TN Department of Safety & Homeland Security

TENNESSEE HIGHWAY SAFETY OFFICE
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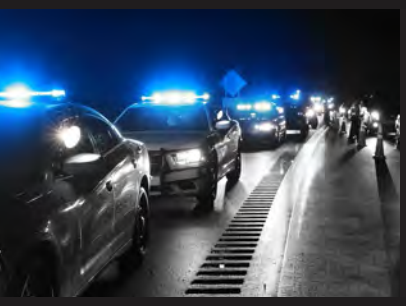
TENNESSEE HIGHWAY SAFETY OFFICE

FFY2018 HIGHWAY SAFETY PLAN



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Abbreviation Explanation

AASHTO	American Association of State Highway and Transportation Officials
ARF	Annual Report File
ARIDE	Advanced Roadside Impaired Driving Education
BAC	Blood Alcohol Concentration
BPR	Below Poverty Rate
CARD	Comprehensive Alcohol Risk reDuction
CDC	Centers for Disease Control
CDRS	Certified Driving Rehabilitation Specialist
CDTP	Cooperative Driver Testing Program
CEU	Continuing Education Unit
CIOT	Click It or Ticket
CPS	Child Passenger Safety
CRASH	Crash Reduction Analyzing Statistical History
CTR	The University of Tennessee Center for Transportation Research
CY	Calendar Year
DA	District Attorney
DMS	Digital Messaging System
DMV	Department of Motor Vehicles
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EMSC	Emergency Medical Services for Children Program
FARS	Fatality Analysis Reporting System
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration (FMCSA)
GDL	Graduated Driver's License
GHSO	Governor’s Highway Safety Office

GRP	Gross Ratings Points
HRSA	Health Resources and Services Administration
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
IDTF	Impaired Driving Task Force
JOL	Judicial Outreach Liaison
LC/MS	Liquid Chromatography/Mass Spectrometry
LEL	Law Enforcement Liaison
LPE	Learn, Practice, Explain
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration
NLELP	National Law Enforcement Liaison Program
OHDSH	One Hundred Days of Summer Heat
OP	Occupant Protection
OT	Occupational Therapist
PAS	Preliminary Alcohol Screening
PDO	Property Damage Only
PIO	Public Information Officer
PM	Performance Measures
POST	Police Officer Standards and Training
PSA	Public Service Announcements
SAFE	Seat belts Are for Everyone
SFST	Standardized Field Sobriety Training
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STOPS	Strategies and Tactics of Patrol Stops
STSI	State Traffic Safety Information
SWOT	Strengths, Weaknesses, Opportunities, Threats
TBI	Tennessee Bureau of Investigation
TCPSC	Tennessee Child Passenger Safety Center
TDOSHS	Tennessee Department of Safety and Homeland Security

TDOT	Tennessee Department of Transportation
THP	Tennessee Highway Patrol
THSO	Tennessee Highway Safety Office
TITAN	Tennessee Integrated Traffic Analysis Network
TOPC	Tennessee Occupant Protection Center
TRCC	Tennessee Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutors
TSSAA	Tennessee Secondary School Athletic Association
VMT	Vehicle Miles Traveled

Executive Summary

The Tennessee Highway Safety Office (THSO) is pleased to present the Federal Fiscal Year (FFY) 2018 Highway Safety Plan (HSP). This plan serves as both a guide for implementing highway safety initiatives and as an application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA). Further, the HSP is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. The plan is in alignment with the Tennessee Strategic Highway Safety Plan (SHSP) that was approved by Governor Bill Haslam in Calendar Year (CY) 2014.

Tennessee recognizes that most traffic crashes are preventable, and the THSO and its partners are committed to reducing the number of fatalities, injuries, and economic losses resulting from these crashes. National, state, and county-level crash data along with other information are utilized to ensure projects are data driven.

This year's Highway Safety Plan challenges the Tennessee Highway Safety Office to continue effective programs, extend and expand upon successful program initiatives, and initiate new programs to increase the safety of Tennessee roadways, change driver behavior, and improve vehicle safety. Further, Tennessee's Evidence-Based Traffic Safety Enforcement Plan for FFY2018 is included in the appendices.

Mission Statement

The agency's mission statement drives performance targets and strategies within the HSP:

> *To develop, execute and evaluate programs to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on Tennessee's roadways.*

Coordination with the Strategic Highway Safety Plan

The HSP is directly aligned with the priorities and strategies established in the SHSP and includes a wide variety of proven strategies as well as innovative countermeasures. Common performance measures (fatalities, serious injuries, and fatality rate) align with those used in the SHSP.

The SHSP is based upon the American Association of State Highway and Transportation Officials (AASHTO) guidelines that define a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. These disciplines include the planning, design, construction, operation (incident management), and maintenance of the roadway infrastructure; injury prevention and control (emergency medical services), health education; those disciplines involved in modifying road user behaviors (education, enforcement, driver license); and the design and maintenance of vehicles.

The Tennessee Strategic Highway Safety Plan Committee is responsible for implementing this safety plan to reduce fatalities in Tennessee. The committee is comprised of members representing multiple transportation agencies—Tennessee Department of Transportation (TDOT), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Highway Safety Office (THSO), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA)—and a variety of local law enforcement and planning organizations from across the state. The committee reports directly to the Commissioners of Transportation and Safety and Homeland Security and the Division Administrator of FHWA regarding activities and progress.

The data used in the SHSP was provided by the TDOSHS's Research, Planning, and Development Division, which is the same source that is utilized by the THSO for the creation of this HSP. By reviewing available data on the number of transportation-related crashes, the vehicles and road users involved, and their causes, Tennessee can focus on the worst problems and identify the most effective solutions. Through collaboration between the Tennessee Strategic Highway Safety Plan Committee and the Tennessee Highway Safety Office, six emphasis areas were identified:

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

Coordination of Safety Performance Measures

On March 15, 2016, the Federal Highway Administration (FHWA) issued a final rule for state departments of transportation (DOT) to establish performance measures to use while carrying out the Highway Safety Improvement Program. This final rule, which became effective April 14, 2016, directs state DOTs to establish performance measures that assess the number of motor vehicle crash-related serious injuries and fatalities, number of serious injuries and fatalities of non-motorized users, and serious injuries and fatalities per vehicle miles traveled (VMT). State DOTs' safety performance targets must be identical to those established by the state highway safety office in the Highway Safety Plan.

A multidisciplinary Safety Performance Measures (PM) Working Group representing the THSO, the Tennessee Department of Safety and Homeland Security's TITAN division, MPOs, Tennessee Department of Transportation (TDOT), and FHWA began meeting in the summer of 2016.

A strengths, weaknesses, opportunities, threats (SWOT) assessment was sent to Safety PM group members in February 2017 to obtain input on factors that could potentially impact "targets" for the five safety performance measures. After draft targets were identified by the group, they were approved in May 2017 by the Oversight Committee, a group comprised of directors from TDOT and the director of the THSO. Finalized targets were presented to the executive leadership at both agencies for review and approval. Targets were also available for review and input by the MPOs. All target documents were finalized by the Safety PM group in May 2017.

Legislative Changes

Present law authorizes the TDOT to develop and assist in the implementation of the Tennessee Yellow Dot Program. Under such a program, voluntary participants affix a yellow dot decal to their motor vehicles, which serves as notice for first responders to an accident or medical emergency that the owner of the vehicle has placed a folder with critical health information inside the vehicle and provides first responders with authorization to search the vehicle for the folder. While the Yellow Dot Program has primarily focused on Tennessee's senior citizens, all Tennessee residents are eligible to participate in the program.

Public Chapter 34 was passed by the Tennessee legislature in 2017 to expand the scope of the Yellow Dot Program. The new language provides that one of the program's purposes is to assist law enforcement officers in becoming aware of a motorist's or passenger's critical medical information that may impact the officer's encounter with the motorist or passenger during a traffic stop or welfare check. Under this bill, if a law enforcement officer stops a motor vehicle with a yellow dot decal affixed to the vehicle, and if during the encounter with the driver or passenger of the motor vehicle the officer reasonably believes the driver or passenger has a medical condition that is impacting the officer's encounter with the driver or passenger, the law enforcement officer, upon receiving consent from the driver or passenger, may review any yellow dot folder or folders present in the vehicle.

Further, Public Chapter 34 specifically authorizes the TDOT and the governor's highway safety office [the THSO] to take reasonable measures to publicize the Yellow Dot Program to potential participants.

OVERVIEW: HIGHWAY SAFETY IN TENNESSEE

The state of Tennessee is centrally located in the Southeast and is bordered by the states of North Carolina, Virginia, Kentucky, Georgia, Alabama, Mississippi, Missouri, and Arkansas. Sharing a border with eight 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 highway miles, enough to circle the world more than three times. Of that figure, the state-maintained highway system represents 15 percent of the total highway miles within our state. Included in the state highway system are 1,182 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 457 miles of greenways, sidewalks, and trails.

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

Tennessee Demographic Data

	2012	2013	2014	2015	2016
Population	6,454,306	6,494,821	6,544,663	6,595,056	6,651,194
Registered Vehicles	6,738,943	6,896,339	6,990,683	7,179,899	N/A
Licensed Drivers	4,597,271	4,640,609	4,697,047	4,692,253	4,716,375
Miles of State & Federal Roadways	13,884	13,898	13,884	13,877	13,883
Miles of Interstate	1,104	1,104	1,104	1,104	1,182
Total Crashes	172,992	173,510	176,319	197,184	206,194
Number of Non-Injury Crashes	124,202	126,978	130,366	147,495	154,075
Number of Injury Crashes	47,862	45,621	45,060	48,805	51,154
Number of Fatal Crashes	928	911	893	884	965

**2016 fatal crash count from TDOSHS is preliminary.*
Sources: U.S. Census Bureau: State and County QuickFacts.
http://quickfacts.census.gov/qfd/states/47000.html

TRANSITION OF THE TENNESSEE HIGHWAY SAFETY OFFICE

The Tennessee Highway Safety Office experienced several changes in 2016. After ten years of service to the state, Director Kendell Poole resigned in January. Through an executive order by Governor Haslam, the highway safety office was transferred from the TDOT to the TDOSHS effective April 1, 2016. That executive order also changed the name of the highway safety office from the Governor's Highway Safety Office to the Tennessee Highway Safety Office. Vic Donoho was named the new director November 1, 2016, and the THSO staff moved into new offices in December.

Despite the many changes, the THSO staff have worked to seamlessly carry out its mission of eliminating deaths and injuries on our roadways by funding programs and activities that enforce and promote safe travel. The staff of the THSO remains committed to saving lives through its programs, projects, and partnerships.

Performance Plan

Based on the state's performance for calendar year (CY) 2015 and 5-year rolling averages from 2012-2016, the Tennessee Highway Safety Office (THSO) has established Core (C) outcome measures for FFY2018 in alignment with the state's Strategic Highway Safety Plan (SHSP).

In response to 23 CFR 490 and FHWA's Safety PM Final Rule, the THSO shares three common performance targets with the Highway Safety Improvement Program: number of fatalities, rate of fatalities, and number of serious injuries. As defined by Final Safety Performance Measure Rule Subpart A, General Information 490.101 Definitions, "target" means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period by the Federal Highway Administration (FHWA).

In preparation, a Safety PM Working Group was established, consisting of staff from the Tennessee Department of Transportation (TDOT), the Tennessee Department of Safety and Homeland Security, and the Federal Highway Administration. The target setting process consisted of data review; trend analysis; context/consideration of key factors; consensus on target setting assumptions; and review and consensus on draft targets. The Safety PM 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 5-year rolling average, using data from the Fatality Analysis Reporting System (FARS) for fatalities; state databases for data about serious injuries; and the Office of Highway Policy Information for vehicle miles traveled (VMT). The 5-year rolling average was calculated using the method detailed in the Interim Final Rule: the sum of fatalities or serious injuries is divided by five and then rounded to the tenth decimal place for fatality and injury numbers and rounded to the thousandth decimal place for fatality rates.

The following environmental issues were identified:

- National and state motor vehicle traffic fatalities are on the rise.
- Behavioral causes, such as distracted driving, speeding, and driving under the influence are important considerations due to their prevalence in crashes as well as resource limitations for countermeasure programs to effectively mitigate these risks.
- Non-motorized deaths are increasing, with early 2017 bike/pedestrian and other non-motorist fatalities being higher than this time last year. The increased blend of cars, bikes, and pedestrians sharing the roadway is an important factor to consider.

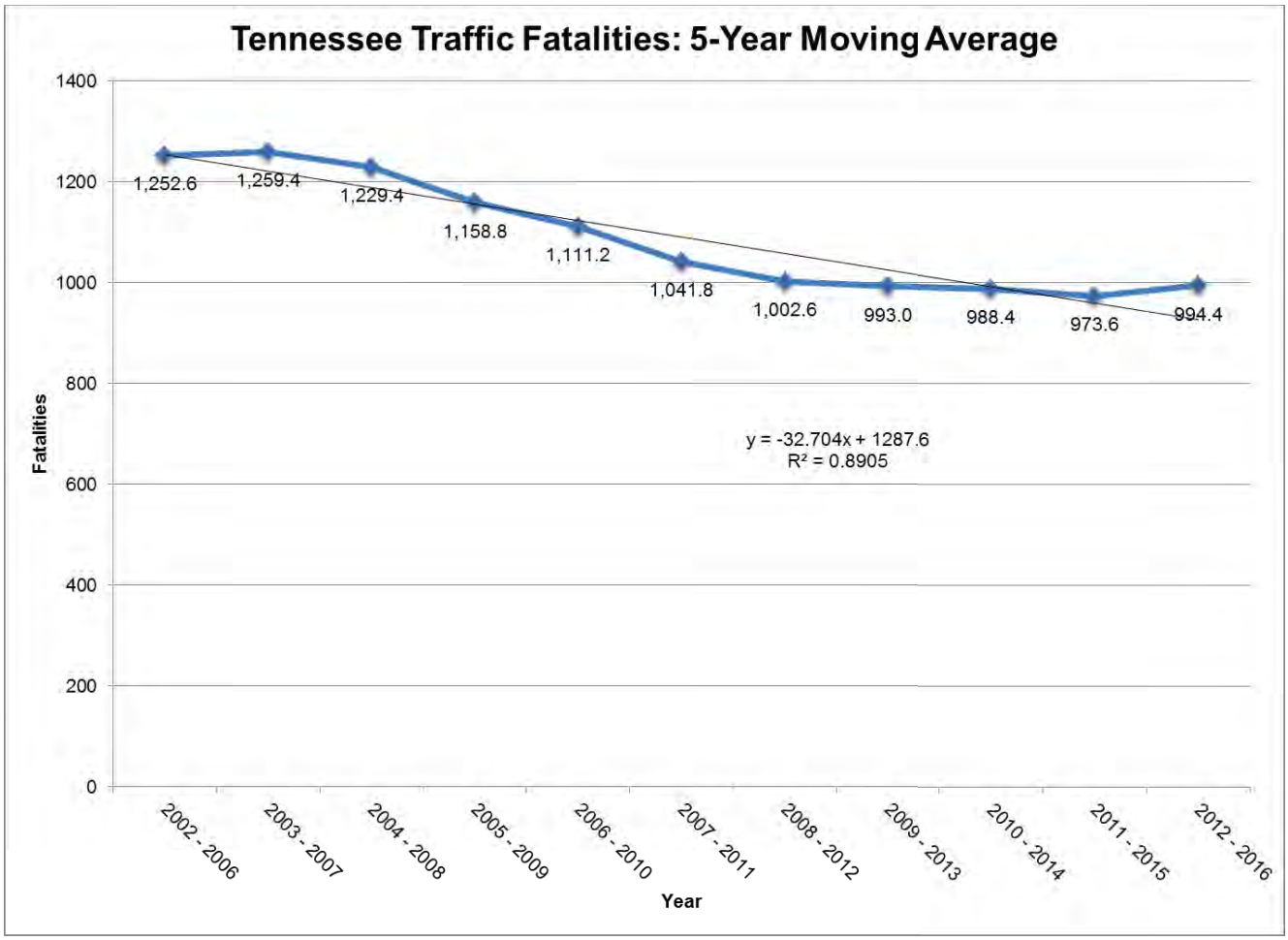
- The economic boom in Tennessee has resulted in more people coming to the state, meaning more travel, traffic congestion, trucks hauling freight, and increasing VMT.
- Funding uncertainties exist at the federal level and are part of determining how aggressively to set safety targets.

Consequently, some targets are increasing, while others are being maintained. 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.

C-1	Traffic fatalities will increase by 2.65 percent, from 994.4 (2012-2016 average) to 1021.4 (2014-2018).
C-2	Serious traffic injuries will increase by 4.19 percent from 7,324.4 (2012-2016 average) to 7630.8 (2014-2018).
C-3a	Decrease fatalities per 100 million vehicle miles (VMT) from 1.352 (2012-2016 average) to 1.337 (2014-2018).
C-3b	Decrease rural fatalities per 100 million vehicle miles (VMT) from the 2015 calendar base year of 1.88 to 1.63 by December 31, 2018 (4-year linear regression).
C-3c	Decrease urban fatalities per 100 million vehicle miles (VMT) from the 5-year baseline average (2011-2015) of 1.01 to 0.98 by December 31, 2018.
C-4	Decrease the percentage of unrestrained passenger vehicle fatalities 8.13 percent, from the 2015 calendar base year of 332 to 305 by December 31, 2018 (5-year linear regression).
C-5	Decrease alcohol-impaired driving fatalities 11.5 percent, from the 2015 calendar base year of 252 to 223 by December 31, 2018 (4-year linear regression).
C-6	Maintain speeding-related fatalities from the 2015 calendar base year of 187 through December 31, 2018, despite increasing trends.
C-7	Decrease motorcyclist fatalities 5.5 percent, from a five-year baseline average (2011-2015) of 127 to 120 by December 31, 2018.
C-8	Decrease unhelmeted motorcyclist fatalities 27.27 percent, from a three-year baseline average (2013-2015) of 11 to 8 by December 31, 2018.
C-9	Decrease drivers age 20 or younger involved in fatal crashes 22.81 percent, from a three-year baseline average (2013-2015) of 114 to 88 by December 31, 2018.
C-10	Maintain pedestrian fatalities from the 2015 calendar base year of 104 through December 31, 2018, despite increasing trends.
C-11	Reduce pedalcyclist fatalities 10 percent, from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).
B-1	To increase statewide observed seat belt use 2.28 percent from the 2016 calendar year usage rate of 88.95 to 91percent by December 31, 2018.
A-1	23,746 seat belt citations were issued during enforcement campaigns in FFY2016.
A-2	5,144 impaired driving citations issued and arrests made during enforcement campaigns in FFY2016.
A-3	62,540 speeding citations issued and arrests made during enforcement campaigns in FFY2016.

SUPPORTING DATA

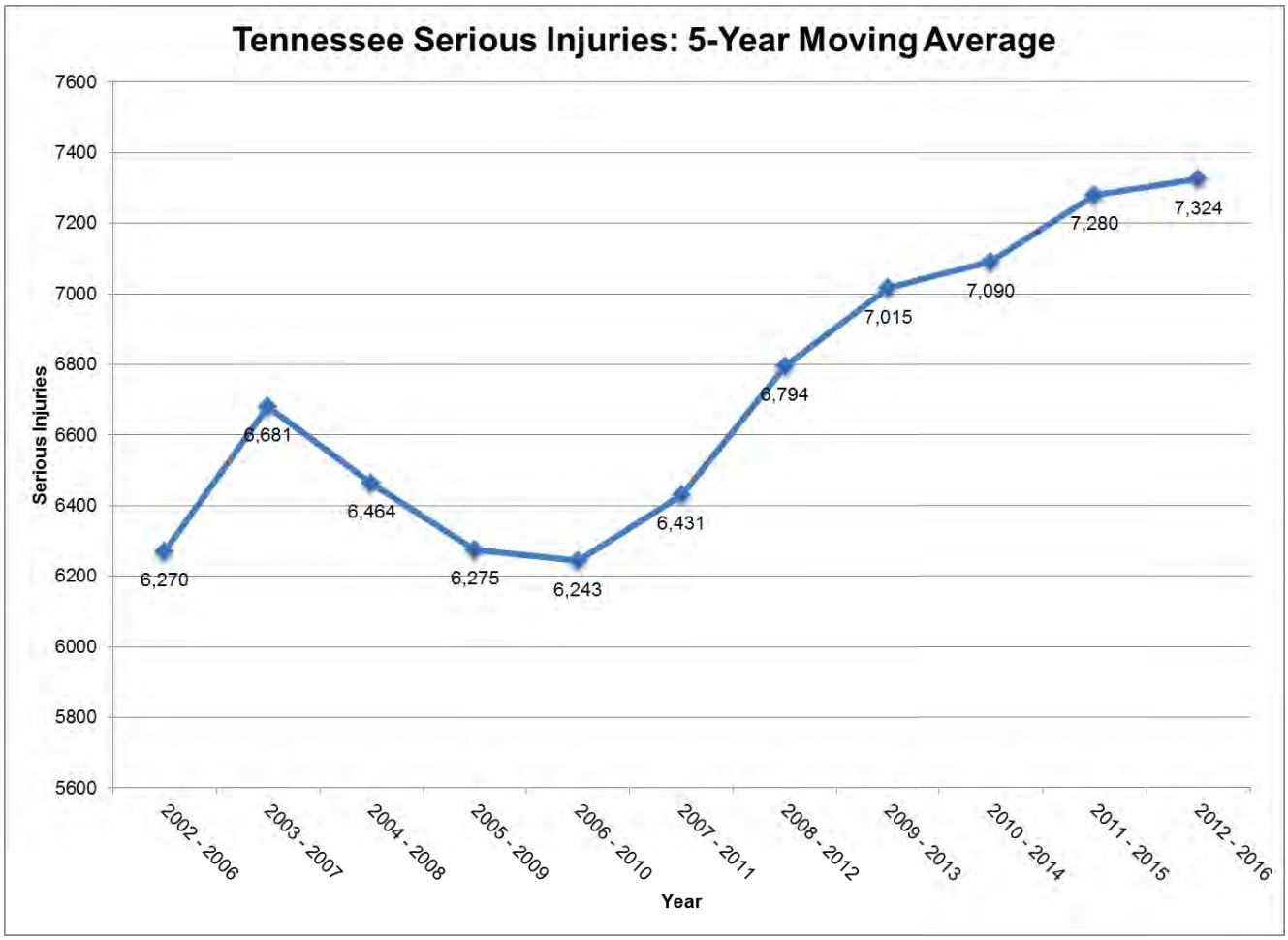
C-1) Traffic fatalities will increase by 2.65 percent, from 994.4 (2012-2016 average) to 1021.4 (2014-2018).



Baseline data includes three years of the highest performing (lowest fatalities) years of the last decade. The average fluctuation in fatalities from year to year is ± 2% based on historical data from 2006 through 2016. On April 17, 2017, there were 13 more fatalities for CY 2017 than on the same date in CY 2016, which would make Tennessee unable to obtain a 1% fatality increase target if all else remained equal. Further, oversight committee members believed the fatality number will continue to rise over the next two years as VMT increases.

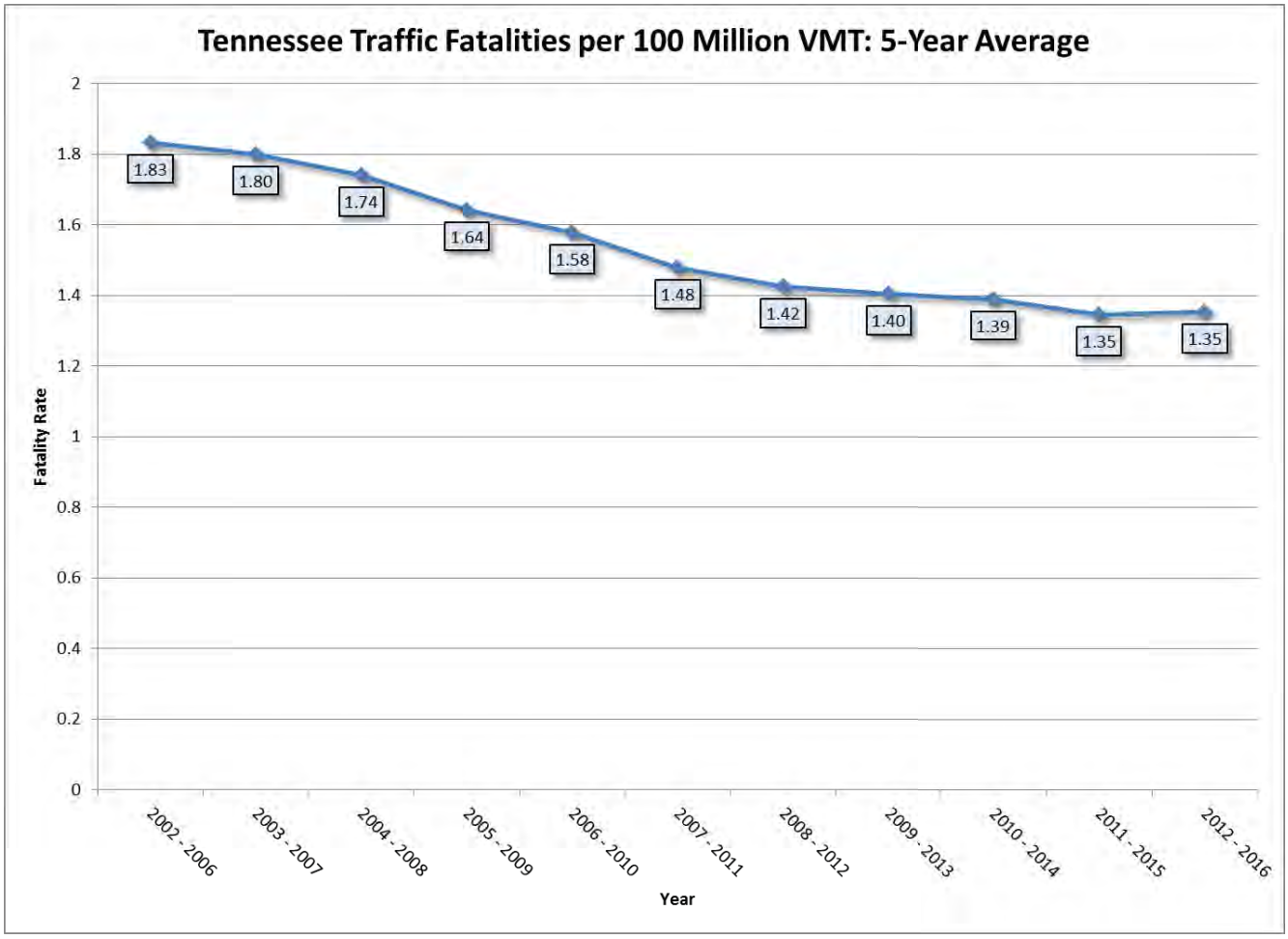
The baseline and target are based on current FARS annual report file (ARF) data for CY2015 of 958 fatalities. Tennessee Department of Safety and Homeland Security's TITAN division reports the final number to be 962, but this has not been published yet. Once final FARS is published, the baseline will likely increase to 995.2, and the target would adjust to 1022.2.

C-2) Serious traffic injuries will increase by 4.19 percent, from 7,324.4 (2012-2016 average) to 7630.8 (2014-2018).



