



TENNESSEE HIGHWAY SAFETY OFFICE


HIGHWAY SAFETY PLAN

FFY 2023

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The mission of the Tennessee Highway Safety Office is to reduce Tennessee traffic fatalities as part of the nation's vision Toward Zero Deaths.

The Tennessee Highway Safety Office works to achieve this goal by changing driver behavior through increased education, enforcement, and community partnerships.

The State of Tennessee applied for the following incentive grants:

1. 405(b) Occupant Protection: Yes - High Use State
2. 405(c) State Traffic Safety Information System Improvements: Yes
3. 405(d) Impaired Driving Countermeasures: Yes - Mid-Range State
4. 405(d) 24-7 Sobriety Programs: No
5. 405(d) Alcohol-Ignition Interlock Law: No
6. 405(e) Distracted Driving: No
7. 405(f) Motorcyclist Safety Grants: Yes
8. 405(g) State Graduated Driver Licensing Incentive: No
9. 405(h) Nonmotorized Safety: No
10. 1906 Racial Profiling Data Collection: No

CONTENTS

CONTENTS

Commonly Used Abbreviations	4
Highway Safety Planning Process	5
Data Sources and Processes	5
Process Participants	5
Description of Highway Safety Problems	6
Methods for Project Selection	7
List of Data Sources	10
Description of Outcomes	12
Performance Report	13
Performance Plan	18
Certification	36
Program Area:	37
Planning & Administration	37
Police Traffic Services	41
Occupant Protection (Adult and Child Passenger)	56
Traffic Records	75
Impaired Driving (Alcohol and Other Drugs)	79
Distracted Driving	93
Motorcycle Safety	97
Teen Driver Safety Program	103
Non-Motorized (Pedestrian and Bicyclist)	108
Communications	111
Community Traffic Safety Program	120
Emergency Medical Services	122
Older Driver Safety	125
Training	130
Evidence-based Traffic Safety Enforcement Plan (TSEP)	134
High Visibility Enforcement (HVE) Strategies	136
Appendix	137
Capital Purchase Requests	
Comprehensive Grant List	
405c, Traffic Records Coordinating Committee (TRCC) Strategic Plan	
405d, Impaired Driving Advisory Council (IDAC) Strategic Plan	
405f, Tennessee Code Annotated	

COMMONLY USED ABBREVIATIONS

ARIDE	Advanced Roadside Impaired Driving Education	PT	Police Traffic Services
CDC	Centers for Disease Control	RADAR	Radio Detection and Ranging
CEU	Continuing Education Unit	SADD	Students Against Destructive Decisions
CPS	Child Passenger Safety	SAFE	Seatbelts Are For Everyone
DMV	Department of Motor Vehicle	SFST	Standardized Field Sobriety Training
DOSCI	Drivers Orientation Screen for Cognitive Impairment	SHSP	State Highway Strategic Plan
DRE	Drug Recognition Expert	TBI	Tennessee Bureau of Investigation
DUI	Driving Under the Influence	TCPSC	Tennessee Child Passenger Safety Center
EMS	Emergency Medical Services	TDOH	Tennessee Department of Health
FARS	Fatality Analysis Reporting System	TDOSHS	Tennessee Department of Safety and Homeland Security
FAST	Fixing America's Surface Transportation	TDOT	Tennessee Department of Transportation
FFY	Federal Fiscal Year	THP	Tennessee Highway Patrol
FHWA	Federal Highway Safety Administration	THSO	Tennessee Highway Safety Office
GDL	Graduated Driver License	TITAN	Tennessee Integrated Traffic Analysis Network
HSP	Highway Safety Plan	TN DAGC	Tennessee District Attorney Generals Conference
HVE	High Visibility Enforcement	TRCC	Tennessee Traffic Records Coordinating Committee
IDAC	Impaired Driving Advisory Council	TSRP	Traffic Safety Resource Prosecutors
JOL	Judicial Outreach Liaison	TTU	Tennessee Technological University
LEADS	Law Enforcement Aging Driver Specialist	VMT	Vehicle Miles Traveled
LEL	Law Enforcement Liaison	YTD	Year to Date
LIDAR	Light Imaging Detection and Ranging		
MADD	Mothers Against Drunk Driving		
MMUCC	Model Minimum Uniform Crash Criteria		
NDCF	National Digital Check Form		
NHTSA	National Highway Traffic Safety Administration		
OPTF	Occupant Protection Task Force		
OOH	Out of Home		
OTT	Over the Top Television		
PIO	Public Information Officer		
POST	Police Officer Standards and Training		

HIGHWAY SAFETY PLANNING PROCESS

DATA SOURCES AND PROCESSES

The Tennessee Highway Safety Office's (THSO) strategic planning process is a precise, data-driven effort consisting of problem identification, project selection, and program evaluation. The office strives for higher standards as planners, managers, and evaluators, emphasizing accountability as we continue implementing our strategy for allocating federal highway funds to state and local agencies.

These processes are utilized to determine Tennessee's traffic safety problems, goals, and program/project/activity emphasis.

PROCESS PARTICIPANTS

Several committees and stakeholders are involved in the highway safety planning process. Tennessee receives input from its Traffic Records Coordinating Committee (TRCC), Occupant Protect Task Force (OPTF), Bicycle/Pedestrian Safety Committee, and the Impaired Driving Advisory Council (IDAC). An example of this can be seen when looking at the composition of the IDAC:

- AAA (*Communication*)
- Administrative Office of the Courts (*Adjudication*)
- District Attorneys General Conference (*Prosecution*)
- Federal Highway Administration, Tennessee Division (*Data and Traffic Records*)
- Hamilton County/Chattanooga Division IV General Sessions (*Adjudication*)
- Judicial Outreach Liaison, The University of Tennessee, Knoxville (*Adjudication*)
- Local Law Enforcement Agencies (*Enforcement*)
- Metropolitan Government of Nashville Davidson County (*Probation and Parole*)
- Research, Planning, & Development/TITAN, Tennessee Department of Safety & Homeland Security (*Data and Traffic Records*)
- Tennessee Association of Chiefs of Police (*Law Enforcement*)
- Tennessee Bureau of Investigation (*Criminal Justice System, Data and Traffic Records*)
- Tennessee Department of Correction (*Corrections, Probation, and Parole*)
- Tennessee Department of Health (*Public Health*)
- Tennessee Department of Mental Health and Substance Abuse Services (*Treatment and Rehabilitation*)
- Tennessee Department of Safety and Homeland Security (*Communications and Public Relations*)
- Tennessee Department of Safety and Homeland Security (*Driver Licensing*)
- Tennessee Department of Safety & Homeland Security (*Ignition Interlock*)

- Tennessee Department of Transportation (*Data and Traffic Records*)
- Tennessee Highway Patrol (*Law Enforcement*)
- Tennessee Sheriffs' Association (*Law Enforcement*)
- Tennessee Wildlife Resources Agency (*Law Enforcement*)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The THSO and the National Highway Traffic Safety Administration (NHTSA) Regional Program Manager review the data to determine the high-priority areas that would be addressed with Section 402 and Section 405 funding in Federal Fiscal Year (FFY) 2023.

For FFY 2023, the THSO informed potential grantees that identifying any data-driven highway safety problem would garner a higher priority, but the following are characterized as high-priority areas. These include:

- Low rate of seat belt usage,
- Low rate of child passenger safety restraint usage,
- High rate of crashes with impaired as a contributing factor,
- High rate of crashes with speeding as a contributing factor,
- High rate of crashes involving drivers under 20 years old,
- High rate of crashes involving an aggressive driver,
- High rate of crashes involving a pedestrian or bicyclist,
- High rate of crashes involving an older driver, and
- High rate of crashes resulting in serious injuries or fatalities.

The specific highway safety problems that subgrantees address must be data-driven. They must identify an intervention that focuses on traffic safety problems that are statistically over-represented. To assist, agencies can request comparative analyses through the Tennessee Integrated Traffic Analysis Network (TITAN) crash analysis system maintained by the Tennessee Department of Safety & Homeland Security (TDOSHS).

It is essential to determine the cause of injuries or fatal crashes; therefore, subgrantees are encouraged to carefully review the crash data and examine problems within their community to unmask the root causes for over-representation in the data-defined problem area.

Both short and long term performance goals evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure they are consistent with the guidelines and emphasis areas established by NHTSA.

The THSO will be releasing an updated grant application guide to assist applicants in developing high-quality applications. This guide will continue to include explanations and examples for each section.

METHODS FOR PROJECT SELECTION

The FFY 2023 problem identification process began with reviewing the state's performance, utilizing 2017 to 2021 trend data. The THSO used data from the TDOSHS Research, Planning, and Development Division and subgrantees' annual reports to give management staff an understanding of the highway safety problems within Tennessee and identify productive programs and effective strategies utilized in 2020. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY 2023.

Coordination with the 2020-2024 Strategic Highway Safety Plan (SHSP) was another critical consideration. Tennessee's SHSP was developed in consultation with federal, state, local, and private sector safety stakeholders using a data-driven, multidisciplinary approach involving engineering, education, enforcement, and emergency response. Management reviewed the plan's statewide goals, objectives, and emphasis areas.

Announcements regarding the FFY 2023 highway safety program were sent (mailed and emailed) to potential state and local subgrantees, including all police chiefs and sheriffs. An example is provided at the end of this section. A notification was also posted on the THSO's website (www.TNTrafficSafety.org) and social media sites: Facebook and Twitter. The following characteristics are considered to be necessary as part of the grant application process:

- Interventions that focus on reducing injury crashes;
- Problem-identification procedures that are data-driven and that thoroughly document a local crash injury problem;
- Data collection systems that ensure high-quality crash reporting by law enforcement (e.g., accuracy and completeness of forms, supervisory oversight, training, etc.);
- Plans to link crash data to medical information concerning such variables as the severity of the injury, cost of treatment, degree of incapacitation, etc.;
- Documentation of the rationale that the intervention selected 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. The applicant must describe how the program's effectiveness will be measured and the comparison data against which the program's outcome will be evaluated; and
- 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 subgrantees were informed that a full grant proposal for FFY 2023 funding had to be submitted detailing the following:

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

METHODS FOR PROJECT SELECTION (CONT.)

The deadline for highway safety grant applications for FFY 2023 funding was April 8, 2022. A total of 412 applications (280 programmatic and 132 high visibility enforcement) were submitted to the THSO. After grant applications are received, each application is reviewed in detail to determine if it meets the THSO's goals, objectives, and project design requirements and is given a score. The THSO management team discusses the application scores and other considerations based on this analysis. These additional considerations could include:

- Current or past grant performance,
- Likelihood of the project to reduce crashes, injuries, and fatalities significantly, and
- Multi-jurisdictional nature of the project.

Once all of these items have been considered, the THSO management team can reach a consensus on which grants to award.

Funding is also a data-driven process through the use of a ranking and allocation tool that ensures counties (enforcement agencies) are funded on a comparable basis. It considers the extent of:

- Weighted fatal, injury, and property damage only crashes,
- Alcohol-related crashes,
- 15-24 aged driver crashes,
- 65+ aged crashes,
- Speeding crashes,
- Motorcycle crashes,
- Population, and
- Vehicle miles traveled in each county.

Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value.

Recommendations for funding are then made to the Commissioner of the TDOSHS, who serves as the Tennessee Governor's Representative.

A project director is assigned for each project. The project director 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 THSO is assigned to provide assistance and oversight to each subgrantee 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 support. For instance, the program manager monitors the activity of grantees, reviews claims, and makes recommendations to the director for a continuation of the program. Additional responsibilities include reviewing quarterly reports from the subgrantees, monitoring project activity on-site/virtual at least once per year, and providing general guidance and assistance when requested. Also, feedback is provided to each subgrantee regarding the strengths and weaknesses of project activities. Finally, suggestions are provided on how the subgrantee should proceed to achieve the results described in the original grant proposal if such assistance is needed.

METHODS FOR PROJECT SELECTION (CONT.)

The following table shows a tentative schedule of the highway safety program planning process and how that integrates with the grant application process.

FFY 2023 Highway Safety Program Planning Schedule (<i>Tentative</i>)	
January - February	Data collection and review for problem identification
March 1	The grant application period begins online; establish a draft budget for management review
March	Attend LEL network meetings to discuss the application process and help agencies apply for grants
April 8	Grant application deadline
May 1 – 28	Grant application review process
May 1	THSO applies for Delegated Authority for sports/media contracts
May 1	THSO applies for Delegated Grant Authority
June 8	THSO management meeting to finalize grants awards
June 16	Grant assignment meeting
June 18	Create a spreadsheet and update the online system with grant numbers, etc.
July 1	Highway Safety Plan and 405 applications due
July 1 – 31	Grant application revisions (programmatic and financial)
July 10	Meet with TDOSHS Legal about contract format and language
August 2	Spreadsheet to Public Information Officer (PIO) and then forwarded to TDOSHS for press release
August 2	Denial notices go out to subgrantees/applicants
August 4	Create subgrantee file folders
August 14 - 25	Subgrantees receive grant contracts and attachments for signatures
August-September	Grant contracts submitted to TDOSHS Finance, Legal, and Commissioner for approval
September 30	Grants awarded, with a copy placed in the subgrantee file
October 1	Grant year begins; begin work on the Annual Report
October-November	Grant orientation workshops
December 1 - 14	Closeout process complete
December 29	Annual Report due

LIST OF DATA SOURCES

The following list of data sources were utilized in the development of the FFY 2023 HSP.

- Brooks, A. (2019, October 7). Racing against the clock: improving speed and effectiveness of emergency medical service response in rural areas.
- Centers for Disease Control and Prevention (CDC). (2021, April 16). Teen Drivers. Retrieved from Centers for Disease Control and Prevention, National Center for Injury Prevention and Control: https://www.cdc.gov/transportationsafety/teen_drivers/index.html
- Hill, L. L., Rybar, J., Stowe, J., & Jahns, J. (2016, May 02). Development of a curriculum and roadside screening tool for Law enforcement identification of medical impairment in aging drivers. Retrieved from <https://injejournal.biomedcentral.com/track/pdf/10.1186/s40621-016-0078-3.pdf>
- Mothers Against Drunk Driving. (2022). Mothers Against Drunk Driving Court Monitoring Report. Tennessee: Mothers Against Drunk Driving.
- National Highway Traffic Safety Administration, U.S. Department of Transportation. (2021, April 13). Overview of Motor Vehicle Crashes in 2019. Retrieved from Traffic Safety Facts Research Notes: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813060>
- National Highway Traffic Safety Administration . (2021, April 22). Office of Emergency Medical Services. Retrieved from <https://one.nhtsa.gov/Driving-Safety/Office-of-Emergency-Medical-Services>
- National Highway Traffic Safety Administration (NHTSA). (2021, April 29). Teen Distracted Driver Data. Retrieved from Crash Stats: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812931>
- National Highway Traffic Safety Administration (NHTSA). (2021, April 16). Teen Driving. Retrieved from National Highway Traffic Safety Administration, U.S. Department of Transportation: <https://www.nhtsa.gov/road-safety/teen-driving>
- National Highway Traffic Safety Administration (NHTSA). (2021, April 15). Young Drivers. Retrieved from Traffic Safety Facts, NHTSA's National Center for Statistics and Analysis: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812753>
- National Highway Traffic Safety Administration. (n.d.). Highway Safety Program Guideline No 11 Emergency Medical Services. Retrieved from Uniform Guidelines for State Highway Safety Programs: <https://one.nhtsa.gov/nhtsa/whatsapp/tea21/tea21programs/pages/EMS.htm>
- National Highway Traffic Safety Administration. (2020, December). Traffic Safety Facts. Retrieved from <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813060>

Tennessee Commission on Aging and Disability (TCAD). (2019). The State of Aging in Tennessee – A County by County Snapshot. . Nashville: Tennessee Commission on Aging and Disability (TCAD).

Tennessee Department of Safety and Homeland Security, Tennessee Integrated Traffic Safety Analysis (TITAN). (n.d.). 2015 - 2019 data. 2021, Tennessee.

Venkatraman, V.,Richard, C.M., Magee, K., & Johnson, K. (2021, July). Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, Tenth edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration

Vespa, J., Medina, L., & Armstrong, D. M. (2020). Demographic Turning Points for the United States: Population Projections for 2020 to 2060. Washington, DC: U.S. Census Bureau.

DESCRIPTION OF OUTCOMES

The THSO shares three common performance targets with the Highway Safety Improvement Program: number of fatalities, rate of fatalities, and number of serious injuries. In addition, these performance measures are shared with our state's SHSP. The Safety Performance Measures Working Group consists of staff from the Tennessee Department of Transportation (TDOT), the TDOSHS, and the Federal Highway Administration (FHWA). The target setting process consisted of data review, trend analysis, context/ consideration of crucial factors, consensus on target setting assumptions, and discussion and agreement on draft targets. The Safety Performance Measure Working Group provided recommendations to an oversight committee, which included directors from both TDOT and the THSO. Finalized targets were presented to the executive leadership at both agencies for review and approval.

The shared targets are based on a five-year rolling average, using data from the Fatality Analysis Reporting System (FARS) for fatalities, state databases for data about serious injuries, and the TDOT for vehicle miles traveled (VMT). Consequently, some targets are increasing while others are decreasing. Despite the numbers presented in some areas, the THSO and its partners are committed to reducing fatalities and crashes in all performance areas. Our mission calls us to utilize education, enforcement, and outreach to change the apparent trends fostering and sustaining changes in driver behavior.

Tennessee is a supporter of the safe system approach. The state's SHSP is the building document for the state's plan to implement a safe systems approach. According to the FHWA, there are six leading principles to this approach:

1. Deaths and serious injuries are unacceptable,
2. Humans make mistakes,
3. Humans are vulnerable,
4. Responsibility is shared,
5. Safety is proactive, and
6. Redundancy is crucial.

While the current version of the SHSP is not currently designed to follow the exact phrasing of a safe systems approach, the SHSP committee plans to start forming the current document to align with the safe system approach.

PERFORMANCE REPORT

The table below shows Tennessee's progress to meet the performance targets from the FFY 2022 Highway Safety Plan.

Performance Measure	Progress
C-1) Number of Traffic Fatalities (FARS)	In progress
C-2) Number of Serious Injuries in Traffic Crashes (state crash data files)	In progress
C-3) Fatalities/VMT (FARS, FHWA)	In progress
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	In progress
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of	In progress
.08 and Above (FARS)	In progress
C-6) Number of Speeding-Related Fatalities (FARS)	In progress
C-7) Number of Motorcyclist Fatalities (FARS)	In progress
C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)	In progress
C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	In progress
C-10) Number of Pedestrian Fatalities (FARS)	In progress
C-11) Number of bicyclists fatalities (FARS)	In progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In progress
P-1) Distracted Driving Fatalities	In progress
P-2) Paid Media Impressions	In progress
P-3) Earned Media Engagements	Achieved
P-4) Unique Visitors on TNTrafficSafety	In progress
P-5) EMS Grants	Achieved
P-6) L.E.A.D.S. Trained	In progress
P-7) Classroom Attendance	In progress
P-8) Traffic Records	Achieved

PERFORMANCE MEASURE: C-1) NUMBER OF TRAFFIC FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of traffic fatalities set on a five-year rolling average. The FFY 2022 HSP set a shared target of 1,201.4. For 2017-2021, Tennessee has seen a preliminary five-year rolling average of 1,148.8 traffic fatalities.

PERFORMANCE MEASURE: C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

Progress: In Progress

The THSO will strive to meet the target measure for the number of serious injuries set on a five-year rolling average. The FFY 2022 HSP set a shared target of 5,588.6. For 2017-2021, Tennessee has seen a preliminary five-year rolling average of 6069.41 serious injuries.

PERFORMANCE MEASURE: C-3) FATALITIES/VMT (FARS, FHWA)

Progress: In Progress

The THSO will strive to meet the target measure for the number of fatalities per VMT set on a five-year rolling average. The FFY 2022 HSP set a shared target of 1.476. For 2017-2021, Tennessee has seen a preliminary five-year rolling average of 1.418 fatalities per VMT.

PERFORMANCE MEASURE: C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of unrestrained passenger vehicle occupant fatalities, all seat positions. The FFY 2022 HSP set a target of 322, a 6.12 percent reduction from the 2019 baseline. As of April 21, 2022, Tennessee has seen 129 unrestrained vehicle occupant fatalities.

PERFORMANCE MEASURE: C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of fatalities in crashes involving a driver or operator with a BAC of .08 and above. The FFY 2022 HSP set a target of 257, a 1.7 average percent reduction from a 2017-2019 baseline. As of April 21, 2022, Tennessee has seen 51 fatalities in crashes involving a driver or operator with a BAC of .08 and above.

PERFORMANCE MEASURE: C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of speeding-related fatalities. The FFY 2022 HSP set a target of 170, a 5.56 percent reduction from a 2019 baseline. As of April 21, 2022, Tennessee has seen 40 speeding-related fatalities.

PERFORMANCE MEASURE: C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of motorcycle fatalities. The FFY 2022 HSP set a target of 177 fatalities, a 12.43 percent increase from a 2019 baseline. As of April 21, 2022, Tennessee has seen 21 motorcycle fatalities.

PERFORMANCE MEASURE: C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of unhelmeted motorcyclist fatalities. The FFY 2022 HSP set a target of 21, a 5.00 percent increase from a 2019 baseline. As of April 21, 2022, Tennessee has seen two unhelmeted motorcycle fatalities.

PERFORMANCE MEASURE: C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of drivers age 20 or younger involved in fatal crashes. The FFY 2022 HSP set a target of 149, a 1.32 percent reduction from a 2019 baseline. As of April 21, 2022, Tennessee has seen 37 young drivers involved in fatal crashes.

PERFORMANCE MEASURE: C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of pedestrian fatalities. The FFY 2022 HSP set a target of 203, a 36.24 percent increase from a 2019 baseline. As of April 21, 2022, Tennessee has seen 50 pedestrian fatalities.

PERFORMANCE MEASURE: C-11) NUMBER OF BICYCLISTS FATALITIES (FARS)

Progress: In Progress

The THSO will strive to meet the target measure for the number of bicyclists fatalities. The FFY 2022 HSP set a target of five, a 28.57 percent decrease in bicycle fatalities from a 2019 baseline. As of April 21, 2022, Tennessee has seen three bicyclist fatalities.

PERFORMANCE MEASURE: B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)

Progress: In Progress

The University of Tennessee Center for Transportation Research submitted Tennessee's initial updated roadway segment sample to NHTSA on December 15, 2021. NHTSA informed the THSO that the sample was fully compliant with the Uniform Criteria for State Observational Surveys of Seat Belt Use on April 14. Field observations began on April 21. The Center for Transportation Research anticipates that observations will be complete no later than May 27 (before the Memorial Day holiday weekend). Data entry and analysis will continue beyond the conclusion of field observation efforts.

PERFORMANCE MEASURE: P-1) DISTRACTED DRIVING FATALITIES

Progress: In Progress

The THSO will strive to meet the target measure for the number of distracted driving fatalities. The FFY 2022 HSP set a target of 53 distracted driving fatalities, a decrease of 12.79 percent from a 2019 baseline. As of April 30, 2021, Tennessee has seen 19 distracted driving fatalities.

PERFORMANCE MEASURE: P-2) PAID MEDIA IMPRESSIONS

Progress: In Progress

The THSO will strive to meet the target measure for paid media impressions. The FFY 2022 HSP set a target of over 70 million impressions during the calendar year. As of May 1, 2022, the THSO has had 18,668,646 impressions over three campaigns.

PERFORMANCE MEASURE: P-3) EARNED MEDIA ENGAGEMENTS

Progress: Achieved

The THSO achieved the target measure for earned media engagements. The FFY 2022 HSP set a target of 250,000 engagements during the calendar year. Facebook/Instagram changed to Meta back in the fall of 2021. The company has revamped their analytics/business suite. The THSO currently has a reach of 382,288.

PERFORMANCE MEASURE: P-4) UNIQUE VIEWERS ON TNTRAFFICSAFETY.ORG

Progress: In Progress

The THSO will strive to meet the target measure for unique viewers on TNTrafficSafety.org. The FFY 2022 HSP set a target of 110,500 unique viewers. As of April 30, 2021, Tennessee has seen 42,867 unique viewers.

PERFORMANCE MEASURE: P-5) EMS GRANTS

Progress: Achieved

The THSO achieved the target measure for EMS grants. The FFY 2022 HSP set a target of awarding four grants: one per LEL region. This target measure was achieved during the fiscal year by awarding eight grants (at least one per each LEL region).

PERFORMANCE MEASURE: P-6) L.E.A.D.S. TRAINED

Progress: In Progress

The THSO will strive to achieve the target measure for the number of individuals trained as Law Enforcement Aging Driver Specialist (L.E.A.D.S). The FFY 2022 HSP set a target of training 60 individuals. Currently, no classes have been held, but are planned to happen later this year.

PERFORMANCE MEASURE: P-7) CLASSROOM ATTENDANCE

Progress: In Progress

The THSO will strive to achieve the target measure for the percentage of classroom attendance. The FFY 2022 HSP set a target of maintaining classroom attendance at 85 percent participation or higher during the federal fiscal year. As of May 24, 2022, the classroom attendance rate is 89.14 percent.

PERFORMANCE MEASURE: P-8) TOXICOLOGY RESULTS REPORTED ON CRASH REPORTS

Progress: Achieved

The THSO, through TITAN and the TRCC, achieved the target set forth to improve the percentage of toxicology results reported on crash reports from the March 2021 baseline of 70.9 percent to 75 percent by March 2022.

Start Date	End Date	Percentage of Reports
April 1, 2019	March 31, 2020	64.5%
April 1, 2020	March 31, 2021	70.9%
April 1, 2021	March 31, 2022	75.1%

PERFORMANCE PLAN

The table below shows Tennessee's performance targets for FFY 2023.

Performance Measure Name Target	Target Metric Type	Target	Target Start Year	Target End Year
C-1) Number of Traffic Fatalities (FARS)	Numeric	1,308.2	2019	2023
C-2) Number of Serious Injuries in Traffic Crashes (state crash data files)	Numeric	6069.4	2019	2023
C-3) Fatalities/VMT (FARS, FHWA)	Numeric	1.601	2019	2023
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Numeric	408	2020	2023
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS)	Numeric	290	2016-2020	2023
C-6) Number of Speeding-Related Fatalities (FARS)	Numeric	205	2020	2023
C-7) Number of Motorcyclist Fatalities (FARS)	Numeric	168	2020	2023
C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)	Numeric	15	2020	2023
C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes	Numeric	177	2020	2023
C-10) Number of Pedestrian Fatalities (FARS)	Numeric	219	2020	2023
C-11) Number of Bicyclists Fatalities (FARS)	Numeric	11	2020	2023
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Percentage	90	2023	2023
P-1) Distracted Driving Fatalities	Numeric	83	2020	2023
P-2) Paid Media Impressions	Numeric	80,000,000	2023	2023
P-3) Earned Media Engagements	Numeric	1,250,000	2023	2023
P-4) Unique Visitors on TNTrafficSafety	Numeric	112,000	2023	2023
P-5) EMS Grants	Numeric	4	2022	2023
P-6) L.E.A.D.S. Trained	Numeric	60	2022	2023
P-7) Class Attendance	Percentage	85	2022	2023
P-8) Toxicology Results Reported on Crash Reports	Percentage	78	2022	2023

CORE PERFORMANCE MEASURE: C-1) NUMBER OF TRAFFIC FATALITIES (FARS)

Historical Data and Trends

The number of traffic fatalities in Tennessee for 2021 increased marking the 6th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand three hundred twenty-seven (1,327) fatalities occurred during calendar year 2021. This marked a 9 percent increase in fatalities over 2020. Current YTD fatalities as of June 1, 2022, show 31 fewer fatalities over the same date in 2021.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. These increases continued into 2021 with 7 months of fatalities being greater than the corresponding month in 2020.

Current Environment and Target Considerations

Inflation in the United States increased to 8.5 percent in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling¹ found that more than 30 percent of Americans said they have cut spending on fuel and 50 percent have postponed or modified travel and vacation plans. Gasoline was up 48 percent at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from Tennessee's Strategic Highway Safety Plan² are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1,308.2 for the 2019-2023 target setting performance cycle. This target assumes a 5.1 percent increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

¹American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

²Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

CORE PERFORMANCE MEASURE: C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

Historical Data and Trends

The decrease Tennessee has been experiencing in serious injuries since 2015 has begun to stabilize. A 19 percent decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018 and continued to decrease until 2020. From 2020 to 2021 there was an increase of 8.7 percent. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. The decrease in serious injuries was likely an effect of updating the crash report to meet FHWA's requirement. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.¹

Current Environment and Target Considerations

Inflation in the United States increased to 8.5 percent in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling² found that more than 30 percent of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48 percent at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from Tennessee's Strategic Highway Safety Plan³ are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process. Leadership approved a target of 6,069.4 for the 2019-2023 target setting performance cycle. This target was based on modeling conducted by the Tennessee Department of Safety and Homeland Security.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

¹Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available: <https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

²American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

³Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

CORE PERFORMANCE MEASURE: C-3) FATALITIES/VMT (FARS, FHWA)

Historical Data and Trends

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8 percent and rebounded by 8.4 percent in 2021. There was a seven percent increase in fatalities from 2019 to 2020 and another 9% increase from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2¹ were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

Current Environment and Target Considerations

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5 percent in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling² found that more than 30 percent of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48 percent at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25 percent in 2022 and increase by 0.5 percent in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 1,308.2 fatality number target to obtain the 1.601 target for the 2019-2023 target setting performance cycle.

Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1.601 for the 2019-2023 target setting performance cycle. This target assumes a 0.25 percent increase in VMT for 2022 and another 0.5 percent increase in VMT in 2023.

Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

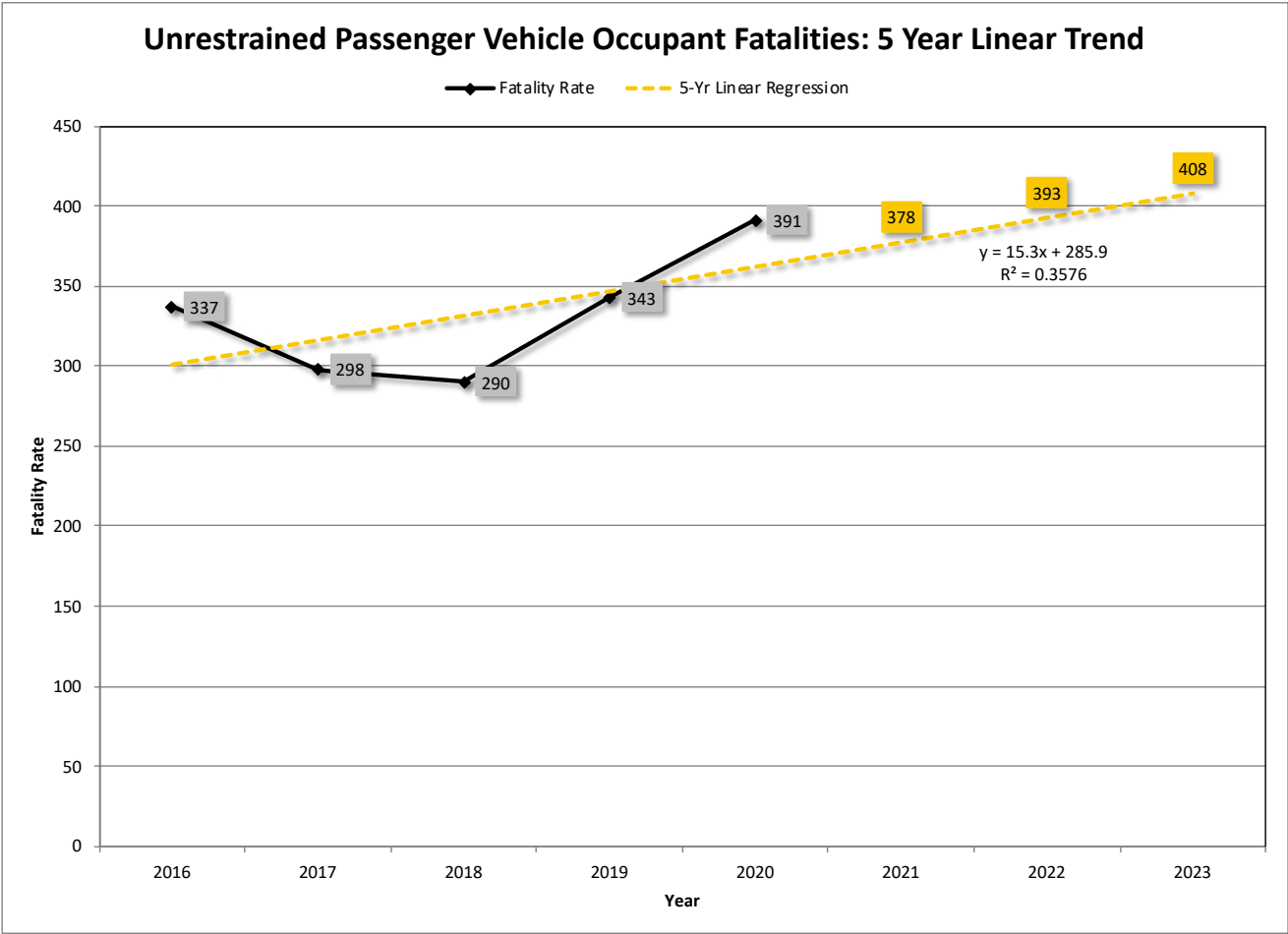
REFERENCES

¹Federal Highway Administration, Office of Highway Policy Information, 2020, State Tables Vehicle-miles of travel, by functional system, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

²American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

CORE PERFORMANCE MEASURE: C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

While it is always the intent of the THSO to decrease unrestrained passenger fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of unrestrained passenger vehicle fatalities by limiting the number to no more than 408 fatalities (a 4.17 percent increase from the 2020 year baseline of 391) by December 31, 2023 (five-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



CORE PERFORMANCE MEASURE: C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)

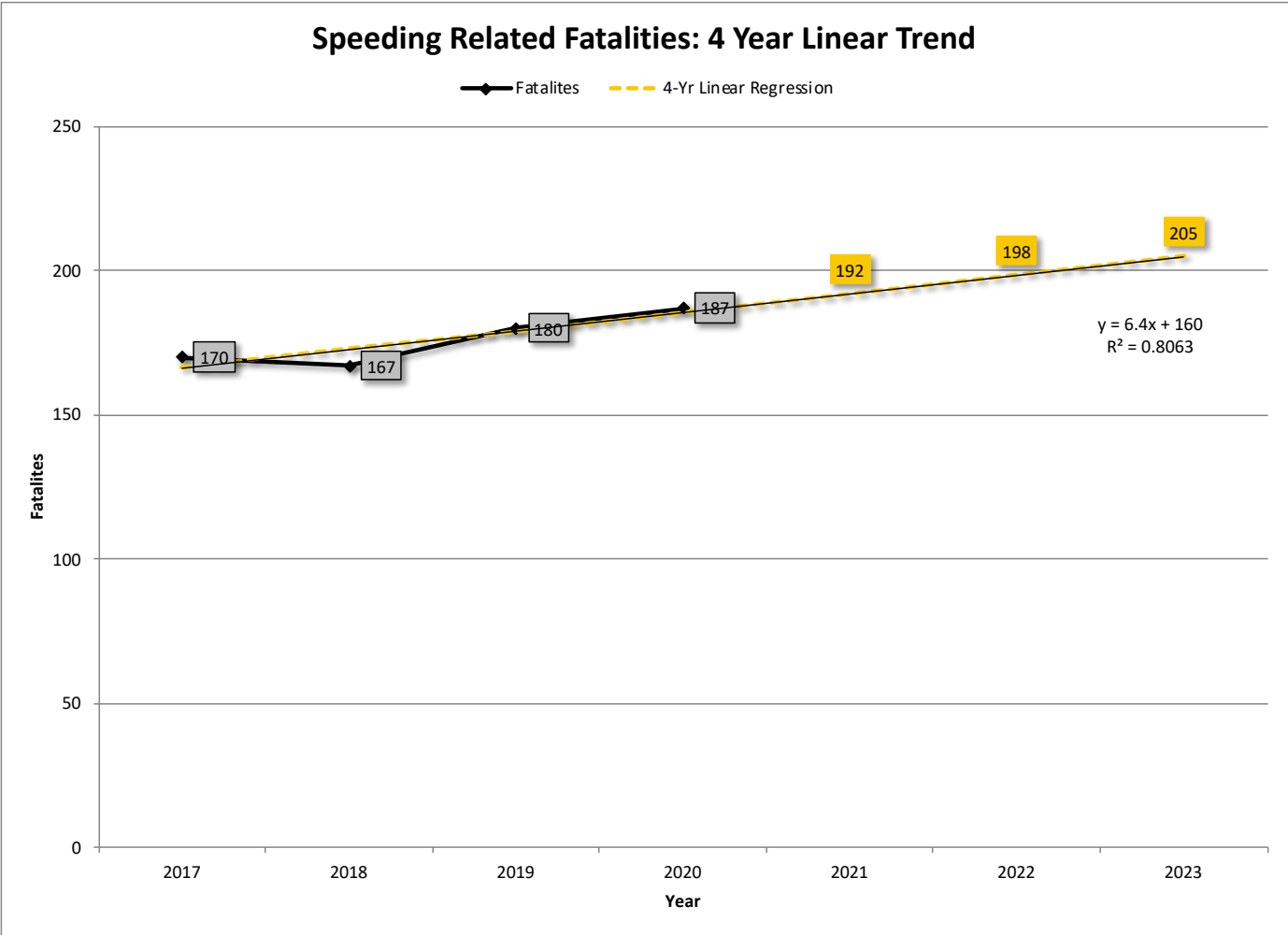
While it is always the intent of the THSO to decrease alcohol-impaired fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of alcohol-impaired fatalities by limiting the number to no more than 290 fatalities (an 8.50 percent increase from the 2016 to 2020 average year baseline of 267) by December 31, 2023 (five-year alternative baseline analysis). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.

Five Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2011 - 2015 Avg.	271	2018	243	-10.3%
2012 - 2016 Avg.	265	2019	289	9.2%
2013 - 2017 Avg.	258	2020	326	26.6%
Current Mutli-Year Base		Target Year	Estimate	Avg % Change
2016 - 2020 Avg.	267	2023	290	8.5%

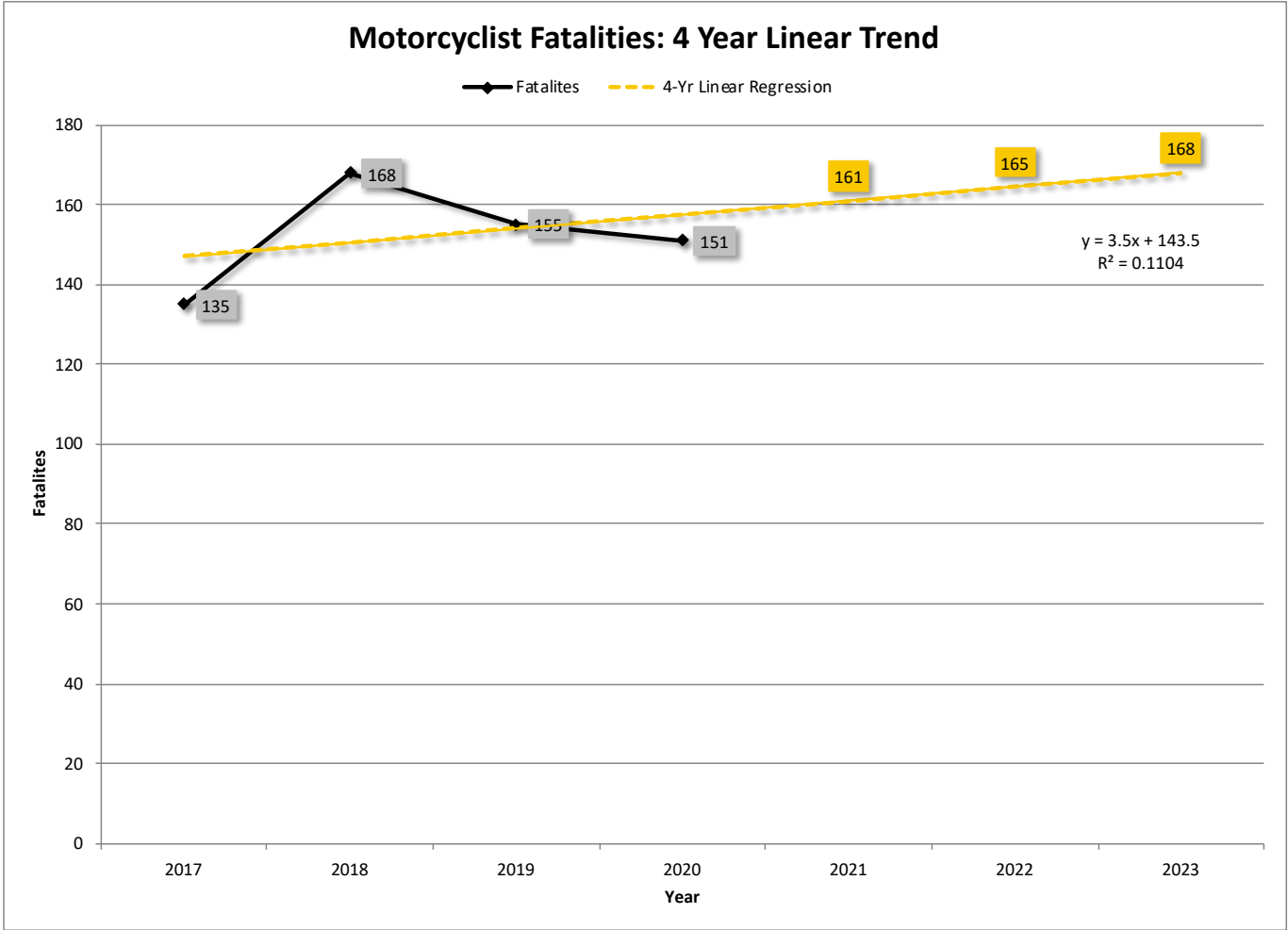
CORE PERFORMANCE MEASURE: C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

While it is always the intent of the THSO to decrease speeding-related fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of speeding-related fatalities by limiting the number to no more than 205 fatalities (an 8.78 percent increase from the 2020 year baseline of 187) by December 31, 2023 (four-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



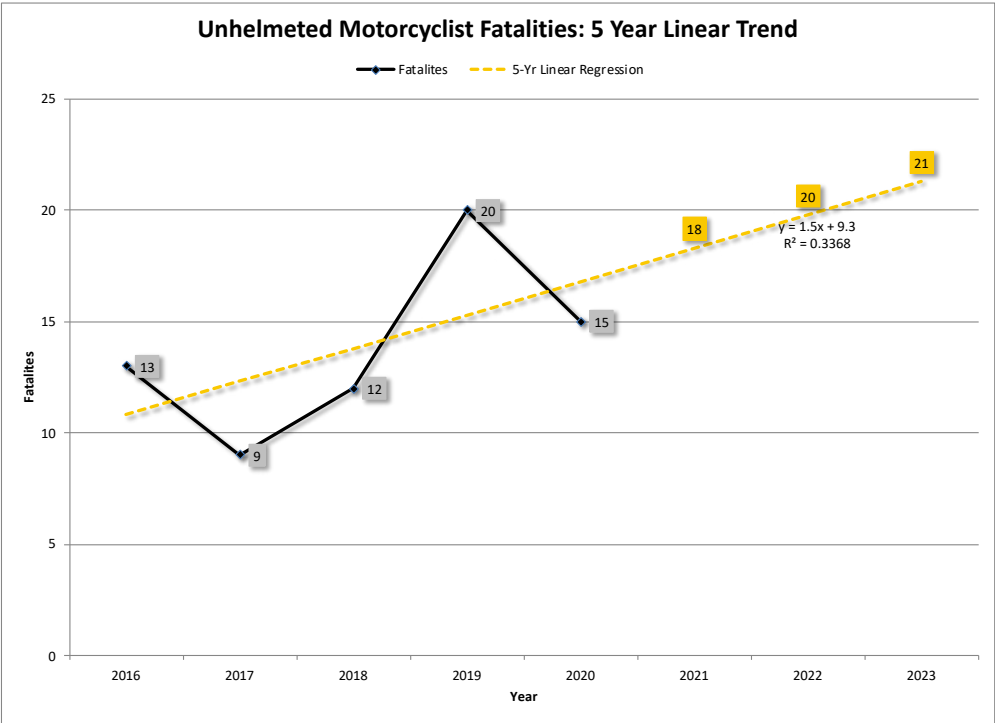
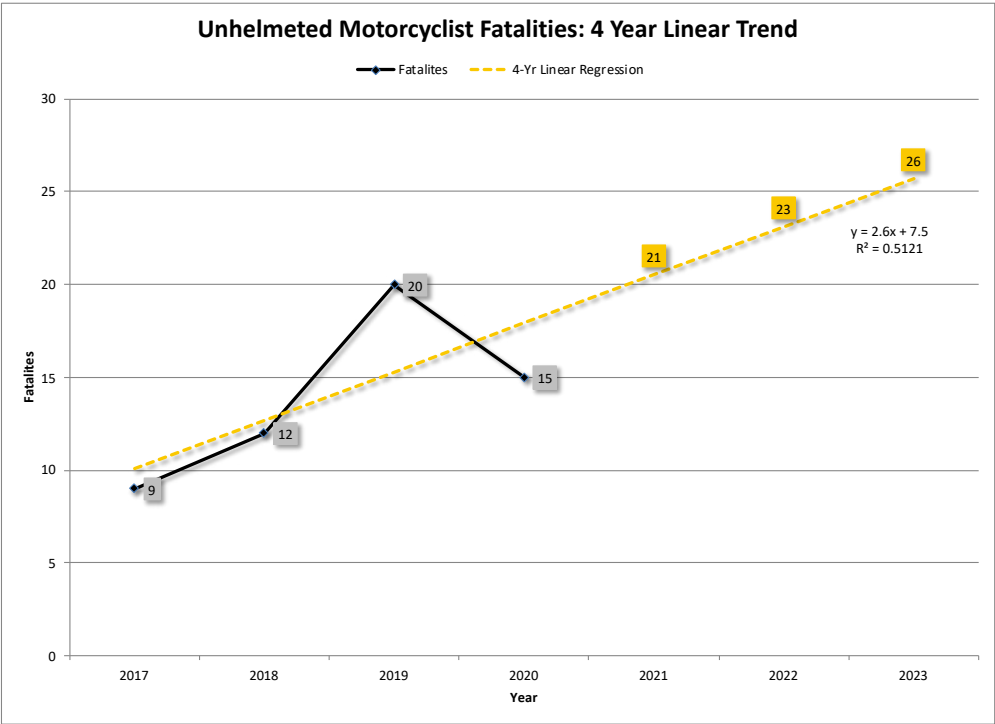
CORE PERFORMANCE MEASURE: C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)

While it is always the intent of the THSO to decrease motorcycle fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of motorcycle fatalities by limiting the number to no more than 168 fatalities (a 10.12 percent increase from the 2020 year baseline of 151) by December 31, 2023 (four-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



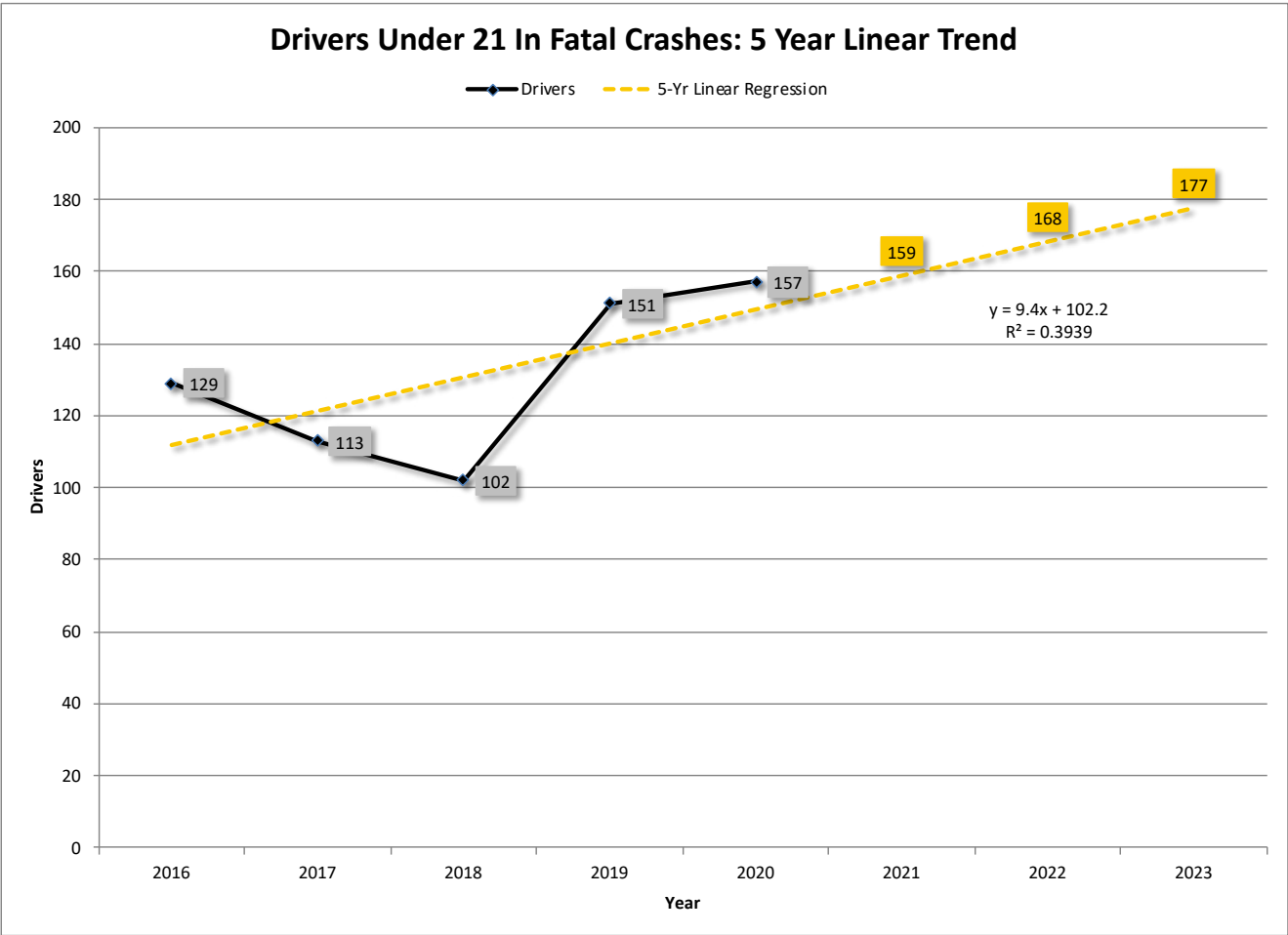
CORE PERFORMANCE MEASURE: C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)

The THSO will strive to maintain or improve upon the number of un-helmeted motorcycle fatalities from the baseline number in 2020 of 15 by December 31, 2023. While the THSO acknowledges that all trend analyses show an increase, this is due to a record number in 2019. Renewed partnerships, education, and owned media campaigns within the integrated communications plan will help achieve or better this maintenance target.



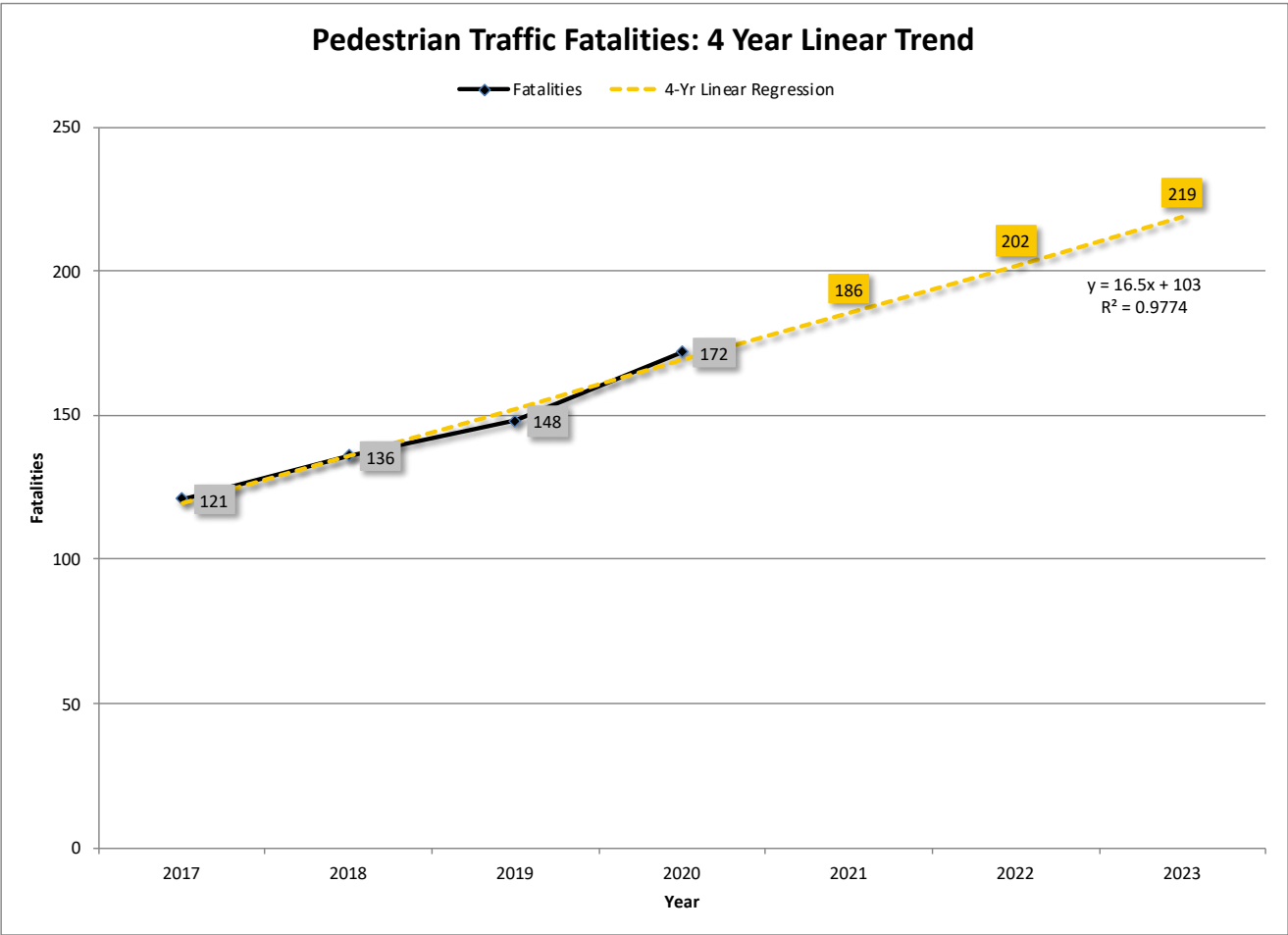
CORE PERFORMANCE MEASURE: C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

While it is always the intent of the THSO to decrease young driver fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of drivers age 20 and younger fatalities by limiting the number to no more than 177 fatalities (an 11.30 percent increase from the 2020 year baseline of 157) by December 31, 2023 (five-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



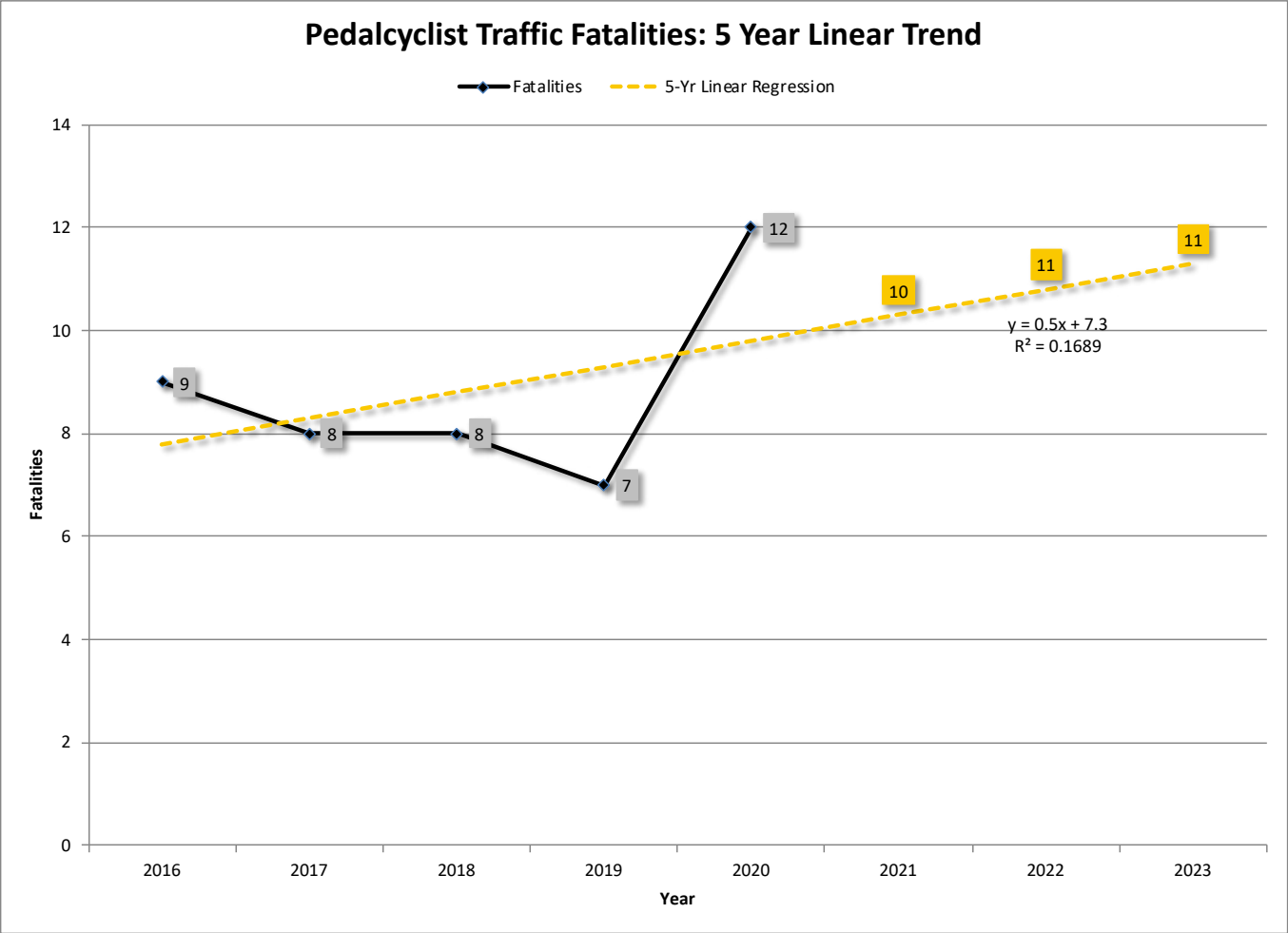
CORE PERFORMANCE MEASURE: C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)

While it is always the intent of the THSO to decrease pedestrian fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of pedestrian fatalities by limiting the number to no more than 219 fatalities (a 21.46 percent increase from the 2020 year baseline of 177) by December 31, 2023 (four-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



CORE PERFORMANCE MEASURE: C-11) NUMBER OF BICYCLISTS FATALITIES (FARS)

The THSO will strive to decrease bicycle fatalities by 8.33 percent from a 2020 baseline of 12 to 11 by December 31, 2023 (five-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.

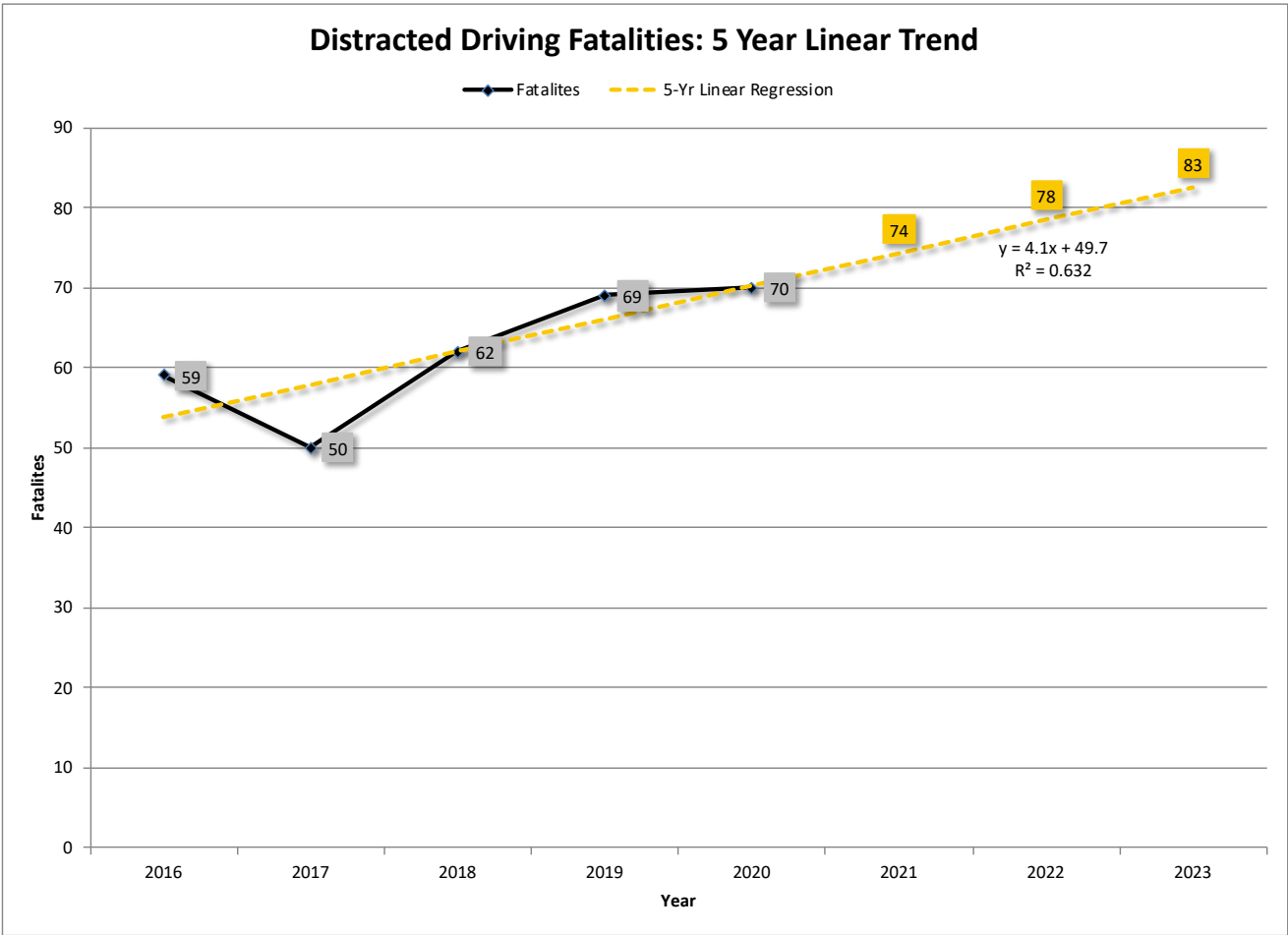


BEHAVIORAL PERFORMANCE MEASURE: B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)

The THSO will strive to maintain an observed seat belt usage rate at or above 90 percent through FFY 2023.

PROGRAM PERFORMANCE MEASURE: P-1) DISTRACTED DRIVING FATALITIES

While it is always the intent of the THSO to decrease distracted driving fatalities on our roadways, this target was set by utilizing historical data and trends. The THSO will improve upon the data-driven trend of an increased number of distracted driving fatalities by limiting the number to no more than 83 (an 18.57 percent average increase from the 2020 year baseline of 70) by December 31, 2023 (five-year linear trend). This will be accomplished through education and enforcement efforts in awarded grants, along with advertising efforts in alignment with the integrated communications plan.



PROGRAM PERFORMANCE MEASURE: P-2) PAID MEDIA IMPRESSIONS

The THSO will increase paid media impressions to no less than 80 million impressions by December 31, 2023. Impressions are generally defined as any interaction with a piece of media content and an audience member.

