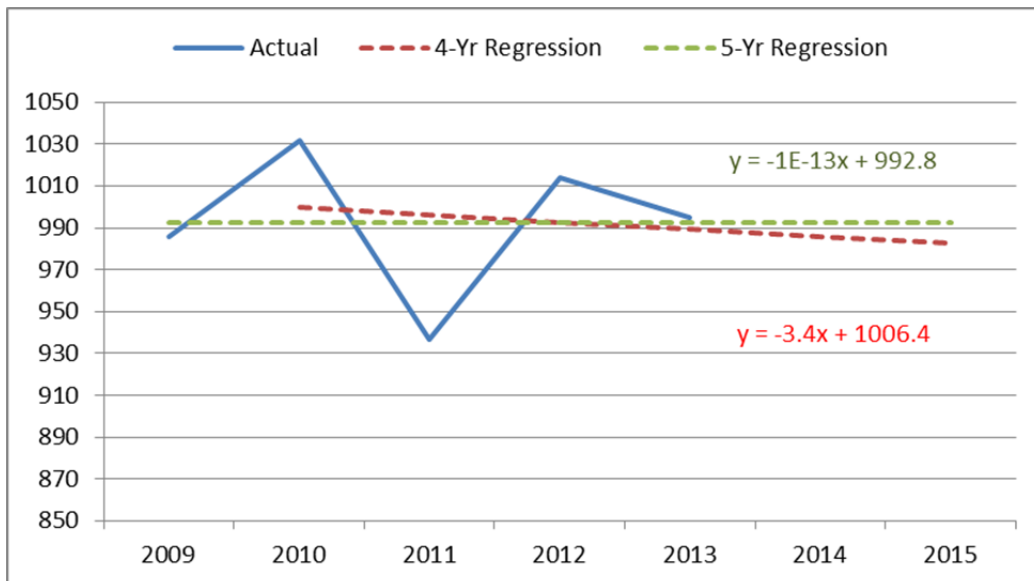
Congress requires each state to set performance goals and report performance measures in the *Highway Safety Performance Plan*. The National Highway Traffic Safety Administration and the Governor's Highway Safety Association developed a set of 14 minimum performance measures that must be included in each state's plan. These are broken down into 10 core, one behavioral and three activity measures. The fatality numbers for the outcome measures use data from the **Fatality Analysis Reporting System (FARS)**. Performance goals are required for the behavioral measure and the 10 core outcome measures.

The following goals were set to meet the requirements of 23 CFR 1200.10:

Traffic Fatalities

C-1) To reduce traffic fatalities by 3.1% from a 2012 baseline of 1,014 to 983 in 2015.

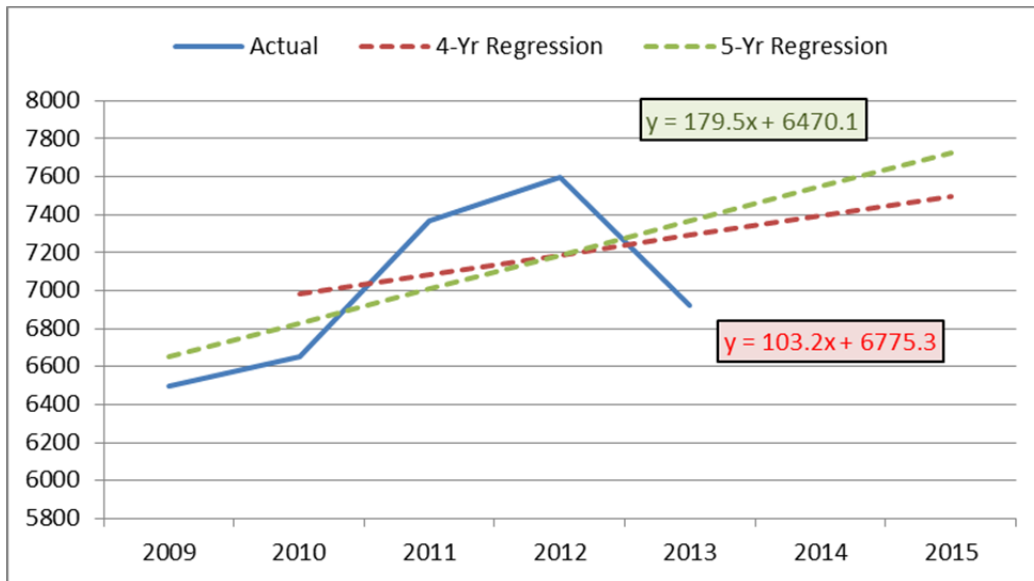
The continuance of any of the trends observed will result in a reduction. However, both the 3-year and 5-year moving averages have leveled off in recent years. Given that there has been virtually no change in the number since 2009, it seems prudent to use the performance measure goal suggested by the 4-year linear regression estimate.



Serious Traffic Injuries

C-2) To reduce the number of serious traffic Injuries by 1.3% from a 2012 baseline of 7,596 to 7,498 in 2015.

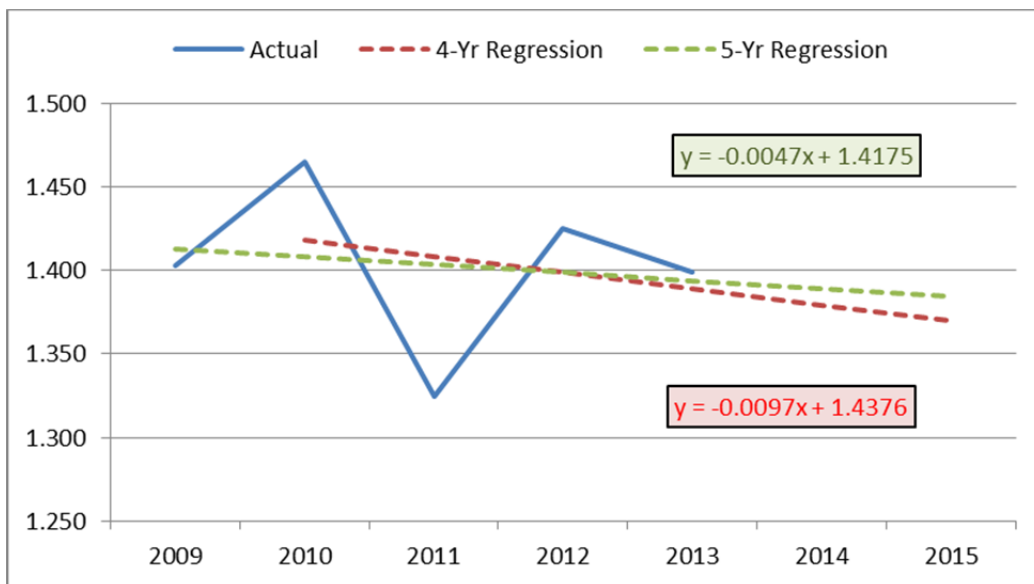
The continuance of any of the trends observed will result in an increase over the next two years. However, both the 3-year and 5-year moving averages have leveled off in recent years. Given that there has been virtually no change in the number since 2009, it seems prudent to use the performance measure goal suggested by the 4-year linear regression estimate.



Fatalities/VMT

C-3a) To reduce the rate of traffic fatalities per HMVMT by 2.9% from a 2012 baseline of 1.425 to 1.385 in 2015.

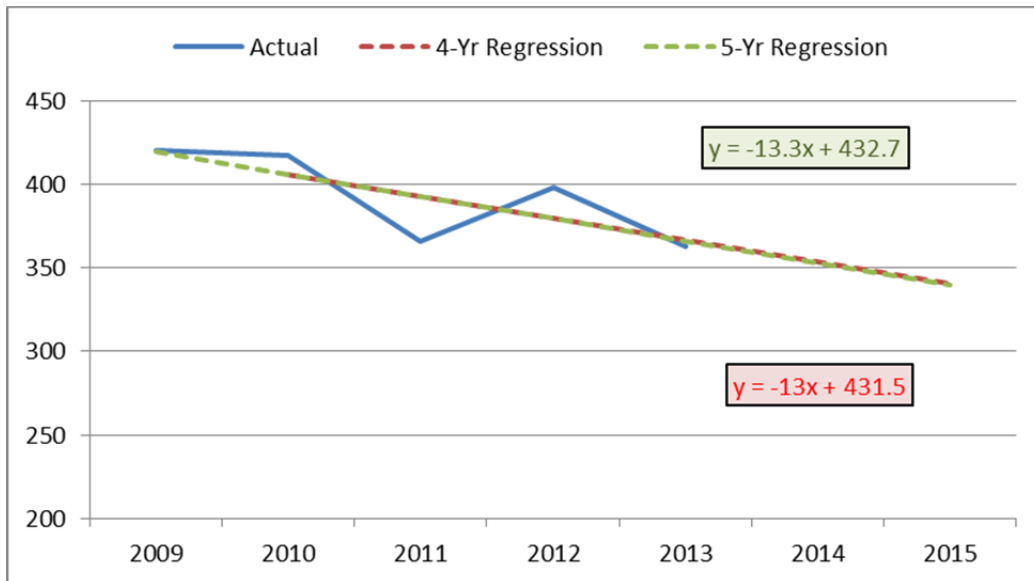
The continuance of any of the trends observed will result in a reduction. Since, however, that there has not been a statistically significant change in the rate since 2009, it seems prudent to use a conservative performance measure goal.



Unrestrained Passenger Vehicle Occupant Fatalities

C-4) To reduce the number of unrestrained passenger vehicle occupant fatalities 14.7% from a 2012 baseline of 398 to 340 in 2015.

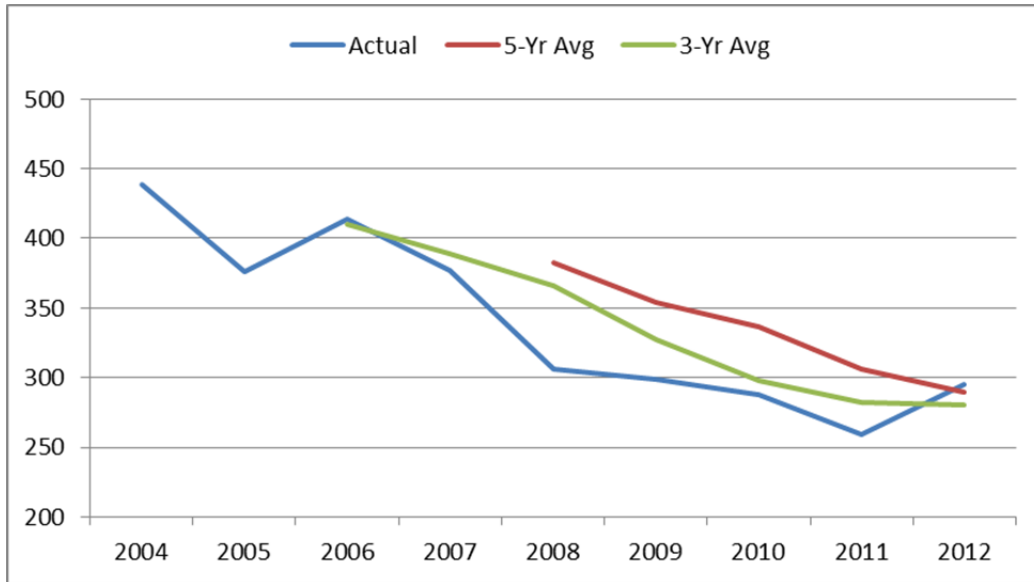
The continuance of any of the trends observed will result in a reduction. The 5-year linear regression estimate mirrors the trends of the three- and five-year moving averages, and correlates more closely with the actual data than the 4-year linear regression estimate.



Alcohol-Impaired Driving Fatalities

C-5) To reduce the number of alcohol impaired driving fatalities by 9.6% from a 2012 baseline of 295 to 267 in 2015.

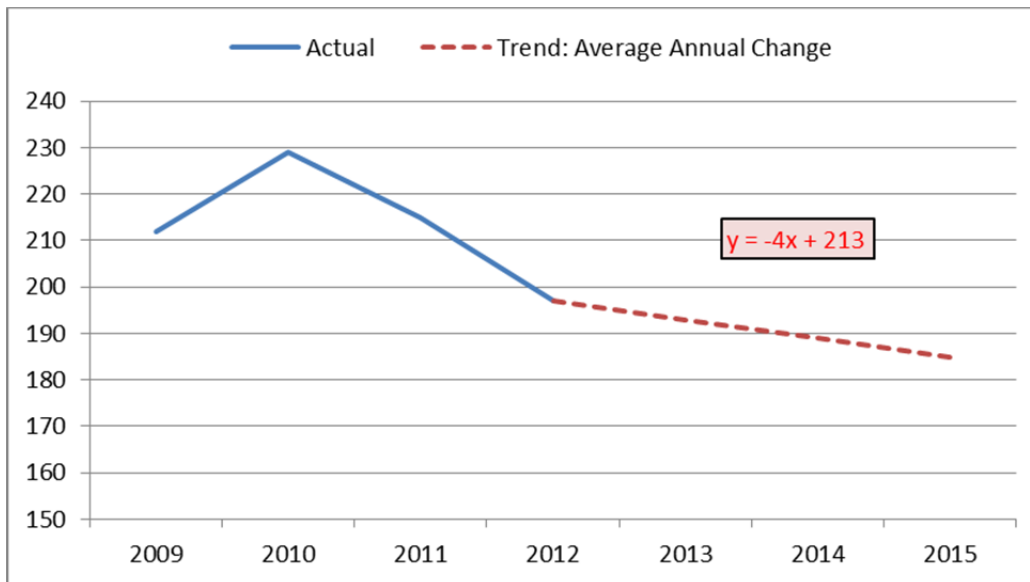
The continuance of any of the trends observed will result in a reduction. However, Tennessee saw a 13.9% increase in Alcohol Impaired Driving fatalities in 2012. Given that there has been virtually no change in the number since 2008, it seems prudent to use the performance measure goal suggested by the 4-year linear regression estimate



Speeding Related Fatalities

C-6) To reduce the number of speeding involved fatalities by 6.1% from a 2012 baseline of 197 to 185 in 2015.

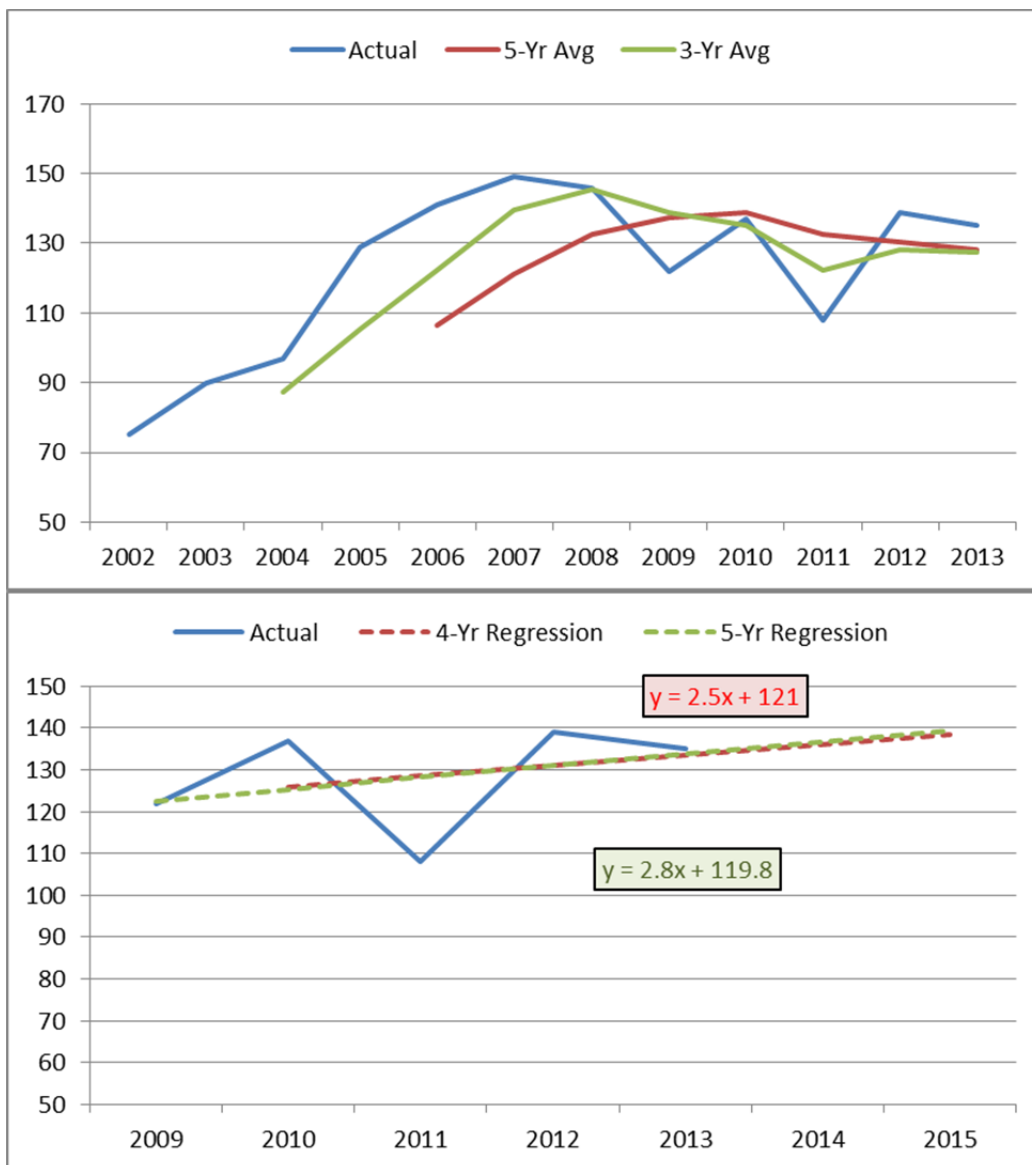
The continuance of any of the trends observed will result in a reduction. The range of one standard deviation from the mean over the past five years is 202 – 237. All of the estimates suggest a target that is outside this range, but recent reductions have been substantial and persistent. Using the average annual change of -2.2% from 2010 – 2012, gives a reasonable target that considers the possibility that the 2012 performance is an outlier.



Motorcyclist Fatalities

C-7) To reduce the motorcyclists fatalities by 6.5% from a 2012 baseline of 139 to 130 in 2015.

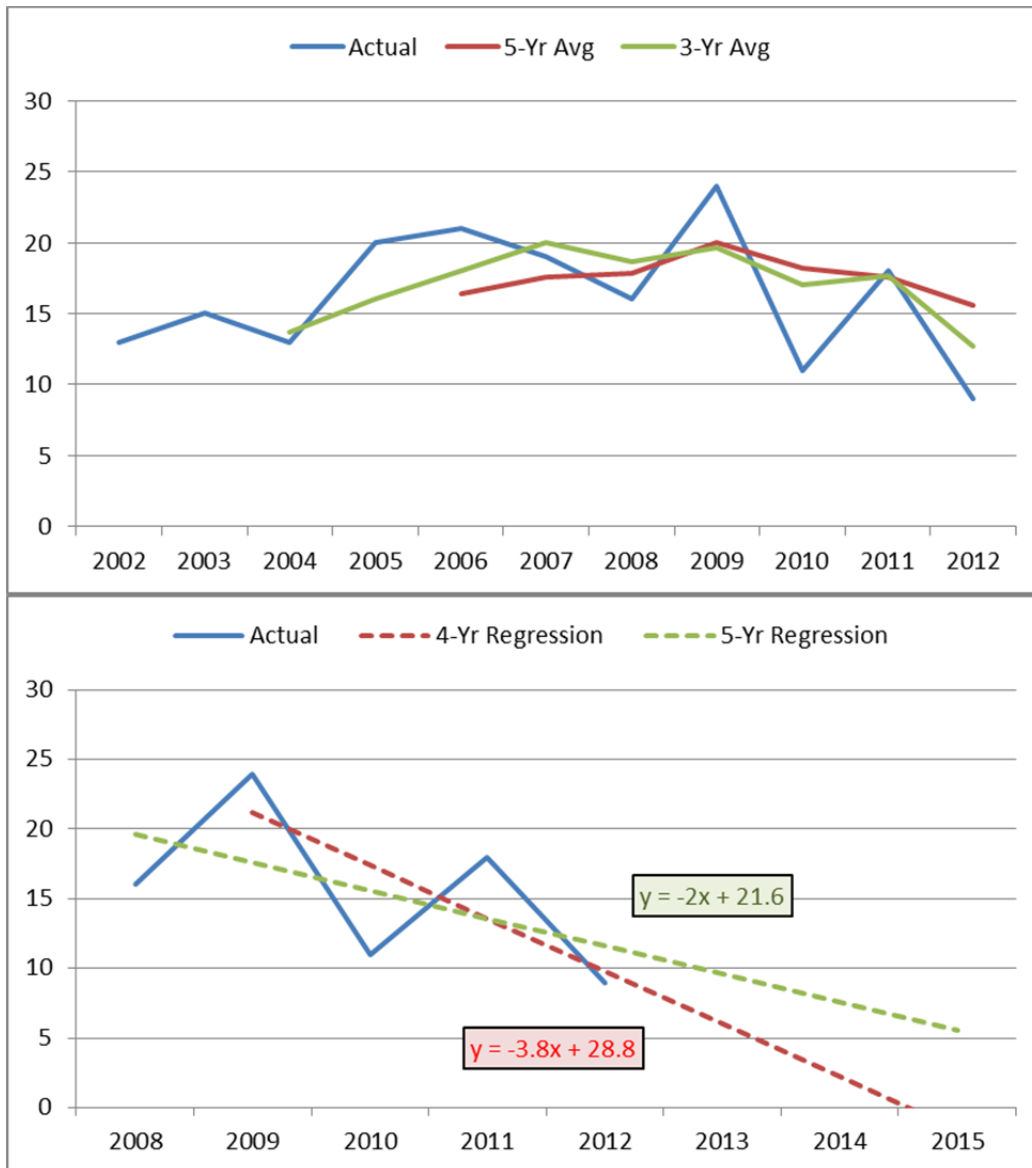
The various trends indicate the possibility of an increase or a decrease, and none have much correlation with the actual data. The average annual change over the past five years is almost zero, and the expected value of the fatalities variable using the past five years data is approximately 128. If we remove the 2011 value, which may be interpreted as an outlier, the expected value is approximately 133 and the median is 136. Considering these points, and given the high variance of the data in recent years, an optimistic yet reasonable goal might be 130.



Un-helmeted Motorcyclist Fatalities

C- 8) To reduce the un-helmeted motorcyclist fatalities by 33.3% from an 4-year average baseline (2009 - 2012) of 16 to 10 in 2015.

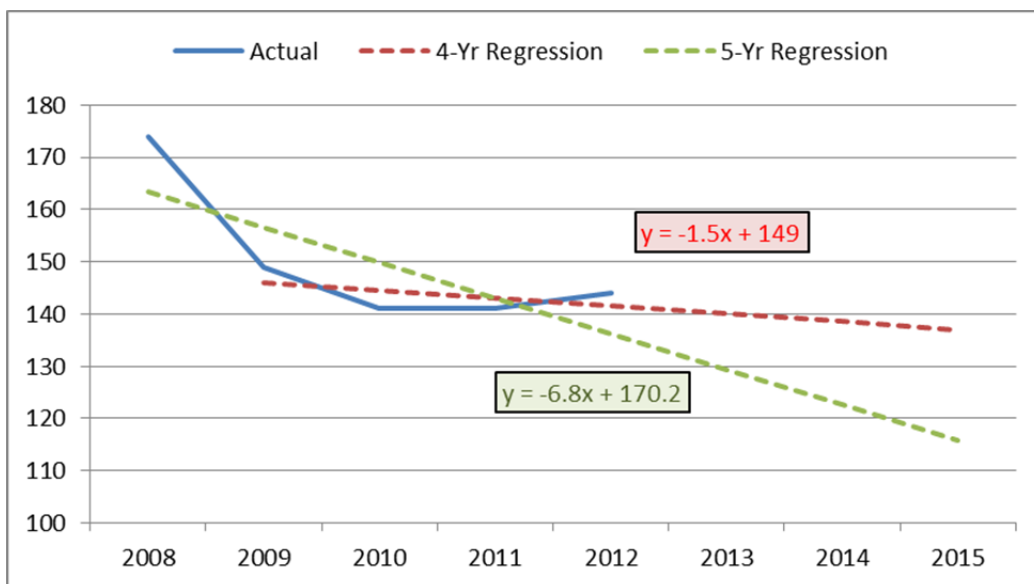
Based on visual inspection of the data, as well as outlier detection analysis, we believe the best estimate is given by the alternative baseline analysis. Utilizing all of the Fatalities, we find that the data is susceptible to volatility (see 2009 vs. 2012); which again justifies a conservative estimate of 8.



Drivers Age 20 or Younger Involved in Fatal Crashes

C-9) To reduce the number of drivers under age 21 involved in fatal crashes by 4.2% from a 2012 baseline of 144 to 138 in 2015.

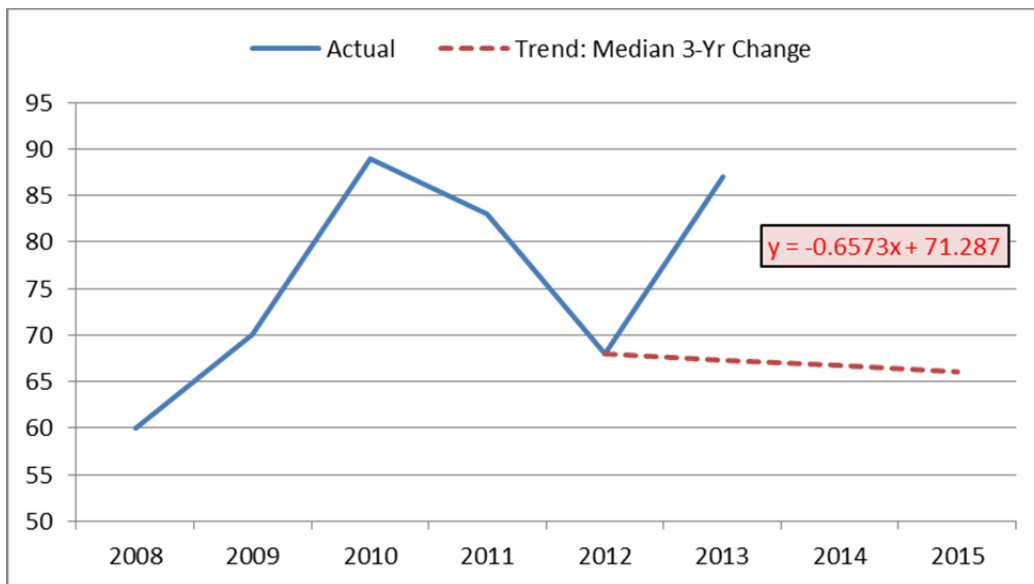
Initially, the trends observed suggest a reduction in fatalities for this age group. However, it should be noted that the trend appears to be leveling off, indicating a slowing or even stopping of the reduction in fatalities for this age group. Again, this slowing is suggested by Pearson's Rho; which is used to project fatalities for the years ahead. Given this information, one should expect the fatalities to hover around 144. An estimate of 138 is reasonable; while an estimate of 95 may be too generous.



Pedestrian Fatalities

C-10) To reduce the pedestrian fatalities by 2.9% from a 2012 baseline of 68 to 66 in 2015. As indicated by the R-squared values which ranges from 4% to 8%, this data is riddled with unexplained variance. As such, given the current information, projecting improvements in fatalities is difficult.

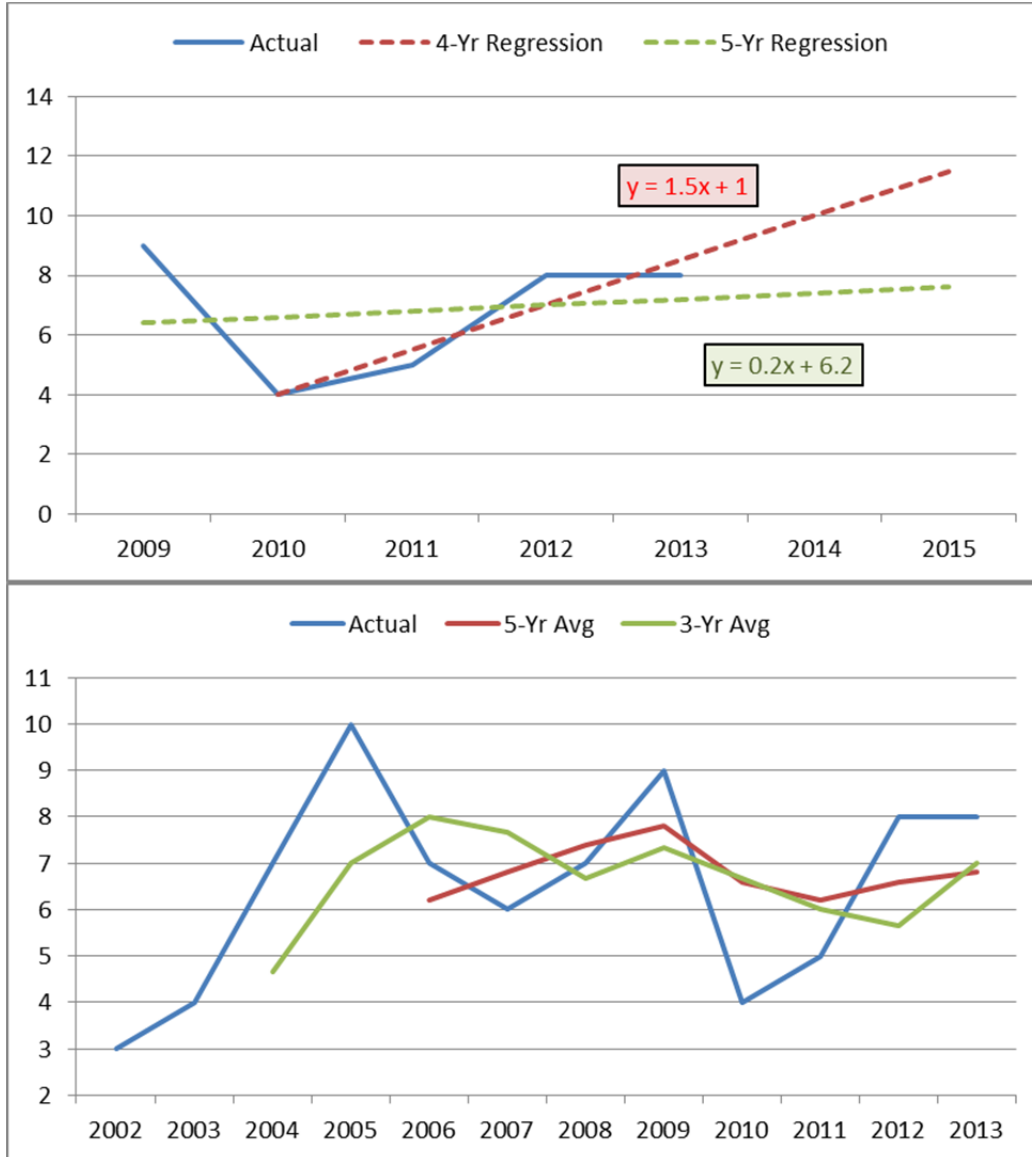
Although the 2012 baseline of 68 is extremely low when compared to historical performance, and the volatility of the data makes statistical projections difficult to generate, the state has shown modest reductions in the past. Because the state will continue to devote funding to programs targeting pedestrian fatalities, we hope to be able to establish a decreasing trend. We calculated the change over each sliding three-year period from 2008, and found the median reduction for all three-year windows to be approximately 2.6%, which we used as the basis for calculating a target.



Bicycle Fatalities

C-11) To reduce the number of bicyclist fatalities by 12.5% from a 2012 baseline of 8 to 7 in 2015.

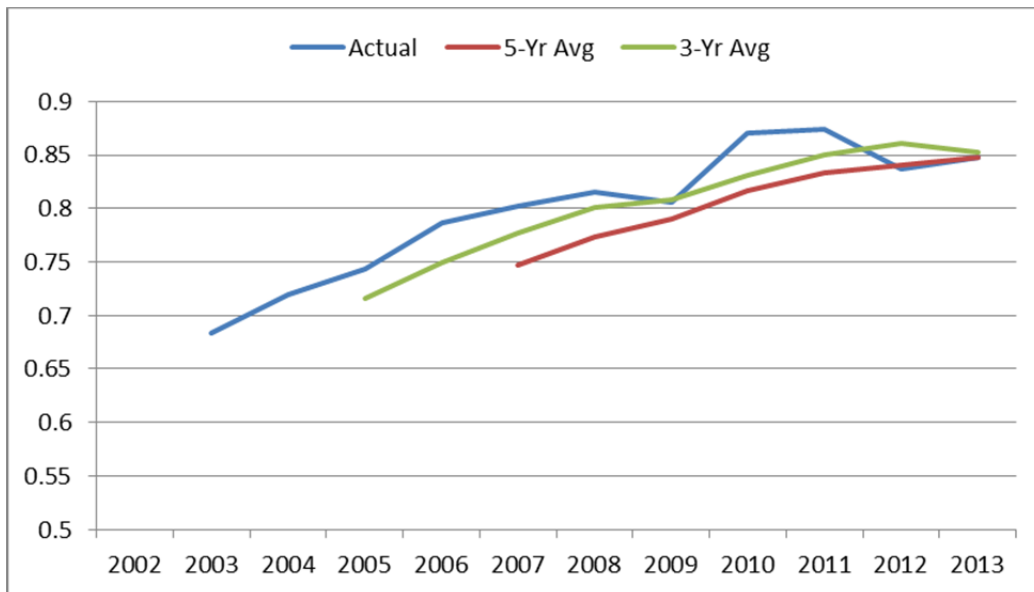
The high correlation of the 4-year linear regression estimate to the actual data suggests that the increasing trend will continue. The small numbers of fatalities each year, however, make this data very susceptible to random fluctuations. Since the mean of the last 4 years' data is 6.8, a modest reduction to 7 by 2015 seems reasonable.



Observed Seatbelt Use for Passenger Vehicles - Front Seat Outboard Occupants (State Survey)

B-1) To increase the observed seat belt usage rate for passenger vehicle occupants by 2.7 percentage points from a 2012 baseline of 85.1% to 87.9% in 2015.

The trends for this metric have levelled off over the past four years. So, even though the 4-year linear regression estimate has the best fit to the data, it predicts a decrease in the usage rate. Since the 5-year moving average is less susceptible to recent variance, the average change suggested by the slope of a linear regression curve through its data is the best choice.



Activity Measures 2009-2013					
Activity Measure	2009	2010	2011	2012	2013
A-1) Seatbelt Citations	20,932	21,205	18,222	21,758	22,521
A-2) Impaired Driving Arrests	4,208	3,984	4,390	4,754	4,509
A-3) Speeding Citations	61,899	78,582	69,089	75,786	70,051

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 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 as we continue our strategy for allocating federal highway funds to state and local agencies.

Three processes are utilized to determine Tennessee's traffic safety problems, goals, and program/project/activities emphasis, and are described below:

Process for Identifying Safety Problems

The specific highway safety problems that grantees wish to address must be data driven; consequently, 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 can request comparative analyses of various crash categories that are available through the TITAN 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 project's impact on highway safety. To assist potential grantees in this area, the Governor's Highway Safety Office offers technical assistance through GHSO staff resources and the Tennessee Department of Safety's Research and Planning Division, which provides crash and fatality data for project intervention design and evaluation.

It is important to determine the cause of injuries or fatal crashes. The collection of crash data is critical in the determination of safety problems. Grantees are encouraged to carefully examine problems within their community to unmask the root causes for over-representation in the data-defined problem area. Potential grantees for FFY 2014-15 were informed that the GHSO would consider any data-driven problem that was identified, but that the following were high priority areas:

- 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 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 2011-2013 data to determine the high priority areas that would be addressed with 402 and 405 funding in FFY 2014-15.

Announcements regarding the FFY 2014-15 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee mayors (county as well as city mayors), police chiefs and sheriffs. 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. This priority requires that the applicant describe 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 2014-15 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, and
- d) the proposed budget.

A total of 551 applications (282 programmatic and 269 High Visibility) were submitted to the GHSO. After grant applications are received, each is reviewed in detail to determine if it meets the GHSO's goals, objectives, and project design requirements. Based upon this analysis, recommendations for funding were made to the TDOT Commissioner of Transportation. Our tentative total number of awarded grants is 450 (250 programmatic and 200 High Visibility).

A project director is assigned for each project; this is typically the person who submitted the project or the person responsible for the "subject" of the agency's project. Further, a program manager from the Governor's Highway Safety Office is assigned to provide assistance and oversight to each grantee during the fiscal year to ensure that agencies accomplish their approved program initiatives; the practical application of this assistance is in the form of consulting services and technical assistance. For instance, the program manager monitors the activity of his/her grantees, reviews claims, and makes recommendations to the Director for continuation of the program. Additional responsibilities include reviewing quarterly reports from the grantees, monitoring project activity on-site at least once per year, and providing daily office management. Also, feedback is provided to each grantee regarding strengths and weaknesses of their activities. Finally, suggestions are provided as to how the grantee should proceed to achieve the results described in the original grant proposal if such assistance is needed.

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.



GOVERNOR'S HIGHWAY SAFETY OFFICE

helping you **ARRIVE**

FY2015 GRANT APPLICATION PERIOD

New Funding Opportunities Available

If you have identified specific traffic safety problems and possible solutions in your community, you are invited to submit a Highway Safety Grant Application.

Accepting Grant Applications

March 1 - March 31, 2014

See Reverse Side for more details

Tennessee

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.

» Accepting Grant Applications «
MARCH 1 – MARCH 31, 2014
TNGHSOGrants.org

PROGRAM AREAS

- ◉ ALCOHOL EDUCATION
- ◉ ALCOHOL ENFORCEMENT
- ◉ DUI PROSECUTION
- ◉ DISTRACTED DRIVING
- ◉ DRIVER EDUCATION
- ◉ DUI / DRUG COURTS
- ◉ EMERGENCY MEDICAL SERVICES / FIRST RESPONDER TRAINING
- ◉ HIGH VISIBILITY ENFORCEMENT (HVE)
- ◉ IMPAIRED DRIVING EDUCATION
- ◉ IMPAIRED DRIVING ENFORCEMENT
- ◉ MOTORCYCLE SAFETY
- ◉ OCCUPANT PROTECTION
- ◉ POLICE TRAFFIC SERVICES, MULTIPLE VIOLATIONS
- ◉ SAFE COMMUNITIES
- ◉ TEEN DRIVER SAFETY
- ◉ TRAFFIC RECORDS



Governor's Highway Safety Office

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TN Grants

Applicant User Guide Version 1.0

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1. System Requirements

TN Grants was designed so that the vast majority of computer users will be able to use the system with little or no changes to their computer environment. The four requirements that are mentioned below are common computer elements that should be already present on most machines.

1.a. Operating System

TN GRANTS was designed for both of the two most common computer operating systems - Windows and Macintosh. It has not been designed to be supported on other operating systems such as Linux and Unix. Users accessing the system from a Macintosh environment are required to have MacOS 7.5 or higher running on a PowerPC processor. Windows users are required to have an operating system that is Windows 95 or higher.

1.b. World Wide Web Connection

TN GRANTS is an Internet application. It is accessed via the Internet and was specifically designed for Internet usage. The Internet is the more general term that is typically used to refer to the World Wide Web. The World Wide Web consists of a vast array of content that is accessible via a web browser. For the purpose of accessing TN GRANTS, the standard Internet connection is via a modem connection. A modem is a piece of hardware that connects to the computer to send data through a phone line to and from the computer. Internet connections that are "faster" than a modem connection, such as cable and DSL, will improve the speed at which the system operates, but are not necessary in order to use the system. If you are in an office environment, you may already have an Internet connection, but if you are unsure, please contact your organization's network administrator.