The serious injury number was chosen based on a goodness of fit with the 5-year linear regression line (R^2 value = 0.9565). Serious injury numbers appear to be more volatile than other performance measures and have increased by more than 9% from the previous year five times since 2007. Tennessee will be adjusting the definition of serious injuries in the upcoming year to be in compliance with federal regulations, and this may impact Tennessee's ability to meet serious injury targets. Oversight committee members believed this target should be adjusted to fit the linear trend line.

C-3a) Decrease fatalities per 100 million vehicle miles (VMT) from 1.352 (2012-2016 average) to 1.337 (2014-2018).

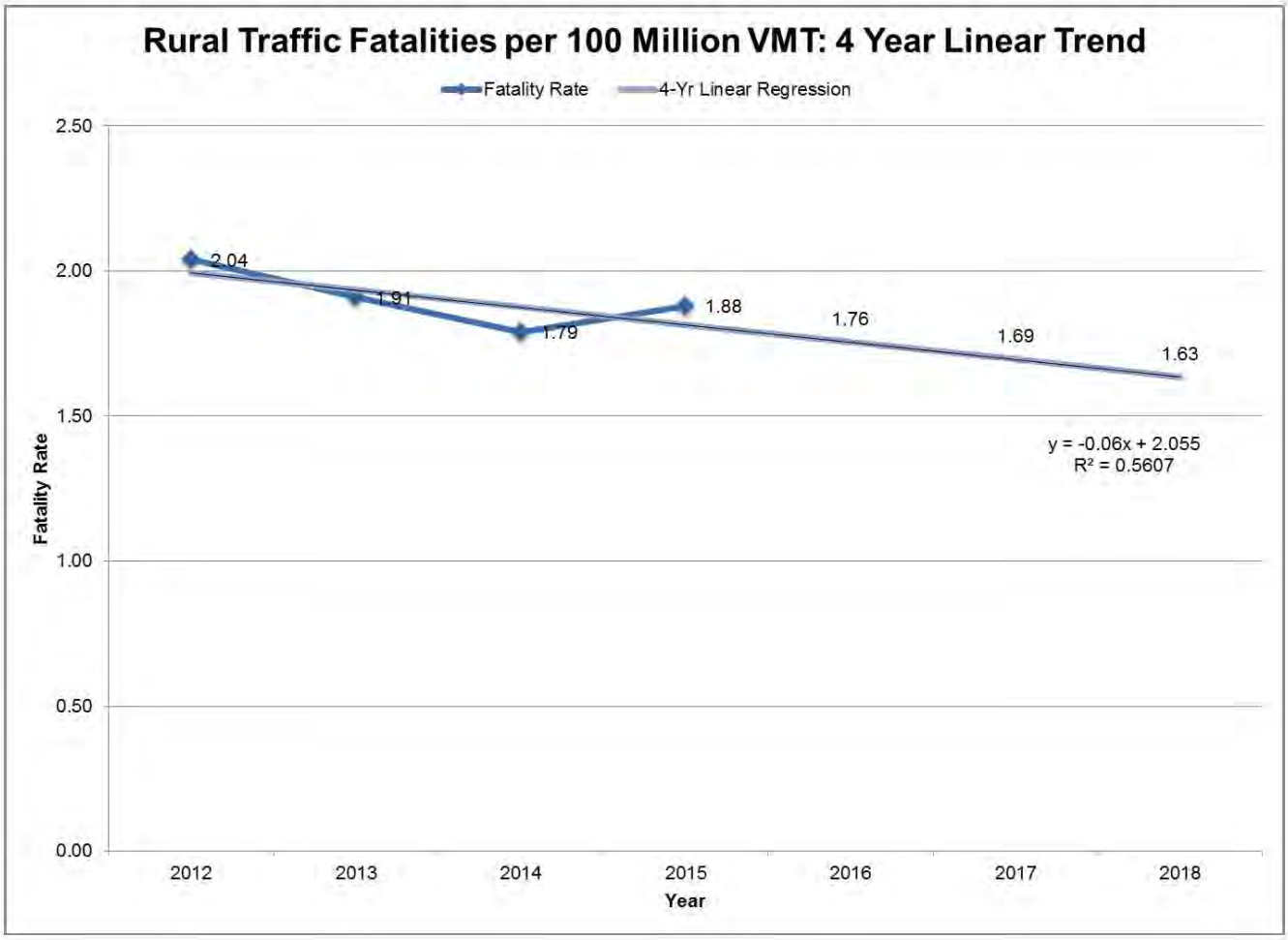


Though the linear regression analyses conducted for fatality rate show a good fit, they were not used based on the assumption that fatalities will increase over the next two years.

The average fluctuation in VMT from year to year is ± 0.77%, based on historical data from 2005 through 2016. Economic growth is expected to slow over the next two years, which impacts the amount people travel.

This rate target assumes a 1% increase in vehicle miles traveled (VMT) for 2017 and again in 2018. Once the VMT estimate was agreed upon, the rate was then calculated using the 1021.4 fatality number target and the estimated VMT to achieve the 1.337 target.

C-3b) Decrease rural fatalities per 100 million vehicle miles (VMT) from the 2015 calendar base year of 1.88 to 1.63 by December 31, 2018 (4-year linear regression).

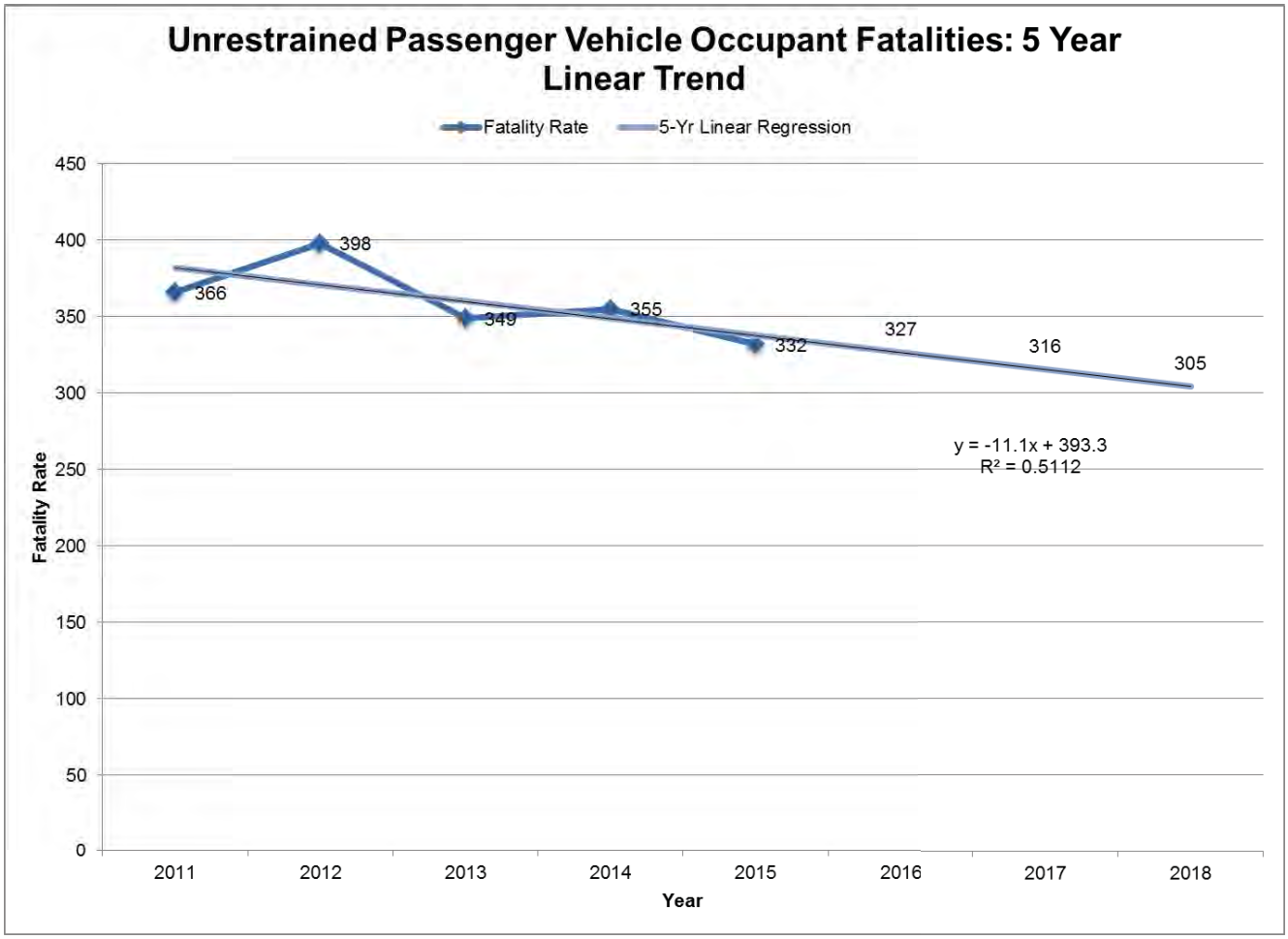


C-3c) Decrease urban fatalities per 100 million vehicle miles (VMT) from the 5-year alternative baseline average (2011-2015) of 1.01 to 0.98 by December 31, 2018.

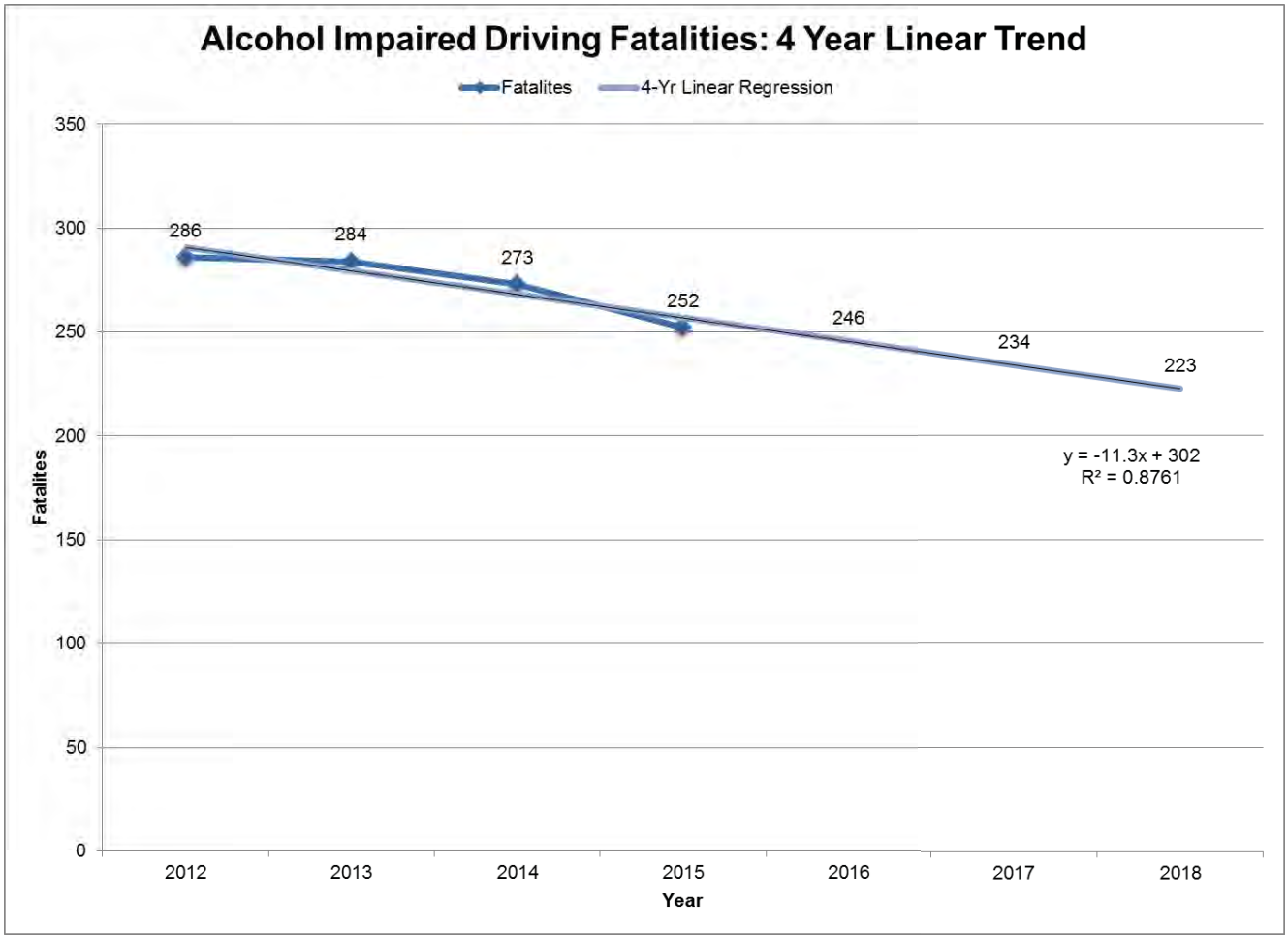
Five Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2006 - 2010 Avg.	1.12	2013	1.07	-4.8%
2007 - 2011 Avg.	1.04	2014	1.08	3.8%
2008 - 2012 Avg.	1.00	2015	0.93	-7.0%
Current Mutli-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2011 - 2015 Avg.	1.01	2018	0.98	-2.7%

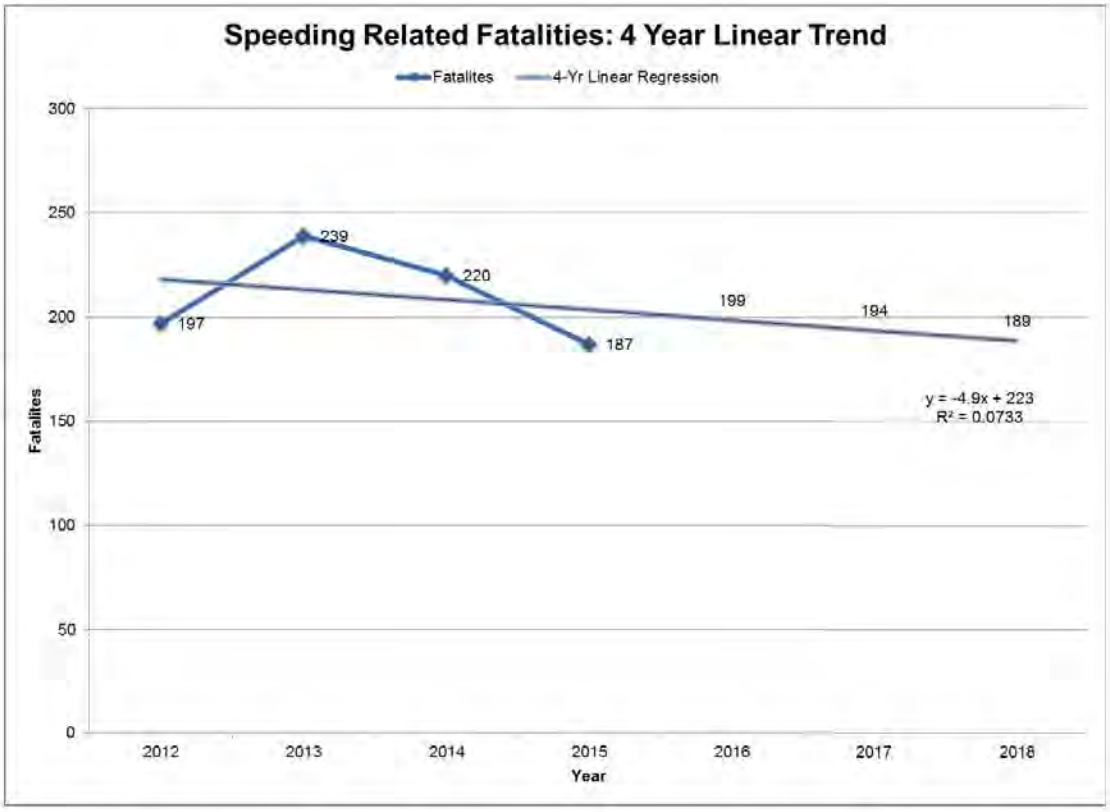
C-4) Decrease the percentage of unrestrained fatalities by 8.13 percent, from the 2015 calendar base year of 332 to 305 by December 31, 2018 (5-year linear regression).

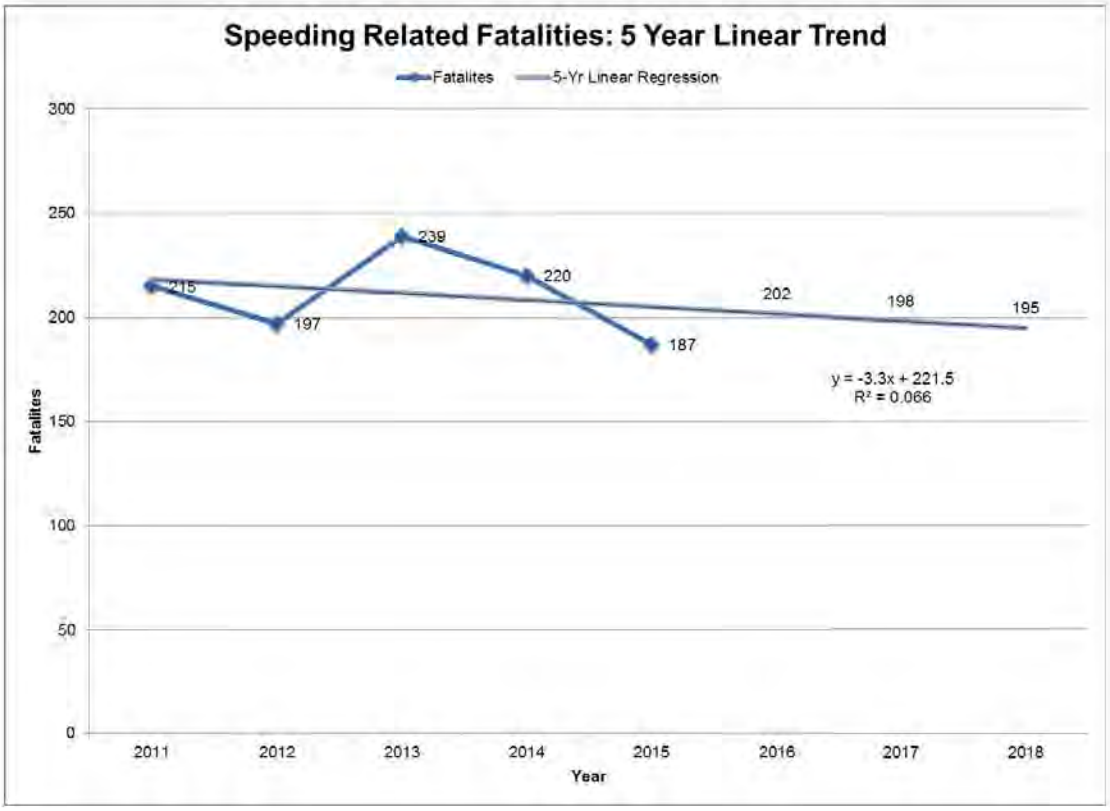


C-5) Decrease alcohol impaired driving fatalities 11.5 percent, from the 2015 calendar base year of 252 to 223 by December 31, 2018 (4-year linear regression).



C-6) Maintain speeding-related fatalities from the 2015 calendar base year of 187 through December 31, 2018.





Based on the 4 and 5-year linear regression trend analyses, the state could have more than 187 fatalities. However, Tennessee believes that number can be maintained as a result of the strategies and activities being implemented in FFY2018.

Several police traffic services projects include speed enforcement as a focus area. Enforcement activity can have a significant impact on drivers' speed, particularly when there is a good chance of being caught and the expected fines are high.

C-7) Decrease motorcyclist fatalities 5.5 percent, from a five-year alternative baseline average (2011-2015) of 127 to 120 by December 31, 2018.

Five Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2006 - 2010 Avg.	139	**2013**	138	-0.7%
2007 - 2011 Avg.	134	**2014**	120	-10.3%
2008 - 2012 Avg.	132	**2015**	123	-6.7%
Current Multi-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2011 - 2015 Avg.	127	2018	**120**	-5.9%

C-8) Decrease unhelmeted motorcyclist fatalities 27.27 percent, from a three-year baseline average (2013-2015) of 11 to 8 by December 31, 2018.

Three Year Alternative Baseline Analysis

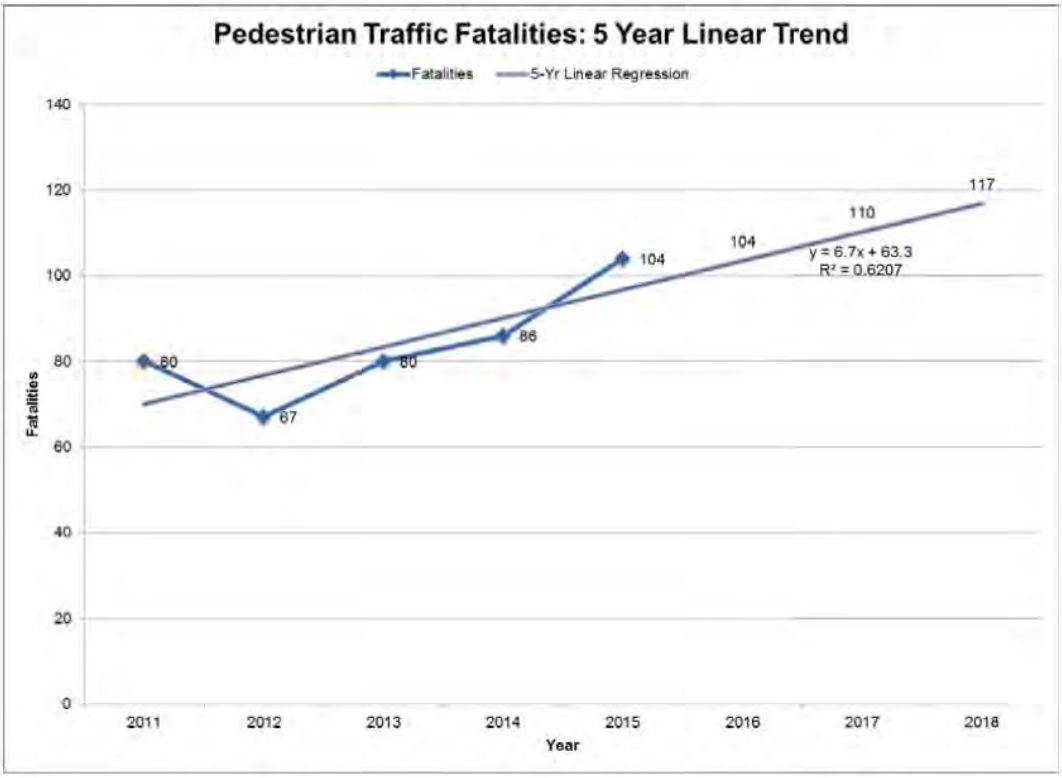
Baseline Period		Comparison Year		% Change
2008 - 2010 Avg.	17	2013	12	-29.4%
2009 - 2011 Avg.	18	2014	10	-43.4%
2010 - 2012 Avg.	13	2015	12	-5.3%
Current Multi-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2013 - 2015 Avg.	11	2018	8	-26.0%

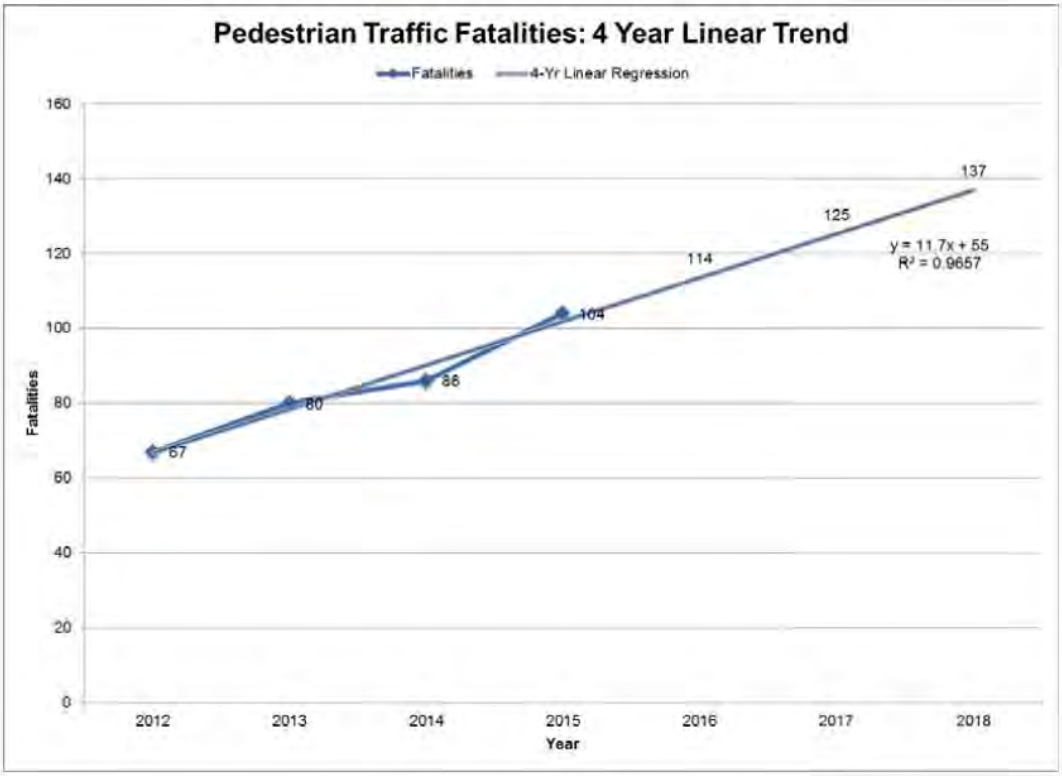
C-9) Decrease drivers age 20 or younger involved in fatal crashes 22.8 percent, from the 2015 calendar base year of 103 to 85 by December 31, 2018 (3-year alternative baseline).

Three Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2008 - 2010 Avg.	155	2013	117	-24.4%
2009 - 2011 Avg.	144	2014	121	-15.8%
2010 - 2012 Avg.	142	2015	103	-27.6%
Current Multi-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2013 - 2015 Avg.	114	2018	88	-22.6%

C-10) Maintain pedestrian fatalities from the 2015 calendar base year of 104 through December 31, 2018.