PROGRAM PERFORMANCE MEASURE: P-3) EARNED MEDIA ENGAGEMENTS

The THSO will increase earned media to 1,250,000 combined “reach” (Meta-Facebook/Instagram and “impressions” (Twitter) by December 31, 2023.

PROGRAM PERFORMANCE MEASURE: P-4) UNIQUE VISITORS ON TNTRAFFICSAFETY

The THSO will increase public awareness among Tennessee constituents, program providers, educators, law enforcement, and other safety advocates through the www.TNTrafficSafety.org website by having more than 112,000 unique visitors by December 31, 2023.

PROGRAM PERFORMANCE MEASURE: P-5) EMS GRANTS

The THSO will provide at least four training grants, one to each LEL region in the state, to emergency medical professionals by September 30, 2023. Since Tennessee is mostly rural, response times for an ambulance can range from 10-30 minutes. By receiving effective training to treat and transport crash victims within the “Golden Hour,” these grants can make the difference in the prevention of another fatality on Tennessee roadways.

PROGRAM PERFORMANCE MEASURE: P-6) L.E.A.D.S. TRAINED

The THSO will train 60 individuals as L.E.A.D.S. by September 30, 2023. L.E.A.D.S. is a POST certified training designed to help law enforcement identify and maximize the safety needs of high risk older drivers at the local community level in Tennessee.

PROGRAM PERFORMANCE MEASURE: P-7) CLASS ATTENDANCE

The THSO will maintain classroom attendance of 85 percent participation or higher throughout FFY 2023. The training program offers a diverse series of classes to target highway safety issues throughout the fiscal year. While the THSO and its partners offer many classes, having a good attendance in each class maximizes the effective use of money spent.

PROGRAM PERFORMANCE MEASURE: P-8) TOXICOLOGY RESULTS REPORTED ON CRASH REPORTS

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Citation/Adjudication**

The THSO, through TITAN and the TRCC, will improve the percentage of toxicology results reported on crash reports from the March 2022 baseline of 75.1 percent to 78 percent by March 2023..

CERTIFICATION

State Highway Safety Plan performance targets are identical to the State Department of Transportation targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the Highway Safety Improvement plan annual report, as coordinated through the State SHSP.

I certify: **Yes**

Grant Funded Activity	Citations	Fiscal Year
A-1) Number of seat belt citations issued during grant-funded enforcement activities	10,484	2021
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	3,790	2021
A-3) Number of speeding citations issued during grant-funded enforcement activities	50,884	2021

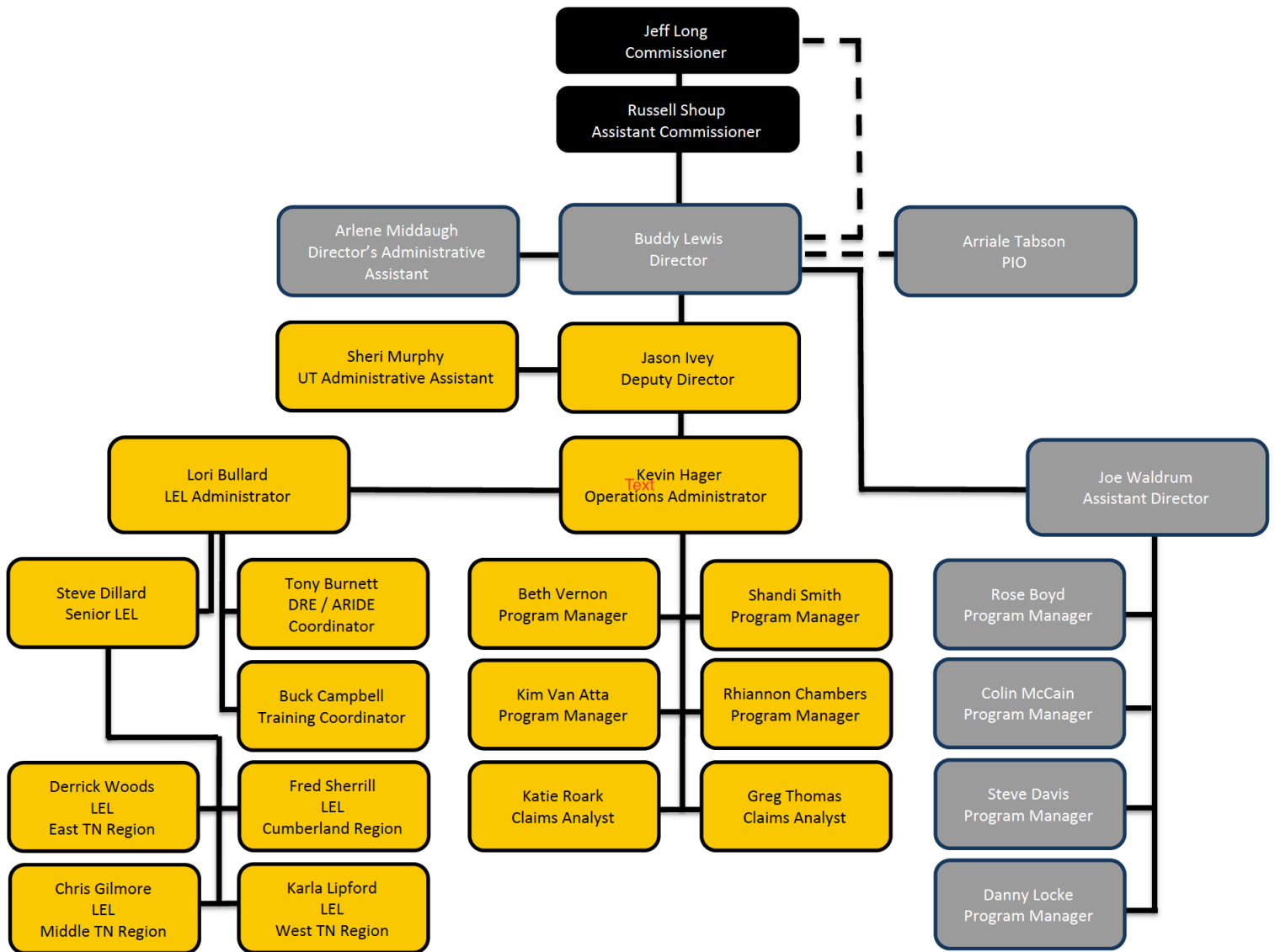
PROGRAM AREA: PLANNING & ADMINISTRATION

In an effort to reduce fatalities and serious injuries on Tennessee roads, the THSO administers programs focusing upon the behavioral aspects of highway safety through partnerships with law enforcement, judicial personnel, and community advocates. The objectives of the THSO are to:

- Develop and prepare the Highway Safety Plan (HSP) and develop and prepare additional plans as required. Establish priorities for highway safety funding.
- Develop and prepare the Annual Report.
- Provide information and assistance to prospective grantees on program benefits, procedures for participation, and development plans.
- Coordinate and facilitate training and public information activities for grantees.
- 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 HSP. Coordinate the HSP with other federally and non-federally funded programs related to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting Tennessee'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 the knowledge, attitude, and behavior of drivers to reduce crashes, injuries, and deaths.

A 50 percent state match is provided for state employee resources to complete the above objectives. An organizational chart of the highway safety office as of July 1, 2022, can be found on the following page.

THSO Organizational Chart



Legend

Black – State Funded, TDOSHS Senior Management

Gray – State Funded, THSO Staff

Yellow – Grant Funded, THSO Staff

PLANNED ACTIVITY: PLANNING & ADMINISTRATION

Planned activity number: **PA-23-00**

Planned Activity Description

Planning and administration funds provide the staff and resources to implement and manage highway safety programs to meet the goals and objectives of the highway safety office to reduce crashes, injuries, and fatalities on Tennessee roadways. Further, staff identify their highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state. The Commissioner of the TDOSHS serves as the designated governor's highway safety representative, while the director of the THSO fulfills the role of the state's coordinator of activity. The THSO employs a planning and administration staff of eight full-time state employees.

Intended Subrecipients

The intended subrecipient will be the State of Tennessee. The state will provide a 50 percent match of these funds.

BUDGET SOURCE(S): PLANNING & ADMINISTRATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$500,000	\$500,000	\$0

PLANNED ACTIVITY: UNIVERSITY OF TENNESSEE PROGRAM ADMINISTRATION

Planned activity number: **UTPA-23-00**

Planned Activity Description

Planning and administration funds provide the staff and resources to implement and manage highway safety programs to meet the goals and objectives of the highway safety office to reduce crashes, injuries, and fatalities on Tennessee roadways. Further, staff identify their highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state. The THSO employs nine full-time positions funded by a University of Tennessee grant.

Intended Subrecipients

The intended subrecipient of this planned activity will be the University of Tennessee, Knoxville.

BUDGET SOURCE(S): UT PROGRAM ADMINISTRATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	154 Transfer Funds-AL	154 Alcohol	\$300,000	---	\$0
2022	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$200,000	\$50,000	---
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$900,000	\$225,000	\$0

PROGRAM AREA: POLICE TRAFFIC SERVICES

Police Traffic Services program grants are highly effective in reducing traffic-related injuries and fatalities through prevention efforts, public information and education, selective enforcement countermeasures, and the use of the community's public or private resources to identify and address 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 program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

Major police traffic services grants include the following:

- Enforcement of traffic laws;
- Training in traffic enforcement skills;
- Crash and injury prevention activities such as leadership and outreach in communities to encourage seat belt and child safety seat use, use of helmets, and use of protective gear; and
- Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, and other unsafe driving behaviors.

Grants will be awarded in the following areas:

- Targeted Traffic Law Enforcement (multiple violations),
- Program Administration (LEL Program),
- Network Coordinator Program,
- High Visibility Enforcement,
- Distracted Driving Enforcement (see Distracted Driving section),
- Specialized Motorcycle Safety Enforcement,
- Emergency Medical Services (see Emergency Medical Services section),
- Older Driver Safety (see Older Driver Safety section),
- Bicycle and Pedestrian Safety (see Bicycle and Pedestrian Safety), and
- Training Program (see Training section).

SPEEDING AND AGGRESSIVE DRIVING

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash. Speed also affects your safety even when you are driving at the speed limit but too fast for road conditions, such as during bad weather, when a road is under repair, or in an area at night that isn't well lit. Speeding endangers not only the life of the speeder but all of the people on the road around them, including law enforcement

officers. For more than two decades, speeding has been involved in approximately one-third of all motor vehicle fatalities. In 2019 there were 9,478 fatalities in crashes where at least one driver was speeding, 26 percent of total traffic fatalities for the year. Additionally, 31 percent of male drivers in the 15 to 20-year-old age group and 18 percent of female drivers in the 21-24-year-old age group involved in fatal crashes in 2019 were speeding, the highest among the age groups. (NHTSA Traffic Safety Facts 2019 Data)

The following chart shows fatalities caused by speed in Tennessee compared to overall fatalities for the years of 2016 to 2020.

Tennessee Speeding Related Fatalities					
	2016	2017	2018	2019	2020
Total Fatalities	1,037	1,024	1,040	1,136	1,217
Speeding Related Fatalities	183	170	167	180	187

*Source:
2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 04 May 2022.
After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 04 May 2022. (FTS)"*

Aggressive drivers are high-risk drivers. They are more likely to drink and drive, speed, or drive unbelted even when not being aggressive. They often behave as though their vehicle provides anonymity, allowing them to take out driving (and non-driving related) frustrations on others. As a result, their frustration levels are high, and their concern for other motorists is low; they consider vehicles as objects and fail to consider the human element involved. Roadway congestion is a major 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 individually, do not represent aggression. These behaviors include the following:

- Disregarding 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, and
- Driving with a suspended license.

LAW ENFORCEMENT LIAISON (LEL) PROGRAM

The LEL program provides short and long-term planning, along with management practices from the Police Traffic Services program in Tennessee. The program includes an LEL Administrator that supervises the LEL program and reports directly to the Deputy Director of the highway safety office. There are four LELs located regionally throughout the state, along with a Statewide Training Coordinator and a Statewide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) Training Coordinator. A Senior LEL provides direct supervision of the four regional LELs and reports directly to the LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL and the training coordinators have a training responsibility related to highway safety enforcement and/ or prevention. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

The regional LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. Network coordinators (see the following section) assist their LELs with this endeavor. LELs and network coordinators regularly emphasize the importance of enforcement countermeasures during network meetings to encourage them to be a part of the agency's culture. Strategies discussed include stationary patrols, mobile patrols, high visibility enforcement, corridor safety programs, and neighborhood speed watch. Those strategies and implementation of the proposed projects will increase driver awareness regarding certain behaviors, leading to a reduction in the number of fatalities, injuries, and crashes on Tennessee roads.

NETWORK COORDINATOR PROGRAM

The local area network coordinators are called upon to make a significant 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 THSO initiatives all require an extensive time commitment from the network coordinator. Therefore, network coordinators have several responsibilities:

- Assist the regional LEL as required;
- Promote public awareness through announced checkpoints and earned media throughout the network;
- Participate in the national/state campaigns as directed by the THSO;
- Solicit network agencies to participate in national campaigns;
- Conduct monthly/quarterly network meetings;
- Participate in THSO-sponsored press events;
- Participate in THSO training events (to be available as an instructor if qualified);
- Personally contact each chief of police and sheriff or representative in the local area network to explain the THSO campaigns and solicit agency participation;
- Serve as data collectors for law enforcement statistics for each THSO campaign;

- Attend THSO meetings as directed;
- Attend at least one regional LEL meeting during the grant period; and
- Other duties may be assigned by the THSO/LEL.

Network meetings provide a venue for law enforcement professionals to receive training and learn about new initiatives and best practices. In addition, network coordinators will continue to assist agencies with daily operations and provide technical assistance when needed.

The networks will continue to strengthen highway safety partnerships and encourage participation in enforcement campaigns to decrease the number of crashes, injuries, and fatalities on Tennessee's roadways.

HIGH VISIBILITY ENFORCEMENT (HVE)

HVE combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes included increased publicity and written warnings to the public.

The HVE concept is a departure from traditional law enforcement traffic 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. A coordinated communication strategy and publicity support it. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the traffic safety of their community.

These grants are a one-year grant award of approximately \$5,000, with a minimum of \$1,000 included in the personnel budget for active enforcement. Agencies that receive a programmatic grant are typically ineligible to receive the HVE grant.

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

Choosing a location that is a high-volume traffic area will assist with the visibility of enforcement efforts; people will see officers enforcing traffic laws. This helps create general deterrence and voluntary compliance with 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 with 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 DUI 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 enforcement should coordinate with specialized campaigns such as Booze It and Lose It and NHTSA's 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.

DISTRACTED DRIVING ENFORCEMENT

Distracted driving occurs when a driver's attention is diverted from driving. According to *Countermeasures That Work, Tenth Edition*, "Two in five drivers (42.3%) admitted to reading text messages while driving in the past 30 days, and nearly one-third (31.5%) had sent text messages." To combat distracted driving in Tennessee, a hands-free law was adopted, making it illegal for a driver to hold a cellphone or mobile device with any part of their body. This will make enforcement easier and Tennessee's roadways safer. For more information about distracted driving in Tennessee, along with funding for this project, see the distracted driving section.

SPECIALIZED MOTORCYCLE SAFETY ENFORCEMENT

The THSO, utilizing TITAN data, determined that Tennessee had a targeted problem with motorcycle fatalities and crashes. A pilot program was initiated in 2019. Data was used to determine the counties that would benefit the greatest from this initiative. A three-year data set was utilized to determine the locations and the most effective months for targeted, specialized enforcement to occur.

Note, these grants are for motorcycle safety, which means that it does not only focus on motorcyclists that perform risky behaviors but also focuses on motorists that endanger motorcyclists.

The THSO will offer the opportunity to select law enforcement agencies in FFY 2023.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-1) Number of Traffic Fatalities (FARS)	Five-Year	Numeric	1,308.2	2019	2023
C-2) Number of Serious Injuries in Traffic Crashes (state crash data files)	Five-Year	Numeric	6,069.4	2019	2023
C-3) Fatalities/VMT (FARS, FHWA)	Five-Year	Numeric	1.601	2019	2023
C-6) Number of Speeding-Related Fatalities (FARS)	Four-Year	Numeric	205	2020	2023

COUNTERMEASURE STRATEGY: POLICE TRAFFIC SERVICES ENFORCEMENT

Project Safety Impacts

Police traffic services program grants are highly effective in reducing traffic-related injuries and fatalities through prevention efforts, public information and education, selective enforcement countermeasures, and the use of the community's public or private resources to identify and address 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 program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

Police traffic services include the following:

- Enforcement of traffic laws;
- Training in traffic enforcement skills;
- Crash and injury prevention activities such as leadership and outreach in communities to encourage seat belt and child safety seat use, use of helmets, and use of protective gear; and
- Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, and other unsafe driving behaviors.

HVE combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes included increased publicity and written warnings to the public.

Linkage Between Program Area

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, motorcycle safety, and other unsafe driving behaviors. The grants are highly effective in reducing traffic crashes through selective enforcement and education. The HVE concept is a departure from traditional law enforcement traffic 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 evident to the public. A coordinated communication strategy and publicity support it. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the traffic safety of their community.

Rationale

Targeted traffic law enforcement has been shown to be effective. Tennessee utilizes many targeted enforcement strategies to decrease fatalities and serious injuries on our roadways, including but not limited to speeding and aggressive driving. HVE can be found as an effective strategy in all areas of *Countermeasures that Work, Tenth Edition* except for older driver and pedestrians. For this reason, Tennessee utilizes HVE throughout the entirety of the grant year.

The following are strategies from *Countermeasures that Work* that Tennessee utilizes:

- 2.2 High-Visibility Enforcement
- 4.1 Communications and Outreach Supporting Enforcement

NHTSA also released a document in 2000 about aggressive driving enforcement strategies that are also taken into consideration as effective strategies.

- National Highway Traffic Safety Administration. (2000). Aggressive driving enforcement: Strategies for implementing best practices.

PLANNED ACTIVITY: POLICE TRAFFIC SERVICES ENFORCEMENT

Planned activity number: **PT-23-00**

Planned Activity Description

The planned activity is to fund police traffic services safety projects, including high visibility enforcement of traffic laws. Funding can be used for overtime and equipment to help state and local law enforcement sustain traffic enforcement efforts. Funding will be based on the following criteria:

- County ranking in overall crash rates provided by the TDOSHS,
- Population served by the agency and agency size,
- Number of qualifying applicants for each level of funding, and
- THSO funding availability

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): POLICE TRAFFIC SERVICES ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,540,000.00	\$635,000	\$2,540,000

Project Safety Impacts

Networks are the foundation of the LEL program to garner participation in national and state campaigns. Each LEL is required to conduct network meetings quarterly in their respective regions. These meetings provide a clearinghouse for all communications related to highway safety and allow law enforcement agencies to work together to reduce fatalities on the roadways. Also, each county is reviewed concerning its fatality and injury trends using data provided by TITAN, and strategies are discussed for proper and specific intervention. The LELs also facilitate the collaboration of multiple jurisdictional enforcement activities to include media activity and community outreach and education.

Linkage Between Program Area

The LEL program encourages widespread participation in national and state traffic safety campaigns. Increased traffic enforcement positively impacts driver awareness and behavior on the roads. This program administers the police traffic services program, including project development and implementation. It also develops training, coordinates special programs, promotes law enforcement technology and resources. The LELs participate in conferences, conduct training, and involve themselves with various highway safety subcommittees such as Pedestrian and Bicycle Safety groups and Traffic Safety Task Forces. Additional responsibilities include promoting traffic enforcement strategies and related best practice policies with state and local law enforcement to strengthen the THSO's mission and make the roadways safer. The LELs promote safe driving habits by assisting with education and outreach to older drivers through L.E.A.D.S., CarFit, Yellow Dot, and Drivers Orientation Screen for Cognitive Impairment (DOSCI) Law Enforcement questionnaires. They also support teen driver programs such as Ford's Safe Driving Skills and Alliance's "Rules of the Road."

Rationale

The program enhances communications between law enforcement agencies. It allows for greater coordination of regional and statewide enforcement activities. Along with this, it also allows agencies to share best practices along with policies and programs that have positive effects on traffic safety.

PLANNED ACTIVITY: LEL PROGRAM

Planned activity number: **LEL-23-00**

Planned Activity Description

The LEL program provides short- and long-term planning, along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state and a Senior LEL who directly supervises the team. In addition to the LEL team, there is a Statewide Training Coordinator, a Statewide DRE/ARIDE Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program coordinates all major campaigns funded by federal, state, and local resources, including, but not limited to, the Holiday Impaired Driving Campaign, the Memorial Day Click-It or Ticket Campaign, and the Labor Day Booze It or Lose It Campaign. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and prevention:

- Standardized Field Sobriety Testing (SFST)
- ARIDE
- DRE
- Law Enforcement Challenge Program
- Other law enforcement trainings
- Child passenger safety
- “Below 100” instructors
- Southern Slow Down
- Slow Down TN
- Operation Hands Free
- Hands Across the Border

The LELs conduct network meetings within their respective regions to convey trends, progress, and other highway safety-related information to law enforcement along with other highway safety advocates across the state. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Linkage Between Program Area

The LEL program encourages widespread participation in national and state traffic safety campaigns. Increased traffic enforcement positively impacts driver awareness and behavior on the roads. This program administers the police traffic services program, including project development and implementation. It also develops training, coordinates special programs, promotes law enforcement technology and resources. The LELs participate in conferences, conduct training, and involve themselves with various highway safety subcommittees such as Pedestrian and Bicycle Safety groups and Traffic Safety Task Forces. Additional responsibilities include promoting traffic enforcement strategies and related best practice policies with state and local law enforcement to strengthen the THSO’s mission and make the roadways safer. The LELs promote safe driving habits by assisting with education and outreach to older drivers through L.E.A.D.S., CarFit, Yellow Dot, and DOSI Law Enforcement questionnaires. They also support teen driver programs such as Ford’s Safe Driving Skills and Alliance’s “Rules of the Road.”

Rationale

The program enhances communications between law enforcement agencies. It allows for greater coordination of regional and statewide enforcement activities. Along with this, it also allows agencies to share best practices along with policies and programs that have positive effects on traffic safety.

BUDGET SOURCE(S): LEL PROGRAM

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,400,000	\$350,000	\$0
2022	154 Transfer Funds- AL	154 Alcohol	\$300,000	-----	\$0
2022	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$300,000	\$75,000	-----

COUNTERMEASURE STRATEGY: NETWORK COORDINATOR

Project Safety Impacts

To strengthen state safety initiatives on the local level and to achieve community support for them, the LELs in Tennessee established 22 law enforcement networks across the state. These networks are comprised of 23 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

Linkage Between Program Area

By bolstering, strengthening, and encouraging the growth of the law enforcement networks currently in place, the network program significantly promotes and strengthens response to the THSO's highway safety programs. Network meetings serve as an essential tool in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities benefit the counties, the networks, and the state.

Rationale

The networks will continue to strengthen highway safety partnerships and encourage participation in enforcement campaigns to decrease the number of crashes, injuries, and fatalities on Tennessee’s roads.

PLANNED ACTIVITY: NETWORK COORDINATOR

Planned activity number: **NC-23-00**

Planned Activity Description

To strengthen state safety initiatives on the local level and to achieve community support for them, the LELs in Tennessee established 22 law enforcement networks across the state. These networks are made up of 23 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): NETWORK COORDINATOR

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$420,000	\$105,000	\$420,000

COUNTERMEASURE STRATEGY: HVE

Project Safety Impacts

High visibility patrols are seen throughout *Countermeasures That Work, Tenth Edition*. HVE is a proven traffic safety approach designed to create deterrence and change unlawful behavior.

Linkage Between Program Area

HVE will be conducted at “hot spot” locations identified through analysis of crash, citation, crime, and other data. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity (e.g., press releases, billboards, flyers, social media) that educates the public about the dangers of unsafe driving and increased enforcement to promote voluntary compliance with the state’s traffic safety laws (e.g., occupant restraint, DUI, speeding, texting) resulting in fewer crashes.

Rationale

Tennessee utilizes many strategies to decrease fatalities and severe injuries on our roadways. For this countermeasure, the following is utilized from NHTSA’s *Countermeasures That Work, Tenth Edition*:

- 1.0 Alcohol and Drug-Impaired Driving - 2.2 High-Visibility Saturation Patrols
- 2.0 Seat Belts and Child Restraints - 2.1 Short-Term, High-Visibility Seat Belt Law Enforcement
- 3.0 Speeding and Speed Management - 2.2 High-Visibility Enforcement
- 4.0 Distracted Driving - 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

PLANNED ACTIVITY: HVE

Planned activity number: **HVE-23-00**

Planned Activity Description

These program area grants are awarded to law enforcement agencies to conduct HVE on a quarterly basis in support of state and national traffic safety campaigns addressing impaired driving and occupant protection.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): HVE

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$125,000	\$31,250	\$125,000
2022	154 Transfer Funds- AL	154 Alcohol	\$500,000	-----	\$500,000

COUNTERMEASURE STRATEGY: SPECIALIZED MOTORCYCLE SAFETY ENFORCEMENT

Project Safety Impacts

In 2020, 151 motorcycle fatalities occurred on Tennessee roadways. Along with these fatalities, a total of 2,518 motorcycle crashes and 1,967 people were injured. To combat this problem, the THSO will provide grant funding for specialized motorcycle enforcement that will be conducted in jurisdictions identified through data analysis as having a high occurrence of fatal and severe injury motorcycle crashes. Through data from TITAN, it was found that the state sees a majority of motorcycle crashes occurring during the summer months (May-September). This is an opportunity for the THSO to utilize selective, targeted enforcement to truly focus on the counties in which motorcycle crashes occur.

Linkage Between Program Area

Targeting the areas that data has shown to be a "hot spot" for motorcycle crashes and fatalities, the THSO will be able to make the roadways safer for both motorists and motorcyclists alike.

Rationale

Tennessee utilizes many strategies to decrease motorcycle fatalities and severe injuries on our roadways. For this countermeasure, the following is utilized from NHTSA's *Countermeasures That Work, Tenth Edition*:

- 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets

PLANNED ACTIVITY: SPECIALIZED MOTORCYCLE SAFETY ENFORCEMENT

Planned activity number: **MC-23-00**

Planned Activity Description

The planned activity is to fund local and/or state law enforcement agencies for specialized motorcycle enforcement projects to reduce fatalities and injuries through targeted enforcement efforts.

Intended Subrecipients

The intended subrecipients will be determined based upon data analysis.

BUDGET SOURCE(S): SPECIALIZED MOTORCYCLE SAFETY ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000	\$25,000	\$0

PROGRAM AREA: OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER)

Occupant protection refers to the use of seat belts and child safety seats in vehicles. Seat belt use is the most effective way to save lives and reduce injuries in crashes. However, NHTSA indicated in the publication *Traffic Safety Facts Key Findings, 2019*, “Forty-seven percent of passenger vehicle occupants killed in traffic crashes in 2019 were unrestrained (based on known restraint use).” In 2020, 391 unrestrained fatalities out of a recorded 946 occurred on Tennessee’s roadways.

Yet millions of adults still do not wear their seat belts every time on every trip. According to *Countermeasures That Work, Tenth Edition*, “Lap and shoulder combination seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%.” Of additional and arguably more significant concern is the use, or lack thereof, of child restraint seats, as this population cannot belt nor advocate on their own behalf. *Countermeasures That Work* states, “NHTSA estimates that correctly used child restraints are even more effective than seat belts in reducing fatalities to children. Child restraints reduce fatalities by 71% for infants younger than 1 year old and 54% for children 1 to 4 years old.” Ultimately, the continuation of occupant education and resources will decrease the childhood injury rate due to the non-use or misuse of child seat restraints in vehicles, as well as decline fatal crash rates throughout the nation. Most importantly, as states continue to enact primary seat belt enforcement laws, the seat belt usage rate could successfully reach the 100 percent national goal.

The following table shows Tennessee’s seat belt use and compares it to the nation’s usage.

Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants

Observed Restraint Use (State Survey)					
	2016	2017	2018	2019	2020
Tennessee	89%	89%	91%	92%	92%
USA	90%	90%	90%	91%	90%
Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*					
	2016	2017	2018	2019	2020
Tennessee	59%	61%	60%	62%	56%
USA	61%	61%	62%	62%	57%

Source:

2016 - 2020, NHTSA. *State Traffic Safety Information*. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 05 May 2022.

After 2020, Center for Transportation Research. *Annual Surveys of Safety Belt and Motorcycle Helmet Usage*. Knoxville, TN: University of Tennessee, 2003 - 2020.

Since 2008, the THSO has participated in NHTSA's Click it or Ticket safety campaign. In addition to Click it or Ticket, the Tennessee Highway Patrol (THP), in conjunction with the THSO, conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat. While the One Hundred Days of Summer Heat effort targets speeding and impaired drivers, it does complement the Click it or Ticket program by providing high visibility traffic enforcement across the state.

The following table depicts Tennessee seat belt usage rates for passenger cars, pickup trucks, vans, sport utility vehicles, and all vehicles from 2013 to 2020.

Tennessee Seat Belt Usage Rates					
	2016	2017	2018	2019	2020
Passenger Cars	91.4%	91.2%	90.9%	94.7%	94.7%
Pickup Trucks	81.8%	81.3%	82.0%	84.9%	84.9%
Vans	90.4%	89.4%	87.7%	89.3%	89.3%
Sport Utility Vehicles	92.5%	91.0%	92.5%	95.5%	95.5%
All Vehicles	89.0%	88.5%	90.9%	91.8%	91.8%

Source: Center for Transportation Research. Annual Surveys of Safety Belt and Motorcycle Helmet Usage. Knoxville, TN: University of Tennessee, 2003 - 2020.

The lowest percent of seat belt users were observed to be in the pickup truck category; however, there was an increase in this category, from 78.3 percent in 2014 to 84.9 percent in 2020. While the seat belt usage rate for pickup truck drivers remains lower than other classes of vehicles, the trend leads us to believe that behavior change has occurred among pickup truck drivers through enforcement and education.

Child Passenger Safety (CPS) is another essential component of occupant protection. While Tennessee's child passenger restraint laws requiring a car seat or booster seat use for children ages eight and under have resulted in more children being buckled up, more education is required.

The TNTrafficSafety Resource Service CPS Checkpoint Report from October 1, 2020, to September 30, 2021, indicates a misuse rate of 65 percent in Tennessee. While this is a significant improvement from 86 percent in 2019. It is a concern that this is an anomaly related to pandemic travel restrictions and changes to normal activities. In FFY 2023, The TN Traffic Safety Resource Service will expand the data collection to include misuse categories to understand actual misuse better and identify strategies to improve education to caregivers to promote best practice and compliance with car seat manufacturer installation and use instructions. The chart on the following page shows a summary of the report.

**TNTrafficSafety Resource Service CPS
Checkpoint Report from October 1, 2020 –
September 30, 2021**

Number of check-up events	169
Number of new seat installations	308
Number of unsafe seats	44
Number of seats distributed	291
Number of unrestrained children	91
Number of seats checked	645
Number of seats misused	544
Number of seats used correctly	76

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

NOTE: Tennessee's Child Restraint law T.C.A. 55-9-602 ss55-9-603 requires children through age eight and measuring less than four feet, nine inches in height require the use of a belt-positioning booster seat system meeting fmvs213 standards.

Much work remains, and the occupant protection work in FFY 2023 will include children, teens, and older adult drivers.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Five-Year	Numeric	408	2020	2023
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	Percentage	90	2022	2023

COUNTERMEASURE STRATEGY: OP EDUCATION, TRAINING, COMMUNICATION

Project Safety Impacts

The THSO works with NHTSA to implement programs focusing on occupant protection. The following table shows the number of child restraint inspection stations, the county where the inspection station is located, whether the population is urban or rural, and if the inspection station is within at-risk communities.

Point of Contact	Agency	County	Population Served	Above Average Poverty	African American	Latino
Staffed	Anderson County Sheriff's Office	Anderson	U	P		
Staffed	Norris Police Dept.	Anderson	U	P		
Lt. Shannah Newman	Oak Ridge Police Dept.	Anderson	U	P		
Staffed	Rocky Top Police Department	Anderson	U	P		
Brock Horner	Shelbyville Police Department	Bedford	R	P		
Rex Rogers	Alcoa Police Dept.	Blount	U			
Darren Stinnet	Alcoa Fire Department	Blount	U			
Tim Ogle	Blount County Fire Dept. Station 2	Blount	U			
Staffed	Blount County Sheriff's Office	Blount	U			
Staffed	Maryville Fire Dept.	Blount	U			
By Appointment	Bradley County Health Dept.	Bradley	U	P		
Daniel Marlow	Bradley County Sheriff's Office	Bradley	U	P		
Jennifer Samples	Cleveland Police Department	Bradley	U	P		
Staffed	Campbell County Sheriff's Office	Campbell	R	P		
Chris Adams	Carroll County Sheriff's Office	Carroll	R	P		
Angie Barker	Huntingdon Police Department	Carroll	R	P		
Tracey Knack	Ashland City Fire Department	Cheatham	R	P		
Brandon George	Pleasant View Volunteer Fire Department	Cheatham	R	P		
Chris Barnes	Cocke County Sheriff's Department	Cocke	R	P		
Alethia Rawn	Coffee Co Sheriff's Department	Coffee	U	P		
Chuck Williams, Keith Samol, and Wes Bowker	Belle Meade Police Department	Davidson	U	P	A	L
Chuck Embry, Jeff Ha	Metro Nashville Police Department	Davidson	U	P	A	L
Coty Vickers	Smithville-DeKalb County Rescue Squad	DeKalb	R	P		

Point of Contact	Agency	County	Population Served	Above Average Poverty	African American	Latino
Jennifer Caruthers	Dickson County Sheriff's Office	Dickson	R	P		
Michael Osman	Dickson City Fire Department	Dickson	R	P		
David Webb	Somerville Police Department	Fayette	R	P	A	
J. Michaels and Jacob Jenkins	Fayette County Sheriff's Department	Fayette	R	P	A	
Rick Pedigo	Fentress County Sheriff's Office	Fentress	R			
Tyler Womack	Decherd Police Department	Franklin	R			
SGT Joshua Bomer	Humboldt Police Department	Gibson	U		A	
Staffed	Green County Sheriff's Office	Greene	R	P		
Staffed	Morristown Fire Dept	Hamblen	R	P		
Sheri Fava	Catholic Charities Pregnancy Help Center - Hamilton	Hamilton	U	P	A	
Joseph Brellenthin	Hamilton County Health Dept.	Hamilton	U	P	A	
Elizabeth Cotellese	Signal Centers	Hamilton	U	P	A	
Chris Wilkerson	Bolivar Police Department Station 1	Hardeman	R		A	
Eddie Henson	Bolivar Police Department Station 2	Hardeman	R		A	
Officer Michael Hatch	Whiteville Police Department	Hardeman	R			
Brian Gibbs	Hardin County Emergency Communications	Hardin	R			
Michael Darrington	Savannah Police Department	Hardin	R			
Jeff Middleton	Lexington Police Department	Henderson	R	P		
Staffed	Jefferson City Fire Department	Jefferson	U			
Sheri Fava	Catholic Charities Pregnancy Help Center - East TN	Knox	U	P		
Staffed	Safe Kids of Greater Knox Area/ET Children's Hospital	Knox	U	P		
Staffed	Tennessee Highway Patrol- District 1	Knox	U	P		
Stephen Spoon and Kevin Abercrombie	Lenoir City Fire Department	Loudon	U	A		L
Rex Rogers	Lenoir City Police Department	Loudon	U	A		L
Anthony Garner	City of Loudon Fire and Rescue	Loudon	U	A		L
Chad Estes	Loudon County Sheriff's Office	Loudon	U	A		L
Byron Taylor	Jackson Police Department	Madison	U	P	A	

Point of Contact	Agency	County	Population Served	Above Average Poverty	African American	Latino
Anna Kate Craig	Madison County Fire Department / Safe Kids West Tennessee	Madison	U	P	A	
Katherine Cothorn	Southwest Tennessee Child Care Resource and Referral Agency	Madison	U	P	A	
Sgt. Jena Eubanks	Tennessee Highway Patrol - Jackson District	Madison	U	P	A	
Latrell Billingsley	City of Jackson Fire Department	Madison	U	P	A	
Ashley DeLoach	West Tennessee Healthcare	Madison	U	P	A	
Farrah Morrison	Marion County Health Department	Marion	R	P		
John Compton	Chapel Hill Police Department	Marshall	R			
Captain Donnie Knoepfel	Columbia Fire Department	Maury	U			L
Toni Fisher	Independent Fitting Station	Maury	U			L
Derek Ingram	City of Etowah Fire Department	McMinn	U			
Delaney Poteet / Aubrey Tallent	McMinn County Health Department	McMinn	U			
Tripp Hall, Derek Ingram	Sweetwater Fire Department	McMinn	U			
Nick Inman	Selmer Police Department	McNairy	R			
Darby Drinkard	THP McNairy/Chester/Hardin	McNairy	R	P	A	
Jessica Ferrell	Center for Family Development	Montgomery	U			
Victoria Crosby	Clarksville Police Department	Montgomery	U		A	L
Sarah Mills	Monroe County Sheriff's Dept.	Monroe	R	P		
Brian Vernon	Fort Campbell Police Department	Montgomery	U		A	L
Jimmy Brown and Denis Bowles II	Montgomery Co. Sheriff's Office	Montgomery	U		A	L
Lisa McClain	Montgomery County Driver Safety	Montgomery	U		A	L
Scott Duncan	Union City Police Department	Obion	R			
Jeremy Richter	SAFEDAWG Rickman Fire and Rescue	Overton	R	P		
Malissa Davis; Katrina Bazzell	Polk County Health Dept.	Polk	R			
Matthew Pennycuff	Algood Police Department	Putnam	U	P		L
Thomas Smith	Cookeville Police Department	Putnam	U	P		L
David Godsey	Cookeville Police Department	Putnam	U	P		L
Leah Thomas	Putnam County Emergency Medical Services	Putnam	U	P		L
TN Occupant Protection Center	TN Occupant Protection Center	Putnam	U	P		L

Point of Contact	Agency	County	Population Served	Above Average Poverty	African American	Latino
Aaron Loden / Carol Rucker / Robbie Williams	Safe Journey - Rhea County Sheriff's Office	Rhea	R			
David King	Coopertown Police Department	Robertson	R			L
David King	Robertson County EMS	Robertson	R			L
Matthew Detlefsen	City of White House Fire Department	Robertson	R			L
Sheree Robertson	La Vergne Police Department	Rutherford	U			L
Amy Denton	Murfreesboro Police Department	Rutherford	U			L
Gary Herron	Rutherford County Sheriff's Office	Rutherford	U			L
Staffed	Oneida Police Dept.	Scott	R			
Farrah Morrison	Sequatchie County Health Department	Sequatchie	R	P		
Amanda Perryman	Gatlinburg Fire Department	Sevier	R	P		L
Staffed	Pigeon Forge Fire Department	Sevier	R	P		L
James Stone	Pigeon Forge Police Department	Sevier	R	P		L
Staffed	Sevierville Fire Department	Sevier	R	P		L
Rebecca Cowan	Sevierville Police Department	Sevier	R	P		L
Francis Leitch	Seymour Fire Department	Sevier	R	P		L
Kristi Davis	Baptist Memorial Hospital for Women	Shelby	U	P	A	L
Matt Robinson	Bartlett Police Department	Shelby	U	P	A	L
Shepard Taylor	Collierville Police Department	Shelby	U	P	A	L
Joshua Vest	Germantown Police Department	Shelby	U	P	A	L
Susan Helms	Le Bonheur Children's Hospital	Shelby	U	P	A	L
Lynette Sutton	Memphis Police Department - Airways Station	Shelby	U	P	A	L
LeCharra Yarbrough	Memphis Police Department - Tillman Station	Shelby	U	P	A	L
Katie Ward	Memphis Police Department - Austin Peay Hwy	Shelby	U	P	A	L
Chester Aldridge and Ruth Horne	Memphis Police Department - Traffic Station	Shelby	U	P	A	L
Demeatrise Givens	Best Practice	Shelby	U	P	A	L
Samuel Jones	Bristol's Promise	Sullivan	U	P		
David McGlamery	Bristol Fire Department	Sullivan	U	P		
Barry Brickey	Kingsport Fire Dept.	Sullivan	U	P		
Deputy Carolyn Crabtree	Sullivan County Sheriff's Office	Sullivan	U	P		

Point of Contact	Agency	County	Population Served	Above Average Poverty	African American	Latino
Heather Carr	Department of Children Services - Mid-Cumberland	Sumner	U			
Mark Hall	Gallatin Fire Department	Sumner	U			
Curtis Getchel	Hendersonville Police Department	Sumner	U			
Kyle Mahaney	Sumner County Sheriff's Office	Sumner	U			
Pete Arender	Atoka Police Department	Tipton	R	P	A	
Tremaine Reed, Daniel Walls, and Tonia Bruno	Tipton County Sheriff's Office	Tipton	R	P	A	
Mark Mara	McMinnville Fire Department #1	Warren	R	P		L
Phillip Mitchell	McMinnville Fire Department #2	Warren	R	P		L
Lt. Mark Mara	McMinnville Police Department	Warren	R	P		L
Kelly Carter	Warren County Sheriff's Department	Warren	R	P		L
Tara Chadwell	Ballad Health/Niswonger Children's Hospital	Washington	U	P		
Lance Bellamy	Johnson City Fire Department Station 1	Washington	U	P		
Tim Hensley	Johnson City Police Department	Washington	U	P		
Kory Green	Martin Fire Department	Weakley	R			
Chris Finch and Kory Green	Martin Police Department	Weakley	R			
Aaron Light, Devin Moore, Dallas Slatten	White County Sheriff's Department	White	R	P		
Jeff Pender	Brentwood Fire & Rescue Department	Williamson	U			
Richard Ross	Fairview Police Department	Williamson	U			
Joe Lecates	Franklin Police Department	Williamson	U			
Jason Webb, Jamie Melton	Franklin Fire Department	Williamson	U			
John Smith	Spring Hill Police Department	Williamson	U			
Dawna Gutierrez	Lebanon Police Department	Wilson	U			
Emy Bates	Wilson County Sheriff's Office	Wilson	U			

Table Legend

(R) Rural Area – Rural areas are determined by the state highway departments and approved by the Federal Highway Administration

(U) Urban Area – Urban areas are determined by the state highway departments and approved by the Federal Highway Administration

(P) Above Poverty Rate – Counties that have a poverty rate higher than the national average of 14.3 percent

(A) Counties with African American populations larger than the state average

(L) Counties with Latino/Hispanic populations larger than the state average

During the FFY 2023, the THSO anticipates hosting 12 CPS training courses to train a total of 240 CPS technicians. The THSO CPS program will conduct check-ups during the Click It or Ticket campaigns, National CPS Week, and Hands Across the Border events to distribute educational materials. The check-ups will track the following:

- The number of child safety seats checked;
- The number of child safety seats that were misused;
- The number of children who did not arrive with child safety seats; and
- The number of child safety seats that were replaced because they were deemed unsafe.

The Occupant Protection Center will continue to promote the use of the National Digital Car Seat Check Form (NDCF), a resource provided by the National Safety Council, funded by NHTSA, and certified by the National Child Passenger Safety Board. The use of the NDCF will be voluntary but encouraged to capture statewide data for car seat check activity. The NDCF provides a paper format for use in place of electronic field reporting and can be uploaded to the digital database at the site agency. This reporting tool will facilitate standardized data collection and provide better insight into child restraint misuse. The TNTrafficSafety Resource Service will still house the electronic seat check reporting form to collect summarized data for analysis. In addition, the TNTrafficSafety CPS webpage has been updated to include multiple reporting forms to track community engagement activities, technician certification maintenance resources, and more.

In FFY 2023, the THSO will work on the following items for the child passenger safety program:

- Increase the use of child restraints in Tennessee;
- Collect safety data on child safety seat usage on 100 percent of participants;
- Certify technicians and maintain/recertify currently certified technicians; and
- Maintain an active network of fitting stations throughout the state.

To certify CPS technicians, the THSO will host classes statewide to reach all types of at-risk populations using the National Child Passenger Safety Certification Curriculum, which was updated in January 2020. These classes will be promoted through different avenues, including, but not limited to, social media, email blasts, and network meetings held by regional LELs. The Renewal Course structure has been updated with the recent CPS Curriculum update. The CPS Renewal Course, under the 2020 curriculum, will be implemented one time annually for up to ten participants; continued implementation will be based on Child Passenger Safety Instructor feedback and analysis of actual course activity. It is highly recommended that technicians expired longer than 12 months complete the full-length certification course. Efforts to maintain certified technician status will be emphasized and supported through continuing education unit (CEU) course offerings to help CPST independent maintenance and compliance with recertification requirements. These CEU resources will be promoted through the same methods as stated above. By promoting these trainings and maintaining the individuals who are already trained, the THSO will maintain a sufficient number of CPS technicians. The Occupant Protection Center will implement one CEU Technical Update in the four LEL regions and one CPS Conference Technical Update and networking event.

In FFY 2023, the THSO occupant protection program will work on the following items for young drivers with the teen traffic safety program:

- Create positive messages and activities geared toward teen seat belt use and safe driving habits;
- Partner with teen driver educational programs to conduct activities (e.g., Reduce TN Crashes, Battle of the Belt, Checkpoints Program, and ThinkFast) to engage teens and change teen driver behavior;
- Work with law enforcement and school resource officers across the state to provide interventions in high-risk areas of increased injuries and fatalities; and
- Collect and analyze data on teen driver injuries and fatalities.

In FFY 2023, the THSO occupant protection program will work on the following items for older drivers with the older driver traffic safety program:

- Conduct safety training activities, including CarFit;
- Develop resources and educational materials that will assist in delivering the safety message;
- Encourage and facilitate regular collaboration among agencies and organizations responsible for, or impacted by, older driver safety issues; and
- Collect and analyze data on older driver injuries and fatalities.

In FFY 2023, the THSO will conduct at least one education program quarterly for a total of at least four training courses that will target children, teens, or older drivers, including:

- New technician training, renewal training, CPS workshop, or CEU for CPS technicians and/or parent/community partners.
- Offer Pre School and Elementary age education programs utilizing established intervention programs. (Ollie Otter Booster Seat and Seat Belt Education)
- Teen driver presentation and/or activity. (Reduce TN Crashes, etc.)
- Older driver CarFit activity and/or safety presentation

Linkage Between Program Area

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize occupant protection issues in Tennessee.

Implementing this countermeasure strategy will increase driver awareness, decreasing the number of fatalities, injuries, and crashes.

Further, the Occupant Protection Task Force will be diligent in completing the goals and objectives of the Occupant Protection Strategic Plan to increase the seat belt rate as well as raise awareness of the importance of occupant protection in rural areas to help further the state's goals in FFY 2023.

Rationale

Several components within NHTSA's *Countermeasures That Work, Tenth Edition*, are listed as effective methods to help with an occupant protection program. Tennessee utilizes the following:

- 3.1 Communications and Outreach – Supporting Enforcement
- 3.2 Communications and Outreach – Strategies for Low-Belt-Use Groups
- 4.1 Child/Youth Occupant Restraint Laws – Strengthening Child/Youth Occupant Restraint Laws
- 5.1 Child Restraint/Booster Seat Law Enforcement – Short Term High-Visibility Child Restraint/Booster Law Enforcement
- 6.1 Communication and Outreach – Strategies for Older Children
- 6.2 Communication and Outreach – Strategies for Child Restraint and Booster Seat Use
- 7.1 Other Strategies – School-Based Programs
- 7.2 Other Strategies – Inspection Stations

PLANNED ACTIVITY: OP EDUCATION, TRAINING, COMMUNICATION

Planned activity number: **M1CPS-23-00**

Planned Activity Description

The planned activity is to fund child passenger safety training along with community education projects and child passenger safety seat checkpoints. Additionally, education projects will include caregiver and child interaction to improve occupant protection among older children by engaging caregivers in the normalization of a booster seat and child restraint use, improving parent knowledge and positively affecting parent behavior.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): OP EDUCATION, TRAINING, COMMUNICATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$205,000	\$51,250	-----

Project Safety Impacts

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

Occupant protection is a priority for law enforcement across the state. State and local agencies actively engage in enforcement and education as part of their mission to ensure their communities stay safe. Several of the THSO's police traffic services grants include a seat belt enforcement component. Nighttime enforcement is an emphasis area for many states, and Tennessee is no exception. Across the country, it's not uncommon for nighttime seat belt usage to be lower than during the daytime. The THSO recognizes that increasing seat belt usage among those traveling at night could decrease crashes along with injury and fatality rates.

Tennessee implements a strong media and enforcement campaign to target an increased occupant protection use. Three groups are targeted: male drivers, drivers in rural counties, and drivers on local roads. The media campaign includes radio and TV advertising as well as local input during the NHTSA-sponsored Click It or Ticket campaign. National and locally produced media are used during the specified time frame. In addition, the THSO provides signage at local events to display the Click It or Ticket message. The signage is strategically placed to reach the targeted demographic.

Mobilizations are high-profile law enforcement programs combined with paid and earned media. 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 to also include year-round seat belt education.
2. Intense publicity, both paid and earned, utilizing messages that increase the perception of dangers that are associated with not using the seat belt in a daily positive manner.
3. Pre/post observational surveys to include current data.
4. Pre/post knowledge/attitude/behavior surveys; and
5. Immediate reporting of enforcement and media activity within specific mobilization areas of local jurisdictions

Law enforcement participation is critical in reducing fatalities and injury crashes on Tennessee roads. For the planned Memorial Day, Click It or Ticket mobilization, the agencies on the following pages are anticipated to participate.

Adamsville Police Department	Collierville Police Department
Alcoa Police Department	Collinwood Police Department
Alexandria Police Department	Columbia Police Department
Algood Police Department	Cookeville Police Department
Anderson County Sheriff's Office	Coopertown Police Department
Ardmore Police Department	Covington Police Department
Athens Police Department	Cross Plains Police Department
Atoka Police Department	Crossville Police Department
Austin Peay State University Police Department	Cumberland County Sheriff's Department
Baileyton Police Department	Dandridge Police Department
Bartlett Police Department	Dayton Police Department
Baxter Police Department	Decatur County Sheriff's Office
Bean Station Police Department	Decatur Police Department
Bedford County Sheriff's Department	Decherd Police Department
Bell Buckle Police Department	Dickson County Sheriff's Office
Belle Meade Police Department	Dickson Police Department
Benton County Sheriff's Department	Dover Police Department
Benton Police Department	Dresden Police Department
Bethel Springs Police Department	Dunlap Police Department
Blaine Police Department	Dyer Police Department
Blount County Sheriff's Office	Eagleville Police Department
Bolivar Police Department	Elkton Police Department
Bradley County Sheriff's Department	Englewood Police Department
Brighton Police Department	Erin Police Department
Bristol Police Department	Estill Springs Police Department
Brownsville Police Department	Etowah Police Department
Campbell County Sheriff's Department	Fairfield Glade Police Department
Cannon County Sheriff's Department	Fairview Police Department
Carroll County Sheriff's Department	Fayette County Sheriff's Office
Chapel Hill Police Department	Franklin County Sheriff's Office
Charleston Police Department	Franklin Police Department
Chattanooga Police Department	Gadsden Police Department
Cheatham County Sheriff's Office	Gainesboro Police Department
City of Paris Police Department	Gallatin Police Department
Claiborne County Sheriff's Office	Gallaway Police Department
Clarksburg Police Department	Gatlinburg Police Department
Clarksville Police Department	Germantown Police Department
Clay County Sheriff's Department	Giles County Sheriff's Department
Cleveland Police Department	Goodlettsville Police Department
Clifton Police Department	Grainger County Sheriff's Department
Clinton Police Department	Greenville Police Department
Cocke County Sheriff's Department	Greenbrier Police Department
Coffee County Sheriff's Department	Greene County Sheriff's Department
Collegedale Police Department	Greeneville Police Department

Greenfield Police Department
Grundy County Sheriff's Department
Halls Police Department
Hancock County Sheriff's Department
Hardin County Sheriff's Department
Hawkins County Sheriff's Department
Henderson Police Department
Hendersonville Police Department
Henry County Sheriff's Department
Henry Police Department
Hohenwald Police Department
Hollow Rock Police Department
Houston County Sheriff's Department
Humphreys County Sheriff's Office
Jackson County Sheriff's Department
Jackson Police Department
Jamestown Police Department
Jasper Police Department
Jefferson City Police Department
Jefferson County Sheriff's Department
Jellico Police Department
Johnson City Police Department
Johnson County Sheriff's Department
Kimball Police Department
Kingsport Police Department
Kingston Police Department
Kingston Springs Police Department
Knox County Sheriff's Office
Knoxville Police Department
Lafayette Police Department
LaFollette Police Department
LaVergne Police Department
Lebanon Police Department
Lenoir City Police Department
Lexington Police Department
Livingston Police Department
Lookout Mtn. Police Department
Loretto Police Department
Loudon County Sheriff's Department
Lynnville Police Department
Macon County Sheriff's Department
Madison County Sheriff's Department
Manchester Police Department
Marion County Sheriff's Department

Martin Police Department
Maryville Police Department
Maury County Sheriff's Department
McKenzie Police Department
McMinn County Sheriff's Department
McMinnville Police Department
McNairy County Sheriff's Department
Meigs County Sheriff's Department
Memphis Police Department
Metro Moore County Sheriff's Department
Metropolitan Nashville Police Department
Milan Police Department
Millersville Police Department
Millington Police Department
Minor Hill Police Department
Monroe County Sheriff's Department
Monterey Police Department
Montgomery County Sheriff's Department
Morgan County Sheriff Department
Mosheim Police Department
Mount Carmel Police Department
Mount Pleasant Police Department
Mt. Juliet Police Department
Munford Police Department
Murfreesboro Police Department
New Johnsonville Police Department
Newbern Police Department
Newport Police Department
Nolensville Police Department
Oak Ridge Police Department
Oakland Police Department
Obion County Sheriff's Office
Oliver Springs Police Department
Overton County Sheriff's Department
Parrottsville Police Department
Parsons Police Department
Perry County Sheriff's Office
Pickett County Sheriff's Office
Pigeon Forge Police Department
Pikeville Police Department
Pittman Center Police Department
Plainview Police Department
Pleasant View Police Department
Portland Police Department

Red Bank Police Department
Rhea County Sheriff's Department
Ripley Police Department
Roane County Sheriff's Office
Robertson County Sheriff's Department
Rockwood Police Department
Rocky Top Police Department
Rutherford County Sheriff's Office
Rutledge Police Department
Saint Joseph Police Department
Saltillo Police Department
Samburg Police Department
Savannah Police Department
Scotts Hill Police Department
Selmer Police Department
Sequatchie County Sheriff's Department
Sevier County Sheriff's Office
Sevierville Police Department
Sharon Police Department
Shelby County Sheriff's Office
Shelbyville Police Department
Signal Mountain Police Department
Smith County Sheriff's Office
Smithville Police Department
Smyrna Police Department
Soddy-Daisy Police Department
South Fulton Police Dept.
South Pittsburg Police Department
Spencer Police Department
Spring City Police Department
Spring Hill Police Department
Springfield Police Department
Stewart County Sheriff's Office
Sullivan County Sheriff's Department
Sumner County Sheriff's Department
Sweetwater Police Department
Tazewell Police Department
Tellico Plains Police Department
Tipton County Sheriff's Department
Trenton Police Department
Tullahoma Police Department
Tusculum Police Department
Union City Police Department
Union County Sheriff's Department

University of Tennessee Health Science Center
Campus Police Department
University of Tennessee Police Department
Van Buren County Sheriff's Department
Vonore Police Department
Walters State Campus Police
Warren County Sheriff's Department
Wartburg Police Department
Wartrace Police Department
Washington County Sheriff's Department
Watertown Police Department
Wayne County Sheriff's Department
Waynesboro Police Department
Weakley County Sheriff's Department
Westmoreland Police Department
White Bluff Police Department
White County Sheriff's Department
White House Police Department
White Pine Police Department
Whiteville Police Department
Whitwell Police Department
Williamson County Sheriff's Department
Wilson County Sheriff's Department
Winchester Police Department
Woodbury Police Department

Linkage Between Program Area

Occupant protection education, enforcement, and outreach work in developing partnerships to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize occupant protection issues in Tennessee. Implementing this countermeasure strategy will increase driver awareness, decreasing the number of crashes, injuries, and fatalities on our roadways.

Rationale

According to NHTSA's *Countermeasures That Work, Tenth Edition*, enforcement is a strong and effective method to be a part of an occupant protection program.

- 2.1 Short-Term, High-Visibility Seat Belt Law Enforcement
- 2.2 Integrated Nighttime Seat Belt Enforcement
- 2.3 Sustained Enforcement

PLANNED ACTIVITY: OP ENFORCEMENT

Planned activity number: **M1HVE-23-00**

Planned Activity Description

Local and state law enforcement agencies will utilize these grants to enforce daytime and nighttime seatbelt enforcement laws throughout the state.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

PLANNED ACTIVITY: LEL PROGRAM

Planned activity number: **LEL-23-00**

Planned Activity Description

The LEL program provides short and long term planning, along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state and a Senior LEL who directly supervises the team. In addition to the LEL team, there is a Statewide Training Coordinator, a Statewide DRE/ARIDE Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program coordinates all major

campaigns funded by federal, state, and local resources, including, but not limited to, the Holiday Impaired Driving Campaign, the Memorial Day Click-It or Ticket Campaign, and the Labor Day Booze It or Lose It Campaign. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and prevention:

- SFST
 - ARIDE
 - DRE
 - Law Enforcement Challenge Program
 - Other law enforcement trainings
 - Child passenger safety
- “Below 100” instructors
 - Southern Slow Down
 - Slow Down TN
 - Operation Hands Free
 - Hands Across the Border

The LELs conduct network meetings within their respective regions to convey trends, progress, and other highway safety-related information to law enforcement along with other highway safety advocates across the state. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Linkage Between Program Area

The LEL program encourages widespread participation in national and state traffic safety campaigns. Increased traffic enforcement positively impacts driver awareness and behavior on the roads. This program administers the police traffic services program, including project development and implementation. It also develops training, coordinates special programs, promotes law enforcement technology and resources. The LELs participate in conferences, conduct training, and involve themselves with various highway safety subcommittees such as Pedestrian and Bicycle Safety groups and Traffic Safety Task Forces. Additional responsibilities include promoting traffic enforcement strategies and related best practice policies with state and local law enforcement to strengthen the THSO’s mission and make the roadways safer. The LELs promote safe driving habits by assisting with education and outreach to older drivers through L.E.A.D.S., CarFit, Yellow Dot, and DOSCI Law Enforcement questionnaires. They also support teen driver programs such as Ford’s Safe Driving Skills and Alliance’s “Rules of the Road.”

Note: Funding for the LEL Program can be found in the Police Traffic Services section.

BUDGET SOURCE(S): OP ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405b OP High	405b High HVE (FAST)	\$140,000	\$35,000	----

COUNTERMEASURE STRATEGY: EVALUATION SURVEYS AND STUDIES

Project Safety Impacts

According to *Countermeasures That Work, Tenth Edition*, “The challenge is to convince all passenger vehicle occupants to buckle up.” Utilizing the appropriate safety device (i.e., belts for adults, restraints for children) is the “single most effective way to save lives and reduces injuries in crashes.” (Countermeasures That Work). The results of these studies help the THSO determine what communication and enforcement strategies are effective along with the sub-group to target the communication messages towards (i.e., Buckle Up in Your Truck).

Linkage Between Program Area

This is a highway safety program management responsibility. Therefore, NHTSA mandates the annual survey of seat belt usage. The results of this annual survey are used to determine the effectiveness of occupant protection-related education, awareness, and enforcement activities throughout the year.

Rationale

This project will ultimately provide a statistically adjusted statewide average usage rate for seat belt usage. These average rates will be computed using field observations collected at 190 sites in 16 counties across Tennessee. Evaluation data is compiled into a research report, which is utilized to interpret and synthesize information into annual and semi-annual reports.

PLANNED ACTIVITY: EVALUATION SURVEYS AND STUDIES

Planned activity number: **M10P-23-00**

Planned Activity Description

The planned activity is to fund the evaluation surveys and studies for seat belt usage, following the 2012 Uniform Criteria for State Observational Surveys of Seat Belt Use.

Intended Subrecipients

The intended subrecipient of the this planned activity will be the University of Tennessee, Knoxville.

BUDGET SOURCE(S): EVALUATION SURVEYS AND STUDIES

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405b OP High	405b High HVE (FAST)	\$115,000	\$28,750	----

PROGRAM AREA: TRAFFIC RECORDS

According to NHTSA, analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

Tennessee's traffic records data systems have undergone NHTSA sponsored assessments in the past decade to identify areas for improvement. As a result of these assessments, Tennessee has developed traffic records data system projects designed to address the assessment recommendations. The 2009 traffic records assessment team reported that the Crash File contained an unacceptably high rate of errors. As a result, the THSO and the TRCC sponsored the TITAN project. The TITAN crash module deployment significantly improved Tennessee traffic crash data's quality, accuracy, and timeliness.

In the first half of the 2017 calendar year, the THSO and the TRCC undertook an effort to improve the state's traffic records strategic planning efforts. These efforts consisted of:

- Updating system descriptions to reflect current systems,
- Revisiting the assessment results and recommendations,
- Holding workshops with data system managers and stakeholders,
- Identifying goals for improvements, and
- Developing strategies to achieve those goals.

This approach to the traffic records strategic plan is still being used.

In the 2019 calendar year, the strategic planning document was updated based on the 2019 traffic records assessment to reflect plans to address the assessors' findings. The result is an updated strategic planning document that reflects current progress. It can be used by the TRCC, data system managers, and decision-makers to guide the prioritization and funding of improvements to Tennessee's traffic records data systems.

Recent improvements to Tennessee's traffic records data systems include the following:

1. An improved Tennessee Roadway Information Management System Crash Location import process was deployed. The new process allowed for a fully automated import of TITAN crash records into the TRIMS system using the latitude and longitude on the crash report and road names to determine location. Over the past few years, TDOT and TITAN have made the process more robust by increasing the number of data elements sent to TRIMS and implementing an automated process for event location in the TRIMS environment. Additionally, TRIMS pushes a set of LRS data from the TDOT roadway data back to the TITAN crash database. In 2022, TDOT deployed an online Numetric AASHTOWare dashboard and mapping tool that allows for extensive access to crash data for state users.

2. The Tennessee TRCC updated the Traffic Records Inventory document in 2022, a consolidated reference of the Tennessee Traffic Records Data Systems. This document was initially developed in response to NHTSA recommendations in the 2014 Traffic Records Assessment. The TRCC, state agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems to increase highway safety analysis capabilities. The document provides the reader with data governance information and is a reference for system documentation, data dictionaries, and user documentation. The document is used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.
3. For the past several years, TITAN crash data has been available via a THSO website that provides crash geo-analysis by county. In addition, TDOSHS maintains a web-facing GIS service and has deployed 14 public-facing web-based crash data dashboards and several other dashboards for internal use. Dashboard and GIS development continues for various traffic safety needs. These projects increase the accessibility of crash data to both traffic safety stakeholders and the general public.
4. In 2019, the THP expanded its eCitation program from the three-county pilot program started in 2014 to 93 counties as of April 2019. Also, all 93 counties are auto-importing eCitation data and ticket images to the court clerks electronically. This saves THP, and the court clerks, countless hours of hand-keying citation data into law enforcement and court records management systems and has substantially increased timeliness, data accuracy, and completeness. THP made the eCitation software available to all law enforcement agencies for free and is working to encourage adoption by agencies still using paper citations.
5. In 2020, TDOSHS completed a discovery and documentation process of the TITAN crash system, which addressed the outstanding need for a thorough documentation of the system. In the process, many bug fixes and improvements were implemented.
6. Model Minimum Uniform Crash Criteria (MMUCC) Standards Tennessee's crash repository is currently designed according to MMUCC v3 guidelines and complies with FHWA and NHTSA requirements, including:
 - Defining, collecting, and accurately aggregating MMUCC v4 attribute "Suspected Serious Injury (A)." (Since 2019)
 - The state's crash database, data dictionary, and crash report user manual employ the verbatim terminology and definitions for this attribute from the MMUCC v4 standard.
 - The state's crash form employs the verbatim MMUCC v4 "Suspected Serious Injury (A)" attribute.
 - Ensure the seven serious injury types covered by the attribute are not included in the other attributes listed in the state's injury status data elements.