For those using a dial-up connection over a modem, it is highly recommended that you have a modem connection speed of at least 33.6 kbps (kilobits per second).

1.c. Web Browser

This system was designed to be compatible with common up-to-date web browsers including Internet Explorer, Firefox, Safari, and Opera.

1.d. Adobe Acrobat Reader

Adobe Acrobat Reader is used to view PDF (Portable Document Format) documents. The system will automatically generate grant documents in PDF format using information that has been saved into the various narrative and budget pages. Using Adobe Acrobat Reader you may choose to view, print, or save these documents. If you do not have Adobe Acrobat Reader you can go to [Adobe](#) and download Acrobat Reader free.

2. TN Grants System Homepage

To access TN GRANTS, type "www.TN Grants.com" in your web browser and press "Enter." The page you see should look like the image shown below.

The image is a screenshot of the TN Grants System Homepage. At the top, there is a banner with a map of Tennessee on the left containing the state seal, and the text "TN Grants" in large white letters on the right. Below the banner is a dark blue navigation bar with a "System Login" button. The main content area has a white background. On the left, there is a welcome message: "Welcome to TN Grants, the online grants management system of the TN Governor's Highway Safety Office. This is where you will apply for future funding opportunities and manage current highway safety projects. (Status reports, claims, etc.)" followed by a link to "http://tntrafficsafety.org". Below that, it says "If you are new to TN Grants, please register with the system. Just click on 'New User' at the top right corner of your screen or click here (link to new user screen). You will be notified by email once you have been approved. The average wait is less than 2 days. Once you have registered, you have the ability to access online help, which features both print and video assistance." Then, "Should you have any questions about TN Grants forms, please contact your GHSO Program Manager directly. For a full list of contacts, click here." and finally "We look forward to working with you to improve the safety of our Tennessee highways." On the right side, there is a "Login" box with "Username" and "Password" input fields, a "LOGIN" button, and links for "New User?" and "Forgot Password?". The background of the right side shows a person's hands typing on a laptop keyboard. At the bottom left, it says "Powered by IntelliGrants™" and at the bottom right, "© Copyright 2000-2010 Agate Software, Inc".

System Login

TN Grants

Welcome to TN Grants, the online grants management system of the TN Governor's Highway Safety Office. This is where you will apply for future funding opportunities and manage current highway safety projects. (Status reports, claims, etc.)

For more information about the Governor's Highway Safety Office, please visit <http://tntrafficsafety.org>

If you are new to TN Grants, please register with the system. Just click on "New User" at the top right corner of your screen or click here (link to new user screen). You will be notified by email once you have been approved. The average wait is less than 2 days. Once you have registered, you have the ability to access online help, which features both print and video assistance.

Should you have any questions about TN Grants forms, please contact your GHSO Program Manager directly. For a full list of contacts, [click here](#).

We look forward to working with you to improve the safety of our Tennessee highways.

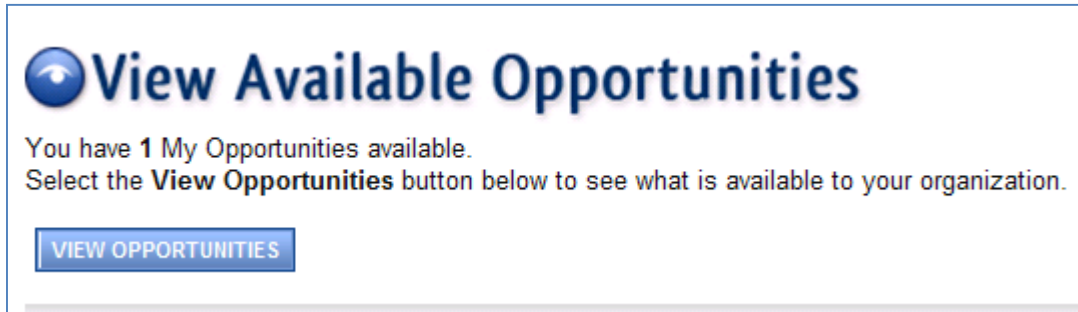
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6. Initiate an Application

The Project Director security role is permitted to initiate applications. In order to create an application, please follow these steps:

From the Main Menu, click the "View Opportunities" button under the "View Available Opportunities" section on the main menu. This section will show you all of the grant program types where you may apply for a new grant.



For those grant programs where you are eligible to submit a new application you will see a "Apply Now" button under the description of the grant. Click the "Apply Now" button.

APPLY NOW

A confirmation page will appear asking for confirmation. By clicking the "I Agree" button you accept the conditions outlined in the RFA. An application will be created and you will be taken to the "Application Menu" where you can begin filling out the pages.

Agreement

Please make a selection below to continue.

Grant funding is provided the [NHTSA](#) and administered by the [Governor's Highway Safety Office](#). Grant funds shall be used only for behavioral traffic safety issues. The GHSO does not guarantee funding levels. Our funding level may change by the time applications are awarded. Agencies will be notified of any changes.

Are you sure you wish to apply for a grant with the Governor's Highway Safety Office?

I AGREE

I DO NOT AGREE

The document information will be displayed at the top of the Application Menu.

Application Menu

Document Information: [GHSO-2013-IrisTest-00029](#)

Details

Info	Document Type	Organization	Role	Current Status	Period Date / Date Due
	Application	Iris Test	Project Director	Application In Process	09/01/2012 - N/A 10/01/2020 11:59PM EST

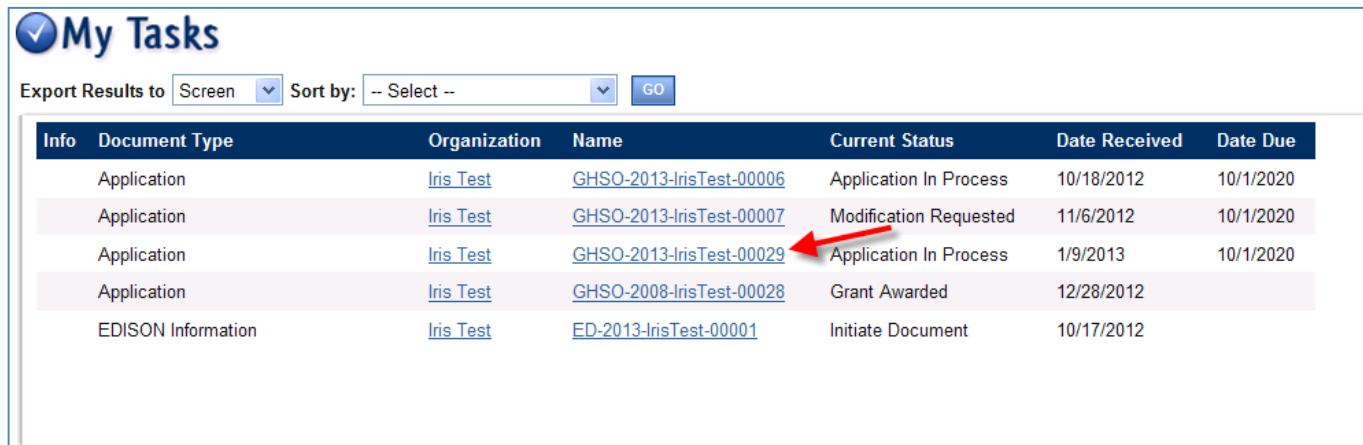
View, Edit and Complete Forms

Select the **View Forms** button below to view, edit, and complete forms.

VIEW FORMS

TN Grants Applicant User Guide

Following the creation of an application, a new task for that document will be under the "View My Tasks" section on the main menu. When logging into TN GRANTS, click the "Open My Tasks" button to return to any application previously initiated.



My Tasks

Export Results to: Sort by:

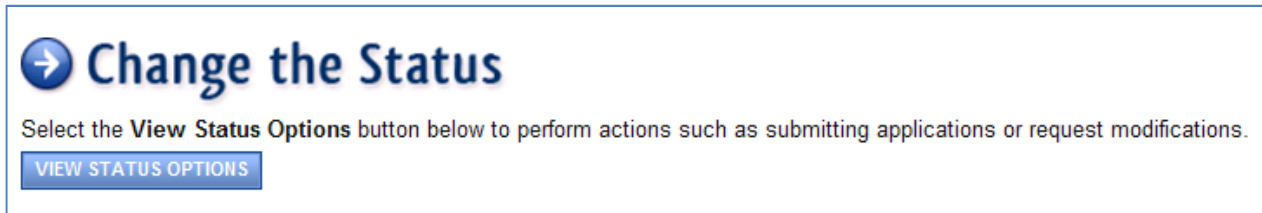
Info	Document Type	Organization	Name	Current Status	Date Received	Date Due
	Application	Iris Test	GHSO-2013-IrisTest-00006	Application In Process	10/18/2012	10/1/2020
	Application	Iris Test	GHSO-2013-IrisTest-00007	Modification Requested	11/6/2012	10/1/2020
	Application	Iris Test	GHSO-2013-IrisTest-00029	Application In Process	1/9/2013	10/1/2020
	Application	Iris Test	GHSO-2008-IrisTest-00028	Grant Awarded	12/28/2012	
	EDISON Information	Iris Test	ED-2013-IrisTest-00001	Initiate Document	10/17/2012	

10. Submitting your Application

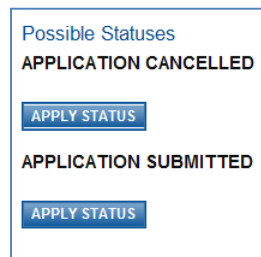
The Project Director security role is the only role authorized to submit an Application. When the application is believed to be complete and no more changes are required, the Project Directors may choose to submit.

It is important to note that once an application is submitted it will enter into a read only status and cannot be changed!

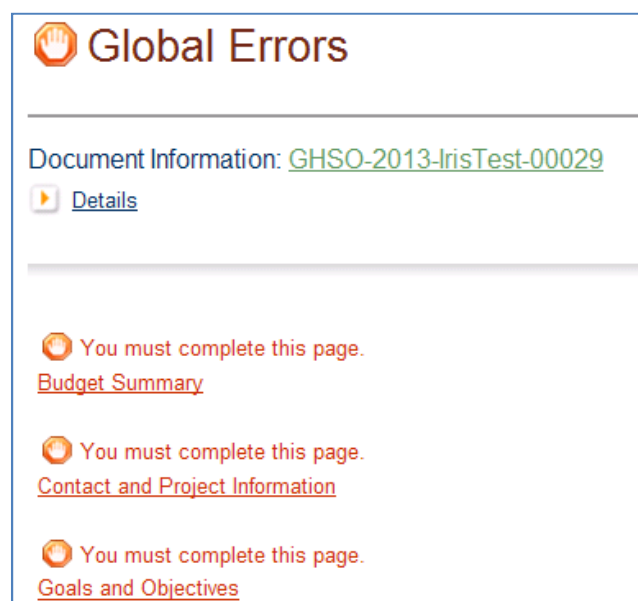
To submit, the Project Director must click the "View Status Options" button under the "Change the Status" header on the "Application Menu."



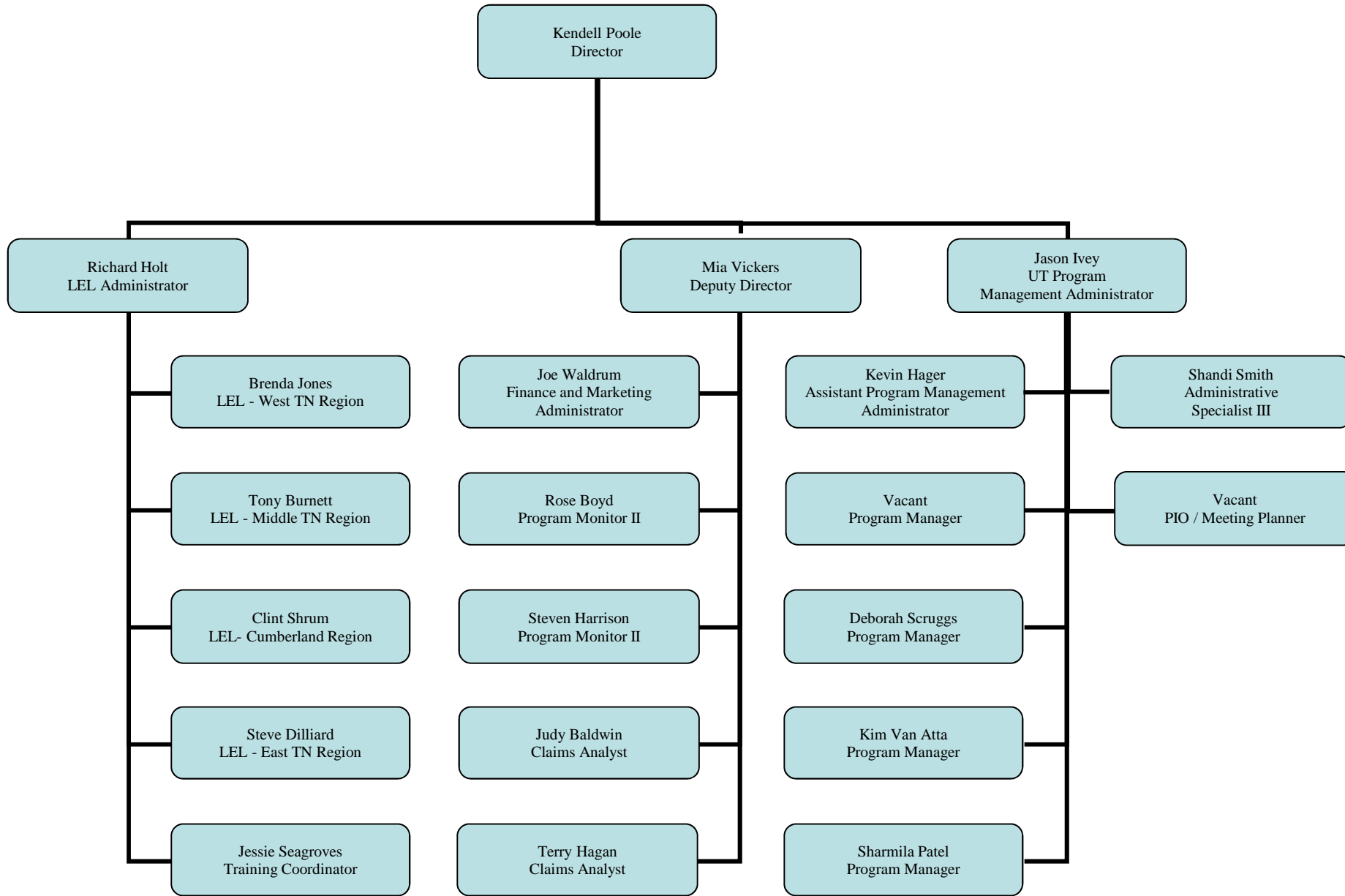
A list of the possible status changes will be shown on this page. Simply click the "Apply Status" button under the appropriate status change.



If any errors exist on any of the application's forms when the Project Director attempts to submit, they will receive an error message directing them to the form(s) with errors. All errors must be fixed before TN GRANTS will allow an application to be submitted. If no errors exist, the Project Director will be prompted to confirm his or her decision.



Tennessee Governor's Highway Safety Office



VI. OVERVIEW: HIGHWAY SAFETY IN TENNESSEE

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.

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.

The U.S. Census Bureau population estimate for Tennessee is 6,580,416 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.

In 2010, Tennessee had a household population of 6.34 million with 51 percent females and 49 percent males. The median age was 38 years, with 79.1 percent of the population at the driving age of 16 years and older. For people reporting one race alone, 77.6 percent were white, 16.7 percent were black or African American, and 4.6 percent of the people in Tennessee were Hispanic or Latino.

SAFETY PROGRAM PLANS

The table below provides an overview of Tennessee's drivers, its roads, and some of its highway safety issues.

Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Population	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888	6,296,254	6,346,105	6,403,353	6,456,243	6,580,416
Registered Vehicles	6,119,903	6,065,085	6,376,092	6,731,792	6,228,842	6,478,705	6,685,288	6,813,957	6,738,943	6,896,339
Licensed Drivers	4,279,063	4,372,306	4,384,517	4,431,085	4,455,754	4,484,769	4,520,542	4,559,507	4,597,271	4,640,609
Miles of State & Federal Roadways	13,808	13,818	13,835	13,887	13,882	13,871	13,867	13,877	13,884	NA
Miles of Interstate	1,104	1,104	1,104	1,105	1,105	1,104	1,104	1,104	1,104	NA
Total Crashes	182,137	177,621	179,206	172,306	159,294	158,058	163,521	167,412	171,105	171,739
Number of Non-Injury Crashes	128,328	124,852	126,538	121,732	112,659	111,718	115,816	119,666	122,908	125,788
Number of Injury Crashes	52,618	51,608	51,507	49,463	45,677	45,425	46,747	46,872	47,260	45,027
Number of Fatal Crashes	1,191	1,161	1,161	1,111	958	915	958	874	937	910
Injuries	76,852	76,885	75,124	71,446	65,823	65,988	67,812	67,676	68,430	62,533
Fatalities	1,339	1,270	1,284	1,211	1,043	986	1,032	937	1,014	994
Vehicle Miles Traveled (VMT) in 100 Millions	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45	711.46	NA
Fatality Rate Per 100 Million VMT	1.89	1.80	1.82	1.70	1.50	1.40	1.47	1.32	1.43	NA

Sources:

Population Data - US Census Bureau Population Estimates, Jun 2014.

TN Dept of Revenue, TN Dept of Safety Licensed Drivers Reports

TN Dept of Transportation Highway Performance Monitoring System 2012, (<http://www.tdot.state.tn.us/hpms>).

TN Dept of Safety and Homeland Security, Research, Planning and Development, 04 Jun 2014.

NA - Not Available

Organization of this Document

Tennessee's Highway Safety Performance Plan is organized into nine priority program areas, reflecting both federal funding priorities and priorities assigned by analysis from 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 justification for fund use;

3. Description of effective strategies for addressing the problem

4. A set of projects or activities that support program objectives.

Each program area discussion begins at least one measurable SMART (Specific, Measurable, Achievable, Realistic, Time-framed) goal supported by multiple 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 that 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. 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 2013 and the most recent completed fiscal year is 2013.

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 along with the activities that support them. Some activities 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 information:

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

PLANNING AND ADMINISTRATION

I. GOALS and OBJECTIVES

A. Goal

Goal 1: Administer the state highway safety grant program and other state and federally funded highway safety programs

Goal 2: Plan for coordinated highway safety activities utilizing strategic resources effectively to decrease traffic crashes, deaths, and injuries in Tennessee.

B. Objectives

Objective 1: Produce required plans and documentation.

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

Objective 2: Deliver programs that effectively change 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 a 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 the Governor's Highway Safety Office takes an active role.

Objective 4: Incorporate a competitive grant online application process into the development and implementation of a portion of the FFY2013-14 Highway Safety Performance Plan.

Performance Measure: All distribution of funds to multiple recipients is 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 Performance 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 of contracts and grants.
- Produce annual operating budgets and develop biennial budget strategies.
- Deliver programs that are effective in changing knowledge, attitude, and behavior to reduce crashes, injuries, and deaths.

Self-sufficiency

A 50% state match is provided for state employee resources.

Evaluation

Production and timely delivery of the Annual Highway Safety Performance Report

III. STRATEGIES FOR EFFECTIVE MANAGEMENT

Tennessee's 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. This process also appropriately provides the state with the ability to determine measurable outcomes.

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 Strategic Planning Committee develops a comprehensive strategic plan encompassing all areas of the state highway safety problem.

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. This timeline is provided later in the performance plan. Criteria for grant awards have been established and documented in narrative form. Programs are assigned to program managers according to their areas of expertise to provide grantees with professional and effective guidance.

Evaluation of program effectiveness is critical toward determining the effective distribution and use of funds. Further, 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. This allows the GHSO to avoid costly mistakes, evaluate alternative strategies, and increase the efficiency of its advertising.

IV. ORGANIZATION AND STAFFING

The 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 Executive 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 (7) full-time state employees and fifteen (15) full-time University of Tennessee grants' employees.

The safety mission of the Governor's Highway Safety Office is the coordination of statewide behavioral programs and actions 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. Also, 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. For instance, the GHSO participates in the Traffic Records Coordinating Committee. Further, 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

TN Department of Transportation \$250,000.00 (402) with State Match \$250,000.00

The University of Tennessee \$1,280,000.00

NOTE: These resources are estimated and are based on the 2013-2014 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 the grant is authorized for 2014-2015 grant year. Approved grantees will be notified of any changes.

INJURY CONTROL - OCCUPANT PROTECTION

Occupant protection refers to the use of seat belts and child safety seats in vehicles. Despite the preponderance of research and evidence that safety belts save lives, there are many Americans who still do not buckle up every time they are in a motor vehicle. Tennessee is one of 33 states that has a primary seatbelt law. Consequently, any adult, and any child exceeding the child safety seat limits, must be properly secured by a seat belt when riding in the front seat of a vehicle. Both shoulder and lap belts must be used if the vehicle is equipped with them. Tennessee's strategy is to address this critical issue through enforcement, collaboration and education.

I. GOALS and OBJECTIVES

Goal 1: Increase the statewide average safety belt usage rate by 3.4 percentage points from a 2012 baseline of 83.7% to 87.1% in 2015.

Objective 1: Utilize enforcement strategies included in the BELTS GHSO project to reduce the number of unrestrained drivers in 8 regions that include the following eight (8) Tennessee Highway Patrol (THP) districts: Knoxville, Chattanooga, Nashville, Memphis, Fall Branch, Cookeville, Lawrenceburg, and Jackson.

Objective 2: Utilize educational strategies included in the BELTS GHSO project to reduce the number of unrestrained drivers in 8 regions that include the following eight (8) THP districts: Knoxville, Chattanooga, Nashville, Memphis, Fall Branch, Cookeville, Lawrenceburg, and Jackson.

Objective 3: Participate and utilize the media "Click it or Ticket" campaign to encourage seatbelt usage in Tennessee.

Goal 2: To reduce the rate of unbelted passenger occupant fatalities by 4.5 percentage points from a 2012 baseline of 52.6% to 48.1% in 2015.

Objective 1: Utilize Dynamic Message Signs (DMS) from the Department of Transportation at Key locations across the state to encourage seat belt usage for the reduction of fatalities from motor vehicle crashes.

Objective 2: Participate and utilize the media "Click it or Ticket" campaign to encourage seatbelt usage in Tennessee to reduce the number of unrestrained drivers in Tennessee, thus reducing the number of fatalities in MVC.

Objective 3: Utilize Dynamic Message Signs (DMS) from the Department of Transportation at key locations across the state to encourage seat belt usage for the reduction of fatalities from motor vehicle crashes.

Goal 3: To reduce the state misuse percentage of incorrectly installed child passenger safety seats to 82.0% from a 2012 baseline of 84.0%.

Objective 1: Utilize educational strategies that include the following: 1) the recruitment and training of a minimum of 2% new Child Passenger Safety (CPS) technicians; 2) Conduct a

minimum of 2-4% increase in the number of CPS checkpoint events from 2012.

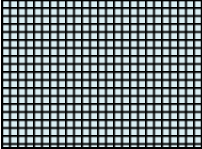
Objective 2: Work with the Tennessee Child Passenger Safety Center at Meharry to develop a research methodology to collect uniform, relevant and timely data from regional districts pertaining to incorrectly installed seats from CPS events throughout Tennessee.

NOTE: Only children under 4 years old are required per T.C.A. 55-9-603 to use a CRD. When you restrict the data to this subset of occupants, the variable exhibits highly random characteristics, because the number of fatalities under age four is extremely low, and of course, the number using the CRD is even lower. The 3- and 5- year moving averages have remained near 50% since 2004 and the variance in the data is very high (Std. Error +/- 20%). I would recommend against using this metric.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Goal 1

Increase the statewide average safety belt use by 1% from the baseline of 84.8% in CY13 to 85.8% in CY15.

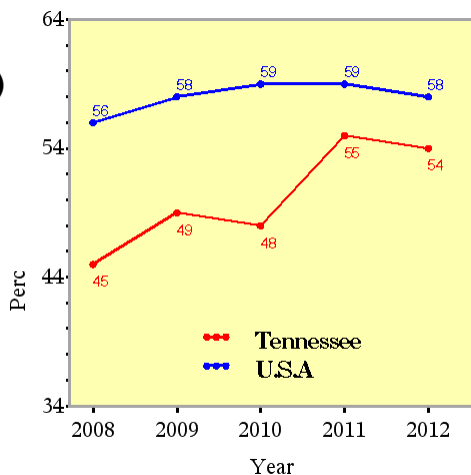
Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants 2012		
	Observed Restraint Use % (State Survey)	Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*
Tennessee	84%	54%
USA	86%	58%
<p><i>Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2012/47_TN_2012.htm, accessed November 27, 2013.</i></p>		

2013 data not available

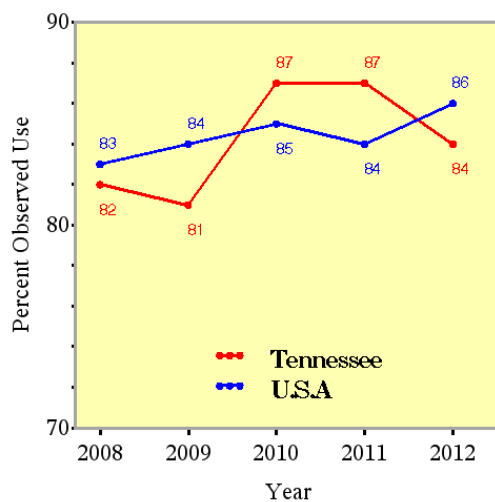
Seat belts do not prevent crashes from occurring; not all crashes are survivable, and seatbelts are not 100% effective in preventing fatal injuries in serious crashes. They are, however, generally accepted as the most effective means of reducing fatalities when crashes do occur. National research indicates 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. Further, proper safety belt use reduces the risk of moderate to critical injury by 50 percent. According to the University of North Carolina's Highway Safety Research Center, safety belts and child restraints help protect occupants of motor vehicles in crashes in six different ways, from more obvious benefits such as preventing passenger ejection to lesser known benefits such as spreading forces over a wide area of the body, thereby putting less stress on any one part.

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

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



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



*Percent based only where restraint use was known

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

Tennessee (State Survey) Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2011/47_TN_2012.htm, accessed November 27, 2013.

Since 2008, the Tennessee Governor's Highway Safety Office (GHSO) has 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 complement the Click-It-Or-Ticket program by providing high visibility traffic enforcement across the state.

Tennessee Seatbelt Usage, 2004-2013					
Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2004	76.1%	57.5%	75.7%	77.3%	72.0%
2005	78.2%	62.6%	77.3%	79.5%	74.4%
2006	82.1%	69.4%	80.0%	82.0%	78.6%
2007	83.3%	72.3%	80.8%	82.7%	80.2%
2008	84.5%	75.1%	83.9%	78.3%	81.5%
2009	81.7%	73.4%	82.7%	84.6%	80.6%
2010	88.9%	81.8%	88.1%	88.6%	87.1%
2011	90.1%	77.9%	88.9%	88.4%	87.4%
2012	85.1%	75.5%	87.1%	88.8%	83.7%
2013	86.8%	75.9%	89.5%	88.2%	84.8%

Source: TN Safety Belt Use Statewide Observational Survey

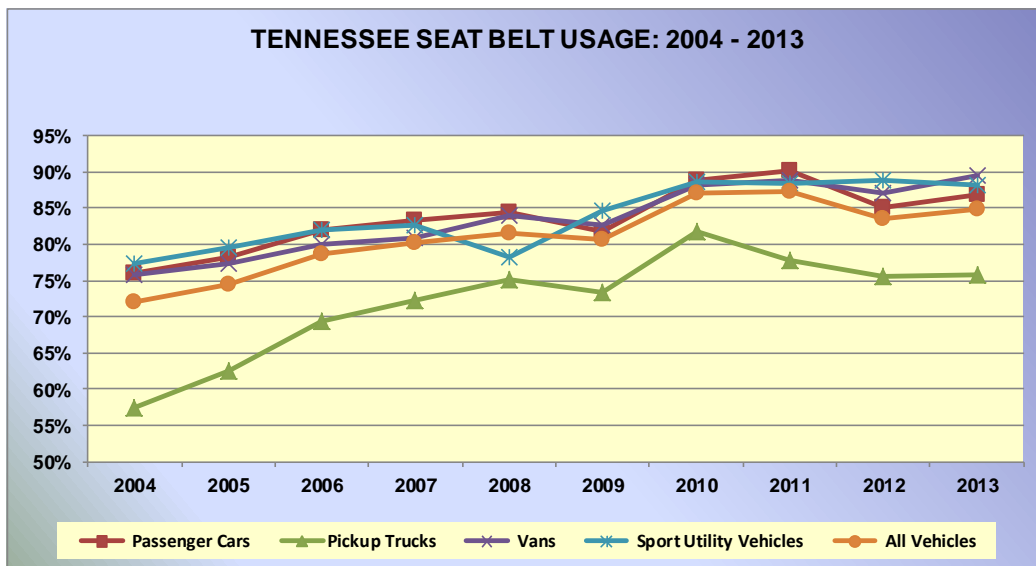
For 2012, the final statistically adjusted statewide seatbelt usage rate was 83.7%. In 2013, the final usage rate showed a 1.1% increase to 84.8%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee did not see such an increase after the law passed in 2004. However, Tennessee did experience a major increase rate from 2009 to 2010. Several factors may contribute to this phenomenon, foremost among them being the previous five years of the Click-It-or-Ticket campaign, since increased knowledge of an issue creates a greater sense of awareness and subsequent change in attitude and behavior.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Collaboration and Enforcement

Enforcement activity alone is inadequate to force increased belt use; other partners, including the medical community and businesses, also need to be belt use proponents. For more than 30 years, the most effective means of encouraging preferred behaviors such as belt use is by combining strategies—in the case of belts, this would include standard enforcement laws with serious financial or other consequences along with waves of enforcement preceded and followed by public information that increases the perception of citation risk.

The following table shows seat belt usage in different vehicles over the past ten years. Seatbelt usage for pickup truck drivers remains consistently lower than other classes of vehicles. NHTSA has classified pickup drivers and their occupants as a high risk population.



History

Tennessee passed a primary seat belt law in July 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 the 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 only a \$10.00 fine and no points against the driver's license. Nonetheless, over the past twelve years, the safety belt usage rate has increased by more than twenty-four percent through the law enforcement and public awareness efforts of the Click-It-Or-Ticket (CIOT) Campaign and the introduction of a primary seatbelt law.

Strategy

Tennessee continues to support the enforcement of safety belt and child passenger safety laws. Highly publicized and visible waves of enforcement of belt laws are necessary for the public perception of risk of citation, which is a critical component toward increased safety belt compliance by those risk-takers who are least likely to buckle up.

Enforcement Mobilizations

Mobilizations are high-profile law enforcement programs, combined with paid and earned media, and they are evaluated in terms of observations of belt use and surveys of public awareness and public changes in behavior. These mobilizations are a 5-step process: 1) Two weeks of high-intensity traffic law enforcement; 2) Intense publicity, both 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.

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. Additional information regarding the Tennessee Safety Belt Use Statewide Observational Survey is provided later in this section.

Empowerment

Through the provision of technical support, community grants, and data or survey methodologies, communities possess the tools and incentives to identify the problems they need to address locally and ideas for addressing the problems to change social mores. This includes expanding partnerships with diverse organizations, high-risk and hard-to-reach populations, as well as expanded outreach to minority audiences.

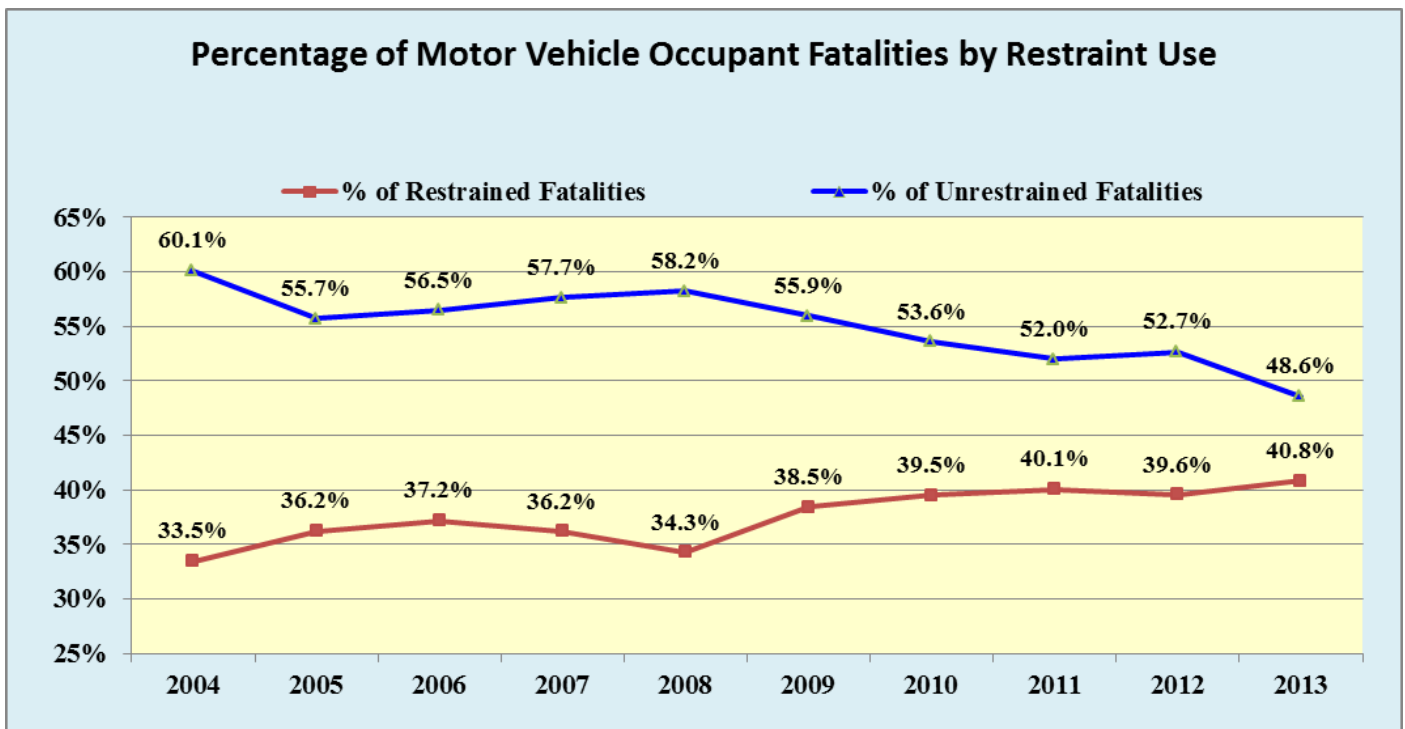
Goal 2: To decrease the percentage of unrestrained fatalities by 2% each year from 48.6% in the CY13 baseline to 46.6% in CY15.

Fatalities by Restraint Usage										
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Restrained	372	366	370	336	275	295	312	288	311	305
Unrestrained	668	563	562	535	467	429	423	374	414	363
Unknown	71	81	63	57	60	43	54	57	61	79
Total	1111	1010	995	928	802	767	789	719	786	747
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
% of Restrained Fatalities	33.5%	36.2%	37.2%	36.2%	34.3%	38.5%	39.5%	40.1%	39.6%	40.8%
% of Unrestrained Fatalities	60.1%	55.7%	56.5%	57.7%	58.2%	55.9%	53.6%	52.0%	52.7%	48.6%

Sources: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm

<http://www.tn.gov/safety/stats/CrashData/dailyfatality2012.pdf>

Source: TN Dept of Safety and Homeland Security, Research , Planning and Development, May30, 2014.



Tennessee has seen a positive decrease in the percentage of unrestrained fatalities between CY12 and CY 13. However, as the table shows, Tennessee has unfortunately seen a small increase in the percentage of unrestrained fatalities in children between CY12 and CY 13. Motor vehicle deaths of children are even more tragic because most could be prevented through the correct use of child restraint devices.

Child Fatalities by Restraint Usage										
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Restrained	16	21	26	17	11	8	18	14	13	17
Unrestrained	29	18	24	17	17	16	8	9	4	6
Unknown	0	0	0	0	0	0	0	6	0	0
Total	45	39	50	34	28	24	26	29	17	23
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
% of Restrained Fatalities	35.6%	53.8%	52.0%	50.0%	39.3%	33.3%	69.2%	48.3%	76.5%	73.9%
% of Unrestrained Fatalities	64.4%	46.2%	48.0%	50.0%	60.7%	66.7%	30.8%	31.0%	23.5%	26.1%

* Child refers to age 14 and under.

Source: TN Dept of safety and Homeland Security, Research, Planning, and Development, 03 Jun 2014.

III. STRATEGIES/ ACTIVITIES

B. Child Passenger Safety Training and Community Education

Problem

Almost 90% of child safety seats are used incorrectly. This is because fitting a seat to a car and a child to a seat can be 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. According to the National Highway Traffic Safety Administration (NHTSA), car crashes are a leading killer of children 1 to 14 years old in the United States. The best way to protect them in the car is to put them in the right seat, at the right time, using the seat the right way. In addition, the National Survey of the Use of Booster Seats (2011) found that about 25 percent of children 4 to 7 years old were prematurely graduated to seat belts, and 10 percent were unrestrained. Using effective programs can reduce the number of deaths and injuries. Given the societal challenges of automobile deaths and injuries among children, there is an urgent need to increase awareness, interest, and action for a greater use of child safety seats. According to the Centers for Disease Control, among proven ways to prevent injuries during a crash are increasing child safety seat and booster seat use through distribution and education programs; a \$30 booster seat produces cost savings of greater than 9 to 1.

Objectives

1. Provide child passenger safety (CPS) certification, re-certification, and renewal training classes on an annual basis statewide.
2. Provide mentoring/assistance to CPS technicians in a minimum of 30 communities.
3. Evaluate/modify and develop CPS public information and education materials.
4. Provide free technical assistance and staffing for a CPS toll free number.
5. Conduct statewide child safety seat checkpoints.
6. Provide child safety seats at child safety seat checkpoint events upon availability.
7. Coordinate child passenger safety training courses statewide.
8. Maintain a database of CPS technicians/instructors.
9. Maintain contact with local and national Safe Kids USA coalitions.
10. Maintain a recall list of child seat restraints.

11. Continue to provide resources to child passenger safety inspection stations throughout TN.
12. Purchase car seats from state bid or comparable pricing.

Education and Training for Adults

Because child safety seat use is complicated, it would be ideal if all individuals were educated in correct installation and use of their specific equipment in their specific vehicle. In an effort to provide adequate training and education to caregivers across the state, Tennessee has over 90 fitting stations staffed with certified child passenger safety technicians available to assist upon request. The TN Statewide Child Passenger Safety Training Center, based at Meharry Medical College, implements certification training programs and resources to injury prevention customers and partnering agencies to ensure that education and training are provided to maintain the number of child passenger safety certified technicians and training instructors. Collaboration among local law enforcement agencies, the Law Enforcement Liaison (LEL) community, child safety inspection stations, and CPS technicians increases proper usage of child safety seats, which decreases childhood injury on roads and highways. Car seats will be purchased directly from the manufacturer or an approved vendor (in compliance with State bidding procedures).

In East Tennessee, the Safe Journey program of the Hamilton County Sheriff's Office conducts weekly checkpoints at four locations within the county. These checkpoints are located in popular areas of Hamilton County (Chattanooga) and are promoted through media, websites, flyers and posters. The checkpoint locations are also promoted through agencies and organizations serving families with children in the target age range, birth through age 9. Safe Journey's target audience includes low-income populations, minority groups, and rural underserved populations. Further, Safe Journey staff provides education and information to parents and caregivers in addition to providing child seat restraints when possible to those in need.