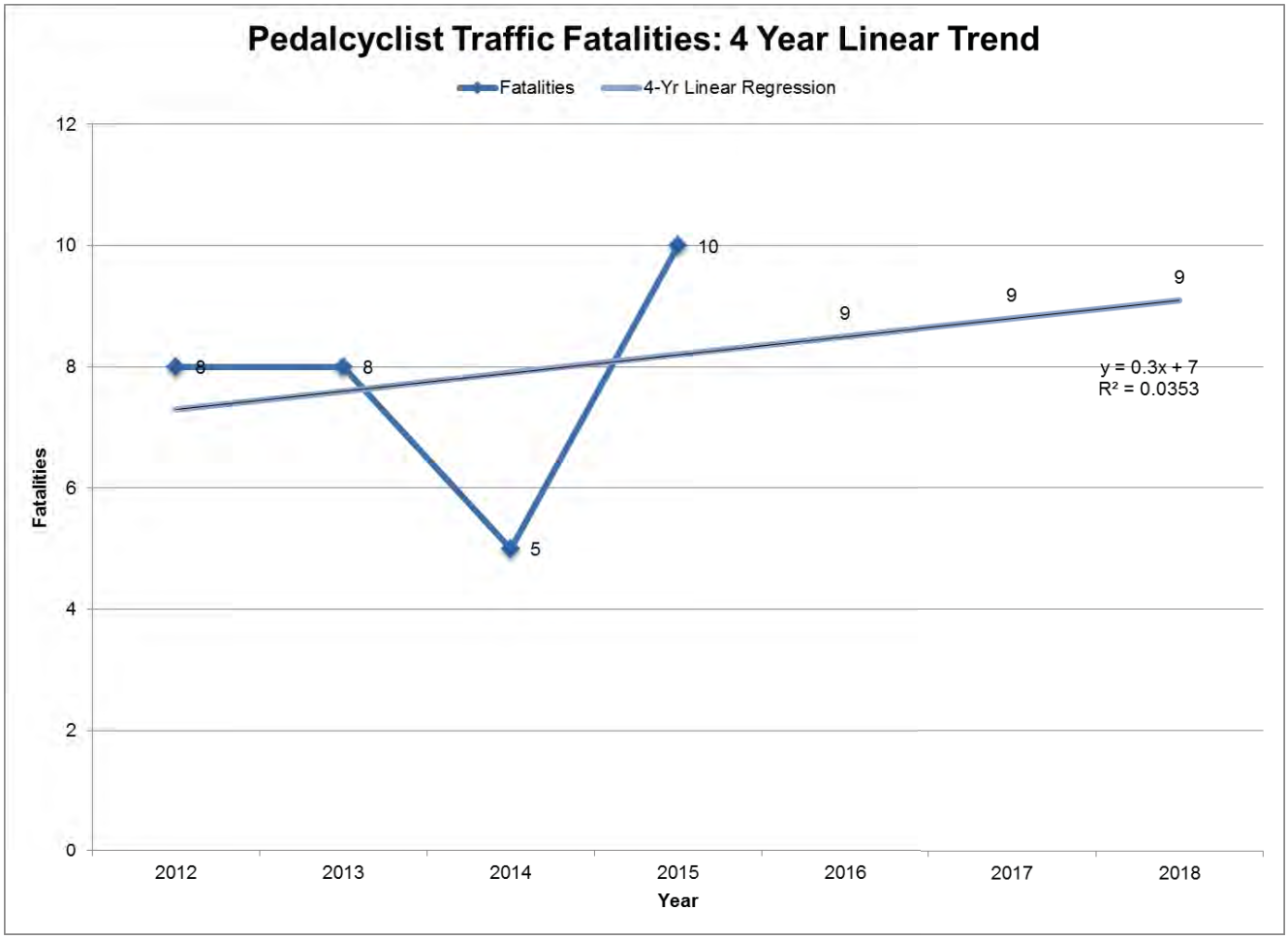




Based on the 4 and 5-year linear regression trend analyses, the state could have more than 104 fatalities. However, Tennessee believes that number can be maintained as a result of the strategies and activities being implemented in FFY2018. Tennessee was awarded a five-year demonstration grant by NTHSA in 2016, the Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort.

Vulnerable users are emphasized in the SHSP. Further, the Tennessee Department of Transportation has several programs in place designed to help with road safety, including pedestrian safety audits. HSIP funds were recently approved to be used for improvements to high pedestrian crash locations.

C-11) Reduce pedalcyclist fatalities 10 percent, from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).



PERFORMANCE REPORT

Tennessee Progress in Meeting NHTSA Core Performance Measures Identified in FY 2017 HSP		
Program Area	**Performance Target for 2017**	**Status (as of May 15, 2017)**
C-1) Traffic Fatalities*	948	352
C-2) Major Injuries*	6,868	2,425
C-3a) Fatalities per 100 Million VMT	1.29	N/A
C-3b) Rural Fatalities per 100 Million VMT	1.61	N/A
C-3c) Urban Fatalities per 100 Million VMT	0.972	N/A
C-4) Unrestrained Passenger Vehicle Occupant Fatalities*	329	112
C-5) Alcohol Impaired Fatalities*	267	77
C-6) Speed-Related Fatalities*	209	48
C-7) Motorcyclist Fatalities*	126	41
C-8) Unhelmeted Motorcyclist Fatalities*	8	2
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes*	101	26
C-10) Pedestrian Fatalities*	79	43
C-11) Bicycle Fatalities*	5	2

Areas Tracked But No Targets Set		
Program Area	**FY2015 Data**	**FY2016 Data**
Speeding Citations*	81,049	62,540
Seat Belt Citations*	22,780	23,746
DUI Citations*	5,595	5,144
*From state data files		

Highway Safety Planning Process

Overview

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. We strive for higher standards as planners, implementers, and evaluators with an emphasis on accountability as we continue to implement our strategy for allocating federal highway funds to state and local agencies.

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

Process for Identifying Tennessee's Highway Safety Problems

The FFY2018 problem identification process began with a review of the state's performance, utilizing 2012 to 2016 trend data. The THSO used data from the Tennessee Department of Safety and Homeland Security's (TDOSHS) Planning, Research, and Development Division and subgrantees' annual reports to give management staff an understanding of the highway safety problems within the state of Tennessee and identify productive programs and effective strategies utilized in 2016. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY2018.

Coordination with the 2014 Strategic Highway Safety Plan (SHSP) was another important 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.

Planning Participants

Several committees and stakeholders are involved in the highway safety planning process. Tennessee receives input from its Traffic Records Coordinating Committee (TRCC), its Motorcycle Safety Coalition, and the Impaired Driving Task Force. Members of these groups include representation from entities relevant to highway safety: the THSO, TDOSHS, state and local law enforcement, and criminal justice. An example of this can be seen when looking at the composition of the Impaired Driving Task Force:

- Tennessee Sheriff's Association (Law Enforcement)
- 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 Association of Chiefs of Police (Law Enforcement)
- Tennessee Department of Safety and Homeland Security (Ignition Interlock)
- Tennessee Department of Safety and Homeland Security (Driver Licensing)
- Tennessee Highway Safety Office (Law Enforcement)
- District Attorneys General Conference (Prosecution)
- Research, Planning, & Development/TITAN, Tennessee Department of Safety & Homeland Security (Data and Traffic Records)
- Judge, Hamilton County/Chattanooga (Adjudication)
- Tennessee Department of Correction (Corrections, Probation, and Parole)
- Tennessee Highway Patrol (Law Enforcement)
- Tennessee Bureau of Investigation (Law Enforcement)
- Administrative Office of the Courts (Courts)
- MADD (Citizen Activists)
- Local law enforcement

DATA SOURCES REVIEWED

Several data sources were reviewed in order to develop appropriate strategies and projects:

- American Driver and Traffic Safety Education Association website: http://www.adtsea.org/
- Blincoe, L. J., Miller, T. R.,Zaloshnja, E.,& Lawrence, B. A. (2015, May). The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised) (Report No. DOT HS 808 801). Washington, DC: National Highway Traffic Safety Administration
- Commission on Affordable Housing and Health Facility Needs. Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century, website, January 2, 2001; (digital.library.unt.edu/ark:/67531/metadc793/: accessed June 1, 2017), University of North Texas Libraries, Digital Library, digital.library.unt.edu; crediting UNT Libraries Government Documents Department.
- Tennessee Traffic Crash Data: County Rankings and Statistics by Emphasis Area, 2012 – 2016, Tennessee Department of Safety and Homeland Security Planning, Research, and Development (TDOSH)
- DUI Tracker, Tennessee Department of Safety and Homeland Security Planning, Research and Development (TDOSH)
- Research Notes, Crash Stats, and Traffic Safety Fact Sheets, National Highway Traffic Safety Administration (NHTSA)
- Fatality Analysis Reporting System (FARS)
- GfK Roper Youth Report. This report was developed from a KP Omniweb study of 1,003 Americans age 13-17, conducted in February 2016 for Anheuser-Busch.
- Goodwin, A., Thomas, L., Kirley, B., Hall, W., O'Brien, N., & Hill, K. (2015, November). Countermeasures that work: A highway safety countermeasure guide for State highway safety offices, Eighth edition. (Report No. DOT HS 812 202). Washington, DC: National Highway Traffic Safety Administration

- Insurance Institute for Highway Safety website: http://www.iihs.org/
- National Institutes for Health website: https://www.nih.gov/
- NHTSA. (2009) National Emergency Medical Services Education Standards. Retrieved from https://www.ems.gov/pdf/811077a.pdf
- Office of the Surgeon General (US). National Institute on Alcohol Abuse and Alcoholism (US). Substance Abuse and Mental Health Services Administration (US). The Surgeon General's Call to Action To Prevent and Reduce Underage Drinking. Rockville (MD): Office of the Surgeon General (US), 2007.
- Safe Kids Worldwide web site: www.safekids.org
- NHTSA. (1998, November) Saving Teenage Lives: The Case for Graduated Driver Licensing. (Report No. DOT HS 808 801). Washington, DC: National Highway Traffic Safety Administration
- State Statistical Abstracts, Office of Highway Policy Information
- State Traffic Safety Information for Year 2015
- Uniform Guidelines for State Highway Safety Programs
- Tennessee Integrated Traffic Analysis Network (TITAN)
- Tennessee Strategic Highway Safety Plan, 2014
- Thinkfast Interactive Game Show Pre and Post Surveys
- Watson, Len. The Platinum Ten. Retrieved from http://www.resqmed.com/GoldenHourPlatinum10.pdf
- Youth Risk Behavior Survey

PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED COUNTERMEASURES AND PROJECTS

The THSO and the National Highway Traffic Safety Administration Regional Program Manager reviewed the data to determine the high priority areas that would be addressed with 402 and 405 funding in FFY2018.

For FFY2018, the THSO informed potential subgrantees that identifying any data-driven problem would garner a higher priority, but the following are characterized as high-priority areas:

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

The specific highway safety problems that subgrantees choose to address must be data driven; consequently, they are required to identify an intervention focus that represents a statistically demonstrable category of a heightened traffic safety problem. To assist agencies in this effort, they can

request comparative analyses of various crash categories that are available through the TITAN crash analysis system maintained by the TDOSHS.

Since it is important to determine the cause of injuries or fatal crashes, 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.

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

Last year, the THSO released a Grant Application Guide to assist applicants in developing a high quality application. The guide included explanations and examples for each section and was available through the website (http://tntrafficsafety.org) and on the grant platform, TN Grants.

PROCESS FOR PROJECT SELECTION AND DEVELOPMENT

Announcements regarding the FFY2018 Highway Safety Program were 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. Notification was also posted on the THSO's website (www.TNTrafficSafety.org) and mentioned on social media sites, Facebook and Twitter. The THSO informed potential subgrantees funding projects that possess the following characteristics were considered to be important:

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

Potential subgrantees were informed that a full grant proposal for FFY2018 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.

The deadline for highway safety grant applications for FFY2018 funding was March 31, 2017. A total of 499 applications (266 programmatic and 233 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. Based upon this analysis, the THSO management team discussed the application scores and other considerations (current or past grant performance; likelihood of project to significantly reduce crashes, injuries, and fatalities; multi-jurisdictional nature of the project) to reach a general consensus on the grant applications.

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, considering the extent of weighted fatal, injury and property damage only (PDO) crashes, alcohol-related crashes, 15-24 aged driver crashes, 65+ aged crashes, speeding crashes, motorcycle crashes, population, and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value. A sample of the state's crash ranking document is included at the end of the section.

Recommendations for funding are then made to the commissioner of the TDOSHS, Tennessee's governor representative. The tentative total number of awarded grants for FFY2018 is 407 (217 programmatic and 190 High Visibility).

A project director is assigned for each project; this is typically the person who submitted the project or the person responsible for the "subject" of the agency's project. Further, a program manager from the 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 assistance. For instance, the program manager monitors the activity of his/her subgrantees, reviews claims, and makes recommendations to the director for continuation of the program. Additional responsibilities include reviewing quarterly reports from the subgrantees, monitoring project activity on-site at least once per year, and providing daily office management. Also, feedback is provided to each subgrantee regarding strengths and weaknesses of project activities. Finally, suggestions are provided as to how the subgrantee should proceed to achieve the results described in the original grant proposal if such assistance is needed.

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

FFY2018 Highway Safety Program Planning Schedule (Tentative)	
January - February	Data collection and review for problem identification
March 1	Grant application period begins online; establish a draft budget for management review
March	Attend LEL network meetings to discusses application process and help agencies apply for HVE grants
March 31	Grant application deadline
March 15 - April 30	Grant application review process
May 1	THSO applies for Delegated Authority (DA) for sports/media contracts
May 1	THSO applies for Delegated Grant Authority (DGA)
May 10	THSO management meeting to finalize grants awards
May 17	Grant assignment meeting
May 24	Create spreadsheet and update 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 PIO and then forwarded to TDOSHS for press release
August 2	Denial letters go out to subgrantees/applicants
August 4	Create subgrantee file folders
August 14 - 25	Subgrantees receive grant contract 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 31	Annual Report due

Sample of FFY2018 grant announcement:

[Front]

[Back]

Tennessee Traffic Crash Data

County Rankings and Statistics by Emphasis Area
2012 – 2016

TITAN Business Unit

March 2017
Revised 2/28/2017

Tennessee Traffic Crash Data
County Rankings By Emphasis Area
2012 - 2016

County	Licensed Drivers Rank	Overall Crash Rate Rank	Fatal Crash Rate Rank	Injury Crash Rate Rank	Motorcycle Crash Rate Rank	Alcohol Impaired Fatality Rate Rank	Alcohol Impaired Crash Rate Rank	Speeding Crash Rate Rank	Young Driver (15 to 24) Crash Rate Rank	Senior Driver (65+) Crash Rate Rank
Anderson	17	35	69	49	33	63	77	20	36	26
Bedford	34	27	37	27	75	8	5	25	23	33
Benton	72	63	3	40	27	4	31	80	57	66
Bledsoe	84	95	94	95	94	68	92	66	95	95
Blount	10	31	58	46	1	52	59	5	21	17
Bradley	13	11	75	37	31	69	70	28	10	11
Campbell	39	22	11	18	25	29	80	38	33	18
Cannon	78	62	50	61	54	93	72	37	50	61
Carroll	52	81	41	81	86	44	93	93	75	77
Carter	25	43	90	70	47	83	60	58	28	32
Cheatham	36	49	84	60	56	77	8	21	68	55
Chester	75	47	70	48	63	42	24	18	43	47
Claiborne	45	85	31	89	74	86	91	63	79	53
Clay	90	77	38	80	80	16	14	69	78	87
Cocke	43	13	23	9	11	9	25	19	18	12
Coffee	27	23	40	19	49	34	50	52	20	14
Crockett	81	68	44	66	87	17	64	54	71	64
Cumberland	21	33	39	45	45	26	9	3	19	49
Davidson	2	1	85	1	2	73	42	1	1	1
Decatur	83	55	27	65	26	12	2	89	53	72
DeKalb	67	54	46	20	9	25	67	48	45	69
Dickson	30	19	25	13	51	57	16	45	27	16
Dyer	41	38	53	28	29	70	10	56	38	22
Fayette	38	87	76	90	92	54	90	84	87	85
Fentress	69	69	35	56	83	23	78	91	81	62
Franklin	37	60	54	59	70	27	33	61	55	42
Gibson	32	75	74	82	81	61	34	87	80	52
Giles	51	15	10	11	40	38	23	7	15	24
Grainger	57	80	18	63	79	31	52	44	82	83
Greene	20	21	30	16	48	37	66	24	17	21
Grundy	80	52	16	26	8	53	68	12	60	78
Hamblen	23	20	65	50	41	48	65	72	16	13

Tennessee Traffic Crash Data
County Rankings By Emphasis Area
2012 - 2016

County	Licensed Drivers Rank	Overall Crash Rate Rank	Fatal Crash Rate Rank	Injury Crash Rate Rank	Motorcycle Crash Rate Rank	Alcohol Impaired Fatality Rate Rank	Alcohol Impaired Crash Rate Rank	Speeding Crash Rate Rank	Young Driver (15 to 24) Crash Rate Rank	Senior Driver (65+) Crash Rate Rank
Hamilton	4	4	88	10	10	78	36	2	3	5
Hancock	92	65	26	75	71	24	22	32	67	82
Hardeman	59	53	42	33	58	49	18	43	65	60
Hardin	54	28	24	31	21	40	45	70	26	36
Hawkins	24	72	60	86	77	74	19	55	70	71
Haywood	74	8	2	8	18	2	6	36	25	23
Henderson	53	14	4	15	17	10	11	82	13	15
Henry	44	88	64	62	62	32	62	95	85	75
Hickman	58	36	36	12	39	66	58	65	46	56
Houston	89	91	6	64	19	3	3	81	90	88
Humphreys	64	50	12	30	23	20	51	60	58	59
Jackson	86	89	14	92	43	21	75	64	84	93
Jefferson	31	48	43	47	66	89	56	26	44	40
Johnson	73	39	57	74	5	65	43	79	47	48
Knox	3	12	80	23	38	76	47	35	8	9
Lake	95	92	82	91	82	13	7	92	93	86
Lauderdale	60	58	9	35	46	36	40	74	64	63
Lawrence	35	61	55	52	76	92	48	76	63	35
Lewis	85	74	92	85	91	95	73	90	73	65
Lincoln	42	41	51	55	44	51	4	73	39	37
Loudon	28	32	73	68	68	62	37	40	29	39
McMinn	29	24	28	17	53	33	41	47	31	25
McNairy	56	57	7	53	24	30	20	50	66	68
Macon	61	67	17	69	84	64	46	30	56	57
Madison	15	3	59	4	16	46	30	29	4	2
Marion	49	45	20	29	35	41	57	14	54	41
Marshall	50	42	87	38	55	80	26	34	42	44
Maury	16	17	62	14	36	72	12	22	12	19
Meigs	82	83	1	76	72	6	39	46	89	91
Monroe	33	66	29	39	7	14	71	85	52	51
Montgomery	7	10	71	6	13	56	28	51	11	6
Moore	91	78	83	58	61	75	29	42	59	84

Tennessee Traffic Crash Data
County Rankings By Emphasis Area
2012 - 2016

County	Licensed Drivers Rank	Overall Crash Rate Rank	Fatal Crash Rate Rank	Injury Crash Rate Rank	Motorcycle Crash Rate Rank	Alcohol Impaired Fatality Rate Rank	Alcohol Impaired Crash Rate Rank	Speeding Crash Rate Rank	Young Driver (15 to 24) Crash Rate Rank	Senior Driver (65+) Crash Rate Rank
Morgan	65	94	34	88	57	28	76	68	94	94
Obion	47	51	66	72	34	82	88	59	49	43
Overton	62	44	21	32	37	60	87	27	34	45
Perry	88	73	8	51	52	87	61	77	77	92
Pickett	94	90	52	93	90	7	94	94	92	90
Polk	71	79	19	41	4	1	74	17	83	74
Putnam	18	6	89	5	20	84	15	8	6	8
Rhea	46	82	77	87	93	85	79	83	88	80
Roane	26	37	48	36	59	55	44	23	40	38
Robertson	19	26	63	22	65	45	13	31	35	27
Rutherford	5	5	86	3	22	90	21	6	5	3
Scott	63	93	56	94	95	47	53	88	91	79
Sequatchie	76	84	61	83	78	15	85	75	74	70
Sevier	14	7	67	7	14	59	32	11	9	7
Shelby	1	2	72	2	6	79	69	62	2	4
Smith	66	16	13	21	32	18	55	15	14	46
Stewart	79	76	5	44	12	5	54	49	76	89
Sullivan	9	29	81	34	60	81	86	41	30	20
Sumner	8	46	93	54	50	91	81	16	41	31
Tipton	22	70	78	79	85	58	83	78	72	50
Trousdale	87	18	15	24	15	19	1	13	22	28
Unicoi	68	59	68	77	89	71	63	10	62	54
Union	70	86	32	71	88	35	89	53	86	81
Van Buren	93	25	33	43	3	67	95	67	37	58
Warren	40	30	47	42	73	11	35	4	32	30
Washington	12	9	91	67	30	88	49	9	7	10
Wayne	77	56	49	57	28	39	17	57	69	76
Weakley	48	71	45	73	64	50	38	86	48	73
White	55	64	22	84	42	22	84	71	61	67
Williamson	6	40	95	78	69	94	82	33	51	29
Wilson	11	34	79	25	67	43	27	39	24	34

Highway Safety Program Plans

ORGANIZATION

Tennessee's Highway Safety Plan (HSP) is organized into different program areas, reflecting both federal funding priorities and priorities assigned based upon analysis from Tennessee highway safety stakeholders.

FFY2018 priority program areas for the HSP include the following:

- Community Outreach,
- Occupant Protection,
- Traffic Records,
- Impaired Driving,
- Distracted Driving,
- Motorcycle Safety,
- Police Traffic Services,
- High Visibility Enforcement,
- Emergency Medical Services,
- Teen Drivers,
- Senior Drivers, and
- Bicycle/Pedestrian Safety.

Each program plan typically contains the following sections:

1. One or more program targets that support the statewide primary mission and a set of one-year objectives to meet said targets;
2. Data describing the problem and justification for fund use;
3. Description of countermeasure strategies for addressing the problem;
4. Projected traffic safety impacts; and
5. A set of projects or activities that support program objectives.

Planning and Administration

Problem Identification

Traffic crashes damage property and yield unnecessary expenses. In fact, NHTSA's 2015 technical report, The Economic and Societal Impact of Motor Vehicle Crashes, asserts that the economic costs of vehicle crashes totaled $242 billion in 2010. While astoundingly high, the cost associated with injuries, pain, reduced quality of life, and deaths is even higher. "When quality-of-life valuations are considered, the total value of societal harm from motor vehicle crashes in 2010 was $836 billion" (Blincoe, Miller, Zaloshnja, and Lawrence, 2015). In an effort to reduce fatalities and serious injuries on Tennessee roads, the Tennessee Highway Safety Office (THSO) administers programs focusing upon the behavioral aspects of highway safety through partnerships with law enforcement, judicial personnel, and community advocates.

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, does not include any information regarding the administration or management of programs.

Targets and Performance Measures

Targets

- Administer the state highway safety grant program and other state and federally-funded highway safety programs.
- Plan for coordinated highway safety activities utilizing strategic resources effectively to decrease traffic crashes, deaths, and injuries in Tennessee.

Performance Measures

1. Produce required plans and documentation, annual programs, plans, and evaluation reports in a timely manner.

2. Deliver programs that effectively change knowledge, attitude, and behavior of Tennessee drivers to reduce traffic crashes, injuries, and deaths. Effectiveness will be determined by reviewing state motor vehicle crash, death, and injury data and data based upon observational and opinion surveys.

Objectives

- Develop and prepare the Highway Safety Plan (HSP). 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 grant recipients on program benefits, procedures for participation, and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts. Review and evaluate the implementation of state and local highway safety funds contained in the approved 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 knowledge, attitude, and behavior of drivers to reduce crashes, injuries, and deaths.

Self-sufficiency

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

Evaluation

Production and timely delivery of the HSP and Annual Report to NHTSA.

STRATEGIES FOR EFFECTIVE MANAGEMENT

Tennessee's highway safety program is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other state and local governments. This process also appropriately provides the state with the ability to determine measurable outcomes.

A Strategic Planning Committee has been developed incorporating individuals from the THSO, Tennessee Department of Safety and Homeland Security, Federal Highways, Tennessee Department of Transportation, Finance and Administration, and the Tennessee Department of Health. The Strategic Planning Committee developed a comprehensive strategic highway safety plan in 2014 encompassing all areas of state highway safety problems.

The THSO utilizes an online grant application process and has established a timeline for the selection process from the acceptance of applications, review and evaluation, award, and contract dates. This timeline is detailed in the Highway Safety Plan Process section.

Criteria for grant awards have been established and documented in narrative form. Programs are assigned to program managers according to their areas of expertise to provide subgrantees with professional and effective guidance.

Evaluation of program effectiveness is critical toward determining the effective distribution and use of funds. Further, funds are set aside for pre-post surveys of mobilizations and surveys for media awareness evaluations to analyze the effective use of our advertising funds. This allows the THSO to avoid costly mistakes, evaluate alternative strategies, and increase the efficiency of its advertising.

ORGANIZATION AND STAFFING

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

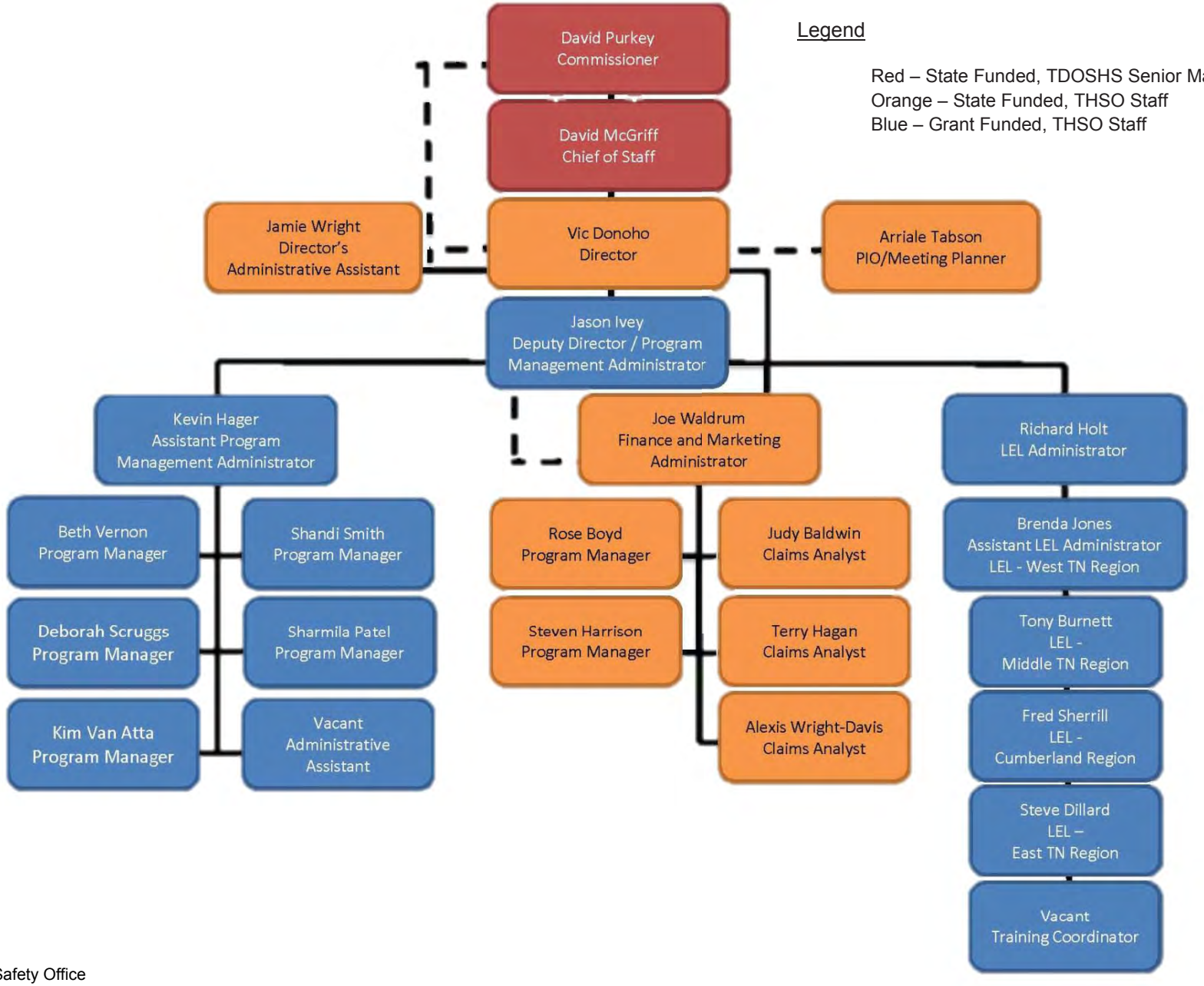
The Commissioner of the TDOSHS serves as the designated governor's highway safety representative, while the director of the THSO fulfills the role of the state's coordinator of activity. The Tennessee Highway Safety Office employs a planning and administration staff of nine (9) full-time state employees and fourteen (14) full-time positions funded by the University of Tennessee grants.