In 2019, Tennessee completed a MMUCC v5 compliance review. In a series of TRCC sub-committee meetings in 2021, Tennessee used the review results to establish recommendations for the TITAN development team, which began a redesign of the state's PCR. Development of the TITAN 2.0 crash data system began, and its web-facing crash data collection tool is expected to be complete in Fall 2022.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
Toxicology Results Reported on Crash Reports	Annual	Percentage	78	2022	2023

COUNTERMEASURE STRATEGY: TRAFFIC RECORDS IMPROVEMENT

Project Safety Impacts

Tennessee must develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state safety data. This data is used for policy development and the allocation of funding for cost-effective projects and programs. Traffic records are core components of public safety, public health, and public security decision support.

Linkage Between Program Area

A “performance plan” such as the HSP requires accurate data for program and project selection and for measuring the effectiveness of selected programs and projects. This planning function is highly dependent upon the availability, and use of quality data from Tennessee’s traffic records data systems.

Rationale

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.

PLANNED ACTIVITY: TRAFFIC RECORDS IMPROVEMENT

Planned activity number: **M3DA-23-00**

Planned Activity Description

Using data to support highway safety decisions allows the THSO and its partnering agencies to focus on saving lives and preventing injuries. The work conducted by the TRCC ensures that Tennessee has a multi-year strategic plan to identify high-level goals, objectives, and strategies. Further, members of the TRCC consider and evaluate new technologies to keep the highway safety data and traffic records systems complete and up to date. The planned activity is to fund traffic safety information system improvement projects.

Intended Subrecipients

The intended subrecipient will be the Tennessee Department of Safety and Homeland Security as well as the Tennessee Department of Health.

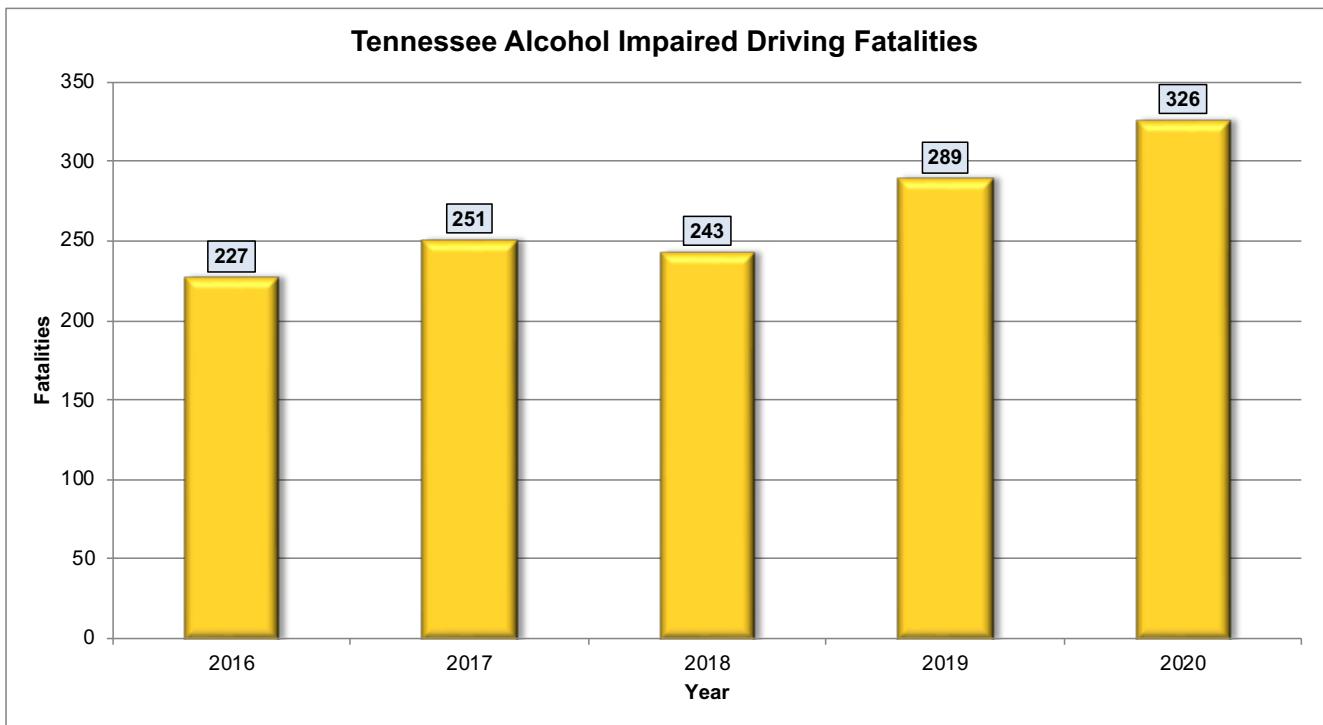
BUDGET SOURCE(S): TRAFFIC RECORDS IMPROVEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$930,000	\$232,500	-----

PROGRAM AREA: IMPAIRED DRIVING (ALCOHOL AND OTHER DRUGS)

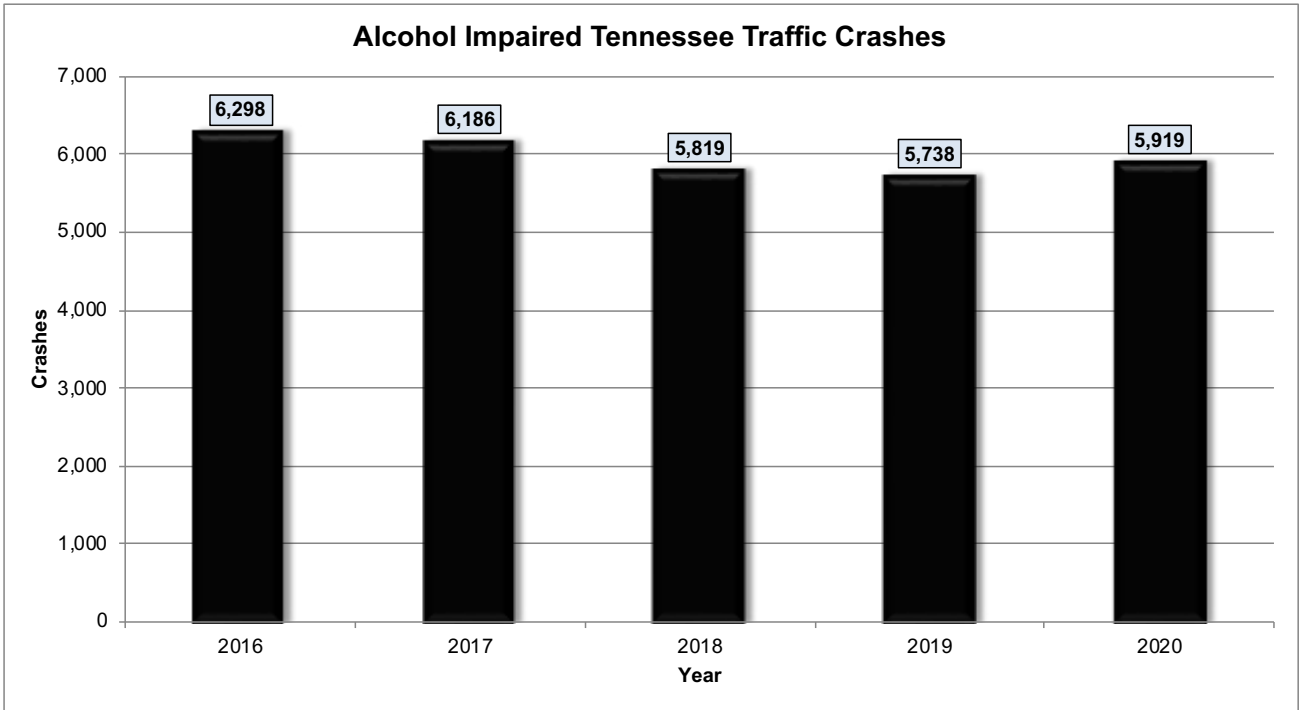
According to NHTSA's 2020 annual traffic crash data report, 30 percent of the total fatalities were in alcohol-impaired-driving crashes nationwide. Forty states saw increases in the number of alcohol-impaired-driving fatalities from 2019 to 2020. California had the largest increase, with 193 more lives lost in alcohol-impaired-driving crashes in 2020. The District of Columbia had no change in the number of alcohol-impaired-driving fatalities from 2019 to 2020. Ten states and Puerto Rico saw decreases in the number of alcohol impaired-driving fatalities from 2019 to 2020, with 36 fewer fatalities in Alabama.

In Tennessee, based on NHTSA's Traffic Safety Facts Sheet (DOT HS 813 266 – December 2020), alcohol impaired driving fatalities increased by 7.1 percent from 2019 to 2020, accounting for 27 percent of 2020 overall fatalities. While this is less than the national average, as well as a reduction in percentage of overall fatalities from the previous year, it is still an increase in overall alcohol-impaired fatalities for the state.



Sources:
2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 25 May 2022.
After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 25 May 2022. (FTS)

Driving Under the Influence (DUI) of alcohol and/or drugs continues to be a significant problem in Tennessee. In 2020, there were 5,919 alcohol-impaired driving crashes, which was 181 greater than in 2019, and resulted in 326 fatalities, which was 37 greater than in 2019. This accounts for 27 percent of the total roadway fatalities in the state.



Source: TN Dept. of Safety and Homeland Security, TITAN Business Unit, 25 May 2022. (TITAN)

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS)	Five-Year	Numeric	290	2020	2023

COUNTERMEASURE STRATEGY: BLOOD/BREATH TESTING DEVICES

Project Safety Impacts

The strategy is to increase capacity to address the Tennessee Bureau of Investigations (TBI) crime lab's backlog of casework due to the high number of driving under the influence, motor vehicle crashes, and vehicular homicide cases and improve the quality and scope of the lab's toxicology testing of casework and on cases that require additional drug screen testing. This will improve the reliability and consistency of breath/alcohol instruments utilized by local and state law enforcement throughout the state. It will also maintain expertise through continued training and education for scientists in the breath alcohol and toxicology sections of the TBI labs, keeping scientists up to date on new technologies and new defense issues.

Linkage Between Program Area

Implementing the proposed projects will support the THSO and partnering agencies' mission to decrease impaired driving fatalities, injuries, and crashes.

The TBI's efforts do not directly impact the reduction of alcohol-related crashes and fatalities in the State of Tennessee; however, they have an impact on enforcing alcohol and impaired driving through the conducting of breath and blood alcohol testing and expert testimony utilized in DUI court cases.

Rationale

Tennessee utilizes many strategies to decrease the number of drivers killed and seriously injured on the roadways. The following is utilized from NHTSA's *Countermeasures That Work, Tenth Edition* under the Alcohol-and Drug-Impaired Driving Countermeasures section, beginning on pages 1-10:

- 1. Deterrence: Laws
 - 1.1 Administrative License Revocation or Suspension
 - 1.2 Open Container
 - 1.3 High-BAC Sanctions
 - 1.4 BAC Test Refusal Penalties
- 2. Deterrence: Enforcement
 - 2.3 Breath Test Devices
 - 2.4 Passive Alcohol Sensors
- 3. Deterrence: Prosecution and Adjudication
 - 3.1 DWI Courts
 - 3.2 Limits on Diversion and Plea Agreements

PLANNED ACTIVITY: BLOOD/BREATH TESTING DEVICES

Planned activity number: **M5BAC-23-00**

Planned Activity Description

The planned activities are to increase capacity to address TBI Crime Lab's backlog of casework due to the high number of driving under the influence, motor vehicle crashes, and vehicular homicide cases and improve the quality and scope of the labs' toxicology testing of casework and on cases that require additional drug screen testing, maintain reliability and consistency of breath/alcohol instruments being utilized by local police departments, sheriff's offices, jails, and highway patrol districts throughout the state, maintain expertise through continued training and education for scientists in the breath alcohol and toxicology sections of the TBI labs which keeps scientists up to date on new technologies and new defense issues and using those to continually improve the scope and quality of the testing performed at the TBI.

Intended Subrecipients

The intended subrecipient for this activity will be the Tennessee Bureau of Investigation.

BUDGET SOURCE(S): BLOOD/BREATH TESTING DEVICES

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 405d Mid	Mid BAC Testing/ Reporting (FAST)	\$700,000	\$175,000	----

COUNTERMEASURE STRATEGY: TRAINING OF THE PROSECUTORIAL/JUDICIAL COMMUNITY

Project Safety Impacts

Disseminating and sharing information are formidable tasks, especially with statute changes, new case law, and ever-changing technology. Moreover, supplying correct information to judges, prosecutors, law enforcement, defense attorneys, legislators, and educators is an ongoing challenge, as is changing behavior.

Two Tennessee Traffic Safety Resource Prosecutors (TSRP), which are funded through the District Attorneys General Conference (TNDAGC), perform the following:

- Provide legal research and write articles and a quarterly distributed newsletter
- Provide seminars, meetings, a website, a blog site for prosecutors, information and consultation about impaired driving issues, and
- Provide information to judges, prosecutors, defense attorneys, legislators, and educators.

The law regularly changes due to new legislation, recent decisions by the Tennessee Supreme Court/ Court Criminal of Appeals, new technological advances, and societal attitudes and conduct changes. Continued research of these many changes is necessary to keep the legal community informed and aware of the greater context and nuances of traffic safety. It is the goal of the DUI Training Department to meet these needs. This goal will be accomplished in a variety of ways.

- By providing statewide training and education for prosecutors concerning traffic safety-related issues and the current legal environment to improve their ability to prosecute vehicular crimes and thereby reduce the number of crashes caused by impaired drivers.
- Provide research, writing, and advice, including resource materials, to prosecutors across Tennessee to increase their effectiveness in prosecuting vehicular crimes and thereby reducing the number of crashes caused by impaired drivers.
- To provide training and education for law enforcement officers across Tennessee, improve their ability to investigate vehicular crimes, improve their skills at communicating effectively in court, and assist them in understanding all evolving traffic safety and vehicular crime issues.
- To provide research, legal updates, and advice, including resource materials, to law enforcement officers across Tennessee and improve their effectiveness in the enforcement of vehicular crimes, thereby reducing the number of crashes caused by impaired drivers.
- To provide legal updates, education, training, and advice to various organizations involved in traffic safety across Tennessee.

This can be provided through a variety of steps:

- Provide training and education to 150 prosecutors across Tennessee concerning traffic safety-related issues and the current legal environment, to increase their knowledge and advocacy skills to prosecute vehicular crimes and thereby reduce the number of crashes caused by impaired drivers.
- Provide research, writing, and advice, including resource materials, to 500 prosecutors across Tennessee regarding the most recent legal updates and issues involving vehicular crimes through the provision and use of resource materials, trial manuals, a quarterly published newsletter, a

DUI website, and a DUI discussion group, thereby reducing the number of crashes caused by impaired drivers.

- Provide training and education to 1,750 law enforcement officers across Tennessee to improve their ability to investigate vehicular crimes, improve their skills at communicating effectively in court, and assist them in understanding all evolving traffic safety and vehicular crime issues, thereby reducing the number of crashes caused by impaired drivers.
- Provide research, legal updates, and advice, including resource materials, to 1,750 law enforcement officers across Tennessee regarding the most recent legal updates and traffic safety issues through the provision and use of resource materials, trial manuals, a quarterly published newsletter, a DUI website and by presenting legal updates at law enforcement meetings and in-service classes, to improve their effectiveness in the enforcement of vehicular crimes and thereby reducing the number of crashes caused by impaired drivers.
- Provide legal updates, education, training, information, and advice to 500 prosecutors, 275 judges, 1,750 law enforcement officers, and various other organizations and agencies involved in traffic safety across Tennessee by providing legal updates, a quarterly published newsletter, a DUI focused website, by making presentations at local meetings and by providing joint trainings, thereby raising awareness of traffic safety issues and likewise reducing the number of crashes caused by impaired drivers.

In addition, Tennessee has a Judicial Outreach Liaison (JOL). The JOL was hired in 2015 and will retire at the end of FFY 2022 after serving eight years. A replacement will be secured upon the position being vacated. The function of the JOL is to provide information to judges at all levels, Judicial Commissioners, Clerks, and Magistrates concerning best practices in the area of traffic safety. Such practices include instruction regarding the use of treatment courts, effective sentencing procedures, Fourth Amendment issues, new statutes, and case law reviews.

The ultimate goal is to help members of the Judiciary gain quick and helpful access to information about best practices, which will help reduce the number of drug and alcohol crashes, resulting in decreased injuries and fatalities in Tennessee. The JOL regularly consults with the National Judicial Fellow and, if applicable, the Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving. The JOL will assist the THSO with program planning and strategies regarding outreach to judges and the courts. In addition, this person will participate in training and large group meetings, conferences, workshops, and media events focusing on impaired driving at the state's request. This activity includes consulting assistance in the development of such events upon request.

The JOL will work with the THSO to address roadblocks that hamper effective outreach to the courts and to find alternative methods to address these issues and concerns, as well as work LELs and the TSRPs to help identify and assist in efforts to promote, strategize, and help formulate new ideas involving the criminal justice system as it pertains to impaired driving.

Lastly, the JOL will continue to develop a network of contacts with judges, judicial educators, State Drug Court Coordinators, and various professional organizations to provide educational materials and information and to help support educational efforts in traffic safety, particularly as they apply to impaired driving as well as serve on the state's IDAC.

DUI PROSECUTION

Prosecutors trained in handling DUI cases are better able to withstand defense motions that can negatively impact the administration of justice. Funding for DUI prosecution activity will allow for the handling of all DUI-related cases, at a minimum, in criminal/circuit courts (required) and general sessions (if applicable), ensuring that all DUI offenders are charged correctly and in accordance with their criminal history; monitored from initial charge to conviction; and evaluated to determine the most appropriate intervention/treatment to reduce recidivism and societal costs. These are carried out through grants funding specialized DUI prosecution activity. Currently, these projects are in 30 of the 31 judicial districts. Beginning in September 2022, a new judicial will be created, which will bring the total to 32. It remains the desire of the THSO to have projects in 100 percent of the judicial districts.

The charge of this DUI prosecution activity is to make provable cases that result in the prosecution of (in rank order):

- DUI death or serious bodily injury cases, criminal/circuit cases for multiple and felony DUI offenses (not excluding general session's court);
- First DUI offenses in criminal court; and
- All DUI offenses in general session's court (if times permits).

They should also ensure timely prosecution of multiple offenders by adhering to a written policy that calls for the criminal circuit court to resolve or set a trial date for these cases within 120 days of the defense council's appointment or retention. They are required to ensure accurate and timely entry of data into the DUI Tracker in TITAN and retrieval of that data to determine how cases are being handled within (County/Judicial District) during the project period. They are to seek out and actively promote proven interventions, when possible, that reduce DUI recidivism rates, such as DUI courts, victim impact panels, drug addiction programs, rehabilitation, transdermal alcohol monitoring, GPS tracking and monitoring, and ignition interlock devices.

COURT MONITORING

The Court Monitoring Program monitors misdemeanor DUI cases in the courts of the top ten DUI fatality counties. The monitors are physically present for court settings and acquire case information from courtroom observation and, when necessary, from researching online databases in the event a monitor is not able to be present at the proceeding. The data is then entered into the Mothers Against Drunk Driving (MADD) National Court Monitoring Database for reporting purposes.

In FFY 2021, 1,124 were monitored, of which 754 of those cases were closed. The goal was to reach 1,200 cases. Even with the lingering impact of the pandemic, the agency almost achieved this metric.

Of the cases monitored during FFY 2021, 754 cases were closed with 194 amended; four amended to a misdemeanor; 94 bound over to circuit court; seven deferred prosecution; 46 dismissed; three disposition sealed/unable to determine disposition; one no contest; 18 nolle prosequi; two not guilty; two plea deals; and 383 guilty. Guilty verdicts equated to 51 percent of all closed cases.

The Court Monitoring Program is designed and intended to create transparency within the judicial system, encourage accountability among court officials, educate the key individuals within the system, and support the officers enforcing the laws. The goal of the Court Monitoring Program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired driving defendants and offer solutions. Also another goal is to partner with law enforcement to educate the general public on the dangers of impaired driving as a deterrent to reduce impaired driving in Tennessee. Partnering with law enforcement will offer much-needed support to DUI prosecutors and law enforcement officers as well as encourage the court system to adjudicate impaired driving offenses in a tough and consistent manner.

Linkage Between Program Area

Swift prosecution of a DUI offense is critical for ensuring the motorist does not commit another offense while awaiting resolution of the existing charge and that punishment is meted out in a timely fashion. As for a prosecution/treatment model, studies indicate that it is associated with lower recidivism rates and costs.

Court Monitoring can help victims find a more victim-sensitive court system, and ultimately, court monitoring helps reduce the rate of repeat offenses and fatal crashes among DUI offenders.

Rationale

These strategies are foundational under NHTSA's *Countermeasures That Work, Tenth Edition*, under the following alcohol-and drug-impaired driving section:

- 1. Deterrence: Laws
 - 1.1 Administrative License Revocation or Suspension
 - 1.2 Open Container
 - 1.3 High-BAC Sanctions
 - 1.4 BAC Test Refusal Penalties
- 2. Deterrence: Enforcement
 - 2.3 Breath Test Devices
 - 2.4 Passive Alcohol Sensors
- 3. Deterrence: Prosecution and Adjudication
 - 3.1 DWI Courts
 - 3.2 Limits on Diversion and Plea Agreements
 - 3.4 Court Monitoring

PLANNED ACTIVITY: DUI PROSECUTION

Planned activity number: **DUIP-23-00**

Planned Activity Description

To combat this problem, the THSO provides grant funding to ensure the timely and accurate disposition of DUI cases through DUI prosecution activity and coordinators in their respective judicial districts and the provision of training necessary to make provable cases. The THSO recognizes that prosecution is one component of a comprehensive approach to addressing impaired driving.

Intended Subrecipients

The intended subrecipients of this planned activity will be Tennessee District Attorneys Offices, but specific districts will be determined after all application reviews and data analysis have been completed.

BUDGET SOURCE(S): DUI PROSECUTION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	154 Transfer Funds- AL	154 Alcohol	\$6,900,000	----	\$6,900,000

PLANNED ACTIVITY: COURT MONITORING

Planned activity number: **CM-23-00**

Planned Activity Description

MADD Tennessee administers a court monitoring program. This program relies heavily on volunteers to observe, track, and report on all court activities as it relates to impaired driving cases. From arrest to adjudication, all information is logged into MADD's Court Monitoring Database throughout the monitoring of these court cases. This database allows the THSO and MADD to run reports on specific areas to determine any breakdowns in the adjudication process.

Intended Subrecipients

The intended subrecipient of this planned activity will be MADD Tennessee.

BUDGET SOURCE(S): COURT MONITORING

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	154 Transfer Funds- AL	154 Alcohol	\$120,000	----	\$0

PLANNED ACTIVITY: TSRP/JOL

Planned activity number: **JuT-23-00**

Planned Activity Description

This project will target Tennessee to assist law enforcement officers, prosecutors, judges, and other traffic safety organizations. Due to the costs of conducting legal research and providing education, training, advice, and legal updates, additional funding will be needed so that the enforcement of vehicular crimes will continue to be improved. In addition, the traffic safety community will continue to stay current on traffic safety issues. As a result, the number of driver-impaired crashes will continue to be reduced, thereby preventing future injuries and fatalities.

Intended Subrecipients

The intended subrecipients of this planned activity will be the Tennessee District Attorneys General Conference (TSRP) and the University of Tennessee, Knoxville (JOL).

BUDGET SOURCE(S): TSRP/JOL

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$760,000	\$190,000	-----

COUNTERMEASURE STRATEGY: DUI/DRUG COURTS

Project Safety Impacts

Traditional methods of dealing with impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. In the past, court systems punished the DUI offender in multiple ways:

- Placing them in jail for a mandated period of time;
- Taking away the offender's driver's license;
- Extensive court fines;
- High costs associated with DUIs;
- 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 these might deter some people, repeat offenders need treatment.

Linkage Between Program Area

Research indicates that long-term treatment, combined with judicial supervision, is working to reduce recidivism among multiple offenders. DUI Court programs provide such treatment.

Rationale

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 Drug Court's ten guiding principles and adhering to them should produce a program that will successfully rehabilitate a repeat DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring fewer victims and a safer community.

PLANNED ACTIVITY: DUI/DRUG COURTS

Planned activity number: **M5CS-23-00**

Planned Activity Description

The planned activity is to fund the screening, assessment, treatment, and rehabilitation of DUI offenders. This includes the administration of DUI courts through one central grant.

Intended Subrecipients

The intended subrecipients of this planned activity will be the Tennessee Department of Mental Health and Substance Abuse.

BUDGET SOURCE(S): DUI/DRUG COURTS

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$300,000	\$75,000	----

COUNTERMEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT

Project Safety Impacts

Enforcement is a strategy within Section 3 of Highway Safety Program Guideline No. 8, Criminal Justice System. All alcohol grants for law enforcement activity require that participating officers be trained in SFST. Participating agencies coordinate their traffic patrols with other local safety activities and state and national mobilizations or waves of 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 4th weekend, Labor Day (September), and December holiday period. Mobilizations are high-profile law enforcement programs combined with paid and earned media, and they are evaluated in terms of public awareness and public changes in behavior. These saturation patrols will consist of three actions:

- Sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state's population;
- Intense publicity, paid, earned, owned; and
- 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 percent 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.

Linkage Between Program Area

Highly visible impaired driving enforcement will be conducted at "hot spot" locations identified through analysis of the crash, citation, crime, and other data. This proven traffic safety approach is designed to create deterrence and change unlawful behavior. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity

(e.g., press releases, billboards, flyers, social media) that educates the public about the danger of impaired driving and increased enforcement of DUI laws to promote voluntary compliance with the law.

Roadways with high traffic volumes will be targeted to ensure that the motoring public sees not only law enforcement but also officers making traffic stops. This project will conduct one or more saturation patrols and/or DUI checkpoints monthly. Enforcement will also be conducted to support the NHTSA impaired driving mobilizations during the July 4, Labor Day, and Christmas/New Year's Day holiday period.

The following visibility elements will be used during this project:

- Road signs (electronic message boards, pop-up road signs)
- Marked patrol vehicles (includes magnetic HVE signs or window clings)
- High visibility vests
- Handouts (flyers, brochure, etc.)
- Other visibility elements as deemed appropriate

The following public outreach activities highlighting the danger of impaired driving, Tennessee's DUI laws, and increased enforcement will be conducted in support of this project. This includes:

- Press releases (includes results of the enforcement)
- Press Events
- Public Service Announcements/Ads (includes radio, TV, newspapers)
- Letters to the Editor/Op-Eds
- Community Presentations
- Social Media Messaging
- Other public outreach activities as deemed appropriate

Grant funds will be allocated for overtime enforcement conducted by officers trained and certified in SFST (required), ARIDE (recommended), and DRE (recommended). Grant funds may also be allocated to purchase the supplies and equipment for use in conducting DUI-related enforcement. The THSO and NHTSA will approve equipment costing over \$5,000 before it is acquired.

Rationale

This proven traffic safety approach is designed to create deterrence and change unlawful behavior. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity (e.g., press releases, billboards, flyers, social media) that educates the public about the danger of impaired driving and increased enforcement of DUI laws to promote voluntary compliance with the law.

This countermeasure is foundational under NHTSA’s *Countermeasures That Work, Tenth Edition* alcohol and drug-impaired driving section:

- 2. Deterrence Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High-Visibility Saturation Patrols

PLANNED ACTIVITY: IMPAIRED DRIVING ENFORCEMENT

Planned activity number: **M5HVE-23-00**

Planned Activity Description

To combat this problem, the THSO provides grant funding for alcohol saturation patrols, roadside sobriety checkpoint projects, and HVE conducted in jurisdictions identified through data analysis as having a high occurrence of alcohol-related fatal and serious injury crashes.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis have been completed.

BUDGET SOURCE(S): IMPAIRED DRIVING ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	154 Transfer Funds-AL	154 Alcohol	\$3,250,000	----	\$3,250,000
2022	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$550,000	\$137,500	----

PROGRAM AREA:

DISTRACTED DRIVING

NHTSA has defined distracted driving as “anything that diverts the driver’s attention from the primary tasks of navigating the vehicle and responding to critical events. To put it another way, a distraction is anything that takes your eyes off the road (visual distraction), your mind off the task of driving (cognitive distraction), or your hands off the wheel (manual distraction)” (NHTSA, n.d.). Distracted driving is any activity that could divert a person’s attention away from the primary task of driving. These distractions shift the focus to another action instead. As a result, they endanger driver, passenger, and even bystander safety. Some of these distractions include the following:

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

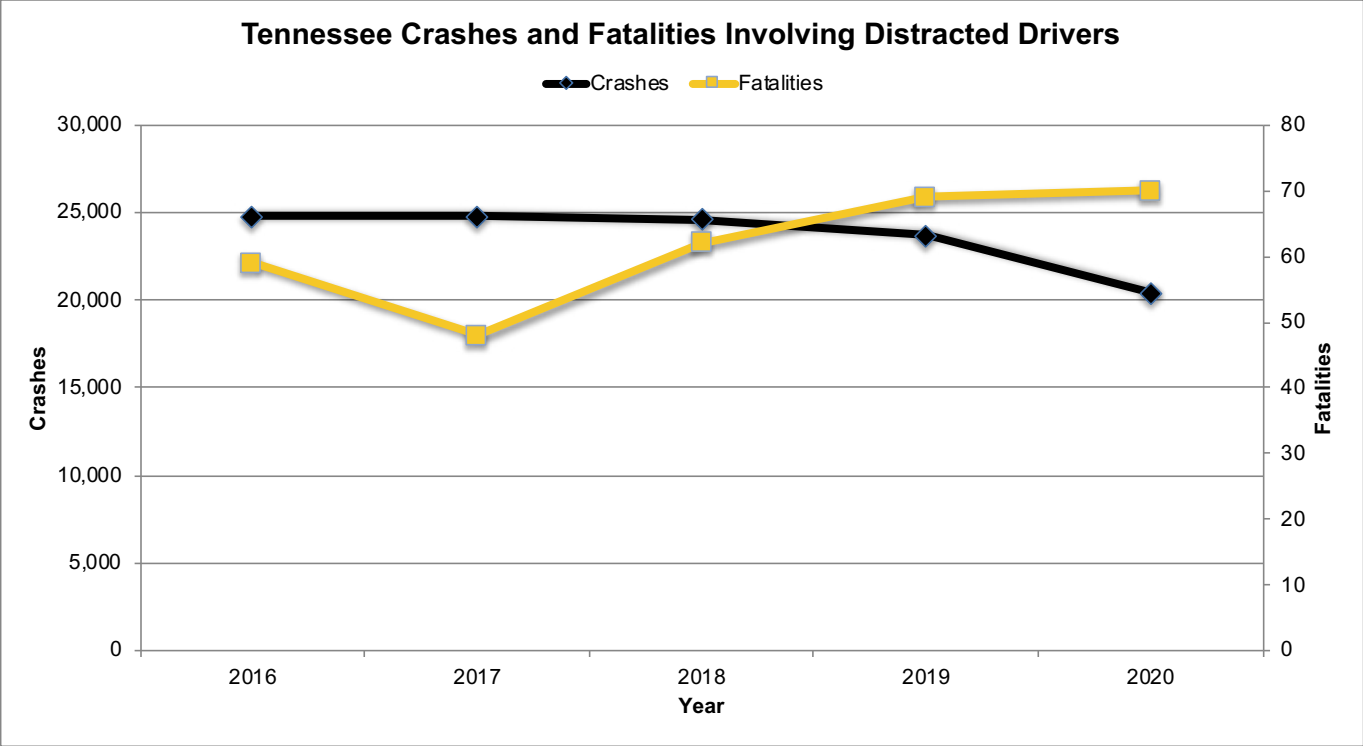
These distractions can be categorized as visual, auditory, manual, or cognitive.

- Visual distractions include tasks that require the driver to look away from the roadway to obtain information visually.
- Auditory distractions include functions requiring the driver to hear something unrelated 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 functions requiring drivers to take their minds off driving and think about something other than the driving task.

Cell phone usage is one of the most common tasks that distract drivers. That is because text messaging requires the driver’s visual, manual, and cognitive attention.

According to NHTSA’s Traffic Safety Facts, 3,142 distracted driving affected fatalities occurred in 2020. Nationwide, eight percent of all drivers 15 to 19 years old were involved in a distracted-affected fatal crash. This teen age group reflects the most significant portion of all drivers in a distracted driving fatal crash.

Distracted driving in Tennessee continues to be a problem, as seen from the chart on the following page. In 2020, more than 20,000 distracted driving crashes occurred, with 70 of those being fatal crashes. While the total number of distracted driving crashes is down from the previous year, distracted driving fatalities have slightly risen.



Sources
Crashes: TN Dept. of Safety and Homeland Security, TITAN Business Unit, 29 Apr 2022. (TITAN)
Fatalities: TN Dept. of Safety and Homeland Security, TITAN Business Unit, 29 Apr 2022. (FTS)

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes	Five-Year	Numeric	177	2020	2023

Project Safety Impacts

According to NHTSA's *Countermeasures That Work, Tenth Edition*, the obvious way to reduce distracted driving is to convince or require drivers to pay closer attention to their driving. Unfortunately, it is difficult to convince or require drivers to avoid distractions while driving. Many drivers consider some distractions, such as eating or drinking, listening to the radio, or talking on cell phones, to be important and everyday activities, and they are unlikely to give them up. Moreover, studies indicate that drivers themselves are poor judges of the performance decrements resulting from distracting activities. This may be difficult to do. Behavior strategies that promote awareness of the risks of distracted driving are recommended. Ultimately, the role of communication and enforcement are vital in raising awareness of distracted driving.

High visibility cell phone and text message enforcement's objective is to actively seek out cell phone users through special saturations, patrols, and various enforcement techniques. Tennessee implemented in July of 2019 a restricted cell phone usage law aimed at eliminating cell phone usage among all drivers. The new law is called "Hands Free Tennessee." During April's National Distracted Driving Awareness Month, "Hands Free Tennessee" is supported through enforcement and communication. "Bus tours" allow officers utilizing a vehicle (i.e., bus) to have a bird's-eye view of drivers' activities. Officers purposely target cell phone users with a spotter technique from the bus, then radio ahead to another officer when a driver using a cell phone is detected. This is a proven effective enforcement strategy. State and local agencies can enact these tours to enforce against this dangerous behavior. In addition, owned, earned, and paid media are launched to inform the public of this enforcement initiative. This strengthens the awareness that you are likely to be ticketed if you are observed with your phone in hand while driving.

Linkage Between Program Area

According to NHTSA's *Countermeasures That Work, Tenth Edition*, three NHTSA demonstration projects focused on HVE combined with paid and earned media suggest that these elements show promise in reducing the use of handheld phones and texting (Cosgrove et al., 2011). Distracted driving enforcement and communication work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize distraction while driving. Implementing proposed projects and utilizing the integrated communications plan will increase driver awareness, which will decrease the number of fatalities, injuries, and crashes caused by distracted driving. For more information on the integrated communications plan, see the communications section.

Rationale

Tennessee utilizes many strategies to decrease the number of people killed or seriously injured as a result of distracted driving on the roadways. For this countermeasure, the following is utilized from NHTSA's *Countermeasures That Work, Tenth Edition*:

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 1.3 High-Visibility Cell Phone/Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving

PLANNED ACTIVITY: COMMUNICATION AND EDUCATION

Planned activity number: **DD-23-00**

Planned Activity Description

The planned activity is to fund agencies to educate and enforce Tennessee's distracted driving laws, including Tennessee's hands-free legislation.

Intended Subrecipients

The intended subrecipients of the planned activity will be determined after all application reviews and data analysis has been completed.

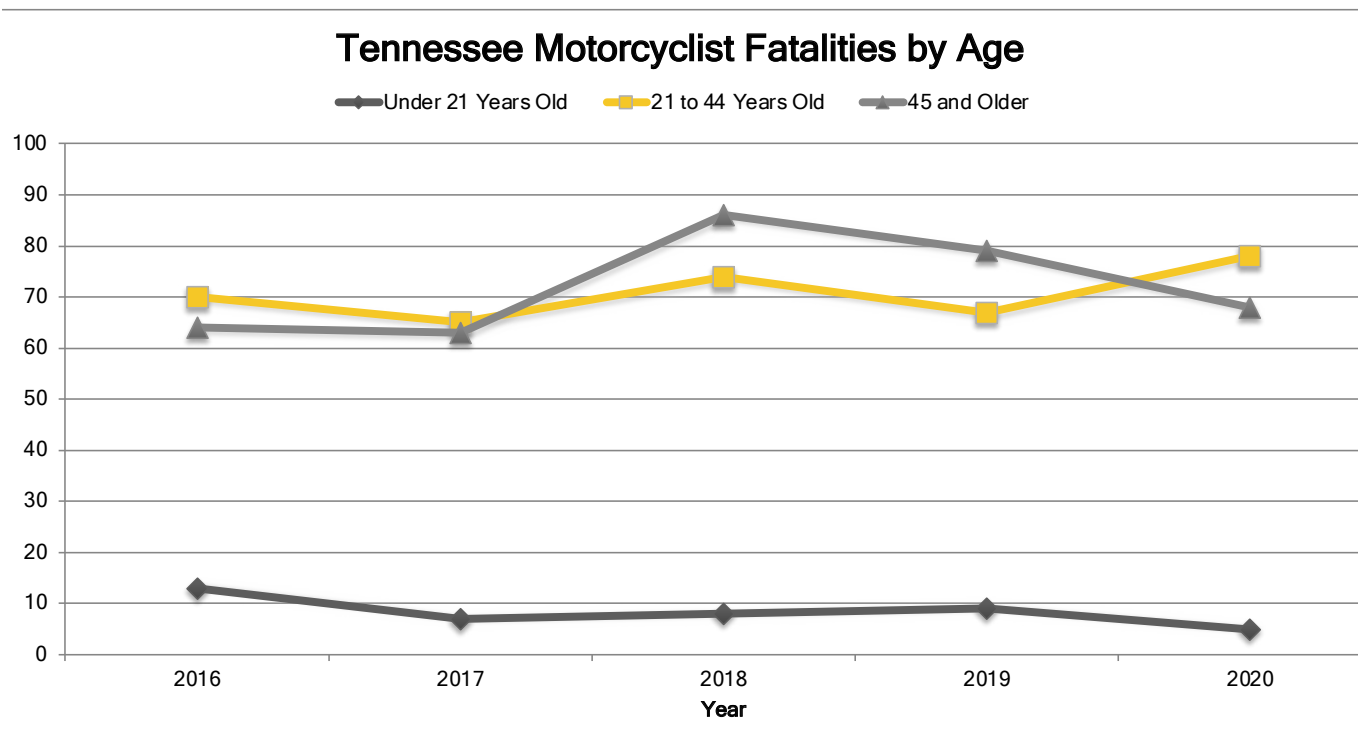
BUDGET SOURCE(S): COMMUNICATION AND EDUCATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Distracted Driving (FAST)	\$230,000	\$57,500	\$150,000

PROGRAM AREA: MOTORCYCLE SAFETY

Motorcycle safety continues to be a key area of concern in Tennessee. Based on the State Traffic Safety Information, 151 people died in 2020 due to a motorcycle crash. While this is a decrease from 2019, it is still increasing from previous years. The THSO's mission is to reduce the human and economic toll associated with motorcycle-related crashes. Implementing proven strategies to reduce motorcycle related fatalities and serious injuries helps the THSO accomplish this mission.

A motorcyclist is a combined reference to motorcycle operators and passengers. The tables below provide an overview of motorcycle-involved crashes in Tennessee and how that compares to fatalities by age.



Source:

2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 11 Apr 2022.

After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 11 Apr 2022. (FTS)"

Tennessee law requires motorcyclists to wear a helmet. The following graph illustrates motorcycle fatalities in Tennessee based on helmet use.

Tennessee Motorcyclist Fatalities by Helmet Use					
Age	2016	2017	2018	2019	2020
Used	133	123	153	130	135
Not Used	13	9	12	20	15
Unknown	1	3	3	5	1
Total	147	135	168	155	151

Source:
 2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 11 Apr 2022.
 After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 11 Apr 2022. (FTS)

The above graph shows data from 2016 to 2020. The calendar year 2017 was the only year Tennessee has seen less than ten fatalities recorded where a helmet was not utilized. Unfortunately, 2019 showed a significant increase of approximately 40 percent, from 12 to 20 unhelmeted fatalities. However, in 2020, Tennessee saw a decrease of five, from 20 to 15 unhelmeted fatalities.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-7) Number of Motorcyclist Fatalities (FARS)	Four-Year	Numeric	168	2020	2023
C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)	Annual	Numeric	15	2020	2023

COUNTERMEASURE STRATEGY: TRAINING

Project Safety Impacts

Tennessee has a public motorcycle rider education program run through the TDOSHS THP division. As stated in *Countermeasures That Work, Tenth Edition*, "A motorcycle is inherently more difficult to operate than a passenger vehicle because it requires more physical skill and strength." The Tennessee Motorcycle Rider Education Program offers two intensive courses to prepare motorcycle operators for the streets' challenges; one is for beginners, the other for more experienced riders. This allows students with similar skill levels to learn together. The funding for this program comes from Tennessee Code Annotated (TCA) 55-51-104. The TCA that corresponds to this program is attached in the appendix.

The following table shows the Tennessee counties that will have motorcycle rider training courses (based upon the Motorcycle Safety Foundation Basic Rider curricula) conducted during FFY 2023, along with the current number of registered motorcycles in the county.

Registered Motorcycles Per Training County	
County	Registered # of Motorcycles
Blount	7,066
Coffee	1,905
Davidson	10,059
Dickson	1,530
Dyer	760
Franklin	1,497
Hamblen	2,084
Hamilton	9,071
Jefferson	2,105
Knox	11,263
Madison	1,946
Maury	2,999
Montgomery	7,840
Putnam	2,718
Rutherford	7,601
Shelby	9,912
Sullivan	6,299
Sumner	5,223

Tennessee has a total of 180,724 registered motorcycles in the state. The above chart shows that at least one motorcycle rider education course will occur in each of these counties. This accounts for 50.8 percent of all registered motorcycles in the state.

No planned activities will be funded by utilizing this countermeasure directly. However, this is still an effective aspect of the THSO’s overall countermeasure strategy pertaining to motorcycle safety.

Linkage Between Program Area

As recommended by the Motorcycle Safety Program Plan (NHTSA, *Countermeasures That Work, Tenth Edition*), Tennessee offers training at various sites across the state. These training sites are located within counties with a large number of registered motorcycles to reach the greatest number of motorcyclists.

Rationale

Tennessee utilizes many of the strategies listed in the NHTSA’s *Countermeasures That Work, Tenth Edition*, regarding motorcycle safety. For this countermeasure, the following is utilized:

- 3.2 Motorcycle Rider Training

COUNTERMEASURE STRATEGY: LAWS

Project Safety Impacts

As stated in the problem identification, Tennessee requires a helmet to be utilized by both passengers and operators of motorcycles, regardless of age.

Tennessee requires that a valid motorcycle license be issued to all operators of a motorcycle. The THSO does not oversee the licensing process. The Driver's License Administration within the TDOSHS manages all licensing, including motorcycle operation.

No planned activities will be funded by utilizing this countermeasure. However, this is still an effective aspect of the THSO overall countermeasure strategy pertaining to motorcycle safety.

Linkage Between Program Area

According to NHTSA's *Countermeasures That Work, Tenth Edition*, "State universal coverage helmet-use laws are effective at increasing helmet use." It continues by stating the following, "A systematic review of U.S. motorcycle helmet laws found that States with Universal coverage laws: (1) had motorcycle helmet use rates 53 percentage points higher than States with partial coverage or no law; (2) had 29% fewer motorcycle fatalities; and (3) had lower fatality rates per registered motorcycle and per vehicle mile traveled."

While Tennessee does require a license to operate a motorcycle, *Countermeasures That Work* states that nationwide, 27 percent of all motorcycle fatalities in 2015 were not properly licensed. With proper licensing and the benefits of it, there could be fewer fatalities than those that did not have a universal helmet law.

While Tennessee does require a license to operate a motorcycle, *Countermeasures That Work* states that nationwide, 28 percent of all motorcycle fatalities in 2018 were not properly licensed. With proper licensing and the benefits of it, there could be fewer fatalities as individuals would have the knowledge and training necessary to ride on the roadways.

Rationale

Tennessee utilizes many of the strategies listed in the NHTSA's *Countermeasures That Work, Tenth Edition*, regarding motorcycle safety. For this countermeasure, the following is utilized:

- Tennessee Code Annotated (Laws)
- 1.1 Universal Coverage State Motorcycle Helmet Use Laws
- 3.1 Motorcycle Rider Licensing

COUNTERMEASURE STRATEGY: COMMUNICATION

Project Safety Impacts

Widely used by many agencies, including the THSO, is a communication strategy to increase the general motoring public's awareness of the vulnerability of motorcycle operators. Within the THSO's integrated communications plan (see the communications section for more information) is the Look Twice messaging campaign. This is a statewide campaign that is used in conjunction with NHTSA's Share the Road message.

Along with this statewide campaign, the THSO has worked with Alliance Sports Marketing for an interactive display at ten selected motorcycle events across Tennessee. Alliance Sports Marketing sets up an inflatable motorcycle branded with the THSO "Look Twice" messaging. This attracts attention to the interactive display. Each interactive display is staffed by Alliance Sports Marketing personnel experienced in highway safety campaigns. The staff conduct surveys to measure demographic data of event attendees and track the number of attendees that visit the interactive display. Data collected by Alliance Sports Marketing is submitted to the THSO within one week following the conclusion of each event.

Linkage Between Program Area

Multiple studies completed by NHTSA (*Countermeasures That Work*) state that in multi-vehicle crashes in which a motorcycle is involved, the other vehicle is frequently cited for violating the motorcycle operator's right-of-way. By utilizing a communication strategy, the THSO can inform the general motoring community about the vulnerability of a motorcycle operator.

Rationale

Tennessee utilizes many of the strategies listed in the NHTSA's *Countermeasures That Work, Tenth Edition*, regarding motorcycle safety. For this countermeasure, the following is utilized:

- 4.2 Communications and Outreach: Motorist Awareness of Motorcyclists

PLANNED ACTIVITY: COMMUNICATION

Planned activity number: **MCCM-23-00**

Planned Activity Description

The planned activity is to fund a motorcycle awareness campaign directed towards the general motoring public. The motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message during Motorcycle Safety Awareness Month and designated enforcement periods taking place through September. The specific age category is adults 25-54 years old. 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 areas targeted will utilize crash data and include the cities and counties with the highest motorcycle crash rates and raw numbers.

Intended Subrecipients

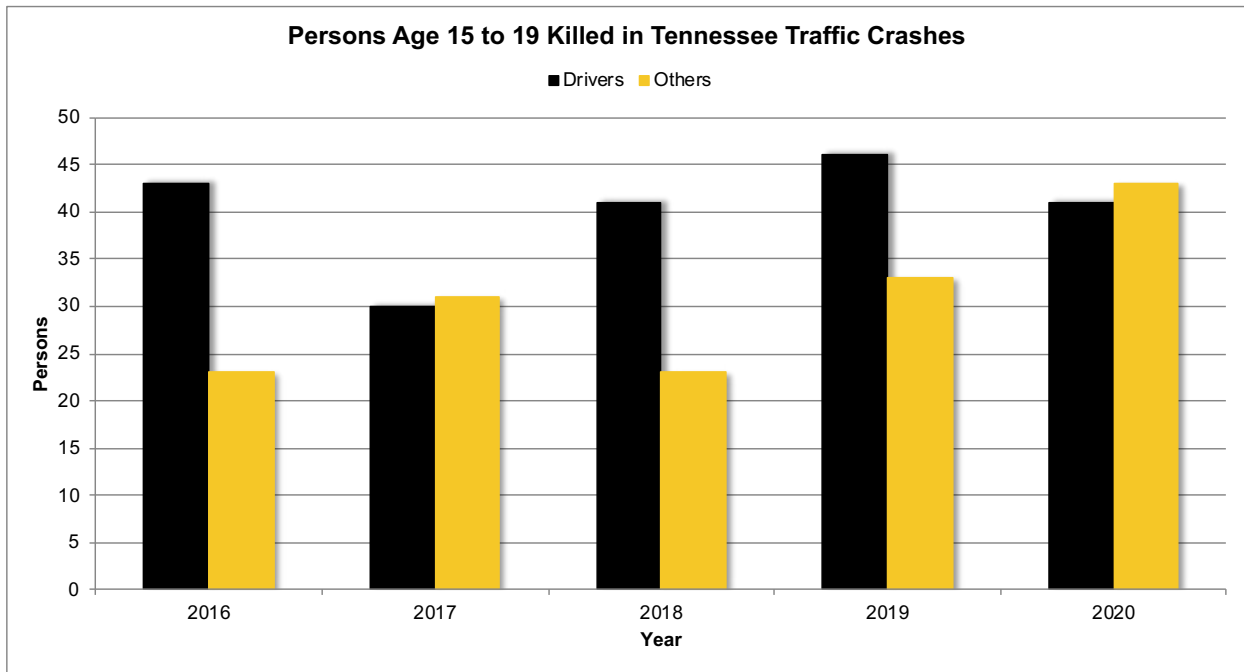
Intended paid media organizations will be determined at a later date but could include the following aspects of advertising:

- Audio spots (radio and streaming),
- Social media,
- Digital advertising (display, pre-roll), and
- Out-of-Home (gas station advertising).

Funding associated with this planned activity is included as part of the complete integrated communications plan.

PROGRAM AREA: TEEN DRIVER SAFETY PROGRAM

Nationwide, six teenagers aged 16 to 19 die from motor vehicle crash injuries every day (CDC, 2019). In 2018, across the United States, 2,121 people were killed in crashes involving a teen driver aged 15 to 18 (NHTSA, 2021). According to *Countermeasures That Work, Tenth Edition*, in 2018, drivers between the ages of 15 to 20 made up 5.3 percent of licensed drivers in the United States. In 2020, Tennessee saw 84 teens between the ages of 15 to 19 killed on the roadways.



Source:
2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>,
accessed 27 Apr 2022.
--After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 27 Apr 2022. (FTS)"

According to NHTSA's *Countermeasures That Work, Tenth Edition*, young drivers have high crash risks for two main reasons. These reasons include inexperience and risk-taking. Alone, each of these characteristics can make young drivers at risk for crashes; together, they make young drivers particularly at-risk.

According to multiple studies, there are five identified areas of concern concerning younger drivers. These areas include the following:

- Nighttime driving,
- Driving under the Influence of substances,
- Passenger interactions,
- Belt use, and
- Cell phone use.

The table below illustrates the reduction of both the number and percentage of drivers between the ages of 15 to 19 involved in fatal crashes in Tennessee between the years 2015 to 2020.

Representation of Drivers Between Ages 15 and 19 in Fatal and Injury Crashes, Tennessee						
	2016	2017	2018	2019	2020	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	9,338	8,983	8,127	8,194	7,106	-23.9%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	9.9%	9.7%	9.1%	9.0%	9.2%	-7.7%
Licensed Drivers Between Ages 15 & 19	265,767	248,125	268,220	268,131	256,541	-3.5%
Percentage of Licensed Drivers Between Ages 15 & 19	5.6%	5.2%	5.4%	5.2%	4.9%	-12.4%
Representation of Drivers Between Ages 15 & 19	1.76	1.87	1.69	1.73	1.86	5.4%

*Representation is percentage of drivers in fatal and injury crashes divided by percentage of licensed drivers.
Source: TN Dept. of Safety and Homeland Security, TITAN Business Unit, 29 Apr 2022. (TITAN)*

According to *Countermeasures That Work*, “GDL provides a structure in which beginning drivers gain substantial driving experience in less-risky situations.” Tennessee has had a graduated driver’s license (GDL) program since July 2001. Tennessee’s GDL program is a multi-tiered program designed to ease young novice drivers into full driving privileges as they mature and develop their driving skills. By requiring more supervised practice and instituting traffic laws that apply only to young drivers, the state hopes to save lives and prevent tragic injuries. Tennessee’s GDL program places certain restrictions on teens under the age of 18 who have learner permits and driver’s licenses. In addition, the program requires parent/legal guardian involvement and emphasizes the importance of a safe driving record.

The Tennessee GDL law provides three licensing phases for teens under 18 years of age. These phases include:

- Learner Permit,
- Intermediate Restricted License, and
- Intermediate Unrestricted License.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes	Five-Year	Numeric	177	2020	2023

COUNTERMEASURE STRATEGY: GRADUATED DRIVER LICENSING

Project Safety Impacts

Tennessee GDL is a system for phasing in on-road driving. It allows beginners to get their initial experience under lower-risk conditions and introduces them in stages to more complex driving situations. Tennessee's GDL program places certain restrictions on teens under the age of 18 who have learner permits and driver licenses, such as limiting nighttime driving hours. By limiting nighttime driving hours in phases one and two of the Tennessee GDL process, Tennessee hopes to prevent tragic injuries and save lives. No planned activities will be funded by utilizing this countermeasure. However, this is still an influential aspect of the THSO's countermeasure strategy regarding teen drivers.

Linkage Between Program Area

The GDL system addresses both the inexperience and immaturity of young drivers. GDL provides a structure in which beginning drivers gain substantial driving experience in less- risky situations. GDL raises the minimum age of full licensure and helps parents manage their teenage drivers. GDL's effectiveness in reducing young driver crashes has been demonstrated many times.

Rationale

Tennessee utilizes many strategies to decrease the number of teens killed and seriously injured on the roadways. For this countermeasure, the following is utilized from NHTSA's *Countermeasures That Work, Tenth Edition*:

- 1.1 Graduated Driver Licensing (GDL)
- 1.2 Learner's Permit Length, Supervised Hours
- 1.3 Intermediate – Nighttime Restrictions
- 1.4 Intermediate – Passenger Restrictions
- 1.5 Cell Phone Restrictions
- 1.6 Belt Use Requirements
- 1.7 Intermediate – Violation Penalties

COUNTERMEASURE STRATEGY: COMMUNICATION AND EDUCATION

Project Safety Impacts

Through collaboration with Tennessee teen safety-focused grantees, statewide partners, TDOSHS, school systems, and local law enforcement agencies across the state, the THSO wants to bring together youth and adult leaders to develop and steward resources to support teen drivers. Continued partnerships with statewide educational and awareness programs will serve as a positive support network for teens who wish to change how their friends act behind the wheel. Additionally, prospective grantees will present numerous topics of concern for teen drivers. For example, texting while driving and substance abuse are two issues that prospective grantees will educate teen drivers on through interactive programs and presentations.

The THSO will utilize technology to promote the ReduceTNCrashes website. ReduceTNCrashes is designed to increase awareness of safe driving practices amongst teens by facilitating and rewarding activities rooted in promoting teen traffic safety. Reduce TN Crashes combines innovative branding and essential marketing to create a campaign for increasing traffic safety activities in all public and private high schools throughout Tennessee. By providing teen crash rate data and a growing list of safe driving activities, ReduceTNCrashes raises awareness of the need for safe driving programs and provides the tools to conduct crash reduction activities in schools by students. It also awards points to schools for completing and submitting pictures of their experiences. Participation in ReduceTNCrashes activities will help educate the need for young drivers to follow GDL laws, the importance of not driving distracted, wearing a seatbelt, and the consequences of driving impaired.

Linkage Between Program Area

According to the NHTSA's Guideline No. 4, Driver Education, "States should develop and implement communication strategies directed at supporting policy and program elements." Teen driver education programs will continue to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize teen driver crashes and fatalities.

Rationale

Tennessee utilizes many strategies to decrease the number of teens killed and seriously injured on the roadways. For this countermeasure, the following is utilized from NHTSA's Uniform Guidelines for State Highway Safety Programs:

- No. 4, Driver Education, Section V

PLANNED ACTIVITY: COMMUNICATION AND EDUCATION

Planned activity number: **TSP-23-00**

Planned Activity Description

The planned activity is to fund projects to provide educational opportunities to teen drivers in secondary schools as well as early collegiate young drivers.

Intended Subrecipients

The intended subrecipients of the planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): COMMUNICATION AND EDUCATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$720,000	\$180,000	\$650,000
2022	154 Transfer Funds- AL	154 Alcohol	\$175,000	-----	\$0
2022	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$400,000	\$100,000	

PROGRAM AREA: NON-MOTORIZED (PEDESTRIAN AND BICYCLIST)

Nationally, in 2019 there were 6,205 pedestrians killed in traffic crashes which is a 2.7 percent decrease from 6,374 in 2018. However, Tennessee's statistics are not following that trend. According to FARS, Tennessee had 136 pedestrian fatalities in 2018. That number rose to 148 in 2019, which shows an 8.1 percent increase and accounts for 13.08 percent of the state's fatalities during 2019. Under Tennessee law, pedestrians have the right of way at all intersections and driveways. However, pedestrians must act responsibly, using pedestrian signals and sidewalks where they are available. When crossing the road at any point other than a marked crosswalk or unmarked crosswalk at an intersection, a pedestrian has a statutory duty to yield the right of way to all vehicles on the roadway. It is the duty of pedestrians to look before starting across a highway, and in the exercise of reasonable care for their safety, to keep a timely lookout for approaching motor vehicle traffic. On roadways with no sidewalk, pedestrians should always walk facing traffic.

Fatalities and injuries that involve bicyclists are also a cause for concern. In 2019, 846 bicyclists were killed, which accounted for 2.2 percent of all fatalities, and an additional 49,000 were injured nationwide. According to TITAN, the number of fatalities in Tennessee decreased from 8 to 7 from 2018 to 2019, but the number of crashes increased from 382 to 400, and this number must decrease. The primary crash locations in 2019 were in urban areas, with Shelby County (Memphis) at 96, Davidson County (Nashville) at 58, Hamilton County (Chattanooga) at 32, and Knox County (Knoxville) at 39. Tennessee law states that a bicycle has the legal status of a vehicle. This means that bicyclists have full rights and responsibilities on the roadway and are subject to the regulations governing the operation of a motor vehicle.

Due to the increased number of pedestrian fatalities, Tennessee elected to participate in a Bicycle and Pedestrian assessment in FFY 2022. The recommendations resulting from this assessment will provide guiding factors to help decrease the number of fatalities occurring on our roadways.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
C-10) Number of Pedestrian Fatalities (FARS)	Four-Year	Numeric	219	2020	2023
C-11) Number of bicyclists fatalities (FARS)	Five-Year	Numeric	11	2020	2023

COUNTERMEASURE STRATEGY: TRAINING, COMMUNICATION, AND ENFORCEMENT

Project Safety Impacts

Tennessee is in the final year of a bicycle/pedestrian demonstration project funded by NHTSA. According to *Countermeasures That Work, Tenth Edition* pedestrians and bicyclists come in all ages, genders, and ethnicities. Because of this, there are many different knowledge, skills, perception, and judgment levels. The THSO strives to reduce serious injuries and fatal crashes by educating all roadway users about safe practices regarding bicycle and pedestrian safety. Communication strategies are used in conjunction with this. They are designed to increase the understanding of bicyclist and pedestrian safety and will reach a broader audience, increasing the number of individuals reached with the message. Also factored in is the awareness of the general motoring public of the vulnerability of this population.

In addition, the THSO plans to work with local law enforcement agencies in high-impact areas where pedestrian fatalities are rising. These agencies will utilize trained officers to provide enforcement through education to both motorists and pedestrians. The officers will be highly visible and will distribute educational materials to increase the awareness of pedestrian safety.

Linkage Between Program Area

As recommended by the strategies to Increase bicycle and pedestrian safety (NHTSA, *Countermeasures That Work, Tenth Edition*), Tennessee offers regional training statewide. These training sites are located within areas with the most significant number of injuries and fatalities to reach this most vulnerable demographic. Information shared by NHTSA (*Countermeasures That Work*) shows numerous factors associated with pedestrian and bicycle crashes, including distractions, driver speed, and alcohol use. By utilizing a communications strategy, the THSO can increase the knowledge and show the safety skills required to protect bicyclists and pedestrians and perhaps prevent crashes, injuries, and fatalities.

NHTSA's *Countermeasures that Work, Tenth Edition* states that traffic enforcement is most effective when it is highly visible and publicized to reinforce the required behavior and raise the expectation that failure to comply may result in legal consequences." The THSO is using this expectation to help change pedestrian and motorist behaviors to make crossing the street safer.

Rationale

Tennessee utilizes many of the strategies listed in the NHTSA's *Countermeasures That Work, Tenth Edition* for bicycle and pedestrian safety. For this countermeasure, the following is utilized:

- 1.4 Cycling Skills Clinics, Bike Fairs, Bike Rodeos
- 4.2 Share the Road Awareness Programs
- 4.4 Enforcement Strategies
- 4.6 Pedestrian Gap Acceptance Training

PLANNED ACTIVITY: TRAINING, COMMUNICATION, AND ENFORCEMENT

Planned activity number: **PS-23-00**

Planned Activity Description

Opportunities for participation in cycling skills clinics, bike fairs, and rodeos will be provided to develop the skills necessary to operate a bicycle safely. The areas targeted for these utilize crash data and include the Tennessee regions with the highest bicyclist and pedestrian crash rates. A “Look for Me” media campaign will also be utilized to increase the awareness of bicyclists, pedestrians, and the general motoring public.

In addition, funding will be provided to law enforcement to help increase motorist and pedestrian compliance with Tennessee’s traffic safety laws through the deployment of pedestrian enforcement. This includes officer contacts with pedestrians and motorists and disseminating educational safety materials.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): TRAINING, COMMUNICATION, AND ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$150,000	\$37,500	\$150,000

PROGRAM AREA: COMMUNICATIONS

The THSO will utilize an integrated communications plan that works in tandem with the law enforcement communities across Tennessee and aligns with the NHTSA Communications Plan. The THSO will capitalize on unique promotional opportunities available in Tennessee that reach the target demographic highlighted by state-specific crash data. This plan focuses on impaired driving, occupant protection, pedestrian safety, distracted driving, speeding, and motorcycle awareness.

Brand recognition and interpretation of the message will help encourage behavioral changes. For example, Booze It & Lose It is associated with the penalties of drinking and driving. In contrast, the Click It or Ticket message is associated with the penalties of not wearing seatbelts. Both messages associate the brand with the desired change. This effort, over time, can be persuasive and effective at modifying driver behavior, particularly when used in conjunction with enforcement efforts.

PAID MEDIA

The THSO has engaged in a state interagency contractual agreement with Tennessee Technological University (TTU) to provide media buying, marketing, and advertising services in an effort to facilitate behavioral change. Services include feature design, production, purchasing, and administrative reconciliation to assist the state in informing and educating the public on traffic safety issues. The primary services encompass the purchasing and creation of audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and Over-the-Top Television [OTT]), cinema ads, and Out-of-Home (OOH) to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics to most effectively engage the target audience, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

CAMPAIGNS

Booze It & Lose It / Fans Don't Let Fans Drive Drunk

The Booze It & Lose It message will be utilized with enforcement activities during the Holiday, Labor Day, and Independence Day campaign periods and will target the Male 18-34 demographic group. The campaigns will include audio spots (radio and streaming), television (network and cable), social media, digital advertising (display, pre-roll, native, and OTT), cinema ads, and OOH (billboard, in-bar, gas station) advertising. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns. Outside of enforcement periods, the social norming message Fans Don't Let Fans Drive Drunk is used for sport and event contracts.

Further, the FFY 2023 plan includes a diversity strategy to influence the driving behavior of the Hispanic population, necessitated and as indicated by the crash data.

Click It or Ticket / Buckle Up, Tennessee / Buckle Up In Your Truck

The Click It or Ticket campaign will be utilized with an enforcement message through designated campaign periods and target the Male 18-34 demographic group, specifically in rural areas. The campaigns will include audio spots (radio and streaming), television (network and cable), social media, digital advertising (display, pre-roll, native, and OTT), cinema ads, and OOH (billboards). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Outside of enforcement periods, the social norming messages Buckle Up, Tennessee and Buckle Up in Your Truck will be used during the Thanksgiving holiday, using a combination of the mediums mentioned above. Target demographics for each campaign are selected based on state-specific, historical crash data.