Education and Training for Children

The Ollie Otter Seat Belt and Booster Seat Education Campaign, based at Tennessee Technological University Business Media Center, is a comprehensive program that encourages a greater percentage of booster seat and seat belt utilization for children. Ollie Otter presentations and events focus on booster seat and seat belt safety. In addition to schools, the program includes participation in high visibility events that still involve one on one interaction and education with the target audience, such as community events, events at Nashville's LP Field, Safety City, county fairs, car seat check points, service learning training, and volunteer recruiting sessions.

The Ollie Otter program presentation approach is an innovative way to present the booster seat and seat belt laws in an educational forum, resulting in increased seat belt and child restraint use among Tennesseans. The program directly impacts elementary school age children with the booster seat and seat belt safety education message. Further, parents, caregivers, teachers, administrators, community volunteers, and high school and college age volunteers are also impacted.



Resources

Over \$600,000.00 has been allocated for instructor training fees and expenses, educational materials for training classes, child seat restraints, and other instructional materials related to public information and education materials. Further, salaries and benefits should not exceed a 3% increase over prior year.

NOTE: These resources are estimated and are based on the 2013-2014 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 the grant is authorized for the 2014-2015 grant year. Approved grantees will be notified of any changes.

Funded Agencies	Areas of Operation	Estimated FY15
Meharry Medical College	Statewide	\$ 401,738.79
Hamilton County Sheriff's Office	Hamilton County	\$ 108,769.15
Tennessee Technological University	Statewide	\$ 148,484.85

Self-sufficiency

Technicians and instructors are required to maintain certification status as recommended by the national certifying agency (Safe Kids USA).

For the Ollie the Otter program, the permanent nature of the Ollie materials—4'9" measuring posters, driveway banners, school signs, and classroom curriculum materials—will contribute to self-sufficiency. In addition, online training programs, auto-pilot web activity, and volunteer involvement promote continued implementation with little or no programmatic costs associated.

Evaluation

Evaluation will be administered to determine program outcomes by looking at the following measures: the number of individuals trained as child passenger safety technicians, the number of child safety seat checkpoint events conducted, child seat restraint usage rates, the number of customers served, and the number of Ollie the Otter presentations offered.

Goal 3: To increase the statewide average for correct child safety seat use to 20% by the end of FY15.

Through the Tennessee Child Passenger Safety Center and its partners, child passenger safety fitting station sites have been established in 69 different locations to distribute safety seats to underserved populations in Tennessee.

In FY13, 278 Child Passenger Safety checkup events were held. A total of 2,534 child safety seats were checked, and 2,127 child safety seats were determined to be misused.

III. STRATEGIES/ ACTIVITIES



C. Evaluation Surveys & Studies– Safety Belts

Problem

Longitudinal data on safety belt and child safety seat use and motorcycle helmet use are required by the federal government and for state program design and analysis. NHTSA requires each state to conduct an annual survey of safety belt usage in compliance with 23 CFR Part 1340-Uniform Criteria for State Observational Surveys of Seat Belt Use as a determining factor for the allocation of certain highway safety funding. Changes finalized and made effective in the April 1, 2011, Federal Register were incorporated into Tennessee's 2012 safety belt survey. The University of Tennessee Center for Transportation Research has conducted past surveys of safety belt, CRD, and helmet use in Tennessee through grants with the Governors Highway Safety Office and the National Highway Traffic Safety Administration (NHTSA). The resulting data provides Tennessee lawmakers, traffic safety officials, and law enforcement agencies with timely information to make appropriate policy and program decisions regarding occupant restraint issues.

Objectives

1. Review and revise survey protocol in accordance with the revised Uniform Criteria for State Observational Surveys of Seat Belt Use.
2. Perform statewide survey during 2014-2015, identifying vehicle type, driver/passenger, age, and gender.

3. Collect observation data at 190 sites across the state.
4. Analyze and publish survey results.

Activities

The following activities comprise the safety belt survey process:

- Review previous year's survey results and, if necessary, conduct follow up interviews with survey staff to identify any necessary or recommended adjustments to survey methodology;
- Begin preparation of maps, data collection forms, observation instructions, and other materials necessary to collect safety belt usage data;
- Conduct spring survey to develop a baseline;
- Conduct official observational survey; and
- Prepare report and disseminate results.

Resources

\$68,317.91 The University of Tennessee (Contract for statewide survey and raw data)

NOTE: These resources are estimated and are based on the 2013-2014 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 the grant is authorized for 2014-2015 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

This is a highway safety program management responsibility, thereby guaranteeing self-sufficiency.

Evaluation

Evaluation data is compiled into a research report. This is used to provide interpretation and analysis of information into annual and semi-annual reports.

TRAFFIC RECORDS

The Tennessee Highway Safety Office requested a Traffic Records Assessment from NHTSA and the assessment began in February 2014 and was completed in May 2014, thus meeting the deadline of July 1, 2014.

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.

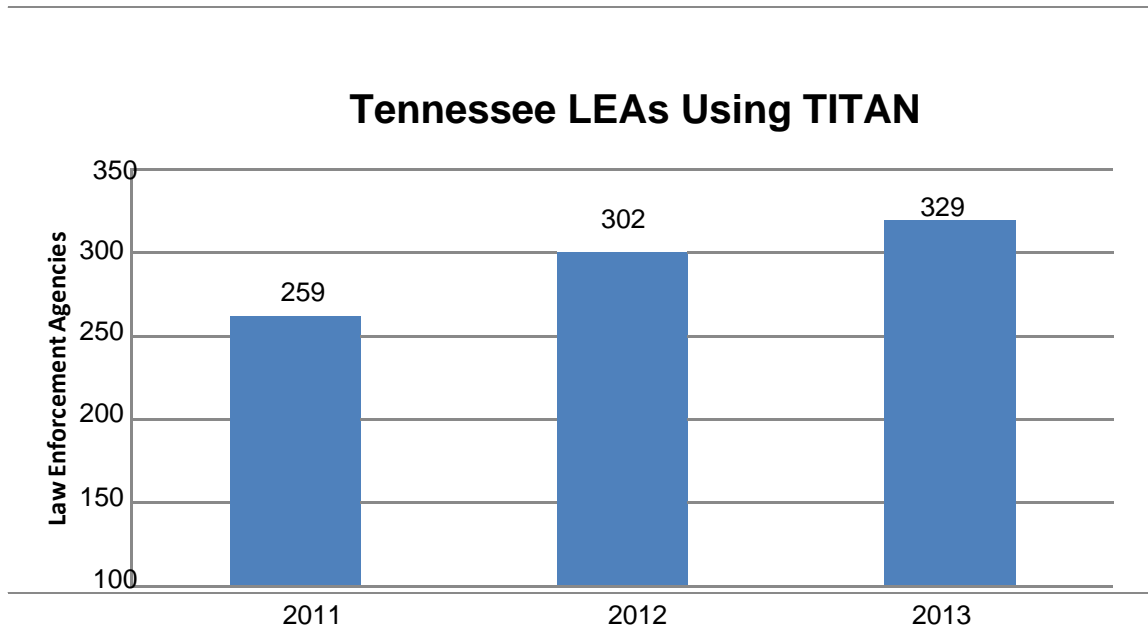
B. Objectives

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 20115.

Performance Measure: Deploy the TITAN Client Wizard statewide. Have all agencies currently using TraCS moved into the TITAN client by June 2013. Continue statewide deployment efforts throughout 2014 in order to reach all law enforcement agencies statewide.

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

Status: All THP crash reporting is currently done through the TITAN system, or is submitted to the TITAN system via third party vendors. Most larger agencies have been added with Metro Nashville PD beginning their transition to electronic reporting beginning in June 2014. Currently, over 85% of all crash volume is reported electronically through TITAN which includes 332 law enforcement agencies as of March 2014. Approximately 10 small to medium local law enforcement agencies remain submitting on paper, but will be transitioned to electronic by the end of 2014.



Objective 2: Implement and maintain a formalized process with detailed documentation for Electronic Crash collection, and a statewide support process for both RMS and TITAN 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: The TITAN electronic crash reporting component is in place.

Status: The state is currently under contract for the development and maintenance of the statewide system. This contract went into effect in May 2013. The existing contract will end May 2018. 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. Help Desk technicians are in place for site visits and remote technical support for local agencies. A TITAN web-site has been developed which includes: access to crash reports, statistical querying and reporting, mapping of crash locations, manuals, and other services for TITAN users. Legislation passed during the 2012 Legislative Session requires all law enforcement agencies in Tennessee to submit crash reports electronically by January 1, 2015. 100% of crash reports will be submitted electronically by this date.

Objective 3: Continue the implementation of existing paper crash reports to prevent future backlogs in crash data ensuring the information is posted immediately to driver history. This objective will remain until the electronic system is fully realized statewide.

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 2015. Mapping criteria will be established using the NTRACS data dictionary as a framework for acceptable element entry

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

Baseline: The continuity of data submitted to the TNTR is under review by the SA 2 and data mapping is underway.

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

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. In 2009, the Traffic Records Assessment team reported that the Crash File contains an unacceptably high rate of errors. As TN has transitioned to electronic reporting, the quality, accuracy, and timeliness of traffic crash data has drastically improved as all data now must pass validation rules prior to be accepted into the system. The 2014 Traffic Records Assessment is now complete and its findings and recommendations are currently under review.

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, the Traffic Records Coordinating Committee (TRCC) must address deficiencies in the Traffic Records System.

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 through the implementation of a Map-It program
4. Integrate justice data.
5. Maintain a statewide Injury Surveillance System.
6. Make traffic safety data available to all applicable parties.
7. Conduct quarterly "Traffic Records Coordinating Committee" meetings to ensure programs stay on task.

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

Evaluation: NHTSA regional offices evaluation occurs during the renewal of 405(c) funds application.

STRATEGY-DATA

Activity: TR- 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'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. Continue implementation of 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 which will include a Map-It program among other data systems.
3. Maintain a coordinated statewide TITAN project by continuing to work with local agencies to adopt electronic crash and citation reporting. 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
6. Implement the upgraded TITAN Wizard to all state law enforcement agencies.

Activities:

Provide post-certified training for law enforcement agencies to see that the Tennessee Department of Safety and Homeland Security (TDOSHS) receives electronic crash reports in a timely manner from local law enforcement. Assist in standardizing reports and data collection. Provide a 24/7 help desk. Provide TITAN 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 quarterly results to GHSO. Implement the new TITAN Wizard system which allows ease of use for agencies for electronic crash reporting.

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" crash reporting 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 – TITAN Wizard Deployment and Support	Statewide	\$1,755,000.00
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IMPAIRED DRIVING

I. GOALS and OBJECTIVES

A. Goal

To reduce the number of impaired driving fatalities, injuries, and crashes by the end of FY15.

B. Objectives:

Objective 1: To reduce the number of alcohol impaired driving fatalities by 9.6% from a 2012 baseline of 295 to 267 in 2015.

Objective 2: To reduce the number of alcohol impaired driving crashes by 1.2% from a 2012 baseline of 7,354 to 7,264 in 2015.

Objective 3: To train 350 traffic enforcement officers in SFST (Standardized Field Sobriety Testing), 45 officers as DREs (Drug Recognition Experts), 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to expand Judges and Prosecutor Training to 150 by December 2015.

Objective 4: To increase from twenty-four (24) judicial districts to twenty-five (25), of a maximum thirty-one (31) with the Impaired Driving Prosecution program. In addition, it is expected to have the first Tennessee Judicial Outreach Liaison fully in place for FY15.

II. PROBLEM IDENTIFICATION AND SUPPORT DATA

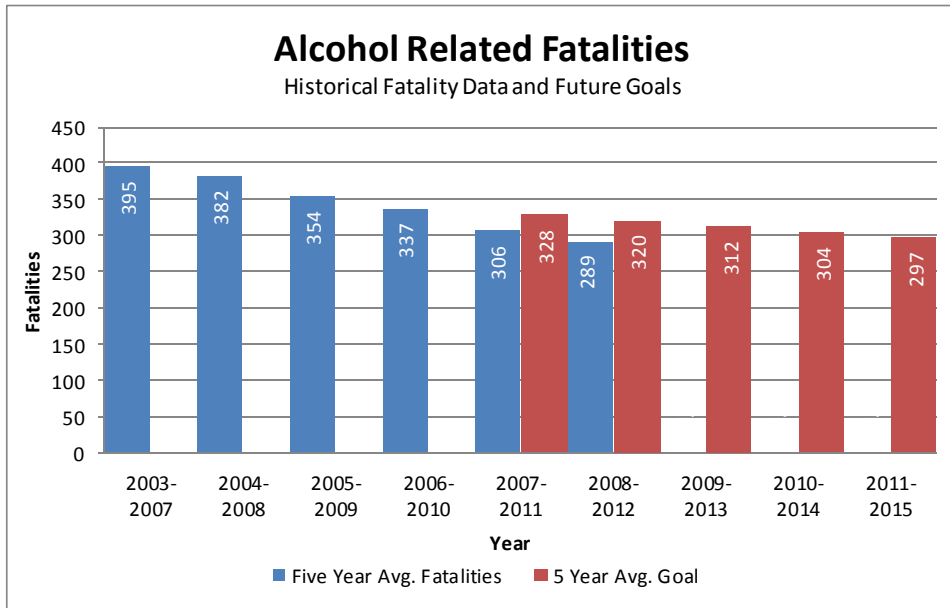
Magnitude and Severity of the Impaired Driving Problem

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

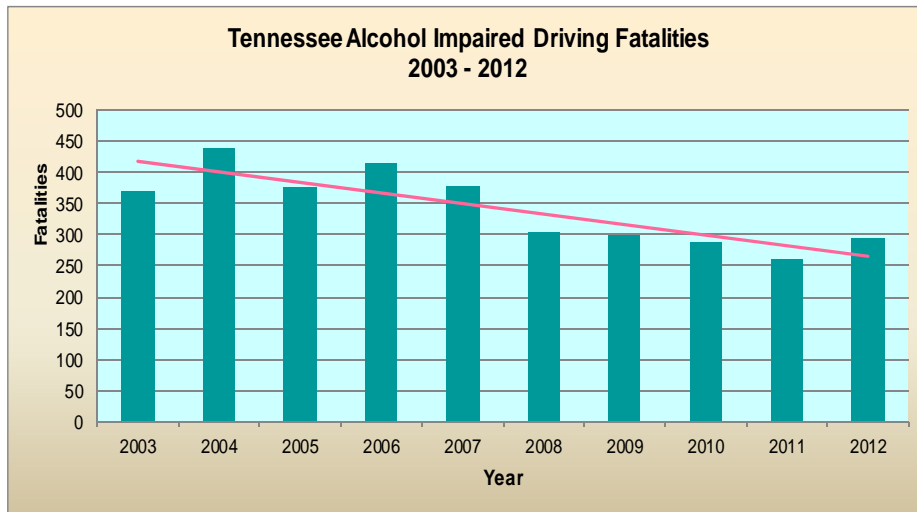
According to the National Highway Traffic Safety Administration, 10,322 people were killed in alcohol-impaired-driving crashes in 2012. These alcohol-impaired-driving fatalities accounted for 31 percent of the total motor vehicle traffic fatalities in the United States. Every 51 minutes, someone in this country died 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.

Objective 1: To reduce the number of alcohol impaired driving fatalities by 9.6% from a 2012 baseline of 295 to 267 in 2015.



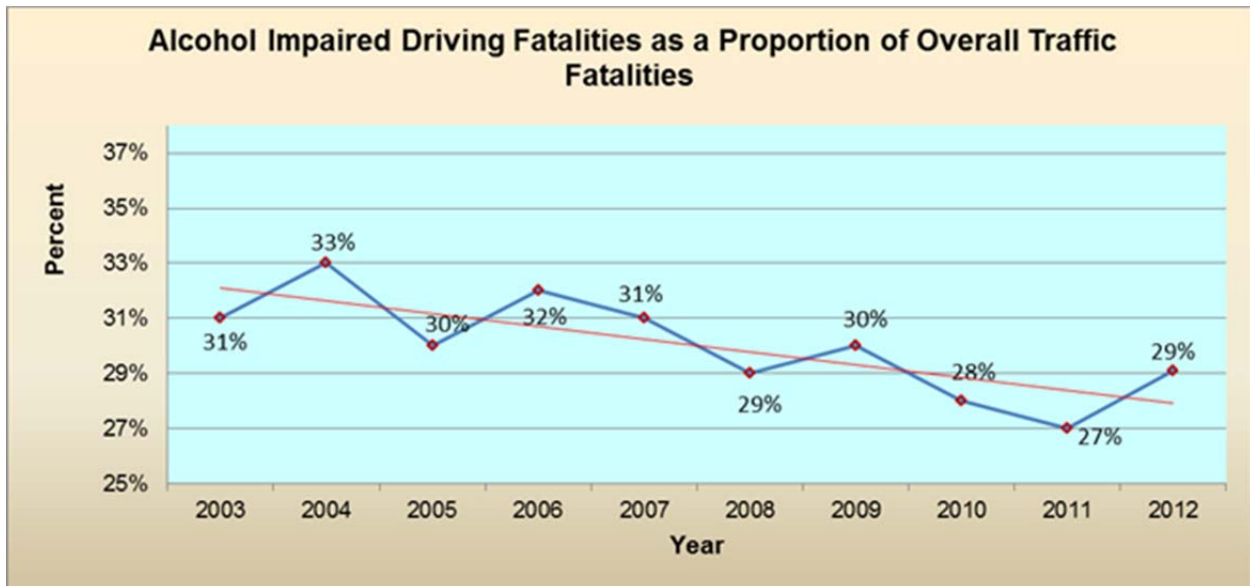
Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, 03 Jun 2013.



Alcohol Impaired Fatalities*										
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alcohol Impaired Fatalities	370	439	376	414	377	306	299	288	259	295

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/hcsa/STSI/47_TN/2012/47_TN_2012.htm, accessed 03 Jun 2013

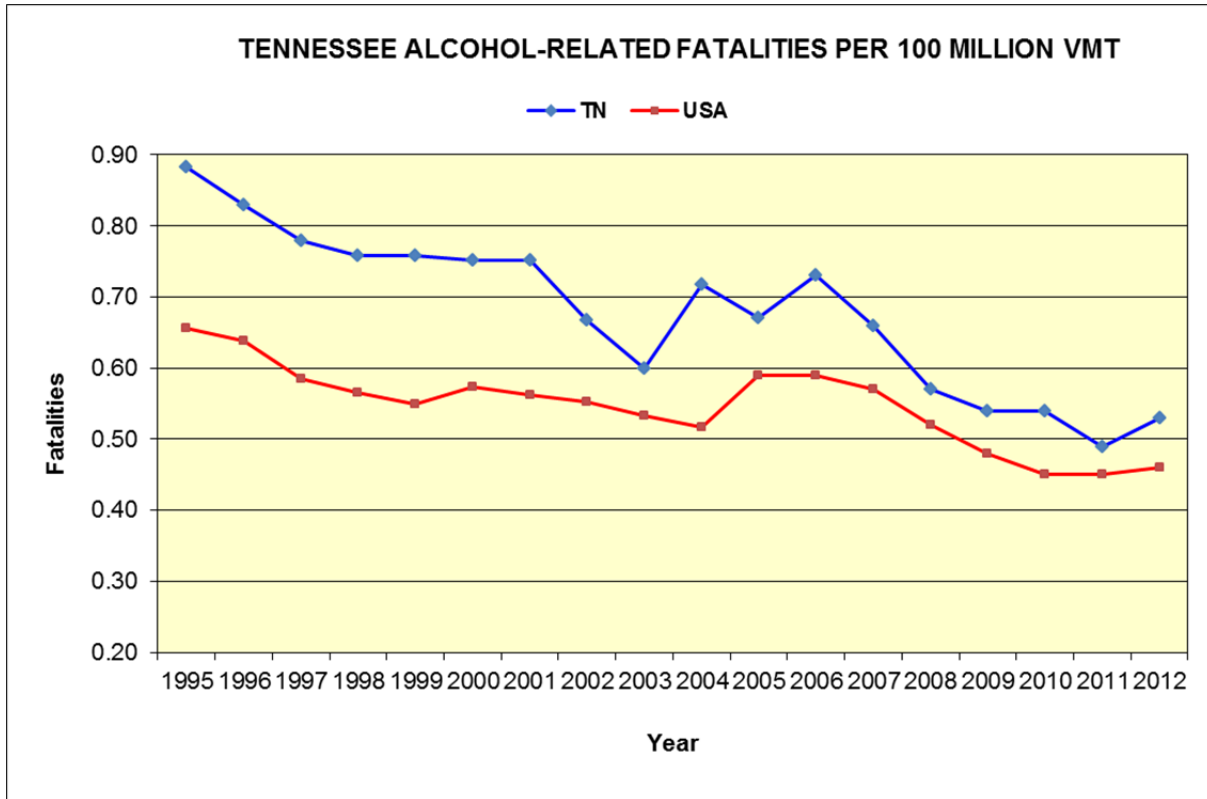
*Based on NHTSA FARS New Definition for impaired driving fatalities.



Alcohol Impaired Fatalities											
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
% of Total Fatalities	33%	31%	33%	30%	32%	31%	29%	30%	28%	27%	29%

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/hcsa/STSI/47_TN/2012/47_TN_2012.htm, accessed 03 Jun 2013

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alcohol Impaired Fatalities	384	370	439	376	414	377	306	299	288	259	295
Vehicle Miles Traveled (VMT) in 100 Millions	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45	711.46
Fatality Rate per 100 Million VMT	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.37	0.41

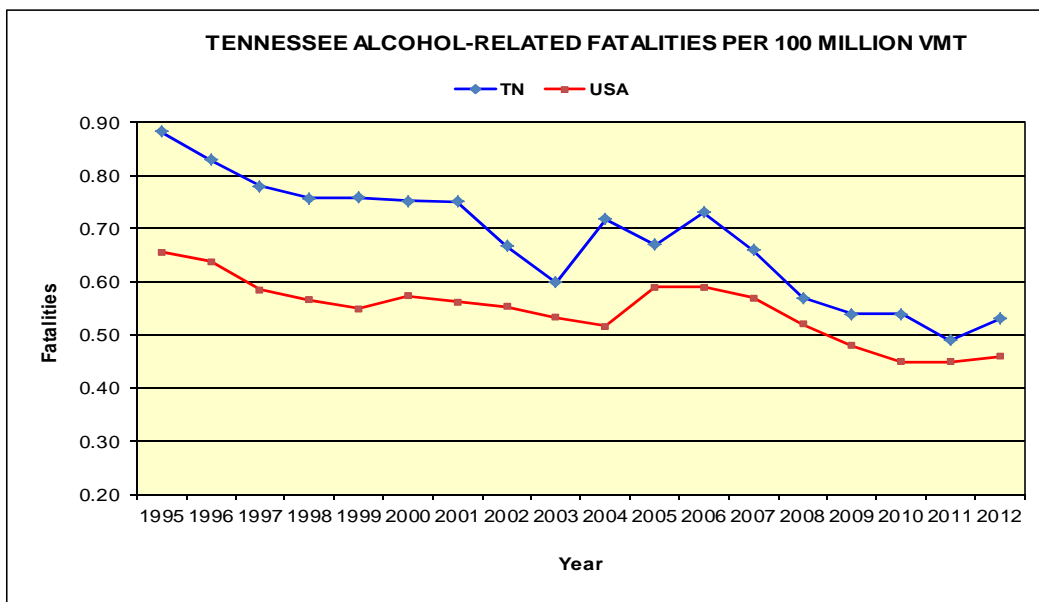


Alcohol-Related Fatalities per 100 Million VMT*																		
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
TN	0.88	0.83	0.78	0.76	0.76	0.75	0.75	0.67	0.60	0.72	0.67	0.73	0.66	0.57	0.54	0.54	0.49	0.53
USA	0.66	0.64	0.58	0.57	0.55	0.57	0.56	0.55	0.53	0.52	0.59	0.59	0.57	0.52	0.48	0.45	0.45	0.46

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2012/47_TN_2012.htm, accessed 03 Jun 2014.

2013 data is not published

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



Alcohol-Impaired Driving Fatalities per 100 Million VMT*												
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
TN	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.37	0.41
USA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.36	0.34	0.33	0.35

Source: http://www.nrd.nhtsa.dot.gov/departments/nrd-30/hcsa/STSI/47_TN/2009/47_TN_2009.htm, accessed May 21, 2013.

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

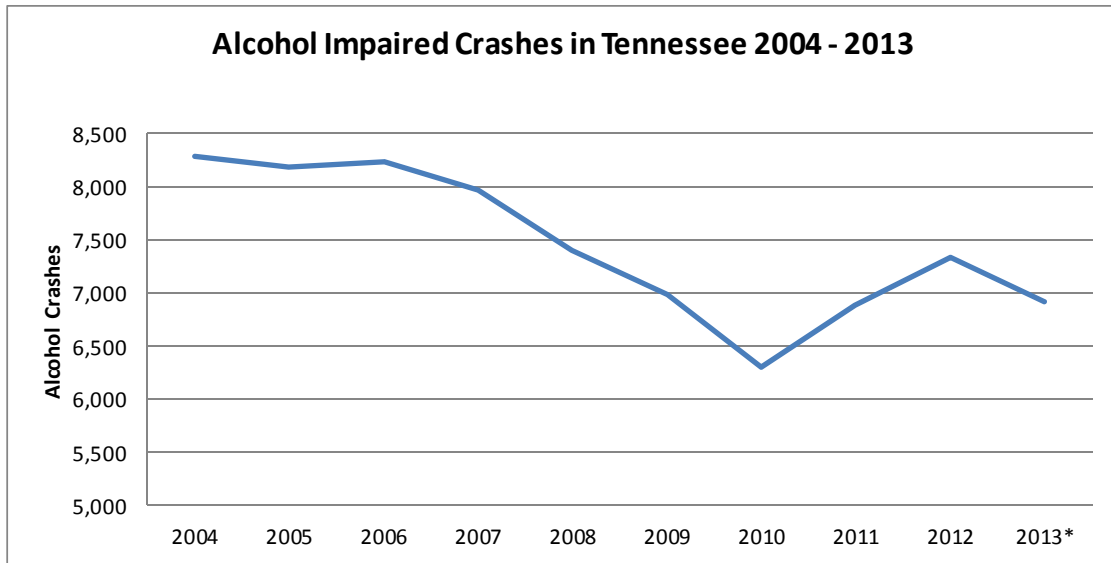
Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1994 - 2012

Year	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		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	764	63%	67	6%	377	31%	444	37%	1,211
2008	667	64%	69	7%	306	29%	375	36%	1,043
2009	636	64%	49	5%	299	30%	348	35%	986
2010	683	66%	58	6%	288	28%	347	34%	1,032
2011	639	68%	50	5%	257	27%	307	32%	946
2012	666	66%	53	5%	295	29%	348	34%	1,014

Source (Pre-2012): <http://www.fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed November 27, 2013.

Source (2012): NHTSA Traffic Safety Facts, 2012 Data (DOT HS 812017), NHTSA's National Center for Statistics and Analysis, May 2014

Objective 2: To reduce the number of alcohol impaired driving crashes by 1.2% from a 2012 baseline of 7,354 to 7,264 in 2015.



Alcohol Impaired Tennessee Traffic Crashes 2004-2013										
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
Crashes	8,285	8,176	8,232	7,966	7,402	6,982	6,287	6,876	7,328	6,913
Source: TN Dept of Safety and Homeland Security; Research, Planning, and Development; TITAN May 21, 2014.										
2013* Data Preliminary.										

Objective 3: To train 350 traffic enforcement officers in SFST (Standardized Field Sobriety Testing), 45 officers as DREs (Drug Recognition Experts), 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to reach 150 in Judges and Prosecutor Training by December 2015.

In FY 2013, 292 were trained in basic DUI and SFST; 54 trained in Standardized Field Sobriety Testing (SFST) Instructor; 69 trained in DRE In-Service; 19 officers completed DRE training; and 275 officers were trained in ARIDE. In the legal/prosecutorial areas, there were 179 prosecutors and 1,995 law enforcement officers trained.

III. STRATEGIES FOR DECREASING FATALITIES & INJURIES

A. Criminal Justice System

Strategies Selected for 2015

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 provides the following priority recommendations (organized by strategy):

Program Management

Continue to enhance the identity of the GHSO. Increase state and local input into the Safety Plan development process. Coordinate and consolidate impaired driving task forces and efforts. Continue the function of the established Law Enforcement Task Force on Impaired Driving. Encourage enforcement agencies to make DUI a priority. This will also extend into other drugs causing impairment.

Enforcement

Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 weekend, 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 DUI operations by agencies serving at least 50 % of the state's population; 3) intense publicity, 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 attempt to increase the number of DUI convictions and reduce the backload of cases in courts across the State.

Based on the Tennessee General Assembly's passage of the No Refusal Law in 2012, there will be a collective effort of law enforcement, prosecutors, and judges to execute numerous No Refusal Weekends throughout the year. These will be strategically targeted zones of the state where high impaired driving crashes and fatalities have occurred. Also, due to the passage of Public Chapter 769 in 2014, electronic search warrants will be allowed for the first time.

Traffic Records—DUI Tracker System

The first web-based DUI Offender Tracking System (Tracker) was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 24 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety in 2012 which merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains over 83,187 arrest records.

Training of Law Enforcement Officers

Standardized Field Sobriety Testing (SFST) is a NHTSA/IACP-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) trains law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities. Further, the course educates other criminal justice professionals (prosecutors, toxicologists and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both, to enable them to work with law enforcement in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities. This program is offered statewide.

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. Supplying 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. Under the National Highway Safety Administration's (NHTSA) model, the position of a Judicial Outreach Liaison (JOL) has been created with the desire to find a highly qualified candidate. This person would perform outreach for the judiciary of Tennessee, much like the two Tennessee Traffic Safety Resource Prosecutors do for the prosecution community. The JOL is expected to be fully in place for FY15.

TN Impaired Driving Laws

Beginning July 1, 2013, the new ignition interlock law went into effect. This law drastically changed how drivers are monitored after conviction. It opened the roadways to DUI offenders with a long history of DUI violations for the first time in decades. Multiple offenders will now be able to drive legally, if they have an ignition interlock in proper working order in the vehicle they are driving. The hope of the General Assembly is that these drivers will apply for and get a restricted license to drive with the ignition interlock requirement. They don't have to do so. If they apply for the ignition interlock restricted license, they will do so only because they choose to drive with a license that permits them to do so. Traditionally, many of these offenders would drive with revoked or suspended licenses. They would claim they had to in order to go to work. That will no longer be a very good excuse, if they do not apply for and obtain an interlock.

Beginning July 1, 2013, all drivers who were convicted of DUI with a .08 blood alcohol level or a combination of alcohol and drugs became ineligible for a restricted license to drive, unless they have an interlock installed and only drive a vehicle with an interlock in proper working order. Consequently, any of these drivers who apply for a restricted license to drive will learn that the restriction has changed to an interlock restriction. They will not get a traditional restricted license to drive to work, the doctor, and the probation office. Instead, they will be ordered to have an interlock installed and drive only a vehicle with a working interlock.

Lastly, after seven years and more than seven drafts, the DUI laws were rewritten. The law was passed unanimously in both houses of the General Assembly in 2013. The purpose of the rewritten laws was to reorganize the existing laws in a way to make it more user-friendly. The law is organized to allow courtroom practitioners to find the aspects of the law that most affect them in the first twelve sections. The seven year effort to reorganize the DUI law came to fruition in the 108th General Assembly due to the dedication to the cause by the Governor, Commissioner of Safety, and key leaders in the Senate and House. The bill became Public Chapter 154. It was signed by Governor Haslam on April 16, 2013, after it passed unanimously.

The effort to streamline and reorganize the law began in a Task Force named by Governor Bredesen in 2006. The Task Force recommendation for reorganization became the model for the current law.

In any reorganization, changes are made. For instance, there were three sections in the old law that dealt with the disposition of DUI fines. Those were condensed into a one page section now at TCA 55-10-412. The new law kept the main criminal provisions in place. The DUI violation remains at TCA 55-10-401. The Implied Consent law remains at TCA 55-10-406. However, the penalties for violation of the Implied Consent law are now in TCA 55-10-407.

The sections of the new law are listed below:

TCA 55-10-401 Driving Under the Influence

TCA 55-10-402 Penalties, Incarceration, Litter Removal, Child Passenger, Probation

TCA 55-10-403 Fines-Payment- Restitution

TCA 55-10-404 Driving Privileges-Revocation-Suspension

TCA 55-10-405 Repeat Offenders-Prior Convictions Defined

TCA 55-10-406 Tests for Alcohol or Drug Content of the Blood-Implied Consent

TCA 55-10-407 Violations of Implied Consent

TCA 55-10-408 Tests for Alcohol or Drug Content of the Blood-Procurement and Processing of Samples

TCA 55-10-409 Restricted Licenses-Eligibility-Locations-Times-Ignition Interlock

TCA 55-10-410 Conditions of Probation-Treatment-Assessment-DUI School

TCA 55-10-411 General Provisions-Presumptions-Diversion--Advisement-Lawful Use-Definitions

TCA 55-10-412 Disposition of Fines

TCA 55-10-413 Fees-Funds-Disbursement

TCA 55-10-414 Seizure of Vehicles

TCA 55-10-415 Underage Driving While Impaired

TCA 55-10-416 Open Container Law

TCA 55-10-417 Additional Penalties-Ignition Interlock-Tampering-Destruction-Solicitation

TCA 55-10-418 Ignition Interlock Providers

TCA 55-10-419 Ignition Interlock Indigency Fund

TCA 55-10-420 Litter Removal Procedures

TCA 55-10-421 Repeal of Adult Driving While Impaired

Lastly, Supreme Court Justice Sotomayor's opinion of *Missouri v. McNeely* in 2013 challenged an 1871 Tennessee statute, which has produced challenges for all prosecutors in the method of obtaining search warrants. This has, then, placed additional time and effort for our Tennessee Traffic Safety Resource Prosecutors in producing training resources for all Tennessee prosecutors so that momentum is not lost in the area of aggressive prosecution of impaired driving cases.

1. **Specialized DUI Prosecution**

Problem

Manual examination appears to be the common form of analysis for DUI offense data, which leads to several negative consequences:

- Inability to manage traffic safety caseloads and oppose delay tactics typically practiced by the defendant and permitted by the courts.
- Extreme backlog of cases due to lack of funding for Assistant District Attorneys.
- Inconsistent disposition determinations in courtrooms concerning impaired driving.
- Inability to specialize in area traffic safety due to broad responsibilities of most Assistant District Attorneys.
- Lack of time to teach officers proper procedures and law concerning traffic safety.

Objectives

To ensure that justice is appropriately served, the following objectives have been identified:

- Reduce the time taken to complete cases at all levels and number of case resets.
- Support DUI treatment courts and use of technology including but not limited to trans-dermal alcohol monitoring and ignition interlock for offenders to reduce the number of repeat offenses.
- Properly identify multiple offenders and prosecute them accordingly.
- Support the use of the DUI Tracking system to support the collection of empirical data.

- Develop specialized knowledge in traffic safety to enable better management of caseloads.
- Develop specialized knowledge to assist the Traffic Safety Resource Prosecutor in teaching local officers proper procedures and law.

Activities

The aforementioned objectives can be accomplished by conducting the activities listed below:

- Establish an Assistant DA position to handle DUI citations, arrests, and adjudication.
- Establish a DUI Coordinator position to support the Assistant DA.
- Enter all information into the DUI Tracker.
- Handle only DUI cases that come before courts within jurisdiction.
- Provide quarterly reports and billing to the GHSO.
- Work with local law enforcement.
- Work with area region LEL group to assist them in understanding prosecution needs.

Resources

A minimum of one DUI Prosecutor and only one DUI Coordinator would be needed. (Additional positions must have justification shown through strong data and will only be taken into account based on the level of federal funding provided to the Governor's Highway Safety Office). Each grant will contain an adequate amount of travel dollars to cover business, equipment, and training opportunities.

Self-sufficiency

Self-sufficiency could be achieved by securing assistance from local government, the Administrative Office of the Courts, or other federal sources.

Evaluation

Administrative evaluation is done through on-site monitoring visits and DUI Tracking Log data examination. This requires the input of data into DUI Tracker and working with local law enforcement on DUI arrests and tracking. Both outcomes and process evaluation of project will be provided. Goals include:

- Attend at least one DUI Specialized Training course per year to develop expertise in traffic safety to use as a resource in the jurisdiction.
- 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.
- 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.
- 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 counsel's appointment or retention.

Agencies Funded

Please see Table ##.

2. Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

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 is 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. Since starting benzodiazepine casework using LC/MS/MS, two things have quickly become apparent.

The first is that this instrument is revolutionary in terms of sensitivity and selectivity for drug testing in DUI / motor vehicle related cases. This technology allows the TBI to detect drugs and drug levels not previously possible. For example, in February 2011, the Bureau's crime lab identified alprazolam 354 times in casework using LC/MS/MS. Approximately half of those would not have been previously detectable without LC/MS/MS. They also identified clonazepam in 94 cases, 7-amino-clonazepam in 111 cases, and lorazepam in 20 cases; none of these drugs would have been detected without LC/MS/MS.

The second is that the instrument is running at full capacity currently testing for benzodiazepines in casework, leaving no possibility of new method development. TBI does not have methodology for opiates or parent compound marijuana testing, and expansion will not be possible without additional LC/MS/MS instrumentation. This means that many drugs, for example heroin, morphine, hydromorphone, oxymorphone, buprenorphine, naloxone, and delta-9-THC, are presently not detected in driving related cases.

The TBI wants to utilize new technology that will improve their efficiency and also the quality of their product. The TBI is requesting the purchase of one (1) new ELISA Drug Detection instrument for the Nashville Laboratory. This new technology will allow them the ability to screen for over 300 compounds, some of which they currently cannot screen for or identify.

Additionally, another GC/MS instrument will greatly assist the Nashville Toxicologists with the increase in drug screen tests from DUI arrests where subjects are abusing drugs.

Objectives

This project has the following objectives:

- Continued training and education for all scientists in the breath alcohol and toxicology sections of the TBI labs will keep the scientists up to date on new technologies and new defense issues.
- New instrumentation, LC/MS/MS instruments, for the toxicology sections will allow scientists the ability to find more types of drugs and smaller quantities from drivers in DUI cases.
- Additional handheld evidentiary breath alcohol instruments (ASV-XL) for active DRE officers and TWRA officers.

Activities

Successful implementation of this program depends upon the following activities:

- Request bids on Gas Chromatograph/Mass Spectrometer/Mass Spectrometer.
- Order and install instruments.
- Scientists attend training meetings and conferences.
- Purchase two additional LC/MS/MS instruments.
- Utilize new technology that will improve not only efficiency, but also the quality of the product.
- The purchase of one (1) new ELISA drug detection instrument for the Nashville laboratory. This new technology will allow the lab the ability to screen for over 300 compounds, some of which currently cannot be screened for or identified. These instruments will incorporate new technology for TBI that will allow them to screen for an increased number of drugs classes. The new technology will also improve the sensitivity for classes that they are currently screening for with their current method. This instrumentation will allow them to lessen the number of cases that they have to send to a reference laboratory for drugs that they currently do not analyze. The new technology would be utilized on almost all cases that require a drug screen analysis. (Funding Source: 405(d))

Resources

Current resources include seventeen Special Agent / Forensic Scientists serving the state of Tennessee's entire Toxicology and Breath Alcohol caseload.

Self-sufficiency

The TBI will maintain and repair all instrumentation purchased with the grant.