The safety mission of the THSO is to develop, execute, and evaluate programs to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on Tennessee's roadways. This requires coordination of multidisciplinary programs supported by multiple funding sources, each with its own set of regulations and program goals. Achieving this mission may include leadership in internal TDOSHS activities and in external activities such as participation within the Governor's Highway Safety Association. Also, the THSO has had an active role in the development of shared performance measures for this year's HSP and TDOT's Highway Safety Improvement Plan, and multiple staff members serve on the statewide Strategic Highway Safety Plan Committee.

The safety mission also requires the coordination of overlapping activities performed with other state and local agencies, organizations, and advisory groups. For instance, the THSO spearheads three statewide committees to address critical highway safety issues in Tennessee: the Traffic Records Coordinating Committee, the Motorcycle Safety Coalition, and the Impaired Driving Task Force. Further, the THSO identifies relevant groups, reviews their missions and memberships, and works to assure maximum cooperation and collaboration in order to make the most efficient and effective use of the state's resources. In FFY2018, the THSO looks to implement an Occupant Protection Task Force to reduce fatalities and injuries resulting from individuals riding unrestrained in motor vehicles.

Organizational Chart

Listed below is a chart that details the organizational structure of the Tennessee Highway Safety Office.



Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
The University of Tennessee	402 / 154AL / 405d	PT-18-68	Statewide	$1,100,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

PROJECTED TRAFFIC SAFETY IMPACTS

Planning and administration funds provide the staff and resources to implement and manage highway safety programs to meet the goals and objectives 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 subgrantees across the state.

Community Outreach

Problem Identification and Program Justification

In an era of diminishing federal resources and 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 grass-roots, community-based activities reflecting social attitudes about what behaviors are acceptable to other members of the community.

Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy approaches once favored in highway safety. When community 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 Tennessee Highway Safety Office (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 motivate them to change their behavior. While the Tennessee population is primarily white, census data shows that our population is becoming increasingly diverse, and "one size fits all" strategies, messages, and approaches are no longer effective. According to the U.S. Census Bureau, the Hispanic or Latino population in Tennessee was almost 300,000 in 2015. Further, according to the University of Tennessee's Center for Business and Economic Research, one in eight new migrants to Tennessee is Hispanic. Consequently, we must learn from our partners in the human services field in order to effectively achieve our safety goals while being culturally appropriate and sensitive to the differences between diverse populations in order to achieve the desired behavior changes.

Performance Measures

1. Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2018.

   Performance Measure: Number of product orders fulfilled (flyers, materials, equipment, rack cards, banners, and signs).

2. 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 100,000 unique visitors to the website in FFY2018.

   Performance Measure: Number of unique visitors to the www.TNTrafficSafety.org website, amount of time spent on the website, frequency of visitors, etc.

3. Engage internal stakeholders and public via THSO social media channels including Facebook, Twitter, YouTube, and Instagram.

   Performance Measures: Number of likes, followers, and amount of user engagement.

4. Make materials more accessible to a wider audience by translating at least ten rack cards and print pieces to Spanish.

   Performance Measure: Number of Spanish materials available for download and print.

STRATEGIES/ACTIVITIES

Community Outreach Activities—Diverse Communities

Problem

When Latinos come to Tennessee, they face the challenge of learning new laws, a new language, a new culture, and a new way of life. Driving laws, including laws regulating drinking and driving, are very different in the U.S. than those in Latin America. Limited awareness and understanding of Tennessee highway safety laws and the risks of drinking and driving have greatly contributed to crashes and fatalities involving Latinos on Tennessee roads.

According to the 2010 census, Tennessee's Latino population has grown 134.2 percent since 2000 and now amounts to more than 290,000 in the state. The Latino community is growing rapidly, and without a continuation of our significant and long-term Spanish-language, culturally-relevant campaign to educate some of the newest members of the Tennessee community about highway safety laws, crashes and fatalities likely will increase.

Strategies

To increase awareness among Tennessee Latinos of laws related to impaired driving as well as the risks and consequences of breaking those laws. Outreach will occur in a variety of ways:

- Attend relevant events throughout the year (festivals, sporting events, the Mexican consulate etc.) to reach at least 25,000 Latinos in Middle Tennessee.
- Share information about Tennessee's impaired driving laws with the 8,000 Latinos and their families that are served at Casa Azafran annually.
- Share information about Tennessee's impaired driving laws with over 1,700 Latino individuals on the e-mail distribution list through weekly newsletters as well as through the agency website and social media, including Facebook pages that reach over 17,000 Spanish-speaking users.
- Distribute literature to at least ten key distribution points (churches, restaurants, bars, and stores) each quarter.

Evaluation

Administrative evaluation will be accomplished through a review of the data collected to determine if the project is meeting its established goals and through an on-site monitoring visit.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Conexion Americas	154AL	154AL-18-59	Davidson	$106,754.98

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

Safe Communities Educational Resource – TN Traffic Safety Resource Service

Problem

In order to decrease the number of automobile deaths and injuries in Tennessee, there is an urgent need to continue the positive and coordinated THSO educational efforts statewide through Internet-based marketing. Finding sustainable creative marketing and promotional strategies is essential for building effective relationships with the various target markets and Tennessee stakeholders. The creation of an innovative marketing program is crucial in order to lower motor vehicle injuries and deaths and empower traffic safety stakeholders with the technology, resources, and motivation to share THSO's vision of having all highway users arrive safely at their destination.

Strategies

Information and materials are distributed as requested on a daily basis. A toll-free number, website, and social media channels will be utilized as a means to disperse information.

- Maintain current website infrastructure (www.TNTrafficSafety.org) while building on the existing THSO programs and creating additional content.
- Begin to use micro sites (distracted.TNTrafficSafety.org) to create/implement full marketing campaigns to reach targeted demographics.
- Utilize social marketing (Facebook, Instagram and Twitter), e-mail marketing (myEmma), and video-based messages (YouTube) to communicate traffic safety initiatives to a wide audience while continuously increasing the reach of each medium.
- Maintain existing and create critical database warehouses that collect information for THSO law enforcement campaigns, public events and meetings, and all THSO training courses.
- Develop print materials to be dispersed through strategic partnerships (Tennessee Highway Patrol, Tennessee high schools, etc.) to enhance statewide education and awareness.
- Develop and maintain creative and adaptive outreach programs to strengthen the traffic safety presence in communities statewide.
- Continue to develop, enhance, and implement the www.ReduceTNCrashes.com website infrastructure as the optimal communication platform to reach and engage the young driver segment, high school leaders, and community stakeholders.

- Develop innovative alcohol awareness programs and/or training programs using emerging technologies from the immersive visualization and virtual reality industry.
- Maintain and expand the “Teen Driver Alert Zones” app to engage teens, parents, schools, law enforcement, community leaders, and other stakeholders.

Evaluation

Evaluation shall be accomplished by comparing program objectives and planned activities with accomplishments and reviewing service logs of requests.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee Technological University	402	SA-18-01	Putnam	$531,448.89

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Implementation of the proposed projects 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 Tennessee Highway Safety Office’s mission to reduce crashes, fatalities, and injuries.

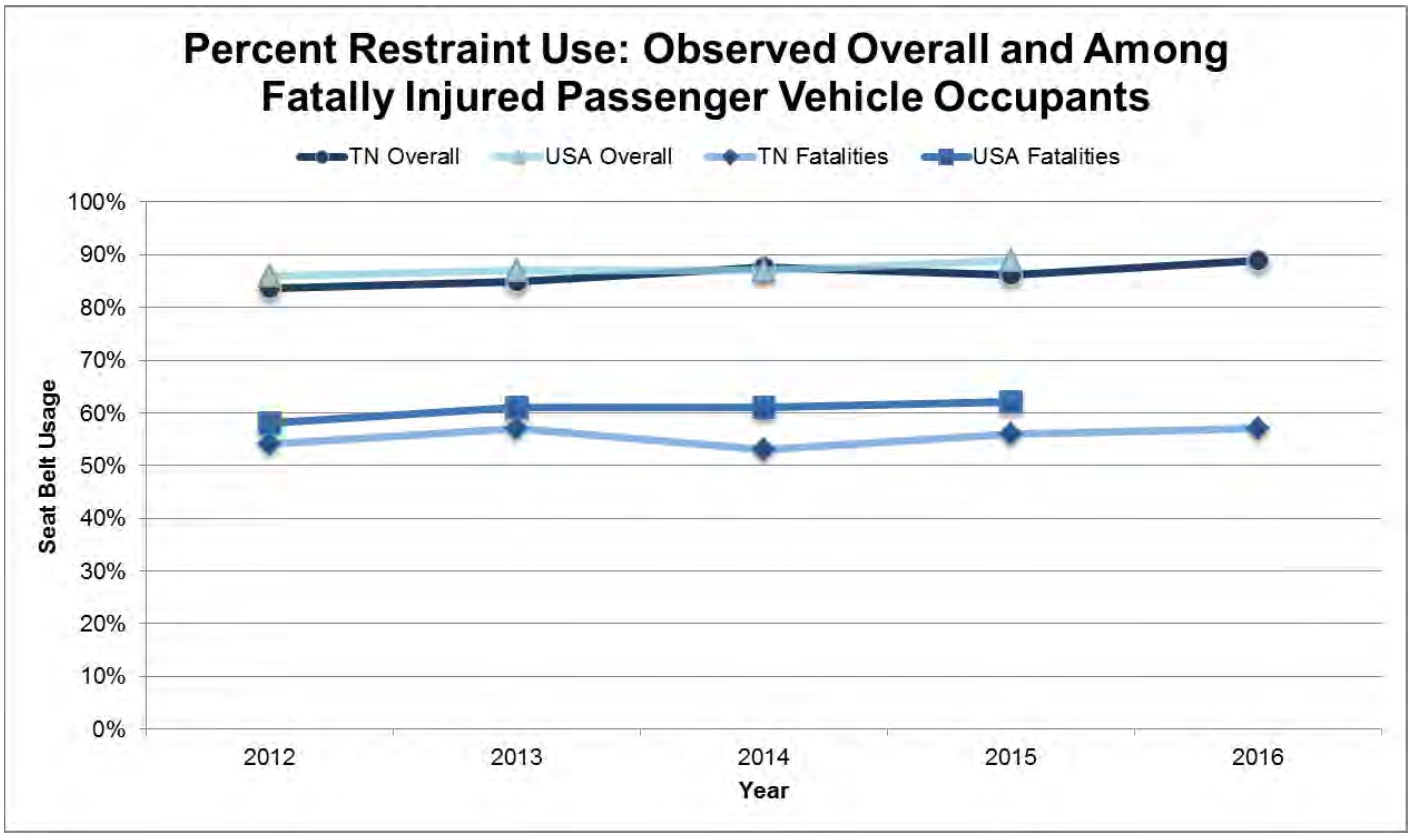
Occupant Protection

Problem Identification

Occupant protection (OP) refers to the use of seat belts and child safety seats in vehicles. The Centers for Disease Control (CDC) in Atlanta, Georgia, reports that motor vehicle crashes are the leading cause of death in the first three decades of Americans' lives. In addition, the CDC reported motor vehicle crashes killed over 35,000 people in 2015—that's approximately 96 people every day. Seat belt use is the most effective way to save lives and reduce injuries in crashes. However, the National Highway Traffic Safety Administration (NHTSA) indicated in their publication Traffic Safety Facts Research Notes that seat belt use reached 90.1 percent, up from 88.5 percent in 2015.

Yet millions of adults still do not wear their seat belts every time on every trip. This also impacts the use, or lack thereof, of child restraint seats. Ultimately, the continuation of OP 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 decrease 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.



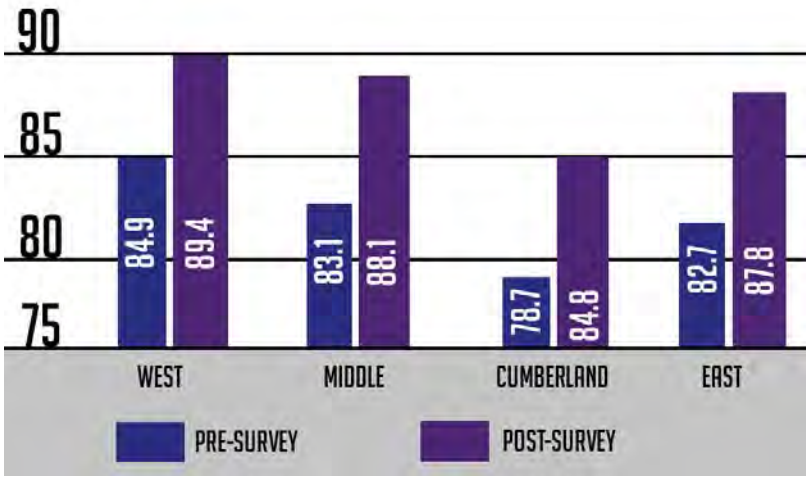
Restraint Usage – Tennessee Compared to the USA, 2012-2016

Tennessee's challenge is to convince all passenger vehicle occupants to buckle up. The nationwide seat belt use rate was 90.1 percent in 2016 as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). Seat belt use in Tennessee was slightly below the national average, coming in at 88.95 percent, which was an increase over the year before. While these numbers are promising, the Tennessee Highway Safety Office (THSO) wants to see this number increased to 100 percent.

Since 2008, the THSO has participated in NHTSA's Click it or Ticket (CIOT) safety campaign. In addition to CIOT, the Tennessee Highway Patrol, in conjunction with the THSO, conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat (OHDSH) and Seat belts Are for Everyone (SAFE).

The SAFE campaign is a six to seven-month long initiative that, for 2016, ran from January 1, 2016, through July 31, 2016. While the OHDSH effort targets speeding and impaired drivers, it does complement the CIOT program by providing high visibility traffic enforcement across the state. The following graph illustrates seat belt usage rates for regions in Tennessee. These regions include West, Middle, Cumberland, and East. Over 100 agencies participated in the 2016 SAFE Campaign. The seat belt rates comparisons for pre- (blue) and post- (purple) surveys reveal significant increases in every region.

Comparison of Pre and Post Seat belt Usage by Region in Tennessee



The results are as follows:

- West region—seat belt usage increased from 84.9 percent to 89.4 percent, an increase of 4.5 percent.
- Middle region—seat belt usage increased from 83.1 percent to 88.1 percent, an increase of 5 percent.

- Cumberland region—seat belt usage increased from 78.7 percent to 84.8 percent, an increase of 6.1 percent.
- East region—seat belt usage increased from 82.7 percent to 87.8 percent, a 5.1 percent increase.

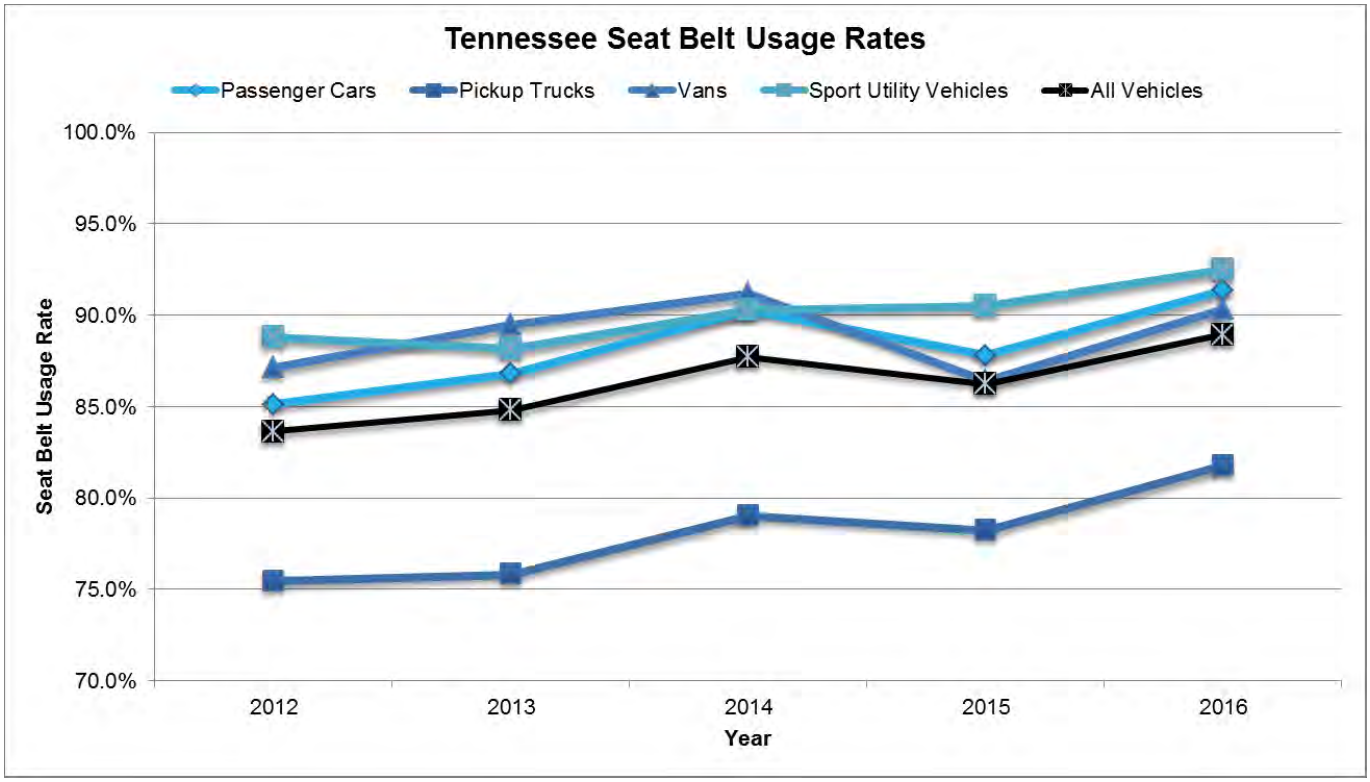
102 agencies participated in the SAFE Campaign in 2016, which yielded the following results:

- 1,722 child restraint violations,
- 21,583 seat belt citations, and
- 699 other seat belt enforcement activities.

The 2017 SAFE campaign began February 1, 2017, and concludes on August 1, 2017.

TENNESSEE SEAT BELT USE

The following graph and table depicts Tennessee seat belt usage rates for passenger cars, pickup trucks, vans, sport utility vehicles, and all vehicles for years 2012-2016.



Tennessee Seat Belt Usage Rates

	2012	2013	2014	2015	2016
Passenger Cars	85.1%	86.8%	90.3%	87.8%	91.4%
Pickup Trucks	75.5%	75.9%	79.1%	78.3%	81.8%
Vans	87.1%	89.5%	91.2%	86.4%	90.4%
Sport Utility Vehicles	88.8%	88.2%	90.3%	90.6%	92.5%
All Vehicles	83.7%	84.8%	87.7%	86.2%	89.0%

Source: Center for Transportation Research. Annual Surveys of Safety Belt and Motorcycle Helmet Usage. Knoxville, TN: University of Tennessee, 2003 - 2016.

The highest percent of usage was observed in the sport utility vehicles category, which rose from 88.8 percent in 2012 to 92.5 percent in 2016. The lowest percent of seat belt users was observed to be in the pickup truck category; however, there was an increase in this category, from 75.5 percent in 2012 to 81.8 percent in 2016. While the seat belt usage rate for pickup truck drivers remains lower than other classes of vehicles, the trend leads us to believe that through enforcement and education, behavior change is statistically evident among pickup truck drivers.

Child passenger safety (CPS) is another important component of occupant protection. NHTSA's Countermeasures that Work, eighth edition, states, "Abundant research has shown that correctly using an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes. When used, lap and shoulder combination seat belts reduce the rate of fatal injury to front seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent." While Tennessee's child passenger restraint laws requiring car seat or booster seat use for children ages 8 and under have resulted in more children being buckled up, more education is required. A summary of findings from the Tennessee Child Passenger Safety Center (TCPSC) FFY2016 final report is provided below.

The TCPSC 2015-2016 final report yielded the following results:

Number of check-up events	334
Number of new seat installations	824
Number of unsafe seats	302
Number of seats distributed	728
Number of unrestrained children	169
Number of seats checked	2,861
Number of seats misused	2,397
Number of seats used correctly	464
Misuse rate for reporting year	84%

The misuse rate has remained high in Tennessee. In FFY16, 334 child passenger safety check-up events were held. A total of 2,861 child safety seats were checked, and 2,397, or 84 percent were incorrectly installed. Although Tennessee's misuse rate is above the national rate of 73 percent, our efforts will focus on continuing to work toward the ultimate compliance rate of 100 percent.

The misuse rate is currently at 84 percent and is much improved from when TCPSC's efforts first started, which was at 95 percent. Much work remains, and occupant protection work in FFY2018 will include both teens and older adult drivers.

NOTE: Only children under 4 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, because the number of fatalities under age four is extremely low, and of course, the number using the 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).

PERFORMANCE MEASURES

1. **Core Performance Measure –** Decrease the percentage of unrestrained passenger vehicle fatalities 8.13 percent, from the 2015 calendar base year of 332 to 305 by December 31, 2018 (5-year linear regression).

2. Increase the observed seat belt usage rate by 2 percent, from a 2016 baseline of 88.95 percent to 91 percent in 2018.

3. Reduce the state misuse percentage of incorrectly installed child passenger safety seats, from a baseline of 84 percent in FFY2016 to 83 percent in FFY2018.

STRATEGIES FOR DECREASING DEATHS AND INJURIES

Countermeasures that Work stresses the importance of occupant protection and outlines multiple countermeasures, such as primary seat belt enforcement, short-term high visibility belt enforcement in alignment with the Click it or Ticket model, night time enforcement, and targeted communication strategies. All of these are utilized in Tennessee.

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

STRATEGY: EDUCATION AND OUTREACH

The THSO works in tandem with NHTSA to implement programs focusing on occupant protection, impaired driving, speed enforcement, truck and school bus safety, pedestrian and bicycle safety, and crash data collection and analysis.

In FFY2018, the Tennessee Occupant Protection Center (TOPC) objectives are as follows:

Child Passenger Safety Objectives

- Increase the use of child restraints in Tennessee.
- Collect safety data on child safety seat usage on 100 percent of participants.

- Certify 100 technicians, and maintain/recertify currently certified technicians.
- Maintain a coalition of 124 fitting stations throughout the state.

Teen Driver Education Objectives

- 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. Teen Driving Plan and ThinkFast) that will 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.
- Collect and analyze data on teen driver injuries and fatalities.

Older Driver Education Objectives

- Conduct 12 safety training activities, including CarFit for older drivers.
- 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.
- Collect and analyze data on older driver injuries and fatalities.

Training

The TOPC will conduct at least one education program quarterly in Tennessee for a total of at least four trainings that will target children, teens, or older drivers:

- 32-hour, Renewal, CPS workshop or CEU for Child Passenger Safety Technicians and/or Parent/Community Partner.
- Teen Driver Presentation and/or activity.
- Older Driver Car Fit activity and/or safety presentation.

The goal for FFY2018 is to train at least 50 individuals as child passenger safety technicians and train at least half of the CPS instructors as CarFit instructors.

Education

The TOPC will conduct check-ups during the Click It or Ticket blitz, National CPS Week, and Hands across the Border events to distribute educational materials. The check-ups will track 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. In addition, seat belt usage will be observed and recorded for teen and older drivers.

In addition, the TOPC will establish a network of healthcare professionals as a preventive initiative to educate parents and future healthcare providers on the importance of seat belt and car seat usage.

Data Collection

Electronic checklist forms have been created and will be utilized to provide the TOPC better information with detecting reasons for misuse among parents and caregivers when installing child safety seats. The TOPC will conduct research projects to enhance programmatic initiatives and improve high-risk areas of increased injuries and fatalities. A formal report will be submitted annually that will reflect seat belt and child safety seat usage, reporting common mistakes, common practices, and any behavior changes after interventions have been done.

STRATEGY: ENFORCEMENT

Tennessee continues to support the enforcement of seat belt and child passenger safety laws. Highly publicized and visible waves of enforcement of belt laws are necessary for increasing the public's perception of risk of 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. An example is the Tennessee Highway Patrol (THP), which ranks occupant protection enforcement as its second highest priority, second only to impaired driving enforcement. This priority designation has led to an increase in the number of seat belt citations issued by the THP, from 114,068 in 2015 to 118,308 in 2016. During 2015, 90 percent of THP seat belt enforcement was undertaken when on regular duty. Local agencies also actively engage in enforcement and education as part of the agencies' mission to ensure that their communities stay safe. Several of the THSO's police traffic services grants include a seat belt enforcement component.

Night Time Enforcement

Night time enforcement is an emphasis area for many states, and Tennessee is no exception. Across the country, it's not uncommon for night time 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 injury and fatality rates. To this end, Tennessee was part of a multi-year grant program funded by the Centers for Disease Control. This grant was to design, develop, implement and evaluate new/improved strategies for increasing night time seat belt use through enforcement and other means of interventions. Best practices were utilized by the East Tennessee agencies participating in the grant e.g., establishing zones in well-lit areas and utilizing roving patrols.

Beginning in FFY2018, an emphasis is being placed on night time seat belt enforcement by the THP through its Belts grant. This emphasis will be guided by data retrieved from the TITAN division. Location, time of day, and day of week are sample data sets that will be examined. Further, the LELs in each region will rely on TITAN data to identify locations for collaboration with local agencies on night time belt enforcement. Agencies will be allowed to use grant funding were permitted by using grants awarded under Section 402, police traffic services. Where applicable, agencies may work in a multi-jurisdictional capacity to saturate a large area or stretch of highway at one time.

Enforcement Mobilizations

Mobilizations are high-profile law enforcement programs, combined with paid and earned media, and they are evaluated in terms of observations of belt use and surveys of public awareness and public changes in behavior. These mobilizations are a 5-step process:

1. Two weeks of high-intensity traffic law enforcement 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.

As mentioned earlier, the THSO has participated in NHTSA's Click it or Ticket (CIOT) safety campaign for several years. In addition to CIOT, the Tennessee Highway Patrol (THP) and the THSO conducted safety enforcement campaigns entitled One Hundred Days of Summer Heat (OHDSH) and Seat belts Are for Everyone (SAFE).