Look Twice for Motorcycles

The motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message during Motorcycle Safety Awareness Month. The specific age category is adults 25-54 years old. The campaigns will include audio spots (radio and streaming), social media, and OOH (gas station advertising and billboards). 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 areas targeted will utilize crash data and include the cities and counties with the highest motorcycle crash rates and raw numbers.

Hands Free Tennessee

The distracted driving awareness campaign will utilize the Hands Free Tennessee enforcement message during Distracted Driving Awareness Month. The specific age category is teenagers and young adults 15-34 years old. The campaign will include audio spots (radio and streaming), broadcast television, social media, and digital advertising (display, pre-roll). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Slow Down Tennessee

The speeding campaign will utilize the Slow Down Tennessee message during months with increased speeding related crashes. The age category targeted is adults 18-34 years old. The campaigns will include audio spots (radio and streaming), social media, television (network and cable), digital advertising (display, pre-roll). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Pedestrian Safety

The pedestrian safety awareness campaign will utilize the Be Aware, Be Alert behavioral message during Pedestrian Safety Awareness Month. The campaigns will include audio spots (radio and streaming), social media, and OOH (transit and billboards). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

EARNED MEDIA

The THSO will strategize earned media as part of its integrated communications plan that works in tandem with NHTSA. This plan requires cohesive collaboration between earned media and paid media to reinforce Tennessee laws and change driver behavior.

Earned media efforts encompass the THSO's major topics, including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, older driver safety, teen driver safety, and motorcycle safety.

Each media campaign will be strategized to reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to target messaging accurately.

TACTICS AND CHANNELS

Traditional Media Versus New Media

The THSO's earned media efforts are comprised of the following: traditional news media, digital news media, and social media. The THSO will continue to pitch traditional news outlets like local radio, television, and print newspapers; however, the THSO will substantially increase digital communications and social media efforts as internet technology continues to advance.

Press Events

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. A press event is a tactic used to increase community support, personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video recorded, uploaded to YouTube, and posted to social media.

Website

The THSO website, www.TNTrafficSafety.org, serves as the primary resource for THSO's digital assets. The site provides Tennessee traffic crash data, THSO news and information, event calendars, educational resources, and more.

Social Media

In advance of every month, the THSO builds a digital social media calendar using a Google spreadsheet. This spreadsheet is populated with content based on the NHTSA communications

calendar. The THSO also develops creative content to capitalize on social media trends, upcoming events, and popular topics. In addition, the THSO often uses social events to apply a relevant traffic safety message. Once approved by THSO management, all content within the social media calendar is scheduled to be posted via Hootsuite, a social media dashboard.

The THSO closely monitors its social media presence using the analytical tools provided by each platform. The THSO's most successful platforms are YouTube, Facebook, and Twitter. Social media reports are generated monthly and shared with the management team for review. This allows staff and management to know which content generated the most interest and engagement.

Platform	Audience (<i>As of April 2022</i>)
YouTube: www.youtube.com/TNHSO	2,058,924 Total Video Views
Facebook: www.facebook.com/TNHSO	16,190 Followers
Twitter: www.twitter.com/TNHSO	7,212 Followers
Instagram: www.instagram.com/TNHSO	1,679 Followers

Safety Campaign	Time Period
Bicycle & Pedestrian Safety	October 2022: <ul style="list-style-type: none"> • Pedestrian Safety Month (NHTSA) • School Bus Safety Week (NHTSA) August 2023: <ul style="list-style-type: none"> • Back-to-School Safety Month (NHTSA)
Child Passenger Safety	September 2023: <ul style="list-style-type: none"> • Child Passenger Safety Week (NHTSA)
Distracted Driving	April 2023: <ul style="list-style-type: none"> • National Distracted Driving Awareness Month (NHTSA) • Hands Free Tennessee (THSO) • National Work Zone Awareness Week (THSO)
Drowsy Driving	October 2022: <ul style="list-style-type: none"> • Drowsy Driving Awareness Week (THSO) March 2023: <ul style="list-style-type: none"> • National Sleep Awareness Week (THSO)

Safety Campaign	Time Period
Drunk Driving Prevention	<p>October 2022:</p> <ul style="list-style-type: none"> • Buzzed Driving is Drunk Driving (NHTSA) • Booze It & Lose It – Halloween (THSO) <p>November 2022 – December 2022:</p> <ul style="list-style-type: none"> • Buzzed Driving is Drunk Driving Pre-Holiday (NHTSA) <p>December 2022 – January 2023:</p> <ul style="list-style-type: none"> • Booze It & Lose It – Holiday (THSO) <p>February 2023:</p> <ul style="list-style-type: none"> • Fans Don't Let Fans Drive Drunk (NHTSA) <p>March 2023:</p> <ul style="list-style-type: none"> • Booze It & Lose It – St. Patrick's Day (THSO) <p>July 2023:</p> <ul style="list-style-type: none"> • Booze It & Lose It – Independence Day (THSO) <p>September 2023:</p> <ul style="list-style-type: none"> • Booze It & Lose It – Labor Day Holiday (THSO)
Motorcycle Safety	<p>May 2022:</p> <ul style="list-style-type: none"> • Look Twice – Motorcycle Safety Awareness Month (THSO/NHTSA) <p>June 2022:</p> <ul style="list-style-type: none"> • National Ride to Work Day (NHTSA)
Older Driver Safety	<p>December 2022:</p> <ul style="list-style-type: none"> • Older Driver Safety Awareness Week
Seat Belt Safety	<p>November 2022:</p> <ul style="list-style-type: none"> • Thanksgiving Holiday Travel (NHTSA) • Buckle Up Tennessee (THSO) <p>May – June 2023:</p> <ul style="list-style-type: none"> • Click It or Ticket/Border 2 Border (NHTSA) <p>May – August 2023:</p> <ul style="list-style-type: none"> • Buckle Up in Your Truck (THSO)

Safety Campaign	Time Period
Speed Prevention	October 2022: <ul style="list-style-type: none"> • Slow Down Tennessee (THSO) April 2023: <ul style="list-style-type: none"> • Slow Down Tennessee (THSO) July 2023: <ul style="list-style-type: none"> • Operation Southern Slow Down (NHTSA/THSO)
Teen Driver Safety	October 2022: <ul style="list-style-type: none"> • National Teen Driver Safety Week (NHTSA)

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
P-2) Paid Media Impressions	Annual	Numeric	80,000,000	2023	2023
P-3) Earned Media Engagements	Annual	Numeric	1,250,000	2023	2023

COUNTERMEASURE STRATEGY: COMMUNICATION (MEDIA)

Project Safety Impacts

The THSO will strategize both media branches (earned and paid) as part of its integrated communications plan that works in tandem with the NHTSA Communications Calendar. This plan requires cohesive collaboration to reinforce Tennessee laws and change driver behavior.

PAID MEDIA

The THSO will participate in several sports-related media partnerships. The THSO will partner with private entities across the state to deliver its messages at sporting events, community events, professional sports teams, minor league baseball teams and motorsports venues in higher crash areas in Tennessee, and numerous high school teams' sports promotions statewide. Additionally, the THSO anticipates it will identify additional public events that attract the target demographic group during FFY 2023.

EARNED MEDIA

Earned media efforts encompass the THSO's major topics, including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, older driver safety, teen driver safety, and motorcycle safety.

Each media campaign will be strategized to reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to target messaging accurately.

Linkage Between Program Area

PAID MEDIA

The THSO has engaged in a contractual grant agreement with TTU in Cookeville, Tennessee, utilizing a state interagency agreement to provide media, marketing, and advertising services. The services feature design, production, purchasing, and administrative reconciliation to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services include purchasing radio spots, television (network and cable) time, social media channels, and online advertising space to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics in the campaigns outlined below to most effectively engage the target audience, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

EARNED MEDIA

In advance of every month, the THSO builds a digital social media calendar using a Google spreadsheet. This spreadsheet is populated with content based on the NHTSA communications calendar. The THSO also develops creative content to capitalize on social media trends, upcoming events, and popular topics. The THSO often uses social events to apply a relevant traffic safety message. Once approved by THSO management, all content within the social media calendar is scheduled to be posted via Hootsuite, a social media dashboard.

The THSO closely monitors its social media presence using the analytical tools provided by each platform. The THSO's most successful platforms are YouTube, Facebook, and Twitter. Social media reports are generated monthly and shared with the management team for review. This allows staff and management to know which content generated the most interest and engagement.

Rationale

Nearly every section of the NHTSA's *Countermeasures That Work, Tenth Edition*, utilizes communication and outreach as an effective strategy. The following program areas have a communication and outreach component as well as some areas not listed:

- Seat belts and child restraints,
- Speeding and speed management, and
- Distracted and drowsy driving.

PLANNED ACTIVITY: COMMUNICATION (MEDIA)

Planned activity number: **PM-23-00**

Planned Activity Description

The planned activity is to provide educational messages through brand association to change social norm behaviors for specific at-risk groups.

Intended Subrecipients

The THSO will participate in several media partnerships. The following will be considered:

Professional Athletic Teams

- Tennessee Titans (football)
- Nashville Predators (hockey)
- Memphis Grizzlies (basketball)
- Nashville Soccer Club (soccer)

Collegiate Athletic Team

- The University of Tennessee (football and men's & women's basketball)
- Vanderbilt University (football, men's & women's basketball, and baseball)
- The University of Memphis (football and men's basketball)
- Middle Tennessee State University (football, men's & women's basketball; intercampus bus and bus stop)
- The University of Tennessee at Chattanooga (football & men's basketball)
- Tennessee State University (football, men's & women's basketball)
- East Tennessee State University (football, men's & women's basketball, and baseball)

Sporting Events

- Liberty Bowl
- Music City Bowl
- Southern Heritage Classic
- High school athletic events (event sponsorship with TSSAA)

Community Events

- Music City New Year's Eve
- Nashville 4th of July
- Memphis in May
- Live on the Green

The THSO will also partner with private entities across the state to deliver its messages at other venues deemed to be within the required demographic.

BUDGET SOURCE(S): COMMUNICATION (MEDIA)

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Paid Advertising	\$600,000	\$150,000	\$0
2022	154 Transfer Funds-PM	154 Paid Media	\$2,500,000	-----	\$0
2022	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$385,000	\$96,250	-----
2022	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$90,000	\$22,500	-----

PROGRAM AREA: COMMUNITY TRAFFIC SAFETY PROGRAM

With an increasing need for data-driven initiatives, governmental and non-governmental organizations need to address their traffic injury problems locally to an ever-greater extent.

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

Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy approaches once favored in highway safety. When community leaders begin to consider who needs to be involved in their highway safety activities, they are often surprised by the interest and skills non-traditional partners bring to the table.

The THSO is working to integrate market-savvy information into multiple-strategy social marketing campaigns, generally developed at the community level, that not only get drivers' attention but also motivates them to change their behavior.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
P-4 Unique Visitors on TNTrafficSafety	Annual	Numeric	112,000	2023	2023

COUNTERMEASURE STRATEGY: COMMUNICATION

Project Safety Impacts

This program will promote culturally diverse traffic safety activities for the growing Spanish-speaking population in Tennessee. Further, it will offer a wide variety of services to help promote, market, and educate Tennessee residents about the THSO's mission to reduce crashes, fatalities, and injuries.

Linkage Between Program Area

There is an urgent need to continue the positive and coordinated THSO educational efforts through marketing and outreach programs to decrease the number of injuries and fatalities on all Tennessee roadways. Finding sustainable creative marketing and promotional strategies is essential for building effective relationships with the various target markets and Tennessee stakeholders. Additionally, creating innovative marketing and outreach programs is crucial to lower injuries and fatalities and empower traffic safety stakeholders with the technology and resources.

Rationale

Nearly every section of the NHTSA's *Countermeasures That Work*, Tenth Edition, utilizes communication and outreach as an effective strategy. The following program areas have a communication and outreach component, as well as some areas not listed:

- Seat belts and child restraints,
- Speeding and speed management, and
- Distracted and drowsy driving.

PLANNED ACTIVITY: TENNESSEE TRAFFIC SAFETY RESOURCE CENTER

Planned activity number: **SA-23-00**

Planned Activity Description

The planned activity is to fund the Tennessee Traffic Safety Resource Center to implement communication and outreach programs to reach all different types of demographics to help increase driver awareness; this will, in turn, reduce the number of fatalities, injuries, and crashes.

Intended Subrecipients

The intended subrecipient for this planned activity will be Tennessee Technological University.

BUDGET SOURCE(S): TENNESSEE TRAFFIC SAFETY RESOURCE CENTER

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$1,050,000	\$262,500	\$0

PROGRAM AREA: EMERGENCY MEDICAL SERVICES

The report *Racing Against the Clock: Improving Speed and Effectiveness of Emergency Medical Service Response in Rural Areas* outlines that “the response time for 90% of EMS calls is 8 minutes 59 seconds or less, while in rural areas the response time for 90% of calls jumps to 14 minutes 59 seconds or less. This doesn’t include the amount of time spent on scene or transit time to the hospital, as transit time for 90% of EMS calls was found to be 42 minutes in more remote areas as opposed to 28 minutes in more urban areas”.

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 call for service location. Since Tennessee is primarily rural, there is often a need to transport severely injured motorists to a level one trauma center via a helicopter. The chances for a patient who has a life-threatening injury to survive diminish the longer the patient must wait. That is why strategies must be in place to ensure that all first responders receive training to effectively treat and transport crash victims within the “Golden Hour.” Expediting effective care during this critical time makes a difference in the following:

1. Prevention of another fatality on Tennessee roadways by increased crash scene safety and;
2. Reduction of the impact of the sustained injury to increase survivability.

Currently, there are no national performance measures for EMS outlined in the tenth edition of *Countermeasures That Work*. The goals and specific performance measures are related to the development of quality traffic safety records with performance attributes that include timeliness, accuracy, completeness, uniformity, integration, and accessibility across six core state traffic record data systems. According to the NHTSA website for the Office of Emergency Medical Services, “NHTSA has supported the development of comprehensive EMS systems for more than 40 years. When injuries occur as a result of motor vehicle crashes, EMS provides the best “last chance” to reduce death and disability.” One way this is achieved is by categorizing crashes by severity, distance, and time. The description of each category is outlined below:

- “Severity – The life-threatening injuries sustained by the casualty and deterioration in the minutes that follow,”
- “Distance – The actual road miles to the incident and the subsequent transport time to the hospital,” and
- “Time – The time taken for the whole rescue team to respond to the incident and extricate the casualty” (Watson).

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
P-5) EMS Grants	Annual	Number	4	2022	2023

COUNTERMEASURE STRATEGY: TRAINING

Project Safety Impacts

It is paramount that educational and training opportunities for first responders are increased to decrease the number of fatalities and serious injuries on our roadways. Since they are the first to arrive at the scene of crashes in Tennessee, the strategies should provide training that addresses the categories of severity, distance, and time. Severity enables the responder to know whether the injuries are life-threatening. Distance and time are considered to ensure that in the cases of extrication, the rescue team meets the needs of the injured person(s) for:

- Extrication,
- Mobilization of care, and
- Transport to a trauma center within the “Golden Hour.”

Linkage Between Program Area

By providing first responder training to agencies within the state, they, in turn, can expedite timely and effective care and transportation to those injured in motor vehicle crashes. Additionally, shorter extrication times can be achieved by increasing the number of first responders who are appropriately trained on extrication equipment. This would increase the survivability of those injured on Tennessee roadways, thus reducing the number of fatalities.

Rationale

Highway Safety Program Guideline 11: Emergency Medical Services requires that each state, in cooperation with its political subdivisions, ensures that persons incurring traffic injuries or trauma receive prompt emergency care under the range of emergency conditions encountered. Recommendations, at a minimum, for an EMS program should include components that address the following:

- Regulation and policy,
- Resource management,
- Human resources and training,
- Transportation,
- Facilities,

- Communications,
- Trauma systems,
- Public information and education,
- Medical direction, and
- Evaluation.

Implementing the proposed projects will improve motor vehicle crash survivability and injury outcomes by improving emergency medical response availability, timeliness, and quality during the “Golden Hour.”

PLANNED ACTIVITY: TRAINING

Planned activity number: **EM-23-00**

Planned Activity Description

The planned activity is to fund projects to provide training opportunities and extrication equipment to rural first responder agencies within Tennessee.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): TRAINING

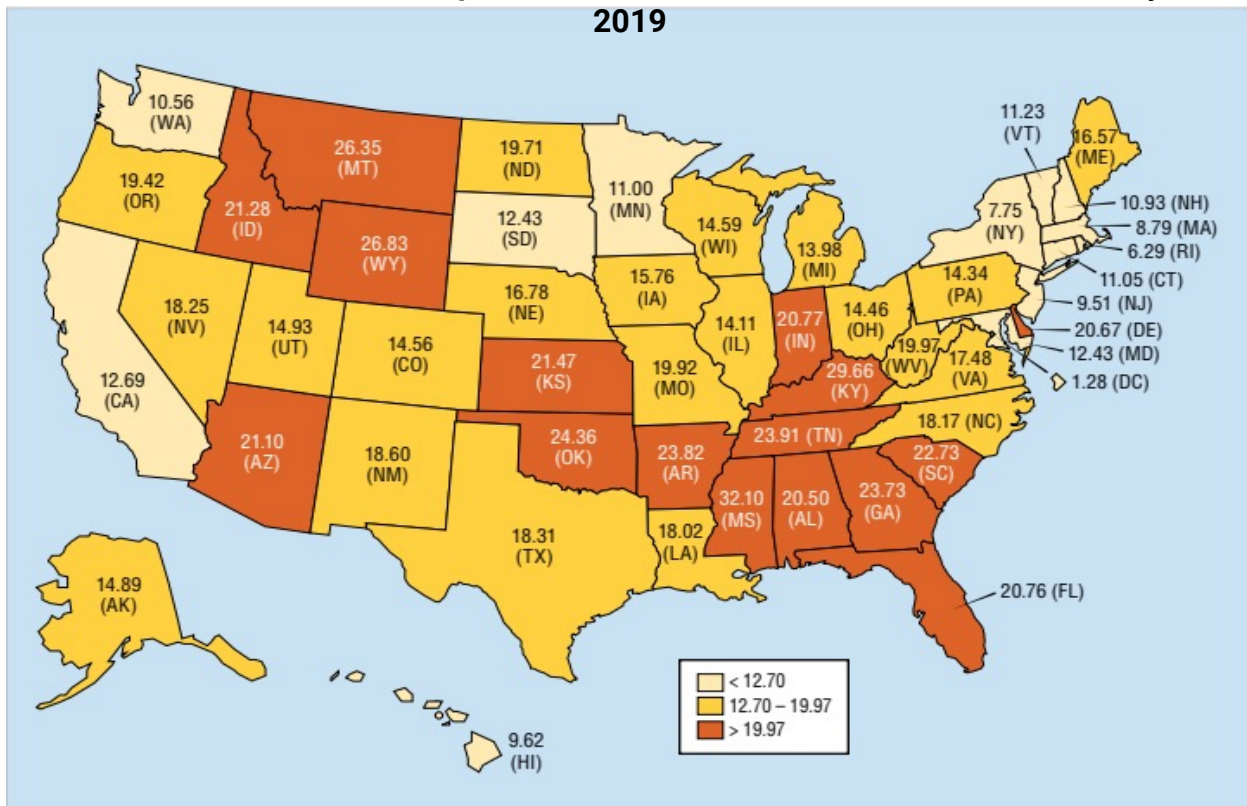
Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000	\$25,000	\$100,000

PROGRAM AREA: OLDER DRIVER SAFETY

NHTSA's May 2021 Traffic Safety Facts utilizing 2019 Data on the Nation's Older Population outlines the following key findings for people 65 and older.

- "Among the older population, the traffic fatality rate per 100,000 licensed drivers in 2019 was highest for the 80 to 84 age group."
- "In 2019, most traffic fatalities in crashes involving older drivers occurred during the daytime, on weekends, and included other vehicles."
- Tennessee was ranked number nine in the nation in the number of older drivers' involvement rates per 100,000 licensed drivers in fatal crashes by state in 2019.

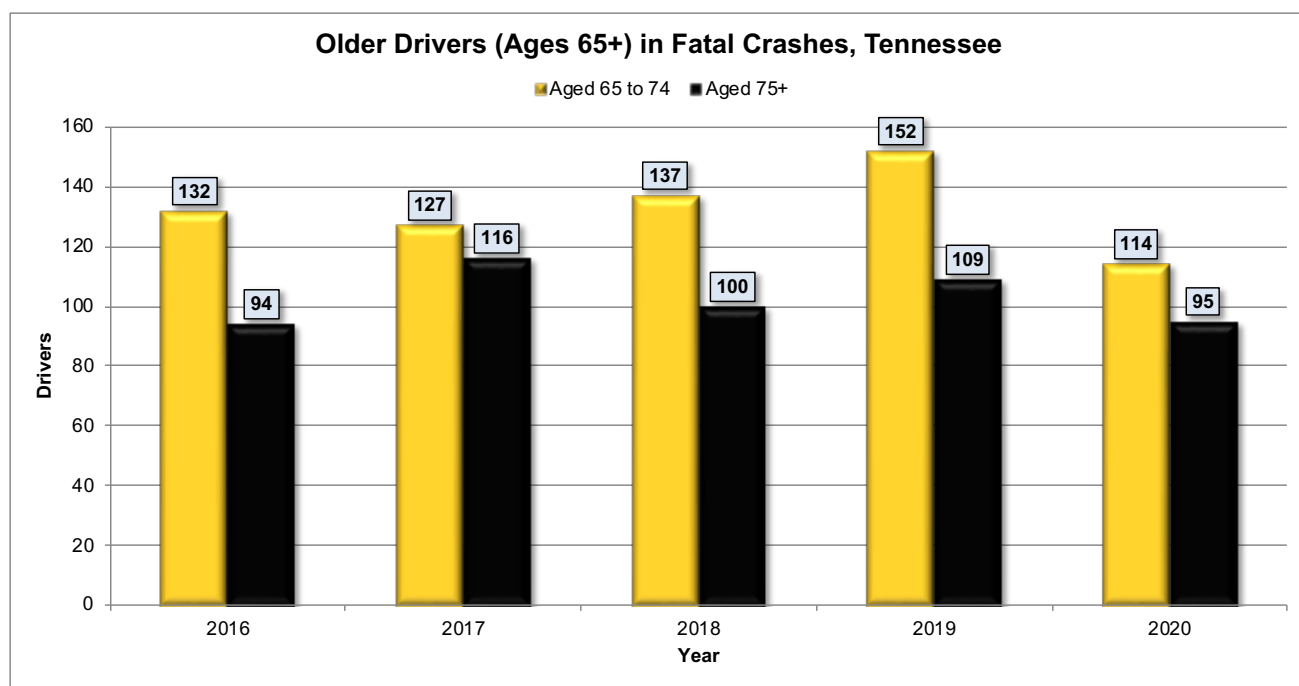
Older Driver Involvement Rates per 100,000 Licensed Drivers In Fatal Crashes, by State, 2019



Sources: FARS 2019 ARF; Licensed Drivers – FHWA. Note: 2019 licensed driver data for Puerto Rico is not available.

Other data from the United States Census Bureau suggests that by 2030, one out of every five Americans is projected to be an older adult, 65 years and older. By 2030, Tennessee’s older population is projected to be 22 percent of the state’s population. The 2019 report from the Tennessee Commission on Aging and Disability entitled *The State of Aging in Tennessee – A County by County Snapshot* estimates that seniors 65 and over will represent:

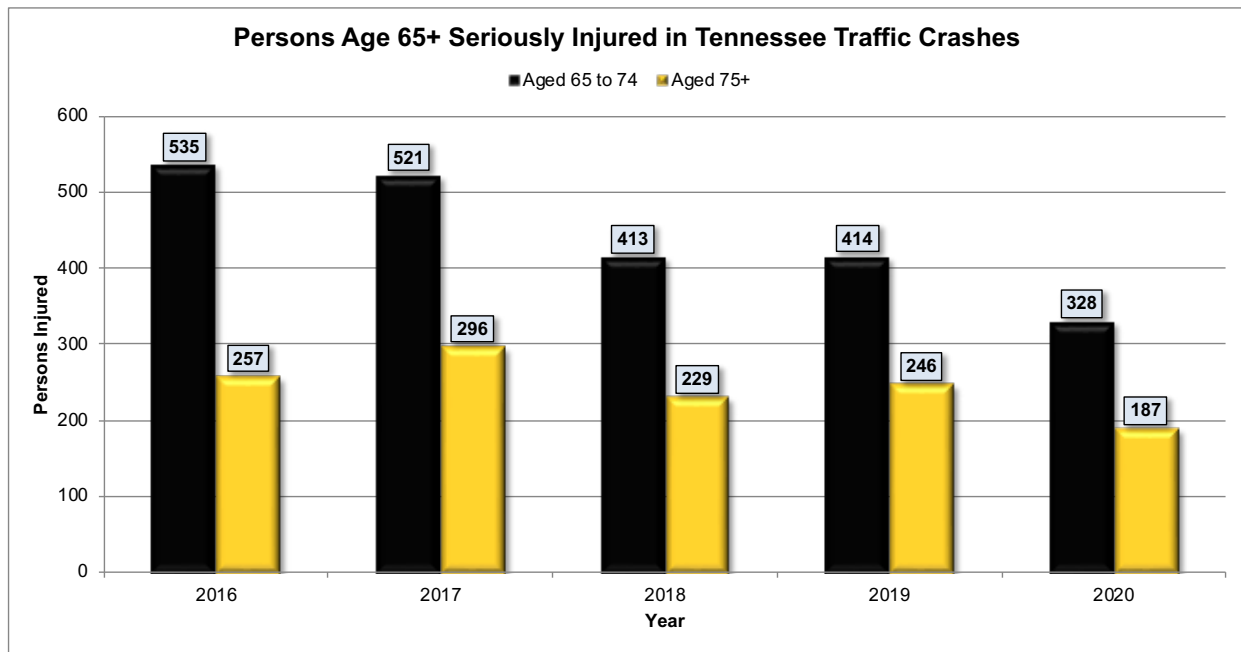
- Twenty to 30 percent of the population in 65 of the 95 counties in Tennessee;
- Nineteen counties of the state’s rural counties will have as much as 30 to 40 percent of their population represented by older adults, and
- Two counties in the Cumberland area of the state will have as much as 40 to 42 percent of their population represented by older adults.



*“Source:
2016 - 2020 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>,
accessed 24 May 2022.
After 2020, TN Dept. of Safety and Homeland Security, TITAN Business Unit, 24 May 2022. (FTS)”*

The chart above illustrates that between 2016 to 2020, there was a decrease of 17 fatalities combined for both age groups, which included 65 to 74 and 75+. While there was a decrease of almost 14 percent for the age group 65 to 74, there was an increase of 1 percent in the number of fatalities for the age group represented by those 75 and older. The data does not consider the impact of the COVID-19 pandemic and possibly could have contributed to the reduction as older individuals remained in quarantine at home.

During the same time frame, from 2016 to 2020, the TITAN data below illustrates a reduction in the number of persons aged 65 and older seriously injured in Tennessee traffic crashes. These reductions for age groups 65 to 74 and 75+ were 39 and 27 percent, respectively.



Sources: TN Dept. of Safety and Homeland Security, TITAN Business Unit, 24 May 2022. (TITAN)

Many factors impact the older driver population in Tennessee. These include:

- The Impact of Aging and Medical Conditions;
- Driver Licensing Practices in Tennessee; and
- Lack of Alternative Transportation in Rural Communities.

Impact of Aging and Medical Conditions

The aging process can impact one's ability to drive safely. These include physical, cognitive, and neurological conditions. Physical changes include loss of vision, hearing, flexibility, muscle strength, mobility, and coordination. Cognitive changes, like dementia and Alzheimer's, can impact driving performance. Neurological conditions can also result in deterioration over time and affect walking, muscle strength, and coordination. Other changes like a reduction in reaction time and attention, and the progression of diseases, like diabetes, arthritis, and Parkinson's, can, over time, require an individual to discontinue driving. Lastly, increased fragility and frailty can increase vulnerability and susceptibility to injury in older adults 75 and older.

Driver Licensing Practices in Tennessee

In Tennessee, an elderly driver age 80 can renew their driver's license online without a vision screening, cognitive assessment, or a driver's road test. Tennessee is one of 20 states that does not have any screening requirements for older adults age 65 and over to renew their license. While age does not indicate whether an individual can still drive at 65 or 70, it is necessary to determine if they can still safely operate a vehicle. In addition, restricting some drivers may be required when they have diminished or reduced cognitive abilities or vision impairments caused by cataracts, macular degeneration, or glaucoma.

Lack of Alternative Transportation

While alternative transportation options are being developed for some rural counties in Tennessee, other counties don't have many options. There will be a greater need for alternative transportation as the state nears 2030, and older adults represent as much as 22 percent of the state's population. Additional support and resources will eventually need to be allocated to deal with those who choose to discontinue driving due to safety concerns.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
P-6) L.E.A.D.S. Trained	Annual	Number	60	2022	2023

COUNTERMEASURE STRATEGY: COMMUNICATION AND EDUCATION

Project Safety Impacts

The Tenth Edition of the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* has identified strategies to reduce the number of fatalities for older Drivers in Tennessee. Increasing education and outreach to older individuals at local community senior centers is necessary to reduce traffic crashes. Many of these older drivers are aged 55 or older. The training and outreach focus on how the impact of aging and the presence of medical conditions can influence their ability to drive safely. In addition, programs will be provided to ensure the following benefits:

1. Enhances the safety and driving experience for the older driver;
2. Maximizes the safety while traveling as a driver or a passenger in a motor vehicle; and
3. Expediates timely treatment and transportation to a medical facility if the older driver is involved in a car crash.

Linkage Between Program Area

The THSO collaborates with multiple partners on strategies that will reduce older driver serious injury crashes and fatalities on Tennessee roadways. These strategies address all the Haddon Matrix events, including pre-event, event, and post-event. The older driver program for Tennessee aims to maximize older driver safety to ensure the safety and well-being of older drivers before, during, and after a crash.

Rationale

Tennessee utilizes many strategies to decrease the number of older drivers killed and seriously injured on the roadways. For this countermeasure, the following is utilized from NHTSA's *Countermeasures That Work, Tenth Edition*:

- 1.2 General Communications and Education
- 2.5 License Renewal Policies: In-Person Renewal, Vision Test

PLANNED ACTIVITY: COMMUNICATION AND EDUCATION

Planned activity number: **OD-23-00**

Planned Activity Description


The planned activity is to fund older driver safety projects involving collecting and analyzing data on older drivers, including the following: expansion of the Car-Fit program, No-Zone Truck safety presentations, and the purchase of materials to support community programs. As part of the overall countermeasure strategy, education will be provided to train law enforcement as Law Enforcement Aging Driver Specialists. This will expand the implementation of the DOSCI. This screening tool will help officers develop skills to identify, manage, and refer medically affected drivers for additional evaluation of their driving abilities. Printed training materials will be distributed during the L.E.A.D.S. class that provides six post-certification hours. The funding for L.E.A.D.S. will be provided through the training section. The remainder of the planned activity will be funded through the information below.

Intended Subrecipients

The intended subrecipients of this planned activity will be determined after all application reviews and data analysis has been completed.

BUDGET SOURCE(S): COMMUNICATION AND EDUCATION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$65,000	\$16,250	\$65,000



PROGRAM AREA: TRAINING

In 2021, Tennessee recorded 192,961 crashes, with 60,314 injuries and 1,217 people losing their lives on Tennessee roadways. Destructive driving behaviors such as impairment, speeding, aggressive driving, and distractions contributed to many crashes.

To combat this problem, the THSO has been and continues to be committed to providing law enforcement officers with quality training that adheres to the standards established by the Peace Officers Standards of Training (POST) Commission. Tennessee offers extensive, formalized training on traffic safety issues for law enforcement officers through support from the LEL training program.

The LEL training program provides standardized, statewide training offering quality content and methods specific to Tennessee's laws. In addition, training allows interaction with law enforcement networks and offers live updates on trends within their respective areas and training needs that may require immediate attention. This coordinated effort will improve law enforcement personnel's overall response to highway traffic safety and equip them with the specialized knowledge and training to address traffic safety in the communities they serve. Training is coordinated and monitored by the THSO LEL Training Coordinator.

The training coordinator manages both the short- and long-term planning of all training courses offered by the THSO. The Training Coordinator answers directly to the LEL Administrator and works closely with all other LELs to determine courses being offered, the implementation of new courses, the locations of courses, and the advertisement and recruitment of attendees for courses. Locations selected to provide THSO training are determined based upon need and geographical location.

In addition to the training coordinator, the LEL program has a dedicated DRE/ARIDE State Coordinator. He is responsible for the oversight of the DRE Program, which includes scheduling and organizing all classes and locations; Field certification dates, locations, and contracts involved with lodging; Maintaining certification of DREs statewide through in-service opportunities and instructor checkoff locations.

The ARIDE State Coordinator oversees all classes, instructors, and ensures the integrity of the Advanced Roadside Impaired Driving Enforcement program.

There is no cost to the agencies to train law enforcement professionals who meet current course prerequisites.

The LEL Training Program includes 26 different training courses. The THSO offers more than 90 classes per year. The training courses include:

- SFST
 - SFST Refresher
 - SFST Instructor
 - Planning and Managing Sobriety Checkpoints
 - Spanish SFST
 - ARIDE
 - DRE
 - DRE Pre-School
 - DRE In-Service
 - DRE Instructor
 - At-Scene Crash Investigations
 - Advanced Crash Investigations
 - Crash Reconstruction Investigations
 - Traffic Crash investigations Involving Pedestrians
- Radar Lidar Certification
 - Radar Lidar Instructor
 - Child Passenger Safety Technician (CPST)
 - CPST 6-hour CEU
 - CPST 8-hour Re-new
 - Utilizing Social Media Effectively in Law Enforcement
 - Law Enforcement Instructor Development
 - STOPS Instructor
 - STOPS Instructor Recertification
 - Survival Spanish for Law Enforcement
 - Motorcycle Safety and Enforcement
 - Law Enforcement Aging Driving Specialist (LEADS)

The THP and the Tennessee Traffic Safety Resource Prosecutors will also assist with training impaired driving-related courses such as TITAN, SFST, ARIDE, DRE, and prosecutor training.

ASSOCIATED PERFORMANCE MEASURE(S)

Performance Measure Name Target	Period	Target Metric Type	Target	Target Start Year	Target End Year
P-7) Class Attendance	Annual	Percentage	85.00	2022	2023

COUNTERMEASURE STRATEGY: COMMUNICATION AND EDUCATION

Project Safety Impacts

By providing training in the areas listed above, law enforcement officers are better equipped to help prevent fatalities and serious injury crashes before they occur.

Linkage Between Program Area

The THSO training program provides individuals within the highway safety community with the necessary tools to make Tennessee roadways safer. As more safety advocates are educated, and driver behavior improves, there will be a decrease in crashes, injuries, and fatalities.

Rationale

Training will improve highway safety advocates' knowledge about different aspects of highway safety. Therefore, providing specialized traffic safety training to safety advocates has an enormous and far-reaching impact on traffic safety in the state.

PLANNED ACTIVITY: LEL PROGRAM

Planned activity number: **LEL-23-00**

Planned Activity Description

The LEL program provides short and long term planning, along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state and a Senior LEL who directly supervises the team. In addition to the LEL team, there is a Statewide Training Coordinator, a Statewide DRE/ARIDE Training Coordinator, and an LEL Administrator. The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program coordinates all major campaigns funded by federal, state, and local resources, including, but not limited to, the Holiday Impaired Driving Campaign, the Memorial Day Click It or Ticket Campaign, and the Labor Day Booze It or Lose It Campaign. The Statewide Training Coordinator, Statewide DRE and ARIDE Training Coordinator, and each regional LEL have training responsibilities related to highway safety enforcement and prevention:

- SFST
- ARIDE
- DRE
- Law Enforcement Challenge Program
- Other law enforcement trainings
- Child passenger safety
- "Below 100" instructors
- Southern Slow Down
- Slow Down TN
- Operation Hands Free
- Hands Across the Border

The LELs conduct network meetings within their respective regions to convey trends, progress, and other highway safety-related information to law enforcement along with other highway safety advocates across the state. The program also assists grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Intended Subrecipients

The intended subrecipients of the planned activity will be determined after all application reviews and data analysis has been completed.

Note: The funding for this activity can be found in the police traffic services section under the planned activity LEL Program.

PLANNED ACTIVITY: OTHER TRAINING

Planned activity number: **OT-23-00**

Planned Activity Description

The planned activity is to fund agencies that will help with other trainings (outside of the THSO) throughout the state to help decrease injuries and fatalities on roadways.

Intended Subrecipients

The intended subrecipients for this activity will be the Tennessee Association of Chiefs of Police and the Tennessee Sheriff’s Association.

BUDGET SOURCE(S): OTHER TRAINING

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Account	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$80,000	\$20,000	\$80,000

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN (TSEP)

CRASH ANALYSIS

Enforcement is the foundation of HSP, and it is demonstrated throughout the program areas. For instance, crash data is utilized to identify locations for traffic enforcement activity. The THSO can provide statistics to law enforcement agencies across the state to assist them with allocating staffing in order to maximize effectiveness. By analyzing data, agencies can identify the days, times, and areas where most crashes occur and focus enforcement efforts on these areas. Successful use of the data and the effectiveness of the enforcement effort can be measured by the number of critical and fatal crashes in those areas after enforcement campaigns have been deployed. Program strategies have been chosen based on countermeasures that are known to be effective. This allows law enforcement to be proactive as opposed to the more traditional practice of being reactive after a crash occurs. Activities and techniques such as sobriety checkpoints, saturation patrols, and participation in campaigns provide enforcement action relative to locations identified by crash and belt data.

DEPLOYMENT OF RESOURCES

Funding is based upon established processes for project selection and development, which is outlined in the section, Highway Safety Plan Process, and through the use of a ranking and allocation tool that ensures specific counties are funded due to the frequency, rate, and problems that persist in the community as a result of traffic-related crashes, deaths, and injuries. Moreover, locations are funded on a comparable basis considering the extent of weighted fatal, injury and property damage only crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and VMT in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value. The results are used when going through application selection for funded projects. Areas identified as high risk are addressed first in the application selection process. This is to assure the agencies that show significant problems are reviewed, and a strategy is proposed to address those problem areas identified.

EFFECTIVENESS OF MONITORING

Project Management

The THSO staff maintains regular contact via telephone, email/written correspondence, virtual meetings, and on-site monitoring visits with subgrantees throughout the course of the grant year to ensure compliance with applicable requirements and cost principles. This monitoring includes

not only the review and approval of claims and status reports but also the ongoing oversight of grantees through desk monitoring and/or on-site visits. This oversight helps the program manager answer grant management- related questions, provide technical assistance, identify and help address problems and/ or concerns, and adjust the plan. These adjustments may include employee allocation, hours worked versus time of day, productivity, or methods of deploying enforcement activity. All documentation generated as a result of these contacts is placed in the grantee's file. This will ensure all protocols are in place as the THSO reviews the agency's plan of action.

Monitoring, Follow-Up, and Adjustments

A THSO Program Manager visits every grantee (either in person or virtually) that has been awarded a grant of \$10,000 or more at least once during the grant year (typically between February and mid-September) to conduct a systematic and comprehensive programmatic and financial assessment. The visit will be scheduled at least two weeks in advance, and a preparation sheet that details how to prepare for the on-site visit is provided electronically. Also, a link to the Title VI Compliance Audit Questionnaire is emailed; this is completed before the Program Manager arrives for the monitoring visit. An unscheduled monitoring visit will occur if the agency receives a letter, which issues a finding after the annual on-site visit or if there is concern that the agency's project is showing signs of significant weakness. The follow- up visit results in an adjustment to the agency's plan.

During the programmatic portion of the visit, goals, objectives, and tasks are reviewed to determine if the project is being implemented as outlined in the approved grant application. This assessment is also used to determine if the grantee has satisfied special conditions and is adhering to contract terms and conditions. The financial review includes an examination of agency and grant-specific financial documents and issues related to the implementation and performance of the project.

While monitoring, virtually or on-site, the program manager completes the monitoring form found on the THSO's online grants management system. Once completed, the form is reviewed and approved by the THSO management. Following final approval of the monitoring form, the program manager drafts a follow-up letter that highlights exemplary activities/actions on the part of the grantee and recommendations for improvement within 30 days following completion of the assessment. If the letter includes findings, an additional on-site visit(s) may be scheduled. The THSO maintains an electronic copy of the letter.

Agencies receiving less than \$10,000 will receive a desk monitoring or audit, which uses an abbreviated form. This monitoring/audit will come from their THSO program manager or an auditor from the TDOSHS. Failure to respond to a desk monitoring or audit may result in a loss of grant funding. In rare instances, an on-site visit may be required if the agency's project shows significant weakness or non-compliance.

HIGH VISIBILITY ENFORCEMENT (HVE) STRATEGIES

The following countermeasures strategies listed in above program sections will support the national mobilizations.

- Impaired Driving Enforcement
- Occupant Protection Enforcement
- Police Traffic Services Enforcement

HVE planned activities that demonstrate the state's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase the use of seat belts by occupants of motor vehicles:

- M5HVE-23-00 Enforcement (AL/ID)
- DD-23-00 Enforcement (DD)
- M1HVE-23-00 Enforcement (OP)
- MC-23-00 Specialized Motorcycle Safety Enforcement
- PT-23-00 Enforcement (PT)
- HVE-23-00 Enforcement (HVE)



APPENDIX



CAPITAL PURCHASE REQUESTS

This list will be provided during the amendment process once all planned activities have been determined based upon data and reviews of the FFY 2023 applications submitted in March 2022.



COMPREHENSIVE GRANT LIST

This list will be provided during the amendment process once all planned activities have been determined based upon data and reviews of the FFY 2023 applications submitted in March 2022.

State of Tennessee Traffic Records Strategic Plan for FFY2023



July 1, 2022

State Traffic Safety Information System Improvement
Adopted by the TRCC Technical Committee on June 9, 2022

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Table of Contents

1.	Executive Summary	1
2.	Mission & Vision Statements.....	3
2.1	Mission Statement	3
2.2	Vision Statement.....	3
3.	Traffic Records Coordinating Committee	4
3.1	TRCC Charter	4
3.2	Traffic Records Improvement Program Coordinator	7
3.3	TRCC Committee Members.....	8
3.4	TRCC Functions	13
3.5	TRCC Operation.....	14
3.6	Past TRCC Meetings	15
3.7	Future TRCC Meeting Schedule	15
3.8	NHTSA Traffic Records Assessment	15
4.	Traffic Records Strategic Plan	16
4.1	Tennessee Traffic Records Coordinating Committee.....	16
4.1.1	TRCC Overview	16
4.1.2	Assessment Recommendations.....	17
4.1.3	TRCC Goals.....	17
4.2	Tennessee Traffic Records Data Systems.....	19
4.2.1	System Overview	19
4.2.2	Assessment Recommendation for Data Use and Integration.....	21
4.2.3	Traffic Records Goals	22
4.2.4	Data Use & Integration Goals	24
4.3	Crash Data System Plan	25
4.3.1	System Overview	25
4.3.2	Assessment Recommendations for Crash	27
4.3.3	Crash Goals	27
4.4	Vehicle Data System Plan.....	29
4.4.1	System Overview	29
4.4.2	Assessment Recommendations for Vehicle.....	31
4.4.3	Vehicle Goals	32

4.5	Driver Data System Plan	33
4.5.1	System Overview	Error! Bookmark not defined.
4.5.2	Assessment Recommendation for Driver	Error! Bookmark not defined.
4.5.3	Driver Goals	Error! Bookmark not defined.
4.6	Roadway Data System Plan.....	37
4.6.1	System Overview	37
4.6.2	Assessment Recommendations for Roadway.....	43
4.6.3	Roadway Goals	43
4.7	Citation/Adjudication Data System Plan.....	46
4.7.1	System Overview	46
4.7.2	Assessment Recommendations for Citation/Adjudication.....	48
4.7.3	Citation/Adjudication Goals	48
4.8	EMS/Injury Surveillance Data System Plan.....	51
4.8.1	System Overview	51
4.8.2	Assessment Recommendations EMS/Injury Surveillance.....	52
4.8.3	EMS/Injury Surveillance Goals.....	53
5.	Progress	54
5.1	Traffic Records Performance Measures.....	54
5.1.1	Crash Completeness – Toxicology Results Reported	54
5.1.2	Citation Timeliness, Completeness, Uniformity – Paper vs Electronic	56
5.2	Traffic Records Performance Targets.....	59
5.2.1	Crash Completeness – Toxicology Results Reported	59
5.2.2	Target for Citation Timeliness, Completeness, Uniformity – Paper vs Electronic ..	59
5.2.3	EMS/Injury Surveillance Performance Measures and Targets	59
6.	TRCC Projects.....	60
6.1	TN P11 – Traffic Records Coordinating Administration and Support.....	62
6.2	TN P22 – Tennessee Integrated Traffic Analysis Network (TITAN)	66
6.3	TN P41 – Integrated Criminal Justice Portal.....	78
6.4	TN P52 – Implementation and Maintenance of TNEMSIS and Trauma Registry	85
6.5	TN P53 – Statewide Injury Surveillance System.....	89
6.6	TN P63 – Development of Predictive Analytics for Traffic Safety	89
6.7	TN P71 – eCitation	100
6.10	TN P72 – eCDR – TITAN Electronic Court Disposition Reporting System	103

6.11	TN P73 – General Sessions Data Repository	107
6.12	TN P74 – A-List eCDR Interface	109
6.13	TN P75 – Vehicle Title and Registration System (VTRS)	110
7.	Traffic Records Data Standards Compliance	112
7.1	Model Inventory of Roadway Elements (MIRE) Compliance	112
7.1.1	MIRE Data Collection Status	112
7.1.2	Data Collection Methodology	113
7.1.3	Coordination with Other Agencies	113
7.1.4	Prioritization of MIRE Fundamental Data Elements Collection	114
7.1.5	Costs and Resources for MIRE FDE Data Collection.....	115
7.2	Model Minimum Uniform Crash Criteria (MMUCC) Compliance.....	112
7.3	National Emergency medical Services Information System (NEMSIS) Compliance.....	115
7.4	National Trauma Data Standard (NTDS) Compliance	115
7.5	Hospital Discharge Data System (HDDS) Compliance.....	116
7.6	Death Statistical System (DSS) Compliance	116

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Tennessee Traffic Records Strategic Plan

1. Executive Summary

The Tennessee Traffic Records Strategic Plan describes the goals, strategies, and desired outcomes for improving Tennessee's traffic records core data systems. This plan includes projects that will implement these improvements as selected by the Tennessee Traffic Records Coordinating Committee.

The State of Tennessee Traffic Records Coordinating Committee (TRCC) is comprised of stakeholders in the traffic safety community. These stakeholders include highway safety, traffic records data system managers, traffic records data collectors, and local and state law enforcement. Each of the core traffic records data systems are represented within the State of Tennessee TRCC. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance.

In the past decade, Tennessee's traffic records data systems have undergone NHTSA-sponsored assessments to identify areas for improvement. As a result of these assessments, Tennessee has developed traffic records data system projects designed to address the assessment recommendations.

The 2019 traffic records assessment resulted in a new set of recommendations. Updated responses are included in the current FFY2022 Traffic Records Strategic Plan which is provided later.

In Federal Fiscal Year (FFY) 2021, the THSO and the TRCC continued the renewed effort of FFY 2019 to improve the state's traffic records strategic planning efforts. These efforts consisted of updating system descriptions to reflect current systems; revisiting the assessment results and recommendations; holding workshops with data system managers and stakeholders; identifying goals for improvements; and developing strategies to achieve those goals.

The strategic planning document is updated annually to reflect progress towards accomplishing the goals as laid out in the original plan. The resulting document reflects current progress and can be used by the TRCC, data system managers, and decision makers to guide the prioritization and funding of improvements to Tennessee's traffic records data systems.

Recent improvements to the State's traffic records data systems include:

- The TRIMS Crash Location Automated Updater process was updated in 2020 to allow automated database queries of the TITAN systems from TRIMS. This process assists in eliminating the backlog of crash data by validating crash data from TDOS and automatically updates the route location in the TITAN database. The process is being further improved in 2021 to provide a push of more roadway data back into the crash data system.

- The Tennessee TRCC made further strides on a strategic goal derived from the NHTSA Traffic Records Assessment by updating the Traffic Records Inventory document for the first time since 2019. The inventory is a consolidated reference of the Tennessee Traffic Records Data Systems that TRCC, state agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems that will provide increased highway safety analysis capabilities. The document provides the reader with data governance information and will be a reference for system documentation, data dictionaries, and user documentation. The document is used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.
- Tennessee Integrated Traffic Analysis Network (TITAN) data are now available via TDOSHS online dashboards and the THSO website. Since last year's report, TITAN has deployed more than a dozen crash data dashboards displaying information ranging across a variety of crash classifications. Primary users are traffic safety professionals, law enforcement, and the general public. This project has increased the accessibility of crash data within the State. The dashboards are updated daily, and the TITAN unit continues to develop and deploy additional dashboards.
- Tennessee obtained National Motor Vehicle Title Information System (NMVTIS) certification for the new Vehicle Title and Registration System and fully deployed the certified system in November 2020.
- The Administrative Office of the Courts (AOC) went live with the General Session Data Repository in January of 2021 with the 88 courts and is in the process of working with the remaining courts to gather their data which is considered Phase 2 of the project. The objectives of the data repository are to: 1) publish information electronically about the work of the courts to support resource allocation and policy determination; 2) measure the efficiency and effectiveness of court business processes; and 3) provide indicators of the success of the courts in meeting their objectives.

In summary, 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.

Any grant funds awarded under FAST Act, Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

2. Mission & Vision Statements

2.1 Mission Statement

The Tennessee Traffic Records Coordinating Committee's mission is to promote and guide improvements to the State's traffic records data systems. These efforts will provide highway safety professionals and stakeholders the analysis they require to effectively develop, deploy, and evaluate safety countermeasures that reduce motor vehicle crashes, injuries, and deaths within the State.

2.2 Vision Statement

The TRCC's vision for Tennessee's traffic records data systems is to provide highway safety stakeholders with the information and advanced analysis capabilities needed to implement effective safety countermeasures that reduce crashes and their resultant costs, injuries, and deaths.

To make this vision a reality, Tennessee's traffic records data systems will need to provide the timeliest, most accurate, complete, uniform, accessible, and integrated data to the highway safety community.

3. Traffic Records Coordinating Committee

3.1 TRCC Charter



*State of Tennessee
Traffic Records Coordinating Committee Charter
Executive and Technical*

Whereas the State of Tennessee and local government agencies have concluded and recognized the need to create and maintain a committee to assist with the integration of traffic records information to enhance decision making in order to save lives and reduce injuries on Tennessee roadways, the following Charter is hereby established to help in the direction of the said Committee as agreed upon by the participating agencies.

A. Objective

To provide an inter-agency traffic crash committee composed of voting members from the Tennessee Department of Safety, Health, Finance, Education, and Transportation including various other outside agencies whose purpose is to provide executive direction on all matters related to the Tennessee Traffic Crash System.

B. Goals

To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the data of the state that is needed to identify priorities for national, state, and local highway and traffic safety programs.

To provide for the comprehensive collection, maintenance, and dissemination of Tennessee traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure the Crash and other traffic related redesign projects move forward on schedule and within budget.

C. Executive Committee Authority

The Executive Committee of the Traffic Records Coordinating Committee operates under the authority of the Governor's Traffic Safety Advisory Commission (GTSAC) and shall consist of voting members from the Tennessee Departments of Health, the Department of Safety, the

Department of Finance, the Department of Transportation, State Legislature, the Governor's office and representatives of the State Sheriff and Police Chief Associations.

Each member shall serve at the discretion of their Department Director and shall have the authority to authorize changes to/expenditure of agency funds to support the Tennessee Traffic Crash System.

Committee membership shall be determined by each agency and the Executive Committee of the Traffic Records Coordinating Committee shall exist until such time as the GTSAC resolves to dissolve the commission by a consensus vote.

A committee Chair will be appointed on an annual basis and will meet to coordinate and provide oversight to the Traffic Records Technical Committee.

D. Executive Committee Purpose

To evaluate the effectiveness of efforts to make such improvements.

To provide oversight to link state data systems within the state, such as systems that contain medical and economic data with Crash information.

To provide oversight to investigate linking Crash data to other Crash data systems within the state with information relevant to crashes (medical or economical).

To ensure the Crash and other traffic safety related re-design projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's GIS statewide mapping system.

E. Executive Committee Duties and Responsibilities

The duties of the Executive Committee of the Traffic Records Coordinating committee include but are not limited to:

Providing executive direction and oversight for the current Crash system;

Providing executive direction and oversight for the Crash and other traffic safety improvement projects;

Developing consensus among agencies for system direction;

Providing leadership and direction the Technical Coordinating Action Team (Traffic Records Coordinating Committee);

Obtaining input from the Technical Coordinating Action Team;

Forming technical sub-committees as appropriate;

Authorizing the expenditure of grant funds and other agency funds as appropriate in order to support and improve the Tennessee Traffic Safety related systems.

F. Traffic Records Coordinating Committee Authority

The TRCC Technical Committee primary authority is established by the working members of the TRCC Executive Committee and assigned to the Technical Committee as required to complete the said projects for the integration and enhancement of Traffic Records in the State of Tennessee. In recognition, that the efforts in one system may have either positive or negative impacts upon other systems or users, the Executive TRCC at least annually, shall approve a Traffic Safety Information System Strategic Plan that has been developed through this process and which assures that all identified projects are incorporated within the plan before implementation.

G. Traffic Records Coordinating Committee Purpose

Providing technical direction and oversight for the current Crash system improvements.

Providing technical direction and oversight for all traffic safety related improvement projects.

Developing consensus among agencies of system direction.

Providing leadership and direction to other Technical Coordinating Action Team members.

H. Traffic Records Coordinating Committee Duties and Responsibilities

The duties of the Technical Coordinating Committee of the TRCC include but are not limited to:

- Provide the coordination support for the various projects to reach the stated goals;

- Provide the technical project management support for the direction provided by the Executive Committee;

- Provide the direction for the Crash forms redesign and implementation;

- Provide the technical support for the TITAN data base and acceptance of electronic forms;

- Obtain input from the various state and local agencies to coordinate the data collection and analysis tools;

- Establish critical timelines for various aspects of approved projects;

- Develop the budgetary guidelines for the various projects.

The Technical Committee will establish two alternating co-chairs on which will be elected on alternating years.

The Technical Committee will consist of various state and local agency personnel that are responsible for the timeliness and analysis of crash data components.

Technical Committee members will serve on designated sub-committees. The Technical Committee will nominate and approve two Committee Co-Chairs to provide direction and coordinate the activities of the State of Tennessee Traffic Records Coordinating Committee and the Governor's Highway Safety Office will provide the administrative Vice Chair. The Co-Chairs will have staggered terms to provide continuity and transition and will administrate based upon the Federal Calendar Year. A nominating committee will be established of three members and be headed by the outgoing Co-Chair.

3.2 Traffic Records Improvement Program Coordinator

Name: Rhiannon Chambers

Title: Program Manager

Agency: Tennessee Highway Safety Office

Office: Tennessee Highway Safety Office

Address: 312 Rosa Parks Avenue

City, Zip: Nashville 37243

Phone: (615) 253-1603

Email: Rhiannon.Chambers@tn.gov

3.3 TRCC Committee Members

Name / Title	Agency	System Represented
Allen England <i>Lieutenant</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Amanda Hughes <i>Application Support Mgr/ Court Clerk Liaison</i>	Administrative Office of the Courts	Court Information
Andy Miller <i>Sergeant</i>	Smyrna PD	Stakeholder
Ann Lynn Walker <i>IT Manager</i>	Administrative Office of the Courts	Court Information
Benjamin Crumpler <i>Statistical Research Specialist</i>	TN Dept. of Health	Trauma / Injury Surveillance
Brandon Darks <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Brandon Douglas <i>Major</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Casey Langford <i>Planning Manager</i>	Tennessee Department of Transportation	Roadway
Alex Cabral <i>Deputy Regional Administrator, Region IV</i>	National Highway Traffic Safety Administration	Stakeholder
Chris McPhilamy <i>Planning Manager</i>	Tennessee Department of Transportation	GIS
Christopher Armstrong <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Christopher Osbourn <i>TITAN Program Director</i>	Tennessee Department of Safety & Homeland Security	Crash
Dana Bruce <i>THP Project Manager</i>	Tennessee Department of Finance & Administration	Crash
David Lee <i>Assistant Director</i>	Tennessee Department of Transportation	Roadway
Deborah Betancourt <i>Business Domain Director</i>	Tennessee Department of Finance & Administration	Vehicle

Name / Title	Agency	System Represented
Deborah Stewart <i>ICJP Coordinator</i>	Administrative Office of the Courts	Court Information
Matt Perry <i>Colonel</i>	Tennessee Highway Patrol	Crash
Dianne Peoples <i>Administrative Services Assistant II</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Donna Tidwell <i>Director</i>	Tennessee Department of Health	Pre-Hospital EMS
Doug Taylor <i>Major</i>	Tennessee Highway Patrol	Crash
Frank Sousoulas <i>Sergeant</i>	Memphis Police Department	Law Enforcement / Adjudication
Freida Cameron <i>Safety Examiner Supervisor 2</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Gage Hatfield <i>Assistant II</i>	Tennessee Department of Safety & Homeland Security	FARS
Gary Ogletree <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Gregory Feldser <i>FARS Supervisor</i>	Tennessee Department of Safety & Homeland Security	FARS
Jamie Whelan <i>Assistant III</i>	Tennessee Department of Safety & Homeland Security	FARS
Jeff Cooper <i>Tennessee Division State Program Specialist</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Jeff Murphy <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway TRCC Co-Chair
Jennifer Kline <i>Statistical Research Specialist</i>	Tennessee Department of Health	Trauma / Injury Surveillance
Jessica Rich <i>Safety Engineer</i>	Federal Highway Administration	Roadway
Jessie Loy <i>Officer</i>	Metro Nashville Police Department	Stakeholder

Name / Title	Agency	System Represented
John Eslick <i>IT Manager</i>	Metro Nashville Police Department	Stakeholder
Clay Bright <i>Commissioner</i>	Tennessee Department of Transportation	Stakeholder
Kedra Woodard <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash
Kim VanAtta <i>Program Manager</i>	Tennessee Highway Safety Office	Stakeholder
Lindsay Witter <i>Intelligence Analyst</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Cavender <i>Circuit Court Clerk</i>	State Court Clerk's Association of Tennessee	Court Information
Mark Bengal <i>CIO</i>	Tennessee Department of Finance & Administration	Stakeholder
Mark Proctor <i>Captain</i>	Tennessee Highway Patrol	Crash
Marty Pollock <i>Lieutenant</i>	Tennessee Highway Patrol	Crash
Mary Connelly <i>Lead Planner</i>	WSP Global, Inc.	Stakeholder
Michael Hogan <i>Director</i>	Tennessee Department of Safety & Homeland Security, Driver License Division	Driver License / History
Michael McAlister <i>Lieutenant Colonel</i>	Tennessee Highway Patrol	Crash
Michael Skipper <i>Director</i>	Greater Nashville Regional Council	Stakeholder
Narendra Amin <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash
Pamela Heimsness <i>Safety, Traffic Operations & PMA Team Leader</i>	Federal Highway Administration	Stakeholder
Patrick Dolan <i>Statistics Office Manager</i>	Tennessee Department of Safety & Homeland Security	Crash TRCC Co-Chair

Name / Title	Agency	System Represented
Randall Emilaire <i>Road Inventory Office Supervisor</i>	Tennessee Department of Transportation	Roadway
Raymond Gaskill <i>Sergeant</i>	Tennessee Highway Patrol	Stakeholder
Rhiannon Chambers	Tennessee Highway Safety Office	TRCC
Robert Pollack <i>FHWA D.C. Liaison</i>	Federal Highway Administration	Stakeholder
Robert Seesholtz <i>Trauma System Manager</i>	Tennessee Department of Health	Trauma / Injury Surveillance
Rodney Patton <i>Sergeant</i>	Knoxville Police Department	Stakeholder
Samantha Walker <i>Supervisor</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Scott Pouder <i>Roadway Data Office Supervisor</i>	Tennessee Department of Transportation	Roadway
Shaun Summers <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Sloan Lidell <i>Sergeant</i>	Memphis Police Department	Stakeholder
Stephanie Mann <i>FMCSA Coordinator for Tennessee</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Steve Allen <i>Transportation Director</i>	Tennessee Department of Transportation	Roadway
Terri Muhlstadt <i>Director</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Thomas Smith <i>Grant Manager</i>	Tennessee Department of Safety & Homeland Security	Driver License / History
Tom W. Moore <i>Senior Project Director</i>	Tennessee Department of Finance & Administration	Vehicle
Clyde Lewis <i>Director</i>	Tennessee Highway Safety Office	Stakeholder

Name / Title	Agency	System Represented
Vickie Mason <i>ASA3 Supervisor</i>	Tennessee Department of Safety & Homeland Security	Crash
Wayne Deason <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
William Head <i>Sergeant</i>	Tennessee Highway Patrol	Crash
William Porter <i>Sergeant</i>	Memphis Police Department	Stakeholder

3.4 TRCC Functions

(2) Functions. The traffic records coordinating committee shall:

(i) Have authority to review and of the State's highway safety data and records systems and any changes to such systems before the changes are implemented.

Individual TRCC members representing various state agencies participate in the TRCC committee. These individuals have the authority within their respective agencies to review changes to traffic records systems for which their agencies are responsible for maintaining. There is often discussion at TRCC meetings regarding changes to systems and how those changes may impact other state agencies and improve traffic records systems statewide.

(ii) Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.

The TRCC represents the views of the state traffic records systems and its members are the authority regarding collection, administration, and use of highway safety data for Tennessee. They represent and discuss traffic records systems in Tennessee to the State Legislature, other state agencies, the public, media, and those in private industry.

(iii) Review and evaluate new technologies to keep the highway safety data and traffic records system current.

Members of the TRCC attend various training and conferences nationwide to stay current with traffic records system technologies and equipment used for collection, retention, and dissemination of highway safety data. Some conferences attended last year include engineering conferences, American Association of Motor Vehicle Administrators (AAMVA) conferences, Association of Transportation Safety Information Professionals (ATSIP) Traffic Records Forum, International Association of Chiefs of Police (IACP) Law Enforcement Information Management (LEIM) conference, IACP annual conference, TN GHSA and National Lifesavers conferences, GHSA Annual Meeting and many others. These meetings and conferences include speakers on traffic records topics and often include vendors and exhibitors displaying the most current technologies available.

(iv) Approve annually the membership of the TRCC, the TRCC Coordinator, any change to the State's multi-year Strategic Plan required under paragraph 'c' of this section, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.

The State TRCC annually approves membership, the TRCC co-chairs, and the Strategic Plan. In addition, new performance measures have been added and updated to the strategic plan this year to improve Tennessee's demonstration of quantitative progress in the traffic records systems. These are addressed throughout the strategic plan.

3.5 TRCC Operation

(The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation.)

<i>Do you have an executive (policy level) TRCC?</i>	Yes
<i>If so, how often does it meet?</i>	Quarterly
<i>Do you have a technical (working level) TRCC?</i>	Yes
<i>If so, how often does it meet?</i>	Quarterly
<i>Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?</i>	Yes
<i>The TRCC has the authority to approve the Strategic Plan.</i>	Yes
<i>The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.</i>	Yes
<i>The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.</i>	Yes
<i>The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.</i>	Yes
<i>The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.</i>	Yes
<i>The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.</i>	Yes
<i>The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.</i>	Yes

3.6 Past TRCC Meetings

Tennessee held TRCC meetings on the following dates:

September 10, 2020

December 10, 2020

March 11, 2021

June 10, 2021

3.7 Future TRCC Meeting Schedule

The future TRCC meetings are tentatively scheduled for:

September 9, 2021

December 9, 2021

March 10, 2022

June 9, 2022

3.8 NHTSA Traffic Records Assessment

The State completed a NHTSA Traffic Records Assessment on April 10, 2019. The State's response to each recommendation is listed in Section 4. If a project plans to address a recommendation within the next FFY plan year, the related project is listed. See related project for performance measures.