Evaluation

A reduction in the case backlog and a decrease in turnaround time will evaluate success of this endeavor. Reducing current turnaround times and case backlog in Toxicology by 10%.

Agency Funded

Tennessee Bureau of Investigation \$458,394.00

NOTE: These resources are estimated and are based on the 2013-2014 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 the grant is authorized for the 2014-2015 grant year. Approved grantees will be notified of any changes.

3. **Tennessee Traffic Safety Resource Prosecutors: 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 demonstrated by the following issues:

- 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.
- Most prosecutors lack time to develop advocacy skills needed to successfully prosecute the difficult DUI and vehicular homicide cases.
- Prosecutors are not effective if law enforcement officers do not make good arrests, keep good records of arrest and know how to testify.
- Concerned citizens, legislators, and public entities commonly propose laws that are well intentioned but cause problems in the courts.

Objectives

- Keep prosecutors, judges, police chiefs, sheriffs, and legislators informed of new appellate decisions, defenses, trends, and technological developments.
- Increase advocacy skills of prosecutors through training.
- Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Testing and Drug Recognition Expert state coordinators.
- Provide information to citizens, legislators, and entities to permit them to be well informed when they propose new laws.
- Encourage use of the DUI Tracker to keep prosecutors informed of their disposition information.

Activities

- Provide information to all the state's prosecutors, judges, police chiefs, sheriffs, legislators, and concerned entities by publishing and delivering a quarterly newsletter to 1,400 involved parties per quarter.
- Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary.

- 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.
- Provide trial advocacy training to specialized prosecutors and other prosecutors to enable them to increase trial advocacy skills and become more effective advocates in DUI cases.
- Provide training to law enforcement officers to help them become more effective witnesses in court.
- Support law enforcement training by teaching and/or providing skilled prosecutors to teach at Standardized Field Sobriety Testing and Drug Recognition Expert classes throughout the state.
- Conduct informational meetings to inform prosecutors about new laws and new appellate decisions effecting the prosecution of DUI, vehicular assault, and vehicular homicide cases.
- Provide traffic safety training, including all basic information about toxicology, technology, drug impairment, and field sobriety testing to new prosecutors.
- Serve as a resource to the state DUI Task Force concerning the drafting and implementation of new laws.

Resources

A critical resource is the Legal Resource Center on Impaired Driving. This requires continued funding support for two Traffic Safety Resource Prosecutor positions plus administrative support for the District Attorney Generals Conference for information sharing and dissemination to the legal community by means of telephone consultations. Other responsibilities include organization of annual conference; research and writing of articles for legal publications; and coordinating statewide training sessions. DA Judicial District Offices, GHSO personnel, and consultants shall provide training on a scheduled basis.

Self-sufficiency

State administered through grant support

Evaluation

Monitor status reports to identify the use of the Resource Center and efforts made to disseminate the information to interested parties. Track efforts to increase the sharing of information and the number of people trained. An evaluation of pre and post surveys of training classes. Analyze number of hits on the Tennessee Traffic Safety Resource Prosecutor website <http://dui.tndagc.org/> (Permission required) Analyze statewide data from the Tennessee DUI Tracker website <https://titan.safety.tn.gov> (Permission required)

Agencies Funded

Please see Table ##.

B. Enforcement: Alcohol Saturation Patrols / Roadside Sobriety Checkpoints Problem

Tennessee counties and municipalities that are overrepresented in alcohol-related crashes and that have at least 60% of the state's alcohol-related crashes and 85% of the state's population must participate in at least one alcohol mobilization as well as sustained enforcement efforts over the year. 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.

Funding will be based on the following criteria:

- The top two counties/cities by population will receive the highest awards.
- Ranking in alcohol crash rates by the Tennessee Department of Safety.
- Population served by the agency and the agency size.
- Number of qualifying applicants for each level of funding. Awards will vary and may differ from those received in previous grant years.

Objective

- 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.
- Participate in the national NHTSA campaigns.

Activities

Organize and schedule Alcohol Selective Traffic Enforcement in community saturation patrols or roadside sobriety checkpoints during FFY15.

Officers involved in enforcement should attend SFST training if they have not already done so (needs to be done within first 3 months of the grant year).

Train officers in NHTSA DUI Detection Check list.

Have law enforcement agencies implement TITAN or other software compatible with Department of Safety's TITAN system. TITAN, or "Tennessee's Integrated Traffic Analysis Network," is a suite of tools developed for the electronic collection, submission and management of all traffic safety related data in Tennessee. It consists of a centralized data and document repository for public safety information managed by the Department of Safety & Homeland Security.

Work with prosecution and make the public aware of arrests resulting from the effort (with the media notices being approved by the GHSO prior to release).

Resources

Funding is dependent on score, crash data, and population of the county in which the 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.

Self-sufficiency

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

Evaluation

- Evaluation items include pre/post surveys, monthly activity reports including non-crash related DUI arrest and citation data, final enforcement activity reports, and a final administrative evaluation report. The aforementioned items provide both outcome and process evaluation.
- TN Department of Safety's Data Analysis Unit will perform overall program evaluation.

Agencies Funded

Please see Table ##.

B. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

According to the National Highway Traffic Safety Administration, Tennesseans share the roads with more than 54,000 drivers who have been convicted of three or more DUIs. In 2013, there were 6,913 alcohol impaired crashes in Tennessee, a decrease from 2012. In 2012, 295 people, or 29% of all fatal crashes, lost their lives in Tennessee crashes involving an alcohol-impaired driver.

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. DUI offenders are incarcerated for mandatory sentences, and their driver's licenses are suspended. Further, they are ordered to perform community service, and they must attend substance abuse education classes. Repeat DUI offenders are ordered to attend more intensive treatment programs. For instance, DUI Courts more adequately address specific issues presented by the alcohol-impaired driver.

In the past, court systems punished the DUI offender by placing him/her in jail for a mandated period of time, took away the offender's driver's license, requiring litter pick up along the streets, participation in an alcohol and drug education class, and if being arrested again for another DUI, participation in residential treatment for 21 to 28 days. Although this might deter some people, multiple offenders need treatment. Research indicates that long-term treatment combined with judicial supervision is working to reduce recidivism with multiple offenders. DUI Court programs provide such treatment.

The DUI Court is based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the 10 Guiding Principles and adhering to them should produce a program that will successfully rehabilitate a multiple DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring less victims and a safer community.

The TN Governor's Highway Safety Office was in partnership with six DUI/Drug Courts in FY13. These have provided intensive assistance to thirteen of the state's ninety five counties, with some being in existence for four to five years.

Court Partnership Project Alcohol Countermeasures

Problem

Problem One: There were 295 fatal crashes involving alcohol in 2012, accounting for 29% of all Tennessee traffic fatalities. Alcohol or other drug-related crashes account for more than half of all fatal crashes between the hours of 9:00 p.m. and 6:00 a.m. In 2013, 26,417 persons were arrested for DUI, a 9% reduction from 2012.

One national study found that fatally-injured drivers in alcohol-related crashes were eight times more likely to have had DUI convictions in the previous five years than drivers randomly selected from the general population of licensed drivers. Repeat DUI offenders are among the most stubborn, persistent, and deadly threats on U.S. roads. Repeat DUI offenders account for approximately 21% of all DUI arrests. Their behavior is difficult to affect since many have alcohol problems and tend to be more aggressive and hostile than other drivers. They don't view impaired driving as a serious issue, and they rarely feel too impaired to drive. The

challenge is to reduce recidivism among repeat impaired driving offenders while also deterring all drivers from drinking and driving. Consequently, effective enforcement of impaired driving laws is critical.

Problem Two: Treatment of victims/survivors

Victims/survivors tribulations only begin with the crash. In addition to the unbearable grief and sorrow that comes from such a situation, victims may be also thrust into an unfamiliar and confusing criminal justice system. Victims often endure months of observing court with numerous continuances or delays.

Objective

Court partnership offers much-needed support to victims, ending the difficulties of dealing with the judicial system after a fatal or injurious crash. Court partnership will attempt to help victims communicate with DUI prosecutors and District Attorneys and encourage judges and court systems to adjudicate DUI-related offenses consistently, fairly, and toughly. Court partners help make the courts more victim-sensitive. Court partners help reduce the rate of repeat offenses and fatal crashes by repeat offenders through advocacy.

Court partners perform several functions:

- Advocate for just dispositions in all DUI, vehicular assault, and vehicular homicide by intoxication cases with the goal that all guilty offenders be found guilty.
- Advocate for just sentences that punish an offender appropriately and reduces the likelihood of recidivism through the use of incarceration, treatment, and monitoring.
- Seek to eliminate the dismissal of DUI cases, unless a dismissal is necessary to maintain justice within the court system.
- Seek to eliminate the reduction of DUI cases to lesser-included charges, unless the reduction is necessary to speedily require an offender to use monitoring devices, attend treatment, a victim impact panel and/or other measures to reduce the likelihood of recidivism.

Activities

Analyze court data to develop educational information for judges, prosecutors, law enforcement, probation officers, and the public.

Resources

A project coordinator can assist with locating, training, and supervising court monitoring volunteers within selected communities and collect data through monitoring forms and court records.

Self-sufficiency

100% first year and develop additional matching funds through donations; seek additional funding after results with local government institutions.

Evaluation

- Utilize the tracking database to determine basic disposition of DUI cases to include incarceration, treatment, and the use of monitoring devices.
- Develop relationships with judges and prosecutors and create awareness on how defendants are handling pre- and post-conviction in local jurisdictions.
- Compare local program data with other jurisdictions in the state, region and nation.

Program Evaluation and Data

All countermeasures have an individual evaluation element contained in the sections above. These evaluations require specific outcomes whether attitudinal, relational changes, or specific data changes.

Agencies Funded

Please see Table ##.

TN Governor's Highway Safety Office Impaired Driving Task Force – MAP 21 CHARTER

Mission

To develop, recommend best practices and approve a strategic plan that will support the mission of the TN Governor's Highway Safety (GHSO) Plan's Alcohol and Other Drugs Impaired Driving Countermeasures section.

Team Structure

The Impaired Driving Task Force (IDTF) will function as a parallel team with all members having equal standing. Decisions are made collectively between the GHSO and the subject matter expert for areas of emphasis in the Highway Safety Performance Plan's Impaired Driving section.

Responsibility for meeting coordination will be administered by the GHSO Meeting Coordinator who compiles meeting minutes and disseminates to members, manages all aspects of meeting, including identification of meeting location, keeping meeting on schedule, and conducting meeting evaluation at conclusion.

Chartering Authority

The IDTF is chartered by the Director of the TN Governor's Highway Safety Office. The IDTF may be dissolved at the discretion of the Director based on changes or alterations of requirements of the MAP-21 Reauthorization.

Extent of Authority

The IDTF may make recommendations to the direction of the relevant to all human and financial resources under its purview. Any IDTF member may request that a course of action be approved by the Chartering Authority if deemed necessary.

Duration

The IDTF will conduct its work beginning May 1, 2013. By October 1, 2014 the IDTF should evaluate its effectiveness and determine whether its work should continue for a predetermined period of time. The group may continue based on extension of the MAP-21 Reauthorization.

Time Commitments

The IDTF will meet a minimum of once per year. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDTF meetings will vary, but is not expected to exceed one-two hours per month.

TN Governor's Highway Safety Office Impaired Driving Task Force – MAP 21 CHARTER

Membership

Consists, at a minimum of representatives from the TN Governor's Highway Safety Office, areas of law enforcement and the criminal justice system (e.g., prosecution, adjudication and probation), driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. Each representative may designate appropriate individuals with the requisite skill, understanding, and commitment to effectively contribute to the IDTF's work. Membership ideally should not exceed 20.

Current Members:

- Terry Ashe, Executive Director, Tennessee Sheriff's Association
- Bruce Behringer, Deputy Commissioner, TN Department of Health
- Rod Bragg, Assistant Commissioner, TN Department of Mental Health and Substance Abuse Services
- Jennifer Donnals, Communications Director, TN Department of Safety and Homeland Security
- Maggie Duncan, Executive Director, Executive Director, Tennessee Association of Chiefs of Police
- Ehrin Ehlert, Trooper, Statewide Interoperability Coordinator, TN Department of Safety & Homeland Security
- Michael Hogan, Director of Driver License Issuance, TN Department of Safety and Homeland Security
- Richard Holt, Law Enforcement Liaison Administrator, Governor's Highway Safety Office
- Tom Kimball, Traffic Safety Resource Prosecutor, District Attorneys General Conference
- Chris Osbourn, Traffic Safety Data Manager, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security
- Lila Statom, Judge, Hamilton County/Chattanooga
- Chuck Taylor, Deputy Commissioner, TN Department of Correction
- Tracy Trott, Colonel, Tennessee Highway Patrol

**TN Governor's Highway Safety Office
Impaired Driving Task Force – MAP 21
CHARTER**

As the nature of the IDTF's work is not confidential, guests may attend meetings/conference calls/webinars as deemed appropriate or necessary by the membership.



TENNESSEE IMPAIRED DRIVING STRATEGIC PLAN FY15

The Tennessee Impaired Driving Strategic Plan was reviewed by the Tennessee Impaired Driving Task Force and approved by all members on June 17, 2014.

Program Management and Strategic Planning

ALCOHOL and OTHER DRUGS COUNTERMEASURES

I. GOALS and OBJECTIVES

A. Goal

To reduce the number of impaired driving fatalities, injuries and crashes by the end of FY15.

B. Objectives:

Objective 1: To reduce by 5% the number of impaired driving fatalities from 295 in CY12 to 280 by CY15.

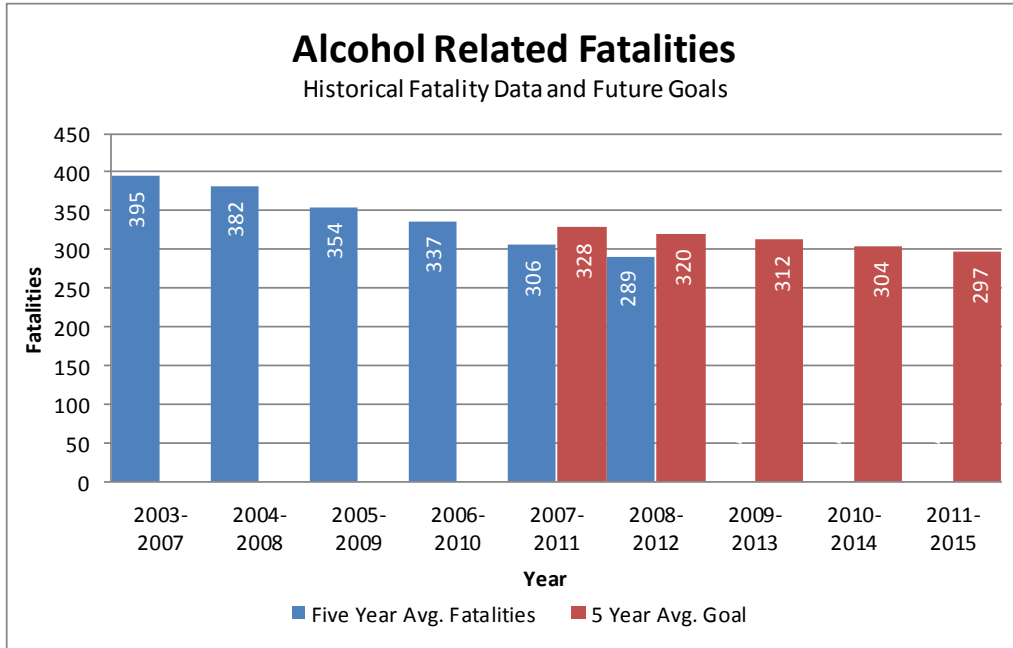
Objective 2: To reduce the number of impaired driving crashes by 5% from 6913 CY13 to 6567 by CY15. There was a 6% reduction in impaired driving crashes from CY12 to CY13. However, these numbers are preliminary.

Objective 3: To train 350 traffic enforcement officers in SFST, 45 officers as DREs, 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to expand Judges and Prosecutor Training to 150 by December 2015.

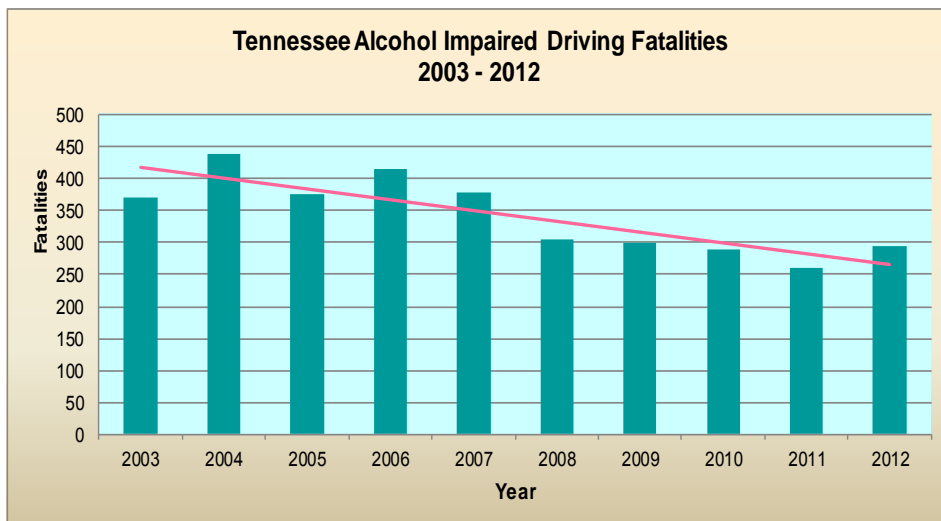
Objective 4: To increase from twenty four (24) judicial districts to twenty five (25), of a maximum thirty-one (31) with the Impaired Driving Prosecution program. In addition, it is expected to have the first Tennessee Judicial Outreach Liaison fully in place for FY15.

II. SUPPORT DATA

Objective 1:



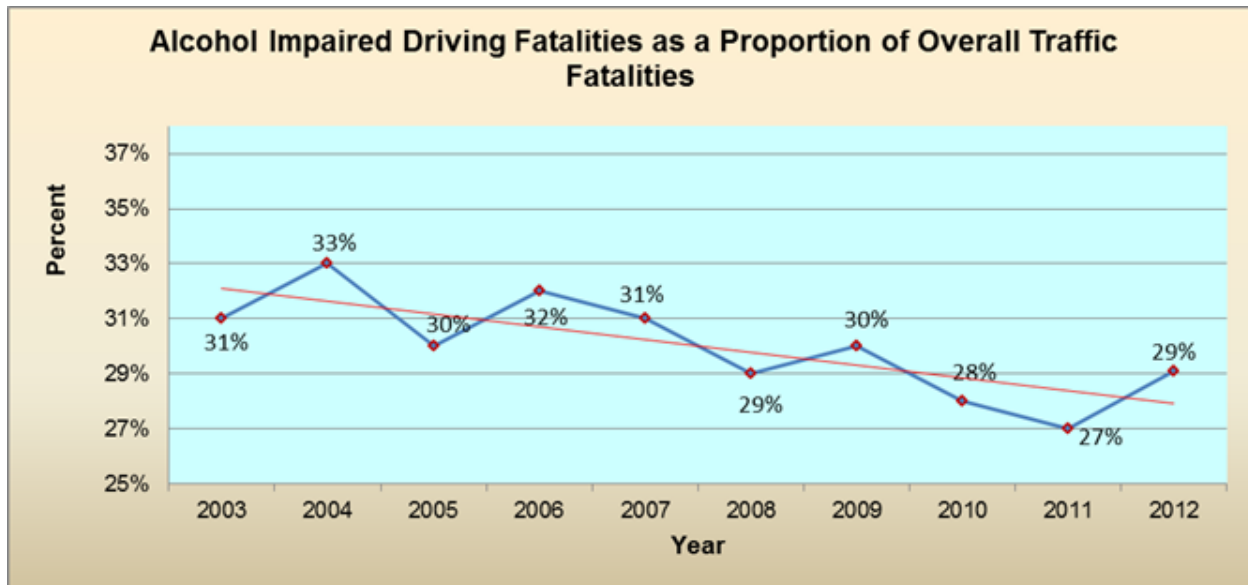
Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, 03 Jun 2013.



Alcohol Impaired Fatalities*										
Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alcohol Impaired Fatalities	370	439	376	414	377	306	299	288	259	295

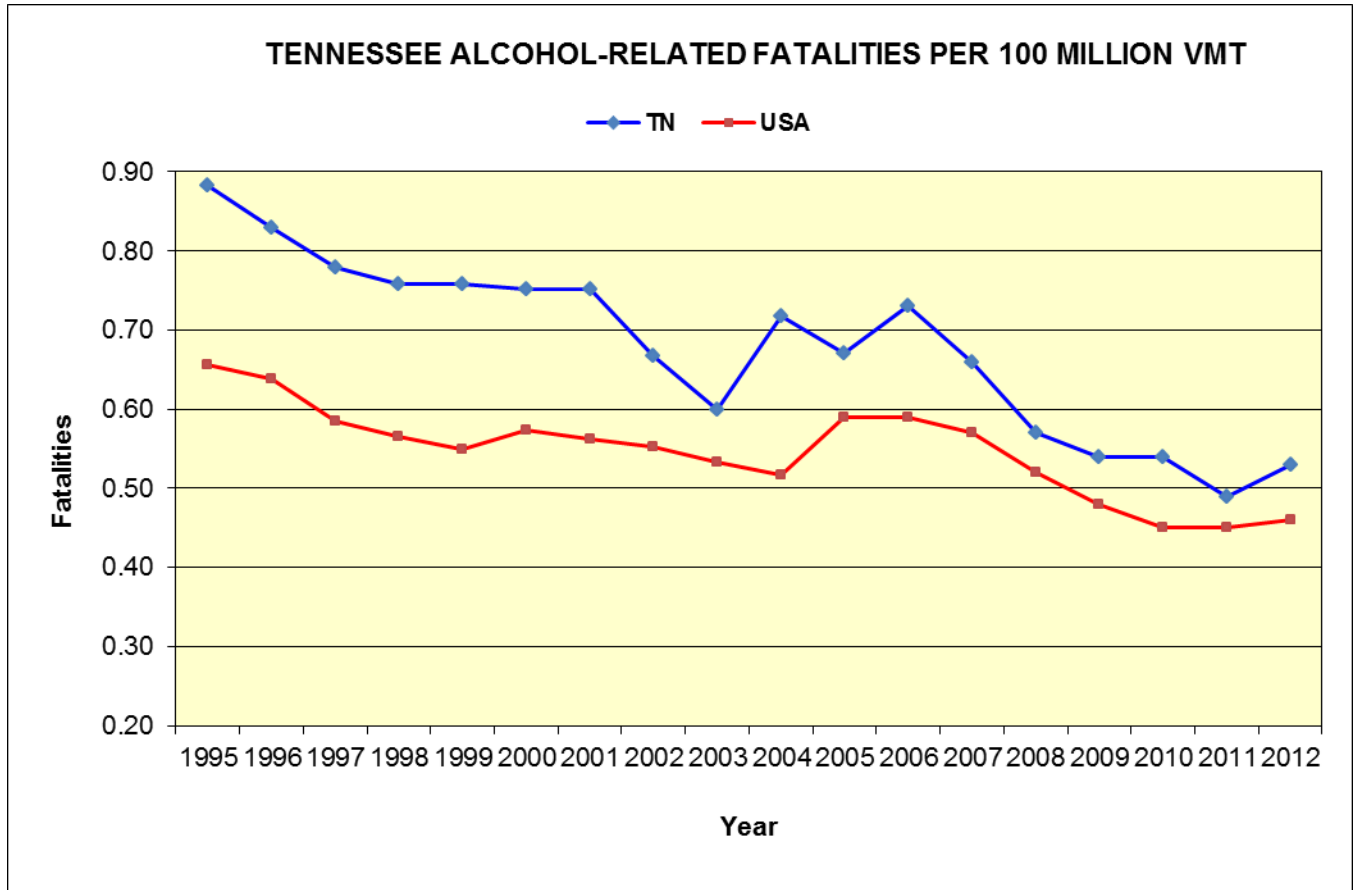
Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2012/47_TN_2012.htm, accessed 03 Jun 2013

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



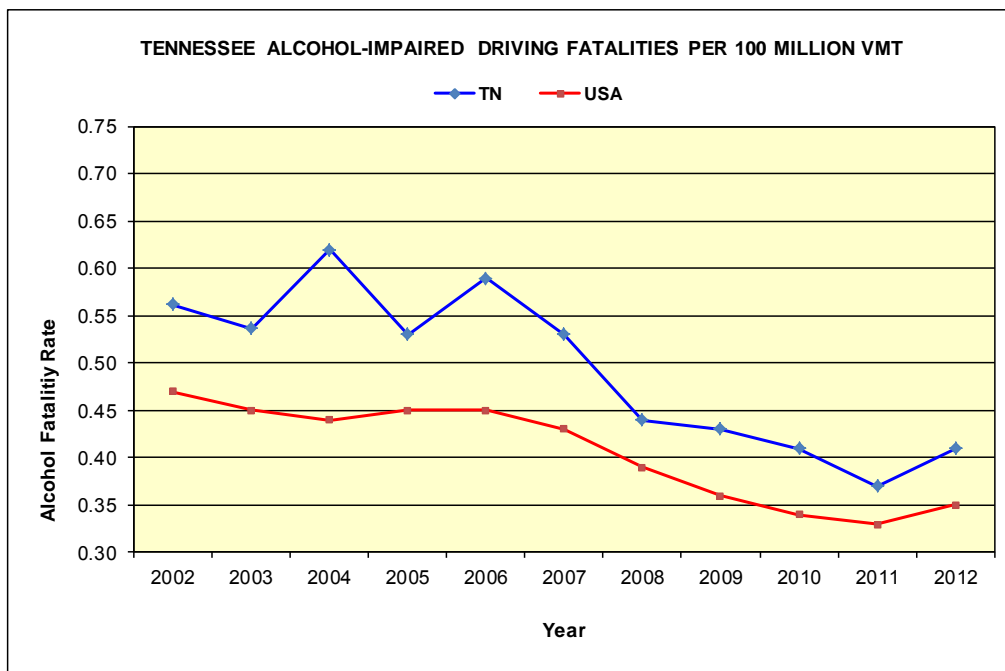
Alcohol Impaired Fatalities											
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
% of Total Fatalities	33%	31%	33%	30%	32%	31%	29%	30%	28%	27%	29%

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alcohol Impaired Fatalities	384	370	439	376	414	377	306	299	288	259	295
Vehicle Miles Traveled (VMT) in 100 Millions	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45	711.46
Fatality Rate per 100 Million VMT	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.37	0.41



Alcohol-Related Fatalities per 100 Million VMT*																		
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
TN	0.88	0.83	0.78	0.76	0.76	0.75	0.75	0.67	0.60	0.72	0.67	0.73	0.66	0.57	0.54	0.54	0.49	0.53
USA	0.66	0.64	0.58	0.57	0.55	0.57	0.56	0.55	0.53	0.52	0.59	0.59	0.57	0.52	0.48	0.45	0.45	0.46

Source: http://www.nrd.nhtsa.dot.gov/departments/nrd-30/nrcsa/STSI/47_TN2012/47_TN_2012.htm, accessed 03 Jun 2014.
 2013 data is not published
 * Based on NHTSA's Old Definition for Alcohol Fatalities.



Alcohol-Impaired Driving Fatalities per 100 Million VMT*												
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
TN	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.41	0.37	0.41
USA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.36	0.34	0.33	0.35

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2009/47_TN_2009.htm, accessed May 21, 2013.

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

Tennessee Drivers Involved in Fatal Crashes, by Previous Driving Record and License Status - 2012									
	License Status						Total (1,379)		
	Valid License (1,198)		Invalid License (157)		Unknown (11)				
Previous Convictions	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Previous Recorded Crashes	243	17.6%	31	2.2%	0	0.0%	274	19.9%	
Previous Recorded Suspensions or Revocations	84	6.1%	66	4.8%	0	0.0%	150	10.9%	
Previous DWI Convictions	18	1.3%	20	1.5%	0	0.0%	38	2.8%	
Previous Speeding Convictions	171	12.4%	21	1.5%	0	0.0%	192	13.9%	
Previous Other Harmful Moving Convictions	106	7.7%	18	1.3%	0	0.0%	124	9.0%	
Drivers with No Previous Convictions	925	67.1%	103	7.5%	0	0.0%	1,028	74.5%	

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection>, accessed 03 Jun, 2014.

Note: FARS recorded prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type - 2011									
Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving
Midnight to 2:59 a.m.	55	34	61%	17	12	69%	72	45	63%
3 a.m. to 5:59 a.m.	57	33	57%	16	3	16%	73	35	48%
6 a.m. to 8:59 a.m.	43	3	8%	55	4	7%	98	7	7%
9 a.m. to 11:59 a.m.	40	3	8%	48	3	6%	88	6	7%
Noon to 2:59 p.m.	51	4	8%	69	8	11%	120	12	10%
3 p.m. to 5:59 p.m.	72	17	24%	67	8	12%	139	25	18%
6 p.m. to 8:59 p.m.	83	26	31%	48	7	14%	131	33	25%
9 p.m. to 11:59 p.m.	84	40	48%	24	9	37%	108	49	45%
Unknown	40	18	46%	5	3	60%	45	21	47%
Total	525	178	34%	349	55	16%	874	234	27%

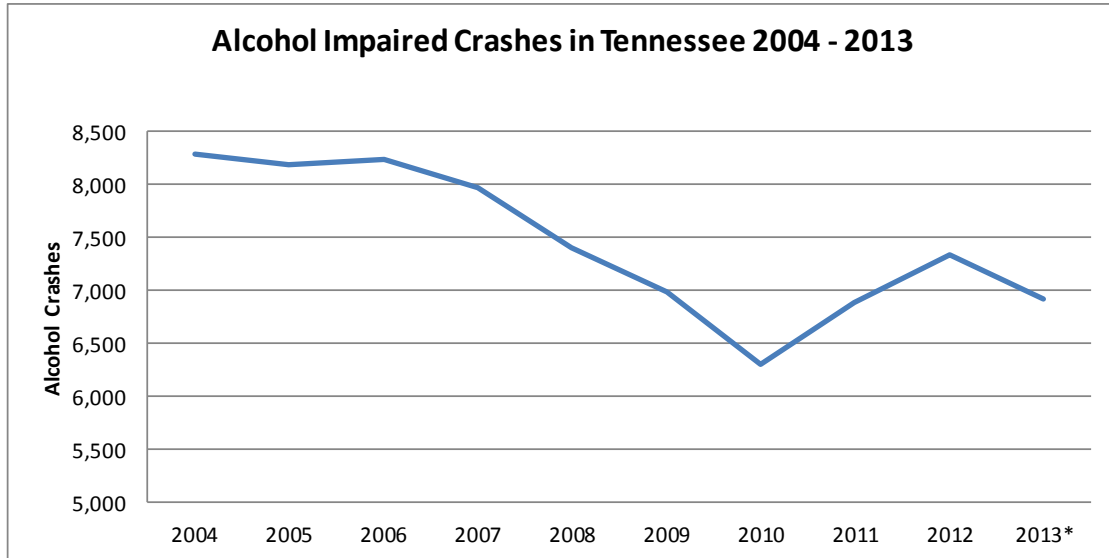
Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Crashes/CrashesAlcohol.aspx>, accessed November 27, 2013.

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

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

Note: 2012 and 2013 Data not published.

Objective 2:



Alcohol Impaired Tennessee Traffic Crashes 2004-2013										
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
Crashes	8,285	8,176	8,232	7,966	7,402	6,982	6,287	6,876	7,328	6,913
<i>Source: TN Dept of Safety and Homeland Security; Research, Planning, and Development; TITAN May 21, 2014.</i>										
<i>2013* Data Preliminary.</i>										

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1994 - 2012

Year	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		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	764	63%	67	6%	377	31%	444	37%	1,211
2008	667	64%	69	7%	306	29%	375	36%	1,043
2009	636	64%	49	5%	299	30%	348	35%	986
2010	683	66%	58	6%	288	28%	347	34%	1,032
2011	639	68%	50	5%	257	27%	307	32%	946
2012	666	66%	53	5%	295	29%	348	34%	1,014

Source (Pre-2012): <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed November 27, 2013.

Source (2012): NHTSA Traffic Safety Facts, 2012 Data (DOT HS 812017), NHTSA's National Center for Statistics and Analysis, May 2014

Objective 3:

In FY 2013, 292 were trained in basic DUI and SFST, 54 trained in SFST Instructor, 69 trained in DRE In-Service, 19 officers completed DRE training, 275 officers were trained in ARIDE. In the legal/prosecutorial areas, there were 179 prosecutors and 1995 law enforcement officers trained.

III. STRATEGIES FOR DECREASING FATALITIES & INJURIES

A. Criminal Justice System

Strategies Selected for 2015

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):

Enforcement: Saturation Patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations around the Memorial Day weekend (typically May is one of Tennessee's deadliest months for traffic fatalities), the July 4 week-end, 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 DUI operations by agencies serving at least 50 % 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 attempt to increase the number of DUI convictions and reduce the backlog of cases in courts across the State.

Based on the Tennessee General Assembly's passage of the No Refusal Law in 2012, there will be a collective effort of law enforcement, prosecutors and judges to execute numerous No Refusal Weekends throughout the year. These will be strategically targeted zones of the state where high impaired driving crashes and fatalities have occurred. Also, due to the passage of Public Chapter 769 in 2014, electronic search warrants will be allowed for the first time.

Traffic Records- DUI Tracker System: The first web based DUI Offender Tracking System (Tracker) was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 24 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety in 2012 which merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains over 83,187 arrest records.

Training of Law Enforcement Officers: Standardized Field Sobriety Testing (SFST) is a NHTSA/IACP -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.

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. Supplying 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. Under the National Highway Safety Administration's (NHTSA) model, the position of a Judicial Outreach Liaison (JOL) has been created with the desire to find a highly qualified candidate. This person would perform outreach for the judiciary of Tennessee, much like the two Tennessee Traffic Safety Resource Prosecutors do for the prosecution community. The JOL is expected to be fully in place for FY15.

TN Impaired Driving Laws –

Beginning July 1, 2013, the new ignition interlock law went into effect. This law drastically changed how drivers are monitored after conviction. It opened the roadways to DUI offenders with a long history of DUI violations for the first time in decades. Multiple offenders will now be able to drive legally, if they have an ignition interlock in proper working order in the vehicle they are driving. The hope of the General Assembly is that these drivers will apply for and get a restricted license to drive with the ignition interlock requirement. They don't have to do so. If they apply for the ignition interlock restricted license, they will do so only because they choose to drive with a license that permits them to do so. Traditionally, many of these offenders would drive with revoked or suspended licenses. They would claim they had to in order to go to work. That will no longer be a very good excuse, if they do not apply for and obtain an interlock.

Beginning July 1, 2013, all drivers who were convicted of DUI with a .08 blood alcohol level or a combination of alcohol and drugs became ineligible for a restricted license to drive, unless they have an interlock installed and only drive a vehicle with an interlock in proper working order. Any of these drivers who apply for a restricted license to drive will learn that the restriction has changed to an interlock restriction. They will not get a traditional restricted license to drive to work, the doctor and the probation office. Instead, they will be ordered to have an interlock installed and drive only a vehicle with a working interlock

Lastly, after seven years and more than seven drafts, the DUI laws were rewritten. The law was passed unanimously in both houses of the General Assembly in (what year?). The purpose of the rewritten laws was to reorganize the existing laws in a way to make it more user- friendly. The law is organized to allow courtroom practitioners to find the aspects of the law that most affect them in the first twelve sections.

The seven year effort to reorganize the DUI law came to fruition in the 108th General Assembly due to the dedication to the cause by the Governor, Commissioner of Safety and key leaders in the Senate and House. The bill became Public Chapter 154. It was signed by Governor Haslam on April 16, 2013 after it passed unanimously.

The effort to streamline and reorganize the law began in a Task Force named by Governor Bredesen in 2006. The Task Force recommendation for reorganization became the model for the current law.

In any reorganization, changes are made. For instance, there were three sections in the old law that dealt with the disposition of DUI fines. Those were condensed into a one page section now at TCA 55-10-412. The new law kept the main criminal provisions in place. The DUI violation remains at TCA 55-10-401. The Implied Consent law remains at TCA 55-10-406. However, the penalties for violation of the Implied Consent law are now in TCA 55-10-407.

The Sections of the new law were:

TCA 55-10-401 Driving Under The Influence
 TCA 55-10-402 Penalties, Incarceration, Litter Removal, Child Passenger, Probation
 TCA 55-10-403 Fines-Payment– Restitution
 TCA 55-10-404 Driving Privileges-Revocation-Suspension
 TCA 55-10-405 Repeat Offenders-Prior Convictions Defined
 TCA 55-10-406 Tests for Alcohol or Dug Content of the Blood-Implied Consent
 TCA 55-10-407 Violations of Implied Consent

TCA 55-10-408 Tests for Alcohol or Drug Content of the Blood-Procurement and Processing of Samples
TCA 55-10-409 Restricted Licenses-Eligibility-Locations-Times-Ignition Interlock
TCA 55-10-410 Conditions of Probation-Treatment-Assessment-DUI School
TCA 55-10-411 General Provisions-Presumptions-Diversion--Advisement-Lawful Use-Definitions
TCA 55-10-412 Disposition of Fines
TCA 55-10-413 Fees-Funds-Disbursement
TCA 55-10-414 Seizure of Vehicles
TCA 55-10-415 Underage Driving While Impaired
TCA 55-10-416 Open Container Law
TCA 55-10-417 Additional Penalties-Ignition Interlock-Tampering-Destruction-Solicitation
TCA 55-10-418 Ignition Interlock Providers
TCA 55-10-419 Ignition Interlock Indigency Fund
TCA 55-10-420 Litter Removal Procedures
TCA 55-10-421 Repeal of Adult Driving While Impaired

Lastly, Supreme Court Justice Sotomayor's Opinion of Missouri v. McNeely in 2013 challenged an 1871 Tennessee Statute. This has produced challenges for all prosecutors in the method of obtaining search warrants. This has, then, placed additional time and effort for our Tennessee Traffic Safety Resource Prosecutors in producing training resources for all Tennessee prosecutors so that momentum is not lost in the area of aggressive prosecution of impaired driving cases.

1. Specialized DUI Prosecution

Description Problem

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

- Inability to manage traffic safety caseloads and oppose delay tactics typically practiced by the defendant and permitted by the courts
- Extreme backlog of cases due to lack of funding for Assistant District Attorneys
- Inconsistent disposition determinations in courtrooms concerning impaired driving
- Inability to specialize in area traffic safety due to broad responsibilities of most Assistant District Attorneys
- Lack of time to teach officers proper procedures and law concerning traffic safety

Objective

- Reduction in the time taken to complete cases at all levels and number of case resets.
- 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.
- Properly identify multiple offenders and prosecute them accordingly.
- Support the use of the DUI Tracking system to support the collection of empirical data
- Develop specialized knowledge in traffic safety to enable better management of caseloads
- Develop specialized knowledge to assist the Traffic Safety Resource Prosecutor in teaching local officers proper procedures and law

Activities

- Establish Assistant DA to handle DUI citations, arrests and adjudication
- Establish DUI Coordinator to support the ADA
- Enter all information into the DUI Tracker
- Handle only DUI cases that come before courts within jurisdiction
- Provide quarterly reports and billing to the GHSO
- Work with local law enforcement

- Work with area region LEL group to assist them on understanding prosecution needs

Resources

A minimum of one DUI Prosecutor and only one DUI Coordinator would be needed. (Additional positions must have justification shown through strong data and will only be taken into account based on the level of Federal funding provided to the Governor's Highway Safety Office). Each grant will contain an adequate amount of travel dollars to cover business, equipment and training opportunity.