Seat belt and child restraint enforcement is conducted throughout the year. A notable program is the THP's Belts grant. The TDOSHS's Planning, Research, and Development Division has analyzed available data to identify and establish a county ranking, by district, where unrestrained drivers involved in fatal crashes are more prevalent. Crash data was examined for each of Tennessee's 95 counties to denote where larger numbers of fatal crashes involving unrestrained occupants were occurring and where the largest number of lives have been lost. Five counties were identified in each of the THP's eight districts that meet these criteria. These 40 counties make up over 74 percent of the state's population (4,719,288 of 6,346,105 or 74.37 percent).These counties, as well as others identified by statistical data, will be targeted to receive increased enforcement; such efforts will occur during the daytime and night time. Night time seat belt enforcement is an emphasis area for this statewide program. Further, the THP has begun to schedule and conduct seat belt checkpoints in each of the eight districts. Violations of this law are receiving renewed attention in an effort to save lives. In addition to the other THSO-sponsored campaigns, the THP also will participate in the Buckle-Up America campaign and devote available resources to targeting unrestrained motorists in FFY2018.

This statewide project works in conjunction with our High Visibility Enforcement (HVE) program, which also provides grants to local agencies in 86 of the 95 counties. The list of 190 HVE subgrantees can be found in the HVE section of the HSP.

LEL Program

The THSO makes extensive use of the Law Enforcement Liaison (LEL) program. Each LEL has five to six network coordinators who are employed by law enforcement agencies within their region to assist with program administration and event coordination. The LELs and their network coordinators are well

known by law enforcement agencies in their areas of responsibility, and they leverage these relationships to garner support for enforcement and public information activities.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee Department of Safety & Homeland Security	405b	M2HVE-18-01	Statewide	$100,000.00

NOTE: These resources are estimated and are based on the 2017-2018 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

HIGH-RISK POPULATION PROGRAMS

According to the 2016 observational seat belt survey, the statewide usage rate for Tennessee was 88.95 percent. This is an increase of 2.72 percent from 2015 (86.23 to 88.95 percent).

Tennessee looks to improve seat belt and restraint use for two at-risk populations: drivers on rural roadways and drivers of pickup trucks. The following tables demonstrate the current usage within the state. Males continue to wear their seat belt less than females, a trend that has been consistent over the years.

Usage Rate by Gender	
Male	84.90%
Female	93.60%

As can be seen in the following table, seat belt usage for pickup trucks is significantly lower than other vehicle types

Usage by Vehicle Type	
All vehicles	88.95%
Cars	91.36%
Vans	90.35%
SUVs	92.53%
Pickup trucks	81.80%

The following table shows seat belt usage on collector and local roads are lower than other types.

Usage by Road Type	
Interstates/Freeways	91.2%
Other principal arterials	89.3%
Minor arterials	88.6%
Collectors	88.5%
Local roads	86.1%

To address these at-risk populations, Tennessee implements a strong media and enforcement campaign to target 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 during the NHTSA-sponsored Click It or Ticket (CIOT) campaign along with Tennessee's 100 Days of Summer Heat campaign and Buckle up in your Truck. National and locally produced media are used during each of these specified time frames. The THSO provides signage at local sporting and similar events to display the CIOT message. The signage is strategically placed to reach our targeted demographic.

Law enforcement participation is critical in reducing fatalities and injury crashes on Tennessee roads. As mentioned earlier, the THSO's High Visibility Enforcement program involves over 150 law enforcement agencies across the state. In order to achieve measurable results, local law enforcement agencies must make a concerted effort to enforce state traffic laws, conduct/participate in sobriety checkpoints, schedule traffic saturation patrols, educate the public, and schedule other media activities that promote highway safety. High visibility enforcement along with media campaigns such as Booze It and Lose It, CIOT, 100 Days of Summer Heat, various demonstration projects, and specialized NHTSA campaigns will help Tennessee reduce its number of fatalities and injury crashes.

Each agency commits to increase high visibility enforcement during specified times each quarter. The objectives include the following: increase seat belt use to 91 percent by 2018; maintain the Selective Traffic Enforcement Program (STEP) wave concept of enforcement; participate in national mobilization campaign periods; and increase DUI enforcement.

EVALUATION SURVEYS AND STUDIES – SEAT BELT USE

Program

The University of Tennessee Center for Transportation Research (CTR) collected seat belt and helmet use data in the spring and summer of 2016 in accordance with the revised Uniform Criteria for State Observational Surveys of Seat Belt Use. As has been the case over the past several survey years, the CTR collected seat belt usage information both before (April and May) and after (June) the annual CIOT campaign to assist the THSO and NHTSA in their assessment of the program's effectiveness.

Tennessee's current survey plan, approved by NHTSA on April 12, 2012, collects observation data at 190 sites across the state. CTR staff also conducted quality control checks at a minimum of five percent of these sites. Seat belt and helmet use data were tabulated and analyzed following the survey periods using appropriate statistically-based procedures. CTR reported the final June survey result (88.95 percent usage) to the THSO on July 7, 2016.

Results

Tennessee has traditionally reported results from its June state observational survey as the state's official usage rate. For 2016, the final statistically adjusted statewide seat belt usage rate was 88.95 percent (+/- 1.11 percent). By comparison, the final usage rate for 2015 was 86.23 percent (+/- 1.36 percent). The 2016 result represents an increase of more than 2.7 percent from the previous year and is the highest annual statewide seat belt usage rate ever recorded in Tennessee. In addition to the increase for all occupants, belt usage rates increased in all four passenger vehicle categories. The largest year-to-year increase was seen in vans (+3.93 percent), followed in decreasing order by

passenger cars (+3.55 percent), pickup trucks (+3.51 percent), and sport utility vehicles (SUVs) (+1.98 percent). Individual usage rates for passenger cars, vans, and SUVs exceeded 90 percent, with a collective average of 91.60 percent. Pickup trucks continue to trail far behind other vehicle types at 81.80 percent. While there is still much room for improvement in pickup truck occupant protection, the 2016 usage rate marks only the second time that truck use has been observed to exceed 80 percent and is more than twice the rate observed in 2000 (39.27 percent).

The following table shows the final adjusted usage rates by vehicle type and county and the final statewide usage rate of 88.95 percent (± 1.11 percent) for all vehicle types.

		Adjusted Usage Rates					
County	**No. of Sites**	**Passenger Cars**	**Vans**	**SUVs**	**Cars + Vans + SUVs**	**Pickup Trucks**	**All Vehicles**
Davidson	15	95.79%	90.00%	96.95%	95.64%	86.21%	94.10%
Hamilton	15	84.54%	86.78%	89.54%	86.31%	78.93%	85.12%
Knox	15	87.82%	90.73%	85.33%	87.58%	80.75%	85.95%
Shelby	15	83.97%	91.71%	89.38%	86.73%	83.02%	85.99%
Blount	11	92.04%	90.36%	89.24%	91.00%	81.54%	89.23%
Dyer	11	87.87%	84.69%	81.53%	84.12%	65.54%	78.52%
Loudon	11	92.68%	90.92%	91.82%	92.68%	77.54%	87.32%
McMinn	11	95.53%	86.77%	96.17%	95.26%	80.48%	91.30%
Marion	11	97.79%	96.83%	99.77%	98.32%	83.10%	90.49%
Montgomery	11	98.12%	91.43%	97.03%	96.83%	81.49%	92.72%
Roane	11	93.29%	97.03%	97.43%	94.80%	83.86%	92.45%
Rutherford	11	92.54%	88.42%	97.34%	93.97%	86.01%	92.06%
Sevier	11	91.60%	95.78%	91.38%	91.97%	87.09%	91.01%
Tipton	10	90.05%	87.42%	89.87%	89.64%	80.46%	86.90%
Warren	10	89.74%	83.82%	92.90%	89.35%	76.25%	84.98%
Williamson	11	97.37%	91.20%	99.05%	96.95%	89.16%	95.09%
Statewide Totals	**190**	**91.36%**	**90.35%**	**92.53%**	**91.60%**	**81.80%**	**88.95%**

Motorcycle Helmet Usage

The observed statewide motorcycle helmet usage in 2016 was 99.4 percent. Only three of 391 total motorcycle riders observed in the June survey period were not wearing a helmet. The following table details the motorcycle helmet observations and usage by county.

June 2016 Helmet Use

County	No. of Sites	Total Helmeted Riders	Total Riders Observed	% Helmet Use
Davidson	15	19	19	100.0%
Hamilton	15	29	29	100.0%
Knox	15	41	42	97.6%
Shelby	15	28	28	100.0%
Blount	11	48	48	100.0%
Dyer	11	12	12	100.0%
Loudon	11	19	20	95.0%
McMinn	11	16	16	100.0%
Marion	11	11	11	100.0%
Montgomery	11	13	13	100.0%
Roane	11	25	25	100.0%
Rutherford	11	5	5	100.0%
Sevier	11	91	92	98.9%
Tipton	10	17	17	100.0%
Warren	10	6	6	100.0%
Williamson	11	8	8	100.0%
Statewide Totals	**190**	**388**	**391**	**99.4%**

Trends in Seat Belt Usage

To further illustrate the recent trends in seat belt usage across the state of Tennessee, the following table shows annual usage rates for all vehicles, passenger cars, pickup trucks, vans, and sport utility vehicles since 2000.

Average Tennessee Belt Use Rates: 2000-2016

Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2000	64.21%	39.27%	68.51%	72.99%	58.98%
2001	73.47%	53.94%	70.45%	75.90%	68.31%
2002	70.97%	53.00%	71.78%	73.60%	66.71%
2003	72.48%	54.99%	71.30%	75.37%	68.45%
2004	76.14%	57.48%	75.75%	77.35%	72.04%
2005	78.18%	62.60%	77.34%	79.49%	74.42%
2006	82.09%	69.37%	80.00%	81.97%	78.57%
2007	83.33%	72.27%	80.76%	82.72%	80.20%
2008	84.48%	75.15%	83.87%	78.31%	81.49%
2009	81.77%	73.47%	82.76%	84.66%	80.64%
2010	88.97%	81.83%	82.76%	88.60%	87.14%
2011	90.13%	77.88%	88.86%	88.37%	87.40%
2012	85.13%	75.48%	87.14%	88.80%	83.65%
2013	86.78%	75.90%	89.49%	88.17%	84.82%
2014	90.29%	79.06%	91.19%	90.35%	87.71%
2015	87.81%	78.29%	86.42%	90.55%	86.23%
2016	91.36%	81.80%	90.35%	92.53%	88.95%

Successes and Challenges

The 2016 final adjusted belt usage rate of 88.95 percent represents a significant increase of 2.72 percent from the 2015 rate of 86.23 percent. This result is the highest average statewide belt usage rate recorded for Tennessee, eclipsing the previous high rate of 87.71 percent recorded in 2014. In recent years, trends in Tennessee's seat belt use have mirrored those for Tennessee's annual traffic fatality totals. In 2011, the final traffic fatality total was 937, a 49-year low corresponding to the state's then-highest belt usage rate (87.40 percent). In 2012, traffic fatalities increased to 1,014 as the observed belt usage rate dropped to 83.65 percent. The magnitude of the increase in traffic fatalities from 2011 to 2012 (79 deaths, or 8.4 percent) suggests that many factors are at play, particularly when much of the 3.75 percent decrease in belt usage over the same period can be attributed to the revised survey design. In 2013, fatalities decreased to 995 as belt use increased to 84.82 percent. In 2014, the

jump to 87.71 percent belt use was accompanied by another annual decrease to 963 fatalities. 2015 provided an exception to the recent trend with the calculated average belt use dropping to 86.23 percent, despite the fact that the number of traffic fatalities (962) was nearly identical to the previous year's total.

2016 appears to show another break between fatality and belt use trends. Despite recording an all-time high belt usage rate, Tennessee's 2016 fatality total is 1,039. Tennessee's annual fatality total exceeded 1,000 for the first time since 2012.

Other factors, including impaired, drowsy, and distracted driving, further complicate these trends. The state has seen an increase in population. Lower fuel prices and the state's growing economy allow more drivers to travel a greater number of miles, increasing risk exposure. Tennessee's mild winter also encourages more people to travel the roads. Increased belt fines, visible and frequent traffic enforcement, and ongoing media and education efforts will continue to counteract negative behaviors in hopes that the state's traffic fatalities and fatality rates will continue an overall long-term decline.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
The University of Tennessee	405b	M2OP-18-01	Statewide	$79,672.38

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

Self-Sufficiency

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

Evaluation

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 provide interpretation and synthesis of information into annual and semi-annual reports.

STRATEGY: COMMUNICATION AND OUTREACH

Occupant protection information can be found on the THSO website. Further, the THSO Public Information Officer (PIO) regularly encourages law enforcement agencies throughout the state to advertise their enforcement activities. The PIO offers assistance to any agency on the preparation of press releases or the dissemination of information via social media. Additional information is provided in the Integrated Communications Plan section of the HSP.

Over the course of the last two and a half years, a very successful comprehensive education and community outreach program has been developed and implemented by the University of Tennessee, Center for Transportation Research. This program, funded by the Centers for Disease Control, targeted 16-34 year olds in five East Tennessee counties.

The objectives of the proposed program for FFY2018 are to educate participants regarding the importance of seat belt usage especially at night, to change any negative attitudes or perceptions about seat belts, and to encourage the use of seat belts at all times when in a motor vehicle both during day and night time hours.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
The University of Tennessee	405b	M2OP-18-02	Knox	$73,978.24

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

STRATEGY: CHILD PASSENGER SAFETY TRAINING AND COMMUNITY EDUCATION

Problem

According to Safe Kids Worldwide, road injuries are the leading cause of unintentional deaths of children in the United States. Correctly used child safety seats can reduce the risk of death by as much as 71 percent. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, the common practice of using hand-me down seats, etc. According to the National Highway Traffic Safety Administration (NHTSA), car crashes are a leading killer of children aged one to 14 years old in the United States. The best way to protect them in the car is to put them in the right seat, at the right time, using the seat the right way. Using effective programs can reduce the number of deaths and injuries. Given the societal challenges of automobile deaths and injuries among children, there is an urgent need to increase awareness, interest, and action for a greater use of child safety seats.

According to Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, in order to maximize child restraint enforcement efforts, certain activities should be part of the overall program. Tennessee was the first state in the country to pass a law requiring children traveling in motor vehicles to be restrained in child restraints appropriate for the child's age and size. The state added new requirements for four to eight year-olds in 2005. Utilizing high-visibility, short-duration belt law enforcement programs is another recommended countermeasure. For instance, child restraint, booster seat use, and enforcement are an important part of Tennessee's CIOT campaign. Another countermeasure is communications and outreach campaigns directed at booster-seat age children. Tennessee's efforts are best described in the Ollie Otter Seat Belt and Booster Seat Education project discussed later in this section.

Child passenger safety (CPS) is also included in Tennessee's Strategic Highway Safety Plan. Those strategies include coordinating and promoting child passenger safety initiatives and promoting education and training for children and parents on proper child seat belt use.

Tennessee maintains an active network of child inspection stations and events that service the majority of the state's population and focus on underserved areas. A total of 124 fitting stations are currently located within 48 counties across the state. Fitting stations are staffed with at least one current nationally Certified Passenger Safety Technician whose hours are posted for the communities they serve. A list of fitting stations is provided later in this section.

For the last three years, THP has been committed to including child passenger safety basic awareness training for 100 percent of their cadets. The information that these cadets receive during the training will help them tremendously in the field when encountering motorists with children. In addition, the training encourages many to seek further training in child passenger safety classes that are held in local jurisdictions across the state.

Objectives

1. Provide a minimum of three CPS certification, renewal, and re-certification training classes, each on an annual basis statewide.
2. Evaluate, modify, and develop CPS public information and education materials.
3. Provide free technical assistance and staffing for a CPS toll-free number.
4. Conduct an average of 250 statewide child safety seat check-up events.
5. Provide replacement child safety seats at child safety seat check-up events.
6. Maintain a database of CPS technicians/instructors.
7. Maintain a recall list of child seat restraints online.
8. Purchase car seats from state bid or comparable pricing.
9. Participate in NHTSA's CPS Week by conducting child safety seat check-up events, hosting community health fairs to include CPS education sessions, posting CPS messages on the digital messaging system (DMS) statewide, as well as partnering with local media outlets to promote CPS events throughout the State.
10. Increase the number of CPS techs from 207 to 357, training 150 new techs in FFY2018.
11. Recruit new CPS technicians by attending regional LEL network meetings, local coalition meetings, and communicating with training coordinators at local agencies.
12. Increase the number of certified child passenger safety training instructors from 29 to 41.
13. Maintain fitting stations by providing resources such as training, child seat restraints, educational materials, and additional technical assistance as required. Agencies are kept

informed of statewide activities/updates by the Tennessee Traffic Resource Center (www.TNTrafficSafety.org) as needed. CPS technicians from the CPS fitting stations are also invited to attend local LEL network meetings.

14. Increase the number of Ollie Otter presentations and events to 350 in FFY2018.

15. Increase the number of high school and post-secondary volunteers trained to present the Ollie Otter program curriculum to 350 in FFY2018.

Education and Training for Adults

In an effort to provide adequate training and education to caregivers across the state, Tennessee has 123 fitting stations staffed with certified child passenger safety technicians available to assist upon request. The Tennessee Occupant Protection Center (TOPC) implements certification training programs and resources to injury prevention customers and partnering agencies to ensure that education and training are provided to maintain the number of child passenger safety certified technicians and training instructors. National Child Passenger Safety Certification (CPSC) is offered to participants at no charge. Training required for CPS recertification is offered regionally throughout the year.

Training participation has continued to increase over the years, certifying on average 160 technicians a year. In addition, approximately 100 technicians attend the scheduled 6-hour Continuing Education Unit (CEU) recertification trainings a year. Efforts to re-certify expired Child Passenger Safety Technicians (CPST) are also made by providing information about training opportunities via email. Approximately 20 to 30 individuals a year regain their certification through scheduled 8-hour renewal trainings. Partnerships with private and non-profit organizations such as State Farm, Safe Kids, and Nissan have also contributed to providing training to CPSTs for CEUs; approximately 50 technicians have been in attendance for the trainings. Lastly, the Center has provided CPS sessions at the state traffic safety conference, Tennessee Lifesavers. Last year, 100 technicians were in attendance; these sessions are held annually.

The recertification process continues to be a challenge for child passenger safety technicians. However, the TOPC spreads the word about certification requirements through quarterly email updates and coalition meetings. In addition, a special section in the TOPC's training curriculum covers the recertification process.

The NHTSA standardized child passenger training course "Safety" certifies child passenger safety technicians for a period of two years. While the course continues to attract the attendance of a large number of law enforcement officers, health care professionals, and community safety leaders, maintaining that cadre of certified technicians has become increasingly difficult due, in part, to the increased cost of recertification and also due to the change in job duties within the agency.

Another issue surfacing in Tennessee and across the nation is the lack of African American and Hispanic certified technicians. The TOPC has placed emphasis on recruitment and retention of African American and Hispanic technicians by reaching out to agencies that service diverse populations such as Catholic Charities, Hispanic Chamber of Commerce, HBCU Project at Meharry, and Conexion Americas.

Collaboration among local law enforcement agencies, the Law Enforcement Liaison (LEL) community, child safety inspection stations, and CPS technicians increases proper usage of child safety seats, which decreases childhood injury on roads and highways. Car seats will be purchased directly from the manufacturer or an approved vendor (in compliance with state bidding procedures).

There are currently 34 certified child passenger safety training instructors who provide CPS training throughout the state. Instructors are recruited through individual agency contacts and by training coordinators and are teamed with mentors to assist in the instructor candidacy process to produce quality instructors. A complete list of instructors is provided later in this section.

In FFY2017, a new workshop was offered to the CPS coalitions, techs, and instructors. This workshop supported the CPS program with internal/strategic growth and also assisted with low recertification rate. Below is a description of the new workshop:

Workshop: Interested in Becoming a CPS Instructor or a Tech Proxy?

Time Span: 2 hours

Description: The two-hour workshop will provide information to seasoned technicians and/or instructor candidates on what steps are needed to become an instructor. The face-to-face interaction will assist many individuals who have questions in regards to the Safe Kids and THSO instructor candidate process. The workshop will be offered once a year.

In East Tennessee, the Safe Journey program of the Hamilton County Sheriff's Office conducts weekly checkpoints at four locations within the county. These checkpoints are located in popular areas of Hamilton County (Chattanooga, TN, area) and are promoted through media, websites, flyers, and posters. The checkpoint locations are also promoted through agencies and organizations serving families with children in the target age range, birth through age nine. Safe Journey's target audience includes low-income populations, minority groups, and rural underserved populations. Further, Safe Journey staff provides education and information to parents and caregivers in addition to providing child seat restraints when possible to those in need. This is just one example of how Tennessee reaches its diverse populations. The Safe Journey program has become more widely known throughout the communities in the Mid-Cumberland region due to frequency and visibility in these communities. Within Hamilton County, the assistance and interest of the PIO for the Hamilton County Sheriff's Office has been an asset to Safe Journey, promoting the weekly checkpoints and special events to local media outlets.

The following table identifies the type and the number of classes planned for FFY2018. At least two of each class listed below will be scheduled in all four LEL regions across the state. As in previous fiscal years, this statewide approach to scheduling classes will ensure coverage of the fitting stations and allow us to maintain a high number of certified technicians in FFY2018. The exact date and location will be confirmed once funding is secured for FFY2018.

Schedule of Classes for FFY2018

Course Title	Date	Location	Number of Students
CPST Certification Course	October 2017 - March 2018	Shelby County	20
CPST Certification Course	April 2018 - September 2018	Tipton County	20
CPST Certification Course	October 2017 - March 2018	Davidson County	20
CPST Certification Course	April 2018 - September 2018	Williamson County	20
CPST Certification Course	October 2017 - March 2018	Hamilton County	20
CPST Certification Course	April 2018 - September 2018	Putnam County	20
CPST Certification Course	October 2017 - March 2018	Knox County	20
CPST Certification Course	April 2018 - September 2018	Washington County	20
CEU Training For Current Techs	October 2017 - March 2018	Sullivan County	20
CEU Training For Current Techs	April 2018 - September 2018	Blount County	20
CEU Training For Current Techs	October 2017 - March 2018	Hamilton County	20
CEU Training For Current Techs	April 2018 - September 2018	Putnam County	20
CEU Training For Current Techs	October 2017 - March 2018	Davidson County	20
CEU Training For Current Techs	April 2018 - September 2018	Rutherford County	20
CEU Training For Current Techs	October 2017 - March 2018	Madison County	20
CEU Training For Current Techs	April 2018 - September 2018	Shelby County	20
Child Passenger Safety Renewal Course	October 2017 - March 2018	Shelby County	15
Child Passenger Safety Renewal Course	April 2018 - September 2018	Madison County	15
Child Passenger Safety Renewal Course	October 2017 - March 2018	Williamson County	15
Child Passenger Safety Renewal Course	April 2018 - September 2018	Sumner County	15
Child Passenger Safety Renewal Course	October 2017 - March 2018	Hamilton County	15
Child Passenger Safety Renewal Course	April 2018 - September 2018	Cumberland County	15
Child Passenger Safety Renewal Course	October 2017 - March 2018	Sullivan County	15
Child Passenger Safety Renewal Course	April 2018 - September 2018	Anderson County	15

Education and Training for Children

The Tennessee Technological University's Ollie Otter Booster Seat and Seat Belt Education project implements occupant protection presentations and events to focus on booster seat and seat belt safety with an emphasis on other safety issues related to highway safety.

Program coordinators and volunteers completed a total of 378 presentations during the FFY2016 grant year, exceeding the initial goal of 350 events. The grand total of people impacted in FFY2016 was over

85,000. Leaders attended the Tennessee Lifesavers Conference, School Counselors and Administrators Conference, Tennessee Superintendents Conference, Tennessee Road Builders Conference, Commissioners Council on Injury Prevention, and several school health fairs and community events. Educational information and materials were shared with parents and caregivers as well as children and teens.

Resources

Over $650,000.00 has been allocated for salaries, instructor training fees and expenses, educational materials for training classes, child seat restraints, other instructional materials related to public information, and education materials. Further, salaries and benefits should not exceed a 3 percent increase over prior year.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Hamilton County Sheriff's Office	405b	M2CPS-18-01	Cumberland region	$125,000.00
Meharry Medical College	402	OP-18-01	Statewide	$400,000.52
Tennessee Technological University	405b	M2CPS-18-02	Statewide	$166,593.30

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

Self-Sufficiency

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

Using the Safe Kids LPE philosophy – Learn, Practice, Explain – for each training program and/or activity conducted by the TOPC, individuals will participate in skills, evaluation or a fundamental educational activity, and explain the "lifesaving" skill to others (parents, teens, and older drivers.) This method of teaching and learning will have a domino effect on communities throughout the state. This, in turn, will help spread the positive message and knowledge of correct and consistent use of child safety seats and seat belts.

Each certified CPS technician who targets parents/children has the capability to teach workshops, and each CPS tech receives educational materials that can be used in the workshops if requested. Consequently, one CPS technician can make an impact on an entire organization and an entire community. The TOPC will continue to develop a critical mass of technicians who maintain their certification and become sources of reliable CPS and seat belt information within Tennessee for years to come.

For the Ollie Otter program, the permanent nature of the Ollie materials – 4’9” measuring posters, driveway banners, school signs, and classroom curriculum materials – will contribute to self-sufficiency.

In addition, online training programs, autopilot web activity, and volunteer involvement promote continued implementation with little or no programmatic costs associated.

Evaluation

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

Through the TOPC and its partners, child passenger safety fitting station sites have been established in over 95 different locations to distribute safety seats to underserved populations in Tennessee.

A total of 123 child restraint inspection stations are currently located within 48 counties across the state. Of these, 22 are rural areas, while 101 are located in urban areas. Detailed listings of child restraint inspection stations and their target populations; CPS certified technicians; and CPS training instructors are provided. Each child restraint inspection station is staffed with at least one current nationally certified Child Passenger Safety technician. The “point of contact” in the following table serves as the communications person, but is not necessarily the certified CPS technician. The table also identifies which stations are in rural (R) or urban (U) areas and identifies counties that have a poverty rate (BPR) lower than the national average of 14.3 percent. Counties with minority populations larger than the state average – African American (A) and Latino/Hispanic (L) – are also identified.