4. Traffic Records Strategic Plan

4.1 Tennessee Traffic Records Coordinating Committee

4.1.1 TRCC Overview

Tennessee's Traffic Records Coordinating Committee (TRCC) is comprised of two membership tiers, Executive and Technical levels, that meet as one group quarterly to address coordination of traffic safety data and initiatives for the State. The Committee has been formalized by a Charter and, for the most part, has representation for each data system at both the technical and executive level. The TRCC is responsible for the development and oversight of the Strategic Plan for Traffic Records for the State.

Coordination of the traffic records system is a multi-faceted effort that involves development of relationships between component representatives. This coordination provides for a full understanding of the various aspects of traffic records, their impact on traffic safety initiatives and how each of the component systems can best interact to make informed decisions about traffic safety initiatives and programs.

This year, the Tennessee TRCC is updating the Traffic Records Inventory document that was Developed three years ago. It is a consolidated reference of the Tennessee Traffic Records Data Systems. The TRCC, state agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems that will provide increased highway safety analysis capabilities. The updated document will provide the users with data governance information and include the most recent system documentation, data dictionaries, and user documentation. The document is used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.

The Tennessee TRCC is can assist member organizations with developing useful performance measures. At the end of the last assessment, many respondents reported having no data system performance measures in place. Data quality improvement is highly dependent upon meaningful data quality programs and measures. Effective management of data collection and data systems is nearly impossible without performance measures that are monitored and reported regularly. Many of the respondents reported at the end of the last assessment that they believe that measurements are unnecessary due to the large number of edit and validation checks that the data undergoes as it is entered into the various systems. Unfortunately, although edit checks have a great deal of impact on data accuracy and completeness, edit checks alone cannot guarantee that errors or omissions will be eliminated. It is possible that a data collector who cannot submit a report due to missing data will choose not to submit the report at all. In that situation, the individual data field that may have been incomplete is no longer a system error. The lack of completeness now stems from the missing report. Monitoring of data not only helps to assess where progress has been made, but also can point to degradation of data quality as well. Effective review of process flows can also find inefficiencies and lead to improvement of data transmission and error handling for electronic processes. The TRCC is an excellent forum for

discussion of such issues. After the 2019 assessment, data system managers of several component systems committed to the creation of performance measures for their respective systems and have since developed those measures.

Besides information sharing and collaboration, the TRCC is responsible for technical assistance and training of traffic records professionals. Tennessee discusses these issues at its meetings, but a formal training needs assessment would help to galvanize the effort and clarify specific issues to be addressed.

4.1.2 Assessment Recommendations

There were no recommendations for the Traffic Records Coordinating Committee Management from the Tennessee's 2019 Traffic Records Assessment.

4.1.3 TRCC Goals

Goal 1: Update the TRCC charter, goals, and committee functions to best reflect the current plans.

Strategy: The TRCC chair will establish a subcommittee to review the current charter and make recommendations to the TRCC for changes that will better reflect the current functions and activities of the committee.

Outcome: The revised charter will more accurately reflect the business purposes of the committee.

Activity: None. A review is underway.

Goal 2: Develop at least one performance measure per traffic records data system.

Strategy: The TRCC will request that each component data system develop, track, and report to the TRCC one of the six standard NHTSA performance measures.

Outcome: Increased awareness of the performance of the State's traffic records data systems. This increased awareness will allow data system managers to develop and implement improvements to system performance.

Activity: The TRCC has performance measures from all but one of the data systems. We will continue to encourage the outstanding data system owners to develop a performance measure.

Goal 3: Conduct a technical assistance and training needs assessment for traffic records data system users.

Strategy: At least once per annum, the TRCC will include an agenda item and host a discussion on traffic records data system training needs. This discussion will identify training and technical assistance needs.

Outcome: Increased timeliness and data quality through improved user interaction with the various traffic records data systems.

Activity: The TRCC still plans to develop and distribute a training questionnaire to data users and collectors to solicit input and drive discussion at a follow-up TRCC meeting. Members of the TITAN Business Unit periodically conduct technical training sessions on request from various stakeholders across the state. The Department of Safety and Homeland Security (TDOSHS) will present an informational update of the Crash system at the 2021 Tennessee Lifesavers Conference.

4.2 Tennessee Traffic Records Data Systems

The Tennessee Traffic Records Data Systems are comprised of the Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Injury Surveillance component data systems. This section discusses the goals that span these data systems and includes sections on the Traffic Records Coordinating Committee and traffic records system-wide data use and integration.

4.2.1 System Overview

Tennessee's traffic records data suite is comprised of various discrete data systems; driver, vehicle, citation/adjudication, crash, roadway, and several injury surveillance data systems (EMS run reporting, hospital discharge, emergency department, vital records, and trauma registry).

These data systems are in various lifecycle stages. The table below details each system and its initial deployment date along with the status of any past or planned upgrades/replacements.

Data System	System Name	Host Agency	Initial Deployment	Remarks
Driver	A-List	Driver Services Division, Department of Safety & Homeland Security	February 2015	New System, 2015 V-12 Update complete 2022.
Vehicle	VTRS	Department of Revenue	Spring 2017	New System, 2020
Citation	TITAN	Tennessee Highway Patrol, Department of Safety & Homeland Security	June 2014	Continuing Rollout and Updates/Enhancements
Crash	TITAN	Tennessee Highway Patrol, Department of Safety & Homeland Security	March 2008	Last Major Update 2010. Next update underway for early 2022 deployment.
Roadway	TRIMS	Department of Transportation	1970's	Version 12.5 2014 Enhancements
Roadway	ETRIMS	Department of Transportation	2007	Version 7, 2017
Roadway	ESRI Roads & Highways	Department of Transportation	2022	New LRS System, Planned deployment of production in 2022.
Roadway	TNTIMES	Department of Transportation	2020	MS2 application
EMS Run Reporting	TNEMSIS	Department of Health	2018	Next update planned Dec 2021
Trauma Registry	TNTR	Department of Health	2007	Last Update 2011

Data System	System Name	Host Agency	Initial Deployment	Remarks
Hospital Discharge & Emergency Department	HDDS	Department of Health	1995	UB-04 form standard since 2007
Vital Records	DSS	Department of Health	1949	Last Update 2020

Traffic Records Data Use and Integration

Considerable thought and work have gone into ensuring that crash data can be integrated with Tennessee Roadway Information System (TRIMS) for analysis and mapping. This linkage of roadway, traffic, and crash data through compatible location coding is significant in providing the data needed to develop and evaluate the Tennessee Department of Transportation's (TDOT) programs. TRIMS includes the local roadway inventory.

During validation of crash data, the vehicle data component and the driver data component are accessed for validation of descriptive and identifying information. Extensive reporting available for direct access by the public shows the ability of skilled analysts to integrate much of the traffic records system (TRS) data for problem identification and program analysis. A business intelligence program is now deployed at TDOSHS using dashboard tools to enhance and simplify direct access for end users, both those involved in traffic safety planning and data quality assurance.

There is little direct linkage in terms of the citation/adjudication data except with the Driving Under the Influence (DUI) tracking system, (i.e. TITAN DUI Tracker). Tennessee continues to pursue a project to analyze crash data with injury surveillance system (ISS) data sources. There are no examples of analyses that originate with the ISS components and then integrate other TRS data component systems, though analysts associated with hospitals, trauma centers, or the Department of Health may conduct these types of analyses.

Though there is some integration of the various traffic records data systems, in the past, there has been no formal traffic records inventory to assist with identifying parallels of data content that would suggest either immediate or future linkage for safety analyses or to identify data relevant to analyses that may otherwise remain unrecognized. With the development in 2019 of the Tennessee Traffic Records Inventory document, a master list now exists that can facilitate the comparison of traffic records data elements and attributes that can help to identify duplicate data elements and possibly different methods of data collection for the same data elements. This compendium will allow for identifying potential linkages and suggest the most appropriate data source for analysts to use for their programs and analyses.

4.2.2 Assessment Recommendation for Data Use and Integration

There were no recommendations for data use and integration in Tennessee's Traffic Records Assessment conducted on April 10, 2019.

4.2.3 Traffic Records Goals

Goal 1: *Improve the integration of Traffic Records information to enhance decision making in order to save lives and reduce injuries on Tennessee roadways.*

Strategy: The TRCC developed a Tennessee Traffic Records Inventory that contains a master list of all Traffic Records data elements and attributes to facilitate identification of integration opportunities. The TRCC will use the inventory to identify and prioritize traffic records data integrations that will improve highway safety analysis.

Outcome: Provide an analysis view of multiple traffic records data systems to provide greater insight into highway safety issues than the individual data systems can provide separately.

Activity: TDOSHS is updating the Traffic Records Inventory document that is available to the TRCC and highway safety stakeholders. The TRCC identified integration of crash and ISS data as a promising endeavor and implemented a project to realize it. Analysts at TDOSHS and Health are working to gain the necessary data use agreements in place.

Goal 2: *To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the State's traffic records data needed to identify priorities for highway and traffic safety programs.*

Strategy: Develop performance measures for each traffic records data system that identify areas where timeliness, accuracy, completeness, uniformity, integration, and accessibility can be improved. Once issues are identified, develop plans, and allocate resources to address system improvements.

Outcome: A traffic records suite that has the quality data necessary to address the analysis needs of the highway safety community.

Activity: Some progress has been made in increasing the number of performance measures and all but one system owner has developed at least one performance measure since 2019

Goal 3: *To provide for the comprehensive collection, maintenance, and dissemination of Tennessee traffic safety related data in order to set the direction for traffic safety improvement measures.*

Strategy: Highway Safety will prioritize and allocate Traffic Records funding to projects that provide the greatest improvement in the collection, maintenance, and dissemination of traffic records data.

Outcome: A traffic records data suite that provides stakeholders with comprehensive and accessible highway safety analysis.

Activity: In the FFY2021 Traffic Records Strategic Plan, the THSO selected and approved 10 projects that it believes has the greatest potential for improvement in the collection, maintenance, and dissemination of traffic records data.

4.2.4 Data Use & Integration Goals

Goal 1: *Promote TRCC discussions about improving data access, data security efforts, and future data component integration needs.*

Strategy: Add a section to the TRCC agendas to provide a discussion platform for Data Access, Data Security, and Data Integration efforts. The agencies responsible for each data system will provide updates on any related activities.

Outcome: The TRCC discussions will identify areas of improvement as it relates to data access, data security, and data integration.

Activity: The TRCC has experienced greater participation from traffic records stakeholders that has resulted in increased cooperation and discussions amongst the various data systems.

4.3 Crash Data System Plan

4.3.1 System Overview

Tennessee has a consolidated statewide database called the Tennessee Integrated Traffic Analysis Network (TITAN). The TITAN system contains data and images from the paper legacy system called the Crash Analysis Tracking System (CATS) dating back to 2003 and all new electronically submitted crash report data and images. The responsibility of this system falls under the Tennessee Department of Safety and Homeland Security's (TDOSHS) TITAN Business Unit. State statutes require crashes to be reported to the TDOSHS; written reports must be forwarded to the TDOSHS, and copies shall be kept in the various district offices of the Tennessee Highway Patrol (THP). TITAN clearly identifies the reported crashes which occur in both trafficway and non-trafficway areas. Analysis reports are generated through TITAN to monitor the incidence of fatal and serious injury crashes, to develop plans for roadway improvements and enforcement, and to develop driver behavior countermeasure programs such as alcohol-related crash prevention and distracted driving. Participating agencies may view the data via the TITAN web portal. Since January 1, 2015 all crashes have been submitted electronically.

Tennessee has implemented an electronic schema for crash-related information using MMUCC V3 guidelines, and ANSI D.16 and D.20 definitions. The schema has a uniform set of data elements with allowable values listed in the data dictionary, but not defined. Tennessee's e-crash instructional manual is available through the TITAN web portal. It includes definitions, examples, pictures (where needed), and explanations. It is continually updated as new validation rules, elements, and attributes are defined.

All agencies utilizing the TITAN e-system have the validation rules and edits embedded within the TITAN e-crash application, and they are applied prior to approval and submission. Other third-party vendor systems are also in use in the State and are required to comply with the electronic reporting standards published by the TDOSHS. To ensure third-party submissions have been updated, they are checked against the rules prior to acceptance in the TITAN database. The State keeps documentation (FARS and CVARS manual excerpts and process flow diagrams, TITAN Reporting Flowchart, and TITAN SafetyNet Design) detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data to TITAN, FARS, and SafetyNet. This documentation meets the Advisory ideal for documenting the key processes in the submission to each.

The processes for handling crash report errors and incomplete data are documented in a supplied process flow diagram at the TDOSHS database level. However, it does not document any procedures beyond "Return Report to Submitter" and there are no documented procedures for handling the return and guaranteeing the resubmission of reports from local agencies that contain errors or incomplete data. Identification and monitoring of first, second, third, etc. submission attempts would benefit the data managers and users greatly.

Interfaces between the various traffic records systems are an issue. Linkages do not exist from TITAN to the driver, vehicle, or citation/adjudication files. Plans are outlined in a contract with

an outside vendor to create some of these interfaces. Deployment of a new Court Disposition Reporting (eCDR) system in TITAN has been on hold for several years. The TITAN system can capture the EMS run number when the number is available from the EMS service. The crash date, time, location, and personal identifiers are all possibilities for future linkages. TDOSHS worked with the Department of Health are underway to establish a shared data mart for both health and crash data analysts which facilitates work on integration of the two systems. Tennessee has successfully integrated fatality data from the crash and vital records systems, and is currently linking crash and hospital discharge data. TITAN has a linear mapping component utilizing the state-maintained map shape files from TNMAP embedded into the system software. The standardized roadway name(s), the lat/long, distance to/from an intersection or milepost are auto-populated into the e-crash reporting application; and roadway LRS elements are transmitted to TITAN from the roadway system.

Tennessee relies on a robust edit/error trapping routine within TITAN for electronic reports and stresses that no electronic reports containing errors can be submitted to TITAN. Approximately 657 automated validation rules and edit checks are applied during the electronic data collection process and again upon ingestion into the TITAN database. The data dictionary provided shows that these validation rules and edit checks are also logically consistent among the data elements captured. Errors are corrected at the point of entry, as the system prevents submission of reports with errors or omissions. Submitted reports remain pending until all errors are corrected and then finally submitted by the officer when all documented errors are corrected.

It is clear that the State is not successfully utilizing performance measures or tracking numeric progress toward reaching performance goals. Although the timeliness of crash report submissions per agency is tracked and reported, no timeliness baselines or performance goals were identified. The State measures the percent of TITAN reports in which the law enforcement agency utilizes the Map-It tool to capture latitude and longitude coordinates for each crash. A report is run quarterly and identifies the agencies that are either not utilizing or are under-utilizing the tool. With this monitoring, the State may improve the use of the tool through additional training and technical support to those agencies. This example provides evidence of some performance monitoring, but there are others that can be identified to determine how smoothly the process is flowing.

There appears to be a quality control communication disconnect within the State. Even though the TITAN business unit monitors the validity and improvement of the data on an on-going basis, independent sample-based audits are not periodically conducted for crash reports and related database elements, and periodic comparative and trend analyses are not used to explain any differences if they exist. While data quality is reported to the safety planners and program managers, little data quality feedback is regularly communicated from these key users back to the data collectors and managers. Data quality is reported to some members of the TRCC; however, the information is not provided to the TRCC as a whole. The TRCC is responsible for tracking the performance measures for all six of the traffic records system components, including the crash system. It is essential that the TRCC be provided regular review of the data quality management. This consistent review enables the TRCC to create and track projects and

performance measures and obtain the funding for overall improvements to the traffic records system. Communication will also assist in identifying training issues and data element and/or attribute discrepancies.

4.3.2 Assessment Recommendations for Crash

The following recommendations for crash are from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. *Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation and has implemented the recommendation. The 2nd-generation TRIMS Crash Location Automated Updater has been fully implemented, and a planning has begun for the next version of the updater. The state will continue to work towards integration of other systems.

Countermeasure Strategy: Improves Integration

Related Project: TRIMS Crash Location Automated Updater

Related Performance Measure: Crash Integration

2. *Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. The TRCC provides a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions, but crash data managers in particular intend to deploy a QC dashboard in FY2022.

Countermeasure Strategy: Improves Accuracy

Related Project: Traffic Records Coordinating Administration and Support

Related Performance Measure: Crash Accuracy

4.3.3 Crash Goals

Goal 1: Upgrade TITAN Crash data schema to MMUCC Version 5 compliance.

Strategy: Once MMUCC V5 is released, the Tennessee Department of Safety & Homeland Security will spearhead a working group that will review the current crash report data set using the updated MMUCC mapping tool and identify MMUCC V5 data elements and attributes that will be incorporated into the TITAN system.

Outcome: Improved compliance with the latest version of the MMUCC national crash data standard.

Activity: A NHTSA GO Team reviewed MMUCC 5th edition compliance and the results were presented at the TRCC meeting on June 13, 2019. After some unforeseen developments with vendor contracts and economic and societal challenges delayed this implementation, but redesign of the state's crash report collection tool is underway as of May 2021. A TRCC advisory committee reviewed the GO Team's report and made recommendations to the TITAN development team for updates to the crash report to be completed in Fall 2022.

Goal 2: Improve the tracking of performance measures for the crash data system and report the results to the TRCC.

Strategy: Develop at least one NHTSA Standard Model Performance Measure for the crash data system and track its year-to-year performance. The crash data system manager will report updated performance measure metrics annually to the TRCC.

Outcome: Improved tracking and awareness of crash data system performance.

Activity: The TITAN team began some nominal planning with the State's director of data governance in 2019 to develop performance measures for the crash system and intend to deploy dashboards to routinely monitor those measures, but dashboard efforts are currently low priority. The team does identify and monitor a performance measure each year.

Goal 3: Improve data validation and re-submission process for third-party crash data submissions.

Strategy: Implement an automated notification and resubmission process for third-party crash data submissions that will track initial crash submission, correction requests, correction request type, and subsequent report re-submissions.

Outcome: Improved data quality through automated feedback to submitting agencies and data system managers.

Activity: The new Crash system development team has completed discovery and documentation of the TITAN system, and this project will take high priority. Outreach to third party data submitters has been a necessary first step in development and deployment. The development team continually makes improvements to the business edits and the new TITAN crash report will include a more robust set of edit checks and feedback mechanisms.

4.4 Vehicle Data System Plan

4.4.1 System Overview

The Tennessee Department of Revenue (DOR) administers vehicle titling and registration within the State. County Clerks are deputized to provide vehicle titling and registration functions and conduct the majority of vehicle titling and registration transactions. The Department of Revenue performs Commercial vehicle registration activities through the Interstate Registration Program.

As of July 1, 2017, the Department implemented the Vehicle Title and Registration System (VTRS) to replace the legacy T&R system. Third party software used by County Clerks to process transactions that are submitted to VTRS was also replaced. Data submitted to VTRS is validated through field and logical edits to ensure that accurate information is entered. Vehicle Identification Number (VIN) information is validated on title transactions via third party service and other data elements that are defined in the VTRS data dictionary are entered by County Clerk offices. VTRS users are provided training manuals to assist them in processing vehicle title and registration transactions. Users can provide feedback to the DOR regarding VTRS fixes/enhancement recommendations that can be used to guide system updates or make improvements.

DOR completed the replacement of the Legacy T&R system. The new Vehicle Title and Registration System (VTRS) provides a host of improvements to the present processing system.

Some of the changes to the T&R system provided by VTRS are:

1. All 95 county offices are now running the same version of the software as the State. (Completed Feb 2016)
2. VIN decoding by third party software is now performed at entry point. (Completed Feb 2016)
3. Temporary Drive Out tags issued by automotive Dealers (DDOT) may now be purchased on-demand. DDOT issued tags have full registration information available to Law Enforcement the day after issuance of the tag. (Complete July 2017)
4. Financial responsibility laws are now supported by a real time inquiry from law enforcement. The Department also retrieves information from insurance providers to identify Tennessee drivers that may not be in compliance. (Completed 1/2/2017)
5. Title and Registration data is updated real time, eliminating the batching process needed with the legacy system.

Strengths:

The State of Tennessee participates in the Performance and Registration Information Systems Management (PRISM) and is fully compliant with PRISM standards.

The collection, reporting and posting procedures for registrations, titles and title brands are fully documented. Title brand history is recorded in VTRS and title brands from previous states are converted to Tennessee brands. Edit and validation checks are performed in VTRS to ensure that

registration and titling information is accurate. Once entered into VTRS, registration and title records may be searched by VIN, title number, or license plate number.

Vehicles reported stolen are flagged in the VTRS system and title transactions on these vehicles cannot be completed unless the stolen vehicle flag is removed. When a stolen vehicle is reported recovered, an NCIC record check is performed to verify that the vehicle is no longer reported stolen before the record flag is removed.

Law enforcement has access to vehicle records from in-car computer queries or through radio dispatch.

Opportunities:

The Tennessee vehicle and driver systems are separate and are managed by two different agencies. Presently there are no plans to link the two systems with a common operator name.

There are no documented vehicle data system performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility. There is an opportunity for the State of Tennessee to ensure that the vehicle system contains complete and accurate information that is available and useful to its customers and highway safety professionals through the establishment and monitoring of vehicle system performance in these six areas.

The National Motor Vehicle Title Information System (NMVTIS) is a federal database containing automobile information from states, insurance carriers, and the salvage industry. The federal database does a data check to make sure the titling paperwork received matches the titling information reported in another state. Tennessee has been a full participant since November 2020. Tennessee is meeting the current standards and is a full participant. We have not received input from AAMVA regarding error rates. Vehicle Services does participate in monthly meetings as a stakeholder in NMVTIS. If there are any issues we are contacted by a representative from AAMVA.

Web service communication is used to transmit data between NMVTIS and VTRS. Each vehicle that is being retitled will be run against NMVTIS. This data will be used to decide if the title will be issued or not.

Barcoding of vehicle registration and titles with a standard 2D barcode has been completed and is in production. The final barcoding projects were completed in March 2019. Barcoding allows auto-populating vehicle information on citations and crash reports, which facilitate both time savings and accuracy.

Vehicle system managers are involved with the Traffic Records Coordinating Committee. Their participation not only helps the vehicle system to monitor and improve its own quality, but also encourages use of the available data to the benefit of highway safety endeavors.

4.4.2 Assessment Recommendations for Vehicle

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. Since deploying VTRS, the Tennessee Department of Revenue is in the process of obtaining NMVTIS certification which is expected to be completed by September 2019. NMVTIS certification was completed in November 2020.

Countermeasure Strategy: Improves Uniformity

Related Project: Vehicle Title and Registration System

Related Performance Measure: Vehicle Uniformity

2. *Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. Vehicle registrations are now being issued with bar codes across the state. These bar codes can be scanned into the crash report which leads to much more efficient and quality data being captured regarding vehicle data on the crash report. This includes better VIN, tag, and owner information. The Department of Revenue expanded this initiative by adding barcodes to Dealer Drive-Out tags. In addition, we have held discussions with TBI regarding adding Tennessee Dealer Drive Out tag data added to the data accessible to law enforcement via the TIES message switch. Currently during traffic stops this information is retrieved by running the numbers through dispatch. With this information available through TIES, law enforcement will have access to verify registration information for Tennessee Dealer Drive-Out tags through computers in law enforcement vehicles like any other license plate.

Presently there are no plans to link the Driver and Vehicle data systems with a common Operator Name.

Countermeasure Strategy: Improves Integration

Related Project: Vehicle Title and Registration System

Related Performance Measure: Vehicle Integration

3. *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Countermeasure Strategy: Improves Accuracy

Related Project: Vehicle Title and Registration System

Related Performance Measure: Vehicle Accuracy

4.4.3 Vehicle Goals

Goal 1: Complete deployment of the Department of Revenue Vehicle Title and Registration System (VTRS) and benefit from its real-time title and registration data availability.

Strategy: Complete the Department of Revenue's deployment of the new vehicle data system.

Outcome: Improved data quality, timeliness, and accessibility of vehicle title and registration data.

Activity: Complete.

Goal 2: Obtain National Motor Vehicle Title Information System (NMVTIS) certification for the new VTRS system.

Strategy: Once deployment of VTRS is complete, the Tennessee Department of Revenue will begin the NMVTIS certification process.

Outcome: Tennessee will use NMVTIS to protect customers and improve business and investigative processes related to titling and registration.

Activity: The Department worked with AAMVA to complete this process in November 2020. August 2020. The system is live.

4.5 Driver Data System Plan

4.5.1 System Overview

The Driver Services Division (“DSD”) is in the Department of Safety & Homeland Security and is responsible for issuing driver licenses and maintaining the driving records. Tennessee has upgraded the driver license issuance system (“A-List”) with the rollout on February 15, 2015. The current system is electronically interfaced with AAMVA (CDLIS, PDPS, SSLOV, HAVA, SSR, USPBS, VLS, DIA, SAVE and STS), DL Renewal – DOR Mail, FileNet, FIS, iPad, Self-Service Kiosk, IDEMIA, TITAN, Scanning, and CDR, Revenue, DHS, SOS, and Customer Focused Government (“CFG”). While the updated Driver data system is now electronic, the DSD still receives paper documents through the US Postal Service that are scanned into the system. The driver’s license number, name, date of birth (DOB), and SSN are the primary identifiers used to update or extract information in the driver license system. With the deployment of the A-List driver license Issuance system, electronic interfaces have been implemented allowing information transfer between data providers and users as well automatic record updates.

Law enforcement reports DUI arrests to the Tennessee Bureau of Investigation (“TBI”). There is no electronic interface between the TBI and the DSD. The Courts submit the DUI convictions to the DSD by paper or an electronic batch file and it is posted to the driving records. DSD keeps a digital image in FileNet of the court disposition. All adjudicated citations are recorded on the driving record as required, and appropriate sanctions are applied to the license. The process of transmission and posting of conviction data on the driver history file is now fully automated. Completion of driver education, motorcycle rider education training, traffic school or defensive driving courses can be captured on the driving record. The record is not the course was successfully completed.

All driver license transactions are captured and stored on the driver license issuance system. The transactions are listed by date in chronological order and identify the learners’ permits, licenses and endorsements issued and actions applied to the license. DSD examiners can view this information at their workstations.

The driver license system automatically checks the Problem Driver Pointer System and the Commercial Driver License Information System during the application process. If there are any issues, the system will “lock” the application process until the issue can be resolved. The system generates a report of all stopped transactions for use by the DSD’s Internal Audit Unit.

Data Elements are defined in Tennessee’s A-List Driver License Issuance System Relational Database. Edit checks are performed in the source code and configuration in the system. If incorrect information is inserted into a data field, the A-List system notifies the user of the error and does not allow completion until the error is resolved. Tennessee’s A-List system has data definitions for all the data files and documentation for each field and edit check.

The DSD maintains an updated policy and procedure manual detailing the steps for processing applications, issuing licenses and working with driving records, including processing changes in license status and correcting errors. The manual is given to all the examiners but is also available

electronically and can be accessed at all the examiners' workstations. A detailed reference manual is also kept at each driver service center.

The DSD uses a "photo first" application process so the applicant can be tracked throughout the license application process. The licensing issuance system has one-to-many image verification at the issuance point. All photo images are stored in the A-List system. All driver license applicants, including Commercial Driver License ("CDL") applicants, must provide satisfactory proof of identity, age, citizenship, legal presence and Tennessee residency. These documents are scanned and stored on Tennessee's FileNet system. DSD issuance staff complete the American Association of Motor Vehicle Administrators' Fraudulent Document Recognition training so they can recognize fraudulent documents. Social Security numbers are verified through the Social Security Online Verification (SSOLV) system and VLS (Verification of Lawful Status) inquiries must be completed on all United States Citizenship and Immigration Service (USCIS) documents. Verifying USCIS documents is an automated process through the first two steps (step three is a manual process). The DSD also works with the Identity Crimes Unit of the Tennessee Highway Patrol's Criminal Investigation Division, to investigate potential fraud and identity theft. CDL applicants are also fingerprinted and receive TSA approval based on both the Tennessee Bureau of Investigation and the FBI background checks.

To reduce and detect internal fraud, all issuance examiners are issued a unique RACFID identification number that allows them access to the driver license system based on their job responsibilities. All license transactions are tracked by each employee's RACFID system identification number. Management is required to complete periodic reviews of each examiner's transactions, including checking the document images in FileNet, as well as ensuring correct transactions were performed and information was entered into the system correctly. The DSD Internal Audit Division also conducts random audits on all the driver service centers as part of an annual risk assessment. A continuous credential issuance monitoring program has been implemented by the DSD and the Internal Audit, that does random monthly sampling and review of transactions performed in the issuance centers across the state. In addition to the RACFID, Tennessee has implemented a security matrix based on user roles. The A-List system can monitor usage historically and in real-time for security and audit purposes.

To ensure information security, all DSD staff is required to sign Acceptable Use Policy that describes the expectation of employees concerning computer and system usage and the penalties for violation. Personnel receive training on the Federal Drivers Privacy Protection Act, and Tennessee's License Privacy Policy. Annual training on Social Security Administration guidelines and policies regarding information as it pertains to Social Security numbers is also provided. Signed acknowledgements are required for all employees that confirm they understand and will comply with the requirements. Tennessee actively monitors all network services and resources. Reports are generated and management is required to ensure only current authorized employees are accessing the systems and completing the tasks assigned to their positions. Bulk data or information may not be released until the request is reviewed and approved by the Director of Financial Responsibility. Access and release of information is also tracked by a Security Administrator.

Tennessee's crash system is electronically interfaced with the DSD driver licensing system for updating driver history. Data can be compared by using the driver's license number, name and date of birth as the unique identifiers.

Guilty-verdict adjudicated citations are reported by the court's Court Document Reporting (CDR) system. The CDR files are submitted nightly to the DSD and are linked to the driving record. All citations that may affect a driver's license are generally completed the same day they are received. Out of state adjudicated citations are submitted manually or electronically. In rare cases, Courts may send paper dispositions to the DSD to be manually entered into the system.

Law enforcement and courts can be granted access to the driver license records through the Tennessee Bureau of Investigation's Criminal Justice Portal TIES (Tennessee Information Enforcement System). Law enforcement agencies and courts must apply to use the system and may use it only for law enforcement activities or official business. Other state's law enforcement agencies and courts may also be granted access by applying to the Tennessee Bureau of Investigations.

Tennessee's current data quality management processes include tracking of timeliness and accuracy monitoring on select processes. The A-List system includes business rules, edit-checks, and data validation. A-List has incorporated accessibility workflow improvements that facilitate requests for changes and improvements to programs.

4.5.2 Assessment Recommendation for Driver

The following recommendation is from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: Agreed. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Countermeasure Strategy: Improves Accuracy

Related Project: Traffic Records Coordinating Administration and Support

Related Performance Measure: Driver Accuracy

4.5.3 Driver Goals

Goal 1: *Develop a web portal for CDTP (Cooperative Driving Testing Program), MREP (Motorcycle Rider Education Program), and the Eight Hour Defensive Driving course to allow third parties to post knowledge and skills to A-List, thereby reducing wait and service times.*

Strategy: The Driver Services Division will develop requirements and associated tasking to import third party CDTP and MREP data into the A-List driver data system.

Outcome: Reduced wait and service times for A-List users.

Activity: A third party TeDI System is developed but not yet implemented for DTTP.

Goal 2: Automate Verification of Lawful Status (VLS) () submissions through an automatic upload of supporting verification materials.

Strategy: The Driver Services Division will develop requirements and tasking to add functionality to the A-List driver data system to provide upload of supporting verification materials.

Outcome: A more automated driver verification process that results in improved timeliness.

Activity: DSD has moved to version 3.2 in November 2017 that automatically uploads supporting verification materials.

Goal 3: Driver Services will implement a Data Quality Control program for the Driver data system.

Strategy: The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Outcome: Improved accuracy and completeness of the driver data system.

Activity: No activity.

4.6 Roadway Data System Plan

4.6.1 System Overview

The Tennessee Department of Transportation (TDOT) captures and maintains roadway inventory data for all public roadways in the State of Tennessee and these are stored in the Tennessee Roadway Information Management System (TRIMS). The TRIMS database contains roadway inventory, traffic volumes, road geometrics and descriptions, crash data, and other roadway-related data. The Enhanced Tennessee Roadway Information Management System (E-TRIMS) is a web-based, user centric, geospatial replication of TRIMS which is used by TDOT Staff, partners, academia, and other stakeholders. This application is used to visualize roadway data and prepare reports to aid in decision making. TDOT is currently updating its Linear Referencing System (LRS) to meet specific standards including the guidance set by the Roadway Safety Data Program Model Inventory of Roadway Elements (MIRE) initiative. TDOT documents and maintains a data dictionary of MIRE elements which include the following:

MIRE #	MIRE ELEMENT
1	County Name
2	County Code
3	Highway District
4	Type of Governmental Ownership*
5	Specific Governmental Ownership
6	City/Local Jurisdiction Name
7	City/Local Jurisdiction Urban Code
8	Route Number*
9	Route/Street Name*
10	Begin Point Segment Descriptor*
11	End Point Segment Descriptor*
12	Segment Identifier*
13	Segment Length*
14	Route Signing
15	Route Signing Qualifier
16	Coinciding Route Indicator
17	Coinciding Route - Minor Route Info
18	Direction of Inventory*
19	Functional Class*
20	Rural/Urban Designation*
21	Federal Aid/ Route Type*
22	Route Type*
23	Access Control*
24	Surface Type*
25	Total Paved Surface Width
26	Surface Friction
27	Surface Friction Date
28	International Roughness Index (IRI)
29	International Roughness Index (IRI) Date
30	Pavement Condition (Present Serviceability Rating)
31	Pavement Condition (Present Serviceability Rating) Date
32	Number of Through Lanes*
33	Outside Through Lane Width
34	Inside Through Lane Width
35	Cross Slope
36	Auxiliary Lane Presence/Type
37	Auxiliary Lane Length
38	HOV Lane Presence/Type

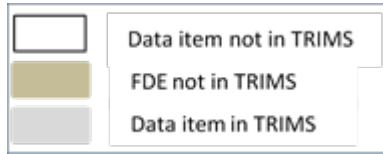
MIRE #	MIRE ELEMENT
39	HOV Lanes
40	Reversible Lanes
41	Presence/Type of Bicycle Facility
42	Width of Bicycle Facility
43	Number of Peak Period Through Lanes
44	Right Shoulder Type
45	Right Shoulder Total Width
46	Right Paved Shoulder Width
47	Right Shoulder Rumble Strip Presence/Type
48	Left Shoulder Type
49	Left Shoulder Total Width
50	Left Paved Shoulder Width
51	Left Shoulder Rumble Strip Presence/Type
52	Sidewalk Presence
53	Curb Presence
54	Curb Type
55	Median Type**
56	Median Width
57	Median Barrier Presence/Type
58	Median (Inner) Paved Shoulder Width
59	Median Shoulder Rumble Strip Presence/Type
60	Median Sideslope
61	Median Sideslope Width
62	Median Cross/Left-Turn Lane Type
63	Roadside Clearzone Width
64	Right Sideslope
65	Right Sideslope Width
66	Left Sideslope
67	Left Sideslope Width
68	Roadside Rating
69	Tapered Edge
70	Major Commercial Driveway Count
71	Minor Commercial Driveway Count
72	Major Residential Driveway Count
73	Minor Residential Driveway Count
74	Major Industrial/Institutional Driveway Count
75	Minor Industrial/Institutional Driveway Count

MIRE #	MIRE ELEMENT
76	Other Driveway Count
77	Terrain Type
78	Number of Signalized Intersections in Segment
79	Number of Stop-Controlled Intersections in Segment
80	Number of Uncontrolled/Other Intersections in Segment
81	Annual Average Daily Traffic*
82	AADT Year*
83	AADT Annual Escalation Percentage
84	Percent Single Unit Trucks or Single Truck AADT
85	Percent Combination Trucks or Combination Truck AADT
86	Percentage Trucks or Truck AADT
87	Total Daily Two-Way Pedestrian Count/Exposure
88	Bicycle Count/Exposure
89	Motorcycle Count or Percentage
90	Hourly Traffic Volumes (or Peak and Off peak AADT)
91	K-Factor
92	Peak Hour Directional Factor
93	One/Two-Way Operations*
94	Speed Limit
95	Truck Speed Limit
96	Nighttime Speed Limit
97	85th Percentile Speed
98	Mean Speed
99	School Zone Indicator
100	On-Street Parking Presence
101	On-Street Parking Type
102	Roadway Lighting
103	Toll Charged
104	Toll Type
105	Edgeline Presence/Width
106	Centerline Presence/Width
107	Centerline Rumble Strip Presence/Type
108	Passing Zone Percentage
109	Bridge Numbers for Bridges in Segment
110	Unique Junction Identifier*
111	Type of Intersection/Junction

MIRE #	MIRE ELEMENT
112	Location for Road 1 Crossing Point*
113	Location for Road 2 Crossing Point*
114	Location Identifier for Additional Road Crossing Points
115	Intersection/Junction Number of Legs
116	Intersection/Junction Geometry**
117	School Zone Indicator
118	Railroad Crossing Number
119	Intersecting Angle
120	Intersection/Junction Offset Distance
121	Intersection/Junction Traffic Control*
122	Signalization Presence/Type
123	Intersection/Junction Lighting
124	Circular Intersection - Number of Circulatory Lanes
125	Circular Intersection - Circulatory Lane Width
126	Circular Intersection - Inscribed Diameter
127	Circular Intersection - Bicycle Facility
128	Intersection Identifier for this Approach
129	Unique Approach Identifier**
130	Approach AADT
131	Approach AADT Year
132	Approach Mode
133	Approach Directional Flow
134	Number of Approach Through Lanes
135	Left-Turn Lane Type
136	Number of Exclusive Left-Turn Lanes
137	Amount of Left-Turn Lane Offset
138	Right-Turn Channelization
139	Traffic Control of Exclusive Right-Turn Lanes
140	Number of Exclusive Right-Turn Lanes
141	Length of Exclusive Left-Turn Lanes
142	Length of Exclusive Right-Turn Lanes
143	Median Type at Intersection
144	Approach Traffic Control
145	Approach Left Turn Protection
146	Signal Progression
147	Crosswalk Presence/Type
148	Pedestrian Signal Activation Type

MIRE #	MIRE ELEMENT
149	Pedestrian Signal Presence/Type
150	Crossing Pedestrian Count/Exposure
151	Left/Right Turn Prohibitions
152	Left Turn-On-Red Prohibitions
153	Left Turn Counts/Percent
154	Year of Left Turn Counts/Percent
155	Right Turn Counts/Percent
156	Year of Right Turn Counts/Percent
157	Transverse Rumble Strip Presence
158	Circular Intersection - Entry Width
159	Circular Intersection - Number of Entry Lanes
160	Circular Intersection - Presence/Type of Exclusive Right-Turn Lanes
161	Circular Intersection - Entry Radius
162	Circular Intersection - Entry Width
163	Circular Intersection - Number of Exit Lanes
164	Circular Intersection - Exit Radius
165	Circular Intersection - Pedestrian Facility
166	Circular Intersection - Crosswalk Location
167	Circular Intersection - Island Width
168	Unique Interchange Identifier*
169	Location Identifier for Road 1 Crossing Point
170	Location Identifier for Road 2 Crossing Point
171	Location Identifier for Additional Road Crossing Points
172	Interchange Type**
173	Interchange Lighting
174	Interchange Enter Volume
175	Interchange Identifier for this Ramp
176	Unique Ramp Identifier
177	Ramp Length*
178	Ramp Acceleration Lane Length
179	Ramp Deceleration Lane Length
180	Ramp Number of Lanes
181	Ramp AADT*
182	Year of Ramp AADT*
183	Ramp Metering

MIRE #	MIRE ELEMENT
184	Ramp Advisory Speed Limit
185	Roadway Type at Beginning Ramp Terminal*
186	Roadway Feature at Beginning Ramp Terminal
187	Location Identifier for Roadway at Beginning Ramp Terminal*
188	Location of Beginning Ramp Terminal Relative to Mainline Flow
189	Roadway Type at Ending Ramp Terminal*
190	Roadway Feature at Ending Ramp Terminal
191	Location Identifier for Roadway at Ending Ramp Terminal*
192	Location of Ending Ramp Terminal Relative to Mainline Flow
193	Curve Identifiers
194	Curve Feature Type
195	Horizontal Curve Degree or Radius
196	Horizontal Curve Length
197	Curve Superelevation
198	Horizontal Transition/Spiral Curve Presence
199	Horizontal Curve Intersection/Deflection Angle
200	Horizontal Curve Direction
201	Grade Identifiers and Linkage Elements
202	Vertical Alignment Feature Type
203	Percent of Gradient
204	Grade Length
205	Vertical Curve Length



There are some exceptions between the data elements in TRIMS and MIRE including terminology used and accompanying attributes. Overall and with the introduction of the new LRS, it appears that the State is moving toward more compatibility with the recommended MIRE data elements, much as they have with other national standards for components of the traffic records system. MIRE Fundamental Data Elements are those that are critical to traffic and safety management and the intention is to collect and store all Fundamental Data Elements (FDE) as the new LRS becomes active.

Currently, when a request for the addition or change of roadway-related data elements is received, a committee evaluates this request and reviews the cost estimates for revising TRIMS to include the new item(s). If the need is determined to be valid, the request is forwarded to the contractor that maintains the TRIMS software. The committee includes IT professionals and other key stakeholders who review the request and coordinate the approval process. The TRIMS manual documents the addition or change of roadway data elements, including the update schedule for different types of roadway-related data. The TRIMS manual also lists new codes for several roadway variables and includes a section on "Additions and Revisions" that provides an essential supplement for TRIMS users.

The State collects roadway inventory data for all public roadways, and extensive documentation and code sheets exist for collection of those datasets. All public roadways use a compatible Location Referencing System (LRS) that can be used for linkage and mapping of all TRIMS roadways. While regional agencies do not collect roadway data, local agencies notify the State if a roadway in their jurisdictions has been changed or added, so State data collectors can be scheduled. A much smaller percentage of the local roadway data elements are encoded than data elements for locations on state-maintained roadways. All motor vehicle crashes are assigned the same LRS so they can be linked to all the roadway-related data maintained in TRIMS. According to the 2014 SHSP draft, the State uses the same LRS for crash location information to allow linkage to roadway inventory and other roadway-related data for safety analysis and management use. Linkage of the roadway, traffic, and crash data through a compatible LRS enables TDOT to address the data-driven Highway Safety Improvement Program (HSIP) and other engineering analyses with safety analyses and mapping capabilities. There are no archival copies of roadway data to link with crashes that occurred when the roadway's geometrics were not the same as the current roadway. The 2020-24 SHSP plan is online.

TDOT has embarked on a new LRS which will seek to improve the overall data capture, storage, linkages, and analytical processes in the system. ESRI Roads and Highways is at an advanced stage of implementation within TDOT, and it envisioned that it will play a major role in creating even more avenues to improve the system. TDOT is currently migrating the LRS into a production environment and anticipates full utilization of Roads and Highways within the year. The system

will succeed TRIMS at some point in the future and will maintain all connections including the capture and storage of all MIRE elements. It is expected that the new LRS will help with meeting FHWA ARNOLD guidelines and developing new protocols and processes for updating the network, data events, and features. The LRS will also bring new temporality within the datasets, multiple linear referencing methods, and ramps as routes, features which were not within the TRIMS framework.

Data capture is an important aspect to compiling and adding data to the new LRS. As a result, TDOT is currently in the process of solidifying partnerships with local agencies to develop the Local Data Implementation Project (LDIP). Instituting checks and balances, the new LRS has the capacity to allow the consignment of third-party data input and local agencies can use a redlining tool to notify TDOT of new data and associated attributes and to encode their own roadway data into the system. Compatibility between state-collected and locally collected data will be particularly important as local agencies begin to submit their own roadway data to the State. While State processes are well documented, it will be critical to establish training procedures, feedback, and quality control measures to ensure compatibility of data in the Roads and Highways LRS.

In addition to establishing direct data transfer and notification by local agencies into an integrated system, TDOT can survey the larger local agencies to determine if local roadway data systems can be imported. Crashes are currently the only traffic records system component imported into the system and it would be prudent to create linkages with other agencies to allow other data transfer.

Recently, TDOT has also upgraded its traffic monitoring program with the implementation of a new application. TNTIMES is a user-friendly cloud-based system which allows for the compilation, storage, management, evaluation, and reporting of Tennessee's traffic classification and volume count data. This system replaced the Advanced Data and Management application (ADAM) with improvements in traffic record processing, tracking, and data compilation for federal reporting. The TNTIMES systems allows users to upload data from a traffic counter; view graphs, lists and reports of historic traffic count data, search for vehicle count data using either a database or a spatial component, and to print or export data among other functions. TNTIMES data records are compiled annually and are directly related to the development of the Annual Average Daily Traffic (AADT) and Vehicle Miles Travelled (VMT). System improvements including Autopolling of Continuous Count Stations have already been implemented since installation, to improve data quality and limit the manual aspect of data input. Further, TNTIMES is equipped with built in Quality control measures which aid in evaluating data acceptance and disputing the assignment of new counts based on statistical methods and trends.

4.6.2 Assessment Recommendations for Roadway

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. *Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions. TDOT is currently working on an agency-wide data governance initiatives in order to improve data quality control over enterprise data management.

Countermeasure Strategy: Improves Accuracy

Related Project: Traffic Records Coordinating Administration and Support

Related Performance Measure: Roadway Accuracy

4.6.3 Roadway Goals

Goal 1: *Establish relationships and a methodology for communication with local agencies that supply local roadway inventory data to the State: Development of a Local Data Implementation Program (LDIP)*

Strategy: The Tennessee Department of Transportation will develop and implement a plan to formalize points of contacts, relationships, and communication channels with local agencies. This will eventually, allow local agencies to communicate roadway inventory changes and notify centerline additions.

Outcome: Improved timeliness and completeness of local roadway inventory data.

Activity: Staff has contacted local officials, received some local municipality data, and presented at MPO and RPO conferences and local meetings. TDOT is working to add additional staff to assist with further developing and implementing this initiative. Challenges are disparate data standard formats and requirements.

Goal 2: *Keep archival copies of roadway data with temporal capabilities to modernize the Linear Referencing System (LRS) and incorporate ramps for a connected network.*

Strategy: TDOT is at an advanced stage of developing a modernized LRS based upon FHWA guidelines. They currently have strategic geospatial partners, Hexagon and ESRI, assisting with the business analysis necessary to implement a new data model.

Included in the new architecture and data model are the following features:

- Connected network including ramps

- Dual Carriageway
- Temporality
- Multiple LRS
- Allowance for concurrent routes/runalongs

Implementing a new LRS is a complex process that TDOT anticipates will take three to five years to fully complete.

Outcome: Safety analysts will be able to link crashes with the roadway geometries and attributes as they were at the time of the crash. Opportunities for other agencies to be part of a geospatial framework.

Activity: TDOT has completed the complex data migration of events and network data out of TRIMS and into the new ESRI Roads and Highways application. With the assistance of ESRI and Hexagon, TDOT IT has created development and test environments and is currently migrating data to a production environment. Long Range Planning has gained access to the development environment, allowing staff to practice in the environment before production. In the early phases of production, Long Range Planning will simultaneously prepare edits in the TRIMS and Roads and Highways environments. TDOT is modelling existing editing processes with the aim of facilitating them in the new software. The functionality of the new LRS will improve accuracy, and TDOT is coordinating with partners, internal and external, on further data integration and improved data maintenance.

Goal 3: Update documentation and possible attributes to include all MIRE Fundamental Data Elements (FDEs) for public roads in the enterprise system data dictionary.

Strategy: Tennessee Department of Transportation is in the implementation phase of adding the remaining MIRE Fundamental Data Elements to the roadway database system.

Outcome: The Tennessee DOT will collect and document all safety-related and fundamental MIRE data elements and as a result, will be available for improved safety analysis.

Activity: The Roadway Data Office to update remaining internal documentation and procedures related to MIRE. TDOT has efforts underway to update an enterprise data dictionary to include new mechanisms for data update such as the retrieval of structured data from data contractors. Leveraging a new data collection vendor, TDOT has captured additional data items including: Intersection points with a unique ID and geometry type, and Sub-intersection points with a unique intersection identifier and sequential compass directions.

Goal 4: Expand functionality of TNTIMES, an agency wide application for the compilation, storage, management, evaluation, and reporting of Tennessee traffic Data (to include autopoll and other relevant modules)

Strategy: Enhancing the capabilities of TNTIMES to include data collection automation. Continued development of the program and extensive promotion of the application is ongoing with the aim of creating linkages with key agencies thus including their traffic data into the system.

Outcome: Partnerships with traffic data collection agencies statewide to form a traffic data hub. Traffic data has a direct correlation with safety assessments and initiatives and as such, will be the main source of information for AADT, VMT and other key required statistics.

Activity: In 2021, TDOT added auto-polling functionality to automate the process for retrieving data at continuous count traffic stations. This also expands capability to capture classification data at some existing sites. Additional new modules in TN-TIMES are being considered for system enhancement to aid in specialized data storage and dissemination. These new modules include Non-Motorized Traffic Data and Turning Movement Counts as well as possible Field Tools and Count Scheduler. Field Tools and Count Scheduler would be used to improve collection of traffic data using online maps and advanced scheduling methods.

Goal 5: Facilitate and promote the development of data governance policies for roadway and traffic data and facilitate data sharing, within identified policies, with partners and stakeholders in the TRCC to improve analysis and visualization of information.

Strategy: As the responsible agency for managing roadway information, TDOT is central to facilitating cooperative data sharing between agencies. TDOT is in the early stages of developing a data governance framework and related policies for various data sources managed by the agency. As an extension of TDOT's data governance development, framework and policy will be extended to both better facilitate coordination with TRCC member agencies and to improve overall data quality.

Outcome: Improved transparency and data quality as well as improved coordination on information sharing.

Activity: TDOT has taken initial steps to develop a data governance strategy. Early efforts developed a framework for data governance at TDOT. This effort is ongoing and is expected to develop over the coming months/years. Additional work through FHWA's Applications of Enterprise GIS for Transportation is helping develop a strategic plan for the State's LRS and data management.

4.7 Citation/Adjudication Data System Plan

4.7.1 System Overview

Tennessee has well documented and up-to-date citation and adjudication systems. These documented systems will help facilitate interfaces between systems. The systems comply with standards making the possibility of sharing data easier. Procedures and processes are documented within these systems as well. Having an inventory of the systems will allow the State to continue to monitor and improve the data quality and interfaces between traffic records component systems.

Tennessee has a DUI tracking system maintained by the Tennessee Highway Patrol. They not only collect and track the DUI charges, but also analyze the data. The data is used for targeted enforcement and initiatives throughout the State. The DUI tracking system is an integral part of traffic safety. With dispositions and BAC included in the tracking system, Tennessee can monitor, analyze, and report on any aspect of a DUI case and identify trends and concerns at any level of enforcement. This includes court dispositions that may not be favorable to the enforcement efforts.

There are few linkages between the different systems within the State. Tennessee does not have a unified court system, which makes it difficult to coordinate and facilitate data usage at a statewide level. While there are some state-level systems, much of the traffic and adjudication data is left at the county level. The traffic data is linear in workflow with very little usage outside the scope of adjudication. There are no linkages or interfaces with crash, vehicle, and driver; however, TITAN may make this possible when fully deployed.

It is difficult to track a citation from issuance to disposition in the State. Each county is responsible for the numbering of citations and there is no statutory authority to standardize the numbers throughout the State. As the General Sessions Data Repository is fully deployed, it should facilitate the development of a statewide citation tracking system.

THP issued its first eCitation in 2014 and is deployed in 93 of the 95 counties. eCitation functionality is integrated between TITAN and the AOC TNCIS system, and allows for eCitation data and images to move electronically between the two systems. A new eCDR court disposition reporting system is still being developed and will be integrated with the citation and driver systems. This will lead to much improved quality and facilitate integration of data between traffic records systems.

The State has made good progress in the quality of its adjudication data systems. : The AOC has partnered with STS (Strategic Technology Solutions) to construct a data warehouse where all the data is stored. The AOC has internally developed a front-end portal for end users to login in and view reports. Currently the data warehouse holds data for 88 courts and the AOC is working with the vendors of the other counties and municipal courts with general session's jurisdiction to retrieve their data. The development team at the AOC has developed the front-end portal that consists of many features such as admin functionality, registration for users, my profile changes for users and admins, help and support, and reporting. All features listed have been completed

and currently 9 reports are available in the repository. The AOC went live with the repository in January of 2021 with the 88 courts and is in the process of working with the remaining courts to gather their data which is considered Phase 2 of the project.

4.7.2 Assessment Recommendations for Citation/Adjudication

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. The General Sessions Data Repository project, when deployed, will improve data integration by collecting caseload data from the 124 General Sessions courts within the State.

Countermeasure Strategy: Improves Integration

Related Project: General Sessions Data Repository

Related Performance Measure: Citation Integration

2. *Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Countermeasure Strategy: Improves Accuracy

Related Project: Traffic Records Coordinating Administration and Support

Related Performance Measure: Citation Accuracy

4.7.3 Citation/Adjudication Goals

Goal 1: *Post citation dispositions from the courts into the TITAN system.*

Strategy: Implement an interface from the courts system to the TITAN system to update TITAN citation data with final disposition data.

Outcome: Disposition data will be available for analysis in the TITAN system.

Activity: On hold.

Goal 2: *Provide TDOSHS personnel access to the General Sessions Data Repository (AOC).*

Strategy: Add a TDOSHS user's analysis role to the GSDR.

Outcome: Enhanced ability to verify and research citation/adjudication related data.

Activity: On hold pending eCDR implementation.

Goal 3: Form a Citation Data Quality Control Panel that will meet three or four times annually with the goal of developing a formal citation data quality program.

Strategy: The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Outcome: Improved accuracy and completeness of the citation/adjudication data system.

Activity: No status.

Goal 4: Use the Electronic Court Disposition Reporting System (eCDR) for tracking NHTSA standard performance measures for the citation/adjudication data systems (i.e. timeliness, accuracy).

Strategy: Develop at least one NHTSA Standard Model Performance Measure for the eCDR data system and track its year-to-year performance. The eCDR system manager will report updated performance measure metrics annually to the TRCC.

Outcome: Improved tracking and awareness of eCDR data system performance.

Activity: On hold pending eCDR implementation.

Goal 5: Provide TDOSHS access to the General Sessions Data Repository to allow for highway safety analysis.

Strategy: AOC will provide TDOSHS with access to the GSDR for analytical purposes.

Outcome: Provide authorized stakeholders with quick and easy answers to routine questions about the work of the General Sessions Court through a self-help portal. Deliver support for more complex information requests with staff expertise and business intelligence and statistical analysis tools.

Activity: On hold pending eCDR implementation.

Goal 6: Develop a formal Citation Data Dictionary.

Strategy: TN will conduct a review of the existing data tables and structures of the electronic citation system and use the results to develop a formal data dictionary that includes data elements and business rules.

Outcome: A formal data dictionary that can be used by stakeholders and third-party vendors in the State.

Activity: Planned.

Goal 7: Link TITAN's citation data to the Tennessee Information Enforcement System (TIES).

Strategy: Allocate funding and resources to tasking for developing the interface for querying and auto population of vehicle and driver data from the electronic citation and crash systems.

Outcome: Integration of data systems resulting in improved data quality and officer safety.

Activity: On hold.

4.8 EMS/Injury Surveillance Data System Plan

4.8.1 System Overview

Tennessee's Injury Surveillance System includes a pre-hospital data collection system, a statewide trauma registry, emergency department and hospital discharge databases, and a vital records system. Management of all components resides with the Tennessee Department of Health (TDH).

The TNEMSIS system maintains patient care reports from EMS agencies that are licensed to operate in the State, is compliant with version 3.4.0 of the National EMS Information System (NEMSIS) and submits the required elements to the national NEMSIS data system. The state accepts NEMSIS 3.4.0 data. The new data system will soon allow data to become available to researchers and partners for analyses.

Tennessee hospitals submit hospital records directly to the TDH or to the Tennessee Hospital Association (THA), which then submits those records to the TDH for inclusion in the State's Hospital Discharge Data System (HDDS). Hospital data, including hospital discharge and emergency department records, follows the Uniform Billing (UB-04) standards; emergency department records may be identified through a treatment variable. Data quality checks are conducted by THA, then TDH returns erroneous reports to individual hospitals for correction. TDH conducts a secondary data check around variable mapping and critical field completion. The hospital data is used by divisions within TDH for planning and evaluation purposes but is not widely used by agencies outside of TDH, including traffic safety partners in the State.

The Tennessee Trauma Registry is maintained at TDH and contains one hundred percent of the National Trauma Data Standard (NTDS) elements in addition to required state extension elements and Injury Severity Scores (ISS) for each record. All hospitals utilize the same software package, which includes a series of data checks and validation rules. Data quality checks for duplicate records and field compliance exceptions are performed upon receipt of the records. Trauma registry data is not currently available for analysis outside of TDH due to data access concerns, but efforts are underway to develop a system for requesting and approving the use of trauma records within the confidentiality laws. Feedback from end-users is consistently communicated to the State Trauma Care Advisory Council and trauma registrars.

TDH replaced the paper-based death certificates system with VRISM, an electronic vital records system, which includes edit checks. Data quality analysis will be improved at the State level. There is a clearly documented system for returning death certificates for correction and the submission of the State file to the National Center for Health Statistics for application of cause-of-death codes and quality review. Feedback from end-users is consistently communicated to the data managers and incorporated into training materials. Critical fields from the mortality database are shared with the State Fatality Analysis Reporting System (FARS) analyst to increase the accuracy, completeness, and uniformity of those data. Other than FARS, the traffic-related mortality data is rarely used for research or evaluation purposes.

The Tennessee Injury Surveillance System contains all the components recommended in the Advisory and TDH has upgraded the EMS data collection and maintenance processes. Tennessee has several opportunities to enhance the Injury Surveillance System. Those include the development of performance measures, incorporation of State-level data quality checks, and integration of data systems. Once the new Trauma Registry and EMS run reporting systems are fully deployed TDH plans to implement and track several performance measures. Performance measures are goals against which the data system may be evaluated and progress noted. Currently, State-level data quality checks exist in the trauma registry, EMS run reporting, hospital discharge, ED data, and vital records systems. State-level oversight is a valuable component of a successful data collection system. TDH is implementing upgraded trauma registry and EMS-run reporting systems and that will facilitate opportunities for data linkages. The State is in a good position to integrate hospital data (hospital discharge, emergency department, trauma registry) with other components of the traffic records system and has begun integrating hospital discharge and crash data and has integrated mortality and crash data.

Injury data is a vital piece of a State traffic records system and provides post-crash outcome information that no other system component contains. Incorporating the human outcomes and costs of crashes will enhance problem identification, program evaluation, resource allocation, and legislative efforts. To prevent crashes, injuries, and fatalities, one must understand the nature of all three.

4.8.2 Assessment Recommendations EMS/Injury Surveillance

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on April 10, 2019.

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Response: State accepts recommendation. TDH's upgraded trauma registry and EMS-run reporting systems facilitates opportunities for data linkages and interfaces. These improvements are addressed in the current project updates included in the strategic plan and continue to lead to improved data quality in these systems.

Countermeasure Strategy: Improves Integration

Related Project: Implementation and Maintenance of TNEMSIS and trauma registry.

Related Performance Measure: EMS Integration

2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.

Countermeasure Strategy: Improves Accuracy

Related Project: Traffic Records Coordinating Administration and Support

Related Performance Measure: EMS Accuracy, Trauma Registry Accuracy

4.8.3 EMS/Injury Surveillance Goals

Goal 1: Facilitate data linkages between State Trauma Registry and EMS Run Reporting systems to other core component traffic records data systems.

Strategy: The State Trauma Registry and EMS Run reporting systems have been deployed; the State will identify potential linkage opportunities.

Outcome: Increased analysis capabilities from the linked data sets.

Activity: The State has implemented EMS and Trauma Registry data systems via ImageTrend software. The state is working toward identifying data linking opportunities.

Goal 2: Implement a link between the hospital, vital records, and crash datasets for the purpose of increased analysis capability.

Strategy: A link between these data systems is dependent on planned system upgrades/replacements. The State will identify linkage opportunities and requirements while defining and selecting the new systems.

Outcome: A link between hospital, vital records, and crash datasets will allow for problem identification, program evaluation, resource allocation, and legislative efforts designed to reduce injuries and fatalities from crashes.

Activity: The Injury Surveillance System staff has linked vital records and crash datasets for years 2008-2019 with 93% recall and 89% precision. Staff is currently linking hospital and crash datasets using a similar method.

Goal 3: Improve the tracking of performance measures for the DOH Injury Surveillance data systems.

Strategy: Develop at least one performance measure per ISS data system that is based on the NHTSA Standard Performance Measures.

Outcome: Increased visibility and awareness of data system operations and performance.

Activity: The Injury Surveillance System staff is working with data stewards to create useful reports that are covering the six measures in NHTSA Standard Performance Measures.

5. Progress

5.1 Traffic Records Performance Measures

5.1.1 Crash Completeness – Toxicology Results Reported

Label: C-TCU-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: June 23, 2021

Related Project: TN P22 - TITAN

Narrative

The measure shows the percentage of crash reports in Tennessee where, after a toxicology test was given to a person involved in a crash, the results were amended to the crash report.

The State made a concerted effort in 2020 to improve the number toxicology test results that were pending or missing. From the baseline measure of 64.5% the state improved 6.4 percentage points to 70.9% in the second year of this PM. The first four months of 2021 have continued to improve on this metric.

Measurements

Start Date	End Date	Percentage of Reports
April 1, 2019	March 31, 2020	64.5%
April 1, 2020	March 31, 2021	70.9%
April 1, 2021	March 31, 2022	75.1%*

** The data located in the table above represents the metric based on April 1 - March 31 as defined in the TRCC strategic plan. The query on the following page represents the metric based on the calendar year of Jan 1 -Dec 31. The percentages will vary slightly, but both represent quantifiable improvement on this metric.*

The screenshot displays the Microsoft SQL Server Enterprise Manager interface. On the left, the Object Explorer shows the server structure for 'DI03SDCWW00006 (SQL Server 13.0.5820.2)'. The 'Databases' folder is expanded, showing various system and user databases. The 'Find and Replace' window is open, showing the 'Find in Files' tab. The main query window, titled 'qryRcrdPctToxResul...(NET,DI03Z64 (70))', contains a T-SQL query. The query calculates the percentage of results reported for various traffic records from 2014 to 2021. The results are displayed in a table with columns 'YearNmb' and 'PctResultsReportedNmb'.

Query:

```
1 SELECT
2   Datapart(yyyy, C.CollisionDte) As [YearNmb],
3   CAST
4   (
5     COUNT
6     (
7       DISTINCT
8       CASE
9         WHEN
10          (
11            (
12              PD.AlcoholTestStatusCde = '97'
13            and
14              (
15                PALC.AlcoholTestResultCde is NULL
16                or Ltrim(Rtrim(PALC.AlcoholTestResultCde)) in('','96','97','99')
17              )
18            )
19          or
20            (
21              PD.DrugTestStatusCde = '97'
22            and
23              (
24                PDWG.DrugTestResultCde is NULL
25                or PDWG.DrugTestResultCde not in('00','02','03','04','05','06','07','08','99','98')
26              )
27            )
28          )
29        THEN C.MstrRecNbrTxt
30        ELSE NULL
31      )
32    )
33    as float
34  )
35  /
36  CAST
37  (
38    COUNT
39    (
40      DISTINCT
41      CASE
42        WHEN PD.AlcoholTestStatusCde = '97' THEN C.MstrRecNbrTxt
43        WHEN PD.DrugTestStatusCde = '97' THEN C.MstrRecNbrTxt
44        ELSE NULL
45      )
46    )
47    AS float
48  ) AS [PctResultsReportedNmb]
49
50 FROM
51   DataTblCollision C
52   inner join DataTblPersonDetail PD
53     on C.StatusCde = PD.StatusCde
54     and C.MstrRecNbrTxt = PD.MstrRecNbrTxt
55   left outer join DataTblPersonAlcohol PALC
56     on PD.MstrRecNbrTxt = PALC.MstrRecNbrTxt
57     and PD.StatusCde = PALC.StatusCde
58     and PD.UnitIDNmb = PALC.UnitIDNmb
59     and PD.PersonIDNmb = PALC.PersonIDNmb
```

Results:

	YearNmb	PctResultsReportedNmb
13	2014	0.664273176958672
14	2015	0.606706845927986
15	2016	0.662090007627765
16	2017	0.636523406294935
17	2018	0.635609334485739
18	2019	0.63730479031409
19	2020	0.673251748251748
20	2021	0.827692307692308

Query executed successfully.