Self-sufficiency

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

Evaluation

Administrative evaluation is done through on-site monitoring visits and DUI Tracking Log data examination. Input data into DUI Tracker. Work with local law enforcement on DUI arrests and tracking. Will provide both outcome and process evaluation of project. Goals include:

- Attend at least one DUI Specialized Training course per year to develop expertise in traffic safety to use as a resource in the jurisdiction.
- 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.
- 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.
- 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

2. Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

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 is 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. Since starting benzodiazepine casework using LC/MS/MS, two things have quickly become apparent.

The first is that this instrument is revolutionary in terms of sensitivity and selectivity for drug testing in DUI / motor vehicle related cases. This technology is allowing us to detect drugs and drug levels not previously possible. For example, in February 2011 using LC/MS/MS we identified alprazolam 354 times in casework. Approximately half of those would not have been previously detectable without LC/MS/MS. We also identified clonazepam in 94 cases, 7-amino-clonazepam in 111 cases, and lorazepam in 20 cases; none of these drugs would have been detected without LC/MS/MS.

The second is that the instrument is running at full capacity currently testing for benzodiazepines in casework, leaving no possibility of new method development. TBI does not have methodology for opiates or parent compound marijuana testing, and expansion will not be possible without additional LC/MS/MS instrumentation. This means that many drugs, for example heroin, morphine, hydromorphone, oxycodone, buprenorphine, naloxone, and delta-9-THC, are presently not detected in driving related cases.

The TBI wants to utilize new technology that will improve their efficiency and also the quality of their product. The TBI is requesting the purchase of one (1) new ELISA Drug Detection instrument for the Nashville Laboratory. This new technology will allow them the ability to screen for over 300 compounds some of which they can currently not screen for or identify.

Additionally, another GC/MS instrument will greatly assist the Nashville Toxicologists with the increase in drug screen tests from DUI arrests where subjects are abusing drugs.

Objective

- Continued training and education for all scientists in the breath alcohol and toxicology sections of the TBI labs will keep the scientists up to date on new technologies and new defense issues.

- New instrumentation, LC/MS/MS instruments, for the toxicology sections will allow scientists the ability to find more types of drugs and smaller quantities from drivers in DUI cases.

- Additional handheld evidentiary breath alcohol instruments (ASV-XL) for active DRE officers and TWRA officers.

Activities

- Request bids on Gas Chromatograph/Mass Spectrometer/Mass Spectrometer.
- Order and Install instruments.
- Scientists attend training meetings and conferences.
- Purchase two additional LC/MS/MS instruments
- Utilize new technology that will improve efficiency and also the quality of the product.
- The purchase of three (3) new ELISA Drug Detection instruments for each of the laboratories in the state. This new technology will allow the lab the ability to screen for over 300 compounds some of which we can currently not screen for or identify. The new technology would be utilized on almost all cases that require a drug screen analysis.

Resources

Current resources include seventeen Special Agent / Forensic Scientists serving the State of Tennessee's entire Toxicology and Breath Alcohol caseload.

Self-sufficiency

The TBI will maintain and repair all instrumentation purchased with the grant.

Evaluation

A reduction in the case backlog and a decrease in turnaround time will evaluate success of this endeavor. Reducing current turnaround times and case backlog in Toxicology by 10%.

3. Tennessee Traffic Safety Resource Prosecutors: 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.

- 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.
- Most prosecutors lack time to develop advocacy skills needed to successfully prosecute the difficult DUI and vehicular homicide cases.
- Prosecutors are not effective if law enforcement officers do not make good arrests, keep good records of arrest and know how to testify
- Concerned citizens, legislators and public entities commonly propose laws that are well intentioned but cause problems in the courts.

Objective

- Keep prosecutors, judges, police chiefs, sheriffs and legislators informed of new appellate decisions, defenses, trends and technological developments.
- Increase advocacy skills of prosecutors through training.
 - Support the training of law enforcement in testimonial training and through cooperation with the Standardized Field Sobriety Testing and Drug Recognition Expert state coordinators.
- Provide information to citizens, legislators and entities to permit them to be well informed when they propose new laws.
- Encourage use of the DUI Tracker to keep Prosecutors informed of their disposition information.

Activities

- Provide information to all the State's prosecutors, judges, police chiefs, sheriffs, legislators and concerned entities by publishing and delivering a quarterly newsletter to 1,400 involved parties per quarter.
- Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary.

- 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.
- Provide trial advocacy training to specialized prosecutors and other prosecutors to enable them to increase trial advocacy skills and become more effective advocates in DUI cases.
- Provide training to law enforcement officers to enable them to become more effective witnesses in court.
- Support law enforcement training by teaching and/or providing skilled prosecutors to teach at Standardized Field Sobriety Testing and Drug Recognition Expert classes throughout the State.
- Conduct informational meetings to inform prosecutors about new laws and new appellate decisions effecting the prosecution of DUI, Vehicular Assault and Vehicular Homicide cases.
- Provide traffic safety training including all basic information about toxicology, technology, drug impairment and field sobriety testing to new prosecutors
- Serve as a resource to the State DUI Task Force concerning the drafting and implementation of new laws.

Resources

Legal Resource Center on Impaired Driving: Continue funding support for 2 Traffic Safety Resource Prosecutor 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.

- Technical assistance
- Publication of quarterly newsletter with distribution to all District Attorneys, Judges, Sheriffs, Police Chiefs and members of the Highway Patrol to include approximately 1,400 persons
- Training to District Attorneys, law enforcement officers and other advocates for traffic safety
- Train at least 50 court and law enforcement personnel on SFST and DUI recognition.

B. Enforcement -

Enforcement: Alcohol Saturation Patrols / Roadside Sobriety Checkpoints

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. 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.

Funding will be based on the following criteria:

- The top two counties/cities by population will receive the highest awards.
- Ranking in alcohol crash rates by the TDOS.
- Population served by the agency & the agency size.
- Number of qualifying applicants for each level of funding. Awards will vary and may differ from those received in previous grant years.

Objective

- 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.
- Participate in the national NHTSA campaigns

Activities

Organize and schedule Alcohol Selective Traffic Enforcement in community saturation patrols or roadside sobriety checkpoints during FFY14. Officers involved in enforcement should attend SFST training if they have not already done so (needs to be done within first 3 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TITAN or other software compatible with Department of Safety.

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.

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.

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 TDOT

C. Teens - Prevention

A. Goal

To reduce the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by the end of CY 2015.

B. Objective

To reduce the number and percentage of 20 to 24-year-old drivers involved in fatal traffic crashes by 2.5% by the end of CY 2015.

Performance Measure: Percentage of impaired drivers in impaired driving crashes ages 20-24

Baseline: In CY 2011 - 4.87%

Status: In CY2012 - 4.22%

Strategy of 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 drinking is neither acceptable nor tolerated. There are consequences for those poor decisions.

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.

Activity: 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

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2004 - 2013*

Year	Alcohol Test Results								Total
	Test Not Given	Test Given, No Results	0.00	0.01 - 0.07	0.08+	Test Refused	Test Given, Insufficient Sample	Unknown	
2004	96.30%	1.98%	0.04%	0.06%	0.49%	0.97%	0.03%	0.14%	41,569
2005	96.00%	2.07%	0.13%	0.07%	0.54%	1.00%	0.05%	0.13%	40,449
2006	96.03%	2.13%	0.12%	0.05%	0.46%	1.06%	0.05%	0.10%	40,306
2007	96.08%	1.97%	0.11%	0.05%	0.50%	1.12%	0.05%	0.12%	37,275
2008	96.10%	1.87%	0.16%	0.05%	0.55%	1.09%	0.06%	0.12%	33,684
2009	96.18%	1.76%	0.17%	0.08%	0.59%	0.86%	0.05%	0.30%	35,529
2010	96.52%	1.57%	0.17%	0.10%	0.57%	0.76%	0.02%	0.29%	37,812
2011	96.31%	1.42%	0.24%	0.10%	0.84%	0.79%	0.01%	0.29%	39,814
2012	96.25%	1.61%	0.26%	0.10%	0.74%	0.72%	0.02%	0.31%	41,659
2013*	96.76%	1.53%	0.12%	0.06%	0.59%	0.60%	0.00%	0.34%	41,295
Total	96.26%	1.79%	0.15%	0.07%	0.59%	0.89%	0.03%	0.22%	389,392

Source: TN. Dept. of Safety and Homeland Security; Research, Planning, and Development, May 22, 2014.

*2013 Data is preliminary. Test not given includes blank values and values not existing in current data range.

Objectives:

To assist 12-13 post-secondary institutions and their communities to implement new and effective impaired driving prevention programs and activities during FFY 15.

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.

Activity: 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.

Activity: Underage Drinking Prevention

TN GHSO data summary: GDL related behaviors from ThinkFast

2013:

<i>Do you approve of:</i>	<i>Yes</i>		<i>No</i>		<i>Not sure</i>	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Underage drinking (No answer = 5)	158	16.1	639	65.2	178	18.2
Illegal drug use (No answer = 5)	122	12.4	711	72.6	142	14.5

Source: 2013 TN GHSO - ThinkFast Evaluation Report, June 2014

Table 8: Teen's Self-report of their own risky behaviors (n = 943) - Note: 24% do not

<i>How often do you:</i>	<i>Yes, Often</i>		<i>Yes, Sometimes</i>		<i>No, Never</i>	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Ride with an intoxicated driver?	74	7.6	362	36.9	539	55
Drive under the influence?	18	1.8	115	11.7	609	62.1

Source: 2013 TN GHSO - ThinkFast Evaluation Report, June 2014

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.. Almost 27 percent of Tennessee youth grades 9-12 reported having at least one drink of alcohol in the past 30 days (which decreased from 2011 percentage of 32.4) and twenty three percent of students reported having their first drink of alcohol before the age of 13 (which increased from 2011 percentage of 21), according to the Youth Risk Behavior Survey conducted in 2013. 58.1 percent of youth surveyed have had at least one drink of alcohol during their lifetime (which decreased from the 2011 percentage of 63.8).

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.

F. Communications Program

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. Although media is not the only factor to change behavior, it can influence and provide a sustainable message that, over time, can be persuasive and effective at modifying driver behavior.

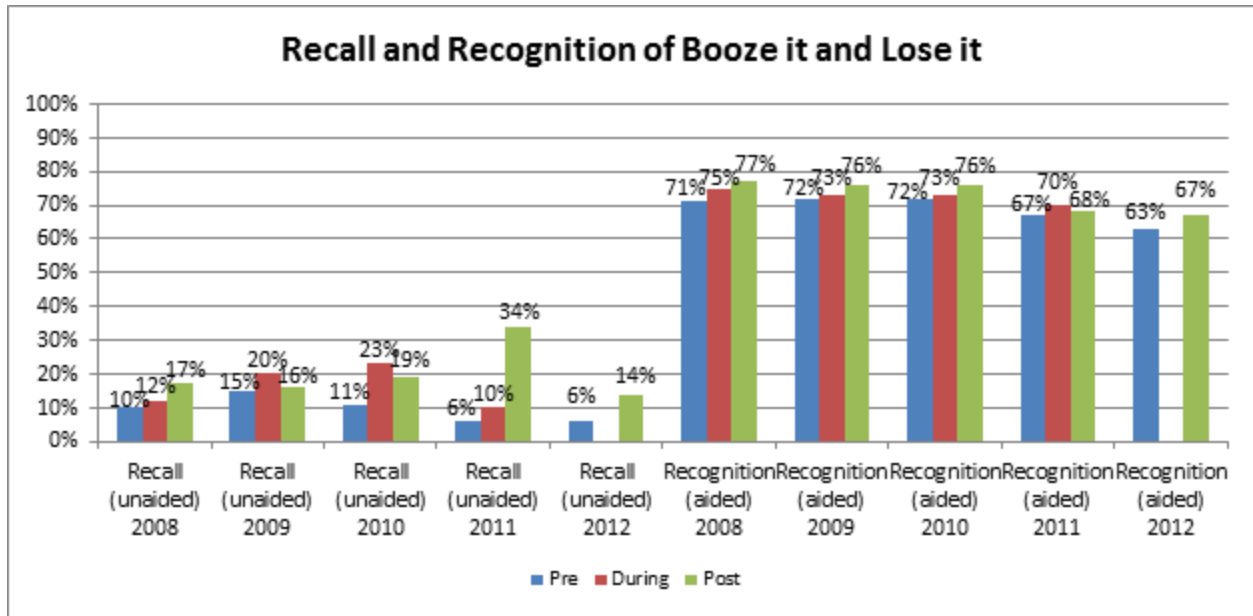
Goal: To increase awareness of the following highway safety messages: "Booze It and Lose It" and "Click It or Ticket"; engage in the High Visibility Law Enforcement Demo Project; and continue to have a media presence with along with other highway safety programs.

Objectives: Provide educational messages through brand association geared towards "changing" social norm behavior.

Evaluation: Attitudes and perceptions evaluation for each campaign in excess of \$100,000 will be conducted to determine if awareness has changed over time. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2008-2012.

Tasks: Develop, plan and carryout the "Booze It and Lose It" Holiday campaign in conjunction with our High Visibility Law Enforcement Demo Project as listed in the Events and Activities Calendar, Motorcycle Awareness Campaign, Click It or Ticket Campaign and 100 Days of Summer Heat campaign. If additional campaigns are added throughout the year, the calendar will be updated. Conduct attitudes and perceptions evaluations for three of our key campaign efforts.

The Center for Applied Research and Evaluation, formerly the Social Science Research Institute at the University of Tennessee, Knoxville has been conducting interviews with residents of the state of Tennessee in years past 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 and Lose It*.



Booze It and Lose It

The Booze It and Lose It or other designated NHTSA campaign tag will be utilized with an enforcement message during the 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.

To address the diversity issue within the State a plan was developed to target the Hispanic Community back in 2008. 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 Conexión Americanos, a DUI education and outreach service is providing educational campaign materials for *Manejar Borracho* and one-on-one interaction with the Hispanic community.

Events and Activities 2014/2015

		Theme/Date	Media/Activities	Applications/Evaluation
October		National Teen	Press Release	
		Driver Safety Week/Halloween	DMS Board	
		<i>Occupant Protection/Buzzed Driving</i>	National Media	
			Social Media	
November		Thanksgiving Season	Press Release/Social Media	
		<i>Occupant Protection/Impaired Driving</i>	DMS Board	
			National Media	
December		Holiday	DMS Board	Attitudes/Perceptions
		<i>Drive Sober Get Pulled Over</i>	National Media	
		<i>Buzzed Driving</i>	Press Event/Social Media	
January		Holiday	DMS Board	Attitudes/Perceptions
			National Media	
			Social Media	
February		Super Bowl Sunday	Press Release/Event/Social Media	
			DMS Boards	
		<i>Booze It and Lose It</i>	Checkpoints	
March		St. Patrick's Day	DMS Boards	
			Press Release	
April		National Distracted	Press Event	
		Driving Awareness	DMS Boards	
		Month/COMET	Sobriety Checkpoints	
			Media Purchase	
		National Lifesaver's Conference	Press Release	
			Social Media	
May		Motorcycle Awareness Month	Press Release/Event	
		<i>Click It or Ticket</i>	Media Purchase	
			Social Media	
			Sobriety Checkpoints	
			DMS Boards	

June	Enforcement Efforts	DMS Boards	Attitudes/Perceptions
	<i>100 Days of Summer Heat</i>	Sobriety Checkpoints	
		Media Purchase	
		National Media	
		Social Media	
July	Fourth of July	Press Release/Event	
	Impaired Driving	DMS Boards	
	<i>Buzzed Driving</i>	Sobriety Checkpoints	
		Social Media	
		National Media	
August	Back to School Safety	Press Release	
	Impaired Driving	Media Purchase	
		Sobriety Checkpoints	
		National Media	
		DMS Boards	
		Social Media	
September	Child Passenger Safety Week	Press Release	
		National Media	
		Social Media	
	Lifesaver's Conference	Press Release	

In addition to the scheduled events on the Paid Media calendar, historically there are numerous additional press events/activities within local agencies that are planned.

G. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

According to the National Highway Traffic Safety Administration, Tennesseans share the roads with more than 54,000 drivers who have been convicted of three or more DUIs. In 2013, there were 6,913 Alcohol Impaired crashes in Tennessee, a six percent (6%) decrease from 2012 impaired crashes at 7,328. (See Objective 2 chart.) In 2012, 295 people, or 29% of all fatal crashes, lost their lives in Tennessee crashes involving an alcohol-impaired driver.

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. DUI offenders are incarcerated for mandatory sentences and their driver's licenses are suspended. They are ordered to perform community service and they must attend substance abuse education classes. Repeat DUI offenders are ordered to attend more intensive treatment programs. Principles of DUI Courts to more adequately address specific issues presented by the alcohol-impaired driver.

In the past, court systems punished the DUI offender by placing them in jail for a mandated period of time, took away their driver's license, required them to pick up litter along the streets, take an alcohol and drug education class, and after being arrested again for another DUI, go to residential treatment for 21 to 28 days. Although this might deter some people, multiple offenders need treatment. Research is showing that long-term treatment combined with judicial supervision is working to reduce recidivism with multiple offenders. DUI Court programs provide this.

The DUI Court is based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the 10 Guiding Principles and adhering to them should produce a program that will successfully rehabilitate a multiple DUI offender and reduce the recidivism rate for multiple DUI offenses.

The TN Governor's Highway Safety Office has been in partnership with six DUI/Drug Courts in FY13. These have provided intensive assistance to thirteen of the state's ninety five counties, with some being in existence for four to five years.

Court Partnership Project Alcohol Countermeasures

Problem

Problem One: There were 295 fatal crashes involving alcohol in 2012 accounting for 29% of all Tennessee traffic fatalities. Alcohol or other drug related crashes account for more than half of all fatal crashes between the hours of 9 p.m. and 6 a.m. In 2013, 26,417 persons were arrested for DUI, a 9% reduction from 2012.

One national study found that fatally-injured drivers in alcohol-related crashes were eight times more likely to have had DUI convictions in the previous five years than drivers randomly selected from the general population of licensed drivers. Repeat DUI offenders are among the most stubborn, persistent, and deadly threats on U.S. roads. Repeat DUI offenders account for about 21% of DUI arrests. 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 impaired driving as a serious issue, and they rarely feel too impaired to drive. The challenge is to reduce recidivism among repeat impaired driving offenders while also deterring all drivers from drinking and driving. Effective enforcement of impaired driving laws is also critical.

Problem Two: Treatment of victims/survivors

- 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.
- Victims often endure months of observing court with numerous continuances or delays.

Objective

Court partnership will offer much-needed support to victims ending the difficulties of dealing with the judicial system after a fatal or injurious crash. Court partnership will attempt to help victims communicate with DUI prosecutors and District Attorneys and encourage judges and court systems to adjudicate DUI-related offenses consistently, fairly and toughly. Court partners help to make the courts more victim-sensitive. Court partners help reduce the rate of repeat offenses and fatal crashes by repeat offenders through advocacy. Court Partners:

- Advocate for just dispositions in all DUI, Vehicular Assault and Vehicular Homicide by Intoxication cases with the goal that all guilty offenders be found guilty.
- Advocate for just sentences that punish an offender appropriately and reduces the likelihood of recidivism through the use of incarceration, treatment and monitoring.
- Seek to eliminate the dismissal of DUI cases, unless a dismissal is necessary to maintain justice within the court system.
 - Seek to eliminate the reduction of DUI cases to lesser-included charges, unless the reduction is necessary to speedily require an offender to use monitoring devices, attend treatment, a victim impact panel and/or other measures to reduce the likelihood of recidivism.

Activities

Analyze court data to develop educational information for Judges, Prosecutors, law enforcement, probation officers and the public.

Resources

A project coordinator to assist with locating, training and supervising court monitoring volunteers within selected communities and to collect data through monitoring forms and court records.

Self-sufficiency

100% first year and develop additional matching funds through donations and seek additional funding after results with local government institutions.

Evaluation

Utilization of tracking database to determine basic disposition of DUI cases to include incarceration, treatment and the use of monitoring devices. Develop relationships with judges and prosecutors and create awareness on how defendants are handling pre and post-conviction in local jurisdictions. Compare local program data with other jurisdictions in the state, region and nation.

PROGRAM EVALUATION AND DATA

All countermeasures have an individual evaluation element contained in the sections above. These evaluations require specific outcomes whether attitudinal, relational changes or specific data changes.

Name, Agency

2014 TN Distracted Driving Task Force Meeting
James K Polk Building, 18th Floor, Commissioner's
Conference Room
Friday, March 28, 2014

Lunch

1	Richard M. Holt	GHSO
2	Terry Ashe	TN Sheriff's Association
3	Lila Statom	General Sessions Judge
4	Tam Kimball	TNAAGC
5	Colonel T.C. Trott	THP
6	CHUCK TAYLOR	TDOC
7	Rodney Bragg	TDMHSAS
8	Jason Ivey	GHSO
9	Kendell Poole	GHSO
10	Jennifer Danna	Safety
11	Maggi Duncan	TN Chiefs
12	Christina OSBOURNE	TDOASHS
13	Muhel Hoj	TDOASHS
14	Jessie Seagraves	GHSO
15	Terry Hagan	GHSO
16	Cheryl Hartes ton	CRO
17	PEGGY Nolan	CRO
18	Shen D. Mays	CRO
19	Barbara Booker	CRO
20	Ganele	CRO
21	Mia	GHSO
22	Wendell Scuggs	GHSO

Terry Ashe – questions about do we really attempt to keep at a constant....can be difficult due to lack of increased resources, economy (Tom Kimball and Tracty Trott) – is there merit in attempting to simply stay where we are – are our goals too high based on so many factors that effect

TT – this is a very personal issue – we want to make it personal

KP – mentioned trip to New Orleans for the IACP meeting serving as a rep for GHSA

TK – shared training had 3 reps from ABC – instituted a policy to investigate the last drink (bar, restaurant) and interview all involved – bar has to comply or could lose their liquor license – should ABC be invited to be a part of this committee (Mark Hutchins is the contact for ABC = Chief or Director)

KP – THC cases have tripled

TT – drunk driving due to prescription drugs has made it a 24 hour problem

MD – asked about illicit drug issue –

RB – TN is second state for opioid use

MD – pain clinics are double in Knoxville than in Nashville

TK – indicated that we missed being a marijuana state and went straight to a prescription med state

RH – what about the pain clinics?

TK – it is easier to be prescribed a pain medication

RH –

RB –

MD – due to last year's bill passage, the doctor on record cannot be more than four locations

TK – feels that the players are not overly aware of how this effects traffic

RB – feels that this is underreported

MH – Are there any National organizations about the pain clinic issues? TK – MADD is tuning in a little but they are more focused on ignition interlock

TK – underreported impaired drivers that are alcohol and other drugs

TT – looking to take blood to private labs – and they have agreed to testify – which would be paid out of its own budget

RB - could look at using a rate instead of an actual hard number

TT – VMT

TK – no bright line numbers for drugs much like .08 -

TT – Washington didn't put a number on marijuana

KP – no real push from the federal level

TT – there is potential for distracted driver issue to exceed the impaired driving issue

TT – five to ten year process for a total ban

MD – there is potential for legislation to pass the need for a search warrant to verify the phone – if there is a

KP- Belts and booze

RB – stay in a drug court 12 -18 months – using the carrot and the stick – benefit of a “volunteer” judge (at many times) which sometime meet at 6 in the evening – it's a last ditch effort for many – statewide Drug Court is the next level for local Drug Court

CT – benefit for someone leaving Correction is that they leave with skills

TA – asked about the 2004 – 2006 years

KP/TK – talked about the High Visibility enforcement implementation

TA – how do dig deeper into the education of children/teen

KP – discussed our efforts in Ollie the Otter and other agencies

TT – Distracted driving within education of kids/ (Could the template for Ollie work for this?)

TK – California law – breaks DUI by categories, not just generic alcohol – Could TN consider this? (get more clarification on this from Tom especially since there was no fiscal note and

LS – Why has there been any efforts about no drinking while on probation?

Once they plead guilty there is no requirement of refraining from drinking .

TK – From the legislature we are getting supervised probation (may want Tom to elaborate)

RB – Representative Lambruth is a friend to the work of the Task Force

TK – DUI Task Forces (similar to Drug Task Force) assist in bringing agencies together. Pulls law enforcement/prosecutors/ and would be interdistrict where they may be underserved- elaborated on the 2nd district Crash Review Team

MH – Are there any partnerships that could be utilized? (much like the TDOS I40 stretch)

RH- detailed the HATB efforts as a response to MH

KP – expounded on partnerships (IACP – an effort of the GHSA to bridge these entities) looking at national, regional and local level as well

JD – spoke of the pill mill in Knoxville

RB – chronic pain guidelines are being established

TK –Relayed what the GHSO is doing with a new position, JOL

RB – similar positions on proper prescribing

MD – Could there be a Public Safety Opinion that could be released? Example: Plain view would go out of the law, could this be where the coalition become integral by relaying a policy opinion to assist in preventing poor legislation – which would be based on factual information – offering a professional comment

TK Could this be extended to the governor to be called the Impaired Driving Task Force – built off the Bredesen administration's DUI Task Force from 2006

RB – could the Public Safety Sub Cabinet be a good resource for MD and TK suggestion

Impaired Driving Task Force – FY15 Strategic Plan Session

Meeting Notes

March 28, 2014

12:00 p.m. – 3:00 p.m.

Welcome by *Kendell Poole, TN GHSO Director*

Introductions of Members – All were in attendance with the exception of

- Bruce Behringer, *Deputy Commissioner, TN Department of Health -Public Health*
- Ehrin Ehler, *Trooper, Statewide Interoperability Coordinator, TN Department of Safety & Homeland Security – Ignition Interlock*

From the GHSO -*Jason Ivey, Program Management Administrator*

Review of FY14 Goals and FY14 Strategic Plan – A few moments were given to review the purpose and goals of the Impaired Driving Task Force.

Recommendations to FY15 Strategic Plan – A majority of the meeting was given to this item. The notes found below are from the discussion of the committee members.

Meeting dialogue:

Terry Ashe – questions about do we really attempt to keep at a constant....can be difficult due to lack of increased resources, economy (Tom Kimball and Tracy Trott) – is there merit in attempting to simply stay where we are – are our goals too high based on so many factors that effect

Tracy Trott – this is a very personal issue – we want to make it personal

Kendell Poole – mentioned trip to New Orleans for the International Association of Chiefs' of Police (IACP) meeting serving as a rep for the Governor's Highway Safety Association

Tom Kimball – shared training had 3 reps from ABC – instituted a policy to investigate the last drink (bar, restaurant) and interview all involved – bar has to comply or could lose their liquor license – should ABC be invited to be a part of this committee (Mark Hutchins is the contact for ABC = Chief or Director)

Kendell Poole – THC cases have tripled

Tracy Trott – drunk driving due to prescription drugs has made it a 24 hour problem

Maggie Duncan – asked about illicit drug issue –

Rodney Bragg – TN is second leading state for opioid use

Maggie Duncan – pain clinics are double in Knoxville than in Nashville

Tom Kimball – indicated that we missed being a marijuana state and went straight to a prescription med state

Richard Holt – what about the pain clinics?

Tom Kimball – it is easier to be prescribed a pain medication

Maggie Duncan – due to last year's bill passage, the doctor on record cannot be more than four locations

Tom Kimball – feels that the players are not overly aware of how this affects traffic

Rodney Bragg – feels that this is underreported

Michael Hogan – Are there any national organizations about the pain clinic issues?

Tom Kimball – MADD is tuning in a little but they are more focused on ignition interlock

Tom Kimball – underreported impaired drivers that are alcohol and other drugs

Tracy Trott – looking to take blood to private labs – and they have agreed to testify – which would be paid out of its own budget

Rodney Bragg - could look at using a rate instead of an actual hard number

Tracy Trott – Look at Vehicle Miles Traveled

Tom Kimball – no bright line numbers for drugs much like .08 -

Tracy Trott – Washington didn't put a number on marijuana

Kendell Poole – no real push from the federal level

Tracy Trott – there is potential for distracted driver issue to exceed the impaired driving issue - five to ten year process for a total ban

Maggie Duncan – there is potential for legislation to pass the need for a search warrant to verify the phone –

Kendell Poole- the primary focus now is “Belts and Booze”

Rodney Bragg – stay in a drug court 12 -18 months – using the carrot and the stick – benefit of a “volunteer” judge (at many times) which sometime meet at 6 in the evening – it’s a last ditch effort for many – statewide Drug Court is the next level for local Drug Court

Chuck Taylor – benefit for someone leaving Correction is that they leave with skills

Terry Ashe – asked about the 2004 – 2006 years

Kendell Poole/Tom Kimball – talked about the High Visibility enforcement implementation

Terry Ashe – how to dig deeper into the education of children/teen

Kendell Poole – discussed our efforts in Ollie the Otter and other agencies

Tracy Trott – Distracted driving within education of kids/ (Could the template for Ollie work for this?)

Tom Kimball – California law – breaks DUI by categories, not just generic alcohol – Could TN consider this? (get more clarification on this from Tom especially since there was no fiscal note and

Lila Statom – Why has there been any efforts about no drinking while on probation?

Once they plead guilty there is no requirement of refraining from drinking .

Tom Kimball – From the legislature we are getting supervised probation (may want Tom to elaborate)

Rodney Bragg – Representative Lambruth is a friend to the work of the Task Force

Tom Kimball – DUI Task Forces (similar to Drug Task Force) assist in bringing agencies together. Pulls law enforcement/prosecutors/ and would be inter-district where they may be underserved- elaborated on the 2nd district Crash Review Team

Michael Hogan – Are there any partnerships that could be utilized? (much like the TDOS I40 stretch enforcement campaigns)

Richard Holt- detailed the Hands Across The Border efforts as a response to Michael Hogan

Kendell Poole – expounded on partnerships (IACP – an effort of the GHSA to bridge these entities) looking at national, regional and local level as well

Jennifer Donnals – spoke of the pill mill in Knoxville

Rodney Bragg – chronic pain guidelines are being established

Tom Kimball –Relayed what the GHSA is doing with a new position, Judicial Outreach Liaison (JOL)

Rodney Bragg – similar positions on proper prescribing

Maggie Duncan – Could there be a Public Safety Opinion that could be released? Example: Plain view would go out of the law, could this be where the coalition become integral by relaying a policy opinion to assist in preventing poor legislation – which would be based on factual information – offering a professional comment

Tom Kimball - Could this be extended to the Governor to be called the Impaired Driving Task Force – built off the Bredesen administration's DUI Task Force from 2006

Rodney Bragg – could the Public Safety Sub Cabinet be a good resource for MD and TK suggestion

Next Steps

- Jason Ivey will provide a copy of the notes from the 3/28/14 meeting for the committee to review and approve within a month
- Jason Ivey is to begin drafting the FY15 Impaired Driving section of the Highway Safety Performance Plan
- This draft will be provided to the Task Force for review and discussion. This may require a conference call, webinar and email correspondence

Meeting was adjourned

Jason Ivey

From: Bruce Behringer
Sent: Saturday, March 22, 2014 3:19 PM
To: Jason Ivey
Subject: RE: FY14 Documents

Jason, I just found out I am running a conference session on Friday 28th. I tis in town but runs form 9 – 2 PM. I don't know if I will make any of the meeting that you have so carefully steered through the scheduling maze.

Bruce

From: Jason Ivey
Sent: Tuesday, January 28, 2014 2:32 PM
To: Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Jennifer Donnals; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Cc: Shandi Smith
Subject: FY14 Documents

Good afternoon. In an effort to have us all starting at the same point, I have attached all of the FY14 documents you helped to create last year. This will be the starting point for the FY15 plan. I'll provide more information soon.

Again, the date of our meeting is Friday, March 28. We are still fine tuning a few things prior to giving you a start and end time. It will be around the lunch hour when we begin, though.

Thanks so much.

Jason

S. Jason Ivey, M.S.M.

Program Management Administrator
TN Governor's Highway Safety Office
505 Deaderick Street, Suite 1800
Nashville, TN 37243
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(c) 615-319-7750
(f) 615-253-5523

Jason Ivey

From: Jason Ivey
Sent: Monday, April 14, 2014 2:14 PM
To: Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Jennifer Donnals; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Subject: IDTF Meeting Notes
Attachments: Impaired Driving Task Force Meeting Notes 3-28-14.docx

IDTF Members,

Good afternoon. Attached is the draft of the Impaired Driving Task Force's notes from the 3/28/14 meeting. Since the meeting flow was more of discussion rather than a more formal order, I made every attempt to at least capture the essence of your statements/questions as you presented them. Please take a few moments to review the notes, especially to anything you may have said. Feel free to provide any clarification or changes to your comments that I need to make. You won't offend me. It is my responsibility to make sure your thoughts are accurately noted. I will allow a week for everyone's input before I release the final version of the notes.

I will begin drafting the FY15 Impaired Driving section of the Highway Safety Performance Plan very soon. Once finished, I will provide to all members for your critique.

Thank you again for assisting the GHSO in such an important role.

Jason

S. Jason Ivey, M.S.M.

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TN Governor's Highway Safety Office
505 Deaderick Street, Suite 1800
Nashville, TN 37243
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Tennessee Impaired Driving Task Force
Strategic Plan FY15
Governor's Highway Safety Office
Friday, March 28, 2014
12:00 p.m. – 3:30 p.m.

Agenda

- Welcome
Kendell Poole, Director
- Introductions of Members
- From the GHSO
Jason Ivey, Program Management Administrator
- Review of FY14 Goals and FY14 Strategic Plan
TIDF Members
- Recommendations to FY15 Strategic Plan
TIDF Members
- Questions
- Next Steps
- Adjourn

Jason Ivey

From: Statom,Lila <LilaS@HamiltonTN.gov>
Sent: Thursday, June 19, 2014 12:43 AM
To: Jason Ivey
Subject: Re: FY15 Impaired Driving Strategic Plan

I apologize. I approve.

Sent from my iPhone

On Jun 17, 2014, at 11:47, "Jason Ivey" <Jason.Ivey@tn.gov> wrote:

Good morning. Just a reminder that if you have not submitted your recommendations and/or vote for approval, please do so today if at all possible. I have received approval from 4 Task Force members so far.

Thanks so much for your attention to this matter.

Jason

From: Jason Ivey
Sent: Thursday, June 12, 2014 1:03 PM
To: Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Jennifer Donnals; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Subject: FY15 Impaired Driving Strategic Plan

Good afternoon. Attached you will find the draft of the FY15 ID Strategic Plan. Currently I have someone assisting with simple format issues. This does not impact the language of the document so you may proceed with your review.

Please take a few days to review and provide any recommendations. If you have no recommendations, simply email me back indicating you approve the document. At the latest, I would like all recommendations/approvals submitted by Monday of next week (June 16). That allows me time to make any changes and provide the final version to Mia Vickers. I do request that any emails with recommendations/approvals include all members of the Task Force in the event dialogue should need to take place.

I will send a final version to all members, including supplemental documents relative to Task Force membership, charter, minutes from meetings, etc. once all has been finalized. Thanks so much for your assistance.

Jason

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Jason Ivey

From: Michael Hogan
Sent: Tuesday, June 17, 2014 11:45 AM
To: Jason Ivey
Subject: Re: FY15 Impaired Driving Strategic Plan

Jason

I approve the document. Sorry for the delay.

MDH

Sent from my iPhone

On Jun 17, 2014, at 11:42 AM, "Jason Ivey" <Jason.Ivey@tn.gov> wrote:

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Thanks so much for your attention to this matter.

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Jason Ivey

From: Richard M. Holt <rm_holt@frontiernet.net>
Sent: Tuesday, June 17, 2014 5:29 PM
To: Jason Ivey
Subject: RE: FY15 Impaired Driving Strategic Plan

Jason,
Looks good to me!
Richard

From: Jason Ivey [mailto:Jason.Ivey@tn.gov]
Sent: Monday, June 16, 2014 1:19 PM
To: Rodney Bragg; Ehrin Ehlert
Cc: Bruce Behringer; Tracy Trott; Tom Kimball; Terry Ashe; Shelly Bryan; Miranda Merkle; Michael Hogan; Maggi Duncan; Lila Statom; Kendell Poole; Jennifer Donnals; Christopher Osbourn; Chuck Taylor; Richard Holt
Subject: RE: FY15 Impaired Driving Strategic Plan

Thank you.

Jason

From: Rodney Bragg
Sent: Monday, June 16, 2014 12:05 PM
To: Jason Ivey; Ehrin Ehlert
Cc: Bruce Behringer; Tracy Trott; Tom Kimball; Terry Ashe; Shelly Bryan; Miranda Merkle; Michael Hogan; Maggi Duncan; Lila Statom; Kendell Poole; Jennifer Donnals; Christopher Osbourn; Chuck Taylor; Richard Holt
Subject: RE: FY15 Impaired Driving Strategic Plan

It is a good document. I approve.

Thanks,
Rod

Rodney L. Bragg
Assistant Commissioner
Tennessee Department of Mental Health and Substance Abuse Services
Division of Substance Abuse Services
500 Deaderick Street, 5th Floor
Nashville, TN 37243
Rodney.Bragg@tn.gov
615-532-7783 (direct)
615-319-2355 (BlackBerry)
615-532-2419 (fax)



From: Jason Ivey
Sent: Monday, June 16, 2014 12:03 PM
To: Ehrin Ehlert
Cc: Bruce Behringer; Tracy Trott; Tom Kimball; Terry Ashe; Shelly Bryan; Rodney Bragg; Miranda Merkle; Michael Hogan; Maggi Duncan; Lila Statom; Kendell Poole; Jennifer Donnals; Christopher Osbourn; Chuck Taylor; Richard Holt
Subject: RE: FY15 Impaired Driving Strategic Plan

Thanks, Ehrin. And I appreciate the feedback.

Just to bring everyone up to date, Terry Ashe sent his approval on Friday.

Chris Osborne and I talked by phone on Friday regarding a few recommendations he made. A few were punctuation items, a couple were charts that needed either removing and replaced or simply removed because they were already included in a different, and more relative, section of the plan and the major change was Objective 3 where it made more sense to change it to read "the number of impaired driving fatalities". Very appreciative of his feedback as well.

Thank you.

Jason

From: Ehrin Ehlert
Sent: Monday, June 16, 2014 11:57 AM
To: Jason Ivey
Cc: Bruce Behringer; Tracy Trott; Tom Kimball; Terry Ashe; Shelly Bryan; Rodney Bragg; Miranda Merkle; Michael Hogan; Maggi Duncan; Lila Statom; Kendell Poole; Jennifer Donnals; Christopher Osbourn; Chuck Taylor; Richard Holt
Subject: Re: FY15 Impaired Driving Strategic Plan

Jason,

The content looks fine to me, pertaining to ignition interlock. I appreciate the inclusion and hope for more emphasis to be placed on this technology by the courts, prosecutors, and law enforcement. Interlocks have the potential to be a great resource in DUI enforcement and the reduction of DUI fatalities, but to be effective, the offenders have to be ordered to get them. This plan will help with that awareness.

Thanks,

Ehrin

Sergeant Ehrin Ehlert

Ignition Interlock Program Administrator



Tennessee Highway Patrol

1150 Foster Avenue
Nashville, TN 37066
615-743-4960

Department's Mission:

To ensure that our state is a safe, secure place in which to live, work and travel; enforce the law with integrity; and provide customer-focused services professionally and efficiently.