Child Restraint Inspection Stations

POC	Agency	County	Population Served	Below Poverty Rate	African American	Latino	Combined
Amy Northcott	Lauderdale County Sheriff's Department	Lauderdale	U		A		U A
Kim Wallace	Dover Police Department	Stewart	R				R
Donnie King	Bells Police Department	Crockett	R			L	R L
Robert Howell	Crockett County Sheriff's Department	Crockett	R			L	R L
Jeff Sills	Gadsden Police Department	Crockett	R			L	R L
Chris Finch	Martin Police Department	Weakley	U				U
Christopher Adams	Dresden Police Department	Weakley	R				R
Eddie Henson	Bolivar Police Department	Hardeman	U		A		U A
Justin Powers	Grand Junction Police Department	Hardeman	R		A		R A
Chris Wilkerson	Hardeman County Sheriff's Office	Hardeman	U		A		U A
Rob Lower	Jamestown Police Department	Fentress	R				R
Kalyn Machuta	Decherd Police Department	Franklin	U				U
James Tidwell	Estill Springs Police Department	Franklin	U				U
Angie Barker	Huntingdon Police Department	Carroll	R				R
J Michaels	Fayette County Sheriff's Department	Fayette	R	BPR	A		R BPR A
Loretta Bell	Moscow Police Department	Fayette	R	BPR	A		R BPR A
David Lamb	South Fulton Police Department	Fayette	R	BPR	A		R BPR A
Josh Isbell	Oakland Police Department	Fayette	U	BPR	A		U BPR A
Eric Campbell	Mooretown Vol. Fire Department	Cannon	R				R
Joshua Bomer	Humboldt Police Department	Gibson	U		A		U A
Katrina Paige Bazzell-Morgan	Polk County Health Department	Polk	R				R
Melvin Dowell	Union City Police Department	Obion	U				U
Tracey Knack	Ashland City Fire Department	Cheatham	R	BPR			R BPR
Rick Harvey	Sequatchie County Sheriff's Department	Sequatchie	R	BPR			R BPR
R.E.Secott	SAFEDAWG	Overton	R	BPR			R BPR
Mary Jones/LaKendrick Lee	Children and Family Services	Tipton	U	BPR	A		U BPR A
Ron Duffin, Jimmy Bizzell, Danielle Faulk	Covington Police Department	Tipton	U	BPR	A		U BPR A
Tremaine Reed and Daniel Walls	Tipton County Sheriff's Office	Tipton	U	BPR	A		U BPR A
Sgt. David McVey	Cornersville Police Department	Marshall	R				R
Rebekah Mitchell	Lewisburg Police Department	Marshall	U				U

Miranda Rogers	Grainger County Ambulance Authority	Grainger	R	BPR			R BPR
Holly Hatcher	Alcoa Police Department	Blount	U				U
Tim Ogle	Blount County Fire Protection District	Blount	U				U
Debbie Gossage	Safe Blount County @ Blount Memorial Foundation & Community Outreach	Blount	U				U
	Oak Ridge Police and Fire Department	Anderson	U	BPR			U BPR
John Tallent	Madisonville Fire-Rescue	Monroe	U	BPR			U BPR
Chris Patterson, Dale Robertson, Matt Aussiker	Manchester Police Department	Coffee	U	BPR			U BPR
Sgt. Phil Henderson	Tullahoma Police Department	Coffee	U	BPR			U BPR
Jeremy Giroux	Brentwood Fire & Rescue Department	Williamson	U				U
Joanne Finn/Jamie Melton	Franklin Fire Department	Williamson	U				U
Rachel Gober and Michael Adcock	Franklin Police Department	Williamson	U				U
Barry Diebold	Brownsville Police Department	Haywood	U	BPR	A		U BPR A
Jesse Quintana	Fire Department of Mt. Juliet	Wilson	U				U
Dawna Gutierrez	Lebanon Police Department	Wilson	U				U
Emy Bates	Wilson County Sheriff's Office	Wilson	U				U
Lt. Karen Joseph	Harriman Police Department	Roane	U	BPR			U BPR
Patrick Clayton	Newbern Police Department	Dyer	U	BPR			U BPR
Chris Webb, Doug Gouger	Kimball Police Department	Marion	U	BPR			U BPR
Larry Qualls	Crossville Police Department	Cumberland	U	BPR			U BPR
Ruth Lucas	Cumberland County Health Department	Cumberland	U	BPR			U BPR
Shelly Brown	Cumberland County Sheriff's Department	Cumberland	U	BPR			U BPR
Brock Horner	Shelbyville Police Department	Bedford	U	BPR		L	U BPR L
Tiffany Host	Bedford County Sheriff's Department	Bedford	U	BPR		L	U BPR L
Adam Cook	McMinn County Sheriff's Department	McMinn	U	BPR			U BPR
Jeff Middleton	Lexington Police Department	Henderson	U	BPR			U BPR
Daniel Vandiver	Adamsville Police Department	Hardin	R	BPR			R BPR
Phillip Mitchell	McMinnville Fire Department	Warren	U	BPR		L	U BPR L
Rachel Nichols, Richard Teachout, Eddie Caldwell, Austin Wortman	McMinnville Police Department	Warren	U	BPR		L	U BPR L
Lieutenant Daniel	Hendersonville Police Department	Sumner	U				U
	Gallatin Police Department	Sumner	U				U

	Sumner County Sheriff's Office	Sumner	U				U
Vicki Dagnan	Knoxville Police Department	Knox	U	BPR			U BPR
Alexis Keiser	SafeKids of Greater Knox Area/ET Children's Hospital	Knox	U	BPR			U BPR
Mike Brubaker and Anthony Garner	City of Loudon Fire Department	Loudon	U			L	U L
Stephen Spoon and Kevin Abercrombie	Lenoir City Fire Department Station Two	Loudon	U			L	U L
Bryan George	Columbia Fire Department	Maury	U			L	U L
Jeremy Humphrey	Columbia Police Department	Maury	U			L	U L
Mary Beth Lovett	Spring Hill Police Department	Maury	U			L	U L
David Cole	Dickson County Sheriff's Office	Dickson	R	BPR			R BPR
Mike Carrier and David Peters	Bristol Fire Department	Sullivan	U	BPR			U BPR
Grant Hale	Bristol Police Department	Sullivan	U	BPR			U BPR
Barry Brickey	Kingsport Fire Department	Sullivan	U	BPR			U BPR
Mike Wells	Kingsport Life Saving Crew	Sullivan	U	BPR			U BPR
Thomas Heim	Holston Valley Medical Center	Sullivan	U	BPR			U BPR
Michael Whitmer	Cocke County Sheriff's Department	Cocke	U	BPR			U BPR
Laura Moore	Bradley County Health Department	Bradley	U	BPR		L	U BPR L
Jon Carter and Chris Roark	Belle Meade Police Department	Davidson	U	BPR	A	L	U BPR A L
Edilberto Hernandez	Davidson County Juvenile Court	Davidson	U	BPR	A	L	U BPR A L
Kristie Bratcher	Davidson County Sheriffs Office	Davidson	U	BPR	A	L	U BPR A L
Angela Brown	Meharry Medical College	Davidson	U	BPR	A	L	U BPR A L
Erika Bowden	Metro Nashville Police Department	Davidson	U	BPR	A	L	U BPR A L
Monica Kimball	Hamilton County Health Department	Hamilton	U	BPR	A		U BPR A
Becky Campbell	Hamilton County Sheriff's Office	Hamilton	U	BPR	A		U BPR A
Richard Anderson	Chattanooga State Police Department	Hamilton	U	BPR	A		U BPR A
Lacy Word	TDOT HELP/TMC	Hamilton	U	BPR	A		U BPR A
Tim Hensley	Johnson City Police Department	Washington	U	BPR			U BPR
Joanna Roy	Niswonger Children's Hospital	Washington	U	BPR			U BPR
Cheryl McNeary/Chris Richardson	Tennessee Highway Patrol	Washington	U	BPR			U BPR
	Johnson City Fire Department	Washington	U	BPR			U BPR
Brian Long	Cookeville Police Department	Putnam	U	BPR		L	U BPR L
Lisa Langford	Putnam County Emergency Medical Services	Putnam	U	BPR		L	U BPR L

Andy Miller	Smyrna Police Department	Rutherford	U			L	U L
Don Fanning	Murfreesboro Police Department	Rutherford	U			L	U L
Antonio Roque	Nashville Fire Department	Rutherford	U			L	U L
Jimmy Cassidy/Raymond Shew	Rutherford County Sherriff's Office	Rutherford	U			L	U L
Ashley DeLoach	Jackson Madison County General Hospital	Madison	U	BPR	A		U BPR A
Steven Story and Rico Bryson	Jackson Police Department	Madison	U	BPR	A		U BPR A
Joe Gill	Madison County Sheriff's Office	Madison	U	BPR	A		U BPR A
Jeff Derico and Marty Ramey	Clarksville Police Department	Montgomery	U		A	L	U A L
Jimmy Brown	Montgomery Co. Sheriff's Office	Montgomery	U		A	L	U A L
Lisa McClain	Montgomery County Driver Safety	Montgomery	U		A	L	U A L
Rachel McClanahan	Center for Family Development	Montgomery	U		A	L	U A L
Kristi Davis	Baptist Memorial Hospital for Women	Shelby	U	BPR	A	L	U BPR A L
Matt Robinson	Bartlett Police Department	Shelby	U	BPR	A	L	U BPR A L
Susan Helms	Le Bonheur Children's Hospital	Shelby	U	BPR	A	L	U BPR A L
Lester Haynes	Shelby County Sheriff's Office (Crime Prevention)	Shelby	U	BPR	A	L	U BPR A L
Ray Stubblefield	Tennessee Highway Patrol	Shelby	R	BPR	A	L	R BPR A L
Jennifer Price	Regional One Health	Shelby	U	BPR	A	L	U BPR A L
Chester Aldridge, Calvin Taylor, and Ruth Horne	Memphis Police Department - Traffic Station	Shelby	U	BPR	A	L	U BPR A L
Tamara Andersen, LeCharra Yarbrough, and Barbara Robinson	Memphis Police Department - Tillman Station	Shelby	U	BPR	A	L	U BPR A L
Michelle Buford	Memphis Police Department - Crime Prevention South	Shelby	U	BPR	A	L	U BPR A L
La-Tica Bennett and Jaboa Ollie	Memphis Police Department - Raines Station	Shelby	U	BPR	A	L	U BPR A L
Vickie Brooks	Memphis Police Department - Mt. Moriah Station	Shelby	U	BPR	A	L	U BPR A L
Eric Thomas and Eleanor Worthy	Memphis Police Department - South Main Station	Shelby	U	BPR	A	L	U BPR A L
April Colbert and Kyle Craig	Memphis Police Department - Airways Station	Shelby	U	BPR	A	L	U BPR A L
James Dillard	Memphis Police Department - Appling Farms Station	Shelby	U	BPR	A	L	U BPR A L
Tajuana Cheatham and Kevin Frazier	Memphis Police Department - Crime Prevention North	Shelby	U	BPR	A	L	U BPR A L

Lisa Brown	Memphis Police Department - Accreditation	Shelby	U	BPR	A	L	U BPR A L
William Hopkins	Tennessee Highway Patrol - Memphis	Shelby	U	BPR	A	L	U BPR A L
Amanda Perryman	Gatlinburg Fire Department	Sevier	R	BPR		L	R BPR L
Donnie Mashburn	Pigeon Forge Police Department	Sevier	U	BPR		L	U BPR L
	Sevierville Police Department	Sevier	U	BPR		L	U BPR L
Daniel Marlow	Bradley County Sheriff's Office	Bradley	U	BPR		L	U BPR L

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.

(BPR) Below Poverty Rate – Counties that have a poverty rate lower 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

The following table lists a sampling of projected events for FFY2018; oftentimes, events are scheduled shortly before the event occurs. CPS checkpoints and events are staffed with at least one current nationally Certified Child Passenger Safety technician. All checkpoints and events welcome participants from all income levels and the chart identifies those events that services areas with at-risk populations.

Upcoming Child Passenger Safety Events

Agency Name	Type of Event	Agency Region	Urban/Rural	Projected Date	At-Risk Population	Checkpoint/Event Location
Bells Police Department	Checkpoint	West	R	2nd Quarter	BPR L	Bells Elementary School, Bells TN
Bells Police Department	Checkpoint	West	R	4th Quarter	BPR L	Bells Elementary School, Bells TN
Blount County Fire Protection	Checkpoint	East	U	1st Quarter		2565 E. Broadway Ave, Maryville, TN
Bristol TN Fire Department	Checkpoint	East	U	3rd Quarter	BPR	211 Bluff City Hwy, Bristol, TN
Franklin Fire Department	Checkpoint	Middle	U	2nd Quarter		Fire Stations, Franklin, TN
Franklin Fire Department	Checkpoint	Middle	U	4th Quarter		Fire Stations, Franklin, TN
Lebanon Police Department	Checkpoint	Middle	U	4th Quarter		406 Tennessee Blvd. Lebanon, TN 37087
Metro Nashville Police Department	Checkpoint	Middle	U	3rd Quarter	BPR A L	1417 Murfreesboro Pike, Nashville, TN
Metro Nashville Police Department	Checkpoint	Middle	U	4th Quarter	BPR A L	1417 Murfreesboro Pike, Nashville, TN
SAFE DAWG	Checkpoint	Middle	R	1st Quarter	BPR	123 Bruce Ln., Rickman, TN
SAFE DAWG	Checkpoint	Middle	R	2nd Quarter	BPR	123 Bruce Ln., Rickman, TN
SAFE DAWG	Checkpoint	Middle	R	3rd Quarter	BPR	123 Bruce Ln., Rickman, TN
Safe Journey	Checkpoint	East	U	1st Quarter	BPR A	Greater Chattanooga Area
Safe Journey	Checkpoint	East	U	3rd Quarter	BPR A	Greater Chattanooga Area

Sullivan County Sheriff's Office	Checkpoint	East	U	4th Quarter	BPR	Elementary Schools in Sullivan County
Tullahoma Police Department	Checkpoint	Middle	U	1st Quarter	BPR	Tullahoma Police Department
Tullahoma Police Department	Checkpoint	Middle	U	4th Quarter	BPR	Tullahoma Police Department
Ollie Otter	Event	Middle	U	1st Quarter	L	Algood Head Start
Ollie Otter	Event	Middle	U	2nd Quarter	BPR A	Bradford Elementary School, Gibson County TN
Ollie Otter	Event	Middle	R	3rd Quarter	BPR	Celina Head Start, Celina, TN
Ollie Otter	Event	Middle	U	3rd Quarter	BPR L	Cookeville High School Safety Day, Cookeville, TN
Ollie Otter	Event	Middle	U	3rd Quarter	BPR A L	Cole Elementary School, Nashville, TN
Ollie Otter	Event	Middle	R	1st Quarter	BPR A	Gainesboro Head Start Safety Week, Jackson, TN
Ollie Otter	Event	Middle	U	1st Quarter	BPR A L	Gateway Elementary, Nashville, TN
Ollie Otter	Event	Middle	U	1st Quarter	BPR A L	Lipscomb Elementary, Nashville, TN
Ollie Otter	Event	West	U	1st Quarter	BPR	Martin Primary Group, Weakley County, TN
Ollie Otter	Event	Middle	R	1st Quarter	BPR	North Elementary, Grundy County, TN
Ollie Otter	Event	Middle	U	3rd Quarter	BPR L	Northeast Elementary, Cookeville, TN
Ollie Otter	Event	Middle	R	4th Quarter	BPR	Overton County Back to School Bash, Overton County, TN
Ollie Otter	Event	East	R	1st Quarter	BPR L	Pigeon Forge PD Safety Night
Ollie Otter	Event	Middle	U	3rd Quarter	BPR L	Ready, Set, Go Kindergarten, Bedford County, TN
Ollie Otter	Event	East	U	3rd Quarter	BPR	Safety City Safety Fair, Knoxville, TN
Ollie Otter	Event	Middle	U	1st Quarter	BPR A	Shiloh Head Start, Jackson, TN

Ollie Otter	Event	Middle	U	1st Quarter	BPR L	South Cookeville Head Start, Cookeville, TN
Ollie Otter	Event	Middle	R	1st Quarter	BPR	Tracy City Elementary, Grundy County, TN
Ollie Otter	Event	Middle	U	4th Quarter		Wilson County Fair, Lebanon, TN

Table Legend

(R) Rural area

(U) Urban Area

(BPR) Below Poverty Rate – Counties that have a poverty rate lower 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

Certified Instructors in Tennessee

First Name	Last Name	Company Name	City	Certification Number
Susan	Bentley		Loudon	I644317
Robert	Berkley	Safe Kids Of The Greater Knox Area	Alcoa	I678955
Erika	Bowden		Nashville	I677038
Angela	Brown	Middle TN CPS Center/Meharry Medical College	Nashville	I565663
James	Brown	Soddy Daisy PD	Soddy Daisy	I0880
Debbie	Carter	Knox County Sheriff's Office/ Attn: Special Services	Knoxville	I561449
James	Cassidy	Rutherford County Sheriff's Department	Murfreesboro	I563987
Mike	Cooper	Sevier County Chief's Association	Sevierville	I698386
Rebecca	Cowan	Sevierville Police Department	Sevierville	I558536
Vicki	Dagnan	Knoxville Police Department	Knoxville	I576487
Kristi	Davis	BMH for Women	Collierville	I2172
Donald	Fanning	Murfreesboro Police Department	Murfreesboro	I2005
Demeatrise	Givens	Best Practice	Memphis	I694408
Sarah	Haverstick	Evenflo	Mount Juliet	I654478
Susan	Helms	Le Bonheur Children's Hospital	Memphis	I0899
Tim	Hensley	Johnson City Police Department	Johnson City	I0927
Ruth	Horne	Consultants Safety System of America	Arlington	I1017
Alexis	Keiser-Yawn	ETCH	LaFollette	I694499
Melinda	Klar		Knoxville	I2022
Bethany	Krieg	Department of Children's Services	Cookeville	I619183
Lisa	Langford	Putnam County Emergency Medical Services	Cookeville	I597077
Nathan	Lockhart	Signal Mountain Fire Department	Signal Mtn.	I719703
Kristi	Paling	Tennessee Commission on Children and Youth	Algood	I619368
Sharon	Patten	Safe Journey/Hamilton County Sheriff's Office	Chattanooga	I596369
Carl	Peas	Murfreesboro Fire & Rescue	Murfreesboro	I708459
David	Peters	Bristol TN Fire Department	Bristol	I678581
Andrew	Scruggs	East Tennessee Children's Hospital	Knoxville	I715014
Deborah	Scruggs	Tennessee Highway Safety Office	Nashville	I601235
Tekisha	Scruggs		Memphis	I620168
Daniel	Seymour	Red Bank Police Department	Ooltewah	I1754
Raymond	Shew	Rutherford County Sheriff's Office	Murfreesboro	I639004
Christy	Smith	Hamilton County Sheriff's Office	Hixson	I621875
Christopher	Wilkerson	Hardeman County Sheriff Department	Hornsby	I674925

Certified Technicians in Tennessee

First Name	Last Name	Company Name	City	Certification Number
Dan	Aalberg	Red Bank Police Department	Red Bank	T047448
Kevin	Abercrombie	Lenoir City Fire Department	Lenoir City	T720057
Daniel	Adams	City of Clinton Fire Department	Clinton	T698394
Nick	Adams	Brentwood Fire and Rescue	Brentwood	T699378
Beth	Adcock	Smithville Police Department	Smithville	T738844
Trey	Adcock	Manchester Police Department	Manchester	T746217
Erol	Agaoglu	Williamson County Sheriff's Office	Franklin	T753542
John	Ailor	Blount County Sheriff's Office	Knoxville	T698390
Jana	Akagi	Oak Ridge Schools Preschool	Oak Ridge	T715632
Thomas	Akers	Sumner County Sheriff's Office	Gallatin	T736585
Cathy	Akin	Methodist LeBonheur Germantown Hospital	Somerville	T657630
Anthony	Akins	Crossville Police Department	Crossville	T668251
Andrew	Albertson	Roane County OES- EMS Division	Spring City	T738768
Jessica	Aletras	None	Pigeon Forge	T723049
Tommy	Alexander	Franklin Fire Department	Franklin	T685680
Ashley	Allen	Monroe Carell Jr Children's Hospital at Vanderbilt	Nashville	T749177
Bradley	Allen	Clinton FD	Knoxville	T752177
Michelle	Allen	Department of Children Services	Nashville	T746981
Anthony	Alley	Hawkins County Sheriff's Office	Rogersville	T663655
Elisabeth	Allison	Morristown Fire Department	Morristown	T663654
Steve	Althaus	Johnson City Fire Department	Johnson City	T752963
Christopher	Altman		Sevierville	T754631
Paola	Alvarez		Memphis	T745401
Juan	Ambriz	Fire Department, City Of Mount Juliet	Mount Juliet	T746362
John	Amos	Niota Police Department	Niota	T682585
Tamara	Andersen	Tillman Police Station	Memphis	T746977
Susan	Andrews	Union City Police Department	Union City	T038528
Carleena	Angwin	Chattanooga - Hamilton County Health Department	Chattanooga	T666136
Dana	Antonino	Tennessee Highway Patrol	Murfreesboro	T677440
Pete	Arender	Tipton County Sheriff Office	Covington	T701314
Phillip	Armenta	Rutherford County Sheriff's Office	Murfreesboro	T723201
Conley	Arwood	Sevierville Fire Department	Sevierville	T717067
Debbie	Ary	Southwest Tennessee Child Care Resource and Referral	Jackson	T746185
Kaitlin	Asbury	Johnson City Fire Department	Johnson City	T752927
Christopher	Augustin	Metro Nashville Police Department	Nashville	T721731
Christopher	Ayers	Murfreesboro Fire Department	Murfreesboro	T710770
Sharon	Bagnall	Tennessee Highway Patrol	Nashville	T747796
Alan	Bailey	Tennessee Highway Patrol	Chattanooga	T697830
Monica	Baker	Hamilton County Health Department	Chattanooga	T708316
James	Baldwin	Jefferson City Fire Department	Jefferson City	T717779

Katrina	Baldwin	Jefferson City Fire Department	Jefferson City	T717890
Tara	Bales	Harriman Police Department	Harriman	T731752
Jason	Ball	Department of Children's Services	Ooltewah	T697843
Alex	Barker	Tennessee Highway Patrol	Athens	T757718
Angie	Barker	Huntingdon Police Department	Huntingdon	T676043
Justin	Barker	Savannah Police Department	Savannah	T747814
Chris	Barnes	Cocke County Sheriff's Department	Newport	T663633
Deborah	Barnes	Methodist Olive Branch Hospital	Arlington	T744208
Jason	Barnes	Brentwood Fire and Rescue	Brentwood	T712102
James	Bartolotta		Portland	T751452
E. Wayne	Barton	Campbell County SO	Knoxville	T752172
Jennifer	Bass	TriStar Summit Medical Center	Hermitage	T758010
Emy	Bates	Wilson County Sheriff's Office	Lebanon	T750364
John	Bates	Ruther County Sheriff's Office	Murfreesboro	T685681
Jamila	Batts		Memphis	T739948
Katrina	Bazzell-Morgan	Polk Co. Health Department	Benton	T65586
Jacqueline	Beasley		Memphis	T751730
Toby	Beaty		Knoxville	T744978
Jessica	Belitz	Blount Memorial Foundation & Community Outreach	Maryville	T742230
Felicia	Bender	Davidson County Sheriff's Office	Nashville	T721801
La-Tica	Bennett		Memphis	T739960
Lauren	Bennett		Cleveland	T757461
Irma	Bingham	Metro Public Health Department	Nashville	T736422
Callie	Bird	Ollie Otter, Tennessee Tech University	Cookeville	T703840
James	Blakeney	Clinton Fire Department	Clinton	T726413
Michael	Blanton	Tullahoma Police Department	Tullahoma	T724340
Beth	Boatwright	Erlanger East	Chattanooga	T757465
Abigail	Boeing	Pleasant View Volunteer Fire Department	Pleasant View	T707366
Jennifer	Bogle	Rutherford County Sheriff's Office	Bell Buckle	T674909
Adam	Bohanan	Pittman Center PD	Pittman Center	T754643
Danielle	Bojanzyk	Nissan North America, Inc	Franklin	T710019
Joshua	Bomer	Humboldt Police Department	Humboldt	T746973
Joshua	Boone		Jonesborough	T752953
Don	Boshears	Tennessee Highway Patrol	Knoxville	T707362
Jeremy	Bow		Knoxville	T745541
Denis	Bowles	Montgomery County Sheriff's Office	Clarksville	T749445
Tiffany	Boyett	Jackson-Madison County Regional Health Department	Jackson	T761466
Quill	Brabham	Jackson-Madison County Health Department	Jackson	T761299
John	Brackins	Pigeon Forge Fire Department	Pigeon Forge	T705502
Joseph	Brackins	Sevierville Fire Department	Pigeon Forge	T724471
Jerry	Braddom	Karns Fire Department	Knoxville	T738766
Anthony	Braden	Clinton Fire Department	Clinton	T727827

Jordan	Braden	Clinton Fire Department	Knoxville	T752167
Vivian	Bradley	East Tennessee Children's Hospital	Knoxville	T740908
Robert	Bradshaw	Elizabethton Police Department	Elizabethton	T737867
Tim	Brandon	Tullahoma Police Department	Tullahoma	T683963
Kristie	Bratcher	Davidson County Sheriff's Office	Nashville	T721800
Jeremey	Bray	City of Clinton Fire Department	Clinton	T694060
Julie	Brewer	Ollie Otter, TTU	Cookeville	T682586
Mark	Brewer	Murfreesboro Fire Department	Murfreesboro	T710827
Michelle	Brewer		Paris	T749974
Barry	Brickey	Kingsport Fire Department	Kingsport	T651988
Kristine	Bridges		Oak Ridge	T761328
Thomas	Briggs	Sumner County Sheriff's Office	Gallatin	T745122
Ronald	Bright	Metro Nashville Police Department	Nashville	T708901
Sherry	Britton	Greeneville Fire Department	Bulls Gap	T679995
Joseph	Brock	McMinnville Fire Department	McMinnville	T750764
Michael	Brock	Spencer Police Department	Spencer	T722316
Joe	Brookshire	Lenoir City Fire Department	Lenoir City	T720059
Adam	Brown	Murfreesboro Fire Department	Murfreesboro	T710764
Betty	Brown	Jackson Madison County General Hospital	Jackson	T761405
Chris	Brown	Franklin Fire Department	Franklin	T733488
Danny	Brown	Cannon County Sheriff's Department	Woodbury	T674911
Jason	Brown	McMinnville Fire Department	McMinnviile	T750704
Jimmy	Brown	Montgomery County Sheriff's Office	Clarksville	T660390
Robert	Brown	Brownsville Police Department	Brownsville	T747914
Sandra	Brown	Department of Children Services	Nashville	T746218
Shelley	Brown	Cumberland County Sheriff's Department	Crossville	T668259
Stacy	Brown	Methodist Germantown Hospital	Collierville	T657631
Carl	Bruce	Lafollette Police Department	Lafollette	T718693
William	Bruce	Tennessee Highway Patrol	Knoxville	T710519
Ray	Brumley	McMinnville Fire Department	McMinnville	T750800
Tonia	Bruno	Tipton County Sheriff's Office	Covington	T757700
Melissa	Bryan	Vanderbilt Hospital	Nashville	T699383
Joey	Bryant	Manchester Fire - Rescue	Manchester	T750793
Wes	Bryant	Franklin Fire Department	Franklin	T708904
Rico	Bryson	City of Jackson Fire Department	Jackson	T727823
Gerald	Buchanan	Tennessee Highway Patrol	Nashville	T650916
Jeff	Buckner	Chattanooga Police Department	Chattanooga	T743920
timothy	Buckner		Harriman	T761323
Donna	Burcham	Vanderbilt Children's Hospital	Nashville	T735615
Timothy	Burger	Blount County Sherriff Department	Maryville	T707821
Brian	Burgess	Murfreesboro Fire Department	Murfreesboro	T710804
Matthew	Burrell	Clinton FD	Knoxville	T752145
Lloyd	Burris	Madisonville Fire and Rescue	Madisonville	T731753
Jessica	Burton	Memphis Police Department	Memphis	T739949
Tyler	Burton	Clinton Fire Department	Knoxville	T752174