5.1.2 Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Label: C-TCU-02

Status of Improvement: Did Not Demonstrate Improvement

Active Status: Active

Revision Date: June 23, 2021

Related Project: TN P71 - eCitation

Narrative

This performance measure shows the percentage of THP citations issued electronically versus paper.

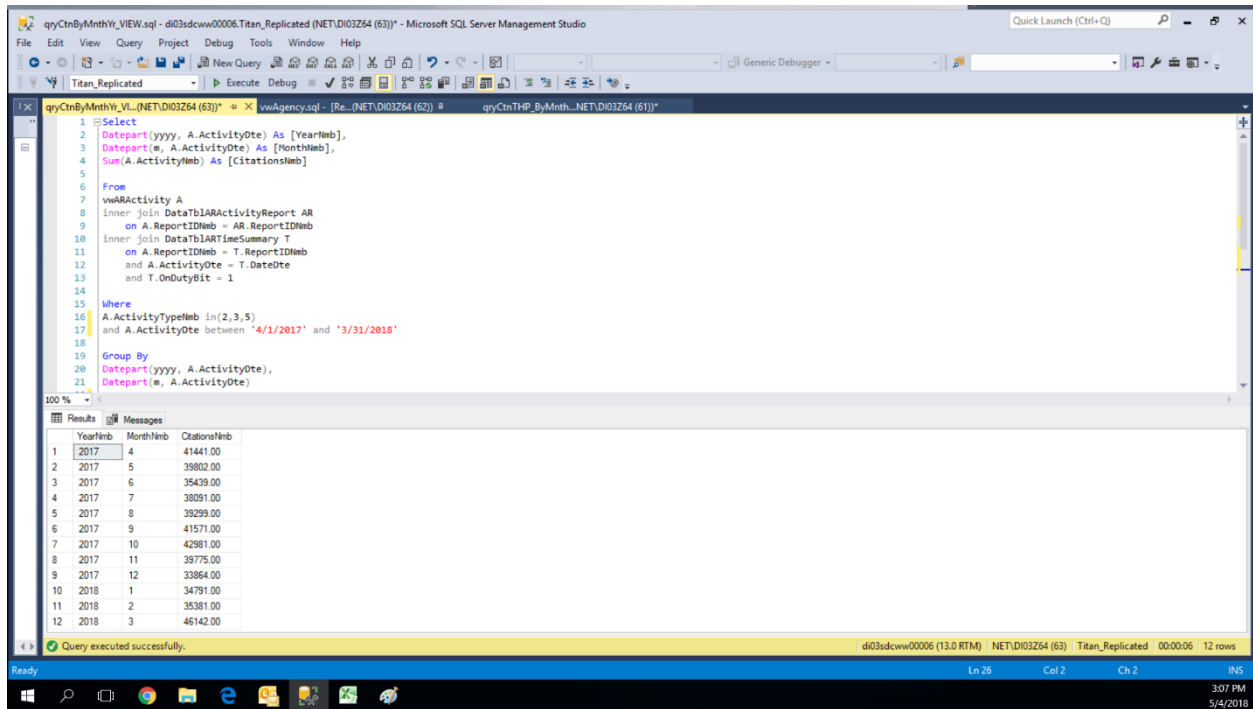
The State began piloting its eCitation program in 2014 and deployed statewide with the Tennessee Highway Patrol in 2016. For the current measurement period, 54.80% of Tennessee Highway Patrol citations were issued electronically.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%
April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%
April 1, 2017	March 31, 2018	287,934	180,643	38.55%
April 1, 2018	March 31, 2019	249,374	203,337	44.92%
April 1, 2019	March 31, 2020	105,889	209,693	66.45%
April 1, 2020	March 31, 2021	66,114	128,904	66.10%
April 1, 2021	March 31, 2022	116,681	141,438	54.80%

Supporting Materials (Backup)

Tennessee Highway Patrol Citations, Total

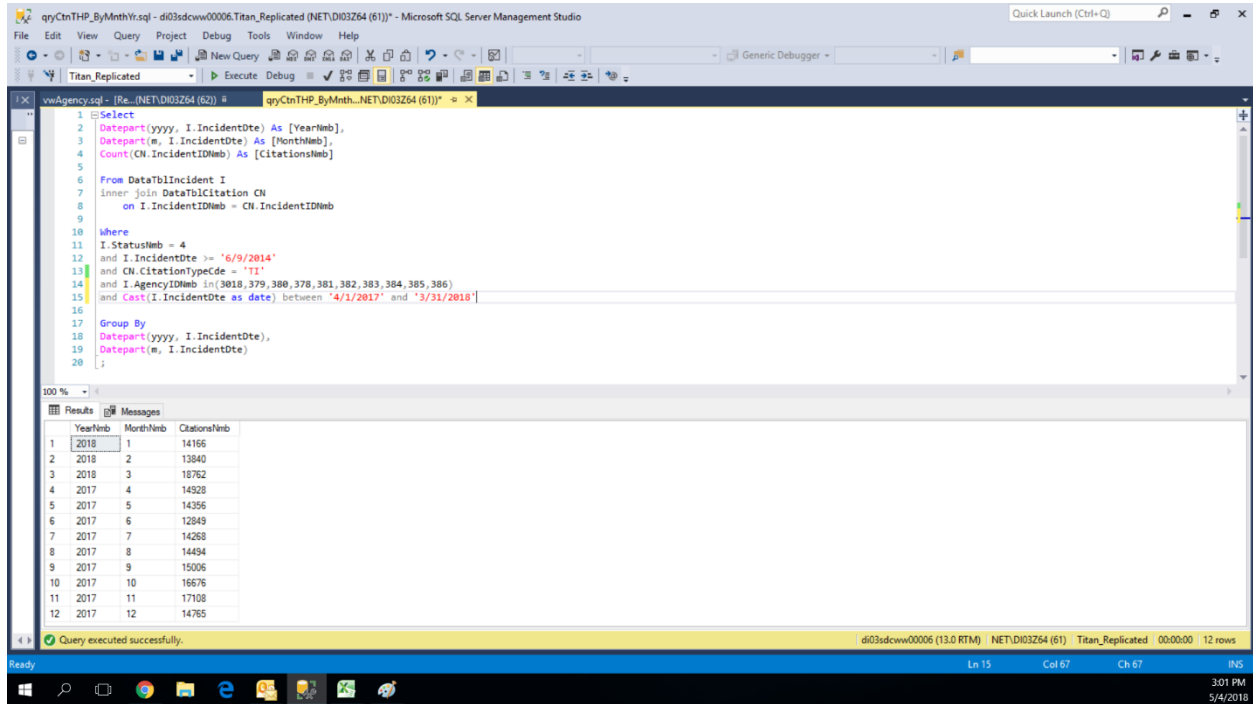


The screenshot displays the Microsoft SQL Server Management Studio interface. The query editor shows a T-SQL query that selects citation data from the 'Titan_Replicated' database. The query filters for citations from April 1, 2017, to March 31, 2018, and groups the results by year and month. The results pane shows 12 rows of data, with columns for YearMth, MonthMth, and CitationsMth.

YearMth	MonthMth	CitationsMth
2017	4	41441.00
2017	5	39802.00
2017	6	35439.00
2017	7	38091.00
2017	8	39299.00
2017	9	41571.00
2017	10	42981.00
2017	11	39775.00
2017	12	33864.00
2018	1	34791.00
2018	2	35381.00
2018	3	46142.00

Query executed successfully. d03sdcw00006 (13.0 RTM) NET/D03Z64 (63) Titan_Replicated 00:00:06 12 rows

Tennessee Highway Patrol Citations, Electronic



Query executed successfully.

YearMnb	MonthMnb	CitationsMnb
2018	1	14166
2018	2	13840
2018	3	18762
2017	4	14928
2017	5	14366
2017	6	12849
2017	7	14268
2017	8	14494
2017	9	15006
2017	10	16676
2017	11	17108
2017	12	14765

5.2 Traffic Records Performance Targets

5.2.1 Crash Completeness – Toxicology Results Reported

The target for the percentage of crash reports in Tennessee where, after a toxicology test was given to a person involved in a crash, the results were amended to the crash report is:

Start Date	End Date	Percent of Results Reported
April 1, 2021	March 31, 2022	75%
April 1, 2022	March 31, 2023	78%

5.2.2 Target for Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

The target for the percentage of THP citations issued electronically versus paper is:

Start Date	End Date	Percent Electronic
April 1, 2021	March 31, 2022	70%
April 1, 2022	March 31, 2023	70%

5.2.3 EMS/Injury Surveillance Performance Measures and Targets

TIMELINESS*	ACCURACY*	COMPLETENESS*
90% of facilities submitting trauma registry data will submit within the trauma rule governance timeframe of no later than 90 days passed the closed quarter	90% of quarterly trauma registry data submissions will contain no exceptions to the file submission structure upon processing.	90 % of registry submissions will contain complete quarterly records and will not require data resubmissions.
50% of all EMS services reporting will show adherence to a 72-hour post completed run submission deadline	Submitted ePCR validation scores will show an average of 80% or higher for at least 50% of all EMS services reporting	Submitted ePCR's will show a rejection rate no higher than 30% for all EMS services reporting

6. TRCC Projects

The TRCC developed the following process and prioritization method for TRCC project selection:

- The TRCC focuses on addressing the findings and recommendations of the most recent NHTSA Traffic Records Assessment.
- TRCC meetings are held on a quarterly basis with both executive and technical committee members invited to all meetings.
- Visits to other states deploying electronic crash collection were undertaken by members of TDOT and TDOS in order to determine proper leadership of the electronic crash database.
- A Workshop plan was developed to help us communicate better and determine what Tennessee needed in a Strategic Plan.
- From the workshop, various committees were determined, and Co-chairs elected for the Technical committee to begin crafting and drafting various components of the Strategic Plan (TRSP).
- In order to get senior management buy-in to the committee, it was decided that a common agreement or Memorandum of Understanding needed to be established.

The TRCC continues to address prioritization methodologies and reviews the status of high-profile traffic records projects at each meeting.

State of Tennessee TRCC FFY 2022 Traffic Records Project List

*Refer to the Tennessee Highway Safety Plan for FFY 2022 project budget information.

FFY 2021 405c Funded Projects

TN P11 – Traffic Records Coordinating Administration and Support

TN P22 – Tennessee Integrated Traffic Analysis Network (TITAN)

TN P41 – Integrated Criminal Justice Portal

TN P52 – Implementation and Maintenance of EMITS and Trauma Registry

TN P53 – Statewide Injury Surveillance System

TN P63 – Development of Predictive Analytics for Traffic Safety

TN P71 – eCitation

TN P72 – eCDR – TITAN Electronic Court Disposition Reporting System

6.1 TN P11 – Traffic Records Coordinating Administration and Support

Contact

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Lead Agency

Tennessee Highway Safety Office/Tennessee Department of Safety

Partner Agencies

Local Law Enforcement Agencies, Department of Finance and Administration, Department of Safety, Department of Transportation, THSO, Department of Health

Priority

High

Status

Active

Project Description

The State has a need for an independent professional management services firm to lead and facilitate the Statewide Traffic Records Coordinating Committee (TRCC) for a variety of current and future information projects that are authorized by the TRCC. This firm will develop better communications between state agencies, federal partners, and local associations to facilitate improved collection, analysis, and dissemination of traffic records data. The firm will provide state and local agencies the ability to properly assess and plan for the safety of the motoring public in Tennessee. The firm will provide a TRCC Project Manager (TRCC PM) or Consultant who will work directly with the TRCC Co-Chairs and the various agencies represented on the TRCC.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	✓	✓			✓	

Activity Report

Report Start	Report End	Provided By
06-30-2015	06-30-2016	Lt. Marty Pollock

Activity: The vendor responsible for crash data initiatives in Tennessee has transferred the legacy crash data into the new TITAN database. Legislation was passed by the State of Tennessee in the spring of 2012 legislative session that required every local law enforcement agency who investigates a crash in TN submit a crash report to the state electronically by January 1, 2015, thus eliminating paper crash reporting. As of January 1, 2015, Tennessee is receiving 100% of its crash information from the investigators electronically.

The Tennessee Department of Safety & Homeland Security (TDOSHS) plans to continue efforts to work with third party vendors who provide crash report and records management systems to state and law enforcement agencies. The activity is focused on transfer, receipt, and validation of data from LEAs using third party services or systems. TDOSHS continues to design, certify, and provide training to LEAs who implement the state provide TITAN System. The training includes reviews of the crash reporting application, data transmission, and use of the Web Portal to retrieve accepted reports. The training targets all local agency trainers and training officers responsible for the TITAN end user and support personnel.

Currently, 100% of crash reports are being submitted to the TITAN system electronically with over 350 law enforcement agencies submitting data to the system. Back in February 2012, the TITAN Team implemented a mapping enhancement to the TITAN system which provides the ability for officers to capture accurate, reliable crash, citation, and crime locations (latitude/longitude coordinates) without having to rely on GPS devices. This has dramatically increased the timeliness, reliability, availability, and accuracy of crash location coordinates. The accuracy rate has risen to 90-95% when crash locations are captured by the MAP IT program and 90% of local law enforcement agencies utilize it. To increase its use, the remainder are closely monitored, and the TITAN Unit personnel make contact to offer assistance where needed.

TDOT reports they can locate 27,000 crashes per hour and have re-obligated as many as 500 man-hours due to the program efficiency. The original MMUCC 4th Edition Review and has been completed and is uploaded as an attachment to this Project. We are in the process of completing the MMUCC Mapping Process utilizing the newly released NHTSA MMUCC mapping tools. We anticipate the new MMUCC Mapping process will be completed by the end of CY 2016.

Problems: The Department of Safety & Homeland Security is implementing and supporting the TITAN System through resources funded by THSO grants. The future of grant funded resources is not a guarantee. A comprehensive data quality program remains a problem and is a major recommendation from NHTSA.

Plans: The TITAN Division has established a mechanism to sell crash reports online which offsets some of the costs associated with maintaining and supporting the TITAN system. This allows for the grant funding to be used for new development and enhancements listed as

recommendations in the 2014 Traffic Records Assessment including a comprehensive data quality program and integration improvements.

Report Start	Report End	Provided By
07-01-2016	05-31-2017	Lt. Marty Pollock

Activity: We have hired a consultant to develop and maintain our Traffic Records Strategic Plan moving forward. The consultant held workshops for each traffic records data system; the workshop attendees reviewed the Traffic Records Assessment recommendations and developed goals, strategies, and expected outcomes for improving Tennessee's traffic records data systems. The consultant assisted the TRCC in developing a TN Traffic Records Strategic Plan that identified the projects that will help the State achieve these goals. The plan will be submitted as part of this year's grant application to NHTSA.

Ongoing funding to continue to support the consultants for administration and maintenance of the strategic plan may be an issue with the anticipated cuts to available grant funding in the upcoming year. Identify funding to continue utilizing consultants for TRCC administration and support and annual updates to the Traffic Records Strategic Plan.

Report Start	Report End	Provided By
06-01-2017	05-31-2018	Patrick Dolan

Activity: The consultant worked with the TRCC to update the Traffic Records Assessment recommendations, goals, strategies, and expected outcomes for improving Tennessee's traffic records data systems. The consultant is assisting the TRCC in developing a TN Traffic Records Strategic Plan that identified the projects that will help the State achieve these goals. The plan will be submitted as part of this year's grant application to NHTSA.

The consultant is tasked with developing a TN Traffic Records Inventory.

TN TRCC has requested a NHTSA Go Team to conduct a MMUCC compliance review for the crash data system and forms.

NHTSA will conduct a Traffic Records Assessment for Tennessee beginning in February 2019. An assessment is required to be completed by May 2019 in order for the State to qualify for Section 405c funds.

Report Start	Report End	Provided By
06-01-2018	05-31-2019	Patrick Dolan

Activity: The state did not retrain the consultant that assisted with the Traffic Records Strategic Plan, but they developed a TN Traffic Records Inventory before the contract expired.

A NHTSA Go Team conducted a MMUCC compliance review for the crash data system and forms and based on the findings, plans are in development to overhaul the crash data system and bring it into compliance with MMUCC version 5.

NHTSA completed a Traffic Records Assessment for Tennessee on April 10, 2019, which keeps the State in compliance with that requirement for Section 405c funds.

Report Start	Report End	Provided By
06-01-2019	05-31-2020	Patrick Dolan

Activity: Activity slowed as the State's new crash database vendor, IBM, was onboarded. IBM developers conducted discovery and documentation of the TITAN data systems during most of 2019 and have made some minor changes to system elements. This improved the crash data schema to better align with MMUCC, added attributes that improve data quality, and fixed bugs that had persisted in both the collection and the storage of Tennessee's crash data. The update to MMUCC 5 compliance is still planned under the State's current contract.

Report Start	Report End	Provided By
06-01-2020	05-31-2021	Patrick Dolan

Activity: The COVID-19 pandemic slowed the state's effort at coordinating administration and support, but the TRCC did undertake the first update of the traffic records inventory since it was compiled in 2019. The TRCC meetings transitioned smoothly to virtual, and while in-person meeting will resume in September 2021, the TRCC plans to make a virtual option available for all future meetings. The TRCC convened a TITAN 2.0 crash report advisory panel that will recommend updates to the crash report based on MMUCC, 5th edition, during the rewrite of the crash report that started in Spring of 2021.

Report Start	Report End	Provided By
06-01-2021	05-31-2022	Patrick Dolan

Activity: In-person TRCC meetings resumed in Spring 2022. The TRCC TITAN 2.0 crash report advisory panel that recommended updates to the crash report based on MMUCC, 5th edition, during the rewrite of the crash report that started in Spring of 2021.

Schedule

October 1, 2021 through September 30, 2022

6.2 TN P22 – Tennessee Integrated Traffic Analysis Network (TITAN)

Contacts

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Lead Agency

Tennessee Highway Patrol, Tennessee Department of Safety & Homeland Security

Partner Agencies

Traffic Records Coordinating Committee, Local Law Enforcement Agencies, Department of Transportation, Federal Motor Carrier Safety Administration, Tennessee Highway Safety Office, Department of Finance and Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration

Priority

High

Status

Active

Project Description

The Tennessee Integrated Traffic Analysis Network (TITAN) solution is comprised of a statewide database and law enforcement data collection clients that provide all law enforcement agencies with client-based field reporting and web-based access to traffic crash reports submitted by their respective agencies. Reports are available for immediate feedback to the submitting agencies, enabling them to monitor correctness of crash reports. Agencies also can access statistical data relating to their crashes and to conduct their own ad hoc statistical analyses.

Statistical reports, new dashboards and improved data querying capabilities are available online to law enforcement users. The eCrash software is now more streamlined for Property Damage Only>\$400 and Property Damage Only<\$400 crashes to save time and resources for investigating officers.

This project also includes the development of field software for use by Tennessee Highway Patrol and local Law Enforcement Agencies (LEA) to collect crash reports electronically. A web-enabled portal for uploading the crash report data to the Department of Safety's crash database was developed and completed in a prior traffic records project. The web portal provides for the ability to query crash data using ad-hoc or standard reporting templates. The portal also provides for downloading of data and basic statistical summaries by local law enforcement agencies, Municipal Planning Offices (MPOs), Regional Planning Offices (RPOs), and for use in proprietary local record management systems.

In the future, data in TITAN will be available for integration with the other traffic records systems data sets and can be combined to provide highway safety stakeholders with traffic safety information of the highest quality and value.

Project Purpose

This project will improve the quality of crash data available in the state repository. It will also enable LEA's and local engineers to upload and download crash data in a uniform MMUCC-compliant format.

Additionally, the web-based crash system greatly enhances the capability of traffic safety professionals. It enhances their ability to incorporate traffic safety information into problem identification and safety decision-making processes. The traffic analysis network puts in place a tool that aids in determining effectiveness measures for enforcement and non-enforcement intervention programs. The project greatly enhances the accessibility to crash data for analysis. The traffic analysis network enables users to conduct custom analyses as well as access to standard reports. Predictive analytics helps deploy resources when and where they are most needed.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	Report End	Provided By
06-30-2015	06-30-2016	Lt. Marty Pollock

Activity: Legislation was implemented January 1, 2015, which mandates all crash reports must be sent to the Department in an approved electronic format. As a result, the State receives 100% of crashes electronically. 92.6% are received within 7 days of the event, with an additional 6.3% are being received within the following 8 days.

All THP and local agencies retrieve crash reports through the web portal with the additional feature of searching and receiving statistical information of their data. To complement the delivery of crash data and information for all agencies, in mid-2015 every agency can see the details of crashes over previous 12 months in a graph format. This feature allows the user to move the cursor over a month to display the various crash types.

In addition to conducting numerous in-service training sessions for local law enforcement agencies, the TITAN Division began training the TITAN eCrash application to Basic Law Enforcement Recruits at the Tennessee Law Enforcement Training Academy in February of 2016. This is an additional step to ensure the quality collection of data remains a focus for every investigating agency across the state.

During this phase, local agencies were trained to use the TITAN System to investigate and upload crash reports. On-site training was also conducted, and, in some instances, Regional Training sessions were scheduled during implementation of a regional strategy for TITAN adoption. 100% of all agencies statewide are now reporting traffic crashes electronically as of January 1, 2015. Tennessee is one of the few states to accomplish this, and one of only several that has the requirement as part of state law.

Over 350+ agencies in Tennessee submit eCrash reports to the TDOSHS using the TITAN system.

The Tennessee Department of Safety & Homeland Security continued to work closely with local agencies to meet their crash data reporting needs. Agencies that send data to the TITAN system utilize the web portal to search for reports, produce statistics, or request any portion of their data to import into their local system(s). In February 2012, we implemented a mapping enhancement to the TITAN system which allowed officers to capture accurate, reliable crash,

citation, and crime locations (latitude/longitude coordinates) without having to rely on GPS devices.

This dramatically increased the timeliness, reliability, availability, and accuracy of crash location coordinates. 100% of the THP utilizes the MAP IT solution and all users of the TITAN software utilize it.

The eCitation and eCDR programs are described and identified as separate projects in this plan but are both components and modules within the TITAN system.

Problems: The State supports the TITAN records management system and all its components with limited resources. In order to maintain an efficient and timely approach to support our improvement efforts after delivery, additional personnel and technology is required.

The State continues to seek efforts to improve our information system. The State identified numerous enhancements and new development needs to meet public safety demands and included those in an expansion request to the vendor contract.

The Department of Safety & Homeland Security is implementing and supporting the TITAN System through resources funded by THSO grants. A self-funding mechanism will ultimately be required to sustain the program indefinitely. The signature requirement on the eCitation is a challenge for local law enforcement to adopt eCitation because it requires additional hardware to capture the image of the signature. Legislation eliminating the signature requirement for a traffic citation would help facilitate adoption.

Plans: Support for both technical and operational needs have been identified and the Command Staff notified.

Faced with cutbacks in state and possibly federal funding, escalating costs, and a demand for higher quality outcomes, the Department has felt the pressure and is answering the call to operate more efficiently. The state is utilizing vendor resources to alleviate the strain of reduced technical resources.

Develop a quality control program that can evaluate the timeliness, accuracy, completeness, and consistency of traffic crash data and report metrics to the TRCC and stakeholders of the traffic records systems. Expand use of the eCitation and eCrime TITAN applications to local law enforcement agencies. Complete development of backend systems to allow for electronic transmission of data between TITAN, the court system, and DMV, TN Fusion Center, and TIBRS. Move the existing intranet-based GIS applications to the Internet and host them under the TITAN web portal, where access is restricted to law enforcement users.

Report Start	Report End	Provided By
07-01-2016	05-31-2017	Lt. Marty Pollock

Activity: The vendor responsible for crash data initiatives in Tennessee has transferred the legacy crash data into the new TITAN database. Legislation was passed by the State of Tennessee in the spring of 2012 legislative session that required every local law enforcement agency who investigates a crash in TN submit a crash report to the state electronically by January 1, 2015, thus eliminating paper crash reporting. As of January 1, 2015, Tennessee is receiving 100% of its crash information from the investigators electronically.

The Tennessee Department of Safety & Homeland Security (TDOSHS) plans to continue efforts to work with third party vendors who provide crash report and records management systems to state and law enforcement agencies. The activity is focused on transfer, receipt, and validation of data from LEAs using third party services or systems. TDOSHS continues to design, certify, and provide training to LEAs who implement the state provide TITAN System. The training includes reviews of the crash reporting application, data transmission, and use of the Web Portal to retrieve accepted reports. The training targets all local agency trainers and training officers responsible for the TITAN end user and support personnel.

Currently, 100% of crash reports are being submitted to the TITAN system electronically with over 350 law enforcement agencies submitting data to the system. Back in February 2012, the TITAN Team implemented a mapping enhancement to the TITAN system which provides the ability for officers to capture accurate, reliable crash, citation, and crime locations (latitude/longitude coordinates) without having to rely on GPS devices. This has dramatically increased the timeliness, reliability, availability, and accuracy of crash location coordinates. Over 96% of crash reports are now received into the system with latitude and longitude location coordinates. This has dramatically increased the efficiency of locating crashes for purposes of resource allocation of engineering, transportation, and law enforcement resources.

TDOT continues to modify and improve their auto-location program to auto-locate crashes on the State's linear referencing system (LRS) based on latitude and longitude coordinates. The MMUCC Mapping Process utilizing the newly released NHTSA MMUCC mapping tools has been completed. We anticipate conducting another MMUCC analysis once the new MMUCC 5th edition is released later this year.

The eCitation and eCDR programs are described and identified as separate projects in this plan but are both components and modules within the TITAN system.

Problems: Grant funding supporting the program will be reduced significantly in the upcoming grant year. However, we continue to support the program with other funding sources and are exploring creative and more efficient ways in which we can continue to serve our customers and make system improvements.

The signature requirement on the eCitation is a challenge for local law enforcement to adopt eCitation because it requires additional hardware to capture the image of the signature.

Legislation eliminating the signature requirement for a traffic citation would help facilitate adoption.

Plans: The TITAN Division has established a mechanism to sell crash reports online, which offsets some of the costs associated with maintaining and supporting the TITAN system. This allows for the grant funding to be used for new development and enhancements listed as recommendations in the 2014 Traffic Records Assessment including a comprehensive data quality program and integration improvements.

Faced with cutbacks in state and possibly federal funding, escalating costs, and a demand for higher quality outcomes, the Department has felt the pressure and is answering the call to operate more efficiently. The state is utilizing vendor resources to alleviate the strain of reduced technical resources.

Develop a quality control program that can evaluate the timeliness, accuracy, completeness, and consistency of traffic crash data and report metrics to the TRCC and stakeholders of the traffic records systems. Expand use of the eCitation and eCrime TITAN applications to local law enforcement agencies. Complete development of backend systems to allow for electronic transmission of data between TITAN, the court system, and DMV, TN Fusion Center, and TIBRS. Move the existing intranet-based GIS applications to the Internet and host them under the TITAN web portal, where access is restricted to law enforcement users.

Report Start	Report End	Provided By
06-01-2017	05-31-2018	Christopher Osbourn

Activity: Continuing to maintain system. System is at 100% coverage of reporting agencies. Upgrading the software that interfaces with the barcode scanner to improve vehicle and driver data collection accuracy.

Implemented a new Fatality Tracking System (FTS) software application in the web portal to enhance our ability to capture and store data relating to traffic fatalities.

FARS state SharePoint database to TITAN conversion (the new Fatality Tracking System) is in production. Contractor is working on cleaning up/adjusting reports. This replaced and automated the outdated SharePoint site and improved collection of EMS Data to 100% of Fatal Crashes.

TITAN updates the mapping shape files every six months to allow for increased accuracy when law enforcement geo-locates crashes.

Automate shapefile updates so TITAN users can access the most recent map files available. Allows better administration of the TITAN MAP-IT Tool and better support and troubleshooting on the MAP-IT component. Enhancement improves the way TITAN updates are pushed out to users, allowing a more modern approach and smoother process caused by large map files and

slow download speeds with outdated air cards. Continual process improvement in progress with next update testing/support.

The TITAN program has moved the previously intranet based Predictive Analytics / GIS applications to the State hosted Internet site, where resource allocation tools are accessible to local law enforcement statewide.

Problems: Grant funding is anticipated to remain at the same funding levels as the most recent grant year, which roughly half of the historical funding levels. However, we continue to support the program with other funding sources (including State funding) and are exploring creative and more efficient ways in which we can continue to serve our customers and make system improvements.

Plans: TITAN will be participating in NHTSA's Electronic Data Transfer (EDT) program for crash data. This program involves States exporting crash data to NHTSA in a standardized electronic format. This will reduce the data entry requirements of State FARS personnel by 70 percent. A data export module will be added to TITAN to format and transmit crash data to NHTSA. Completion of these efforts is currently scheduled by end of calendar year.

The TITAN project will begin development efforts on TITAN client and database rewrites/upgrades including MMUCC Version 5 compliance upgrades.

Develop a quality control program that can evaluate the timeliness, accuracy, completeness, and consistency of traffic crash data and report metrics to the TRCC and stakeholders of the traffic records systems.

Continue to expand the use of the eCitation TITAN applications to local law enforcement agencies.

Continue to maintain and develop backend systems to allow for electronic transmission of data between TITAN, TRIMS, the court system, and DMV, TN Fusion Center, and TIBRS.

Report Start	Report End	Provided By
06-01-2017	05-31-2018	Christopher Osbourn

Activity: Continuing to maintain system. System is at 100% coverage of reporting agencies.

Completed deployment of the Fatality Tracking System (FTS) to the database environment to enhance our ability to report on data related to traffic fatalities.

Completed migration of data from the FARS SharePoint database to TITAN FTS. This replaced and automated the outdated SharePoint site and improved collection of EMS Data to 100% of Fatal Crashes.

TITAN updates the mapping shape files every six months to allow for increased accuracy when law enforcement geo-locates crashes.

Automate shapefile updates so TITAN users can access the most recent map files available. Allows better administration of the TITAN MAP-IT Tool and better support and troubleshooting on the MAP-IT component. Enhancement improves the way TITAN updates are pushed out to users, allowing a more modern approach and smoother process caused by large map files and slow download speeds with outdated air cards. Continual process improvement in progress with next update testing/support.

TITAN began participating in NHTSA's Electronic Data Transfer (EDT) program for crash data. This program involves States exporting crash data to NHTSA in a standardized electronic format and reduces the data entry requirements of State FARS personnel by 70 percent. A data export module was added to TITAN to format and transmit crash data to NHTSA.

TITAN contracted with a new vendor for maintenance and development of its data systems. Discovery and documentation of the current TITAN system started in January 2019.

Problems: Grant funding is anticipated to remain at the same funding levels as the most recent grant year, which roughly half of the historical funding levels. However, we continue to support the program with other funding sources (including State funding) and are exploring creative and more efficient ways in which we can continue to serve our customers and make system improvements.

Plans:

The TITAN project will begin development efforts on TITAN client and database rewrites/upgrades including MMUCC Version 5 compliance upgrades.

Development of a quality control program that can evaluate the timeliness, accuracy, completeness, and consistency of traffic crash data and report metrics to the TRCC and stakeholders of the traffic records systems is underway.

Continue to expand the use of the eCitation TITAN applications to local law enforcement agencies.

Report Start	Report End	Provided By
06-01-2019	05-31-2020	Patrick Dolan

TITAN continues to maintain and develop backend systems to allow for electronic transmission of data between TITAN, TRIMS, the court system, and DMV, TN Fusion Center, and TIBRS.

Activity: Continuing to maintain system. System is at 100% coverage of reporting agencies.

TITAN updates the mapping shape files every six months to allow for increased accuracy when law enforcement geo-locates crashes.

TITAN contracted with a new vendor for maintenance and development of its data systems. Discovery and documentation of the current TITAN system started in January 2019. Discovery

and documentation are complete. Bug fixes and module enhancements are currently being deployed, and discussion is underway for updating the TITAN collection tool to an online client. Revisions to update TITAN to MMUCC 5 compatibility are planned for later this year.

Report Start	Report End	Provided By
06-01-2020	05-31-2021	Patrick Dolan

TITAN continues to maintain and develop backend systems to allow for electronic transmission of data between TITAN, TRIMS, the court system, and DMV, TN Fusion Center, and TIBRS.

Activity: Continuing to maintain system. System is at 100% coverage of reporting agencies.

TITAN updates the mapping shape files every six months to allow for increased accuracy when law enforcement geo-locates crashes.

Discovery and documentation of the TITAN system with the new vendor were completed. Bug fixes and module enhancements are continually deployed. Design of an online crash data collection tool is underway, and that process includes updating the crash system MMUCC, 5th edition compatibility.

Report Start	Report End	Provided By
06-01-2021	05-31-2022	Patrick Dolan

TITAN continues to maintain and develop backend systems to allow for electronic transmission of data between TITAN, TRIMS, the court system, and DMV, TN Fusion Center, and TIBRS.

Activity: Continuing to maintain system. System is at 100% coverage of reporting agencies.

TITAN updates the mapping shape files every six months to allow for increased accuracy when law enforcement geo-locates crashes.

Design of an online crash data collection tool is underway, and that process includes updating the crash system MMUCC, 5th edition compatibility.

Schedule

October 1, 2021 through September 30, 2022

Performance Measures

See *Section 5.1.4 Crash Completeness* for performance measure.

Crash Timeliness

Label: C-T-2

Status of Improvement: Did Not Demonstrated Improvement

Active Status: Active

Last Updated: May 31, 2022

Related Project: TITAN**Narrative**

This performance measure is based on the C-T-2 NHTSA Model Performance Measure.

Tennessee will improve the Timeliness of the Crash system as measured in terms of a Decrease of:

The percentage of crash reports entered into the database within 7 days after the crash.

The state will show measurable progress using the following method:

The percentage of crash reports entered into the database within 7 days of the crash report using a baseline period of April 1, 2018 to March 31, 2019 and a current period of April 1, 2020 to March 31, 2021.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

There were 247,945 crash reports during the baseline period with 89.80% entered within 7 days of the crash. There were 171,670 crash reports during the current period with 90.13% entered within 7 days of the crash.

The result is a decrease in timeliness of 0.24%.

Measurements

Start Date	End Date	Total Reports	Percent Entered <= 7 days
April 1, 2014	March 31, 2015	214,750	79.0%
April 1, 2015	March 31, 2016	241,697	86.4%
April 1, 2016	March 31, 2017	245,508	88.9%
April 1, 2017	March 31, 2018	247,843	85.93%
April 1, 2018	March 31, 2019	247,945	89.80%
April 1, 2019	March 31, 2020	244,446	90.47%
April 1, 2020	March 31, 2021	171,670	90.13%

Supporting Materials (Backup)

The screenshot displays the Microsoft SQL Server Management Studio interface. The main window shows a T-SQL query in the 'Query Editor' pane. The query is a complex SELECT statement with a CTE named 'tblDaysDelayed'. The query filters for specific status codes, entry dates, and crash types, and calculates the number of days delayed for each report. The 'Results' pane at the bottom shows the output of the query, which is a table with two columns: 'DaysDelayedNmb' and 'ReportsNmb'. The status bar at the bottom indicates 'Query executed successfully.'

```
1 SET NOCOUNT ON
2 ;
3 With tblDaysDelayed As
4 (
5     Select Distinct
6     H.MSTRRECNBRTXT,
7     H.REASONIDNMB,
8     H.ENTRYDATE,
9     C.CollisionDte,
10    DATEDIFF(d, Cast(Convert(char, C.CollisionDte, 112) As datetime), Cast(Convert(char, H.ENTRYDATE, 112) As datetime)) As [DaysDelayedNmb]
11
12 From
13 DataTblCollision C
14 left outer join DataTblHistory H
15 on C.StatusCde = H.StatusCde
16 and C.MstrRecNbrTxt = H.MstrRecNbrTxt
17
18 Where
19 C.StatusCde = 'AC'
20 and H.REASONIDNMB in(110,111)
21 and Cast(H.ENTRYDATE As date) between '4/1/2018' and '3/31/2019'
22 and C.TrafficwayTypeCde in('01','02')
23 and C.CrashTypeCde in('01','02','03','04','05','08')
24 )
25
26 Select
27 D.DaysDelayedNmb,
28 Count(Distinct D.MSTRRECNBRTXT) As [ReportsNmb]
29
30 From
31 tblDaysDelayed D
32
33 Group By
34 D.DaysDelayedNmb
35
36 Order By
37 D.DaysDelayedNmb asc
38 ;
```

DaysDelayedNmb	ReportsNmb
-118	1
-36	1
-20	1
-8	1
-1	1
0	77975
1	69281
2	20929
3	10364
4	7684

Crash Uniformity**Label:** C-U-01**Status of Improvement:** No Status**Active Status:** Active**Revision Date:** June 23, 2021**Narrative**

This performance measure is based on the I-U-02 model performance measure.

Tennessee will improve the Uniformity of Crash reports as measured in terms of an increase in the number of MMUCC V5 compliant data entered into the crash database.

The state will show measurable progress using the following method: Count the number of MMUCC V5 data elements in the new crash report versus the number collected during the baseline period.

This performance measure demonstrates an increase in uniformity of crash reports during the performance period as compared to the baseline period.

Measurements

Start Date	End Date	MMUCC V5 Elements
April 1, 2017	March 31, 2018	<i>Awaiting NHTSA MMUCC V5 Compliance Testing Results</i>
April 1, 2018	March 31, 2019	<i>Engaged in discovery and documentation in preparation for rebuild of the crash database.</i>
April 1, 2019	March 31, 2020	<i>Minor MMUCC 5 updates are in development for release throughout the second half of 2020.</i>
April 1, 2020	March 31, 2021	<i>Minor MMUCC 5 compliance improvements were made in 2021. Complete update to MMUCC edition 5 compliance is planned for the current performance cycle.</i>
April 1, 2021	March 31, 2022	<i>Update to MMUCC edition 5 compliance is scheduled to be complete in Fall 2022.</i>

6.3 TN P41 – Integrated Criminal Justice Portal

Contact

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Title: Project Manager

Agency: Administrative Office of the Courts (AOC)

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Lead Agency

Administrative Office of the Courts – Integrated Criminal Justice Program

Partner Agencies

Dept. of Safety, Tennessee Highway Patrol

Priority

Medium

Status

Active

Project Description

This project will affect the development of a Criminal Justice Web Portal. In 2004, the ICJ Steering Committee proposed a Criminal Justice Web Portal (Portal) to provide a single point of access for multiple agencies' data through a secure web browser. In 2006, the Tennessee Legislature passed TCA 16-3-814: Integrated Criminal Justice Act of 2006. Two other TCAs were also passed, 16-3-815 established the Integrated Criminal Justice Steering Committee; 16-3-817 established the goals for the Integrated Criminal Justice Program; and 16-3-820 established the hiring of personnel to manage the Integrated Program.

Phase I of the Portal was proof-of-concept and eliminated the need to conduct separate searches across various systems to access information for a specific person. The Portal allows 'read-only' access for law enforcement and justice-affiliated agencies to query the original data source rather than a periodic file extract, repository, or data warehouse.

In October of 2006, Tennessee began rollout of access to the Criminal Justice Portal across the State and included 1,200 THP users. This first phase provided query access to the data provided by Tennessee Department of Safety & Homeland Security. Approved users have access to Driver's License information including photographs; Title & Registration information; Tennessee Department of Correction's information including mug shots, scars, marks, tattoos; Tennessee Board of Paroles' active Parole Violation Warrants; and the Tennessee Bureau of Investigation (TBI) - Sex Offender Registry and Wanted Person Files, including photographs.

On June 19, 2008, Phase II of this project deployed providing access to Driver History Data, Historical Photos and Signatures with print capabilities of Certified Driver Records; TBI's Protection Orders, and Wanted Persons; and the Board of Parole's active Parole Violation Warrants. A connection to TBI's Wanted Persons (Warrants) was completed and deployed on September 29, 2009.

On July 20, 2010, Phase III of the Criminal Justice Web Portal was deployed. This Phase provided a redesigned search engine with additional search capabilities at the individual database level and access to new and enhanced sources of information such as stolen vehicle and plate information; adjacent counties search filter; and enhancements to the Department of Correction's information. This phase also provided a de-confliction feature, for law enforcement only, allowing records to be flagged for the collaborating of law enforcement officers throughout the State.

On October 28, 2010, the Arrest Event System (AES) was implemented. AES contains arrest information acquired from the Live Scan devices located in booking agencies throughout the State.

AES also provides the Tennessee Department of Correction with a daily report of offenders' currently on probation and parole arrests. The AES project is fully functional with 90% effectiveness in reporting the re-arrest of offenders who are on parole/probation. Probation and Parole officers, supervisors, and district managers who have entered or verified the existing State ID (associated with fingerprints) with the Tennessee Offender Management Information System (TOMIS) ID for all the people they supervise; are automatically notified by email when someone under their supervision has been arrested throughout the State. The reconciliation of the existing State ID and TOMIS ID is less than 1% with a .03 percentage reconciliation for Probation and Parole. Additionally, this system has statistical reporting capabilities available.

On February 26, 2013, Phase IV began. This Phase enables users with both ICJ Portal access and Tennessee Dangerous Drugs, (DI3) access to login once and access all databases accessible from ICJ Portal and DI3 databases. This Phase was completed December 2015 and is in Production.

In 2013, legislation was passed allowing for Tennessee to grant access to the ICJ Portal with out-of-state law enforcement agencies.

In December 2016, Phase V was implemented. This phase allows authorized ICJ portal users to search for the final criminal judgment documents that are housed in a statewide repository. Users will be able to view the final judgment of criminal cases throughout Tennessee. This Phase will provide law enforcement with immediate access to criminal judgment documents which contains the outcome of their criminal cases.

In March 2017, the Integrated Criminal Justice Program entered into a Charter with the Tennessee Dangerous Drugs Task Force (DI3 database) and the Tennessee Highway Patrol (TITAN database) to form the Tennessee Identity Exchange Management (TIEM) Working Group. The Group will establish a Tennessee federation of data sharing with single sign-on capabilities. The

main purpose of this Group is to help law enforcement officers in Tennessee by reducing the number of user credentials they must maintain for accessing different intelligence systems, while increasing the speed and efficiency of their ability to access the information needed. The Group focus is to acquire access to federal and additional state intelligence systems, thus providing a one-stop-shop for law enforcement to access data.

Project Purpose

The ICJ Portal is a secure browser-based interface into the State (TN) criminal justice agencies' databases. The purpose is to provide THP, law enforcement agencies and justice affiliated agencies, single sign on access to the Criminal Justice Web Portal. This eliminates the need for agencies to conduct separate searches across various systems to access critical information for a specific person.

The Integrated Criminal Justice Program has implemented the Automated Case Judgment project in the 26th Judicial District. This Program allows ICJ portal users access to final criminal judgment orders from across the State (TN). This project will save time, save lives, improve information sharing, and enhance the public safety of Tennessee's citizens. The ICJ team will conduct a study on accessing DUI Disposition information from the official agency of record and consider the possibility of adding access of this DUI Disposition information to the Portal.

Milestones

Milestone Description	Target Date	Actual Date	Status
Begin full roll-out throughout state (including 1200 THP users)	10-01-2006	10-01-2006	Completed
Determine levels of security for driver history	05-15-2007	05-15-2006	Completed
Determine appropriate users for driver history access	05-30-2007	05-30-2007	Completed
Implementation of driver history to portal	07-30-2007	07-30-2007	Completed
Provide Access to Driver History via Portal to All Appropriate Users	09-01-2007	09-01-2007	Completed
Increase CJ Portal awareness across multiple organizations	09-30-2009	09-30-2009	Completed
Completion Phase III – Re-engineering Searches	06-30-2010	03-08-2011	Completed
Completion Phase III – Re-engineering Searches	06-30-2010	02-01-2011	Completed
Completion Phase IV – New Infrastructure	12-15-2010	12-01-2010	Completed
CJ Portal – Add access to indicators for Stolen: Vehicle, License Plate, License plate Sticker	12-15-2010	02-28-2011	Completed

Milestone Description	Target Date	Actual Date	Status
Completion Phase - New Infrastructure	12-15-2010	09-14-2012	Completed
Phase IV Single Sign-on with TN Dangerous Drugs Task Force Portal (D13) – Law Enforcement from either D13 or ICJ Portal will be able to login once to either system and gain access to the other system.	08-03-2015	12-19-2015	Completed
Phase V – Automated Case Judgment – Automating the case judgment across Tennessee will eliminate the redundancy in producing this document by the 5 agencies currently using it today. The automation process will provide the law enforcement and criminal justice community with data integrity and reduced delays in the flow of information between agencies.	10-31-2015	01-27-2017	Completed
Phase V – Modification are planned for the Automated Case Judgment system which will broaden the scope a user has to search for judgments.	09-30-2018	12-19-2015	Outstanding

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Driver License / History			✓			✓
*Citation / Adjudication						✓
Vehicle Registration			✓			✓

**Citation information can only be viewed via the ICJ Portal. There are no reporting capabilities available from the ICJ Portal; only access to view violations.*

Activity Report

Report Start	Report End	Provided By
05/31/2015	05/31/2016	Deborah Stewart

Activity: Tennessee Integrated Criminal Justice (ICJ) Program continues to work towards improving the criminal justice community. The Automated Case Judgment (ACJ) project was implemented in Judicial District 21 as beta the fall of 2015. ACJ went live in Judicial District 26 the summer of 2016. The purpose of this project is to produce a web-based system which electronically make final judgment orders available to authorized agencies across the State of Tennessee. The Integrated Criminal Justice Portal also interfaces with the ACJ Repository thus

providing law enforcement agencies access to retrieve or view final criminal case judgment forms.

In December 2015, the ICJ Portal launched Phase IV of the Portal, the Single Sign-on project with Tennessee Dangerous Drugs Task Force (DI3). This Phase allows law enforcement officers to log into the ICJ Portal and DI3 with just one user id and password. Traffic on the DI3 site has more than doubled since granting law enforcement single sign-on capabilities.

Problems: The ICJ Program continues to be a tool used by many justice-affiliated agencies across the State of Tennessee for accessing multiple State agencies databases. Providing access to multiple agencies' data can sometimes prove to be cumbersome if that agency experiences a connection loss or loss of power.

Plans: The ICJ Program will continue to work towards expanding access for the criminal justice community to multi-agencies' data across the State of Tennessee and surrounding areas. The law enforcement community has expressed a need to perform photo lineups from within the ICJ Portal. This feature has been listed as a future enhancement. Efforts to expand the single sign-on capabilities of the ICJ Portal is underway.

Report Start	Report End	Provided By
07-01-2016	05-31-2017	Deborah Stewart

Activity: The Integrated Criminal Justice Program continues to work in conjunction with TBI, Tennessee Department of Correction and Parole, Tennessee Department of Revenue, Tennessee Dangerous Drugs Task Force and the Tennessee Department of Safety to provide one-stop information. The Automated Case Judgment (ACJ) System will continue statewide rollout after the STS server upgrades have been completed. The AOC's development staff will have to migrate the ACJ application to the new servers and test the migration before rollout can resume.

In March 2017, the Tennessee Identify Exchange Management (TIEM) Working Group signed a working Charter. The Group will establish a Tennessee federation of data sharing with single sign-on capabilities.

To date, the ICJ Portal has 544 agencies deployed throughout the state with law enforcement making up 97 percent. There is a total of 10,680 users consisting of:

258	Police Departments	17	Drug Task Forces
12	911 Centers	64	Courts
23	State Agencies	41	Federal Agencies
92	Sheriff's Offices	11	Miscellaneous
26	District Attorneys		

Problems: In April 2017, the Tennessee Department of Financial and Administration – Strategic Technology Solutions division contracted to provide support and maintenance for the Integrated Criminal Justice Portal. The support calls have increased due to this fact because the new support

agency is not familiar with all the ICJ Portal's procedures. STS also changed the billing processed which currently has created issues for the federal agencies that have access.

Plans: In March 2017, the Tennessee Identity Exchange Management (TIEM) Charter was signed by the TBI Director, AOC Director and a representative for the Tennessee Department of Safety – Highway Patrol. TIEM is exploring the possibilities of providing law enforcement with single sign-on access to federal and other state intelligence databases.

The Integrated Criminal Justice Program staff will continue to rollout the Automated Case Judgment system across Tennessee with a projected completion date of December 2019. Focus will also be placed on securing single sign-on access to federal and other states' intelligence databases.

Report Start	Report End	Provided By
06-01-2017	05-31-2018	Deborah Stewart

Activity: The Integrated Criminal Justice Program continues to work in conjunction with TBI, Tennessee Department of Correction and Parole, Tennessee Department of Revenue, Tennessee Dangerous Drugs Task Force, and the Tennessee Department of Safety to provide one-stop information. The Automated Case Judgment (ACJ) System has been piloted in the 26th Judicial District. The AOC and STS development staff moved the ACJ application to new servers, along with updating both Adobe and Laserfiche to their latest versions.

The ACJ judgment form is currently in a pdf format. This format will not work with Microsoft Edge and therefore will have to be converted to HTML5 format. The ACJ team is exploring options to migrate the current pdf form to an HTML5 format.

The Tennessee Identify Exchange Management (TIEM) Working Group has received requirements to partner with EPIC to share data. EPIC is regulated by Federal guidelines and those changes would have to be implemented for both the Integrated Criminal Justice Program and the Tennessee Dangerous Drug Task Force before becoming a single sign-on partner and sharing their data.

To date, the ICJ Portal has 551 agencies deployed throughout the state with law enforcement making up 97 percent. There is a total of 11,095 users consisting of:

264	Police Departments	17	Drug Task Forces
12	911 Centers	65	Courts
23	State Agencies	41	Federal Agencies
92	Sheriff's Offices	11	Miscellaneous
26	District Attorneys		

Problems: The Automated Case Judgment (ACJ) system is currently still in Pilot mode. The 26th Judicial District is the only judicial district using this system. The District Attorney General's Office encountered some problems with their case management system, Justware. Justware cannot in

its current state, receive data or forms from the ACJ system. The DAs Conference is working with a vendor to correct all outstanding issues.

Plans: There currently is legislation which references the Automated Case Judgment system as a method to distribute needed information contained on the Judgment form to other State agencies which will require the reporting of the criminal case judgment to additional State agencies.

Schedule

October 1, 2018 through September 30, 2019

Performance Measures**A-X-1 – Criminal Justice Portal Accessibility**

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: April 10, 2018

Narrative

This performance measure is based on the A-X-1 model performance measure.

Tennessee will improve the Accessibility of the Citation / Adjudication system as measured in terms of an Increase of:

The number of criminal justice portal users.

The state will show measurable progress using the following method:

This will be measured by an overall increase in the number of users subscribed to the criminal justice portal.

2012:	7,600	2016:	10,178
2013:	8,312	2017:	10,680
2014:	8,489	2018:	11,095
2015:	9,743		

6.4 TN P52 – Implementation and Maintenance of TNEMSIS and Trauma Registry

Contact

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Lead Agency

Tennessee Department of Health – Emergency Medical Services

Partner Agencies

TRCC Emphasis Area V, 222 ambulance services, 14 trauma centers and 4 comprehensive regional pediatric centers, Tennessee Department of Health.

Priority

High

Status

Active

Project Description

This project encompasses the contracting with a commercial vendor to support of the state ambulance run reporting system (Tennessee Emergency Medical Service Information System – TNEMSIS) and the state trauma registry. TNEMSIS is National EMS Information System (NEMSIS) compliant for 3.4.0 and the rules of the state EMS Board require 100% reporting of all ambulance runs. The state trauma registry (TNTR) will use the same commercial vendor for the submission process for trauma centers and comprehensive regional pediatric centers (CRPC's) to submit trauma registry data. Rules of the Board for Licensing Healthcare

Facilities (BLHCF) require that all trauma centers (14) and CRPC's (4) report their trauma patient data to the state trauma registry.

Project Purpose

This project is needed to provide funding to continue support for these databases. The Tennessee Office of EMS needs the capability to analyze data from TNEMSIS and the state Trauma Registry. Data analysis will assist in determining the number of patients that are transported via ambulance to trauma centers and other hospitals because of traffic accidents. It will also provide the ability to link transport and treatment costs with specific accidents. This will enable us to develop predictive analysis regarding healthcare cost and human consequences of traffic crashes. Developmental costs have been funded by state funds but the capability to receive data and generate reports has been funded by federal EMS/Trauma grant funds. That federal program has been terminated and Section 408 grant funds are needed to continue support for these databases. Both TNEMSIS and Trauma Registry data will become components of the Injury Surveillance System. TNEMSIS will also be used to supply EMS data to the state FARS office.

Progress – Trauma Registry

Fourteen trauma centers and four comprehensive regional pediatric centers (CRPC's) continue to submit patient data to the trauma registry. The trauma registry has now received twelve full years of trauma center and CRPC data. Over twenty-nine thousand records, per year average, were received for the period 2010 through 2020.

The state trauma registry uses a contracted third-party vendor for the receipt of trauma registry data from trauma centers and CRPC's. Trauma centers and CRPC's can generate reports from the state registry on the incidences of trauma affecting their own facility.

The Trauma Care Advisory Council presents annually to the General Assembly a Trauma Care in Tennessee report. Data contained in this report is received from designated trauma centers and CRPC's reporting to the state trauma registry. Tennessee's trauma registry data dictionary is now complete.

Problems –Trauma Registry

Trauma registry data prior to 2019 will be unavailable for review due to the inability to identify ICD 10 diagnosis codes, complication and comorbidity fields, and procedure codes.

Plans – Trauma Registry

A software platform to handle both trauma registry and EMS data submissions is implemented. Performance measures will be developed to assure appropriate reporting and compliance with trauma registry data dictionary fields. Data linkage opportunities will be identified.

Progress – TNEMSIS

The TNEMSIS system is live and accepting patient care reports from all 222 EMS agencies that are licensed to operate in the State. TNEMSIS is compliant with version 3.4.0 of the National

EMS Information System (NEMSIS) and auto submission of required elements to NEMSIS is in place and active.

Problems – TNEMSIS

The Office of EMS continues to investigate integrating EMS and the trauma registry data. This should be made possible due to same vendor for Trauma Registry data and EMS data collection. A goal of the integration will be for trauma centers to receive higher percentages of ambulance run information from the trauma registry.

Plans – TNEMSIS

A software platform to handle both trauma registry and EMS data submissions has been implemented. Performance measures are being developed to assure appropriate reporting and compliance with TNEMSIS standards. Data linkage opportunities will be identified.

Milestones

Milestone Description	Target Date	Actual Date	Status
Upgrade to TNEMSIS	07/31/2018	4/1/2019	Completed
Collect 65% of ambulance run reports statewide	9/01/2019	12/1/2019	Completed
Develop updated Trauma Registry Data Dictionary	12/01/2019	02/15/2019	Completed
Complete the policy to release Trauma Registry data	12-31-2019		Ongoing
Complete the policy to release TNEMSIS data	12-31-2019		Ongoing

Core System and Performance Area

Performance Area						
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Injury Surveillance/ EMS	X	X		X		

Performance Measures

See *Section 5.2.3 EMS/Injury Surveillance Performance Measures and Targets* for performance measure.

6.5 TN P53 — Statewide Injury Surveillance System

Contact

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Lead Agency

Tennessee Department of Health

Partner Agencies

TRCC Emphasis Area V, Department of Transportation, Department of Safety & Homeland Security

Priority

High

Status

Active

Project Description

The Injury Surveillance System (ISS) maintains a comprehensive data system that collects, links, and stores Hospital Discharge, Emergency Department, Vital Records, and TITAN crash data about fatal and non-fatal injuries that occurred in Tennessee and to Tennesseans. The system's linkage of health and crash data provides an analytic foundation for public health and safety entities working to reduce injuries and bring awareness to the burden of injuries in the state. The data linkages performed by ISS provide a way to understand how certain roadway, vehicle, and human factors are associated with motor vehicle traffic accidents, and how those accidents and human factors result in specific types of injuries.

Project Purpose

The purpose of the Injury Surveillance System is to provide a greater understanding of the injuries that occur in Tennessee, as well as their causes and effects, through the linking of data systems. ISS has a unique data repository that can answer complex questions about crashes and the injuries sustained that cannot be answered from querying one data system alone. The Injury Surveillance System also strives to provide data support to agencies that are working to prevent injuries.

Milestones

Milestone Description	Target Date	Actual Date	Status
Develop a path for TRCC members to access Injury Record Data	09/01/2021	02/10/2022	Completed
Create a link between HDDS and TITAN data	09/30/2022		Ongoing
Create a link between DSS and TITAN data	06/01/2021	02/01/2021	Completed
Develop Data Quality measures for ISS constituent data	12/30/2022		Ongoing

Core System and Performance Area

Performance Area

Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Injury Surveillance/ EMS	X		X			X

Activity Report – Injury Surveillance

Report Start Report End Provided By

05-31-2017 05-31-2018 Benjamin Crumpler

Activity: Using information from the Death Statistical System, Hospital Discharge Data System and Crash Data through TITAN, the Injury Surveillance System (ISS) has produced reports reviewing injuries in the state. These reports are disseminated to relevant stakeholders.

Additionally, the Injury Surveillance System continues to work to integrate the constituent data sets in order to provide a clearer picture of the full costs of injuries as well as identifying risk factors in order to prevent them.

Problems: Several changes have occurred within the constituent data sets of the Injury Surveillance System. These changes have either changed the structure of the data sets or changed how the data is accessed. Therefore, ISS staff will continue to work with its partners to maintain access to the data and change ISS systems to be able to use newly structured data.

Plans: The Office of Injury Surveillance plans to continue producing regular reports on injury with a focus on injuries related to transportation. ISS plans to continue adapting to the new data sets and improve the integration between surveillance system and the data sets. ISS looks forward to working

with the Highway Safety Office to develop at least one performance measure for the surveillance system.

Report Start Report End Provided By

05-31-2018 05-31-2019 Benjamin Crumpler

Activity: The Office of Injury Surveillance has been working to achieve the listed milestones.

ISS has established a repository which will allow for controlled access of record level Injury data to sister agencies. Currently the ISS staff is working with counsel to develop a contract between ISS and TITAN business unit to allow for the sharing of Injury related data.

ISS staff has developed several candidate methods for linking TITAN and HDDS data. So far, the best candidate has successfully linked 85% of serious injuries with Hospital Records. Staff believes they can still improve upon this method.

ISS has developed a completeness report for death data, based on the NHTSA data quality measures.

Problems: There have been a few challenges to achieving these milestones. The process of gaining permission to share health data with any partners outside of the Department of Health has been more involved than originally anticipated. In fact, a data release committee was established to aid in these sorts of projects. This has slowed not only the goal of establishing a way of sharing data, but also establishing a link between the HDDS and TITAN data.

In 2015, both death and Hospital Discharge data systems underwent changes to the format and production of the data systems. In particular, HDDS saw a massive update in how it reports diagnoses. The amount of time it has taken to develop new standards of what constitutes an injury took longer than expected. These first standards are now expected in June 2019. This issue has slowed the production of the updated injury data set.

Plans: ISS plans to continue working towards the listed milestones. ISS staff will continue develop the contract between ISS and the TITAN business unit. It is expected to be completed by the end of the year. With its completion ISS will be able to share injury data with TITAN and we expect to be able to more quickly develop an effective method of linking the two systems together.

With the release of the new Injury standards, we should also be able to relatively quickly develop a distinct Injury data set, that will include links between HDDS and death.

Lastly, ISS staff hopes to work with Vital Statistics and Health Statistics in order to improve the data quality report. We hope to develop a report that both offices will find useful and will lead to improved quality of injury data. Additionally, we hope to expand the report to cover HDDS data, as well as cover data quality metrics besides completeness in key variables.

Report Start Report End Provided By

05-31-2019 05-31-2020 Jennifer Kline

Activity: Staff members have continued to work towards the project milestones. A contract draft to allow for injury-related data sharing between the Injury Surveillance System and TITAN Business Unit has been completed and has been reviewed by TDH's Office of General Counsel. The contract draft has been sent to the Office of Informatics and Analytics, Strategic Technology Solutions, and Procurement for review.

Staff members have also tested several ways to link TITAN data to hospital discharge data and have decided on a method that will be used. It has been tested on a subset of the data. Once linkage

quality measurements are established, further tests will be done to see if improvements to the methods can be made. Staff members have updated their guides according to the new Injury Standards that were released so that all injuries in the datasets are included when the unified injury dataset is developed.

Staff members have begun working with Vital Statistics to address data quality improvements.

Problems: The process of gaining permission to share health data with partners outside of TDH has continued to be very involved.

Plans: Injury Surveillance System staff members plan to establish data linkage quality measurements to keep track of how well the linking methods are performing and evaluate whether changes need to be made. Staff will also use the linking method to match TITAN crash data with deaths from the Death Statistical System. Efforts to address data quality improvements with Vital Statistics will also continue.

Report Start	Report End	Provided By
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05-31-2020	05-31-2021	Jennifer Kline
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Activity: Staff from the Injury Surveillance System (ISS) developed and tested a method to link TITAN and death data. Staff determined that the linkage method had a recall of 96% and a precision measure of 80%. Staff were able to increase the precision to 89% while maintaining a high recall of 93%. Staff statistically determined that this was the best balance between recall and precision. The linked data from the two systems for years 2008-2019 were placed in the ISS repository. The details of the linkage process were written into a methods paper for reference. A similar process will be used to link hospital discharge data and crash data.

Staff continue to refine the data sharing contract between Injury Surveillance and the TITAN Business Unit; it was reviewed by the legal team at TDOSHS and is in review at TDH.

Staff have developed part of the unified injury data set, which currently includes non-fatal injuries from 2002 to 2019. The fatal injuries will be added in coming months.

Problems: The process of gaining permission to share health data with partners outside of TDH continues to be very involved, but progress is being made.

Plans: Injury Surveillance System staff will link HDDS and TITAN data using the methods from the DSS-TITAN linkage. Staff will also continue to build the unified injury data set by adding all fatal injuries from DSS to the repository. Staff will reach out to Vital Statistics to continue data quality improvement efforts.

Report Start	Report End	Provided By
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05-31-2021	04-01-2022	Jennifer Kline
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Activity: Staff finalized a data sharing agreement between TDH's Injury Surveillance System and TDOSHS's TITAN Business Unit. The contract enables partners within the TITAN Business Unit to view and work with Health and linked data on the State network with ISS staff. Staff continued to link hospital discharge data and TITAN data using a method similar to the Death-TITAN linkage.

Staff added nonfatal and fatal injury data subsets to the repository using injury definitions from the CDC. The team also updated the process of incorporating TITAN data into the repository by adding error checking and creating a Standard Operating Procedure.

Problems: There are no significant problems to note. There is a limited amount of manpower available to complete project tasks, so reaching important milestones takes longer than anticipated.

Plans: Staff will continue to link the hospital discharge data with TITAN data. Once that is complete, TDH and TITAN Business Unit staff can collaborate on analyses using the linked data. Staff from the Injury Surveillance System has plans to work with TDOT's Multimodal Planning Office as well as the State Fire Marshal's Office.

Performance Measures

TN-PM531 – Measure Databases Linked

The Injury Surveillance System repository now contains death data from the Death Statistical System for years 1999-2020, hospital discharge and emergency department data from the Hospital Discharge Data System for years 2000-2020, and crash data from TITAN for years 2008-2020. In addition, data from the Death Statistical System and TITAN have been linked for years 2008-2020. The Death-TITAN linkages have 89% precision and 93% recall.

TN-PM532 – Measure ISS Data Elements

The ISS staff is working with Hospital Discharge Data System and Vital Statistics staff to develop useful reports concerning the six NHTSA measures. To date, ISS has developed a completeness report which aids Vital Statistics in identifying important variables that often go unreported. This report has shown that the new Electronic Death Record System has greatly improved the number of Valid SSNs reported, but it also shows that other variables' data collection and verifications can be improved.

TN-PM533 – Measure ISS Data Set Usage

The Injury Surveillance System's team has received and completed 13 data requests since 5/31/2021. This includes requests from partners like the Fatality Analysis Reporting System (FARS) Unit and the Trauma System Manager, from programs/divisions within TDH, and from the public.