From: Jason Ivey <Jason.Ivey@tn.gov>

Date: Thursday, June 12, 2014 at 1:03 PM

To: Bruce Behringer <Bruce.Behringer@tn.gov>, Christopher Osbourn <Christopher.Osbourn@tn.gov>, Chuck Taylor <Chuck.Taylor@tn.gov>, Ehrin Ehlert <ehrin.ehlert@tn.gov>, Jennifer Donnals <Jennifer.Donnals@tn.gov>, Kendell Poole <Kendell.Poole@tn.gov>, Lila Statom <LilaS@hamiltonTN.gov>, "Maggi M. Duncan" <maggi@taccp.org>, Michael Hogan <Michael.Hogan@tn.gov>, Miranda Merkle <Miranda.Merkle@tn.gov>, Richard Holt <rm_holt@frontiernet.net>, Rodney Bragg <Rodney.Bragg@tn.gov>, Shelly Bryan <shellybryan@tnsheriffs.com>, Terry Ashe <terryashe@tnsheriffs.com>, Tom Kimball <tekimball@tndagc.org>, Tracy Trott <Tracy.Trott@tn.gov>

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Date: Thursday, June 12, 2014 at 1:03 PM
To: Bruce Behringer <Bruce.Behringer@tn.gov>, Christopher Osbourn <Christopher.Osbourn@tn.gov>, Chuck Taylor <Chuck.Taylor@tn.gov>, Ehrin Ehlert <ehrin.ehlert@tn.gov>, Jennifer Donnals <Jennifer.Donnals@tn.gov>, Kendell Poole <Kendell.Poole@tn.gov>, Lila Statom <LilaS@hamiltonTN.gov>, "Maggi M. Duncan" <maggi@taccp.org>, Michael

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Jason Ivey

From: Terry Ashe <terryashe@tnsheriffs.com>
Sent: Friday, June 13, 2014 10:49 AM
To: Jason Ivey
Subject: FW: FY15 Impaired Driving Strategic Plan
Attachments: DRAFT TN FY15 Impaired Driving Strategic Plan 5-27-2014.docx

Jason looks good to me I can tell you put in a lot of work



Sheriff Terry Ashe, (Ret.)

Executive Director

Tennessee Sheriffs' Association

704 Cadet Court • Lebanon, TN 37087

(615) 547-0277 Phone

(615) 547-0278 Fax

(615) 306-8136 Cell

terryashe@tnsheriffs.com

"Leadership in Law Enforcement since 1971"

Find us on the Web: <http://tnsheriffs.com/>

Like us on Facebook: <http://www.facebook.com/pages/Tennessee-Sheriffs-Association/196553893765277>

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From: Jason Ivey [<mailto:Jason.Ivey@tn.gov>]

Sent: Thursday, June 12, 2014 1:03 PM

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Jason Ivey

From: Tracy Trott
Sent: Tuesday, June 17, 2014 10:43 AM
To: Jason Ivey
Subject: Re: FY15 Impaired Driving Strategic Plan

I approve. TT

Colonel Tracy G. Trott
Tennessee Highway Patrol
1150 Foster Ave.
Nashville, TN 37243
Tracy.trott@tn.gov

On Jun 17, 2014, at 10:42 AM, "Jason Ivey" <Jason.ivey@tn.gov> wrote:

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Jason

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Jason Ivey

From: Christopher Osbourn
Sent: Friday, June 13, 2014 4:07 PM
To: Jason Ivey
Subject: RE: FY15 Impaired Driving Strategic Plan

Jason,

Outside of the minor changes we discussed on the phone, I approve of the document. Thank you for taking the time to compile and prepare the document for the committee.

Have a good weekend!

Chris

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Sent: Thursday, June 12, 2014 1:03 PM
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Jason Ivey

From: Ehrin Ehlert
Sent: Monday, June 16, 2014 11:57 AM
To: Jason Ivey
Cc: Bruce Behringer; Tracy Trott; Tom Kimball; Terry Ashe; Shelly Bryan; Rodney Bragg; Miranda Merkle; Michael Hogan; Maggi Duncan; Lila Statom; Kendell Poole; Jennifer Donnals; Christopher Osbourn; Chuck Taylor; Richard Holt
Subject: Re: FY15 Impaired Driving Strategic Plan

Jason,

The content looks fine to me, pertaining to ignition interlock. I appreciate the inclusion and hope for more emphasis to be placed on this technology by the courts, prosecutors, and law enforcement. Interlocks have the potential to be a great resource in DUI enforcement and the reduction of DUI fatalities, but to be effective, the offenders have to be ordered to get them. This plan will help with that awareness.

Thanks,

Ehrin

Sergeant Ehrin Ehlert

Ignition Interlock Program Administrator

**Tennessee Highway Patrol**

1150 Foster Avenue
Nashville, TN 37066
615-743-4960

Department's Mission:

To ensure that our state is a safe, secure place in which to live, work and travel; enforce the law with integrity; and provide customer-focused services professionally and efficiently.

From: Jason Ivey <Jason.Ivey@tn.gov>

Date: Thursday, June 12, 2014 at 1:03 PM

To: Bruce Behringer <Bruce.Behringer@tn.gov>, Christopher Osbourn <Christopher.Osbourn@tn.gov>, Chuck Taylor <Chuck.Taylor@tn.gov>, Ehrin Ehlert <ehrin.ehlert@tn.gov>, Jennifer Donnals <Jennifer.Donnals@tn.gov>, Kendell Poole <Kendell.Poole@tn.gov>, Lila Statom <LilaS@hamiltonTN.gov>, "Maggi M. Duncan" <maggi@taccp.org>, Michael Hogan <Michael.Hogan@tn.gov>, Miranda Merkle <Miranda.Merkle@tn.gov>, Richard Holt <rm_holt@frontiernet.net>, Rodney Bragg <Rodney.Bragg@tn.gov>, Shelly Bryan <shellybryan@tnsheriffs.com>, Terry Ashe <terryashe@tnsheriffs.com>, Tom Kimball <tekimball@tndagc.org>, Tracy Trott <Tracy.Trott@tn.gov>

Subject: FY15 Impaired Driving Strategic Plan

Good afternoon. Attached you will find the draft of the FY15 ID Strategic Plan. Currently I have someone assisting with simple format issues. This does not impact the language of the document so you may proceed with your review.

Please take a few days to review and provide any recommendations. If you have no recommendations, simply email me back indicating you approve the document. At the latest, I would like all recommendations/approvals submitted by Monday of next week (June 16). That allows me time to make any changes and provide the final version to Mia Vickers. I do request that any emails with recommendations/approvals include all members of the Task Force in the event dialogue should need to take place.

I will send a final version to all members, including supplemental documents relative to Task Force membership, charter, minutes from meetings, etc. once all has been finalized. Thanks so much for your assistance.

Jason

S. Jason Ivey, M.S.M.

Program Management Administrator

TN Governor's Highway Safety Office

505 Deaderick Street, Suite 1800

Nashville, TN 37243

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(c) 615-319-7750

(f) 615-253-5523

Jason Ivey

From: Jennifer Donnals
Sent: Tuesday, June 17, 2014 11:51 AM
To: Jason Ivey; Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Subject: RE: FY15 Impaired Driving Strategic Plan

Jason,

I approve this plan, especially the section that focuses on the communications proram.

Thanks,
Jennifer

Jennifer C. Donnals
Communications Director
Tennessee Department of Safety and Homeland Security
615-251-5143 (desk)
615-509-5143 (cell)
Jennifer.Donnals@tn.gov

Department's Mission: *To ensure that our state is a safe, secure place in which to live, work and travel; enforce the law with integrity; and provide customer-focused services professionally and efficiently.*

From: Jason Ivey
Sent: Tuesday, June 17, 2014 10:43 AM
To: Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Jennifer Donnals; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Subject: RE: FY15 Impaired Driving Strategic Plan

Good morning. Just a reminder that if you have not submitted your recommendations and/or vote for approval, please do so today if at all possible. I have received approval from 4 Task Force members so far.

Thanks so much for your attention to this matter.

Jason

From: Jason Ivey
Sent: Thursday, June 12, 2014 1:03 PM
To: Bruce Behringer; Christopher Osbourn; Chuck Taylor; Ehrin Ehlert; Jennifer Donnals; Kendell Poole; Lila Statom; Maggi Duncan; Michael Hogan; Miranda Merkle; Richard Holt ; Rodney Bragg; Shelly Bryan; Terry Ashe; Tom Kimball; Tracy Trott
Subject: FY15 Impaired Driving Strategic Plan

Good afternoon. Attached you will find the draft of the FY15 ID Strategic Plan. Currently I have someone assisting with simple format issues. This does not impact the language of the document so you may proceed with your review.

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Jason

S. Jason Ivey, M.S.M.

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DISTRACTED DRIVING

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. These distractions shift the focus on another activity instead. They endanger driver, passenger, and even bystander safety. Some of these distractions include:

- Texting
- Using a cell phone or smartphone
- Eating and drinking
- Talking to passengers
- Grooming
- Reading, including maps
- Using a navigation system
- Watching a video
- Adjusting a radio, CD player, or MP3 player

These distractions can be categorized as visual, auditory, manual or cognitive. Visual distractions include tasks that require the driver to look away from the roadway to visually obtain information. Auditory distractions include tasks that require the driver to hear something not related to driving. Manual distractions include tasks that require the driver to take a hand off the steering wheel and manipulate a device. Cognitive distractions include tasks that require the driver to take their mind off driving and think about something else other than the driving task.

Texting is by far the worse of the distraction tasks. That is because text messaging requires visual, manual and cognitive attention from the driver.

According to Distraction.Gov, the number of people killed in distraction-affected crashes decreased slightly from 3,360 in 2011 to 3,328 in 2012. An estimated 421,000 people were injured in motor vehicle crashes from the estimated 387,000 people injured in 2011. Nationally, 10% of all drivers under the age of 20 involved in fatal crashes were reported to be distracted at the time of the crash.

Distraction.Gov also recommends that the best way to stop distracted driving is to educate all Americans about the danger it poses.

Tennessee has several distraction related laws on the books. They include:

1. Ban on cell phone usage (handheld and hands-free) for novice drivers (Primary law). Tennessee defines novice drivers as all drivers with a learner's permit or intermediate license.
2. Ban on texting for all drivers (Primary law). Under Tennessee law, police officers can stop a driver for the offense of texting while driving.
3. Ban on all cell phone use (handheld and hands-free) for bus drivers (Primary law)

Tennessee officials in 2013 recorded 138 deaths and 24,768 crashes caused by distracted driving.

Goals and Objectives

Goal1: Reduce the number of distracted driving crashes and fatalities by 10% from 2013 by the end of 2015.

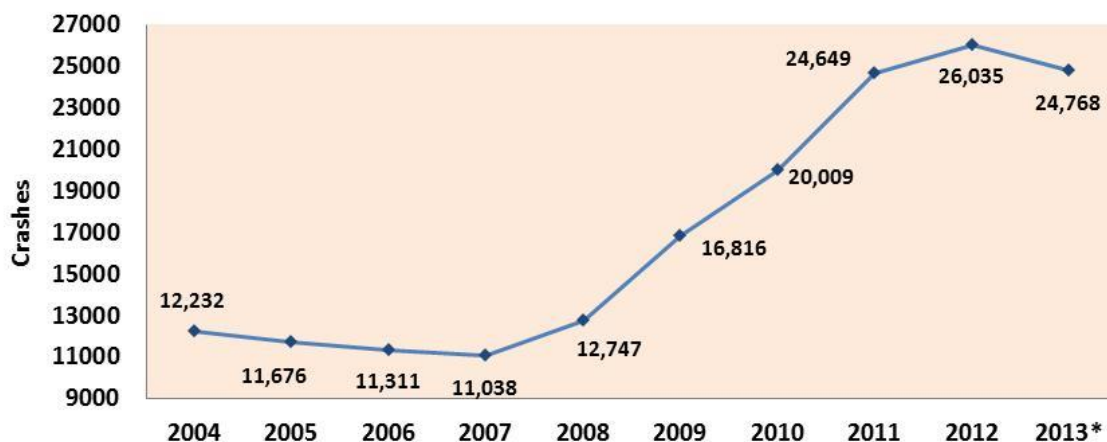
Objective 1: Utilize education and enforcement strategies to reduce the number of driving crashes resulting from distracted driving on Tennessee roads during 2015.

Objective 2: Utilize education and enforcement strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during 2015.

Table 1, below, illustrates Tennessee crash data from the Tennessee Department of Safety and Homeland Security; Research, Planning and Development for the years 2004-2013 indicates that the number of distracted driver crashes in 2013 have increased by 102% since 2004. However, between the years of 2012 and 2013 there was a slight decrease in the number of distracted driver crashes from 26,035 to 24,768 which was a reduction of 1,267 or 5%.

Table 1

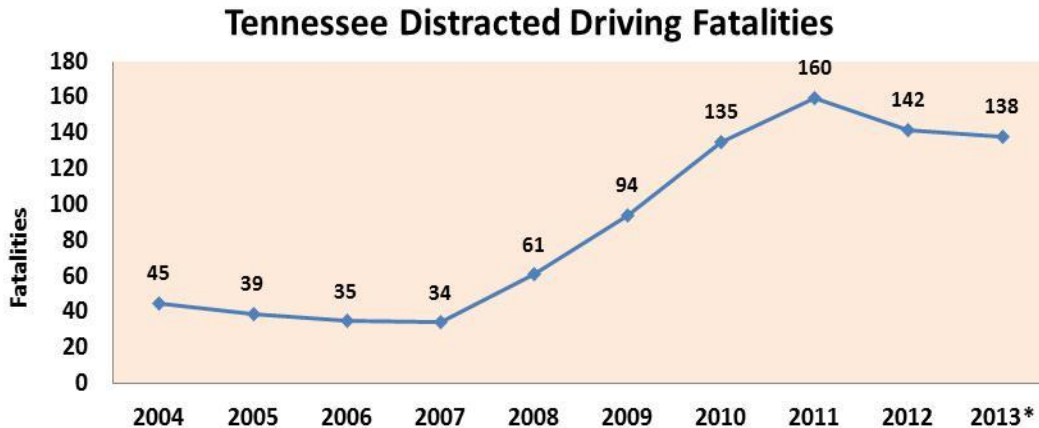
Tennessee Distracted Driver Crashes



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; TITAN 5/28/2014; CATS 6/2/2014; 2013*data is preliminary. Excludes parking lot and private property crashes as well as crashes with less than \$400 damage; Distracted Driver: Inattentive, Texting, PDA/Blackberry, GPS, Cellular/Two-Way Radio in Use, Computer, Fax, Printer, On-Board Navigation System, Other Electronic Device; Two Way Radio, Head Up Display, Other –Inside Vehicle, Other Outside Vehicle.

Table 2 illustrates the number of fatalities associated with distracted driving from 2004–2013. There were a total of 883 deaths for an average of 88 deaths per year. While there was a slight reduction between the years 2004 – 2007, the number of distracted driving deaths increased from 61 in 2008 to 138 in 2013 which is an increase of 126% or 77 deaths. Fatalities did however decline by 14% between the years 2011 to 2013 from 160 to 138.

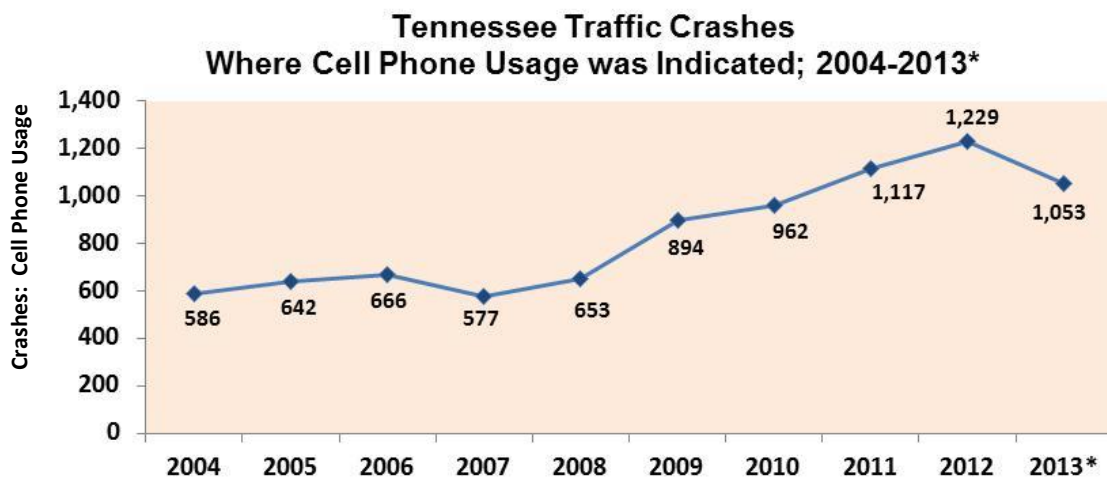
Table 2



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; TITAN 5/28/2014; CATS 6/2/2014; 2013*data is preliminary. Excludes parking lot and private property crashes as well as crashes with less than \$400 damage; Distracted Driver: Inattentive, Texting, PDA/Blackberry, GPS, Cellular/Two-Way Radio in Use, Computer, Fax, Printer, On-Board Navigation System, Other Electronic Device; Two Way Radio, Head Up Display, Other –Inside Vehicle, Other Outside Vehicle.

Since texting has been identified as the worse distraction task, additional analysis was performed to identify traffic crashes in Tennessee where cell phone usage was indicated as the cause of the crash. Table 3, below, illustrates data for years 2004-2013 indicates that between 2004-2013, cell phone related crashes increased by 80% from 586 in 2004 to 1,053 in 2013. A reduction of 14% occurred between the years of 2012 and 2013 from 1,229 to 1,053.

Table 3



Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; CATS & TITAN; accessed 6/2/2014. 2013 data is preliminary. *Two-way radio usage included. Note: Includes crashes where more than one driver had two-way radio/cellphone usage indicated.

Further analysis efforts will be conducted to identify high risk counties and populations for implementation of initiatives.

MOTORCYCLE SAFETY

I. Goals and Objectives

Goals

- Reduce the number of motorcycle crashes by 10% from baseline CY 2013 from 2,847 to 2,562 by the end of year 2015.
- Reduce the number of motorcycle fatalities by 10% from baseline CY 2013 from 135 to 121 by the end of year 2015.

Objective 1: To decrease number of motorcycle crashes to 2,562, and number of fatalities to 121 by the end of year 2015.

- Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years.
- Baseline: In CY 2013, 132 motorcycle riders died in 2,847 crashes.

Objective 2: To begin a Motorcycle Safety Coalition to address the recommendations in the states Motorcycle Assessment by the end of 2015.

- Performance Measure: Identify key players and prioritize motorcycle safety issues within the state, strategize and put into place a plan and organize a partnership team to address the issues.
- Status: Organize 3 round table meeting across the state to identify key players and stake holders completed by the end of 2014.

II. Problem Identification and Program Justification

Magnitude and Severity of the Motorcycle Crash Problem

The number of motorcycle crashes has increased significantly since 2003 in which there were a total of 1,986 motorcycle crashes of which 1,462 involved injuries. The number of motorcycle crashes in 2012 was 3,330 of which 2,505 involved injuries. That is an increase in crashes of 50% and injuries increased 50%.

With the increase in motorcycle crashes there was also an increase in fatalities. Motorcycle crashes with fatalities increased from 81 in 2003 to 135 in 2012. That is an increase of 50%.

Motorcycle crashes involving the use of alcohol has increased since 2003. There was a major increase in crashes between 2008 and 2012. In 2003 there were 80 alcohol related crashes. That number increased to 179 in 2012. The number of injuries also increased from 55 in 2003 to 139 in 2012.

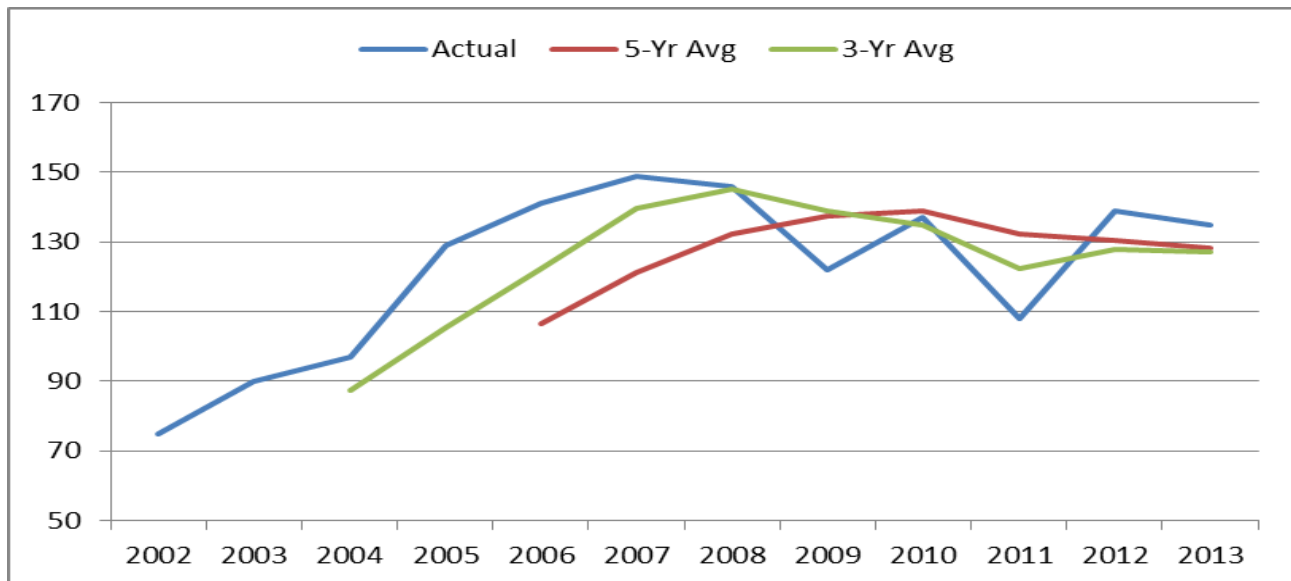
The number of fatalities as a result of alcohol related motorcycle crashes increased during this same period. There were 17 fatalities in 2003 which was an increase of 144 fatalities due to alcohol.

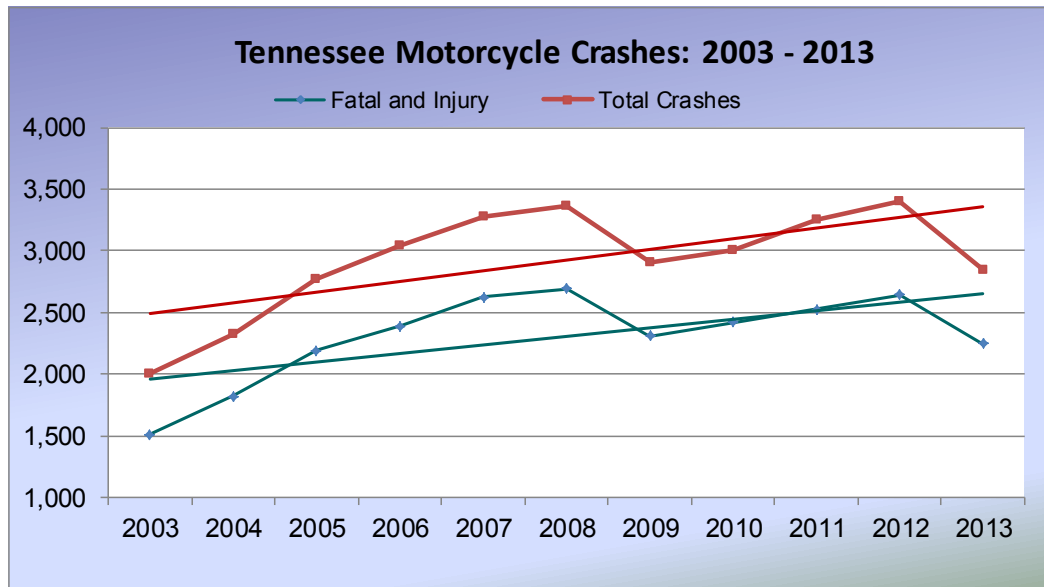
Motorcycle Fatalities Projected Analysis

% Change	YearNmb	Fatalities	
	2002	75	
	2003	90	
	2004	97	
33.0%	2005	129	
9.3%	2006	141	
5.7%	2007	149	
-2.0%	2008	146	
-16.4%	2009	122	
12.3%	2010	137	
-21.2%	2011	108	
28.7%	2012	139	
-2.9%	2013	135	
	Future Years	4-Yr Linear Est.	
	2014	136	137
	2015	139	139

Source: NHTSA FARS Encyclopedia, "FARS Data Tables"; TDOSHS FARS Unit

Mean	Sample Variance	-1 σ
128.2	233.3	112.9
	St. Dev.	+1 σ
	15.3	143.5



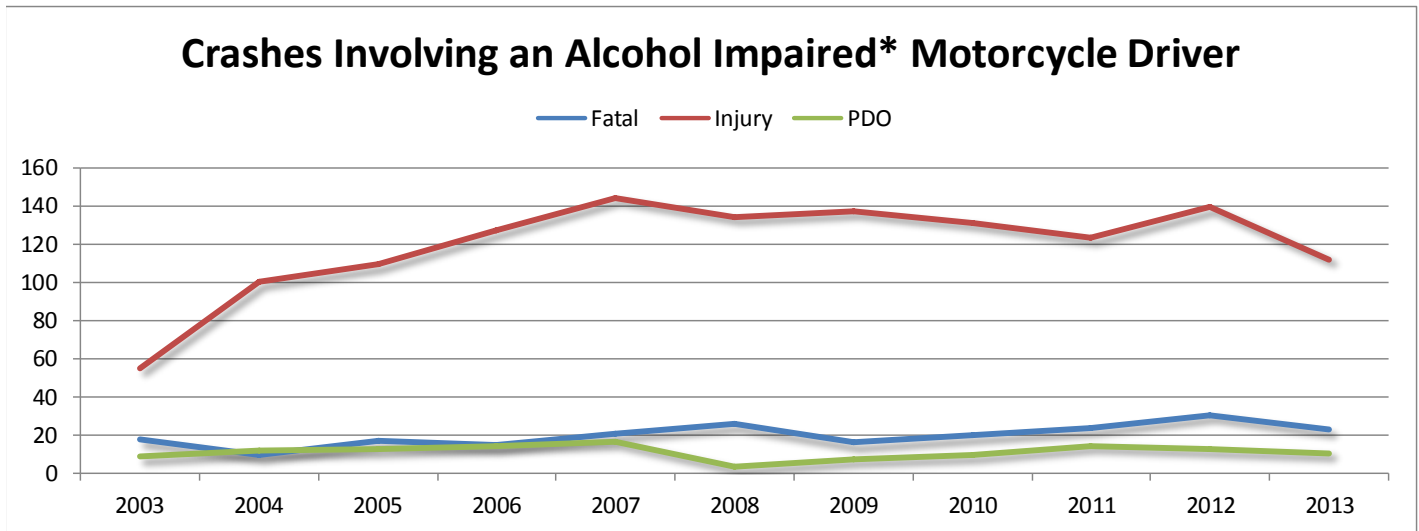


The various trends indicate the possibility of an increase or a decrease, and none have much correlation with the actual data. The average annual change over the past five years is almost zero, and the expected value of the fatalities variable using the past five years data is approximately 128. If we remove the 2011 value, which may be interpreted as an outlier, the expected value is approximately 133 and the median is 136. Considering these points, and given the high variance of the data in recent years, an optimistic yet reasonable goal might be 130.

Performance Measure Goal: To reduce the motorcyclist's fatalities by 6.5% from 2012 baseline of 139 to 130 in 2015.

Tennessee Motorcycle Crashes 2003 - 2013											
Crash Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal	81	93	125	132	137	146	122	137	115	139	135
Injury	1,429	1,728	2,066	2,260	2,488	2,548	2,187	2,283	2,410	2,506	2,114
PDO	493	500	576	649	656	672	598	586	731	761	598
Fatal and Injury	1,510	1,821	2,191	2,392	2,625	2,694	2,309	2,420	2,525	2,645	2,249
Total Crashes	2,003	2,321	2,767	3,041	3,281	3,366	2,907	3,006	3,256	3,406	2,847

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, December 2, 2013.

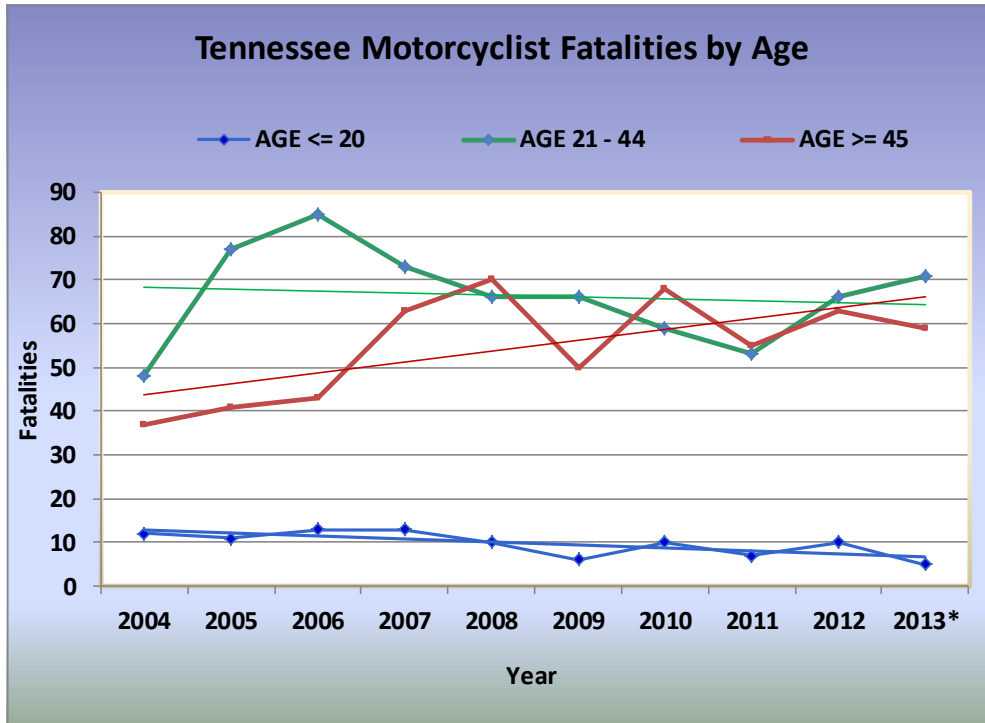


* The driver's BAC ≥ 0.08 g/dL or the investigating officer indicated alcohol use as a contributing factor for the driver.

Source: TN Dept. of Safety and Homeland Security, Research, Planning, and Development, 17 Jun 2014. (TITAN)

Crashes Involving an Alcohol Impaired* Motorcycle Driver

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal	17	9	16	14	20	25	15	19	23	30	22
Injury	55	100	109	127	144	134	137	131	123	139	112
PDO	8	11	12	14	16	3	7	9	14	12	10
Total	80	120	137	155	180	162	159	159	160	181	144



Tennessee Motorcyclist Fatalities by Age										
Age Groups	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
AGE <= 20	12	11	13	13	10	6	10	7	10	5
AGE 21 - 44	48	77	85	73	66	66	59	53	66	71
AGE >= 45	37	41	43	63	70	50	68	55	63	59
TOTAL	97	129	141	149	146	122	137	115	139	135

Sources: TN Fatality Analysis Reporting System, June 2, 2014.

*2013 Data is preliminary.

Motorcycle Rider Deaths by Helmet Use 2002 - 2013										
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
Helmeted	84	107	119	129	125	94	126	97	127	127
Unhelmeted	13	20	21	19	16	24	11	18	9	7
Unknown	0	2	1	1	5	4	0	0	3	1
Total	97	129	141	149	146	122	137	115	139	135

Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2012/47_TN_2012.htm#TAB5C, accessed May 29, 2014.

*2013 data is preliminary from TN Fatality Reporting System

Projected Analysis for Helmet Use

% Change	YearNmb	Fatalities	
	2002	13	
	2003	15	
	2004	13	
53.8%	2005	20	
5.0%	2006	21	
-9.5%	2007	19	
-15.8%	2008	16	
50.0%	2009	24	
-54.2%	2010	11	
63.6%	2011	18	
-50.0%	2012	9	
	Future Years	4-Yr Linear Est.	5-Yr Linear Est.
	2013	6	10
	2014	2	8
	2015	-2	6

Source: NHTSA FARS Encyclopedia, "FARS Data Tables"; NHTSA FARS STSI

Mean	Sample Variance	-1 σ
15.6	35.3	9.7
	St. Dev.	+1 σ
	5.9	21.5

Police Traffic Services

I. Program Description

Police Traffic Services (PT) program grants are highly effective in reducing traffic related injuries and fatalities through prevention efforts, public information and education, selective enforcement countermeasures, and use of community's public or private resources to identify and attack all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize the program effectiveness, the law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations and private citizens.

Major Police Traffic Services include:

1. The enforcement of traffic laws;
2. Training in traffic enforcement skills;
3. 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
4. Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, 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.

Goals and Objectives:

- **Goal 1:** To reduce the number of speeding involved fatalities by 6.1% from a 2012 baseline of 197 to 185 in 2015.
- **Goal 2:** To Provide funds for needed overtime, supply items and/or traffic-related equipment
- **Goal 3:** To Promote traffic enforcement training for patrol officers.
- **Goal 4:** To Encourage the involvement of community-based organizations in program planning and in 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 with a suspended License

The following tables show fatalities caused by speed or distracted driving.

Year	Speed Related Fatalities	All Fatalities	% Speed Related
2005	270	1,270	21.26%
2006	297	1,284	23.13%
2007	269	1,211	22.21%
2008	244	1,043	23.39%
2009	212	986	21.50%
2010	229	1,032	22.19%
2011	215	937	22.95%
2012	197	1,014	19.43%
2013*	148	995	14.87%

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

*2013 data is preliminary; Source: TITAN May 22, 2014; TN-FARS May 22, 2014

TN Dept of Safety and Homeland Security; Research, Planning, and Development; May 22, 2014.

Year	Distracted Driver Crashes	Distracted Driving Deaths
2005	11,676	39
2006	11,311	35
2007	11,038	34
2008	12,747	61
2009	16,816	94
2010	20,009	135
2011	24,649	160
2012	26,035	142
2013*	24,768	138

Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; TITAN 5/28/2014; CATS 6/2/2014

2013* Data is preliminary.

Excludes parking lot and private property crashes as well as crashes with less than \$400 damage.

III. Action plans for reducing fatal crashes and injuries

Overview

The Police Traffic Services program focuses on support for community-based efforts to address impaired driving, occupant protection, work zone safety, speed violations, distracted driving, aggressive driving, and other unsafe driving behaviors. The grants are highly effective in reducing traffic collisions through selective enforcement and education.

Generally, Police Traffic Services grants provide officer overtime, needed supplies and/or traffic-related equipment. Examples of funded equipment include in-car video cameras, radar and

laser speed measuring devices, visible display radar trailers, DUI checkpoint trailers, preliminary alcohol screening (PAS) devices, computers, and DUI checkpoint supplies.

Objectives

Targeted Traffic Law Enforcement has been shown to be effective. Consequently, specialized enforcement projects such as speed enforcement waves, aggressive driving patrols, impaired driving saturations 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.

Activities

Impaired driving, occupant protection, work zones, speed violations, distracted driving, and aggressive drivers require a high level of sustained enforcement. This requires law enforcement participation in national mobilizations, network meetings and training. Funding can be used for overtime and/or equipment to help law enforcement sustain traffic enforcement efforts. Awards will vary and may differ from those received in previous grant years.

Funding will be based on the following criteria:

1. County ranking in overall crash rates provided by the TN Department of Safety,
2. Population served by the agency and agency size,
3. Number of qualifying applicants for each level of funding, and
4. Funds will be awarded based on GHSO funding availability.

Grants will be awarded in the following areas:

- Targeted Traffic Law Enforcement
- Program Administration (LEL Program)
- Network Coordinator Program
- High Visibility Enforcement
- Emergency Medical Services
- Training Program

Agencies Funded

See Table

Law Enforcement Liaison (LEL) Program

Overview

The LEL program provides short and long-term planning and management of the Police Traffic Services Program and activities in Tennessee. This requires coordination on traffic law enforcement activities and coordination with traffic law enforcement activities funded from other federal, state, and local resources.

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.

Activities

- Develop networks in 4 regions of state
- Coordinate law enforcement agencies to participate in various GHSO sponsored programs.
- Coordinate the district law enforcement agencies and communicate Highway Safety Strategic plan.
- Submit reports to GHSO and NHTSA.
- Develop and implement the 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, and when of efforts made and subsequent results of the efforts.

Agencies Funded

The University of Tennessee, \$1,275,374.82

Network Coordinator Program

Overview

The Governor's Highway Safety Office's (GHSO) goal is to reduce injuries, fatalities, and economic losses on Tennessee's roadways. A very important factor in the success of statewide highway safety programs is the involvement of law enforcement agencies on the local level and their enthusiasm and interest in the programs.

In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaisons (LELs) in Tennessee have set up 18 Law Enforcement Networks across the state. These Networks are made up of 21 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

By bolstering, strengthening and encouraging the Law Enforcement Networks currently in place, the Network program will significantly encourage and strengthen response to the GHSO's safety programs. Network meetings are an important tool in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities will enormously benefit the counties, the networks, and the state.

Objectives

1. Promote an organization through which information (e.g. training, enforcement campaigns) can be efficiently distributed.
2. Provide a means of collecting data from agencies across the state in an efficient and expedient manner.
3. Utilize list serve technology to expedite communication within and among the networks.

Activities

For this effort to be successful, the Local Area Network Coordinators (LANCs) will be 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 requires an extensive time commitment on the Network. Local Area Network Coordinators have several responsibilities:

1. Provide assistance to the Regional LEL as required.
2. Participate in the national/state campaigns as directed by the GHSO.
3. Solicit network agencies to participate in national campaigns.
4. Conduct monthly/quarterly network meetings.
5. Participate in GHSO sponsored press events.

6. Participate in GHSO training events, to be available as an Instructor if qualified.
7. Personally contact each Chief of Police and Sheriff or representative in the local area network in order to explain the GHSO campaigns and solicit agency participation.
8. Serve as data collectors for law enforcement statistics for each GHSO campaign.
9. Attend GHSO meetings as directed.
10. Attend at least one Regional LEL meeting during the grant period.
11. Other duties as may be assigned by the GHSO/LEL.

Evaluation

Network Coordinators will submit the following items to both the GHSO and the Regional LEL each month:

1. A copy of the network meeting agenda
2. A list of those who attended and the agencies represented
3. Minutes of the network coordinator meeting
4. Submit quarterly reports to the GHSO following the end of each quarter.

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

1. The number of agencies participating in monthly Network meetings
2. The number of law enforcement agencies participating in planned enforcement initiatives
3. The participation level of the agencies in the Network in national campaigns.
4. The number of law enforcement officers within the network receiving training.
5. The number of agencies implementing TITAN to download crash results electronically.