Cody	Bussell	Mount Carmel Police Department	Mount Carmel	T762040
Alison	Butler	Metro Public Health Department	Nashville	T654493
Charles	Butler	Loudon County Sheriff's Office	Lenoir City	T720073
Sharon	Byers	Monroe County Health Department	Tellico Plains	T717533
Jessica	Cameron	GCVRS	Knoxville	T751699
Clarence	Campbell	Memphis Police Department	Memphis	T746910
Robert	Canterbury	Murfreesboro Fire Department	Murfreesboro	T710855
Troy	Carlile		Knoxville	T745551
Jamie	Carmack	Athens Police Department	Athens	T715620
Phillip	Carney	Sevierville Police Department	Sevierville	T663636
John	Carolan		Thompson's Station	T664674
Rusty	Carr	Tennessee Highway Patrol	Knoxville	T694051
Michael	Carrier	Bristol Tennessee Fire Department	Bristol	T715030
Dana	Carroll	Tennessee Department of Transportation	Chattanooga	T746642
Donnie	Carroll	Maryville Police Department	Maryville	T678959
Jon	Carter	Belle Meade Police Department	Nashville	T695434
kelly	carter	Warren County Sheriff’s Department	McMinnville	T750710
Laklyn	Cate		Knoxville	T761327
Gregory	Catlett	Sevierville Fire Department	Sevierville	T705301
Tara	Chadwell	Niswonger Children's Hospital	Johnson City	T715117
Caroline	Chamberlain	Rural Metro	Knoxville	T717661
Christopher	Chapman		Lafollette	T754649
Kelly	Charland	Tennessee’s Department of Children's Services	Knoxville	T749539
Katie	Chase		Gray	T742348
Matthew	Chase	Bristol Fire Department	Bristol	T715224
Jerry	Cheatham	Northwest Tennessee Human Resource Agency Trans.	Martin	T751284
Nancy	Childress	Baptist Memorial Hospital For Women	Lakeland	T722103
James	Christensen		Mt. Juliet	T752638
Robert	Christian	Tennessee Highway Patrol	Cookeville	T645115
Terry	Christian	City of Kingsport	Kingsport	T574661
Sonja	Church	Monroe Carell Jr. Children’s Hospital at Vanderbilt	Nashville	T753661
Andy	Clark	Cocke County SD	Newport	T740632
Douglas	Clark	Bristol Tennessee Fire Department	Bristol	T715034
Jackie	Clark	Seymour Volunteer Fire Department	Knoxville	T730852
Nicholas	Clark	Shelby County Sheriff's Office	Arlington	T746969
Patrick	Clayton	Newbern Police Department	Newbern	T717213
Shelley	Clemons	Knoxville Police Department	Knoxville	T042318
Casey	Cleveland	Chattanooga Police Department	Chattanooga	T743901
Noah	Click	Tennessee Highway Patrol District 5	Fall Branch	T715036
Cody	Cloud	Savannah Police Department	Savannah	T747752
Marti	Coates	MSHA	Kingsport	T755513
Charles	Coe	Metro Nashville Police Department	Nashville	T750001

Amanda	Coffie	Mountain States Health Alliance	Johnson City	T715039
Kevin	Colbaugh	Johnson City Fire Department	Johnson City	T752955
Bobby	Cole	Pigeon Forge Fire Department	Pigeon Forge	T724003
Dale	Cole	Tennessee Highway Patrol	Maynardville	T757720
David	Coleman	Shelby County Sheriff's Office	Arlington	T717249
Kevin	Coleman	Metro Nashville Police Department	Nashville	T680097
Nicholas	Collins	Tennessee Highway Patrol	Jonesborough	T757721
Eddie	Colwell	McMinnville Police Department	McMinnville	T738781
Bobby	Combs	Rhea County Sheriff Department	Dayton	T739974
Richard	Conley	Rural Metro Fire Department	Knoxville	T740918
John	Conrad	Sevier County Sheriff's Office	Sevierville	T738771
Alveraz	Constant	Murfreesboro Fire Rescue	Murfreesboro	T715595
Adam	Cook	McMinn County Sheriff's Department	Athens	T746641
John	Cooke	Shelbyville Police Department	Shelbyville	T729203
Cathy	Cooper	Baptist Hospital for Women and Children	Memphis	T037598
Douglas	Cooper	Franklin Fire Department	Franklin	T733474
Tommy	Cooper		Knoxville	T744980
Megan	Copas	Celina Police Department	Celina	T757945
John	Coppenger	Blount County Sheriff's Office	Maryville	T718952
Katherine	Cothern	Southwest Tennessee Child Care Resource & Referral	Jackson	T68181
Robin	Counts		Kingsport	T742346
Crystal	Cox	CRMC	Cookeville	T759380
Jonathan	Cox	Jackson Police Department	Jackson	T761509
Jordan	Cox	Greene County Sheriff Department	Greeneville	T762407
Carolyn	Crabtree	Sullivan County Sheriff's Office	Blountville	T666410
Matthew	Crabtree	Rockwood Fire Rescue	Rockwood	T731787
Stewart	Craig	University of Tennessee Medical Center	Knoxville	T746092
Carolyn	Crane	Tennessee Department of Children Services	Memphis	T750149
Tamarie	Crank	Sullivan County Sheriff's Office	Blountville	T666409
Lamont	Crawley	Citivalet	Nashville	T756561
Cody	Criss	Milan Fire Department	Milan	T761612
Derrick	Cronk	Clarksville Police Department	Clarksville	T660041
Chelsea	Crosno		Lakeland	T751067
Buddy	Crowell		Jackson	T739950
Craig	Cruise	Pigeon Forge Police Department	Pigeon Forge	T738770
Colin	Cumesty	Rural Metro Fire Department	Farragut	T724465
Kristi	Cunningham		Pinson	T758233
Lawrence	Cunningham	Rockwood Fire Rescue	Rockwood	T731793
Terry	Cunningham	Rutherford County EMS	Murfreesboro	T639757
Jacqueline	Curry	Healthy Start	Jackson	T727537
Billy	Cutshall	Tennessee Highway Patrol	Fall Branch	T648446
Valerie	Dangerfield	Metro Nashville Health Department	Nashville	T680107
Joseph	Dangler	Dunlap Police Department	Dunlap	T741412
Allison	Daniel	Lebanon Police Department	Lebanon	T724342

Amy	Darrow	Vanderbilt Children's Hospital Rehab Services	Nashville	T665804
Colin	Davidson	Tennessee Department of Transportation	Chattanooga	T746606
Donald	Davidson	Metro Nashville Police Department	Nashville	T17341
Sonja	Davidson	Metro Juvenile Warrants	Nashville	T634553
Barbara	Davis	Shelby County Health Department	Memphis	T739953
Chad	Davis	Murfreesboro Fire/Rescue	Murfreesboro	T715576
Malissa	Davis	Polk County Health Department	Delano	T65589
Deanna	Dawson	Cleveland Police Department	Cleveland	T743780
Lynne	Dawson		Arlington	T739954
Stephen	Deane	Signal Mountain PD	Signal Mountain	T757147
Kevin	Defeo	Murfreesboro Fire Rescue	Murfreesboro	T715571
Ashley	DeLoach	Ashley DeLoach	Jackson	T706935
Kimberly	Denson		Gainesboro	T751450
Johnny	Denton		Sevierville	T754647
Jonathan	Denton	Tennessee Department of Transportation---TMC	Chattanooga	T746503
Jeffery	Derico	Clarksville police department	Clarksville	T717311
Matthew	Detlefsen	City of White House Fire Department	White House	T733475
Ginger	Devine	Vanderbilt University Medical Center	Nashville	T755593
Paul	Diawara	Murfreesboro Fire Department	Murfreesboro	T710801
Tony	Dixon	Brentwood Fire Rescue	Brentwood	T699391
Ralph	Dobbins	Shelby County SO	Arlington	T722924
Casey	Dockery	Tennessee Department of Children's Services	Knoxville	T746115
Geneva	Dorris		Memphis	T739952
Stephanie	Dorris	Open Door Pregnancy Center	Springfield	T724218
Hunter	Dossett-Hickie	MSHA	Johnson City	T755510
Kevin	Dotson	Dayton Police Department	Dayton	T739973
Houston	Douglas	Murfreesboro Fire/Rescue	Murfreesboro	T715573
Joseph	Dowdy		Knoxville	T744982
Miranda	Duckett	Sullivan County Sheriff's Office	Blountville	T751867
Charles	Duff	Lafollette Police	Knoxville	T752143
Kevin	Duncan	McMinnville Fire Department	McMinnville	T750761
Scott	Duncan	Union City Police Department	Union City	T038529
Nathan	Dungan	Metro Nashville Police Department	Nashville	T712107
Michael	Dunn	Johnson City Police	Johnson City	T654789
Christopher	Dye	Tennessee High Patrol	Lawrenceburg	T749995
Rebecca	Eagle	ETCH	Knoxville	T751695
Steve	Ebb	Gatlinburg Fire Department	Gatlinburg	T698400
James	Edwards	Sevierville Fire Department	Sevierville	T705299
Daniel	Ellis	Hendersonville Police Department	Hendersonville	T760493
Stephanie	Ellis	Tennessee Department of Children's Services	Memphis	T746968

Stephen	Ellison	Murfreesboro Fire Rescue	Murfreesboro	T715560
Shawn	Elmore	Open Door Pregnancy Center	Springfield	T724287
Jordan	Ensor	Elizabethton Police Department	Elizabethton	T737975
James	Estes	Murfreesboro Fire Department	Murfreesboro	T710841
Rodolfo	Estrada		oak ridge	T761320
Dustin	Evans	Dickson County Sheriff's Office	Charlotte	T747886
Jason	Evans	Spring City Police Department	Spring City	T749616
Eric	Ewton	City of Dayton Police Department	Dayton	T644300
Jeanine	Eyrich	Vanderbilt Children's hospital	Gallatin	T629102
Kyle	Farley	Cookeville Police Department	Cookeville	T759178
Bethany	Farmer	Tennessee Department of Children's Services	Kingsport	T703855
Brandon	Farragut		Sevierville	T754603
Camron	Farrell	Bedford County Sheriff's Office	Shelbyville	T741338
Regina	Farrell	Bledsoe County Sheriff Department	Pikeville	T749315
Christina	Faulkner	Tennessee Department of Safety	Lawrenceburg	T639296
Byron	Fawknotson	CitiValet	Nashville	T756558
Mary	Faxon		Clarksville	T741413
Jason	Felknor	Morristown Fire Department	Morristown	T703844
Ben	Fender	Lewisburg Police	Lewisburg	T751529
Christopher	Ferguson	Algood Police Department	Algood	T744984
Lauren	Fevrier	Blount County Sheriff Office	Maryville	T730848
Richard	Fialkowski		Mt. Juliet	T752639
Chris	Finch	Martin Police Department	Martin	T646930
Daniel	Fipps	Maryville Fire Department	Maryville	T754641
Toni	Fisher	Toni Fisher	Santa Fe	T735480
Zachary	Fitzharrts	Seymour Volunteer Fire Department	Seymour	T730850
Mary	Flagg	Tennessee Department of Children's Services	Columbia	T745063
Jason	Fleming		Sevierville	T717093
James	Fletcher	Signal Mountain Police Department	Signal Mountain	T757190
Laura	Floyd	West Tennessee Healthcare	Jackson	T706917
Vicki	Floyd	Baptist Women's Hospital	Lakeland	T707978
Jerre	Fly	Metro Nashville Police Department	Nashville	T721784
Kaelah	Flynn		Hohenwald	T760901
John	Flynt	Murfreesboro Fire/ Rescue	Murfreesboro	T715574
Jacob	Follis	Murfreesboro Fire Rescue	Murfreesboro	T715572
Dawn	Ford	Sullivan County Sheriff's Office	Blountville	T711680
Kimberly	Ford	Memphis Police Department	Memphis	T746917
Sean	Ford	Knoxville Police Department	Knoxville	T749041
Shannon	Ford-Cook	Safe Kids of the Greater Knox Area	Clinton	T674671
Amanda	Forrest	Paris Police Department	Paris	T682393
Eric	Fortner	Jefferson City Fire Department	Jefferson City	T717772
Jason	Fowler	Warren County Sheriff's Department	McMinnville	T750721
Pamela	Fox	Knox County Sheriff's Department	Knoxville	T038362
Lesa	Frady	Spring City Police Department	Spring City	T722315

Sarah	Francis	Athens City Police Department	Athens	T047420
Chason	Freeman	Jonesborough Fire Department	Jonesborough	T680004
Angel	Friant	City of Alcoa Fire Department	Friendsville	T717649
Teresa	Fuson	Claiborne County Family Resource Center	Tazewell	T740265
Anna	Gaenslen	Kingston Police Department	Kingston	T740269
Jonathan	Gaither	Murfreesboro Fire Rescue	Murfreesboro	T715577
Michael	Gallik	Nissan North America, Inc.	Franklin	T692228
Anthony	Garner	City of Loudon Fire Department	Loudon	T720064
Rick	Garrison	Tennessee Highway Patrol District 5	Fall Branch	T715086
Wendy	Garrison	Anderson County Sheriff Office	Clinton	T675144
Grant	Gasper		Cleveland	T742233
Bryan	George	Columbia Fire Department	Columbia	T712699
Jonathan	Gill	Franklin Fire Department	Franklin	T685691
James	Gillam	Williamson County Sheriff's Office	Franklin	T760856
Chris	Gilmore	Cheatham County Sheriff Office	Ashland City	T717313
Jeremy	Giroux	Brentwood Fire & Rescue	Brentwood	T699394
Robert	Glynn		Knoxville	T744985
Rachel	Gober	Franklin Police Department	Franklin	T652921
Lorrie	Goff	Johnson City Police Department	Johnson City	T695925
Dennis	Goins	Bradley County Sheriff's Office	Cleveland	T743703
Amanda	Goodhard	Tennessee Department of Health - Southeast Region	Chattanooga	T732977
Don	Goodwin	Hendersonville Police Department	Hendersonville	T757062
Shannon	Goosie		Knoxville	T749035
Terry	Graham	Crossville Police Department	Crossville	T668269
Kendall	Grasty		Knoxville	T744987
Zachary	Graves	Gallatin Police Department	Gallatin	T739371
Kerry	Green	Tennessee Department of Children's Services	Dresden	T746978
Margree	Greer		Memphis	T739961
James	Gregory	Karns Volunteer Fire Department	Knoxville	T717657
Trevor	Gribble	McMinnville Fire Department	McMinnville	T750910
Shanna	Grice	Montgomery County Sheriff's Office	Clarksville	T717314
Chesney	Griffin	Bristol Police Department	Bristol	T715087
Peter	Griffioen	Pigeon Forge Fire Department	Pigeon Forge	T717658
Andy	Griffith	Germantown Police Department	Germantown	T657078
Aaron	Grimes		Kingsport	T742234
Riley	Grinnell	Indian Health Services	Murfreesboro	T752429
David	Grissom	Sparta Police Department	Sparta	T739361
Charles	Groce	Tennessee Highway Patrol	Cookeville	T675675
Kit	Grosch	Indian Health Services	Nashville	T752442
Christopher	Grosche		Lebanon	T742649
Brian	Gross	Blount County Sheriff's Office	Maryville	T717660
Zachary	Gross	Hendersonville Police Department	Hendersonville	T725010
James	Grummons	Franklin Police Department	Franklin	T672887
Drew	Guider		Johnson City	T752956

Amy	Gunter	Pigeon Forge Police Department	Pigeon Forge	T738880
Dawna	Gutierrez	Lebanon Police Department	Lebanon	T725952
Cherryl	Gwinn	City of Memphis Police Department	Memphis	T746911
David	Hadley	Williamson County Sheriff's Office	Franklin	T760756
Harvey	Halcott	Tennessee Highway Patrol	Knoxville	T757726
Samantha	Hale	Hendersonville Police Department	Hendersonville	T751279
Steve	Hales	Oak Ridge Fire Department	Oak Ridge	T717102
Marvin	Hall	Citivalet	Nashville	T756560
Michelle	Hall	Shelby County Sheriff's Office	Arlington	T670241
Shelby	Hall		Lebanon	T738256
Tyler	Hall	Tennessee Highway Patrol	Knoxville	T757725
Michael	Hamilton	Winchester Police Department	Huntland	T749910
Randy	Hamilton	Athens Police Department	Athens	T715622
Tyler	Hamilton	Johnson City Police Department	Johnson City	T752935
Harry	Hampton	Clarksville Police Department	Clarksville	T712110
Barbara	Hardin	Tennessee Department of Children's Services	Jackson	T745402
C. Todd	Hardin	Safety City Knoxville	Knoxville	T715623
Christopher	Hardin	Sumner County Sheriff	Gallatin	T736698
Debra	Hardy	Monroe Carrel, Jr. Hospital for Children at Vanderbilt	La Vergne	T733456
John	Harmon	Tennessee Highway Patrol	Chattanooga	T615171
Mendy	Harmon		Adamsville	T746196
Candise	Harrell	Baptist Women's Hospital	Memphis	T750124
David	Harrington	Oak Ridge Fire Department	Oak Ridge	T740892
Jordan	Harris		Knoxville	T745554
Larry	Harris	Clarksville Police Department	Clarksville	T712112
William	Harris	Williamson County Sheriff's Office	Franklin	T760739
Benjamin	Harrison	Tennessee Highway Patrol	Chattanooga	T677444
Cecil	Harvey	Tennessee Highway Patrol	Chattanooga	T652929
Richard	Hasley	Franklin Fire Department	Dickson	T685696
Mark	Hasty	Maryville Fire Department	Maryville	T678988
Holly	Hatcher	Alcoa Police Department	Alcoa	T6625
Stephany	Havens	DCS Parent Learning & Development	Nashville	T745311
Nicole	Hawker		Chattanooga	T742235
Jerrod	Hawkins	Brentwood Fire	Brentwood	T699396
Thomas	Heim	Holston Valley Medical Center	Kingsport	T737694
Phillip	Henderson	Tullahoma Police Department	Tullahoma	T695443
Earl	Henley	Johnson City Fire Department	Jonesborough	T656185
Cindy	Hensley	Tennessee Department Of Children's Services	Johnson City	T740547
Renee	Hensley	Renee Hensley	Jonesborough	T720642
Edilberto	Hernandez	Rutherford County Sheriff	Murfreesboro	T660389
Michael	Herrell	Tennessee Highway Patrol	Kingston	T757719
Brandon	Herren		Knoxville	T744988
Kyle	Herren	Tennessee Highway Patrol	Cookeville	T750912
Robert	Hickerson	Manchester City Fire Department	Manchester	T750814

James	Hicks	Goodlettsville Fire Department	Goodlettsville	T724295
Laura	Hicks		Johnson City	T737712
Sandra	Hicks	Knoxville Police Department	Knoxville	T672171
Steven	Hicks	Bristol Tennessee Fire Department	Bristol	T678574
Liz	Higbie		Cookeville	T756943
Blaine	Higgins	Ashland City Fire Department	Ashland city	T712116
Abigail	Hill		Powell	T748830
Ashlee	Hill	Tennessee Highway Patrol	Kingsport	T737931
Natalie	Hilton	Jonesborough Police Department	Jonesborough	T640024
Konstance	Hines	LeBonheur Children's Hospital	Bartlett	T676033
Sarah	Hiple	Nissan North America, Inc.	Franklin	T695518
Paul	Hirjak	Tennessee Department of Transportation	Chattanooga	T746404
Randle	Hoard	Shelby County Sheriff's Office	Arlington	T747911
Elizabeth	Hodges		Clarksville	T741414
Sheena	Holder	Mountain Valley Enterprises	Maryville	T753745
Jackie	Holleman		Johnson City	T752958
David	Holscher	Hendersonville Police Department	Hendersonville	T724296
Julia	Holt	Dickson Fire Department	Dickson	T685700
Wesley	Holt	Greene County Sheriff's Department	Greeneville	T662554
Kimberly	Holtsclaw	Franklin Woods Community Hospital	Roan Mountain	T715130
Benjamin	Honeycutt	Murfreesboro Fire/Rescue	Murfreesboro	T715566
Dakota	Hood		Clinton	T761326
William-Cory	Hopkins	Tennessee Highway Patrol	Memphis	T707477
Brock	Horner	Shelbyville Police Department	Shelbyville	T729208
Chance	Houck		Clinton	T761336
Henry	Howard	Winchester Police Department	Belvidere	T645126
Robert	Howard	Blount County Fire Department	Maryville	T740636
Alicia	Hudson	The Center for Family Development	Shelbyville	T738262
Kenny	Hudson	Fire Department of Mt. Juliet	Mt. Juliet	T724521
Bobby	Huffman	Dayton Police Department	Dayton	T739972
Derick	Hughes	Johnson City Fire Department	Johnson City	T728229
Jenifer	Hughes	Jenifer Hughes	Lawrenceburg	T730472
Jeremy	Humphrey	Columbia Police Department	Columbia	T712701
Corey	Hurst		Knoxville	T745538
Nick	Hurt	Portland Police Department	Portland	T751323
Nathan	Huskey		Sevierville	T754614
Peggy	Iachetta	UT Medical Center - Regional Perinatal	Knoxville	T748650
Clyde	Ingle	Blount County Sherriff Department	Maryville	T707825
Phil	Inscore	Greeneville Fire Department	Greeneville	T665220
Michael	Insell	Murfreesboro Fire Department	Murfreesboro	T710838
Shelly	Irwin		Maryville	T754645
Donna	Jackson	Tennessee Department of Children's Services	Dresden	T746979
Dustin	Jackson	Cumberland County Sheriff's Department	Crossville	T733975

Jeffrey	Jackson		Kingsport	T742236
Joshua	Jackson	Murfreesboro Fire Department	Murfreesboro	T723203
Allyson	Janelli	Germantown Police Department	Germantown	T750259
Maggie	Japinoski	Lanier Parking	Knoxville	T749047
Christian	Jefferson		Germantown	T657080
Ferrin	Jefferson	MC Outreach & Learning Center	Memphis	T645285
Teresa	Jefferson	City Of Memphis Police Department	Memphis	T746976
Kelly	Jenkins	Collierville Police Department	Collierville	T722908
Keith	Jerde	City of White House Fire Department	White House	T733479
F	Jernigan	Murfreesboro Fire Department	Murfreesboro	T710766
Adam	Johnson		Jonesborough	T742238
Amanda	Johnson	Jackson Madison County Regional Health Department	Jackson	T727472
Ashley	Johnson	Murfreesboro Fire Rescue	Murfreesboro	T715575
Carla	Johnson	Indian Path Medical Center	Kingsport	T713575
Justin	Johnson		Newport	T754349
Louis	Johnson	Charleston Police Department	Charleston	T740019
Robert	Johnson	Tennessee Highway Patrol	Cookeville	T739357
Matthew	Johnston	Oak Ridge Police Department	Oak Ridge	T733740
Kevin	Jolly	Meharry Medical College	Sparta	T735118
Brenda	Jones	Tennessee Highway Safety Office	Memphis	T045954
Davida	Jones	State of Tennessee	Nashville	T746174
Ernest	Jones	Jefferson City Fire Department	Jefferson City	T717886
Jessica	Jones	The Center for Family Development	Clarksville	T733422
Joyce	Jones	Shelby County Sheriff's Office	Memphis	T750266
Michael	Jones	Greene County Sheriff’s Department	Greeneville	T762383
Michael	Jones	Greene County Sheriff’s Department	Greeneville	T762261
Samuel	Jones	Bristol's Promise	Bristol	T725167
Derek	Jordan	Shelby County SO	Arlington	T722923
Mark	Joyner	Lexington Fire Department	Lexington	T761602
Will	Judkins	Smithville Police Department	Smithville	T739359
Aaron	Keck		Sevierville	T754607
Jason	Keen	Celina Police Department	Celina	T759127
Judy	Keeton	Lanier Parking	Knoxville	T749044
Michael	Keith	Murfreesboro Fire Department	Murfreesboro	T710803
Harvey	Kelley	Tennessee Highway Patrol	Culleoka	T677445
John	Kelly	Oak Ridge Police Department	Oak Ridge	T587438
Tribby	Kelly	Oak Ridge Schools Preschool	Oak Ridge	T715626
Joseph	Kendall	Greeneville Fire Department	Greeneville	T665227
Troy	Kennedy	Signal Mountain Police Department	Signal Mountain	T757462
Jeremy	Keopf	Brentwood Fire Rescue	Brentwood	T758622
Heidi	Kessler	Vanderbilt Children's Hospital	Nashville	T699413
Scott	Key	Bristol Tennessee Fire Department	Bristol	T678576
Brice	Kidwell	Clinton Fire Department	Clinton	T726616
Otto	Kiehl	Memphis Police Department	Memphis	T746964
Jason	Kilby	Rockwood Fire Rescue	Rockwood	T731786

David	King	Coopertown Police Department	Springfield	T745444
Donnie	King	Bells Police Department	Bells	T660111
Scottie	King		Gallatin	T664123
Michael	Kinser	Greeneville Fire Department	Greeneville	T665231
Tracey	Knack	Ashland City Fire Department	Ashland City	T688110
Daniel	Knalls	Goodlettsville Police Department	Goodlettsville	T724299
Dana	Knight	Hardeman County Sheriff Department	Bolivar	T752153
Matthew	Knowlton	Sevierville Fire Department	Knoxville	T724467
Melissa	Kojundic	Department of Children Service	Rogersville	T746221
Jody	Kuhnle		Clarksville	T750096
Tunishia	Kuykindall		Memphis	T739958
James	Kwoka	Germantown Police Department	Germantown	T749425
Jason	Lafollette	Pigeon Forge Fire Department	Pigeon Forge	T724004
Brian	Lamb		Nashville	T749979
Martin	Lambrecht	Nissan North America, Inc.	Franklin	T650922
Joseph	Land	Shelby County Sheriff's Office	Arlington	T747910
Carla	Landers	Shelby County Government/Shelby County Health Department	Memphis	T739951
James	Lane	Loudon County Sheriff's Office	Lenoir City	T720071
Rhonda	Lane	Nashville Fire Department	Nashville	T733309
Dwight	Large	Pigeon Forge Fire Department	Pigeon Forge	T705503
Jonathan	Lasseter	Murfreesboro Fire Department	Murfreesboro	T723216
Andy	Latham	Pigeon Forge Fire Department	Pigeon Forge	T738774
Amber	Lawerence	Tipton County Sheriff’s Office	Covington	T717226
Clifford	Lawing	Greeneville Police Department	Greenville	T752961
Shayla	Lawrence	Shelby County Health Department	Memphis	T694409
Corey	Lawson	Mount Carmel Police Department	Mount Carmel	T762047
Eric	Lawson		Oliver Springs	T761330
Larry	Lawson	Fairfield Glade Police Department	Crossville	T759301
Kimberly	Lay	Anderson County Sheriff Department	Clinton	T715627
Joel	Ledford	Unicoi County Sheriff’s Office	Erwin	T762584
Joel	Ledford		Erwin	T742239
Billy	Lee	Soddy Daisy Police Department	Soddy Daisy	T694500
LaKendrick	Lee	Children & Family Services, Inc.	Covington	T665815
James	Lee III	Cookeville Police Department	Cookeville	T759179
Rachel	Leffew	East Tennessee Children's Hospital	Knoxville	T717531
Timothy	Lennex	City of Loudon Fire Department	Loudon	T720063
Gregory	Lestarjette	Franklin Fire Department	Franklin	T708935
Dustin	Lester	Crossville Police Department	Crossville	T721858
Vincent	Levy	Cookeville	Cookeville	T733326
Charles	Lewis	Blount Fire Department	Maryville	T740638
Dustin	Liddell	Murfreesboro Fire/Rescue	Lebanon	T715563
Charles	Linebarger	Spring City Police Department	Spring City	T740041
Aaron	Loden	Rhea County Sheriff's Department	Dayton	T644318
William	Logan		Harriman	T761315
Brian	Long	Cookeville Police Department	Cookeville	T736544