6.6 TN P63 – Development of Predictive Analytics for Traffic Safety

Contact

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Lead Agency

Tennessee Department of Safety & Homeland Security

Partner Agencies

Tennessee Highway Safety Office

Priority

Medium

Status

Active

Project Description

The Research, Planning and Development division of TDOSHS conducts traffic safety data research and analyses to mitigate the dangers of driving on public roads in Tennessee. Establishing a new predictive analytics program will help to deploy resources when and where they are most needed. RPD will utilize crash, arrest, citation, weather, special event, and other pertinent data to allocate limited personnel in specific areas and hours where and when, historically, traffic crashes, impaired driving incidents, and crimes have occurred. RPD uses IBM SPSS Modeler software that has been purchased specifically for this task. Two Statistical Analyst 4 positions were added in RPD to oversee the daily operations of this project. Dashboards have been developed in the TITAN portal to disseminate the information to decision makers.

Predictive models are run to generate risk predictions for the target time period. Results are mapped in ArcGIS and provided to users via web-based maps using ArcGIS for Server. Models are run and maps updated as appropriate for the subject model, with supplemental information included on the maps.

Milestones

Milestone Description	Target Date	Actual Date	Status
Purchase IM ThinkCentre computers for use with SPSS Modeler	03-01-2013	03-01-2013	Completed
Purchase SPSS Modeler software	03-01-2013	03-01-2013	Completed
Purchase IM Cognos business intelligence software	09-01-2013	08-01-2013	Completed
Hire two Statistical Analyst 4 positions	10-01-2013	10-01-2013	Completed
Complete training on SPSS Modeler software	12-31-2015	12-31-2015	Completed
Complete training on Cognos software	08-31-2014	08-31-2014	Completed
Implement GIS Predictive Model Allocation Tool – Crash	06-01-2014	06-01-2014	Completed
Implement GIS Predictive Model Allocation Tool – DUI	06-01-2014	06-01-2014	Completed
Implement GIS Predictive Model Allocation Tool – CVE	09-01-2014	04-08-2015	Completed
Retrain Predictive Models	04-01-2016	Dec 2018	Completed
Determine need for individual THP District models	12-01-2015	Jul 2018	Completed
Implement Dashboards – Crash	08-01-2014	10-01-2014	Completed
Implement Tableau Reporting for Fatalities	05-01-2019	11/01/2019	Completed
Implement Tableau Reporting for Crash Types K&A	05-01-2019	Mar 2019	Completed
Implement Tableau Reporting for Trooper Activity	05-01-2019	In progress	Behind Schedule
Deploy Commercial Vehicle Crash dashboard	01-01-2020	Feb 2020	Completed
Deploy Holiday period infographics	12-01-2019	Feb 2020	Completed

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility

Crash	✓
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Activity Report

Report Start	Report End	Provided By
06/30/2015	06/30/2016	Patrick Dolan

Activity: Predictive models have been implemented for Serious Crashes (Predictive Crash Analytics [PCA] model), DUI-related crashes and arrests (DUI model), and Commercial Vehicle crashes (CMV model). Risk predictions are provided via web-based maps utilizing ArcGIS. Supplemental information as requested by users, specific to the risk subject, is also provided on the predictive maps to enhance map information.

Dashboards disseminating crash, fatality, and trooper activity information have been developed to provide accessibility to various traffic-related safety data managed by the THP.

Problems: The subject events of these models – serious (fatal and incapacitating injury) crashes, DUI-related arrests and DUI-related crashes, and Commercial Motor Vehicle crashes – are low-frequency incidents. Thus, the range and variability of the risk values generated within some of the models is lower than would be expected under ideal conditions. Therefore, the results of each model are evaluated to determine the most appropriate time range for output of risk values and averaging of results, as well as the optimal method for mapping the resulting risk values.

Additionally, data selected for dashboard presentation was derived from a variety of sources and databases. Use of the data in the dashboards was found to be challenging in some cases. To address this issue, crash and fatality dashboards were implemented in the TITAN portal that draw exclusively from TITAN data, with Trooper Activity dashboards forthcoming.

Plans: The Department plans to continue to maintain, sustain, and if possible, expand the program to local users in the coming year.

Report Start	Report End	Provided By
07-01-2016	05-31-2017	Patrick Dolan

Activity: Since 2013, the Department has successfully deployed three predictive models: The Fatal and Serious Injury Crash Model, the Impaired Driving Model, and the Commercial Motor Vehicle Enforcement Model. These GIS-based tools are available to all state employees. We are currently rebuilding the Fatal and Serious Injury Crash Model. This rebuild will make the model appropriate for use at the county level, and the Department intends to make the updated predictive analytics tool available to our external law enforcement partners.

We continue to receive state and national recognition for the program across numerous media outlets. We also periodically provide predictive analytics training presentations to other state and federal agencies. In 2017, THP participated in The Discovery project, a joint initiative

between IBM and the Yale School of Management. Using TDOSHS data, Yale graduate students built crash models to examine correlations among various weather conditions and crash attributes in Rutherford and Sevier counties. The Department will use the work done by the Yale team as a basis for further development of the predictive analytics program.

Report Start	Report End	Provided By
06-01-2017	05-31-2018	Patrick Dolan

Activity: Since 2013, the Department has successfully deployed three predictive models: The Fatal and Serious Injury Crash Model, the Impaired Driving Model, and the Commercial Motor Vehicle Enforcement Model. These GIS-based tools are available to authorized stakeholders including sheriff's offices and THP. We are continuing to rebuild the Fatal and Serious Injury Crash Model. This rebuild will make the model appropriate for use at the city level, and the Department has made the predictive analytics tool available to our external law enforcement partners.

We continue to receive state and national recognition for the program across numerous media outlets. We also periodically provide predictive analytics training presentations to other state and federal agencies. In 2017, THP participated in The Discovery project, a joint initiative between IBM and the Yale School of Management. Using TDOSHS data, Yale graduate students built crash models to examine correlations among various weather conditions and crash attributes in Rutherford and Sevier counties. The Department will use the work done by the Yale team as a basis for further development of the predictive analytics program.

The TDOSHS Statistics Office is working with TDOT to develop predictive models for staging incident management trucks in urban areas.

Report Start	Report End	Provided By
06-01-2018	05-31-2019	Patrick Dolan

Activity: Since 2013, the Department has successfully deployed three predictive models: The Crash Model, the Impaired Driving Model, and the Commercial Motor Vehicle Enforcement Model. These GIS-based tools are available to authorized stakeholders including sheriff's offices and THP. The Department rebuilt the old Fatal and Serious Injury Crash Model to include forecasts for all crash types. This rebuild made the model appropriate for use at the city level, and the Department has made the predictive analytics tool available to our external law enforcement partners.

The Department retrained all models during the second half of 2018. Two additional models were built for the target PM working group, one that forecasts fatalities monthly out to three years and one that forecasts serious injuries.

The Department partnered with Volpe to build a crash model that incorporates crowd sourced traffic data (Waze) and intends to use their work to deploy this model in Tennessee.

Report Start	Report End	Provided By
06-01-2019	05-31-2020	Patrick Dolan

Activity: Since 2013, the Department has successfully deployed three predictive models: The Crash Model, the Impaired Driving Model, and the Commercial Motor Vehicle Enforcement Model. These GIS-based tools are available to authorized stakeholders including sheriff's offices and THP. The Department rebuilt the old Fatal and Serious Injury Crash Model to include forecasts for all crash types. This rebuild made the model appropriate for use at the city level, and the Department has made the predictive analytics tool available to our external law enforcement partners.

The Department retrained the DUI model during the second half of 2019. Three additional models have been built for the target PM working group, one that forecasts fatalities monthly out to three years, one that forecasts serious injuries, and one that forecasts non-motorist fatalities and serious injuries. Deployment of this dashboard is scheduled for September 2020.

The Department partnered with Volpe to build a crash model that incorporates crowd sourced traffic data (Waze) and intends to use their work to deploy this model in Tennessee. The Department applied for a USDOT Safety Data Initiative (SDI) Phase 2 grant to further develop and deploy this model. Initial efforts, prior to award announcements, include the development of automated push notifications to alert user of elevated crash risk in their area.

Report Start	Report End	Provided By
06-01-2020	05-31-2021	Patrick Dolan

Activity: Since 2013, the Department has successfully deployed over a dozen predictive models for use by a variety of traffic safety stakeholders.

The Department retrained the crash model in the last performance cycle. The Department also deployed models for all of the NHTSA core performance measures for use by THSO staff.

The Department partnered with Volpe in 2019 to build a crash model that incorporates crowd sourced traffic data (Waze) and intends to use their work to deploy this model in Tennessee. The Department is currently developing DUAs with TDOT to allow access to the state's Waze data feed and is developing a model with a much finer grid resolution. The Department applied for a USDOT Safety Data Initiative (SDI) Phase 2 grant to further develop and deploy this model. The Department also deployed an automated push notification system to alert user of elevated crash risk in their area and provide links to dashboards with which they can analyze the risk areas.

Schedule

October 1, 2020 through September 30, 2019

Performance Measures

TN-PM630 – Predictive Model Building

Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Refinement and/or retraining of existing SPSS Predictive Models, as needed.

The state will show measurable progress using the following method:

Retraining of CRASH, DUI, and Commercial Motor Vehicle models – Each of these models will be retrained, unless a determination is made that retraining is not necessary. Retraining will include incorporating more recent datasets, evaluating the use of additional datasets, and redeveloping each model if determined to be necessary. Additionally, the potential benefit of having District-specific models will be evaluated.

Refinement of CRASH, DUI, and Commercial Motor Vehicle models – Additional datasets of potential value to model building will be identified and evaluated for accessibility and completeness for model use. Datasets will be incorporated into model retraining as appropriate.

Measurement Date	Measure: Models Evaluated/Retrained	Notes
06/25/2015	1/1	The crash model was retrained with more current data.
04/01/2016	2/0	Crash and DUI models were evaluated, and both are to be retrained in 2016
06/01/2018	3/3	The Crash, DUI, and CMV retraining was completed in December 2018.
6/01/2020	2/1	DUI model was evaluated and retrained. Crash model retraining is planned for Summer 2020
6/23/2021	13/12	Crash model was retrained and along with the shared TPM models and the Core PM models were deployed.
6/23/2021	13/12	Crash, shared TPM, and Core PM models were retrained.

6.7 TN P71 – eCitation

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Lead Agency

Tennessee Highway Patrol, Administrative Office of the Courts

Partner Agencies

Tennessee Department of Safety & Homeland Security

Priority

High

Status

Active

Project Description

This project involves development and implementation of a comprehensive statewide electronic citation records management system to replace issuance of paper-based citations for traffic violations by THP and local law enforcement agencies statewide. The goal is to eliminate paper where possible in the citation issuance processes for both law enforcement and the courts. TITAN eCitation platform is seeking to integrate with AOC's vendor (Local Government) who provides a court records management system used by over 60 municipal courts across Tennessee called CTRIS. Additionally, we are exploring the possibility of integrating with an RMS provided by QUEST which is utilized by a number of juvenile courts across the State.

Project Purpose

Increase the use of electronic traffic citation collection through a coordinated multiagency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility

Driver License / History	✓	✓	✓	✓	✓	✓
Citation / Adjudication	✓	✓	✓	✓	✓	✓

Activity Report

Report Start **Report End** **Provided By**
06/30/2021 06/30/2022 Chris Osbourn

Activity: Beginning in June 2014, the Tennessee Highway Patrol began transitioning Troopers to electronic citation reporting. In June 2014, Troopers in 3 counties began issuing eCitations. The transition to eCitation requires the cooperation of the courts in each county to facilitate acceptance of electronic citations in the local jurisdiction. Over the past 8 years, THP has continued to expand gradually the issuance of eCitations across the State. The TITAN eCitation has successfully integrated with the AOC's TNCIS RMS system which serves over 89 General Sessions courts across Tennessee, as well as with several other GS court RMS systems. As of March 2021, THP is issuing eCitations in 93 of 95 counties, with only Hamilton and Shelby county outstanding. Development for integration with Hamilton County started previously, but is now on hold. Citations issued in Shelby and Hamilton counties, and for some juvenile courts, cannot be delivered electronically to the Court RMS and are still issued on paper citations, or are issued from the eCitation software and are hand-delivered to the Court. Arrestable offenses, because of TN State Statute regarding the warrant, must still be issued on paper and be hand delivered.

Strategies:

1. Continue to develop and foster partnerships with court clerks in each respective county working together jointly on transition of THP to eCitation issuance.
2. Provide technical and operational support to all users of the TITAN eCitation software.
3. Offer TITAN eCitation software, training, and technical support to local law enforcement agencies following a successful adoption by THP.
4. Coordinate with the Local Government vendor to integrate the eCitation system with CTRIS, allowing for adoption of eCitation for 60+ city police departments in the court jurisdictions served by the CTRIS system.
5. Coordinate with the QUEST RMS vendor to integrate the eCitation system with QUEST RMS, allowing for eCitations to be issued to juveniles in the counties where the juvenile court utilizes the QUEST RMS system.

Problems: The signature requirement on the eCitation is a challenge for local law enforcement to adopt eCitation because it requires additional hardware to capture the image of the signature. Legislation eliminating the signature requirement for a traffic citation would help facilitate

adoption, but will require widespread support among law enforcement, court clerks, and judges. In addition, Tennessee does not have a centralized court system, so in some counties, we are having to interface separately with different court systems and system vendors. Different RMS systems used by General Sessions, juvenile, and municipal court also pose an obstacle to easy adoption across local law enforcement agencies.

Performance Measures

See *Section 5.1.1 Citation Timeliness, Completeness, Uniformity – Counties Deployed* for performance measure.

See *Section 5.1.2 Citation Timeliness, Completeness, Uniformity – Paper vs Electronic* for performance measure.

6.10 TN P72 – eCDR – TITAN Electronic Court Disposition Reporting System

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Lead Agency

Tennessee Department of Safety & Homeland Security, Administrative Office of the Courts

Partner Agencies

Tennessee Highway Patrol, Tennessee Highway Safety Office, Local Law Enforcement Agencies, Court Clerks Statewide

Priority

High

Status

On Hold

Project Description

This project involves development and implementation of a comprehensive statewide electronic court disposition reporting system for court clerks to electronically transmit dispositions to the Dept. of Safety and Homeland Security for transfer to the DL system and posting to a driver's record. This system replaces the existing electronic method for transmitting dispositions, provides a web-based interface for manual entry of dispositions, and is intended to replace all reporting of dispositions by paper or mail. The goal is to eliminate paper where possible for the courts and TDOSHS and improve the timeliness of CDL convictions and improve processes for law enforcement, the courts, and TDOSHS.

Project Purpose

Implement the new electronic Court Disposition Records (eCDR) System into TITAN. This will allow any disposition required to be posted to a driving record, including those involving a CDL offense, to be received from the courts and transmitted electronically to TDOSHS for transfer and posting to a driver's record in the DL A-LIST system. It is the Department's Goal to improve the timeliness of all disposition reporting, particularly of commercial vehicle driver convictions.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Driver License / History	✓	✓	✓	✓	✓	✓
Citation / Adjudication	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	Report End	Provided By
07/01/2015	06/30/2016	Chris Osbourn

Activity: The State's goal is to have approximately 50 court clerks utilizing the eCDR system in TITAN and to receive 25% of dispositions electronically by the end of FFY 2016. Ultimately, the state intends to receive all dispositions via submission of electronic file from the court clerks. Clerks, however, will be able to utilize a data entry form via the TITAN online portal where the disposition data can be manually entered into the TITAN eCDR system. This would also help reduce paper submissions and would be considered an electronic submission for our purposes.

Currently, project implementation has been delayed due to a need for additional enhancements resulting from the implementation of the new Driver License ALIST system. We anticipate completing the additional development in FFY 2017 and beginning the rollout to court clerks. Therefore, our goal of 50 court clerks and 25% of dispositions electronically is now for FFY 2017. As of now, no court clerks are using the system and 0% of dispositions are received electronically using the new eCDR system.

Strategies:

1. Implement the new eCDR system during the next FFY and begin facilitation of transitioning court clerks from the old system to the new TITAN reporting system.
2. Identify and partner with court clerks still submitting paper dispositions to the department and help facilitate their adoption of an electronic reporting process for their dispositions.
3. Provide training and instruction to court clerks regarding the transition to the new system and how errors are to be handled.
1. Continue to strengthen and build relationships with court clerks and judges to help facilitate a healthy transition to eCitation and electronic reporting of court dispositions in the State of Tennessee.

Report Start	Report End	Provided By
07/01/2016	05/31/2017	Chris Osbourn

Activity: This project has been put on hold pending other departmental priorities. Grant funding has been identified for completion of the system and development will proceed in CY 2018, with a new goal of implementation in late 2018.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: With funding now identified, we will proceed with completion of development and implementation of the new eCDR system in CY 2018.

Report Start	Report End	Provided By
06/01/2017	05/31/2018	Chris Osbourn

Activity: This project is still on hold. Project team held design meetings to prepare for project initiation.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: With funding now identified, we will proceed with completion of development and implementation of the new eCDR system in calendar year 2018 / early 2019.

Report Start	Report End	Provided By
06/01/2018	05/31/2019	Chris Osbourn

Activity: The development of the system is complete, but deployment is still on hold. There is ongoing discussion to try to get the system deployed.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: System development is complete and planning for deployment is underway.

Report Start	Report End	Provided By
06/01/2019	05/31/2020	Patrick Dolan

Activity: The development of the system is complete, but deployment has been on hold since 2018. There is ongoing discussion to try to get the system deployed.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: System development is complete and planning for deployment is underway.

Report Start	Report End	Provided By
06/01/2020	05/31/2021	Patrick Dolan

Activity: The development of the system is complete, but deployment has been on hold since 2018. There is ongoing discussion to try to get the system deployed.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: System development is complete and planning for deployment is underway.

Report Start	Report End	Provided By
06/01/2021	05/31/2022	Patrick Dolan

Activity: The development of the system is complete, but deployment has been on hold since 2018.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: There are no current plans for system deployment.

Schedule

October 1, 2021 through September 30, 2022

Performance Measures

TN-PM721 – Number of court clerks utilizing the eCDR system in TITAN

Baseline: The eCDR component of TITAN is in place but has not been activated. As of FFY 2021, no (0) court clerks were utilizing the eCDR system.

TN-PM722 – Percentage of dispositions received electronically for posting on a driving record

Baseline: The eCDR component of TITAN is in place but has not been activated. As of FFY 2021, 0% of dispositions were being received electronically.

6.11 TN P73 – General Sessions Data Repository

Contact

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Lead Agency

Tennessee Administrative Office of the Courts

Partner Agencies

Court Clerks Statewide

Priority

High

Status

Active

Project Description

Introduction: The Tennessee Administrative Office of the Courts (AOC) is responsible for providing information about the work of the judicial branch to the state legislature, the executive branch, and the public. It has been tasked by the legislature to develop a system for reporting caseload and workload data for General Sessions' courts along with the municipal courts with general session's jurisdiction. The AOC has created a system for collecting, analyzing, and reporting case data from the General Sessions courts, with the capacity to expand it to cover all the courts of the state in the future.

Goals and Objectives: The objectives of the data repository are to: 1) publish information electronically about the work of the courts to support resource allocation and policy determination; 2) measure the efficiency and effectiveness of court business processes; and 3) provide indicators of the success of the courts in meeting their objectives. The goal of the initiative is to collect and report General Sessions Court caseload, case flow, workload, and other key information. Courts will report specific information about each case, and the AOC will consolidate, manage, and analyze this data in a centralized repository. This approach has been selected because it will maximize the ability of the repository to answer the questions that will be posed by stakeholders.

The objectives of the repository are to:

- Collect and store complete, accurate, and timely information about General Sessions' court cases.
- Support policy development and resource allocation decisions with comprehensive information about General Sessions Court activities and trends.
- Provide authorized stakeholders with quick and easy answers to routine questions about the work of the General Sessions Court through a self-help portal.

Scope: In general, data is extracted from case management systems used in the courts and pushed to the data warehouse via SFTP. This data is currently pushed monthly with plans to move to bi-weekly in the future. Any new information for a case overwrites previous submissions. Once the data is uploaded to the warehouse it undergoes validation and is then migrated to a staging area then migrated to production. A web-based portal has been developed that provides basic access for authorized users and canned reports, and AOC staff will develop custom reports for more complex requests.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Citation / Adjudication	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	Report End	Provided By
07/01/2020	06/30/2021	Jennifer Williams

Activity: The AOC has partnered with STS (Strategic Technology Solutions) to construct the data warehouse where all the data is stored. The AOC has internally developed a front-end portal for end users to login in and view reports. Currently the data warehouse holds data for 88 courts and the AOC is working with the vendors of the other counties and municipal courts with general session's jurisdiction to retrieve their data. The development team at the AOC has developed the front-end portal that consists of many features such as admin functionality, registration for users, my profile changes for users and admins, help and support, and reporting. All features listed have been completed and currently 9 reports are available in the repository. The AOC went live with the repository in January of 2021 with the 88 courts and is in the process of working with the remaining courts to gather their data which is considered Phase 2 of the project.

6.12 TN P74 – A-List eCDR Interface

Contact

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Lead Agency

Tennessee Department of Safety

Priority

High

Status

On Hold

Project Description

This project adds two A-List web services that interface with eCDR to allow updating of dispositions and withdrawals.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Driver License / History	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	Report End	Provided By
06/01/2020	05/31/2021	Patrick Dolan

Activity: None.

Problems: Competing departmental priorities and lack of resources has contributed to delays in implementing this new system.

Plans: System development is complete, but deployment is delayed indefinitely.

6.13 TN P75 – Vehicle Title and Registration System (VTRS)

Contact

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Lead Agency

Tennessee Department of Revenue

Priority

High

Status

Active

Project Description

The new Vehicle Title and Registration System (VTRS) provides a host of improvements to the present processing system.

Some of the changes to the T&R system provided by VTRS are:

1. All 95 county offices are now running the same version of the software as the State. (Completed Feb 2016)
2. VIN decoding by third party software is now performed at entry point. (Completed Feb 2016)
3. Temporary Drive Out tags issued by automotive Dealers (DDOT) may now be purchased on-demand. DDOT issued tags have full registration information available to Law Enforcement the day after issuance of the tag. (Complete July 2017)
4. Financial responsibility laws are now supported by a real time inquiry from law enforcement. The Department also retrieves information from insurance providers to identify Tennessee drivers that may not be in compliance. (Completed 1/2/2017)
5. Title and Registration data is updated real time, eliminating the batching process needed with the legacy system.

Title and Registration data are now updated real time. The batching process has been eliminated.

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Vehicle (VTRS)	✓	✓	✓	✓	✓	✓

7. Traffic Records Data Standards Compliance

7.1 Model Inventory of Roadway Elements (MIRE) Compliance

In this section, Tennessee has incorporated specific quantifiable and measurable anticipated improvements for the collection of MIRE Fundamental Data Elements. Among these is the upgrading of the LRS and data storage capabilities. TDOT recently signed a new data collection contract and discussions on needs and requirements are ongoing.

7.1.1 MIRE Data Collection Status

Which MIRE fundamental data elements are currently being collected and which MIRE fundamental data elements are not being collected? On which functional classes of roads are/are not they being collected?

Since the previous TRCC Strategic Plan update, LRP Data Management staff have collected Fundamental Data Element #172: Interchange Type. This data element is stored in a geodatabase as a point feature class. We have collected all but two FDE's: #129 Unique Approach Identifier and #116 Intersection/Junction Geometry. Cyclomedia, the recent company fulfilling Maintenance data collection and Photolog, will collect the remaining two elements. The data will be prepared and delivered in a geodatabase with an intersection point feature class (Intersection/Junction Geometry) and four sub-intersection point feature classes (Unique Approach Identifier), following the MIRE attribution guidelines. These elements will be collected for Non-Local roads.

Which business office(s) in the State DOT collect, receive, and maintain the MIRE fundamental data elements? How are the data stored and managed?

The collection and management of the MIRE FDE's occurs within the Long-Range Planning Division. The data is stored in the Tennessee Roadway Information Management System (TRIMS) database. This is an Oracle database and uses custom software to manage the data. This data will be migrated to, and managed from, the new LRS system – ESRI Roads and Highways.

Who can access the MIRE fundamental data elements for safety analyses, and what steps are necessary to access the data? Are systems planned or already implemented to facilitate access to the data (e.g. online portals)?

The data is accessible to individuals who have been granted login permission through the LongRange Planning Division. This would include TDOT personnel, Transportation professionals, industries, consultants, and universities. The E-TRIMS application is a web-based portal where users can access, view, and query and download the data to create reports and maps.

Which agency/office/individual/committee(s) have authority and responsible for determining the improvements needed to achieve compliance with the MIRE fundamental data elements requirement?

The Long Range Planning Division has the authority to add data elements to be collected. Consultation with other partners, both internal to TDOT, and external sources have been utilized in the past to ensure that required elements are being collected.

7.1.2 Data Collection Methodology

For the MIRE fundamental data elements that are already being collected:

- *What methods are being used to collect the MIRE fundamental data elements?*

Most Fundamental Data Elements are created using field data collection equipment. Software is then used to extract and/or input the data into the Management System. Cyclomedia will also collect the remaining MIRE FDEs using their collection equipment and will deliver the data via Geodatabase.

- *How often do they collect the data?*

There are different schedules depending on the type of data. Roadway inventory items are continually being updated based on construction project status reports or notification of updates from other sources. Crash data is updated throughout the year based on imports of reports from the Dept. of Safety and Homeland Security. Maintenance Features are collected on a 2-year cycle based on the TDOT Regions.

- *What Quality Control/Quality Assurance processes are performed before the data is entered into the database.*

Equipment calibration occurs prior to any field data collection. There are QA/QC routines that are performed during or after input into the database verifying attribute codes, log mile values, etc. Staff members are assigned tasks to perform validation queries, etc. on the database and the Linear Referencing System. In TNTIMES, there are validation rules that are set prior to data entry. These rules allow for the rejection of traffic count data if pending criteria are not met. Specific rules are also in place for deriving AADT and other traffic data subsets.

7.1.3 Coordination with Other Agencies

For MIRE fundamental data elements that are NOT currently being collected:

- *Who owns the roads where the elements are not being collected (e.g., State, local government agencies, Tribal Governments, Federal Land Management Agencies, etc.)?*

The ownership of the roads in the database covers the entities of Federal, State, and local governments.

- *Do the agencies that own those roads collect any of the MIRE fundamental data elements?*

They may collect a subset of the MIRE fundamental data elements and have consulted with them, but historically the Long Range Planning Division has collected the roadway inventory for all roads.

- *What mechanisms are needed to share data among those agencies that collect, store, maintain, and use the MIRE fundamental data elements?*

For data collection there could be a formal process developed for notifications of updated or new data available from local governments. The Long Range Planning Division is responsible for storage and maintenance of the data. The data is available to all users of the E-TRIMS web-based system.

7.1.4 Prioritization of MIRE Fundamental Data Elements Collection

For additional data that needs to be collected to meet the MIRE fundamental data element requirement:

- *What data elements will be collected in the short (1-3 years), medium (4-6 years), and long (7-9 years) term?*

We currently collect all but 2 of the fundamental data elements (#116 and #129). We anticipate the ability to collect these remaining elements in the short term (1-3 years).

- *What collection technologies and/or methodologies are anticipated to be used?*

Existing field data collection techniques will continue while we begin to study alternative and modern data collection methodologies such as LiDAR, Imagery Change Detection software, and Mobile GPS to transition from the existing field data collection methodologies. A transition will take place as we develop and deploy new strategies for the data collection.

- *Who is responsible for collecting the data?*

The Long Range Planning Division will continue to be responsible for collecting roadway inventory and the data storage.

- *How will it be made available to the State DOT?*

It is available using the E-TRIMS application.

- *What will be the update cycle for the collection of the data?*

The update cycle will be an ongoing process throughout each year. Some other offices that supply data to the Information Management System coordinate their data collection by TDOT Regions each year. LRP could also look to develop a similar schedule.

7.1.5 Costs and Resources for MIRE FDE Data Collection

What are the estimated costs, staffing, and other resource requirements to collect and maintain the MIRE fundamental data elements?

The current data collection contract between TDOT and Cyclomedia was finalized early 2021. The contract is for the collection of Photolog, Ramps, LiDAR, and Maintenance features at a total annual cost of \$3,464,000 including resources for a five-year period.

TDOT has executed a Pavement Data Collection Contract with a maximum liability of \$4,062,711.55 over the next four years. TDOT has also implemented HPMS sample data collection in-house which reduced associated costs.

Who will incur those costs?

The use of SPR dollars for Planning Activities means that the money will be from an 80/20 split of federal dollars and state dollars

7.2 Model Minimum Uniform Crash Criteria (MMUCC) Compliance

Tennessee's crash repository is currently designed according to MMUCC V3 guidelines. Tennessee completed a MMUCC V5 compliance review and will be using the review results to guide the development TITAN 2.0 upgrade, which began in 2021.

Tennessee adopted the MMUCC Version 4 definition for the "Suspected Serious Injury (A)" in July 2018, and is in compliance with FHWA requirements, including:

- Collecting and accurately aggregating MMUCC v4 attribute "Suspected Serious Injury (A)."
- The State's crash database, data dictionary, and crash report user manual employs the verbatim terminology and definitions for this attribute from the MMUCC v4 standard.
- The State's crash form employs the verbatim MMUCC v4 "Suspected Serious Injury (A)" attribute.
- Ensure the seven serious injury types covered by the attribute are not included in the other attributes listed in the State's injury status data elements.

7.3 National Emergency medical Services Information System (NEMSIS) Compliance

The Tennessee EMS run reporting system, TNEMSIS, is currently NEMSIS 3.4.0 compliant. The last EMS database review was performed by the State in 2021. TNEMSIS is preparing to update to the newest NEMSIS version 3.5.0 by the end of 2022.

7.4 National Trauma Data Standard (NTDS) Compliance

The Tennessee trauma registry is maintained in the DOH and contains all the National Trauma Data Standard (NTDS) elements in addition to state required data fields. The registry contains Injury Severity Scores (ISS) for each record.

7.5 Hospital Discharge Data System (HDDS) Compliance

The Tennessee Hospital Discharge Data System is based on the UB-04 form for hospital claims billing and has been revised in accordance with UB-04 definitions, layouts, and standards. Tennessee's UB-04 format follows the national standard.

7.6 Death Statistical System (DSS) Compliance

The Death Statistical System maintains the data elements necessary to support the CDC Mortality file standard. The layout of the annual death file, used by the Injury Surveillance Program, does not conform to a national standard.

7.7 National Motor Vehicle Title Information Systems (NMVTIS) Compliance

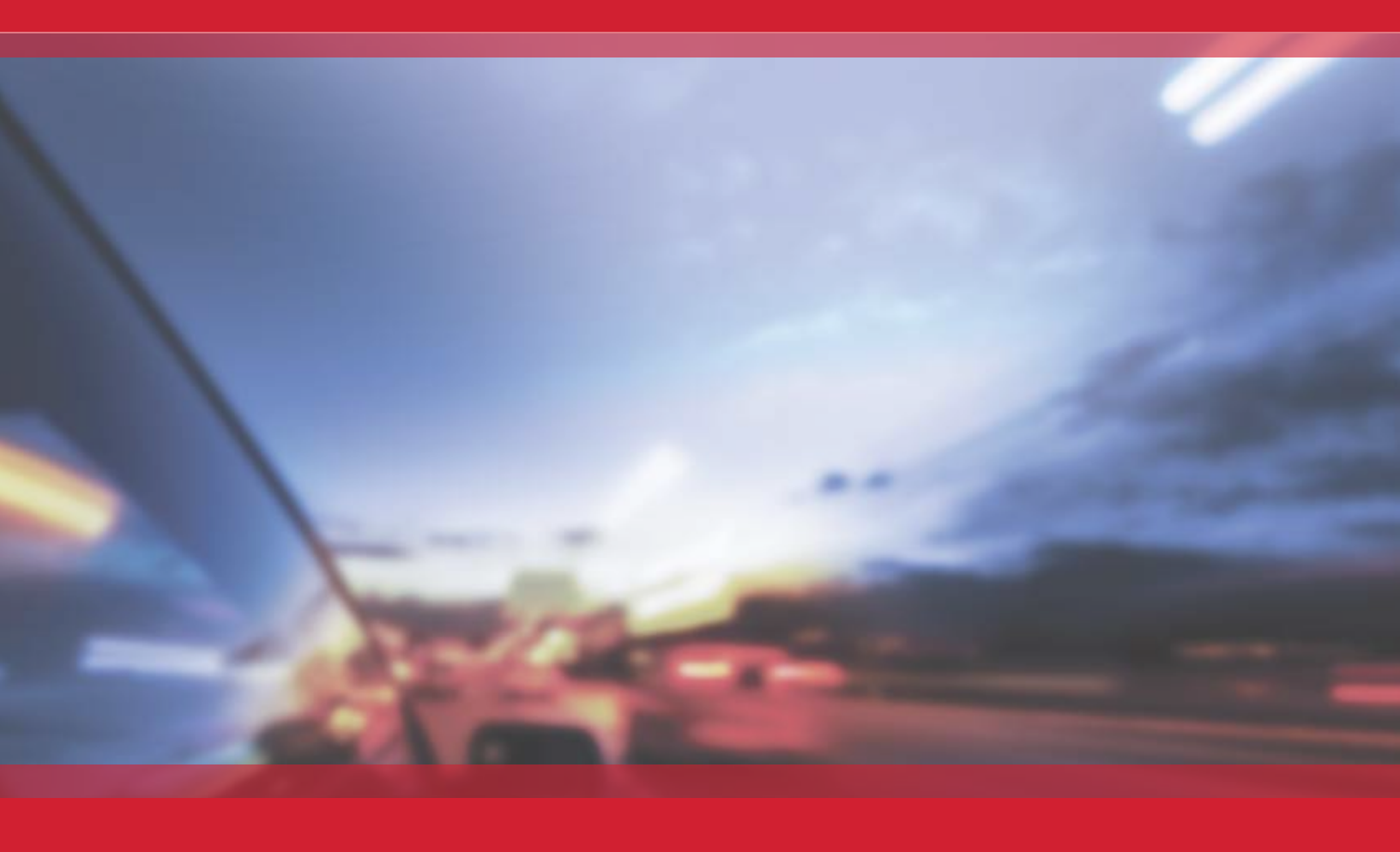
Requires any motor vehicle dismantler and recycler or scrap metal processor to be licensed, to submit to the NMVTIS all information within 24 hours.

Makes failure to report to NMVTIS punishable by a fine of \$1,000. Half of fine goes to entity that conducted investigation.

Requires motor vehicle dismantler, recycler, or scrap metal processor to verify with the DOR that the vehicle is not stolen.

Reference: NMVTIS Jurisdiction Compliance & Enforcement Laws, Section 55-3-203 Reporting requirements and penalties.

<https://www.aamva.org/getmedia/2a25c072-1200-4810-a642-4f01717256a1/NMVTIS-Compliance-and-Enforcement-Laws.pdf>



Tennessee Impaired Driving Strategic Plan

FFY2021 – FFY2023

This plan was approved by the TN Impaired Driving Advisory Council on December 14, 2020.



TABLE OF CONTENTS

- Executive Summary 3
- Introduction 5
 - Background and Overview 7
 - Countermeasures That Work 7
 - Strategies 7
 - Impaired Driving Technical Assessment 8
 - Goals 11
- Program Management and Strategic Planning 13
 - Task Forces or Commissions 13
 - Strategic Planning 13
 - Program Management 13
 - Data and Records 14
 - Communication Program 14
- Prevention 15
- Criminal Justice System 19
 - Laws 19
 - Enforcement and Publicizing High Visibility Enforcement (HVE) 22
 - Prosecution 23
 - Adjudication 24
 - Administrative Sanctions and Driver Licensing Programs 24
- Communication Program 25
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation 27
- Program Evaluation and Data 30

EXECUTIVE SUMMARY



Tennessee has maintained its commitment to the Toward Zero Deaths (TZD) vision. TZD is the result of a national collaboration of safety professionals from various agencies and organizations using a data-driven approach to develop standard strategies focused on providing safer roadways that are regularly refined, implemented, and evaluated. The vision set forth by TZD is a highway system free of fatalities through a sustained and even accelerated decline in transportation-related deaths and injuries.

Tennessee has made tremendous gains over the past decade in the area of impaired driving. Since 2013, independent and collaborative efforts by representatives on the Impaired Driving Advisory Council (IDAC) have resulted in progress towards the goal of zero fatalities. Targeted impaired driving enforcement, concentrated adjudication, stronger laws, high quality data, and educational campaigns for the public are some of the successes achieved toward this goal. Though despite these impressive efforts to reduce traffic-related fatalities and serious injuries in Tennessee, there is still more to be done. The reduction of alcohol-involved crashes, fatalities, and injuries remains a challenge in reaching our goal of zero fatalities.

Based on the National Highway Traffic Safety Administration’s (NHTSA) Traffic Safety Facts Sheet on Alcohol-Impaired Driving 2018 data, all 50 states, the District of Columbia, and Puerto Rico have laws that make it illegal to drive with a Blood Alcohol Content (BAC) of .08 g/dL or higher. In 2018, there were 10,511 people killed nationwide in alcohol-impaired driving crashes with BACs of .08 g/dL or higher. These alcohol-impaired-driving fatalities with BACs of .08 g/dL or higher accounted for 29 percent of all motor vehicle traffic fatalities in the United States in 2018. This is a slight decrease in actual fatalities from the previous year; however, it accounts for the same percentage as 2017.

BASELINE DATA, 2014-2018 (5-YEAR AVERAGE)

CATEGORY	TOTAL	RATES (PER 100 MILLION BMT)	WHO WERE ALCOHOL IMPAIRED*	WHO HAD USED DRUGS**
Crashes involving Impaired Drivers:	7,542.00	9.689	6,300.40	1,855.80
Crashes involving Impaired Nonmotorists:	156.2	0.2	139	30
Fatalities Involving Impaired Drivers:	384	0.492	227.2	246.8
Serious Injuries Involving Impaired Drivers:	1,081.60	1.389	768.6	392.6

*The investigating officer indicated BAC≥ 0.08 g/dL or that the person’s alcohol use contributed to the crash.
** The investigating officer indicated a positive toxicology result for a controlled substance or that the person’s drug use contributed to the crash.
Source: TN Dept. Of Safety and Homeland Security, TITAN Business Unit, 7 Dec 2020.

EXECUTIVE SUMMARY CONT.



2018 data for Tennessee indicates there were 5,815 alcohol-impaired driving crashes resulting in 243 fatalities, which accounts for 23.3 percent of the total roadway fatalities. For Tennessee this is a slight increase but remains well below the national average. From 2015-2018, there has been a decline in the number of impaired driving crashes and serious injuries year to year.

In June 2016, Tennessee released its first Impaired Driving Strategic Plan which was based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8. The Tennessee Highway Safety Office (THSO) conducted a

NHTSA technical assessment of Tennessee's impaired driving countermeasures program in 2010. Since the assessment, Tennessee has made great advancements in response to the assessment recommendations. The Impaired Driving Strategic Plan was updated in the spring of 2019 with the intent to create a new three-year plan by in 2020. Once adopted, the TN Impaired Driving Strategic Plan is revised and approved by the IDAC every three years; however, it is updated annually as needed to detail progress made towards meeting defined goals and strategies.



INTRODUCTION



BACKGROUND AND OVERVIEW

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 states gives Tennessee the distinction of having more neighboring states than any other state in the nation. Of the 50 states, Tennessee ranks 36th in total area and 19th in the number of persons per square mile. Tennessee encompasses 42,146 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 95,523 miles, enough to easily circle the world more than three times. Of that figure, 13,884 miles are on the state-maintained highway system, representing 15 percent of the total highway miles within our state and carrying 72 percent of the traffic. Included in the state highway system are 1,104 miles of interstate highways. Although the interstate system makes up just over one percent of the total highway mileage, it carries one-quarter of all the traffic in Tennessee.



Tennessee's bicycle pedestrian system includes 4,500 highway miles with 4-foot shoulders to accommodate bicycles and 103 miles of state routes with designated bike lanes. Further, the state boasts 270 miles of greenways, sidewalks, and trails.

INTRODUCTION CONT.



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

TENNESSEE DEMOGRAPHIC DATA

	2014	2015	2016	2017	2018	2019
Population	6,541,223	6,591,170	6,646,010	6,708,799	6,771,631	6,829,174
Registered Vehicles	5,495,647	5,612,123	5,709,923	5,800,489	5,770,874	
Licensed Drivers	4,697,047	4,692,253	4,716,375	4,799,881	4,989,837	5,140,537
Miles of State & Federal Roadways	15,090	15,089	15,070	15,081	15,079	15,436
Miles of Interstate	1,104	1,104	1,182	1,221	1,201	1,201
Total Crashes	176,321	197,204	206,408	208,258	208,623	204,798
Number of Non-Injury Crashes	130,367	147,514	154,236	157,092	159,550	155,206
Number of Injury Crashes	45,061	48,802	51,210	50,224	48,099	48,552
Number of Fatal Crashes	893	888	962	942	974	1,040
Injuries	63,093	70,431	74,067	72,634	68,561	69,615
Fatalities	963	962	1,037	1,024	1,041	1,135
Vehicle Miles Traveled (100 Millions)	723.36	766.70	768.84	817.17	813.21	828.92
Fatality Rate per 100 Million VMT	1.33	1.25	1.35	1.24	1.26	1.37



INTRODUCTION CONT.



COUNTERMEASURES THAT WORK

The IDAC's Strategic Plan is directly aligned with the strategies in NHTSA's Highway Safety Program Guideline No. 8. It includes countermeasures that are listed in Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, 9th Edition, 2017 (CTW). https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-9thedition-2017v2_0.pdf. The CTW citations below reference the programs that are being implemented in Tennessee, all of which can be found in CTW Chapter 1:

- Laws
- Enforcement
- Prosecution and Adjudication
- DWI Offender Treatment, Monitoring, and Control
- Prevention, Intervention, Communications and Outreach
- Underage Drinking and Alcohol-Related Driving
- Drug-Impaired Driving

Further, common performance measures are identical with the state's Highway Safety Plan (HSP). The data used was provided by the Tennessee Department of Safety's Research and Planning division, which is the same source that is utilized by the THSO for the creation of the HSP.

STRATEGIES

The Tennessee's impaired driving strategic plan focuses on the following overarching strategies:



Combine high visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high- risk populations and locations.



Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention and treatment of substance abuse.



Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.

INTRODUCTION CONT.



IMPAIRED DRIVING TECHNICAL ASSESSMENT

The mission of NHTSA is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing pursuit to reduce alcohol-related traffic crashes and resulting fatalities and injuries, NHTSA offers a program assessment process that allows a state to use highway safety funds to support an evaluation of existing and proposed alcohol and other drug-impaired driving control efforts.

NHTSA designated technical assistance team will examine a state's specific highway safety program based on the Uniform Guidelines for State Highway Safety Programs, which are required by Congress and periodically updated through a public rule-making process. Each highway safety program area is assessed using criteria based on uniform guidelines, augmented by current best practices.

An assessment of Tennessee's Impaired Driving Program was conducted on September 13 - 17, 2010. A series of recommendations from that assessment are outlined in *Impaired Driving Technical Assessment of the State of Tennessee (2010)*, located in the Appendix.

THE FOLLOWING DETAILS PROGRESS TO SOME OF THOSE RECOMMENDATIONS FROM THE 2010 ASSESSMENT:

1. DEVELOPMENT OF IMPAIRED DRIVING TASK FORCE (IDTF) AND GOVERNOR'S PUBLIC SAFETY SUB-CABINET:

a. IDAC

- i. As mandated by the MAP-21 authorization the THSO, at that time the Governor's Highway Safety Office, created an IDTF beginning May 1, 2013. Its purpose was to develop and recommend best practices and approve a statewide Impaired Driving Strategic Plan. It consisted, at a minimum, of representatives from the THSO, 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. This task force is still in existence today and meets quarterly.
- ii. The IDAC continues to meet quarterly.
- iii. A six-member observation team attended the Florida Impaired Driving Coalitions quarterly meeting (August 2-3, 2018) to determine best practices for the TN IDTF. This team briefed the full IDTF membership in a subsequent quarterly meeting. Several of the ideas have been adopted by the membership.

1. A new 3-year strategic plan, which is to be completed and adopted for implementation by October 1, 2020.

An IDAC retreat replaced the first quarter meeting (FFY20) in order to establish the foundation of the plan.

2. Changing the name of the IDTF to better align with a long- term coalition. The name was changed to the Impaired Driving Advisory Council in late 2019 and officially announced at the January 2020 meeting.

3. Creation of a website for the public to be able to access. This was accomplished.

The link is <https://tntrafficsafety.org/IDAC>.

b. GOVERNOR'S PUBLIC SAFETY SUBCABINET

i. A 2016 plan was created by the "Subcabinet" to lead the second term of the administration. The following accomplishments were made in the areas of impairment:

1. Expanding recovery and specialty courts, state-funded drug treatment admissions, and their recovery services for offenders that need treatment, not incarceration, to avoid future criminal conduct;
2. Extending and enhancing prescription drug reporting and safety procedures to limit doctor shopping and prescription drug abuse;
3. Enacting legislation and taking executive action to prevent and treat opioid addiction, reduce the oversupply of opioids, and bolster law enforcement efforts to combat the opioid epidemic;
4. This sub-cabinet completed its mission in the final months of former Governor Bill Haslam's administration in 2018, and a briefing was conducted for the Governor.

2. SIGNIFICANT LEGISLATION SINCE 2010 AND PROGRESS ON IGNITION INTERLOCKS SINCE 2010

a. 2017

i. Alcohol and Drug Testing Fees

1. Permits the Tennessee Bureau of Investigation (TBI) to collect a \$250 fee when a blood alcohol or drug concentration test is administered by law enforcement and tested by TBI for the offenses of reckless driving and simple possession or casual exchange of a controlled substance.

ii. Approved Prescription Products

1. Excludes from the definition of marijuana a cannabidiol product approved as a prescription medication by the United States Food and Drug Administration.

iii. State Law Preempts Local Government

1. Clarifies that state law preempts local government enactments with respect to the regulation of and appropriate sanctions for conduct involving drugs and other similar substances.

iv. Blood Test Consent

1. Requires search warrant or written consent prior to a blood test being performed to determine alcoholic or drug content of a driver's blood; creates certain exceptions.

v. Identifying High-Risk Prescribers

1. Requires the department of health to identify high-risk prescribers; requires the commissioner of health to report births involving neonatal abstinence syndrome and opioid use by women of childbearing age; requires TennCare to issue appropriate requests aimed at primary prevention and secondary prevention of births involving neonatal abstinence syndrome and the use of opioids by women of childbearing age enrolled in the TennCare program.

INTRODUCTION CONT.



b. 2018

vi. Changes to Opioid Requirements

1. Makes various changes to the requirements for prescribing, dispensing, and reporting of opioids. Establishes maximum time spans and amounts for new and on-going treatment. Requires thorough examination and documentation prior to prescribing, and subsequent check of the controlled substance database.

vii. Incentives for Treatment of Substance Abuse

1. Authorizes sentence reduction credits for prisoners who successfully complete intensive substance use disorder] treatment program.

c. 2019

viii. Strengthening of Implied Consent Statute

1. Clarifies and strengthens Tennessee's DUI law by aligning blood tests with breath tests in the state's implied consent statute. The new law deletes the criminal punishment for refusal to consent to a chemical test. Currently, a driver is deemed to have given implied consent to a breath test, and a refusal is subject to license suspension or an ignition interlock device for their vehicle. The new law aligns blood tests with breath tests and invokes the same penalties for refusal to comply.

ii. Increasing Blood Test Administrators

1. Adds physician assistants to the list of medical practitioners who are qualified to draw blood from a motor vehicle operator for evidentiary purposes in a DUI investigation.



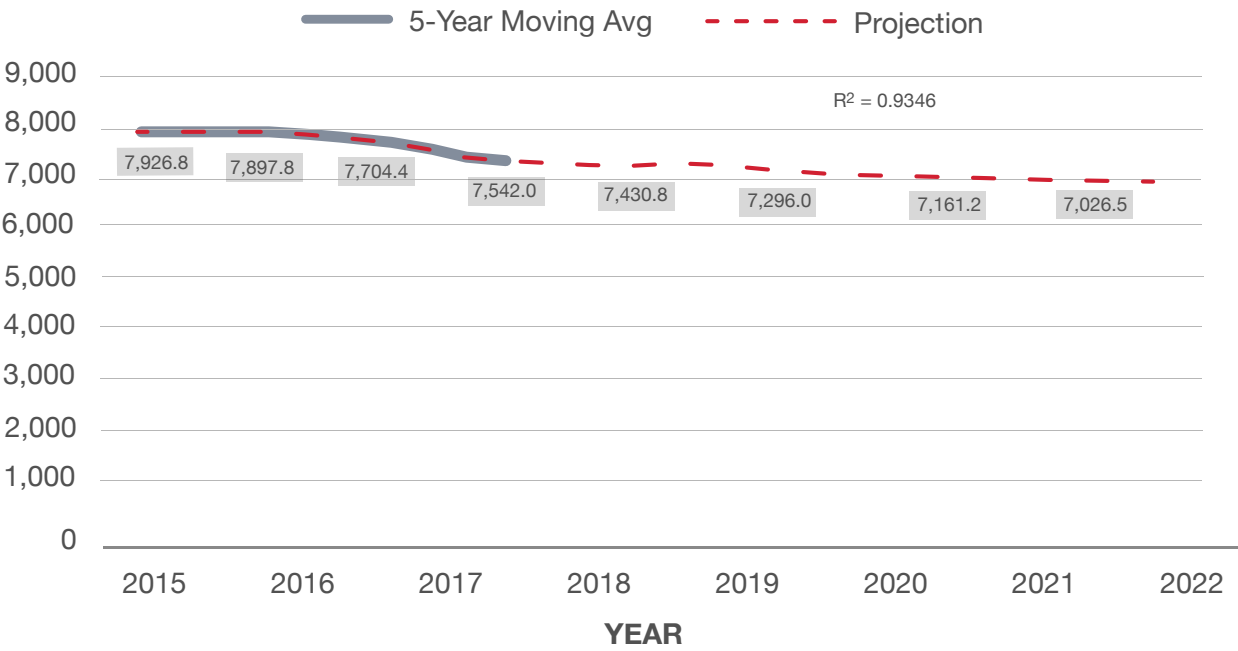
GOALS



CRASHES - Crashes Involving Drivers Who Had Been Drinking Or Using Drugs

Reduce the four (4)-year linear trend of crashes to 7,026.5 in 2022. 6.6% reduction over 2018 value of 7,542.

CRASHES INVOLVING DRIVERS WHO HAD BEEN DRINKING OR USING DRUGS 4-YEAR LINEAR PROJECTION

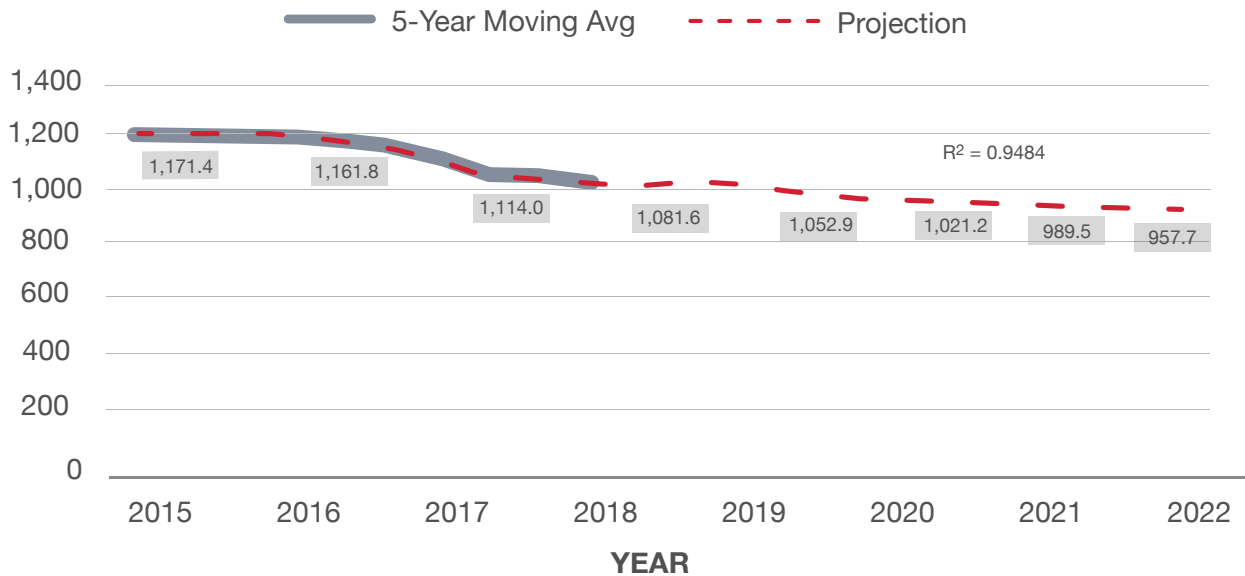




SERIOUS INJURIES - Serious Injuries Involving Drivers Who Had Been Drinking or Using Drugs

Reduce the four (4)-year linear trend of serious injuries to 957.7 in 2022. 12.2% reduction over 2018 value of 1,081.1.

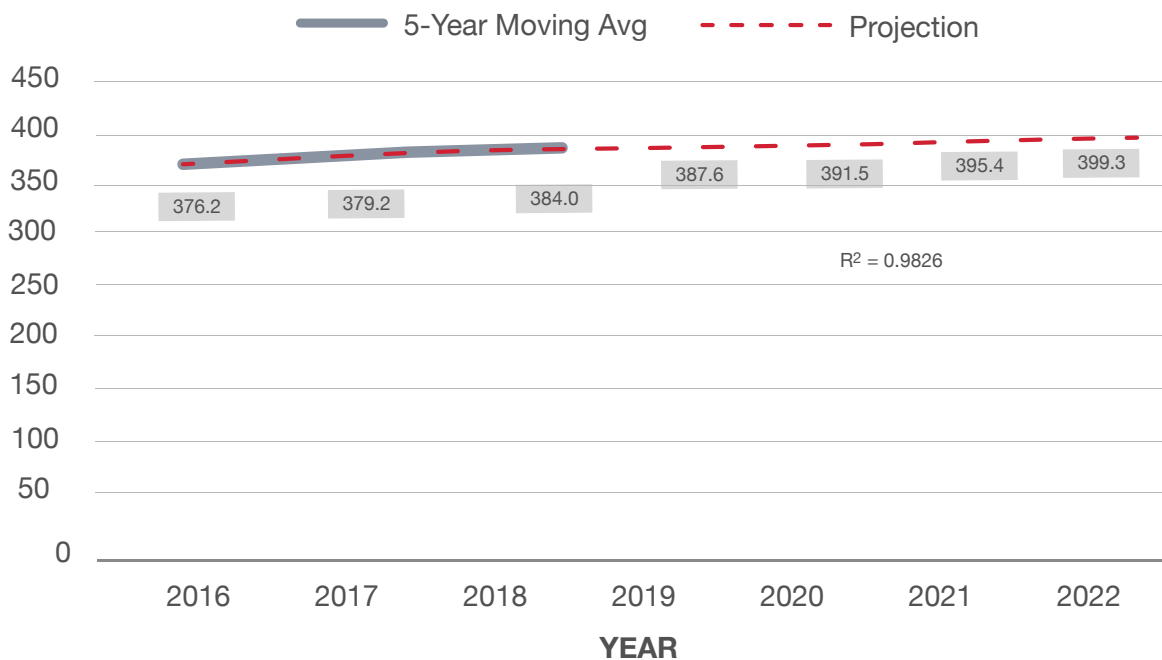
SERIOUS INJURIES INVOLVING DRIVERS WHO HAD BEEN DRINKING OR USING DRUGS 4-YEAR LINEAR PROJECTION



FATALITIES - Fatalities Involving Drivers Who Had Been Drinking or Using Drugs

Reduce the trend of increasing fatalities by not exceeding the three-year linear projection for fatalities to 399.3 in 2022.

FATALITIES INVOLVING DRIVERS WHO HAD BEEN DRINKING OR USING DRUGS 3-YEAR LINEAR PROJECTION



PROGRAM MANAGEMENT AND STRATEGIC PLANNING



TASK FORCES OR COMMISSIONS

Impaired Driving Advisory Council (IDAC)

Created in 2013, the IDAC serves to identify and prioritize the state's most pressing impaired driving issues, recommend best practices, and develop a multi-year impaired driving strategic plan that will support the mission of the THSO as well as maximize the state's ability to impact these types of crashes, injuries, and fatalities. Member representation includes viewpoints of segments of the community that interact with impaired driving highway safety issues. At a minimum, it consists of representatives from the following: 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, communication and members of the THSO. It functions as a parallel team with all members having equal standing¹.

The IDAC meets a minimum of three times per year, and a majority vote of the members present at a meeting is enough to conduct business. Meetings may be held in person or conducted through a conference call. Most years the IDAC meets quarterly with rare occasions that one meeting per year is forfeited due to issues beyond its control.



STRATEGIC PLANNING

A State Strategic Highway Safety Plan exists in Tennessee. The overarching plan has a direct impact on the performance measures and resource allocation of the annual Highway Safety Plan produced by the Tennessee Department of Safety and Homeland Security, Tennessee's Highway Safety Office (THSO).

PROGRAM MANAGEMENT

Many of the programs in Tennessee regarding traffic safety would not be possible without the THSO. Through their support of grant funded positions, overtime enforcement funding, and advertising campaigns, Tennessee is provided a vast amount of traffic safety resources.

The THSO is federally funded, applying much of their grant money to educate the public on the dangers of drinking and

driving and not wearing seatbelts. The THSO also funds the Law Enforcement Liaison positions that meet with local law enforcement departments to provide funding for special projects, training, and educate police on changes in laws and procedures.

THSO staff are not assigned a specific program area such as impaired driving. Their work is distributed based on functions. This is not traditional for highway safety offices. However, Tennessee is making this style of operation work and work well. Also, the University of Tennessee (UT) provides a majority of the project management for the THSO.

One additional resource is available to grantees. The Research and Planning Division, Tennessee Department of Safety and Homeland Security, provides data and statistical work for all THSO grantees that need that assistance.

DATA AND RECORDS

Paramount to solid safety decision making is the use of good and reliable data. Using crash data to identify safety problems creates an evidence-based transportation planning process and results in better decision-making. Tennessee's Traffic Records Coordinating Committee (TRCC) takes the lead on this endeavor and coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the state's traffic safety information systems.

The THSO identifies the State's traffic crash, injury, and fatality issues by use of the following:

- Tennessee Integrated Traffic Analysis Network (TITAN)
- Tennessee Department of Safety and Homeland Security, TITAN Division, (2020). "Tennessee Traffic Fatalities Daily Report."
- DUI Tracker System
- Fatality Analysis Reporting System (FARS)
- Research Notes, Crash Stats, and Traffic Safety Fact Sheets, National Highway Traffic Safety Administration (NHTSA)
- Meeting with advisory groups and SHSP Emphasis Area Teams;
- Traffic Records Coordinating Committee, Occupant Protection Task Force and other traffic safety coalitions or advocacy groups Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), etc.)
- Law Enforcement Liaisons and their networks; and
- Utilizing the knowledge and experience of THSO program management staff.

One such system is the Tennessee Integrated Traffic Analysis Network (TITAN) System. TITAN 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 TDOSHS.

TITAN has been designed to accept reports submitted by law enforcement agencies, validate the data contained within the report for completion and accuracy and then store the statistically valid information. The TITAN repository also creates document images of submitted reports and retains them for future access and records retention requirements.

This information is used to make data-driven decisions and help make Tennessee a safe and secure place in which to live, work, and travel. The IDAC has strong representation from the THP's Research, Planning, and Development Division as well as members who serve on the TRCC as well. In addition, there are numerous other data resources utilized, such as the U.S. Census, FARS, etc.

There are currently over 140,000 cases entered into the DUI Tracker, a central repository for DUI case information specific to NHTSA grant funded specialized DUI prosecutors. There is movement to link data over from the eCrash for all Tracker records, as well as data from eCitation and eCrime. While this would only be data brought over for Tennessee Highway Patrol (THP) DUI arrests (from eCrime) and for THP and a small number of sheriffs' departments (from eCitation), as those are the only users of those applications, this would help some judicial districts where THP DUI arrests make up the majority of the DUI cases. It would reduce duplication of efforts.

As with many states, the IDAC and TRCC look at opportunities to strengthen and improve the data and reporting systems in Tennessee. One area is a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms and to develop a single repository for all impaired driving-related crash, citation, adjudication, and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address driving under the influence.

COMMUNICATION PROGRAM

The THSO utilizes the annual NHTSA Communications calendar to provide direction for enforcement campaigns as well as educational opportunities each year. In addition, the IDAC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. State campaigns such as Booze It and Lose It; You Drink, You Drive, You Lose; Fans Don't Let Fans Drive Drunk; and Buzzed Driving is Drunk Driving are utilized based on which best aligns with the effort at that time

PREVENTION



Based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8, “prevention programs should aim to reduce impaired driving through public health approaches, including altering social norms, changing risky or dangerous behaviors, and creating safer environments. Prevention programs should promote communication strategies that highlight and support specific policies and program activities and promote activities that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.” Tennessee is committed to these initiatives. Below are the areas of concentration along with examples of partnerships already in place or designed into the strategic plan.

PROMOTE RESPONSIBLE ALCOHOL SERVICE Promote policies and practices that prevent underage drinking by people under age 21 and over-service to people age 21 and older.

The IDAC is committed to promoting policies and practices that prevent underage drinking by people under age 21 and over-service to people age 21 and older. This requires working with local alcohol services owners and distributors to educate them on the dangers and consequences of over service. Retailers have responsibilities toward the safe use of alcohol in their communities, in the prevention of access to alcohol by underage patrons, and in preventing over-service to individuals of all ages. Educating servers on recognizing false or fraudulent identifications and promoting cooperation with law enforcement is imperative. Staff training can also reduce the personal liability and risk of injury or death.

The Tennessee Alcoholic Beverage Commission (TABC) was created in 1963 to assume the law enforcement responsibilities of alcohol laws, rules and regulations within the State of Tennessee. The TABC is the sole agency in Tennessee whose legal responsibility is to enforce all state statutes, rules and regulations regarding the legal and illegal sale, distribution, transportation, importation and dispensation of alcoholic beverages pursuant to Title 57 of the Tennessee Code Annotated. Combating underage drinking and over-serving alcoholic beverages to individuals continues to be an ongoing challenge for law enforcement

officials nationwide in their efforts to address alcohol impaired motor vehicle crashes.

As noted on the NHTSA web-site, it is reported that one of the most effective countermeasures in reducing highway traffic fatalities is creating general deterrence through High Visibility Enforcement. Therefore, the likelihood that people will engage in unsafe driving behaviors goes down when there is a perceived risk of law enforcement efforts.

The goal of the TABC’s USTOP program is to reduce the number of alcohol related crashes by drivers under the age of 21 in counties identified by the TITAN as having higher rates of vehicle crashes by utilizing an underage decoy to purchase alcohol from alcohol licensed establishments. By issuing fines, suspensions, and revocations to licensed establishments as well as criminal citations to the individual bartender, waiter/waitress, or store clerk, and by consistently targeting licensed establishments in the high rate counties, the USTOP operations will contribute to the reduction of alcohol being sold to minors thereby reducing the total number of alcohol related accidents by drivers under the age of 21.

PROMOTE TRANSPORTATION ALTERNATIVES

Promote alternative transportation programs, such as designated driver and safe ride programs, especially during high-risk times, which enable drinkers age 21 and older to reach their destinations without driving.

Alternative transportation programs are one approach to reducing alcohol-impaired driving. These programs transport drinkers home from, and sometimes to and between, drinking establishments using taxis, ride-share programs, privately owned vehicles, buses, tow trucks, and law enforcement agents. Some programs offer drivers to drive the drinker's car home along with the drinker. The promotion of programs like those listed below will continue to be promoted in our state:

- Designated Drivers
- Limousines/Party Buses
- Public Transportation
- Taxi
- Trolleys
- Tow-to-Go
- Fixed-Route Shuttle Programs
- Point-to-Point Shuttle Programs
- Sober Ride
- Lyft, Uber, and other ride-share programs

CONDUCT COMMUNITY-BASED PROGRAMS

Conduct community-based programs that implement prevention strategies at the local level through a variety of settings, including schools, employers, medical and health care professionals, community coalitions and traffic safety programs.