Agencies Funded

Region	Network Coordinator	Network	Amount Funded
West	Brownsville PD	North Western Traffic Enforcement Network (N.W.T.E.N.)	\$ 15,000.00
West	Memphis PD	Shelby County Traffic Enforcement Program (S.C.T.E.P.)	\$ 15,000.00
West	Lexington PD / Madison County SO	South Western Traffic Enforcement Network (S.W.T.E.N.)	\$ 15,000.00
West	Shelby County SO	Speeding Traffic Enforcement Program (S.T.E.P.)	\$ 15,000.00
West	Union City PD	West Tennessee Traffic Enforcement Network (W.T.T.E.N.)	\$ 15,000.00
Middle	Dover PD	Cops Achieving Restraint Enforcement (C.A.R.E.)	\$ 15,000.00
Middle	Lewisburg PD	Protecting Lives With Education & Strong Enforcement (P.L.E.A.S.E.)	\$ 15,000.00
Middle	Metro Moore County SO	Saving People on the Roads of Tennessee (S.P.O.R.T.)	\$ 15,000.00
Middle	Centerville PD	Seatbelt Wearing Ends in Awesome Results (S.W.E.A.R.)	\$ 15,000.00
Middle	Belle Meade PD	Tennessee Integrated Traffic Awareness Network (T.I.T.A.N.)	\$ 15,000.00
Cumberland	Cookeville PD	Northeast Upper Cumberland Network (N.E.U.C.)	\$ 15,000.00
Cumberland	Crossville PD	Safer Highways of TN (S.H.O.T.)	\$ 15,000.00
Cumberland	Kimball PD / Soddy-Daisy PD	Southeast Tennessee Occupant Protection (S.T.O.P.)	\$ 15,000.00
Cumberland	Benton PD	Traffic Occupant Protection System (T.O.P.S.)	\$ 15,000.00
East	ETSU, Public Safety / Washington County SO	Northeast Tennessee Traffic Safety (N.E.T.T.S.)	\$ 15,000.00
East	Cocke County SO	Traffic Enforcement Agency Management (T.E.A.M.)	\$ 15,000.00
East	Roane County SO	Traffic Enforcement Safety Team (T.E.S.T.)	\$ 15,000.00
East	Blount County SO	Volunteer Traffic Enforcement Network (V.T.E.N.)	\$ 15,000.00

High Visibility Enforcement

Overview

High Visibility Enforcement (HVE) combines enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols and other HVE strategies should include increased publicity and warnings to the public. Although forewarning the public might seem counterproductive to apprehending violators, it actually increases the deterrent effect.

The HVE concept is a departure from traditional law enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, mobile sobriety checkpoint operations, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the safety of their community.

This is a one-year award program of \$5,000. Those agencies that will receive a programmatic grant are not eligible to receive this grant.

Evidenced – Based Traffic Safety Enforcement

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crashes and crime. Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes helps target locations where law enforcement can play two roles: fighting crime and reducing crashes and traffic violations.

Choosing a location that is a high volume traffic area will assist with the visibility of enforcement efforts. People will see officers enforcing the traffic laws. This helps create general deterrence and voluntary compliance of laws.

Enforcement activities can include, but are not limited to the following:

- Saturation Patrols: Increased officers conducting enforcement in a targeted area to gain voluntary compliance of traffic laws and create general deterrence to prevent traffic violations. Note: increased enforcement must be visible to the motoring public; they need to see officers making traffic stops.
- DUI Checkpoints: One purpose of a sobriety checkpoint is to increase the perceived risk of detection and arrest for individuals who might otherwise decide to engage in unsafe driving behavior. This is a checkpoint's general deterrence effect. The fact that all, or a proportion of, vehicles are stopped reduces the impaired driver's confidence that he/she can avoid detection by concealing or compensating for alcohol or drug impairment.
- Wave Enforcement: Includes increased enforcement of a specific traffic violation in a targeted location for a short period of time that occurs periodically. Wave enforcements should coordinate with specialized NHTSA campaigns such as Booze it and Lose it and Drive Sober or Get Pulled Over.

Multi-Jurisdictional: The multi-jurisdictional approach is a critical countermeasure in traffic safety. By having more participating agencies, a greater police presence is created, which in turn creates general deterrence because it increases the risk (or perceived risk) that the motoring public will be caught. The enforcement must be highly visible and include an equal balance of enforcement and publicity.

Evaluation

Agencies must submit enforcement campaign data to the 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

See Table

Emergency Medical Services

Overview

Emergency Medical Service (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 chances for survival diminish the longer a patient with a life threatening injury has to wait for medical personnel to arrive. This training is necessary to enhance survival rate and the ability to assess and provide emergency medical care within the "Golden Hour."

Objectives

1. Provide First Responder / extrication training in rural communities
2. Reduce overall response time within each community
3. Maintain certification and training for existing First Responders

Activities

In order to decrease fatalities related to traffic crashes, it is paramount that we increase training to first responders. First responders are typically the first to arrive at the scene of a motor vehicle crash. Proper training and equipment is vital in preventing fatalities when a serious crash occurs.

1. Demonstrate existing response times
2. Conduct First Responder/Extrication training in rural communities
3. Provide certification testing for all participants following the classroom instruction
4. Purchase and distribute equipment and supplies necessary for first response/extrication
5. Compare data of response times and fatalities following the training program

Evaluation

Evaluation will be measured in multiple ways. First, agencies must demonstrate their response time prior to the first responder training. A measureable reduction should be documented following the training and certification of new first responders. Second, documentation should be presented showing a comparison in the number of crashes and fatalities within the community. Finally, the quality of the training should be captured. This can be measured by the number of students registered for the training vs. the number of students passing the final exam and receiving state certification.

Agencies Funded

See Table

Training Program

Overview

The Tennessee Highway Safety Training Center builds on and coordinates current training resources offered by the Tennessee Law Enforcement Training Officers Association. The center partners in Training Spanish for Law Enforcement to expand and improve Tennessee law officers' response to traffic safety. The center provides standardized, statewide training that offers quality content and methods; content specific to the laws of Tennessee will be emphasized. The center interacts with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement's overall response to highway safety, thus protecting lives and preventing future harm.

Objective

Train law enforcement officers statewide by offering a variety of traffic enforcement and intervention courses in order to reduce traffic violations, crashes, and fatalities on Tennessee roads. Establish a consistent, clear, statewide training curriculum to increase traffic safety, investigation of traffic crashes, and to promote officer safety and uniformity in traffic response. Increase intra-state resources by training local officers to teach traffic classes and to establish relevant traffic safety programs for local agencies.

Activities

The TN Highway Safety Training Center will include statewide training in 17 class types listed as follows:

- RADAR/LIDAR Instructor
- Strategies and Tactics of Patrol Stops (STOPS) Instructor
- STOPS Instructor Re-certification
- Basic Spanish Communication for Law Enforcement
- Enhanced Spanish Communication for Law Enforcement
- Spanish Communication Refresher for Law Enforcement
- At Scene Traffic Crash Investigation
- Advanced Traffic Crash Investigation
- Auto/Pedestrian Crash Investigation
- Utilizing Digital Photography at Crash Scenes
- Motorcycle Safety and Enforcement

- Motorcycle Crash Investigation
- Traffic Crash Reconstruction
- TN Crash Reconstructionist Updates
- Law Enforcement Instructor Development
- Traffic Safety Action Plan Development
- Tint Meter Operator

Evaluation

Evaluations will come from two sources: student evaluations from each course conducted (including anticipation of resulting behavior changes), number of officers trained, number of participating departments, number and types of courses conducted, and final training report. Quality control practices will be addressed by frequent curricula assessments, instructor feedback/meetings, and student course evaluations.

Agency Funded

Columbia State Community College, \$472,310.00

TEEN TRAFFIC SAFETY

Although teen fatalities have decreased nationally and statewide, motor vehicle crashes are still the leading cause of teen deaths. There were 8,121 fatalities and injuries reported for drivers between the ages of 15 and 19 in 2013. This was a decrease from the 8,879 fatalities and injuries reported in 2012. The Tennessee Highway Safety Office is continuing implementation of teen prevention and awareness activities and programs throughout the state in an effort to decrease those numbers.

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 2.5 % of CY 2015.

B. Objectives

Objective 1: To reduce the number of Youth ages under the age of 21 killed or seriously injured in motor vehicle crashes by 2.5 % by the end of CY 2015.

Baseline: In CY2012, 1,012 15-19 year old drivers were killed or seriously injured.
Status: In CY 2013, 775 15-19 year olds were killed or seriously injured.

Objective 2: To reduce the number of drivers under the age of 21 involved in fatal traffic crashes by 4.2% from a 2012 baseline of 144 to 138 in 2015.

Baseline: In CY 2012, there were 170 20-24 year old driver fatalities
Status: In CY2013, there were 177 20-24 year old driver fatalities

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

Baseline: in CY 2012, 50,412 drivers ages 15 to 17 held Learner's Permits.
Status: in CY 2013, 50,853 drivers ages 15 to 17 held Learner's Permits.
17 held Learner's Permits. (Aged 14 to 17 is 130,000).

In Tennessee 23,728 16 year olds held a driver's license and 27,473 17 year olds held a driver's license

Objective 4: To increase the number of youth aged 15 to 18-year olds that practice safe driving behaviors.

Performance Measure: Number of 15 to 18-year olds who rarely wore or never wore a seat belt

Performance Measure: Number of 15 to 18-year olds who rode one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol

Baseline: In CY 2011, 9.6% admitted to rarely or never wore a seatbelt

Status: In CY 2011, 10% 15 to 18 admitted to rarely or never wearing a seatbelt

Baseline: In CY 2011, 20.3% of students rode 1 or more times in the past 30 days who have ridden in a vehicle with someone that had been drinking

Status: In CY 2013, 19.8% of students rode 1 or more times in the past 30 days who have ridden in a vehicle with someone that had been drinking

Throughout the 2012-2013 school year, the Tennessee (TN) Governor's Highway Safety Office (GHSO) and Nissan North America partnered with TJohnE Booking & Productions to present ThinkFast Interactive to 24,000 teenagers across TN. ThinkFast is an interactive awareness game show that appeals to all ages with an MTV-style production set, mainstream music, an entertaining host, and informative and engaging trivia. ThinkFast utilizes the Fleetwood Audience Response System (ARS) technology with wireless remote controls that allows teams of students to respond to ThinkFast questions independently. While ThinkFast questions can be tailored to present prevention information on various topics, the program content for this project focused on both highway and alcohol safety issues. Specifically, content was customized to include current teen crash data, Graduated Driver's Licensing (GDL) policies, risky driving behaviors, zero tolerance laws for those under 21 years of age, and other topics that provided factual information on the real risks of driving, using alcohol, and the severe risks of combining these two activities.

EVALUATION METHOD

ThinkFast program content and corresponding knowledge-based survey items were developed with information from the National Highway Traffic Safety Administration, the US Department of Health, Substance Abuse and Mental Health Services Agency, and guided locally by GHSO to fit within their existing state level highway safety plan. ThinkFast was implemented in a total of 45 locations, with 20 of these schools selecting to also participate in the evaluation process. For each school participating in evaluation, approximately fifty participating teens were asked to complete pretests and another fifty teens were asked to complete posttests. Table 1 presents the approximate number of teens for each participating ThinkFast event, as well as breakdowns of the completed pre and post surveys that make up the study sample groups for this evaluation. 24,095 total teens participated in ThinkFast during the October 2012 through September 2013 GHSO fiscal year, 9395 teens were part of schools participating in evaluation. This convenience sampling method resulted in a total of 1923 teens, or 7.98% of the entire group of participating teens, completing pre or post surveys.

The 2012 Thinkfast Evaluation Report issued in July of 2012 asked teens if they currently considered themselves a safer driver. Of 332 teens responding, 251 said they were somewhat safe while 99 students reported that they currently were not safe.

Table 10: Teen's Opinions about ThinkFast:						
How was TF at:	Very		Somewhat		Not Very	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Helping to teach you about safe driving?	440	63.6	246	35.5	6	0.9
Helping you to choose to wear your seatbelt?	439	63.4	240	34.7	11	1.6
Helping you to know the risks of alcohol and/or drugs?	497	71.8	190	27.5	2	0.3
Being relevant to your life?	361	52.2	294	42.5	34	4.9
Being Fun?	549	79.3	141	20.4	1	0.1
How good was the TF game show host?	560	80.9	129	18.6	3	0.4

Thinkfast 2012 Student Evaluation Report, July 2012

The charts shown below show the significant number of teens killed or injured in motor vehicle crashes. However, there have been decreases in a number of areas

Drivers Involved in Fatal Crashes by Age 2003- 2013

Driver Age	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
≤ 15	5	14	6	8	13	8	5	4	5	3	10
16-17	61	71	69	64	58	48	42	34	30	34	33
18-19	101	115	101	104	119	83	71	64	73	74	42
20-24	202	247	233	238	211	180	163	177	158	170	177
25-34	329	351	335	345	287	255	255	256	264	256	269
35-44	326	336	314	308	301	229	206	245	222	227	242
45-54	235	274	273	280	266	244	226	234	227	236	215
55-64	162	212	207	157	183	159	164	185	158	174	186
≥ 65	182	158	194	198	185	185	162	171	176	185	206
Unk	12	10	15	17	18	7	8	10	9	6	9
Total	1,615	1,788	1,747	1,719	1,641	1,398	1,302	1,380	1,322	1,365	1,389

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, November 27, 2013.

* 2013 Data is preliminary.

Persons 15 to 19 Years Old Killed in Tennessee Traffic Crashes by Person Type			
Year	Drivers	Persons Other Than Drivers	Total
2000	87	66	153
2001	85	59	144
2002	104	60	164
2003	85	58	143
2004	102	65	167
2005	74	49	123
2006	88	65	153
2007	100	53	153
2008	72	33	105
2009	48	42	90
2010	46	30	76
2011	52	25	77
2012	57	32	89
2013*	33	23	56

Source: Federal FARS website: <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed

November 27, 2013.

* 2013 Data is preliminary from the TN Fatality Reporting System.

Year	Drivers Involved in Fatal Crashes by Age	
	20 to 24 Year Old Drivers	Other Age Drivers
2003	13%	87%
2004	14%	86%
2005	13%	87%
2006	14%	86%
2007	13%	87%
2008	13%	87%
2009	13%	87%
2010	13%	87%
2011	12%	88%
2012	12%	88%
2013*	13%	87%

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, November 27, 2013.

<http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/Report.aspx>

* 2013 Data is preliminary from the TN Fatality Reporting System.

C. Related National Goals

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. *The National Highway Traffic Safety Administration (NHTSA) shows that there were 1,875 young drivers (15 to 20 years old) who died in motor vehicle crashes in 2012, a decrease of 6 percent from 1,993 in 2011. Additionally 184,000 young drivers were injured in motor vehicle crashes in 2012, an increase of 2 percent from 180,000 in 2011. Major focus will continue to be placed on Teen Driver Safety and Distracted Driving.*

Motor vehicle crashes are the leading cause of death for all 15- to 20-year-olds, according to the most recent data available (2009) from the National Center for Health Statistics.

There were 211.9 million licensed drivers in the United States in 2011 (2012 data not available). Young drivers accounted for 6 percent (12.6 million) of the total, a .8-percent increase from the 12.5 million young drivers in 2002. Population for this age group increased from 2003 to 2012 – by 3.8 percent.

Each year, more than 5,000 teens (ages 16-20) are killed in passenger vehicle crashes. According to the Centers for Disease Control (CDC) 7 teens ages 16-19 died every day from motor vehicle injuries in 2010. About 2,700 teens in the United States aged 16-19 were killed and almost 282,000 were treated and released from emergency departments for injuries suffered in motor vehicle crashes.

Research shows which behaviors contribute to teen-related crashes. Inexperience and immaturity combined with speed, drinking and driving, not wearing seat belts, distracted driving (cell phone use, loud music, other teen passengers, etc.), drowsy driving, nighttime driving, and other drug use aggravate this problem.

According to NHTSA:

Nationally in 2012, 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 2012, 49% of the young drivers of passenger vehicles, ages 16 to 20 that were killed in motor vehicle crashes were unrestrained.

Although teen drivers (ages of 15 and 20) constitute almost 10 percent of all licensed drivers, they are involved in 12 percent of fatal motor vehicle-related crashes. According to the American Academy of Pediatrics (AAP), a 16-year-old driver is more than 20 times more likely to have a motor vehicle crash than any other licensed driver. In fact, the leading cause of death among 16- to 20-year-olds is motor vehicle-related crashes.

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.

According to 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 young people in the U.S. continue unabated. The fatality rate for drivers aged 16 to 19 years, based on miles driven, is four times that of drivers' age 25 – 69 years. According to NHTSA, in 2012, nearly 2, 000 15- 20 year--old drivers were involved in fatal crashes.

Consider the following statistics from the Centers for Disease Control and Prevention (CDC) and discuss them with your teen before he/she gets behind the wheel of a car:

- The largest proportions of adolescent injuries are due to motor vehicle crashes.
- Adolescents are far less likely to use seat belts than any other age group.
- When adolescents drive after drinking alcohol, they are more likely than adults to be involved in a crash, even when drinking less alcohol than adults.
- Adolescents also cause a disproportionate number of deaths among non-adolescent drivers, passengers, and pedestrians.
- Alcohol is involved in nearly 23 percent of adolescent (15 to 20 years) driver fatalities.
- Fifty-four percent of all teen motor vehicle deaths occur on Friday, Saturday, and Sunday. Thirty-five percent occur between the hours of 9 p.m. and 3 a.m.

II. PROBLEM IDENTIFICATION and PROGRAM

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 Centers 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 Foundation for Advancing Alcohol Responsibility 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 summertime 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).

In 2011, 4,347 15- to 20-year old drivers were involved in fatal motor vehicle crashes, including

1,987 where 15- to 20-year old drivers were killed. More specifically, in 2011, 32%, or 640, young drivers between the ages of 15 and 20 who were killed in a crash had a blood alcohol concentration (BAC) of .01 or higher, and 26% (or 523) had a BAC of .08 or higher.

On a statewide level, figures that indicated that there were 295 alcohol impaired driving fatalities in Tennessee in 2012. Further research indicated that 23% of youth consumed alcohol in the past month, while 15.4% admitted to binge drinking in the past month.

On the basis of miles driven, teenagers are involved in three times as many fatal crashes as drivers in general.

- A. In a 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 A.F. 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 toward seeing changes in the behavior of young drivers.
 - a. Tennessee currently employs a Graduated Driver's Licensing (GDL) policy, which was recently given the highest quality rating of "Good" by the Insurance Institute for Highway Safety. In order to promote compliance with GDL policies, GHSO will work to increase the number of youth registering for a Learner's Permit, 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 provides 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.

TN does not currently have consistent Driver's Education policies and this data suggests that many teens in TN may be waiting until they are age 18, then get their unrestricted license often with little to no education, experience, or without the benefit of slowly increasing their driving privileges through GDL.

Youthful Drivers (20 to 24 Years Old):

This group contains legal but inexperienced drivers who get behind the wheel. More 21 year olds died in alcohol-related crashes than any other age. Twenty 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 continued during college years, whether or not they have access to motor vehicles during this period of their lives.

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

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: Speeding, Wrong Side of Road, Failure to Yield Reckless Driving, Drinking.

Through leveraged funding from various partners (State Farm Insurance, Nissan North America, Bridgestone Tires), TN GHSO has been able to provide coordinated teen programming since 2008. These programs have focused on collecting information to understand teen perspectives on GDL related behaviors and has focused specifically on identifying and cultivating a group of teen leaders in localities across the state. While teen-led interventions have yet to become proven practices, those guided by known evidence about what works in changing behaviors do show promise. Program evaluation data collected from each is summarized below.....

TN GHSO data summary: GDL related behaviors from ThinkFast Interactive

2012:

Table 7: Teen’s self-reported approval of the risky behaviors of others (n = 943)

<i>Do you approve of:</i>	<i>Yes</i>		<i>No</i>		<i>Not sure</i>	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Underage drinking (No answer = 5)	158	16.1	639	65.2	178	18.2
Illegal drug use (No answer = 5)	122	12.4	711	72.6	142	14.5

Table 8: Teen’s Self-report of their own risky behaviors (n = 943) - Note: 24% do not drive

<i>How often do you:</i>	<i>Yes, Often</i>		<i>Yes, Sometimes</i>		<i>No, Never</i>	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Ride with an intoxicated driver?	74	7.6	362	36.9	539	55
Wear your seatbelt?	506	51.6	401	40.9	70	7.1
Drive under the influence?	18	1.8	115	11.7	609	62.1
Talk on a cell while driving?	122	12.4	320	32.7	300	30.6
Text on cell while driving?	79	8.1	252	25.7	411	41.9
Exceed speed limit by 10 mph or more?	114	11.6	319	62.6	304	31

TN GHSO data summary: GDL related behaviors from ThinkFast

2011:

Table: Teen's self-reported approval of the risky behaviors of others						
Do you:	Yes		No		No Answer	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Drink Alcohol		18		81		1
Use illegal drugs		12		86		2

Table: Teen's Self-report of their own risky behaviors						
How often do you:	Most often or Always		Sometimes		Very Rarely or Never	
	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>	<i>Frequency</i>	<i>%</i>
Ride with an intoxicated driver?		6		36		58
Wear your seatbelt?		59		35		6
Obey passenger restrictions?		40		27		12
Drive under the influence?		3		7		70
Talk on a cell while driving?		7		28		45
Text on cell while driving?		7		22		51
Exceed speed limit by 10 mph or more?		12		29		39

I. STRATEGIES FOR DECREASING DEATHS & INJURIES Strategies Selected (all targeted teen age groups)

Strategy of 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: 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 under age 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.

Funded Agencies:

Dickson County Sheriff's	\$75,000
McMinn County Rescue Squad	\$30,830
Memphis Police Department	\$107,990

Activity: 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 up.

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 to determine the effectiveness of the program.

Agency Funded:

Tennessee Tech	Statewide	\$14,048.85
Washington Co. Sheriff's	Washington County	\$45, 000.00

Activity: AL- 150 – 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 15.

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:

JACO A	\$	110,007.44	Statewide
TjohnE Productions, Inc.	\$	105,500.00	Davidson
Tennessee Independent Colleges and Universities Association	\$	20,010.00	Davidson

Activity: 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: 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 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:

Mothers Against Drunk Driving

Statewide

\$92,577.72

SENIOR ADULT DRIVERS

The Census Bureau indicates that the greatest amount of growth in the population of senior adults in the United States, ages 65 and older, will occur between the years 2010-2030. In 1900, 1 in 25 individuals in the US were 65 and older in contrast to today, which is 1 in 8 individuals. In some states, like Florida, 1 in 4 individuals is a senior adult. Further, it is estimated that by the middle of the next century, senior adults, ages 65 and over, will outnumber those who are 14 or younger.

According to the Centers for Disease Control (CDC) in Atlanta:

1. The risk of being injured or killed in a motor vehicle crash increases as you age. On average in the United States, 500 senior adults are injured every day in motor vehicle crashes.
2. In 2012, approximately 14 percent of the US population was adults, age 65 and over. For the same year, however, 17 percent of all traffic fatalities in the United States were senior adults, ages 65 and over.
3. Between the years 1999 and 2009, the number of licensed drivers, age 65 and over, increased by 23 percent.
4. Senior adult drivers, age 65 and over, are more susceptible to injury and medical complications. Some contributing factors include declining vision, reduced cognitive functions and physical changes related to flexibility, mobility, and strength.

The CDC reports some good news however about senior adults. They collectively have a high incidence of seat belt usage. They drive when conditions are safest. Further, senior drivers have the lowest incidences of impaired driving.

To avoid loss of independence and continued driving for individuals age 65 and over, the CDC recommends the guidelines below:

1. Exercise regularly to increase flexibility, strength and mobility
2. Have annual eye exams
3. Have a physician or pharmacist review medications to prevent drug interactions
4. Drive only during daylight and good weather conditions
5. Use planning and safer routes
6. Increase following distance

7. Avoid distractions
8. Consider alternatives to driving

The Tennessee Governor's Highway Safety Office is pleased to add the addition of senior driver safety to the annual performance plan. Working with collaborative partners on efforts already being implemented throughout the state, which include the "Yellow Dot" program, the American Association of Retired Persons (AARP) "Smart Driver" program and CarFit, the GHSO will ensure implementation of programmatic efforts in high risk communities to reduce the number of motor vehicle related injuries and fatalities to this vulnerable population.

Analysis on death, in-patient and emergency department data for Tennessee residents, age 65 and over, was performed using 2008-2012 data to identify state trends and high risk communities in Tennessee. Population data for the state of Tennessee as well as for individuals, age 65 and over, were also compared to see if higher percentages of senior adult populations contributed to increased incidences or fatalities, hospitalizations, and emergency department visits for senior adults, age 65 and over.

Fourteen counties were identified and will be targeted as priorities for implementation of initiatives aimed at the following goals and objectives for the 2014-2015 performance plan.

GOALS AND OBJECTIVES

Goals

Goal 1: Reduce injury emergency room visits resulting from motor vehicle crashes for senior drivers, age 65 and over, by 10%*

Goal 2: Reduce injury hospitalizations from motor vehicle crashes for senior drivers, age 65 and over, by 10%*

Goal 3: Reduce fatalities from motor vehicle crashes for senior drivers, age 65 and over, by 10%*

*information is based on a 5 year average for years 2008-2012 for deaths, hospitalizations and emergency room visits; Total Deaths/Average: 932/186; Total Hospitalizations /Average: 3714 /743; Total ED visits/Average 22,677/4,535.

Objectives

1. Create awareness about special challenges associated with the aging process and increased risk for injury and death from motor vehicle crashes for senior adults, age 65 and over. Targeted individuals will be seniors, their adult children, and senior adult centers associated with the Area Agencies on Aging and Disability (AAAD) Districts.
2. Provide education and support for initiatives related to the yellow dot program, AARP Smart Driver Program, and CarFit. Targeted individuals will be seniors, their adult children, and senior adult centers associated with the AAAD.
3. Work with collaborative partners in the Senior Driver Safety Coalition to ensure quarterly educational opportunities for training in initiatives outlined in objective #2, determination of evaluation strategies, and achievement of programmatic benchmarks.

The chart below outlines information pertaining to the districts associated with the AAAD. Currently, 8 of the 14 counties have a “Yellow Dot” enrollment center. The 6 counties in yellow currently do not have a Yellow Dot enrollment center.

District	County	Director Contact	“Yellow Dot” Enrollment Center	Training Site All Senior Driver Initiatives
1	Washington	Kathy Whitaker kwhitaker@ftaad.org	YES	Knoxville
2	Blount	Aaron Bradley abradley@ethra.org	YES	Knoxville
2	Hamblen	Aaron Bradley abradley@ethra.org	YES	Knoxville
2	Sevier	Aaron Bradley abradley@ethra.org	No	Knoxville
2	Union	Aaron Bradley abradley@ethra.org	No	Knoxville
3	Bledsoe	Steve Whitt steve@sedev.org	No	Cookeville
3	Hamilton	Steve Whitt steve@sedev.org	YES	Hamilton
4	DeKalb	Patty Ray pray@ucdd.org	No	Cookeville
4	Pickett	Patty Ray pray@ucdd.org	No	Cookeville
5	Stewart	Norma Powell npowell@qnc.org	YES	Dickson
	Wilson	Norma Powell npowell@qnc.org	YES	Dickson or Putnam
6	Franklin	Joe Evans jevans@sctdd.org	YES	Hamilton
7	Gibson	Susan Hill Susan.hill@nwtdd.org	YES	Dickson
7	Weakley	Susan Hill Susan.hill@nwtdd.org	No	Dickson

Quarterly Tasks for Senior Driver Safety Program 2014-2015

Task	Quarter 1 Oct-Dec	Quarter 2 Jan-Mar	Quarter 3 April-June	Quarter 4 July-Oct
1. Review death, inpatient and emergency department data for identification of trends and high risk counties			X	
2. Review current initiatives for Senior Driver Safety being implemented in Tennessee (locations and targeted counties)			X	
3. Assemble the Senior Driver Coalition for collaborative partnership development and planning (includes evaluation development)				X
4. Select training sites and dates for CarFit and AARP classes			X	X
5. Setup of New Yellow Dot Enrollment sites (6)				X
6. Conduct CarFit and AARP Training (new volunteers)			X	
7. Book speaker for Tennessee Lifesavers Conference for senior driver topic; encourage collaborative partners to attend			X	
8. Encourage partner participation at the senior driver summit in Murfreesboro			X	X
9. Encourage partner participation at the TDOT – Incident Management Conference			X	X
10. Work with Tennessee Technological University on efforts related to website development, Tennessee GIS mapping of trends/data, Poster development		X	X	X

*Source: Tennessee Department of Safety and Homeland Security; Research, Planning, and Development; CATS & TITAN 06/02/2014; 2013
* Data is preliminary. *Two-way radio usage included.*

Senior Driver Safety Action Plan for 2014-2015

Task	Quarter	Responsible Person	Measurement of Success
1. Review death, inpatient and ED data for identification of trends and high risk counties	3	R. Boyd	High risk counties will be identified
2. Review current initiatives for Senior Driver Safety being implemented in Tennessee (locations and targeted counties)	3	R. Boyd & Coalition	A table will be assembled with information about initiatives and locations throughout TN
3. Assemble the Senior Driver Coalition for collaborative partnership development and planning (includes evaluation development) – schedule 4 quarterly meetings	4	R. Boyd & O. Jackson	The coalition will be assembled and meet quarterly via face to face or conference call
4. Select training sites and dates for CarFit and AARP classes	3 and 4	R. Boyd & Coalition	Training will be completed
5. Setup of New Yellow Dot Enrollment sites (6)	4	R. Boyd & Coalition	Sites will be established in 6 new sites
6. Conduct CarFit and AARP Training (new volunteers)	3	Coalition	Training will be completed
7. Book speaker for Tennessee Lifesavers Conference for senior driver topic; encourage collaborative partners to attend	2 and 3	R. Boyd	Speaker will be contacted and he/she will present at the conference
8. Encourage partner participation at the senior driver summit in Murfreesboro	3 and 4	R. Boyd & Coalition	Membership of the senior driver coalition and partners will be in attendance at the summit
9. Encourage partner participation at the TDOT – Incident Management Conference	3 and 4	R. Boyd & Coalition	Membership of the senior driver coalition and partners will be in attendance
10. Work with Tennessee Technological University on efforts related to website development, Tennessee GIS mapping of trends/data, Poster development	2, 3 and 4	R. Boyd	Website will be developed and functional; data (state and county level) will be posted on the website; poster will be developed and posted on sites that include: physician offices, pharmacies, and senior centers;

PAID AND EARNED MEDIA

Integrated Communications Plan Earned and Paid Media

The Governor's Highway Safety Office (GHSO) has developed an integrated communications plan that works in tandem with the National Highway Traffic Safety Administration (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, 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 and concerned with increasing seat belt usage. Both messages associate the brand with behavioral changes. Although media is not the only factor to change behavior, it can influence individuals by providing a sustainable message that, over time, can be persuasive and effective at modifying driver behavior.

Goal: To save lives by increasing awareness of the following highway safety messages: Booze It and Lose It, Click It or Ticket, 100 Days of Summer Heat; High Visibility Law Enforcement Demo Project; and continue to have a media presence with Motorcycle Safety, Teen Driver Safety, along with other highway safety programs in the state of Tennessee for which the GHSO receives funding.

Objectives: Provide educational messages through brand association geared towards changes of social norm behavior.

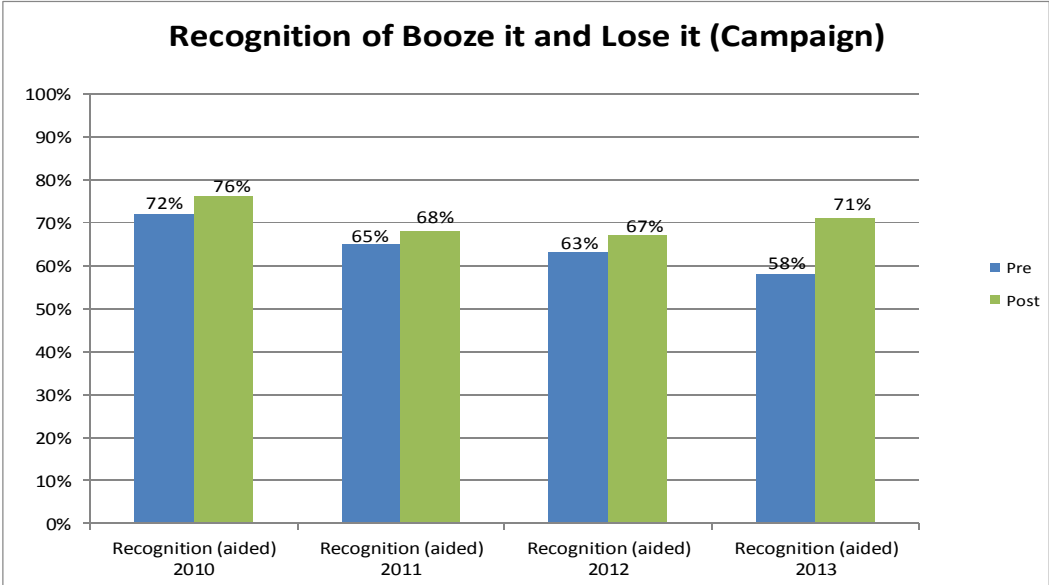
Evaluation: Attitudes and perceptions evaluation for campaigns will be conducted via pre and post-surveys for selected campaigns to determine if awareness has changed over time. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in previous year's campaign evaluations.

Tasks: Develop, plan and carryout the Booze It and Lose It, Holiday, Click It or Ticket, 100 Days of Summer Heat, High Visibility Law Enforcement Demo Project, Motorcycle Safety as listed in the Events and Activities Calendar. If additional campaigns are added throughout the year, the calendar will be updated. Conduct attitudes and perceptions evaluations for each campaign period selected utilizing the UT Center for Transportation Research.

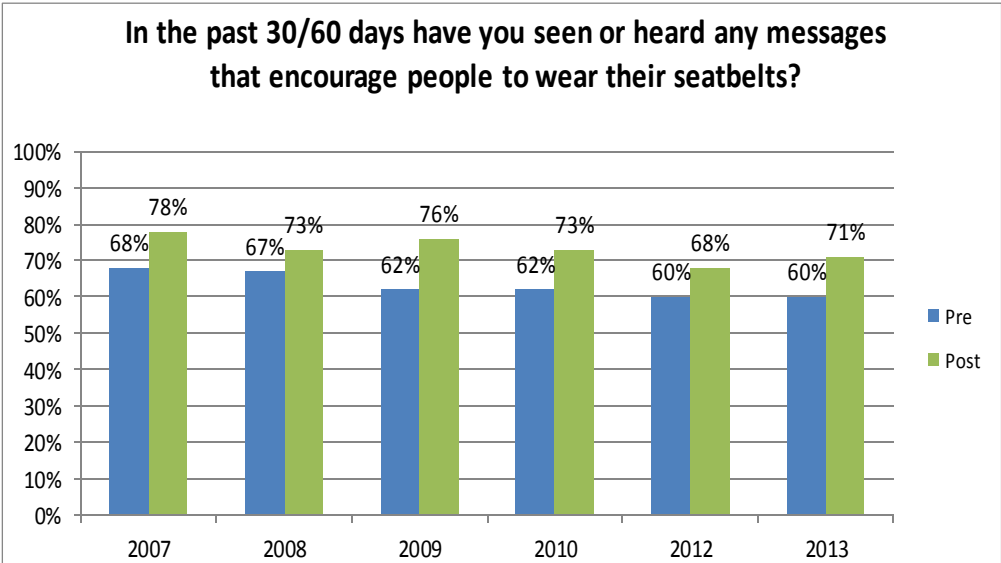
Funds: Federal Funding for the media marketing will include 154, 402, 405b, 405d, 405f 410 and 2010, along with any new funding sources as they are made available to the Governor's Highway Safety Office.

The UT Center for Transportation Research at the University of Tennessee, Knoxville has been conducting interviews with residents of the state of Tennessee over the past six 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 both the *Booze It and Lose It* and *Click It or Ticket* slogans.

Booze It and Lose It



Click It or Ticket



Booze It and Lose It / High Visibility Demonstration Project

The Booze It and Lose It or other designated NHTSA campaign tag will be utilized with an enforcement message during the 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.

Although an attitudes and perception survey is no longer a requirement, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques will be conducted for selected 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. Many of the younger demographic are getting increasingly difficult to reach by telephone because many younger households no longer have landlines. In an effort to represent the younger demographic, cell phones and web surveys will be utilized for some increased accessibility of this demographic.

A tertiary component of the Booze It and Lose It campaign will include messages designed to promote designated drivers targeting college students, ages 18-22, male skewed and “risk takers”. This promotion will include paid and earned media, and will utilize partnerships with college and professional athletic teams and events, statewide media outlets, and various events the target audience patronize.

To address the diversity issue within the State a plan was developed to target the Hispanic Community back in 2008. 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 Conexión Americanos, a DUI education and outreach service is providing educational campaign materials for *Manejar Borracho* and one-on-one interaction with the Hispanic community.

Click It or Ticket/High Visibility Demonstration Project

The Click It or Ticket/High Visibility Demonstration Project campaign or other designated NHTSA campaign tag will be utilized with an enforcement messages through designated 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 press release at the onset of each campaign period in conjunction with the Hands Across the Border media and checkpoint events, with local municipalities, 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.

Although an attitudes and perception survey is no longer a requirement, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques will be conducted for selected 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. Many of the younger demographic are getting increasingly difficult to reach by telephone because many younger households no longer have landlines. In an effort to represent the younger demographic, cell phones and web surveys will be utilized for some increased accessibility of this demographic.

In complementing the Click It or Ticket campaign, the GHSO in conjunction with AAA partnered with Governor Bill Haslam to produce the “Shattered” PSA. This PSA is to remind Tennesseans of the lives shattered due to unrestrained traffic fatalities. The commercial ran during the month of May 2013 and will continue to be utilized throughout FY2015.

Teen Drivers

The Booze It and Lose It tag will be utilized at high school events. High schools from across the state compete for the number one top ranking team based on school classification, including high school football, high school basketball, baseball, track, and soccer championships. These events collectively draw a large number of students annually, in addition to parents, grandparents and other interested visitors throughout the state.

The GHSO also provided 4,900,000 tickets for high schools to sell during sporting events. These tickets promoted the Booze It and Lose It message and received the highest praise from students, parents and school administrators across the state of Tennessee.

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.

Motorcycle Safety

Motorcycle fatalities have leveled off in recent years, although indicating an overall rise trending from 1998. Tennessee though has engaged in a motorcycle safety awareness campaign targeting men 25-54 who 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 May of 2014 and radio spots were purchased for an awareness campaign. A press event was conducted in May to announce May as Motorcycle Awareness Month. The Press Event included State Officials and members of the Tennessee Highway Patrol urging Tennesseans to Share the Road with motorcyclists.

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.