These programs focus on the use of familiar and comfortable surroundings as a prevention method by using family, friends, colleagues, etc. to influence and potentially change behavior and actions. Schools, places of employment, medical and health care environments, and community centers are used to implement traffic safety programs by coalitions, advocates, and other community groups.

Substance Abuse Prevention Coalitions have deep connections in their local communities and serve as catalysts to reduce local substance use and abuse rates. For example, the Community Anti-Drug Coalition of Rutherford County conducts several programs in this middle Tennessee county, such as providing four community booths to distribute information for underage binge drinking awareness

education, conducting presentations on underage binge drinking in Rutherford County schools, working with area youths to implement peer-to-peer training counseling, conducting a media campaign sharing an educational underage drinking message for teens and parents for prom and graduation, sharing public service announcements at stores that serve alcohol, and working in partnership with the Rutherford County Sheriff's Office to provide window clings at stores and/or restaurants that serve alcohol, just to name a few.

SCHOOLS

School-based prevention programs, beginning in elementary school and continuing through college and trade school, should play a critical role in preventing underage drinking and impaired driving. These programs should be developmentally appropriate, culturally relevant and coordinated with drug prevention and health promotion programs.

Tennessee Students Against Destructive Decisions (SADD) provides statewide coordination and assistance to almost 100 SADD chapters and works in cooperation with state



PREVENTION CONT.



agencies, local school districts, law enforcement agencies, and other state and community-based organizations.

The purpose of Tennessee SADD is to assist and encourage middle and high school students to live safe, healthy, and substance-free lifestyles by creating chapters in their schools that support and promote positive decision-making. SADD promotes a “No-Use” message – no alcohol, tobacco, or illegal substances – through positive peer pressure, support, and activism. SADD’s mission is to empower young people to successfully confront the risks and pressures that challenge them throughout their daily lives.

Mothers Against Drunk Driving (MADD) Tennessee also provides statewide education to students, teachers, parents, school resource officers, and law enforcement agencies.

Their prevention messages are shared at schools, town hall meetings, panel discussions, and other locations to reach underserved populations. MADD Tennessee’s message promotes community involvement because it will

take parents, youth, and community members to solve the problem of impaired driving. MADD TN is focused on one number – zero. Zero deaths. Zero injuries. Zero families impacted by impaired driving.

The Coalition for Healthy & Safe Campus Communities (CHASCo), through the Tennessee Independent Colleges, Universities, and Associates (TICUA), serves to support campuses across the state in the creation of projects focused on alcohol and impaired driving. These educational efforts aim to correct misconceptions around drinking and to emphasize protective strategies that reduce incidents of impaired driving. The project focuses on student leaders to ensure that campaigns are student-led and culturally relevant.

EMPLOYERS

States should provide information and technical assistance to employers and encourage employers to offer programs to reduce underage drinking and impaired driving by employees and their families.

Programs to support and educate both employers and employees of the dangers and consequences of impaired driving will be encouraged. Employers should understand the liability associated with company sponsored events where alcohol is available or provided to employees, such as holiday parties, and consider alternative transportation to remove the possibility of driving while intoxicated. Employee Assistance Programs provide individuals with a confidential resource if they believe they may have an alcohol or drug problem. Providing any of these services to employees and their families can benefit the company, their employees, and the community.

In addition, there has been collaboration with the Network of Employers for Traffic Safety (NETS). NETS is an employer-led public/private partnership dedicated to improving the safety and health of employees, their families, and members of the communities in which they live and work by preventing traffic crashes that occur both on- and off-the-job. They are supported by great traffic safety partners such as the Insurance Institute for Highway Safety (IIHS), NHTSA, the National Transportation Safety Board (NTSB), and the National Safety Council (NSC).

COMMUNITY COALITIONS AND TRAFFIC SAFETY PROGRAMS

Community coalitions and traffic safety programs should provide the opportunity to conduct prevention programs collaboratively with other interested parties at the local

level and provide communications toolkits for local media relations, advertising, and public affairs activities. Coalitions may include representatives of government such as highway safety; enforcement; criminal justice; liquor law enforcement; public health; driver licensing and education; business, including employers and unions; the military; medical, health care and treatment communities; multicultural, faith-based, advocacy and other community groups; and neighboring countries, as appropriate.

Technology can also be utilized to inform and educate a larger audience beyond the schools; it is critical to engage the community as well. Unique to Tennessee is the ReduceTNcrashes.org website. This is an ideal communication platform to reach and engage the young driver segment, high school leaders, and community stakeholders. The staff involved with ReduceTNcrashes.org pursues school participants to increase statewide activity and involvement. Further, they implement on-site training sessions with high school traffic safety organizations to improve familiarity with statewide traffic safety programs and website functions. Currently, in 2019, there were 47 schools which have received signs, banners, and/or Graduated Driver Licensing (GDL) materials. Out of those, 21 went on to do at least one additional traffic-safety related activity. There have been 208 schools reached/involved since the inception. Approximately 40-60 schools join every year.



CRIMINAL JUSTICE SYSTEM



Tennessee utilizes all components of its criminal justice system—laws, enforcement, prosecution, adjudication, criminal and administrative sanctions and communications—to achieve both specific and general deterrence. Specific deterrence focuses on individual offenders and seeks to ensure that impaired drivers will be detected, arrested, prosecuted, and subject to swift, sure, and appropriate sanctions. Using these measures, the criminal justice system seeks to reduce recidivism. General deterrence seeks to increase the public perception that impaired drivers will face severe consequences, discouraging individuals from driving impaired. A multidisciplinary approach and close coordination among all components of the criminal justice system are needed to make the system work effectively. In addition, coordination is needed among law enforcement agencies at the state, county, and municipal levels to create and sustain both.

The THSO provides significant resources for training as well. Through impaired driving related grants it seeks to offer high quality, zero cost opportunities to meet the needs of law enforcement agencies, prosecutors, judges, and other traffic safety professionals.

LAWS - CURRENT TENNESSEE STATUTES

IMPLIED CONSENT

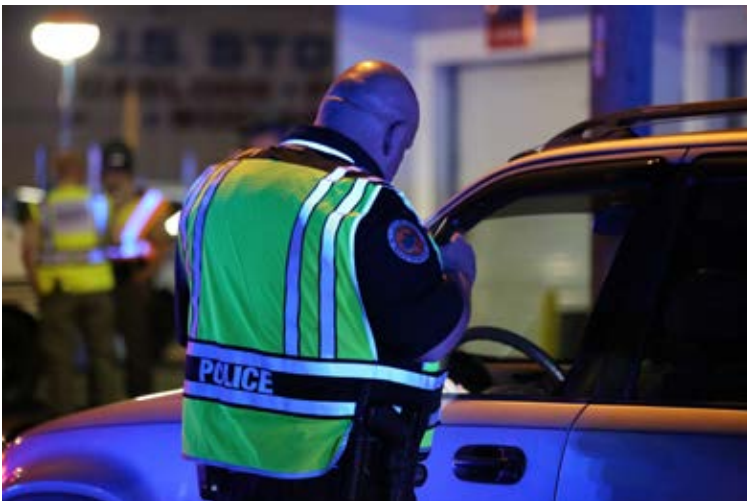
REFUSAL TO SUBMIT TO BAC [55-10-407]

- Revocation of Driver License for 1 year - 1st offense
- Revocation of Driver License for 2 years - 2nd offense
- Revocation of Driver License for 2 years if crash resulted in bodily injury
- Revocation of Driver License for 5 years if crash resulted in a death

1ST TIME DUI OFFENDER

.08 (BAC) [55-10-402(A)(1)] [55-10-403]

- 48 hours up to 11 months, 29 days for offenders in violation of 55-10-401
- .20 BAC or greater minimum jail time 7 consecutive days
- License revocation for 1 year - Restricted License available
- You will be ordered to participate in an alcohol and drug treatment program
- Pay restitution to any person suffering physical injury or personal loss
- \$350-\$1,500 fine
- With towing, bail, attorney, high risk insurance, court costs, school, and reinstatement fees, your first offense average costs could add up to \$4,900
- Ignition Interlock Device installed at your expense. Minimum first year costs could exceed \$1,000.00
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense
- Drug and Alcohol Treatment may be required at the judge's discretion



2ND TIME DUI OFFENDER

[55-10-402 (A)(2)]

- 45 days to 11 months, 29 days in jail
- \$600-\$3,500 mandatory fine
- License revocation for 2 years/Restricted License available
- Subject to vehicle seizure/forfeiture
- You will be ordered to attend an alcohol and drug treatment program
- Ignition Interlock Device installed at your expense
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense
- Pay restitution to any person suffering personal injury or loss

3RD TIME DUI OFFENDER

[55-10-402 (A)(3)]

- 120 days to 11 months, 29 days in jail
- \$1,100 to \$10,000 mandatory fines
- License revocation for 6 years/Restricted license available
- Subject to vehicle seizure/forfeiture
- Alcohol and drug treatment program
- Ignition Interlock Device installed at your expense
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense

4TH TIME DUI OFFENDER

- Class E Felony [55-10-402(a)(4)]
- 1-6 Years of jail time with a minimum of 150 consecutive days served
- \$3,000 to \$15,000 mandatory fine
- License revocation for 8 years/Restricted license available
- Subject to vehicle seizure/forfeiture
- Alcohol and drug treatment program
- Ignition Interlock Device installed at your expense
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense

5TH TIME DUI OFFENDER

- Class D Felony [55-10-492(a)(5)]
- 2 - 12 years jail time with a minimum of 150 consecutive days served
- \$3,000 to \$15,000 mandatory fine
- License revocation for 8 years/Restricted license available
- Subject to vehicle seizure/forfeiture
- Alcohol and drug treatment program
- Ignition Interlock Device installed at your expense
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense

6TH TIME DUI OFFENDER

- Class C Felony [55-10-402(a)(6)]
- 3-15 years of jail time with a minimum of 150 consecutive days served
- \$3,000 to \$15,000 mandatory fine
- License revocation for 8 years/Restricted license available
- Subject to vehicle seizure/forfeiture
- Alcohol and drug treatment program
- Ignition Interlock Device installed at your expense
- If two convictions of DUI in 5 years, Ignition Interlock Device required for 6 months after reinstatement at your expense

7TH TIME DUI OFFENDER AND SUBSEQUENT

- Class C Felony
- 3-15 years of jail time served at least 85% with no probation or parole
- \$3,000 to \$15,000 mandatory fine
- License revocation for 8 years/Restricted license available
- Subject to vehicle seizure/forfeiture
- Alcohol and drug treatment program
- Ignition Interlock Device installed at your expense

VEHICULAR ASSAULT

- Serious injury to another person by a DUI driver
- Class D Felony [39-13-106]
- License revocation from 1 to 5 years according to number of prior offenses
- Jail time 2 to 12 years with mandatory minimum according to range [40-35-112]
- Plus fines and court costs
- No restricted driver license is available

AGGRAVATED VEHICULAR ASSAULT

Serious injury to another person by a DUI driver with priors and any of the following conditions are present: (a) two or more prior DUI convictions, (b) one or more convictions for: (i) vehicular assault, (ii) vehicular homicide by intoxication, or (iii) aggravated vehicular homicide; or (c) .20% BAC or more at time of offense and has one prior conviction for DUI.

- Class C Felony [39-13-115]
- Jail time of 3 to 15 years with mandatory minimum according to range
- Mandatory fine ranging from \$5,000 to \$15,000
- License revocation from 1 to 5 years according to number of prior offenses
- No restricted driver license is available

VEHICULAR HOMICIDE

- Class B Felony [39-13-213] [40-35-112]
- Reckless killing as the proximate result of drivers intoxication
- Class C Felony if reckless killing
- 8-30 years
- Fatal crash caused by DUI with .08 BAC or more
- License revocation for 3-10 years
- No restricted driver license is available

AGGRAVATED VEHICULAR HOMICIDE WHILE DRIVING INTOXICATED

- Class A Felony [39-13-218] [40-35-112]
- 15-60 years
- If any of the following conditions are present: Two or more prior (a) DUI convictions, (b) Vehicular assault convictions or, (c) any combination
- One prior Vehicular Homicide
- A BAC of .20 or greater at the time of the vehicular homicide has (1) one prior DUI or Vehicular Assault offense

FEES TO REINSTATE A DRIVER LICENSE AFTER ALCOHOL-RELATED OFFENSES IMPLIED CONSENT/ REFUSAL TO SUBMIT TO BLOOD ALCOHOL T.C.A. 55-10-406

- \$100 reinstatement fee
- \$50 fee if filing of financial responsibility (SR-22) is required
- \$75 fee for failure to surrender driver license may be required
- Required to apply for valid license & pay appropriate driver license fee

DRUG FREE YOUTH ACT OFFENSES (AGES 13 17) (T.C.A. 55-10-701) & UNDERAGE POSSESSION OF ALCOHOL (AGE 18 -21) (T.C.A. 57-5-301)

- \$20 reinstatement fee
- \$75 fee for failure to surrender driver license may be required
- Required to apply for valid license & pay appropriate driver license fee

ALL OTHER DUI TYPE OFFENSES

- \$100 reinstatement fee
- \$3 certification fee if violation occurred in Tennessee
- \$50 fee if filing of financial responsibility (SR-22) is required
- \$75 fee for failure to surrender driver license may be required
- Required to apply for valid license & pay appropriate driver license fee

PENALTIES FOR DRUG AND ALCOHOL-RELATED OFFENSES COMMITTED BY MINORS - DRUG FREE YOUTH ACT OFFENSES (AGES 13 – 17) T.C.A. 55-10-701

- License suspension for 1 year or until person reaches age 17, whichever is longer for 1st offense & may apply to court for early withdrawal of suspension after serving 90 days
- License suspension of 2 years or until person reaches age 18, whichever is longer for 2nd offense & may apply to court for early withdrawal of suspension after serving 1 year
- Restricted license can be issued on 1st offense at court discretion, however, on 2nd offense must serve one year of suspension before eligible for restricted

CRIMINAL JUSTICE SYSTEM CONT.



UNDERAGE POSSESSION OF ALCOHOL

(AGE 18 -21) T.C.A. 57-5-301

- License suspension for 1 year or until person reaches age 17, whichever is longer for 1st offense & may apply to court for early withdrawal of suspension after serving 90 days
- License suspension of 2 years or until person reaches age 18, whichever is longer for 2nd offense & may apply to court for early withdrawal of suspension after serving 1 year
- Restricted license can be issued on 1st offense at court discretion, however, on 2nd offense must serve one year of suspension before eligible for restricted

DRIVING WHILE IMPAIRED

(AGE 16 – 20) T.C.A. 55-10-415

- License revocation for 1 year/No provision for restricted license
- \$250 fine
- Court may impose public service work



ENFORCEMENT AND PUBLICIZING HIGH VISIBILITY ENFORCEMENT (HVE)

Tennessee conducts frequent, highly visible, well publicized and fully coordinated impaired driving law enforcement efforts throughout the state, especially in locations where alcohol related fatalities most often occur. To maximize visibility, we fully leverage contact between officers and drivers using sobriety checkpoints and saturation patrols and widely publicize these efforts. Highly visible, highly publicized efforts are conducted periodically as well as on a sustained basis throughout the year, under normal circumstances. We coordinate efforts among state, county, and municipal law enforcement agencies. The state utilizes Law Enforcement Liaisons (LEL) located in the four grand regions of the state (West, Middle, Cumberland, East), for activities such as the promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and for collaboration with local chapters of police groups and

associations that represent diverse groups to gain support for enforcement efforts.

HVE combines law enforcement, visibility elements, and a publicity strategy to educate the public and promote voluntary compliance with the law. Checkpoints, saturation patrols, roving patrols, and other HVE strategies enable these efforts to be successful. Measured outcomes are increased publicity and written warnings to the public.

The HVE concept is a departure from traditional law enforcement traffic enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (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 traffic safety of their community.

To increase the probability of detection, arrest, and prosecution, participating officers receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE), etc. These training opportunities are offered at no cost to the agencies through the THSO Statewide Training Program under the direction of the Statewide Training Coordinator, the DRE and ARIDE Statewide Training Coordinator, as well as two Traffic Safety Resource Prosecutors (TSRP) through the Tennessee District Attorneys General Conference (TNDAGC).

The Drug Evaluation and Classification (DEC) Program has received national acclaim for its success in identifying the drug-impaired driver. Officers trained as DREs are frequently called upon to differentiate between drug influence and medical and/or mental disorders and are an extremely valuable tool in combating the adverse impact of drug and alcohol impaired driving in our communities. DRE School is extremely demanding. As of June 2020, there are 236 certified DREs in Tennessee.

PROSECUTION

Impaired driving cases are perhaps the most litigious and complex cases in the judicial system; yet historically they were routinely handled by the least experienced prosecutors. Tennessee utilizes a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts. Tennessee Traffic Safety Resource Prosecutors (TSRP) provide training opportunities to prosecutors and law enforcement officers in DUI investigation and prosecution, case law, trial tactics, and combating defense challenges. The TSRPs also train law enforcement officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. In addition to training, technical assistance on DUI prosecution and assistance with cases on an as needed basis is available through the TSRP program.

Since 2002, the THSO has provided financial resources for staffing to judicial districts in the form of grants. These grants allow for the hiring of specialized impaired driving prosecutors as well as administrative staff. In its infancy, there were four districts. By 2021 this will expand to twenty-nine from the current twenty-five. These resources ensure impaired driving cases receive aggressive prosecution. The primary goals and objectives are as follows:

GOALS



To reduce DUI recidivism and DUI-related fatalities and injuries in (County/Judicial District) through specialized prosecution.



To increase DUI prosecutor expertise and police officer expertise in DUI investigations through training.



To make provable cases that result in the prosecution of (in rank order): (1) DUI death or serious bodily injury cases, criminal/circuit cases for multiple and felony DUI offenses (not excluding general sessions court), and (2) first DUI offenses in criminal court and (3) all DUI offenses in general sessions court (if times permits).



To ensure timely prosecution of multiple-offenders, the DUI Prosecutors will adhere to a written policy (or will put one in place) that calls for criminal/circuit court to resolve or a set a trial date for these cases within 120 days of defense council's appointment or retention.

ADJUDICATION

Recovery Courts reduce recidivism among repeat and high-BAC offenders. These specialty courts involve all criminal justice stakeholders (prosecutors, defense attorneys, probation officers, and judges), along with alcohol and drug treatment professionals, who use a cooperative approach to systematically change participant behavior. This cooperative approach strengthens the effectiveness of the enforcement, increases the consistency of adjudication, improves case management by providing access to specialized personnel, and speeds up disposition and adjudication. These courts also increase access to testing and assessment to help identify impaired driving offenders (especially those with substance abuse disorders) thus serving to prevent them from reoffending. Although Tennessee has Recovery Courts (also called Drug Courts, DUI Courts, Mental Health Courts, and Veterans Treatment Courts) in all 31 jurisdictions, all counties do not have access to them and their scope is often limited due to funding considerations. The IDAC recognizes the value of these courts in sentence monitoring and enforcement. Currently, the THSO partners with the Tennessee Department of Mental Health and Substance Abuse Services (TDMHSAS) in an effort to enhance the existing state recovery court system.

To ensure that judges stay up-to-date on impaired driving issues, evolving investigative techniques, trending drugs of abuse and their effects on the body, and other changes in the legal landscape as they pertain to impaired driving, education opportunities for judges at the state level are provided through the state's Judicial Outreach Liaison (JOL) through a partnership with the THSO and the University of Tennessee Center for Transportation Research.

ADMINISTRATIVE SANCTIONS AND DRIVER LICENSING PROGRAMS

The state uses administrative sanctions, including the suspension or revocation of an offender's driver license; the impoundment, immobilization or forfeiture of a vehicle; and the use of ignition interlock devices. Programs under this category reinforce and complement the State's overall program to deter and prevent impaired driving. Examples include the following types of countermeasures:



GDL for novice drivers, especially those parts of the GDL that address impaired driving.



Education programs that explain alcohol's effects on driving



The state's zero-tolerance laws for minors



Efforts to prevent individuals from using a fraudulently obtained or altered drivers license

COMMUNICATION PROGRAM



The THSO will utilize an integrated communications plan that works in tandem with the law enforcement communities across the State of Tennessee and alignment with the NHTSA Communications Plan. The THSO will capitalize on unique promotional opportunities available in the State of Tennessee that reach the target demographic highlighted by state-specific crash data. In addition, the IDAC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. State campaigns such as Booze It and Lose It; You Drink, You Drive, You Lose; Fans Don't Let Fans Drive Drunk; and Buzzed Driving is Drunk Driving are utilized based on which best aligns with the effort at that time. With the Director of Communications of the TDOSHS serving on the IDAC, the members and partners have a more unified effort to continually spread messages through paid media, earned media, social media, and other channels about the dangers and consequences of impaired driving and to bring awareness to the issues we face in influencing behavioral changes.

Brand recognition and interpretation of the message will help encourage behavioral changes. This effort, over time, can be persuasive and effective at modifying driver behavior, particularly when used in conjunction with enforcement efforts.

PAID MEDIA

The THSO has engaged in a state interagency contractual agreement with Tennessee Technological University (TTU) to provide media buying, marketing, and advertising services. Services include feature design, production, purchasing, and administrative reconciliation to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services encompass the purchasing and creation of audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll,

native, and Over-the-Top Television [OTT]), cinema ads, and Out-of-Home (OOH) to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics to most effectively engage the target audience, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

BOOZE IT & LOSE IT / BUZZED DRIVING IS DRUNK DRIVING / FANS DON'T LET FANS DRIVE DRUNK



The Booze It & Lose It message will be utilized with enforcement activities during the Holiday and Labor Day campaign periods and will target the male 18-34 demographic group. The campaigns will include audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and OTT), cinema ads, and OOH for in-bar advertising. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

**FANS DON'T LET
FANS DRIVE DRUNK**

TENNESSEE HIGHWAY SAFETY OFFICE

Outside of enforcement periods, the social norming messages Buzzed Driving is Drunk Driving and Fans Don't Let Fans Drive Drunk are used during Halloween, St. Patrick's Day, and Independence Day holidays, along with sports contractors, using a combination of the mediums mentioned above. Target demographics for each campaign are selected based on state-specific, historical crash data. Further, this includes a diversity strategy to influence the driving behavior of the Hispanic population, as indicated by the crash data.

EARNED MEDIA

The THSO will strategize earned media as part of its integrated communications plan that works in tandem with NHTSA. This plan requires cohesive collaboration between earned media and paid media to reinforce Tennessee laws and change driver behavior.

Each media campaign will be strategized to reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to accurately target messaging.

TACTICS AND CHANNELS

TRADITIONAL MEDIA VERSUS NEW MEDIA

The THSO's earned media efforts are comprised of the following: traditional news media, digital news media, and social media. The THSO will continue to pitch traditional news outlets like local radio, television, and print newspapers; however, the THSO will substantially increase efforts toward digital communications and social media as internet technology continues to advance.

PRESS EVENTS

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. A press event is a tactic used to increase community support, personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video recorded, uploaded to YouTube, and posted to social media. In 2016, the THSO began using Facebook Live to

record press events.

WEBSITE

The THSO website, www.TNTrafficSafety.org, serves as the primary resource for THSO's digital assets. The site provides Tennessee traffic crash data, THSO news and information, event calendars, educational resources, and more.

SOCIAL MEDIA

In advance of every month, the THSO builds a digital social media calendar using a Google spreadsheet. This spreadsheet is populated with content based on the NHTSA communications calendar. The THSO also develops creative content to capitalize on social media trends, upcoming events, and popular topics. The THSO often uses social events to apply a relevant traffic safety message. Once approved by THSO management, all content within the social media calendar is scheduled to be posted via Hootsuite, a social media dashboard.

The THSO closely monitors its social media presence using the analytical tools provided by each platform. The THSO's most successful platforms are YouTube, Facebook, and Twitter. Social media reports are generated monthly and shared with the management team for review. This allows staff and management to know which content generated the most interest and engagement.



ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION



Impaired driving frequently is a symptom of a larger alcohol or other drug problem. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency issues. Without an appropriate assessment and access to substance abuse treatment, these offenders are more likely to re-offend.

In addition, alcohol use leads to other injuries and health care problems. Frequent visits to emergency departments present an opportunity for intervention, which might prevent future arrests or motor vehicle crashes, and result in decreased alcohol consumption and improved health.

Over the past fifteen years, there has been a shift in the substance of abuse for Tennesseans receiving publicly funded treatment services. For many years, alcohol was the primary substance of abuse and the state's prevention and treatment efforts focused on that population. However, in 2012, prescription opioids surpassed alcohol as the primary substance of abuse for people whose treatment was funded through the Tennessee Department of Mental Health and Substance Abuse Services (TDMHSAS). In FY 2019, the top four substances of abuse were opioids, methamphetamine, alcohol and marijuana.

SCREENING AND ASSESSMENT

TDMHSAS worked with the General Assembly to restructure the law for indigent DUI offenders to receive a clinical screening and assessment for substance abuse treatment. Screening and assessment for substance use disorders are performed at a licensed treatment facility utilizing evidenced-based tools. The Addiction Severity Index, Fifth Edition (ASI – 5th Ed.), will be utilized to determine the need for substance abuse treatment. The ASI is a standardized multi-focused screening/assessment tool used to collect information regarding the nature and severity of problems encountered by individuals abusing alcohol and/or drugs. The American Society of Addiction Medicine (ASAM) determines clinical placement in the appropriate level of care. ASAM is the most widely used and comprehensive set of guidelines for placement, continued stay, and transfer/discharge of service recipients with addiction and co-occurring conditions.

DUI SCHOOLS

All drivers convicted of DUI are required to enroll in a DUI program. DUI programs are private and professional non-profit organizations that provide education, a psychosocial evaluation, and treatment referral services to DUI offenders to

satisfy judicial and driver licensing requirements.

A licensed DUI School is an early intervention program that provides screening, assessment, and education for individuals convicted of driving under the influence of alcohol and/ or other drugs. An evidenced-based curriculum leads students through the process of self-evaluation and personal reflection, helping prevent future substance abuse problems from occurring. The program helps individuals who want to have their driver's license reinstated or are court ordered to participate in a DUI school program.

TREATMENT AND REHABILITATION

Traditional methods of treating impaired driving offenders have not been successful in lowering crash rates or reducing the incidence of impaired driving. In the past, court systems punished the DUI offender in multiple ways:

- Placing him/her in jail for a mandated period of time;
- Taking away the offender's driver license;
- Requiring litter pick up along the streets;
- Participation in an alcohol and drug education class;
- If being arrested again for another DUI, participation in residential treatment for 21 to 28 days.

Although these might deter some people, repeat offenders

need treatment. Research indicates that long-term treatment, combined with judicial supervision, is working to reduce recidivism with multiple offenders. Recovery Courts, a DUI Court program, provides such treatment.

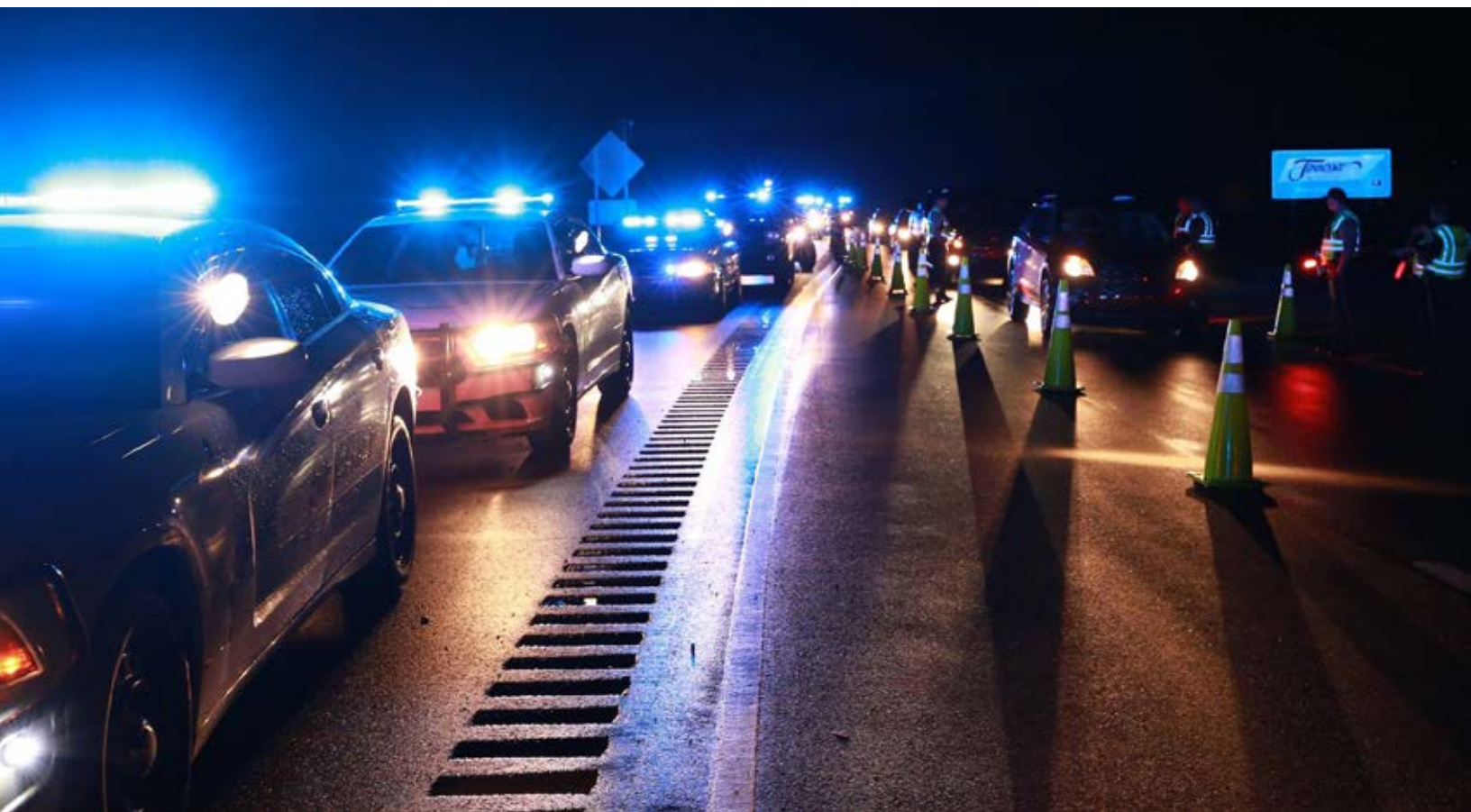
DUI Court programs are based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the Drug Court's ten guiding principles and adhering to them should produce a program that will successfully rehabilitate a repeat DUI offender and reduce the recidivism rate for multiple DUI offenses, thereby ensuring fewer victims and a safer community. This planned activity of screening, assessment, treatment, and rehabilitation of DUI offenders occurs through a partnership with the TDMHSAS.

TDMHSAS also provides substance abuse treatment and recovery support services for individuals who are indigent and ordered to treatment by the court due to DUI. FY 2015 – 2019 data for offenders who received treatment services indicates that alcohol as a substance of abuse has been trending down, 53.1% (FY 2015) and 35.1% (FY

2019), by 33% in just a 4-year period. At the same time, the percentage of individuals identifying opioids as a substance of abuse has remained stable at 44%. Methamphetamine has increased from 18.1% to 38.3%, representing a 52% increase during the same period.

The Tennessee Department of Correction (TDOC) offers many substance abuse services to assist individuals with reentry. Reentry begins at adjudication and includes the entire spectrum of rehabilitative services including medical, behavioral health and substance use treatment, education, vocational training, religious and volunteer services, correctional counseling, and employment services and assistance.

Reentry enhances public safety through a seamless system of care by identifying an individual's risks and needs upon entry into the justice system and develops a system of treatment and programming throughout their incarceration, transition, and reentry into the community.





All substance use disorder programs (outpatient and inpatient treatment) embody the following characteristics:

- A multi-disciplinary approach under a Behavioral Health Services Model in which substance use treatment counselors, mental health professionals, and medical staff collaborate under one system of care to provide holistic treatment.
- Evidence-based treatment interventions, such as cognitive behavioral therapy and motivational interviewing that focus on inmates' criminogenic needs.
- All program participants work closely with treatment staff to develop treatment plans that guide and monitor an individual's personal progress while in programming.
- Treatment plans are developed after staff conducts a thorough medical, psychological, and social assessment and address issues such as addiction severity, criminal thinking errors, and dysfunctional relationships.
- All programs have treatment staff that monitor an inmate's progress, assure that treatment goals are met, and provide re-entry services.
- All participants must complete three treatment phases, which include orientation, primary treatment, and strengthening positive changes. As offenders move through the treatment phases, they receive incremental responsibilities and incentives.

MONITORING IMPAIRED DRIVERS

Ignition Interlock: On average, an intoxicated driver has driven drunk 80 times before the first arrest, and on any given day a family shares the roadways with more than two

million impaired drivers who have had three or more prior convictions. While suspending the license of these individuals makes sense, in reality, three out of four of those with a suspended license continue to drive, threatening the safety of others.

An ignition interlock is a device about the size of a cell phone that is wired into the ignition system of a vehicle. A convicted drunk driver must blow into the device in order to start their vehicle. If they have a measurable amount of alcohol in their system, the vehicle will not start. It is a simple and economical way to make sure that offenders can drive to and from work, but that they can't drive drunk.

Although Tennessee has had an all-offender Ignition Interlock law in place since 2013, convicted DUI offenders were only required to install the device if they applied for a restricted driving license. However, many simply chose to accept a license revocation and then re-apply for their license after a year. The problem: 50-75 percent of convicted drunk drivers continue to drive on a suspended license which is one reason why 1/3 of first offenders repeat the offense.

HB 1843 /SB 2065, passed in 2016, requires a judge to order an ignition interlock device for all convicted DUI offenders — unless the judge provides a finding of fact to not order the device. This means the offender must have an ignition interlock device installed on his/her vehicle for 365 days before he/she can apply for a new license. In addition, the law provides for a compliance-based removal program, which means an offender must be violation-free for 120 consecutive days before the device can be removed and a new license issued.

PROGRAM EVALUATION AND DATA



The IDAC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Tennessee to enhance safety decision-making and encourage evaluation of the impaired driving system and programs.

PROGRAM EVALUATION

An overall evaluation of all traffic safety funded projects and other non-funded impaired driving efforts is conducted annually via the THSO Annual Report. The reported progress of funded efforts, along with the outcome of crash data trends, are used to assess gaps, identify successes and plan new program strategies. Successes are documented and shared among impaired driving enforcement agencies and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven to be effective statewide.

DATA

Tennessee effectively maintains a system of records that can:

- 1) Identify impaired drivers;
- (2) Maintain a complete driving history of impaired drivers;
- (3) Receive timely and accurate arrest and conviction data from law enforcement agencies and the Clerks of Courts including data on operators as prescribed by the commercial driver licensing regulations; and
- (4) Provide timely and accurate driver history records to law enforcement and the courts.

TENNESSEE INTEGRATED TRAFFIC ANALYSIS NETWORK (TITAN)

TITAN serves as Tennessee's statewide traffic records management system involving the collection, storage, and dissemination of traffic records. Data collected by the TITAN system is used by numerous traffic safety professionals and law enforcement agencies to prepare enforcement plans and to incorporate into data-driven enforcement programs. In addition, data from TITAN drives the goals and objectives within the SHSP, annual HSP, annual HSIP Report, and Impaired Driving Strategic Plan. Impaired driving crash data and DUI arrest data captured within the TITAN system is also used in THP's Predictive Analytics program, which provides THP field supervisors with statistical forecasts where impaired driving incidents are most likely to occur. This information is then applied to the allocation of personnel, saturation patrols, routine traffic patrol, and DUI enforcement efforts. Data captured by the TITAN system is also utilized by grantees to justify applications for enforcement grants.



PROGRAM EVALUATION AND DATA CONT.



DUI TRACKER

DUI Tracker is a statewide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for the offense of DUI. The system collects data on DUI offenders from the time of arrest, all the way through adjudication and sentencing. It allows stakeholders to produce statistical reports and gauge the effectiveness of DUI laws, conviction rates, recidivism, and after care programs. Data is used by DUI prosecutors, state government agencies, and is often provided to the State Legislature when DUI legislation is being considered. Data from DUI cases is entered into the system by DUI Coordinators in 25 of the 31 judicial districts, which is made possible through specialized prosecution projects funded by the THSO. A planned expansion of these projects will increase to 29 judicial districts and provide a more comprehensive statewide data collection.

TENNESSEE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

The TRCC is composed of members responsible for the oversight and coordination of the state's traffic records system. This includes individuals from state agencies including TDOSHS, TDOT, and TDOH, as well as local law enforcement, FHWA, FMCSA, court clerks, and others. The TRCC enables meaningful communication among stakeholders and facilitates integration between traffic records systems. Also, the TRCC develops an annual traffic records strategic plan and establishes goals and performance measures for the state's traffic records systems, which focus on enhancements to data quality, consistency, timeliness, completeness, and accuracy. The TRCC also helps to identify and monitor traffic records improvement projects across disciplines.

These functions ensure that data needs related to impaired driving are reviewed regularly.

DRIVER'S LICENSING DIVISION (TDOSHS)

The Motor Vehicle Record (MVR), which is through the Driver's Licensing Division, maintains a record of any DUI or other impaired driving conviction. It records, among other things, any traffic violations that result in points against a driver's license.

TENNESSEE BUREAU OF INVESTIGATION (TBI)

The TBI Crime Laboratories compile monthly statistics and backlog reports for submitted cases including blood alcohol and toxicology (drug screen) evidence. They maintain a count of the number of cases submitted, completed, exhibits completed, and tests completed. They also compile a monthly backlog (in weeks) for toxicology and blood alcohol cases.

ADMINISTRATIVE OFFICE OF THE COURTS (AOC)

The AOC collects trial court* filing and disposition data for DUI-related offenses including misdemeanor and felony cases. Data collected includes district, county, docket number, court, filing date, disposition date, type of disposition, the charged and adjudicated TCA Code and Class, type of hearing, and the presiding judge.

**The AOC currently does not have case information from General Sessions courts. However, the appropriation of recurring funds to the AOC for the creation and maintenance of the General Sessions Data Repository will enable them to collect such data in the near future; approximately late Fall 2020. The repository is currently in the final phase of development with the last modules close to completion.*

CONTACT INFO

Tennessee Highway Safety Office
312 Rosa L Parks, Nashville, TN 37243
(615) 741-2589

<https://tntrafficsafety.org/IDAC>

Tennessee Impaired Driving Advisory Council Members

1. VACANT- District Attorney General/Assistant District Attorney General
2. Jeff Bledsoe, Executive Director- Tennessee Sheriff's Association
3. Wes Moster, Director of Communication, Tennessee Department of Safety and Homeland Security
4. Tony Burnett, DRE/ARIDE Statewide Training Coordinator, Tennessee Highway Safety Office
5. Leon Burns, Judicial Outreach Liaison, University of Tennessee
6. Michelle Consiglio-Young, Assistant General Counsel/Legislative Liaison, Tennessee Supreme Court/Administrative Office of the Courts
7. VACANT - Tennessee Association of Chiefs of Police
8. Brian Evans, Lieutenant, Knoxville Police
9. Mike Gilliland, Lieutenant, Nashville Police Department
10. William Goodman, Trooper, Tennessee Highway Patrol
11. Keith Watson, Colonel, Memphis Police Department
12. Michael Hogan, Director of Driver License Services Division, TN Department of Safety and Homeland Security
13. Stephanie Krivcher, DUI Probation Officer, Metropolitan Government of Nashville Davidson County
14. Matt Majors, Captain, Tennessee Wildlife Resources Agency
15. VACANT - Mothers Against Drunk Driving
16. Joseph Massengill, Trooper, TN Department of Safety & Homeland Security
17. Chris Osbourn, TITAN Program Director, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security
18. Carrol Owen, Jr., Chief Inspector, Shelby County Sheriff's Office
19. Jessica Rich, Safety Engineer, Federal Highway Administration
20. Terry Seay, Sergeant, TN Department of Safety & Homeland Security
21. Robert Seesholtz, Trauma System Manager, TN Department of Health
22. Taryn Sloss, Assistant Commissioner of Substance Abuse, Department of Mental Health and Substance Abuse Services
23. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV
24. Matt Perry, Colonel, Tennessee Highway Patrol, TN Department of Safety and Homeland Security - Law Enforcement (Official representative will be Major Terrell Johnson)
25. Bobby Straughter, Assistant Commissioner, TN Department of Correction
26. Chuck Taylor, Deputy Commissioner, TN Department of Correction
27. Linda Walls, Traffic Safety Resource Prosecutor, District Attorneys General Conference
28. Terry Wood, Traffic Safety Resource Prosecutor, District Attorneys General Conference
29. Samera Zavaro, Special Agent/Forensic Scientist Supervisor Breath Alcohol Section, Tennessee Bureau of Investigation
30. Megan Cooper, TN Public & Government Relations Consultant, AAA

31. Brandon Darks, Manager-Project Safety Office, Tennessee Department Of Transportation
32. Jason Ivey, Deputy Director/Program Management Administrator, Tennessee Highway Safety Office, TN Department of Safety and Homeland Security, THSO Impaired Driving Coordinator (non-voting member)

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

4-3-1016. Restrictions on carry forwards and transfers of funds to the state general fund

(a) Notwithstanding any law to the contrary, subject to the specific provisions of an appropriation act, the commissioner of finance and administration is authorized to deny carry forwards for, and to transfer funds from, the funds, reserve accounts or programs identified in this section to the state general fund for the purpose of meeting the requirements of funding the operations of state government for the fiscal year ending June 30, 2006, and subsequent fiscal years. The authorization provided for in this subsection (a) shall not apply to allow the transfer of any fund balances that are mandated by federal law to be retained in such fund. This authority shall only apply to transfers and carry forwards necessary to fund the expenditures for the state for the fiscal year ending June 30, 2006, and subsequent fiscal years.

(b) No funds shall be transferred unless specifically appropriated in an appropriations act and such funds shall only be expended in accordance with such act.

(c) Notwithstanding any provision of this section to the contrary, no transfers are authorized from department of transportation funds, reserve accounts and programs in the highway fund or other funds created or referenced in titles 54, 55, 57, 65 and 67, except as authorized by § 47-18-1311.

(d) In the fiscal years ending June 30, 2008, June 30, 2009, June 30, 2010, June 30, 2011 and June 30, 2014, transfers are authorized from the following funds, reserve accounts and programs:

(1) Department of finance and administration, for the department of revenue, computerized titling and registration system accumulated fees, created or referenced in title 55, chapter 4, part 1;

(2) Department of finance and administration, domestic violence community education fund, created or referenced in title 36, chapter 3, part 6;

(3) Department of finance and administration, electronic fingerprint imaging systems fund, created or referenced in title 67, chapter 4, part 6;

(4) Department of finance and administration, family violence shelter reserve, created or referenced in title 36, chapter 6, part 4;

(5) Department of finance and administration, drug courts reserve, created or referenced in title 16, chapter 22;

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

(6) Department of finance and administration, state health planning reserve, created or referenced in title 68, chapter 11, part 16;

(7) Department of finance and administration, sexual assault program, created or referenced in title 40, chapter 24;

(8) Department of finance and administration, domestic assault defendant fines program, created or referenced in title 39, chapter 13, part 1;

(9) Department of correction, community correction program grants, created or referenced in title 40, chapter 36, part 3;

(10) Department of correction, supervision and rehabilitation accumulated fees, created or referenced in title 40, chapter 28, part 2;

(11) Department of correction, GPS offender tracking fees, created or referenced in title 40, chapter 28, part 2;

(12) Department of agriculture, agricultural resources conservation fund, created or referenced in title 67, chapter 4, part 4;

(13) Department of agriculture, agricultural regulatory fund, created or referenced in title 43, chapter 1, part 7;

(14) Department of environment and conservation, Tennessee board of water quality, oil and gas reclamation fund, created or referenced in title 60, chapter 1, part 4;

(15) Department of environment and conservation, solid waste management fund, created or referenced in title 68, chapter 211, part 8;

(16) Department of environment and conservation, used oil collection fund, created or referenced in title 68, chapter 211, part 10;

(17) Department of environment and conservation, hazardous waste remedial action fund, created or referenced in title 68, chapter 212, part 2;

(18) Department of environment and conservation, drycleaner environmental response fund, created or referenced in title 68, chapter 217;

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

(19) Department of environment and conservation, environmental protection fund, created or referenced in title 68, chapter 203;

(20) Department of environment and conservation, heritage conservation trust fund, created or referenced in title 11, chapter 7;

(21) Department of environment and conservation, lead based paint abatement fund, created or referenced in title 68, chapter 131, part 4;

(22) Department of environment and conservation, voluntary cleanup oversight and assistance fund, created or referenced in title 68, chapter 212, part 2;

(23) Department of environment and conservation, abandoned land program, created or referenced in title 59, chapter 8, part 2;

(24) Department of environment and conservation, underground storage tank fund, created or referenced in title 68, chapter 215, part 1;

(25) Department of environment and conservation, surface mine reclamation fund, created or referenced in title 59, chapter 8, part 2;

(26) Department of environment and conservation, local parks land acquisition fund, created or referenced in title 67, chapter 4, part 4;

(27) Department of environment and conservation, state lands acquisition fund, created or referenced in title 67, chapter 4, part 4;

(28) Tennessee wildlife resources agency, wetland acquisitions fund, created or referenced in title 67, chapter 4, part 4;

(29) Department of correction, sex offender treatment fund, created or referenced in title 39, chapter 13, part 7;

(30) Department of correction, work release supervision and rehabilitation accumulated fees, created or referenced in title 40, chapter 28, part 2;

(31) Department of economic and community development, FastTrack fund, created or referenced in chapter 3, part 7 of this title;

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

(32) Department of economic and community development, film and television incentive grants fund, created or referenced in chapter 3, part 49 of this title;

(33) Department of economic and community development, job skills fund, created or referenced in title 50, chapter 7, part 4;

(34) Education trust fund, created or referenced in title 49, chapter 3, part 3;

(35) Department of education, driver education fund, created or referenced in title 67, chapter 4, part 6;

(36) Department of education, safe schools program, created or referenced in title 49, chapter 6, part 43;

(37) Department of education, special schools, created or referenced in title 49, chapter 50, part 10;

(38) Department of education, Alvin C. York Institute operational reserve, created or referenced in title 49, chapter 50, part 10;

(39) Department of education, Tennessee school for the blind operational reserve, created or referenced in title 49, chapter 50, part 10;

(40) Department of education, Tennessee school for the deaf operational reserve, created or referenced in title 49, chapter 50, part 10;

(41) Department of education, West Tennessee school for the deaf operational reserve, created or referenced in title 49, chapter 50, part 10;

(42) Department of education, boys and girls clubs reserve, created or referenced in title 36, chapter 6, part 4;

(43) Department of financial institutions, bank fees, created or referenced in title 45, chapter 1, part 1, and any other law and such funds in a deferred revenue account;

(44) Department of commerce and insurance fees, created or referenced in Acts 2001, ch. 333, and title 56, chapter 2, part 5; title 56, chapter 4, part 1; title 56, chapter 6, part 1; title 56, chapter 14, part 1; title 56, chapter 32; title 56, chapter 35, part 1; and title 55, chapter 18;

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

(45) Department of commerce and insurance, emergency communications funds, created or referenced in title 7, chapter 86, part 1;

(46) Department of commerce and insurance, state board of accountancy fund, created or referenced in title 62, chapter 1, part 1;

(47) Department of commerce and insurance, division of regulatory boards fund, created or referenced in title 56, chapter 1, part 3;

(48) Department of commerce and insurance, real estate education and recovery education fund, created or referenced in title 62, chapter 13, part 2;

(49) Department of commerce and insurance, real estate education and recovery claims fund, created or referenced in title 62, chapter 13, part 2;

(50) Department of commerce and insurance, auctioneer education and recovery account, created or referenced in title 62, chapter 19;

(51) Department of commerce and insurance, manufactured housing fund, created or referenced in title 68, chapter 126, part 4;

(52) Department of labor and workforce development, employment security special administrative fund, created or referenced in title 50, chapter 7, part 5;

(53) Department of labor and workforce development, Tennessee Occupational Safety and Health Act fund, created or referenced in title 50, chapter 6, part 4;

(54) Department of labor and workforce development, uninsured employers fund, created or referenced in title 50, chapter 6, part 8;

(55) Department of mental health and substance abuse services or the department of health, alcohol and drug addiction treatment fund, created or referenced in title 40, chapter 33, part 2;

(56) Department of health, health access incentive account, created or referenced in title 66, chapter 29, part 1;

(57) Department of health, child safety fund, created or referenced in title 55, chapter 9, part 6;

(58) Department of health, nursing home residents fund, created or referenced in title 68,

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

chapter 11, part 8;

(59) Department of health, traumatic brain injury fund, created or referenced in title 68, chapter 55, part 4;

(60) Department of health, health-related boards fund, created or referenced in title 63, chapter 1, part 1;

(61) Department of revenue, C.I.D. anti-theft fund, created or referenced in title 55, chapter 3, part 2;

(62) Tennessee bureau of investigation, fingerprint criminal history database accumulated fees, created or referenced in title 39, chapter 17, part 13;

(63) Tennessee bureau of investigation, expunged criminal offender pretrial diversion database accumulated fees, created or referenced in title 38, chapter 6, part 1 and title 40, chapter 32;

(64) Tennessee bureau of investigation, intoxicant testing fund, created or referenced in title 55, chapter 10, part 4;

(65) Tennessee bureau of investigation, handgun permit reserve, created or referenced in title 39, chapter 17, part 13;

(66) Department of safety, driver education fund, created or referenced in title 67, chapter 4, part 6;

(67) Department of safety, motorcycle rider safety fund, created or referenced in title 55, chapter 51;

(68) Department of safety, handgun permit reserve, created or referenced in title 39, chapter 17, part 13;

(69) Department of children's services, child abuse prevention reserve, created or referenced in title 36, chapter 6, part 4;

(70) Court system Tennessee judicial information system fund, created or referenced in title 16, chapter 3, part 8;

(71) Court system divorcing parents mediation fund, created or referenced in title 36, chapter 6,

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

part 4;

(72) Court system court automation hardware replacement revolving loan fund, created or referenced in title 16, chapter 3, part 10;

(73) Court system municipal court clerks training and education program, created or referenced in title 16, chapter 18, part 3;

(74) Secretary of state voting machines loan fund, created or referenced in title 2, chapter 9;

(75) Secretary of state, voting machine reserve fund, created or referenced in title 2, chapter 9;

(76) Secretary of state, Blue Book reserve, created or referenced in title 8, chapter 3, part 1;

(77) Ethics commission reserve, created or referenced in title 3, chapter 6, part 1;

(78) State treasurer, small and minority-owned business assistance program, created or referenced in title 65, chapter 5, part 1;

(79) Health services and development agency fund, created or referenced in title 68, chapter 11, part 16;

(80) Tennessee regulatory authority, deferred revenue account, created or referenced in title 65, chapter 1, part 1 and any other reserve fund maintained by the Tennessee regulatory authority;

(81) Tennessee regulatory authority, Tennessee relay services/telecommunications devices access program, created or referenced in title 65, chapter 21, part 1; and

(82) Tennessee advisory commission on intergovernmental relations, accumulated balances or carry-over funds, created or referenced in chapter 10 of this title.

(e) In the fiscal years ending June 30, 2009, June 30, 2010, and June 30, 2011, in addition to the transfers authorized in subsection (d), transfers are authorized from the following additional funds, reserve accounts and programs:

(1) Department of correction, confiscated cash fund, created or referenced in chapter 6, part 1 of this title;

(2) Department of economic and community development, biofuels manufacturers incentive

Title 4 State Government
Chapter 3 Creation, Organization and Powers of Administrative Departments and Divisions
Part 10 Department of Finance and Administration
Tenn. Code Ann. § 4-3-1016 (2016)

fund, created or referenced in title 67, chapter 3, part 4;

(3) Department of health, diabetes prevention and health improvement account, created or referenced in former chapter 40, part 4 of this title [repealed]; and

(4) Department of environment and conservation, natural resources trust fund, created or referenced in title 11, chapter 14, part 3.

(f) In the fiscal years ending June 30, 2009, June 30, 2011 and June 30, 2014, transfers shall not be made from the following funds, reserve accounts or programs:

(1) Department of transportation funds, reserve accounts and programs in the highway fund or other funds created or referenced in titles 54, 55, 57, 65 and 67, except as otherwise provided by law;

(2) Department of commerce and insurance, state board of accountancy fund, created or referenced in title 62, chapter 1, part 1;

(3) Department of commerce and insurance, division of regulatory boards fund, created or referenced in title 56, chapter 1, part 3; and

(4) Department of health, health-related boards fund, created or referenced in title 63, chapter 1, part 1.

(g) Notwithstanding Acts 2001, ch. 333, § 9 and any other law to the contrary, transfers are authorized from the department of commerce and insurance fees increased by Acts 2001, ch. 333.

(h) Other law to the contrary notwithstanding, in the year ending June 30, 2009, reserves of the Tennessee regulatory authority, including the deferred revenue account created or referenced in title 65, chapter 1, part 1, the assistive telecommunication device distribution program reserve created or referenced in title 65, chapter 21, part 1, and any other reserve fund maintained by the authority are available to the authority for its operational costs; and such reserves may be transferred between operational accounts of the authority.

HISTORY: Acts 2004, ch. 512, § 1; 2005, ch. 500, § 10; 2008, ch. 1191, § 1; 2009, ch. 197, § 1; 2009, ch. 531, §§ 14, 15, 19; 2010, ch. 1100, § 8; 2011, ch. 509, § 1; 2012, ch. 575, § 1; 2012, ch. 727, § 2; 2014, ch. 917, §§ 5, 6, 8, 9.

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-101 (2016)

55-51-101. Chapter definitions

As used in this chapter:

- (1) "Chief instructor" means a licensed motorcycle operator who meets the standards established by the department to qualify to train and oversee instructors for the motorcycle rider education program;
- (2) "Department" means the department of safety;
- (3) "Director" means the commissioner of safety;
- (4) "Motorcycle rider education program" means the motorcycle training and information disbursement plan created in § 55-51-102;
- (5) "Motorcycle rider safety fund" means the restricted receipts account created in § 55-51-104 to be applied toward the cost of administering the motorcycle rider education program;
- (6) "Program coordinator" means the person designated by the director to plan, organize, and administer the motorcycle rider education program as provided in § 55-51-102(b);
- (7) "Rider training course" means a motorcycle rider education curriculum and delivery system approved by the department as meeting standards designed to develop and instill the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle; and
- (8) "Training specialist" means the person designated by the director to fulfill the obligations stated in § 55-51-102(c).

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-102 (2016)

55-51-102. Motorcycle rider education program

(a) The department shall establish standards for and shall administer the motorcycle rider education program. The program shall include, but is not limited to, rider training courses and instructor training. The department may expand the program to include public awareness, alcohol and drug effects, driver improvements for motorcyclists, licensing improvement, program promotion or other motorcycle safety programs.

(b) The director shall appoint a program coordinator who shall oversee and direct the program by setting program and funding guidelines, and conduct an annual evaluation.

(c) The director may also appoint one (1) or more training specialists who shall assist in establishing rider training courses throughout the state, support and implement program and funding guidelines and supervise instructors and other personnel as necessary. The training specialist may be a trained chief instructor.

(d) Rider training courses shall be open to all residents of the state who either hold a current valid driver license for any classification or who are eligible for a motorcycle learner's permit.

(e) An adequate number of rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who are eligible and who desire to participate in the program. The department shall issue certificates of completion in the manner and form prescribed by the director to persons who satisfactorily complete the requirements of the course. Program delivery may be phased in over a reasonable period of time.

(f) The department may enter into contracts with either public or private institutions for technical assistance in conducting rider training courses, if the course is administered and taught by a trained motorcycle rider instructor as established in § 55-51-103. A private organization providing a rider training course may charge a tuition fee; provided, that a private organization receiving a subsidy grant to provide for the start-up costs incurred in establishing the rider training course may charge a tuition fee with a maximum tuition fee to be determined by the department.

(g) In accordance with the procedures established by the Uniform Administrative Procedures Act, compiled in title 4, chapter 5, the department shall adopt rules and regulations as are necessary to implement the motorcycle rider education program.

(h) The director shall regulate and administer the motorcycle rider education program established under this chapter, and any person or entity providing instruction as authorized in this chapter shall not be subject to the state's commercial driver training laws, as found in chapter 19 of this title or regulations issued pursuant to those laws.

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-103 (2016)

55-51-103. Instructor requirements and training

(a) The department shall establish standards for an approved motorcycle rider education instructor preparation course. Successful completion of the course shall require the participant to demonstrate knowledge of the course material, knowledge of safe motorcycle operating practices, and the necessary aptitude for instructing students.

(b) The department shall establish minimum requirements for the qualification of a rider education instructor. The minimum requirements shall include, but not be limited to, the following:

- (1) The instructor must have a high school diploma or its equivalent;
- (2) The instructor must be at least eighteen (18) years of age and must hold a valid motorcycle operator's license or endorsement;
- (3) The instructor must have at least two (2) years of recent motorcycle riding experience;
- (4) The instructor's driver license must not have been suspended or revoked at any time during the preceding two (2) years;
- (5) The instructor must not have any convictions for driving under the influence of alcohol or drugs during the preceding five (5) years;
- (6) Instructors who are licensed in other states must furnish certified copies of their driving records to the department. An applicant shall not be eligible for instructor status until the applicant's driving record for the preceding five (5) years is furnished; and
- (7) The instructor must have an approved instructor certificate that may be a state or motorcycle safety foundation certificate, and the instructor must be registered as a currently active instructor.

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-104 (2016)

55-51-104. Motorcycle rider safety fund

(a) The motorcycle rider safety fund is established in the state treasury and, subject to the general appropriations act, shall be available on a continual basis to the department which shall administer the moneys. Moneys from the fund made available to the department shall only be used for administration of the motorcycle rider education program and for expenses relating to the program including, but not limited to, instructor training, licensing improvement, alcohol and drug education, public awareness, a driver improvement program for motorcyclists, technical assistance, program promotion, and other motorcycle safety programs. Funds may also be used for reimbursement of organizations with course sites. The department shall establish standards for disbursements of funds.

(b) Two dollars (\$2.00) of the annual registration fee for each registered motorcycle shall be credited to the fund as established in subsection (a).

(c) One dollar (\$1.00) of the application fee for a motorcycle operator learner's permit shall be credited to the fund as established in subsection (a).

(d) One dollar (\$1.00) of the fee for each original motorcycle operator's license or endorsement and for each renewal shall be credited to the fund as established in subsection (a).

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-105 (2016)

55-51-105. Advisory committee

(a) The director shall by regulation establish a motorcycle rider education program advisory committee to assist in the development of the motorcycle rider education program. The committee shall also monitor the program upon its implementation and report to the director as necessary with recommendations including, but not limited to, the administration, application, and substance of the program. The committee shall consist of five (5) members, including a chair, appointed by the director. One (1) member selected shall be a resident of each grand division of the state, two (2) members shall be selected from the state at large, and not more than two (2) members shall be residents of the same grand division.

(b) Three (3) members shall be qualified motorcycle wholesalers, dealers, or retailers licensed in Tennessee. All shall be of good moral character and each shall have been actually engaged in the distribution or sale of motorcycles in this state for not less than three (3) consecutive years preceding the appointment, and each shall have the necessary qualifications for the applicable license under chapter 17 of this title, and be the holder of the license at all times while a member of the committee.

(c) Two (2) members shall be consumer members of the advisory committee, who shall be citizens of this state, who shall have a valid motorcycle operator's license, and who shall have no interest, direct or indirect, in the commercial manufacture or sale of motorcycles.

(d) The committee shall meet at the call of the director. Members shall serve without compensation for their services but may be reimbursed for their travel expenses while engaged in business of the committee. All reimbursement for travel expenses shall be in accordance with the comprehensive travel regulations as promulgated by the department of finance and administration and approved by the attorney general and reporter.

Title 55 Motor and Other Vehicles
Chapter 51 Motorcycle Rider Education and Safety

Tenn. Code Ann. § 55-51-106 (2016)

55-51-106. Insurance discount

(a) The commissioner of commerce and insurance shall fix and establish premium charges for admitted insurers so as to provide a ten percent (10%) reduction in premium rates for motorcycle liability insurance to qualified licensed motorcycle operators who provide proof of successful completion of a state approved rider training course.

(b) The premium reduction shall remain in effect for the qualifying insured persons for a period of three (3) years from the date of successful completion of an approved course, except that the insurer may elect to apply the premium reduction beginning at the next renewal date of the policy and continuing for a period of three (3) years.

Tenn. Code Ann. § 55-51-107 (2016)

55-51-107. Licensing skills test examination

The director may exempt applicants for a reinstated or an original motorcycle operator license from the licensing skills and/or knowledge test if they present proof of successful completion of a rider training course that includes a similar test of skills and/or knowledge that is approved by the department and licensing officials. No licensing skills or knowledge examination required by this chapter shall be required for renewal of a motorcycle operator license.

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2023 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Tennessee

Fiscal Year: 2023

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL 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 Subaward 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 Entity identifier;
- 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 subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. 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);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients 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 subrecipients 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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients 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 subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 the transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 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*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 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 participating in covered transactions 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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

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 and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

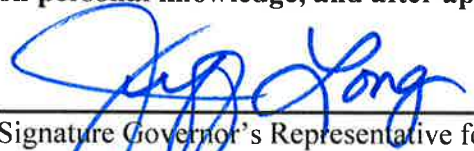

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Signature Governor's Representative for Highway Safety Date

Jeff Long, Commissioner

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Tennessee

Fiscal Year: 2023

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above only if applying for this grant.]

All States:

[Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at pp. 56-74 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at pp. 67-70 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at pp. 59-64 (location).
Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s): _____.

- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.
- ☐ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- ☐ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

- ☐ The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- ☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
- _____

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at HSP pp. 160 (Appendix, 405c, pp. 15) (location).
- The name and title of the State's Traffic Records Coordinator is
Rhiannon Chambers, Program Manager
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at HSP pp. 153-157 (Appendix, 405c, pp. 8-12) (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at HSP pp. 199-200 (Appendix, 405c, pp. 54-55) (location);
 - List of all recommendations from most recent assessment at: HSP pp. 160-198 (Appendix, 405c, pp. 15-53) (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at HSP pp. 160-198 (Appendix, 405c, pp. 15-53) (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at HSP pp. 160-198 (Appendix, 405c, pp. 15-53) (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at HSP pp. 17, 199-200 (Appendix, 405c, pp. 54-55) (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on April 10, 2019 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

*[Check **one** box below and fill in **all** blanks under that checked box.]*

☒ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on December 14, 2020 (date).
Specifically –

- HSP at pp. 274 (Appendix, 405d, pp. 13)
(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at pp. 294-295 (Appendix, 405d, pp. 33-34) (location)
contains the list of names, titles and organizations of all task force members;
- HSP at pp. 262-292 (Appendix, 405d, pp. 1-31) (location)
contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

☐ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

☐ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

☐ *Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above **only** if applying for this grant and fill in **all** blanks.]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).
- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above *only* if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes *only*.]

■ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Lt. Joseph Agee, Tennessee Highway Patrol (Education).
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at pp. 99 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Shandi Smith, THSO (Behavioral).
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at pp. 97-102, 112, 115-119 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at pp. 97-102, 112, 115-119 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

☐ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

■ **Use of fees collected from motorcyclists for motorcycle programs:**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY 2023 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): TCA 55-51-104, TCA4-3-1016 (Appendix, 405f, 296-309)

☐ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at

_____ (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[Check the box above *only* if applying for this grant.]

[Fill in *all* applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

☐ **PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

[Check the box above **only** if applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

☐ **PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

[Check the box above **only** if applying for this grant.]

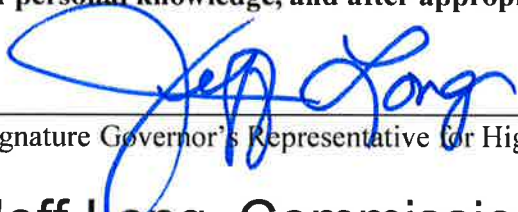
[Check one box **only** below and fill in **all** blanks under the checked box **only**.]

- ☐ In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- ☐ In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
-

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety



Date

Jeff Long, Commissioner

Printed name of Governor's Representative for Highway Safety