Events and Activities 2014 / 2015

Month	Theme/Date		Media/Activities	Applications/Evaluation
January	New Year's Enforcement	Enforcement Blitz	Press Release	
	Jan. 1st			
February	Super Bowl Sunday		Press Release/Event	
	Feb. 2nd		DMS Boards	
	<i>Booze It and Lose It</i>		Enforcement Events	
March	St. Patrick's Day		DMS Boards	
			Enforcement Campaigns	
April	National Distracted Driving Awareness		Press Release	
			DMS Boards	
			Enforcement Events	
			Media Purchase?	
May	Motorcycle Awareness		Press Release/Event	
	<i>Click-It- Or Ticket</i>		DMS Boards	Attitudes/Perceptions
	May 12-26		Press Events	
			Enforcement Mobilization	
			National and State Media Purchase	
June	Enforcement Efforts		DMS Boards	Attitudes/Perceptions
	100 Days of Summer Heat		Enforcement Events	
			State Media Purchase	
July	Fourth of July		Press Release/Event	
	Impaired Driving		DMS Boards	
			Enforcement Events	

Month	Theme/Date		Media/Activities	Applications/Evaluation
August	Back to School Safety		Press Release	
	Impaired Driving		DMS Boards	
	National Crackdown		Enforcement Events	
	Aug. 13-Sept. 1		National Media	
September	National Child		Press Release	
	Safety Week		DMS Boards	
	Lifesaver's		Press Release	
	Conference			
October	National Teen		Press Release	
	Driver Safety Week		DMS Board	
November	Holiday Travel Campaign			
			Press Release	
December	Impaired Driving		DMS Board	Attitudes/Perceptions
			Press Event	
			National and State Media Purchase	

Equipment Approval for Purchases over \$5,000.00

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

Organization	Cost	Qty	Total	Fund Source	Grant Number	Equipment Name
Bristol Police Department	\$5,000.00	2	\$10,000.00	405d	M5HVE-15-2	Watch Guard Camera System
Bristol Police Department	\$7,500.00	1	\$7,500.00	405d	M5HVE-15-2	Total Station
Chattanooga Police Department	\$18,820.00	1	\$18,820.00	154AL	154AL-15-39	Total Station
Cheatham County Sheriff's Department	\$5,266.70	3	\$15,800.10	154AL	154AL-15-40	In-car cameras
Collierville Police Department	\$5,050.00	1	\$5,050.00	402	PT-15-10	ARAS 360 - Total Station Software
Collierville Police Department	\$24,725.00	1	\$24,725.00	402	PT-15-10	Leica Viva TS 12 - Total Station
Dickson County Sheriff's Office	\$23,576.70	1	\$23,576.70	154AL	154AL-15-51	DUI Video - Digital Evidence Storage System
Dover Fire Department	\$10,892.00	1	\$10,892.00	402	EM-15-03	Hydraulic Rescue Tools
Dover Police Department	\$6,028.00	1	\$6,028.00	402	PT-15-17	Radar Trailer
Fairview Police Department	\$5,600.00	3	\$16,800.00	154AL	154AL-15-57	Arbitrator Camera System
Gallatin Police Department	\$64,900.00	1	\$64,900.00	402	TN-15-03	STISM M300WSConsole System (75/25 match)
Hendersonville Police Department	\$5,000.00	1	\$5,000.00	402	PT-15-22	JAMAR Radar Recorder
Humphreys County Sheriff's Office	\$10,700.00	4	\$42,800.00	154AL	154AL-15-69	Mobile LPR-2 Camera System
Madison County Sheriff's Department	\$8,100.00	1	\$8,100.00	402	PT-15-30	Stalker Speed Trailer
Maury County Fire Department	\$9,000.00	1	\$9,000.00	402	EM-15-08	Hydraulic Cutter
Memphis Police Department	\$24,000.00	1	\$24,000.00	154AL	154AL-15-89	Drunk Driving Simulator
Memphis Police Department	\$7,500.00	2	\$15,000.00	154AL	154AL-15-89	Laser Technology / Total Station Mapping System
Monterey Police Department	\$6,000.00	2	\$12,000.00	154AL	154AL-15-94	Car camera
Montgomery County Sheriff's Department	5,000.00	3	15,000.00	402	PT-15-34	In -car camera
Montgomery County Sheriff's Department	23,000.00	1	23,000.00	402	PT-15-34	Driving Siimulator
Oak Ridge Police Department	\$10,070.00	1	\$10,070.00	402	PT-15-37	Total Station
Oakland Police Department	\$14,975.00	1	\$14,975.00	154AL	154AL-15-97	Storage Trailer / generator for DUI Checkpoints
Red Bank Police Department	\$5,000.00	3	\$15,000.00	154AL	154AL-15-99	In-Car Video Cameras
Roane County Sheriff's Office	\$5,200.00	14	\$72,800.00	154AL	154AL-15-102	In car cameras
Tennessee Association of Chiefs of Police	\$5,000.00	2	\$10,000.00	402	PT-15-46	Speed/Radar Trailer
Tennessee Association of Chiefs of Police	\$30,000.00	2	\$60,000.00	402	PT-15-46	LE Challenge Vehicle
Tennessee Bureau of Investigation	\$216,000.00	1	\$216,000.00	405d	M5BAC-15-01	LC/MS Instrument
Tennessee Bureau of Investigation	\$88,000.00	1	\$88,000.00	405d	M5BAC-15-01	GC/MS Instrument
Tennessee Bureau of Investigation	\$56,000.00	1	\$56,000.00	405d	M5BAC-15-01	Tecan ELISA
Wilson County Sheriff's Department	\$5,245.00	1	\$5,245.00	402	PT-15-56	Speed/Radar Trailer
Waynesboro Police Department	\$5,079.00	1	\$5,079.00	402	PT-15-76	Cruiser LT / Speed – Messaging Board

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NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-00-00		\$.00	\$250,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	Planning and Administration Total		\$.00	\$250,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
Emergency Medical Services								
	EM-2015-00-00-00		\$.00	\$15,415.49	\$.00	\$77,077.43	\$77,077.43	\$77,077.43
	Emergency Medical Services Total		\$.00	\$15,415.49	\$.00	\$77,077.43	\$77,077.43	\$77,077.43
Motorcycle Safety								
	MC-2015-00-00-00		\$.00	\$32,408.45	\$.00	\$162,042.24	\$162,042.24	\$162,042.24
	Motorcycle Safety Total		\$.00	\$32,408.45	\$.00	\$162,042.24	\$162,042.24	\$162,042.24
Police Traffic Services								
	PT-2015-00-00-00		\$.00	\$615,609.62	\$.00	\$3,078,048.11	\$3,078,048.11	\$2,245,231.00
	Police Traffic Services Total		\$.00	\$615,609.62	\$.00	\$3,078,048.11	\$3,078,048.11	\$2,245,231.00
Traffic Records								
	TR-2015-00-00-00		\$.00	\$120,000.00	\$.00	\$600,000.00	\$600,000.00	\$600,000.00
	Traffic Records Total		\$.00	\$120,000.00	\$.00	\$600,000.00	\$600,000.00	\$600,000.00
Driver Education								
	DE-2015-00-00-00		\$.00	\$69,500.33	\$.00	\$347,501.65	\$347,501.65	\$347,501.65
	Driver Education Total		\$.00	\$69,500.33	\$.00	\$347,501.65	\$347,501.65	\$347,501.65
Safe Communities								
	SA-2015-00-00-00		\$.00	\$89,895.17	\$.00	\$449,475.87	\$449,475.87	\$.00
	Safe Communities Total		\$.00	\$89,895.17	\$.00	\$449,475.87	\$449,475.87	\$.00
Distracted Driving								
	DD-2015-00-00-00		\$.00	\$7,200.00	\$.00	\$36,000.00	\$36,000.00	\$36,000.00

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	Distracted Driving Total		\$.00	\$ 7,200.00	\$.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00
	NHTSA 402 Total		\$.00	\$ 1,200,029.06	\$.00	\$ 5,000,145.30	\$ 5,000,145.30	\$ 3,467,852.32
154 Transfer Funds								
154 Alcohol								
	154AL-2015-00-00-00		\$.00	\$.00	\$.00	\$ 13,172,110.61	\$ 13,172,110.61	\$ 11,642,874.71
	154 Alcohol Total		\$.00	\$.00	\$.00	\$ 13,172,110.61	\$ 13,172,110.61	\$ 11,642,874.71
154 Paid Media								
	154PM-2015-00-00-00		\$.00	\$.00	\$.00	\$ 3,000,000.00	\$ 3,000,000.00	\$.00
	154 Paid Media Total		\$.00	\$.00	\$.00	\$ 3,000,000.00	\$ 3,000,000.00	\$.00
154 Hazard Elimination								
	154HE-2015-00-00-00		\$.00	\$.00	\$.00	\$ 10,909,477.00	\$ 10,909,477.00	\$.00
	154 Hazard Elimination Total		\$.00	\$.00	\$.00	\$ 10,909,477.00	\$ 10,909,477.00	\$.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$ 27,081,587.61	\$ 27,081,587.61	\$ 11,642,874.71
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2015-00-00-00		\$.00	\$ 26,013.70	\$.00	\$ 130,068.48	\$ 130,068.48	\$.00
	405b Low HVE Total		\$.00	\$ 26,013.70	\$.00	\$ 130,068.48	\$ 130,068.48	\$.00
405b Low Community CPS Services								
	M2CPS-2015-00-00-00		\$.00	\$ 135,101.36	\$.00	\$ 675,506.79	\$ 675,506.79	\$.00
	405b Low Community CPS Services Total		\$.00	\$ 135,101.36	\$.00	\$ 675,506.79	\$ 675,506.79	\$.00
405b Low OP Information System								
	M2OP-2015-00-00-00		\$.00	\$ 13,663.58	\$.00	\$ 68,317.91	\$ 68,317.91	\$.00
	405b Low OP Information System Total		\$.00	\$ 13,663.58	\$.00	\$ 68,317.91	\$ 68,317.91	\$.00
	MAP 21 405b OP Low Total		\$.00	\$ 174,778.64	\$.00	\$ 873,893.18	\$ 873,893.18	\$.00

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MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-00-00-00		\$.00	\$ 307,797.78	\$.00	\$ 1,538,988.91	\$ 1,538,988.91	\$.00
	405c Data Program Total		\$.00	\$ 307,797.78	\$.00	\$ 1,538,988.91	\$ 1,538,988.91	\$.00
	MAP 21 405c Data Program Total		\$.00	\$ 307,797.78	\$.00	\$ 1,538,988.91	\$ 1,538,988.91	\$.00

MAP 21 405d Impaired Driving Mid

405d Mid HVE

M5HVE-2015-00-00-00	\$.00	\$ 198,628.09	\$.00	\$ 993,140.43	\$ 993,140.43	\$.00
405d Mid HVE Total	\$.00	\$ 198,628.09	\$.00	\$ 993,140.43	\$ 993,140.43	\$.00
405d Mid Court Support						
M5CS-2015-00-00-00	\$.00	\$ 97,918.40	\$.00	\$ 489,591.99	\$ 489,591.99	\$.00
405d Mid Court Support Total	\$.00	\$ 97,918.40	\$.00	\$ 489,591.99	\$ 489,591.99	\$.00
405d Mid BAC Testing/Reporting						
M5BAC-2015-00-00-00	\$.00	\$ 91,678.80	\$.00	\$ 458,394.00	\$ 458,394.00	\$.00
405d Mid BAC Testing/Reporting Total	\$.00	\$ 91,678.80	\$.00	\$ 458,394.00	\$ 458,394.00	\$.00
405d Mid Information System						
M5IS-2015-00-00-00	\$.00	\$ 14,000.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
405d Mid Information System Total	\$.00	\$ 14,000.00	\$.00	\$ 70,000.00	\$ 70,000.00	\$.00
405d Mid Other Based on Problem ID						
M5OT-2015-00-00-00	\$.00	\$ 363,077.37	\$.00	\$ 1,815,386.86	\$ 1,815,386.86	\$.00
405d Mid Other Based on Problem ID Total	\$.00	\$ 363,077.37	\$.00	\$ 1,815,386.86	\$ 1,815,386.86	\$.00
MAP 21 405d Impaired Driving Mid Total	\$.00	\$ 765,302.66	\$.00	\$ 3,826,513.28	\$ 3,826,513.28	\$.00
MAP 21 405f Motorcycle Programs						
405f Motorcyclist Awareness						
M9MA-2015-00-00-00	\$.00	\$ 20,000.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00

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405f Motorcyclist Awareness Total			\$.00	\$ 20,000.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$ 20,000.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
NHTSA Total			\$.00	\$ 2,467,908.14	\$.00	\$ 38,421,128.28	\$ 38,421,128.28	\$ 15,110,727.03
Total			\$.00	\$ 2,467,908.14	\$.00	\$ 38,421,128.28	\$ 38,421,128.28	\$ 15,110,727.03

Organization	Project Title	Grant Award	Fund Source	Grant Number
Alcoa Police Department	Traffic Services	\$ 30,000.00	402	PT-15-01
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County:	\$ 40,000.25	402	PT-15-02
Bartlett Police Department	Police Traffic Services, Multiple Violations	\$ 66,219.20	402	PT-15-03
Belle Meade Police Department	TITAN Network	\$ 14,971.50	402	PT-15-04
Benton Police Department	network coordinator	\$ 15,499.96	402	PT-15-05
Blount County Sheriff's Department	2014-15 BCSO Network Coordinator	\$ 14,999.92	402	PT-15-06
Blount County Sheriff's Department	2014-15 Motorcycle/Motorist Safety - The Dragon	\$ 90,925.44	402	MC-15-01
Brownsville Police Department	Brownsville Network Coordinator Grant	\$ 15,000.14	402	PT-15-07
Brownsville Police Department	West Tennessee Drive Safe Grant	\$ 36,000.00	402	DD-15-01
Cannon County Rescue Squad, Inc.	First Responder Initiative	\$ 10,270.50	402	EM-15-01
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save II	\$ 16,425.00	402	DE-15-01
Cocke County Sheriff's Department	Network Coordinator	\$ 15,003.00	402	PT-15-08
Collegedale Police Department	Collegedale Multiple Violations Program	\$ 40,000.00	402	PT-15-09
Collierville Police Department	Police Traffic Services Multiple violations	\$ 49,978.79	402	PT-15-10
Columbia State Community College	Standardized Statewide Traffic Training for Law Enforcement	\$ 457,977.58	402	PT-15-11
Cookeville Police Department	Cookeville Police Department Network Coordinator Grant	\$ 14,996.10	402	PT-15-12
Cookeville Police Department	Traffic Education Saves Teens (TEST)	\$ 16,279.29	402	DE-15-02
Cornersville Police Department	You Can Lead with out Speed	\$ 14,999.96	402	PT-15-13
Crossville Police Department	Network Coordinator	\$ 15,960.00	402	PT-15-15
Crossville Police Department	Young Driver Crash Reduction	\$ 17,000.00	402	PT-15-14
Dandridge Fire Department	Increasing Visibilty on Highway Incidents	\$ 10,090.00	402	EM-15-02
Dickson Police Department	Multiple Violations 2014/2015	\$ 25,000.00	402	PT-15-16
Dover Fire Department	Vehicle Extrication Equipment Acquisition	\$ 10,892.00	402	EM-15-03
Dover Police Department	Network Grant	\$ 14,961.81	402	PT-15-17
East Tennessee State University, Dept. of Public Safety	Law Enforcement Coordinator	\$ 15,000.00	402	PT-15-18
Gallatin Police Department	Teen Driver Training	\$ 40,000.00	402	DE-15-03
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	\$ 20,996.81	402	PT-15-19
GHSO	HVE	\$ 100,000.00	402	PT-15-00
Greenbrier Police Department	Special Traffic Enforcement Program-STEP	\$ 19,996.41	402	PT-15-20
Grundy County Sheriff's Department	Grundy County Sheriff's Traffic Enforcement Program	\$ 36,463.45	402	PT-15-21
Hendersonville Police Department	Speed Enforcement/D.U.I. Enforcement and Traffic Safety	\$ 75,107.26	402	PT-15-22
Jackson Area Council on Alcohol and Drug Dependency	SADD Tennessee	\$ 110,005.60	402	DE-15-04
Jackson Madison County EMA	First Responder Training	\$ 9,910.00	402	EM-15-04
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	\$ 27,401.16	402	PT-15-23
Kimball Police Department	Network Coordinator	\$ 14,874.00	402	PT-15-24
Kingsport Police Department	Kingsport Police Department Multiple Traffic Violation / Crash Reduction Campaign	\$ 37,452.00	402	PT-15-25
Knox County Sheriff's Office	KCSO Traffic Enforcement Services Grant	\$ 87,221.13	402	PT-15-26
Knoxville Police Department	Knoxville's FY 2015 Pedestrian Safety Grant	\$ 19,999.07	402	PT-15-27
Lewisburg Police Department	Network Coordinator	\$ 15,000.00	402	PT-15-28
Lexington Police Department	Network Coordinator	\$ 14,989.20	402	PT-15-29
Madison County Sheriff's Department	Network Lawenforcement Grants- Network Coordinator	\$ 14,948.72	402	PT-15-31
Madison County Sheriff's Department	Traffic Law Enforcement Agency Services - Multiple violations	\$ 40,029.92	402	PT-15-30
Maury County Fire Department	First Responder	\$ 10,000.00	402	EM-15-08
McMinn County Rescue Squad	TADDDS	\$ 30,830.00	402	DE-15-05
Memphis Police Department	Network Coordinator	\$ 15,000.00	402	PT-15-32
Metro Moore County Sheriffs Department	Network Coordinator Grant	\$ 14,995.14	402	PT-15-33
Montgomery County Sheriff's Department	Selective Traffic Enforcement	\$ 125,000.00	402	PT-15-34
Moscow Police Department	Moscow Police Department Traffic Services Grant	\$ 46,498.80	402	PT-15-35
Murfreesboro Police Department	Selective Traffic Enforcement Program (S.T.E.P.)	\$ 149,081.06	402	PT-15-36
Oak Ridge Police Department	Operations STAR (Strategic Traffic Accident Reduction)	\$ 35,148.00	402	PT-15-37
Pleasant View Volunteer Fire Department	First Responder Training Program	\$ 10,973.75	402	EM-15-05

Organization	Project Title	Grant Award	Fund Source	Grant Number
Roane County Sheriff's Office	Network coordinator	\$ 15,000.00	402	PT-15-38
Robertson County Sheriff's Department	Police Traffic Services-Multiple Violations	\$ 40,000.00	402	PT-15-39
Rutherford County Sheriff's Office	Rutherford County Teen Driver Safety	\$ 24,961.72	402	DE-15-06
Rutledge Volunteer Fire Department Inc.	Highway Saffety	\$ 4,940.58	402	EM-15-06
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities in Sevier County	\$ 43,801.50	402	PT-15-40
Sevierville Police Department	Prevention of Accidents/Crashes through Education and Enforcement (PACE)	\$ 50,078.47	402	PT-15-41
Shelby County Sheriff's Office	Multiple Violations	\$ 75,000.00	402	PT-15-43
Shelby County Sheriff's Office	Network Coordinator	\$ 15,000.00	402	PT-15-42
Signal Mountain Police Department	A.D.E (Agressive Driver Enforcement)	\$ 66,414.00	402	PT-15-44
Soddy-Daisy Police Department	Chattanooga Area Network Coordinator	\$ 14,842.13	402	PT-15-45
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement	\$ 103,550.00	402	PT-15-46
Tennessee Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	\$ 35,913.60	402	PT-15-48
Tennessee Department of Safety & Homeland Security	State Law Enforcement Management Training	\$ 32,160.00	402	PT-15-47
Tennessee Department of Safety & Homeland Security	TITAN Wizard Deployment and Support	\$ 600,000.00	402	TR-15-01
Tennessee Department of Safety District 1	Dragon Grant FTY, 2014-2015	\$ 71,116.80	402	MC-15-02
Tennessee Technological University	Tennessee Traffic Safety Resource Service	\$ 449,475.87	402	SA-15-01
Tennessee Trucking Foundation	Teens & Trucks Share the Road	\$ 64,000.04	402	DE-15-07
The University of Tennessee	Law Enforcement Liaison Administration	\$ 275,374.82	402	PT-15-51
The University of Tennessee	Media Evaluations	\$ 127,574.10	402	PT-15-50
The University of Tennessee	UT Program Admin Grant	\$ 280,000.00	402	PT-15-49
Tracy City Police Department	Tracy City Traffic Enforcement Program	\$ 20,575.67	402	PT-15-52
Tullahoma Police Department	Police Traffic Services-Multiple Violations	\$ 15,816.70	402	PT-15-53
Union City Police Department	Network Coordinator	\$ 15,000.00	402	PT-15-54
Vanderbilt University Medical Center	Increasing Education in Pre-Hospital Trauma Life Support throughout Rural Middle TN	\$ 10,000.60	402	EM-15-07
Washington County Sheriff's Department	Look Who's Driving: A Safer Approach to Teen Driver Safety	\$ 45,000.00	402	DE-15-08
Washington County Sheriff's Department	Network Coordinator	\$ 15,000.00	402	PT-15-55
Wilson County Sheriff's Department	Wilson Safe Roads	\$ 49,176.78	402	PT-15-56
ASAP of Anderson County	Alcohol Education and Safe Driving in Anderson County Tennessee	\$ 29,152.60	154AL	154AL-15-133
Ashland City Police Department	Impaired Driving Enforcement and Prosection II	\$ 20,000.00	154AL	154AL-15-28
Athens Police Department	Safe Roads in Athens	\$ 25,946.00	154AL	154AL-15-29
Baxter Police Department	Baxter Alcohol Traffic Enforcement	\$ 28,873.95	154AL	154AL-15-30
Bedford County Sheriff's Department	Alcohol Saturation	\$ 19,820.00	154AL	154AL-15-31
Benton Police Department	Alcohol Impaired Driving	\$ 27,900.00	154AL	154AL-15-32
Blount County Sheriff's Department	2014-15 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 78,384.00	154AL	154AL-15-33
Bradford Police Department	High Visibility Law Enforcement Campaigns	\$ 15,000.00	154AL	154AL-15-34
Brownsville Police Department	Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 32,340.00	154AL	154AL-15-35
Campbell County Sheriff's Department	Campbell County Alcohol Enforcement Program	\$ 57,768.64	154AL	154AL-15-36
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	\$ 20,000.00	154AL	154AL-15-37
Centerville Police Department	Network Coordinator	\$ 14,999.00	154AL	154AL-15-38
Chattanooga Police Department	DUI Enforcement	\$ 98,089.90	154AL	154AL-15-39
Cheatham County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 27,200.10	154AL	154AL-15-40
Clarksville Police Department	Clarksville 2015 Alcohol Countermeasures	\$ 217,835.44	154AL	154AL-15-41
Cocke County Sheriff's Department	AMEI (Alcohol Management Enforcement Interventions)	\$ 82,540.00	154AL	154AL-15-42
Cookeville Police Department	Cookeville Safe Streets	\$ 25,147.00	154AL	154AL-15-43
Covington Police Department	Trampling Traffic Project	\$ 39,439.97	154AL	154AL-15-44
Cowan Police Department	Cowan Police Impaired Driving Enforcement	\$ 39,863.16	154AL	154AL-15-45
Crossville Police Department	Alcohol Saturation /Roadside Checkpoints	\$ 25,300.00	154AL	154AL-15-46
Cumberland County Sheriff's Department	DUI Enforcement	\$ 54,977.00	154AL	154AL-15-47
Dandridge Police Department	Dandridge Police Alcohol Enforcement Grant	\$ 31,413.00	154AL	154AL-15-48
Dayton Police Department	Technology and Manpower for DUI Enforcement	\$ 37,000.00	154AL	154AL-15-49
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 19,987.49	154AL	154AL-15-50

Organization	Project Title	Grant Award	Fund Source	Grant Number
Dickson County Sheriff's Office	DUI Enforcement Campaign 2015	\$ 31,570.49	154AL	154AL-15-51
Dover Police Department	Alcohol Reduction Enforcement	\$ 9,849.12	154AL	154AL-15-52
Dresden Police Department	Alcohol Saturation	\$ 20,000.00	154AL	154AL-15-53
Dunlap Police Department	2014-2015 Dunlap Police Dept Alcohol Countermeasures	\$ 38,062.18	154AL	154AL-15-54
Erin Police Department	Alcohol Reduction	\$ 12,435.47	154AL	154AL-15-55
Etowah Police Department	Keeping the City of Etowah Streets Safe	\$ 19,319.40	154AL	154AL-15-56
Fairview Police Department	Fairview Alcohol Free Streets Continued	\$ 45,450.00	154AL	154AL-15-57
Fayette County Sheriff's Office	FCSO DUI Enforcement Project	\$ 24,954.84	154AL	154AL-15-58
Fentress County Sheriff's Department	Fentress County Impaired Driving Enforcement Program	\$ 30,431.97	154AL	154AL-15-59
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	\$ 28,166.73	154AL	154AL-15-60
Franklin Police Department	Franklin's Fight Against Impaired Driving	\$ 50,000.00	154AL	154AL-15-61
GHSO	HVE	\$ 900,000.00	154AL	154AL-15-00
Grainger County Sheriff's Department	Alcohol Enforcement	\$ 23,434.52	154AL	154AL-15-62
Halls Police Department	R.I.D.E (Required Impaired Driving Education)	\$ 20,000.00	154AL	154AL-15-63
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	\$ 98,172.44	154AL	154AL-15-64
Hardeman County Sheriff's Department	Reduce Impaired Driving	\$ 41,314.48	154AL	154AL-15-65
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	\$ 25,052.33	154AL	154AL-15-66
Harriman Police Department	DUI Check patrol and check points	\$ 15,088.39	154AL	154AL-15-67
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	\$ 64,285.93	154AL	154AL-15-68
Humphreys County Sheriff's Office	Alcohol Saturation Patrols	\$ 65,435.00	154AL	154AL-15-69
Jackson County Sheriff's Department	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	\$ 20,934.07	154AL	154AL-15-70
Jackson Police Department	ACT Alcohol Countermeasures Team	\$ 99,345.15	154AL	154AL-15-71
Jamestown Police Department	Jamestown Impaired Driving and Occupational Safety Enforcement	\$ 16,447.08	154AL	154AL-15-72
Jasper Police Department	Jasper Alcohol Driving Enforcement Program	\$ 21,130.00	154AL	154AL-15-73
Johnson City Police Department	Safer Johnson City Streets VII	\$ 21,350.50	154AL	154AL-15-74
Knoxville Police Department	Knoxville's FY 2014 DUI Enforcement Program	\$ 99,985.32	154AL	154AL-15-75
Lauderdale County Sheriff's Department	Alcohol Countermeasures	\$ 27,972.37	154AL	154AL-15-76
LaVergne Police Department	LaVergne PD Alcohol Saturation Patrols	\$ 57,575.90	154AL	154AL-15-77
Lawrence County Sheriff's Department	Vigilant Video Prosecution	\$ 29,635.00	154AL	154AL-15-78
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	\$ 23,299.37	154AL	154AL-15-79
Lexington Police Department	LPD DUI Countermeasures Project 2015	\$ 32,780.00	154AL	154AL-15-80
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	\$ 25,120.00	154AL	154AL-15-81
Manchester Police Department	City of Manchester Impaired Driver Enforcement	\$ 31,725.96	154AL	154AL-15-82
Martin Police Department	C.A.R.D.	\$ 52,551.71	154AL	154AL-15-134
Maryville Police Department	2014-15 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 73,440.00	154AL	154AL-15-83
Maury County Sheriff's Department	Maury County 2015 Grant	\$ 39,432.50	154AL	154AL-15-84
McKenzie Police Department	Operation Sober Up	\$ 27,288.63	154AL	154AL-15-85
McMinn County Sheriff's Department	McMinn County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 41,337.66	154AL	154AL-15-86
McMinnville Police Department	Be A Survivor Get A Designated Driver	\$ 31,344.71	154AL	154AL-15-87
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	\$ 32,291.78	154AL	154AL-15-88
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 823,430.00	154AL	154AL-15-89
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	\$ 107,990.00	154AL	154AL-15-135
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	\$ 16,808.32	154AL	154AL-15-90
Metropolitan Drug Commission	Raising the Bar on Youth Retail Compliance	\$ 80,000.00	154AL	154AL-15-136
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	\$ 854,808.55	154AL	154AL-15-91
Middleton Police Department	middleton alcohol task force	\$ 24,876.00	154AL	154AL-15-92
Milan Police Department	Operation Sober Streets	\$ 39,335.11	154AL	154AL-15-93
Monterey Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 19,588.50	154AL	154AL-15-94
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	\$ 20,000.00	154AL	154AL-15-95
Mothers Against Drunk Driving	Underage Drinking Prevention	\$ 92,577.72	154AL	154AL-15-137
Mount Carmel Police Department	Carters Valley Road Alcohol Enforcement	\$ 20,985.00	154AL	154AL-15-96

Organization	Project Title	Grant Award	Fund Source	Grant Number
Murfreesboro Housing Authority/CADCOR	CADCOR Safety First	\$ 94,236.34	154AL	154AL-15-138
Oakland Police Department	Alcohol Saturation	\$ 24,475.00	154AL	154AL-15-97
Overton County Sheriff's Department	Saturating for Safety	\$ 29,224.95	154AL	154AL-15-98
Red Bank Police Department	City of Red Bank Alcohol Enforcement Program	\$ 19,998.00	154AL	154AL-15-99
Rhea County Sheriff's Department	Rhea Alcohol Countermeasures Enforcement (R.A.C.E.)	\$ 41,105.50	154AL	154AL-15-100
Ridgetop Police Department	Alcohol Education and Enforcement	\$ 24,998.24	154AL	154AL-15-101
Roane County Sheriff's Office	A safer TN through saturations and checkpoints	\$ 87,800.00	154AL	154AL-15-102
Rutherford County Sheriff's Office	Rutherford County ASP/RSC	\$ 108,614.91	154AL	154AL-15-103
Rutledge Police Department	Alcohol Saturation Checkpoint	\$ 26,467.76	154AL	154AL-15-104
Saint Joseph Police Department	Project Safe Stateline	\$ 9,152.00	154AL	154AL-15-105
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	\$ 24,836.76	154AL	154AL-15-106
Shelby County Sheriff's Office	Alcohol Countermeasures	\$ 225,000.00	154AL	154AL-15-107
Shelbyville Police Department	Safer Roadways in Shelbyville	\$ 30,384.29	154AL	154AL-15-108
Smith County Sheriff's Office	DUI Enforcement Program	\$ 33,647.80	154AL	154AL-15-109
Smithville Police Department	Smithville Alcohol Enforcment	\$ 25,000.00	154AL	154AL-15-110
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	\$ 24,589.00	154AL	154AL-15-111
Soddy-Daisy Police Department	Alcohol Coutnermeasures, Alcohol Saturation/Roadside Sobriety Check points	\$ 27,472.40	154AL	154AL-15-112
Spring City Police Department	"DONUT" Determined On Neutralizing Under the influence Travelers	\$ 18,995.00	154AL	154AL-15-113
Spring Hill Police Department	City of Spring Hill DUI Enforcement Program	\$ 15,859.37	154AL	154AL-15-114
Springfield Police Department	Alcohol, Enforcement, Prevention and Safety Grant	\$ 30,184.40	154AL	154AL-15-115
Stewart County Sheriff's Office	Alcohol Crash Reduction	\$ 16,380.00	154AL	154AL-15-116
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Alcohol Enforcement	\$ 82,344.00	154AL	154AL-15-117
Tennessee Alcoholic Beverage Commission	Underage Sales Tennessee's Operational Plan (USTOP)	\$ 124,000.00	154AL	154AL-15-118
Tennessee District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	\$ 143,839.60	154AL	154AL-15-03
Tennessee District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	\$ 148,991.74	154AL	154AL-15-04
Tennessee District Attorney General, 04th Judicial District	DUI Abatement / Prosecution Enhancement	\$ 195,728.62	154AL	154AL-15-05
Tennessee District Attorney General, 05th Judicial District	5th Judicial District 2014-2015 DUI Abatement/Prosecution Enhancement	\$ 166,272.76	154AL	154AL-15-06
Tennessee District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	\$ 256,969.63	154AL	154AL-15-07
Tennessee District Attorney General, 07th Judicial District	2014-2015 DUI Abatement/Prosecution Enhancement Grant	\$ 198,047.32	154AL	154AL-15-08
Tennessee District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	\$ 183,275.21	154AL	154AL-15-09
Tennessee District Attorney General, 09th Judicial District	DUI Prosecutor	\$ 184,073.06	154AL	154AL-15-10
Tennessee District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 157,463.57	154AL	154AL-15-11
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	\$ 155,909.20	154AL	154AL-15-12
Tennessee District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	\$ 208,178.15	154AL	154AL-15-13
Tennessee District Attorney General, 14th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 160,988.55	154AL	154AL-15-14
Tennessee District Attorney General, 15th Judicial District	Continuation of Protecting Lives: Effective Prosecution of Impaired Drivers Initiative	\$ 172,077.68	154AL	154AL-15-15
Tennessee District Attorney General, 16th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 197,350.81	154AL	154AL-15-139
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2015	\$ 180,257.80	154AL	154AL-15-16
Tennessee District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 185,775.97	154AL	154AL-15-17
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	\$ 399,415.67	154AL	154AL-15-18
Tennessee District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	\$ 176,093.30	154AL	154AL-15-19
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	\$ 180,574.45	154AL	154AL-15-20
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	\$ 152,192.44	154AL	154AL-15-21
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	\$ 195,163.73	154AL	154AL-15-22
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	\$ 180,761.16	154AL	154AL-15-23
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 170,522.30	154AL	154AL-15-24
Tennessee District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 264,480.70	154AL	154AL-15-25
Tennessee District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2014/2015	\$ 190,890.58	154AL	154AL-15-26
Tennessee Secondary School Athletic Association	DUI Education Team	\$ 60,000.00	154AL	154AL-15-27
The University of Tennessee	Law Enforcement Liaison Administration	\$ 600,000.00	154AL	154AL-15-02
The University of Tennessee	UT Program Admin Grant	\$ 600,000.00	154AL	154AL-15-01

Organization	Project Title	Grant Award	Fund Source	Grant Number
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	\$ 40,014.00	154AL	154AL-15-119
Toone Police Department	Wide Area Saturation Patrol "WASP"	\$ 26,001.00	154AL	154AL-15-120
Union City Police Department	Alcohol Countermeasures Enforcement	\$ 25,000.00	154AL	154AL-15-121
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	\$ 19,989.75	154AL	154AL-15-122
University of Memphis, Police Services	Alcohol Enforcement	\$ 41,002.22	154AL	154AL-15-123
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	\$ 45,897.80	154AL	154AL-15-124
Washington County Sheriff's Department	Preventing Alcohol Related Traffic Tragedies (P.A.R.T.)	\$ 40,000.20	154AL	154AL-15-125
Watertown Police Department	Watertown DUI	\$ 14,816.00	154AL	154AL-15-126
Weakley County Sheriff's Department	IMPROVE DUI ENFORCEMENT BY AREA WIDE SATURATIONS	\$ 22,872.00	154AL	154AL-15-127
White County Sheriff's Department	DUI Saturation Patrols	\$ 22,071.98	154AL	154AL-15-128
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	\$ 19,999.64	154AL	154AL-15-129
Whiteville Police Department	Local Space	\$ 15,000.00	154AL	154AL-15-130
Williamson County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	\$ 66,999.98	154AL	154AL-15-131
Woodbury Police Department	Woodbury Alcohol Countermeasures	\$ 24,998.92	154AL	154AL-15-132
Ashland City Fire Department	Car Seat Awareness and Proper Installation	\$ 6,184.00	405b	M2CPS-15-01
Hamilton County Sheriff's Office	Safe Journey	\$ 108,769.15	405b	M2CPS-15-02
Meharry Medical College	Tennessee Child Passenger Safety Center	\$ 401,738.79	405b	M2CPS-15-03
Open Door Pregnancy Center	Child Safety Protection & Distribution	\$ 10,330.00	405b	M2CPS-15-04
Tennessee Department of Safety & Homeland Security	BELTS	\$ 130,068.48	405b	M2HVE-15-01
Tennessee Technological University	Ollie Otter, Booster Seat and Seat Belt Education	\$ 148,484.85	405b	M2CPS-15-05
The University of Tennessee	FY2015 Statewide Survey of Safety Belt and Motorcycle Helmet Usage in TN	\$ 68,317.91	405b	M2OP-15-01
Tennessee Department of Health	Ambulance and Trauma Evaluation Systems	\$ 99,705.38	405c	M3DA-15-02
Tennessee Department of Health	Statewide Injury Surveillance System	\$ 88,284.00	405c	M3DA-15-01
Tennessee Department of Safety & Homeland Security	TITAN Wizard Deployment and Support	\$ 1,200,000.00	405c	M3DA-15-03
Tennessee State University	Establishing Traffic Enforcement Performance Evaluation Standards for TN	\$ 59,999.53	405c	M3DA-15-04
Tennessee Supreme Court	Integrated Criminal Justice Portal Access	\$ 91,000.00	405c	M3DA-15-05
21st Drug Court Inc.	21st Drug Court Program	\$ 50,000.00	405d	M5CS-15-01
23rd Judicial District Drug Court	23rd Judicial District DUI Court	\$ 60,000.00	405d	M5CS-15-02
Bean Station Police Department	Bean Station Police Department Impaired Driver Enforcement	\$ 20,442.00	405d	M5HVE-15-3
Bolivar Police Department	"HEAT" Highway Enforcement Alcohol Team	\$ 30,503.30	405d	M5HVE-15-1
Bristol Police Department	Bristol Impaired Driving Saturation Patrols	\$ 53,603.87	405d	M5HVE-15-2
Calhoun Police Department	Safer Roads for Calhoun	\$ 19,980.08	405d	M5HVE-15-4
Conexion Americas	Latino Highway Safety Campaign	\$ 137,825.57	405d	M5OT-15-05
Decatur Police Department	2014 Decatur Impaired Driving Enforcement	\$ 15,000.00	405d	M5HVE-15-5
Dickson County Sheriff's Office	DUI Traffic Safety Awareness and Education Program 2015	\$ 75,000.00	405d	M5OT-15-01
Giles County Sheriff's Department	Giles County Impaired Driver Initiative	\$ 24,557.89	405d	M5HVE-15-6
Houston County Sheriff's Department	engaging the battle of impaired drivers 5	\$ 32,485.21	405d	M5HVE-15-7
Mothers Against Drunk Driving	Court Partnership - Decreasing DUIs Through Court Observations	\$ 92,715.85	405d	M5CS-15-03
Rutherford County Drug Court Program	Rutherford County DUI Court Program	\$ 58,566.56	405d	M5CS-15-04
Savannah Police Department	Savannah Police Department DUI Enforcement	\$ 35,221.40	405d	M5HVE-15-8
Sumner County Drug Court	18th Judicial Drug Court, Sumner County	\$ 58,646.18	405d	M5CS-15-05
Sumner County Sheriff's Department	Impaired Driving Enforcement	\$ 24,424.00	405d	M5HVE-15-9
Tennessee Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	\$ 458,394.00	405d	M5BAC-15-01
Tennessee Department of Safety & Homeland Security	DUI Tracker	\$ 70,000.00	405d	M5IS-15-01
Tennessee Department of Safety & Homeland Security	SOBER UP TENNESSEE	\$ 716,919.36	405d	M5HVE-15-11
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors:	\$ 677,551.29	405d	M5OT-15-07
Tennessee Independent Colleges and Universities Assoc.	The Coalition for Healthy and Safe Campus Communities (CHASCo):	\$ 20,010.00	405d	M5OT-15-06
The University of Tennessee	Law Enforcement Liaison Administration	\$ 400,000.00	405d	M5OT-15-04
The University of Tennessee	UT Program Admin Grant	\$ 400,000.00	405d	M5OT-15-03
TjohnE Productions, Inc.	Think Fast Young Adult Impairment Driving Prevention Project	\$ 105,000.00	405d	M5OT-15-02
Warren County of Tennessee	31st Judicial District DWI Court	\$ 51,667.00	405d	M5CS-15-06

Organization	Project Title	Grant Award	Fund Source	Grant Number
Wayne County Sheriff's Department	GHSO 2015	\$ 20,003.33	405d	M5HVE-15-10
Williamson County Juvenile Court	Williamson County Juvenile Court	\$ 48,000.00	405d	M5CS-15-08
Williamson County Trustee	Williamson County General Sessions DUI Court	\$ 69,996.40	405d	M5CS-15-07
GHSO - Multiple Vendors	Traffic Safety Marketing Campaign(s)	\$ 3,000,000.00	154PM	154PM-15-00
Tombras	Motorcycle Safety Marketing Campaign	\$ 100,000.00	405f	M9MA-15-01
GHSO - TDOT	Planning and Administration	\$ 250,000.00	402	PA-15-01

Summary	
\$ 5,000,145.30	402
\$ 13,172,110.61	154AL
\$ 3,000,000.00	154PM
\$ 873,893.18	405b
\$ 1,538,988.91	405c
\$ 3,826,513.28	405d

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Tennessee

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(Applies to sub-recipients as well as States)

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 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(Applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)
(Applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(Applies to sub-recipients as well as States)

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, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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

(Applies to sub-recipients as well as States)

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

(Applies to sub-recipients as well as States)

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.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.