Justin	Long	Cookeville Police Department	Cookeville	T717867
Keith	Long	Hawkins County Sheriff's Office	Rogersville	T737959
Trey	Long	Bristol Tennessee Fire Department	Bristol	T715092
Kristina	Looney		Henderson	T761608
Thomas	LoSchiavo	Brentwood Fire & Rescue	Brentwood	T753754
Sammy	Loveday	City of Pigeon Forge Fire Department	Pigeon Forge	T694105
Mary	Lovett	Spring Hill Police Department	Spring Hill	T646114
Mathew	Lovitt	City of Pigeon Forge Fire Department	Sevierville	T685832
Joshua	Lowder	Sumner County Sheriff's Office	Gallatin	T736418
Jason	Lowe	Johnson City Fire Department	Johnson City	T651995
Kenneth	Lower	Rockwood Fire Rescue	Rockwood	T731794
Jessie	Loy		Nashville	T665825
Ruth	Lucas	Cumberland Co. Health Department	Crossville	T028233
Tom	Lucas	Sevierville Fire Department	Sevierville	T705043
W. Scott	Lucas	Anderson County Sherriff's Office	Clinton	T752169
Maggie	Lundholm	Department of Children's Services	Cookeville	T746197
Mike	Luttrell	Rockwood Fire Rescue	Rockwood	T731784
Brad	Lynn	Rutherford Co. Sheriff's Office	Murfreesboro	T710847
Garrett	Mack	Bartlett Police Department	Bartlett	T750257
Thomas	Mackey	Franklin Fire Department	Franklin	T713254
Braden	Madden	Clinton Fire Department	Clinton	T751538
Joseph	Madden		Estill Springs	T741415
Justin	Maddox		McMinnville	T750920
William	Maddox		Columbia	T746211
Michael	Maddron	Sevierville Police Department	Sevierville	T738765
Michael	Maggipinto	Germantown Police Department	Germantown	T657075
Kyle	Mahaney	Sumner County Sheriff's Office	Gallatin	T736583
Jeremy	Maiden	Pigeon Forge Fire Department	Pigeon Forge	T705506
Aaron	Mann	Dickson County Sheriff's Office	Charlotte	T738167
Connie	Manz		Elizabethton	T727291
Mark	Mara	McMinnville Police Department	McMinnville	T738814
Raleigh	Marlin	Murfreesboro Fire Department	Murfreesboro	T710834
Daniel	Marlow	Bradley County Sheriff's Office	Cleveland	T743701
Claire	Marr	Mountain States Health Alliance	Johnson City	T690651
Randy	Marrisett	Maury County Sheriff's Department	Columbia	T745382
Jared	Martin	Bartlett Police Department	Bartlett	T690610
Jeremy	Martin	Franklin Fire Department	Franklin	T733482
Karen	Martin	CRMC	Cookeville	T759379
Kathy	Martin	Rockwood Fire Rescue	Rockwood	T731783
Kristy	Martin	Nashville Fire Department	Nashville	T725503
Matthew	Martin	Sumner County Sheriff's Office	Gallatin	T757110
Randy	Martin	Tennessee Highway Patrol	Knoxville	T694050
Timothy	Martin	Rockwood Fire Rescue	Rockwood	T731782
William	Mashburn	Harriman City Fire Department	Harriman	T740274
Tracey	Massey	Red Bank Police Department	Red Bank	T757413

Laura	Mathews	Tennessee Department of Children's Services	Memphis	T750163
Jason	Maxey	Tennessee Highway Patrol	Bean Station	T757724
Travis	May		Harriman	T761314
Kendall	Mayfield	McMinnville Fire Department	McMinnville	T750698
Nick	Maze	Maury County Sheriff's Department	Columbia	T745066
Donna	Mcbride	Erlanger Children's Hospital	Chattanooga	T746643
Brian	McCandless	Maury County Fire Department	Columbia	T725015
Lisa	McClain		Clarksville	T637139
Michael	McCleeary	Fire Department for the City of Mount Juliet	Mount Juliet	T746359
Michael	McCoy	Cleveland Police Department	Cleveland	T743781
Bryan	McCrory		Fayetteville	T741417
Steve	Mccullough	Bradley County sheriff's Office	Cleveland	T743896
Jason	McDaniel	Henderson County Sheriff's Department	Lexington	T761603
Ashley	McDonald	Murfreesboro Fire Department	Murfreesboro	T733517
Kenny	McFarland	Murfreesboro Fire/Rescue	Murfreesboro	T715565
Aaron	McGhee	Tennessee Highway Patrol	Knoxville	T757723
Tamara	McGhee-Ochoa	The Center for Family Development	Clarksville	T737318
Patrick	McGinley	Maryville Fire Department	Maryville	T678991
Kris	McGinnis	Baptist Memorial Hospital For Women	Memphis	T728236
Kurtis	McKelvey	Portland Police Department	Portland	T664136
Ashley	McLellan		Memphis	T744927
Rita	McNabb	Cocke County School System	Newport	T717062
Akila	McNeal	Jackson Madison County Health Department	Jackson	T758135
Joseph	Mcnulty	Greene County Sheriff's Department	Greeneville	T761794
Hannah	McPeak	Mountain States Health Alliance	Johnson City	T737711
Raetisha	Mcreynolds		Nashville	T752635
Cody	Meadows		Knoxville	T745549
Darrell	Meares	Bristol Tennessee Fire Department	Bristol	T715095
Jennifer	Mekelburg	Wilson County Sheriff's Office	Lebanon	T751068
Jamie	Melton	Franklin Fire Department	Franklin	T695445
John	Melton	Henderson County Sheriff's Department	Lexington	T761604
Neal	Mennano	Brentwood Fire & Rescue	Brentwood	T699405
Errick	Merriweather	Jackson Fire Department	Jackson	T728027
Brandon	Metcalf	Kingsport Police Department	Kingsport	T737954
Thomas	Metcalf		Fayetteville	T741416
Richmond	Michael	Etowah City Police Department	Etowah	T743915
Jennifer	Michaels	Oakland Police Department	Oakland	T745038
Kjell	Michelsen		Erwin	T742240
Andrew	Miller	East Tennessee Children's Hospital	Knoxville	T745542
James	Miller	Franklin Fire Department	Franklin	T685702
Jeff	Miller	Winchester Police Department	Fayetteville	T645128

Nicole	Miller	Murfreesboro Fire Department	Murfreesboro	T710833
Rebecca	Miller	East Tennessee Children's Hospital	Knoxville	T743917
Seth	Miller	Hendersonville Police Department	Hendersonville	T760762
Rebecca	Mills	By Your Side Family Doula	Gallatin	T758414
Joyce	Minter	Knoxville Police Department	Knoxville	T642456
Sarah	Minton		Johnson City	T742349
Phillip	Mitchell	McMinnville Fire Department	McMinnville	T750697
Rebekah	Mitchell	Lewisburg Police Department	Lewisburg	T663007
Rodney	Mitchell	Union City Police Department	Union City	T659454
Katie	Montgomery	UT Medical Center	Knoxville	T746056
Chad	Moore	Greene County Sheriff's Department	Greeneville	T762244
James	Moore	Maryville Fire Department	Maryville	T678994
Laura	Moore	Bradley County Health Department	Cleveland	T621873
Mark	Moore	Rhea County Sheriff's Office	Dayton	T665533
Nicole	Moore	Niswonger Children's Hospital	Johnson City	T752878
Michelle	Morales	Department of Children's Services	Johnson City	T749532
Jonathan	Morgan	Jefferson City Fire Department	Jefferson City	T717889
David	Moriarty		Newport	T737967
Dana	Morong	MSHA	Greenville	T755507
Jeremy	Morris	Murfreesboro Fire/Rescue	Murfreesboro	T715567
Randi	Morris	Calspan	Seymour	T748678
Christine	Mullan	Knoxville Police Department	Knoxville	T642455
Justin	Mullins	Bristol Fire Department	Bristol	T715223
David	Murner	Anderson County Emergency Services	Knoxville	T726618
Andrew	Murray	City Of Oak Ridge Fire Department	Oak Ridge	T716859
Maleah-Ruth	Murray	Tennessee Highway Patrol	Oliver Springs	T757716
Brenda	Myers	Tennessee Department of Children's Services	Blountville	T745467
Ronald	Myers	Clarksville Police Department	Clarksville	T745897
Lindsey	Nanney		Jackson	T761581
Madison	Nash		Nashville	T717528
Bradley	Nave	Metropolitan Nashville Police Department	Nashville	T745510
Clarence	Neal	City of Memphis	Memphis	T746914
Jamie	Neal	GCVRS	Knoxville	T751701
Jimmy	Neal	Tennessee Highway Patrol	Cookeville	T594709
Katelyn	Neal	McMinnville Police Department	McMinnville	T759215
Scott	Neal	GCVRS	Knoxville	T751697
Stefanie	Nelms	Sevierville Police Department	Sevierville	T738764
Chartell	Nelson	Memphis Police Department	Memphis	T744531
Marla	Nelson	UTM Healthy Families West Tennessee	Martin	T749131
Shauna	Nelson	East Tennessee Children’s Hospital	Knoxville	T740907
David	Newberry	Brentwood Fire and Rescue	Clarksville	T738263
Brian	Newell	Jefferson City Fire Department	Jefferson City	T717915
Shannah	Newman	Oak Ridge Police Department	Oak Ridge	T661878

Rachel	Nichols	McMinnville Police Department	McMinnville	T746173
Zakk	Nichols	Sevierville Fire Department	Sevierville	T717089
Allen	Nicholson	Ashland City Fire Department	Ashland city	T717320
Daniel	Nieuwenhuis		Franklin	T760808
Joshua	Nix	City of Cleveland Police Department	Cleveland	T743918
Kent	Norris	Tennessee Highway Patrol	Cookeville	T619184
Scott	Norrod	McMinnville Fire Department	McMinnville	T750799
Amy	Norville	Murfreesboro Police Department	Murfreesboro	T653808
Colton	Nugent	PFFD	Sevierville	T754638
Kaitlin	Oakes	MSHA	Kingsport	T755506
Mike	Oakley	Gatlinburg Fire Department	Gatlinburg	T740920
James	Ocheltree	Decherd Police Department	Decherd	T738261
Scott	Odell	White County Sheriff Department	Sparta	T744989
Keshma	Odeny	Department of Children's Services	Chattanooga	T736682
Kenneth	Odhiambo	Memphis Police Department	Memphis	T746971
Robert	Odom	Murfreesboro Fire Rescue	Murfreesboro	T715559
Thomas	Ogle	Blount County Sheriff's Office	Maryville	T755174
Tim	Ogle	Blount County Fire Protection District	Walland	T698373
Cinzia	Olivanti	Le Bonheur Children's Hospital	Memphis	T722108
William	Oliver	Bradley County Sheriff's Office	Cleveland	T743730
Jaboa	Ollie		Memphis	T739962
Daniel	Orange	Department of Children's Services	Clinton	T660324
Megan	Osborne	Tennessee Tech University	Cookeville	T724012
Mike	Osman	Ashland City Fire Department	Ashland City	T712124
Jaime	Overturf	Erlanger Health System	Chattanooga	T668306
Erica	Owens	Department of Children’s Services	Columbia	T745186
Jamie	Owens	Hendersonville Police Department	Hendersonville	T724311
Michael	Owens	Campbell County Sheriff's Office	Jacksboro	T733739
Graham	Ownby	Sevierville Police Department	Sevierville	T754304
Katherine	Painter	Hawkins County Sheriff’s Office	Rogersville	T737835
Kim	Palk		Cookeville	T759381
S.R.	Panaia	Germantown Police Department	Germantown	T657072
Rena	Parham	Niota Police Department	Niota	T756792
Cole	Parker	Jefferson City Fire Department	Jefferson City	T738762
Karen	Parks		Whitleyville	T759378
Jonathan	Parsons	Murfreesboro Fire Department	Murfreesboro	T723198
Nilesh	Patel	Manchester Police Department	Manchester	T746222
James	Patricio	Oakland Police Department	Oakland	T717219
Chris	Patterson	Manchester Police Department	Manchester	T723622
Chris	Patterson	City of Clinton Fire Department	Clinton	T698399
Kristopher	Paulson	Hendersonville Police Department	Hendersonville	T760132
Rick	Pedigo	Fentress County Sheriff’s Office	Jamestown	T715629
Jeff	Pender	Brentwood Fire and Rescue	Brentwood	T712127
Matthew	Pendleton	Sullivan County Sheriff’s Office	Blountville	T703852
Robert	Peoples	Jefferson City Police Department	Jefferson City	T717776
Christofer	Pereda	Maryville Fire Department	Maryville	T730836
Jennifer	Perez	Memphis Police Department	Memphis	T746975

Jose	Periut	Franklin Fire Department	Franklin	T708932
Roger	Perkins IV	Jonesborough Fire Department	Blountville	T678580
Amanda	Perryman	Gatlinburg Fire Department	Gatlinburg	T698403
Theodore	Pertiller	Murfreesboro Fire Department	Murfreesboro	T710853
Bob	Peterson	Clarksville Police Department	Clarksville	T658413
Roddie	Petty		Franklin	T749969
Anna	Phillips	LeBonheur Children Hospital	Memphis	T707489
Jerry	Phillips	Blount County Fire Department	Maryville	T740645
Loretta	Phillips		LaFollette	T754652
Mitchell	Phipps	Crossville Police Department	Crossville	T700576
Jayce	Pickle		Franklin	T749975
Anthony	Pierce	Cheatham County Sheriff's Office	Ashland city	T733282
Kyle	Pierce	Sumner County Sheriff Office	Gallatin	T736635
Randal	Pierce	Lenoir City Police Department	Lenoir City	T720056
Earl	Pike	Bradley County Sheriff's Office	Cleveland	T743903
Jason	Pike	Montgomery County SO	Clarksville	T717322
Julia	Pitt	Murfreesboro Fire Department	Murfreesboro	T723213
Travis	Plotzer	Tennessee Highway Patrol-District 3	Nashville	T724312
Nicholas	Ploucha		Memphis	T711721
Crystal	Podwys	Bledsoe County Sheriff's Department	Pikeville	T759193
Mari	Pollan	Baptist Memorial Hospital--Women	Memphis	T707900
Brion	Posey	Chattanooga Police Department	Chattanooga	T743713
George	Poss	Williamson County Sheriff Department	Columbia	T561066
Janice	Postel	Blount county Sherriff's Department	Rockford	T754646
Rodney	Postel	Blount County Sheriff's Department	Maryville	T715630
Carolyn	Potter	Blount County Fire Department	Maryville	T740639
George	Potter	Crossville Police Department	Crossville	T721854
Brandon	Powell	East Tennessee State University Police	Johnson City	T758673
Charles	Powell	Murfreesboro Fire Department	Murfreesboro	T710830
Joe	Powell	Tennessee Tech University	Cookeville	T723624
Anthony	Powers		Knoxville	T745540
Melodye	Powers	The Center for Family Development	Clarksville	T737314
Cindi	Prater	Jefferson City Police Department	Jefferson City	T717775
Stacie	Preece	Sumner County Sheriff's Office	Gallatin	T745046
Erik	Preske	Pigeon Forge Fire Department	Sevierville	T705500
Heather	Price	Baby + Company Nashville	Nashville	T746073
Jennifer	Price	UT Medical Group	Memphis	T717221
Jonathan	Prince	Cleveland Police Department	Cleveland	T743716
David	Puckett	City of Gatlinburg Fire Department	Gatlinburg	T734013
Theresa	Puckett		Lawrenceburg	T730473
Robert	Pugh	Rutherford County Sheriff's Office	Murfreesboro	T715594
Timothy	Purdy	Nissan North America, Inc.	Franklin	T749825
Kharyssa	Pye	Memphis Police Department	Memphis	T746909
Larry	Qualls	Crossville Police Department	Crossville	T653798
Joshua	Queener	City Of Clinton Fire Department	Clinton	T751536

Jesse	Quintana	Fire Department City of Mt. Juliet	Mt. Juliet	T723741
Lorin	Raines	Tipton County Sheriff's Office	Covington	T760733
Mary	Rains	Telamon	Knoxville	T752140
Gilbert	Ramirez		Nashville	T672893
Glen	Ramsey	Cookeville Police Department	Cookeville	T70721
Christopher	Rapp		Hendersonville	T664139
Kelly	Rary	Niswonger Children's Hospital	Jonesborough	T690643
Alethia	Rawn	Bedford Co Sheriff's Office	Shelbyville	T741374
Ricky	Ray	Sevierville Fire Department	Sevierville	T705039
Jessica	Rayborn	Memphis Police Department	Memphis	T746912
Sammy	Reaves	Greeneville Fire Department	Greeneville	T665238
Christopher	Reed	Bedford County Fire Department	Shelbyville	T733500
Tremaine	Reed	Tipton County Sheriff Office	Covington	T659449
Stacey	Reeves	JMCGH Neonatal ICU	Jackson	T759704
Demetric	Renix	Memphis Police Department	Memphis	T746913
Kimberly	Reser		Nashville	T749968
John	Reyes	Clarksville Police Department	Clarksville	T717324
Jason	Rhodes	Henderson Police Department	Henderson	T717869
Zachary	Rhoton	Manchester Fire and Rescue	Manchester	T750683
Christopher	Richardson	Tennessee Highway Patrol	Memphis	T686035
Terri	Richardson	Rutherford County Sheriff Office	Murfreesboro	T746213
Jeremy	Richter	SAFE DAWG	Livingston	T675659
Brandon	Riggs	Maryville Fire Department	Maryville	T730834
Andrew	Riley	Shelby County Sheriff's Office	Arlington	T747912
Andrew	Riley	Sevierville Fire Department	Sevierville	T717068
Emily	Riley	Monroe Carell Jr. Children's Hospital at Vanderbilt	Hendersonville	T733930
Andrea	Ritzman	Crossville/Cumberland County EMA	Crossville	T738763
Ignacio	Rivera	Personal	Clarksville	T717325
Danielle	Roach	UTMC	Knoxville	T749049
Amber	Roaten	Paris Police Department	Paris	T717334
Garrett	Robbins	Oak Ridge Police Department	Knoxville	T744993
John	Roberson	Metro Nashville Police	Nashville	T665799
Brad	Roberts	Coffee County Sheriff Department	Manchester	T723627
Joseph	Roberts	Johnson City Police Department	Johnson City	T599238
Brandon	Robertson		Mt. Juliet	T752640
Dale	Robertson	Manchester Police Department	Manchester	T723632
Sheree	Robertson	La Vergne Police Department	La Vergne	T724348
Brandon	Robinson	Franklin Fire Department	Franklin	T749998
Matthew	Robinson	Bartlett Police Department	Bartlett	T750256
Tim	Robinson	Rockwood Fire Rescue	Rockwood	T731780
Matthew	Roe	Rutherford County Sheriff's Office	Murfreesboro	T659151
Matthew	Roeger	Murfreesboro Fire/Rescue	Murfreesboro	T715561
Eric	Rogers	Englewood Police Department	Englewood	T759349
Miranda	Rogers		Knoxville	T745544
Sarah	Rogers	Martin Police Department	Martin	T754460
Vicki	Rogers	MSHA	Church Hill	T755517

Nancy	Roller	State of Tennessee Department of Children's Services	Knoxville	T746198
Jonathan	Roney	Memphis Police Department	Memphis	T746898
Carla	Rosales	Brownsville Police Department	Brownsville	T747913
Keith	Rouse	Morristown Fire Department	Morristown	T65973
Meagan	Rudman		Hendersonville	T751089
Jess	Ruehling	Tullahoma Police Department	Tullahoma	T724350
Diane	Rushing	Le Bonheur Children's Outpatient Center	Jackson	T761412
James	Russ	Chattanooga Police Department	Chattanooga	T746639
John	Russ	Brentwood Fire & Rescue	Brentwood	T699406
Brent	Russell		New Market	T754635
Cody	Russell		Maryville	T754644
Richard	Russell	Ed Medical Inc.	Goodlettsville	T750176
Derek	Rust	McMinnville Fire Department	McMinnville	T750702
Ranny	Saint	Tennessee Department of Transportation	Chattanooga	T746357
Emily	Salao		Jackson	T761481
Timothy	Salling		Johnson City	T755499
Keith	Samol	Belle Meade Police Department	Nashville	T659108
Jennifer	Samples	Cleveland Police Department	Cleveland	T740040
Sara	Sanchez	Sevier County Sheriff's Office	Sevierville	T672175
Mario	Santos	Bradley County Sheriff's Office	Cleveland	T743882
Donna	Satterfield	City Of Oak Ridge Fire Department	Oak Ridge	T716858
Jessica	Savarese	Sevier County Sheriff’s Officer	Knoxville	T752144
Stephanie	Scarborough	Tennessee Tech University	Cookeville	T759096
Amanda	Schatz	Maury Regional Medical Center	Columbia	T712731
Nicole	Schlecht-Cooper		Lexington	T027666
Anthony	Scott		Knoxville	T745543
Jessica	Scott	Columbia Police Department	Columbia	T712732
William	Scruggs	Hendersonville Police Department	Hendersonville	T724324
Shawn	Seay	Tennessee Highway Patrol	Dover	T738060
Robert	Secott	Safe Dawg	Rickman	T695460
Thomas	Seiter	Chattanooga Police	Chattanooga	T697851
Brandon	Shackelford	Rutledge Police Department	Rutledge	T718663
Christopher	Shadowens	Franklin Fire Department	Franklin	T708937
Dustin	Shadowens	Ashland City Fire Department	Ashland City	T712134
Kyle	Shank	Brentwood Fire And Rescue	Brentwood	T739360
Norman	Shelton	Belle Meade Police Department	Nashville	T659109
William	Shepherd	Johnson City Fire Department	Kingsport	T752954
Kevin	Sheppard	Harriman City Fire Department	Harriman	T740275
Seneca	Shields	La Vergne Police Department	La Vergne	T724351
Vicki	Shoopman		Knoxville	T746215
Anthony	Shostrand	Milan Fire Department	Milan	T761610
Donnie	Shular	Sevierville Fire Department	Sevierville	T705297
Joshyua	Shults		Newport	T754651

Angie	Sills	Joyner Volunteer Fire Department	Oliver Springs	T740922
Michael	Sills	Joyner Volunteer Fire Department	Oliver Springs	T736548
Ronnie	Simmons		Cookeville	T645122
David	Simms	Murfreesboro Fire Department	Murfreesboro	T710800
Michelle	Simpson	Putnam County Emergency Medical Services	Cookeville	T723634
Robert	Simpson	Bristol Tennessee Fire Department	Bristol	T715119
Ron	Sisson	Shelby County Sheriff Department	Arlington	T717223
Wade	Slack	Clinton Fire Department	Knoxville	T752139
David	Sloan	Murfreesboro Fire Department	Murfreesboro	T710798
Mike	Smallen	Madisonville Fire Rescue	Madisonville	T731755
Sam	Smiley		Fayetteville	T741418
Bruce	Smith	Cowan Police Department	Cowan	T668289
Christy	Smith	Le Bonheur Children's Outpatient Clinic	Jackson	T758176
Dean	Smith	Dayton Police Department	Dayton	T618537
John	Smith	Sumner County Sheriff's Office	Gallatin	T736638
Joseph	Smith	Putnam County Emergency Medical Services	Cookeville	T723635
Jospeh	Smith	City of Oak Ridge Fire Department	Oak Ridge	T695201
Katy	Smith	Pickett County Sheriff's Office	Byrdstown	T744407
Mallory	Smith	Campbell County SO	Jacksboro	T752141
Nora	Smith	Murfreesboro Fire Department	Murfreesboro	T710831
Sherri	Smith		Thompsons Station	T727905
Andy	Smithson	Murfreesboro Fire/Rescue	Bell Buckle	T715570
Quentin	Snook	Eagleville Police Department	Eagleville	T760513
Frank	Sousoulas	Memphis Police Department	Memphis	T746970
David	Spandau	Charleston Police Department	Charleston	T743846
Lois	Spears		Big Stone Gap	T742347
Brandon	Speed	Blount County Fire Department	Maryville	T740642
Jeremiah	Spivey	Murfreesboro Fire/Rescue	Lascassas	T715562
Bradley	Spoone	Jefferson City Fire Department	Jefferson City	T717888
Bruce	Spradling	City of Dayton Police Department	Dayton	T644303
Tabitha	Standridge	Englewood Police Department	Englewood	T757814
James	Stansbury	Sevierville Fire Department	Sevierville	T717066
Michelle	Steidl	Metro Nashville Police	Madison	T634554
Brent	Stephens	Murfreesboro Fire Department	Murfreesboro	T723217
Kimberly	Stephens	Erlanger Children's Hospital	Chattanooga	T700705
Chelauna	Sterling	Chattanooga-Hamilton County Health Department	Chattanooga	T758679
Matthew	Stevenson	Metro Nashville Police Department	Nashville	T749999
Tammey	Stevison	Bradley County Health Department	Cleveland	T743735
Robert	Steward	Savannah Police Department	Savannah	T734139
ben	stewart	Greene County Sheriff Department	Greeneville	T762368
Shayla	Stewart	Germantown Police Department	Germantown	T694384
Jessica	Stidham	JCMC	Johnson City	T737768
Cameron	Stimson		Germantown	T737874

Jason	Stinnett	Blount County Fire Department	Maryville	T740643
Robert	Stockburger	Hamilton County Sheriff's Office	Chattanooga	T746552
Kenneth	Stone	Jackson Police Department	Jackson	T682392
Jonathan	Stout	Cumberland County Sheriff's Department	Crossville	T733912
Judy	Stout	Memphis Police Department	Memphis	T746966
John	Stringfield		Loudon	T761296
Casey	Stryker	Town of Spring City	Spring City	T740039
Corey	Stuart	Tennessee Highway Patrol	Chattanooga	T757722
Ray	Stubblefield	Tennessee Highway Patrol, District 5	Fall Branch	T715127
Josh	Stutts		Hohenwald	T753829
Gavin	Sullivan	Tennessee Highway Patrol	Cookeville	T758971
Tracy	Summar	Murfreesboro Fire Department	Murfreesboro	T710769
Lance	Sutton	Murfreesboro Fire Rescue	Murfreesboro	T715564
Crystal	Swaggerty Means	SVFD	Knoxville	T754642
True	Sweeten		Oak Ridge	T761318
Jennifer	Szczerbiak	Clarksville Police Department	Clarksville	T745900
Steven	Talbott	Maryville Fire Department	Maryville	T730837
John	Tallent	Madisonville Fire and Rescue	Madisonville	T731754
Brian	Taylor	Kingsport Police Department	Kingsport	T737955
Elizabeth	Taylor	East Tennessee Children’s Hospital	Maynardville	T740910
Robert	Taylor	Mt. Juliet Police Department	Mt. Juliet	T752637
Robert	Taylor	Metro Nashville Public Schools / White’s Creek High School	White’s Creek	T665797
Sharon	Taylor	Knox County Sheriff's Office	Knoxville	T694053
Richard	Teachout		Smithville	T746117
William	Teal	Memphis Police Department	Memphis	T746960
Candace	Teaster	Pigeon Forge Police Department	Pigeon Forge	T718958
Kevin	Terry	University of Tennessee Medical Center (Security)	Athens	T748456
Edward	Tester	Tennessee Highway Patrol	Mountain City	T737849
Geneva	Thomas	State of Tennessee-DCS	Nashville	T760648
Leah	Thomas	Putnam County EMS	Cookeville	T701487
Rachel	Thomas	TennCare Kids/Jackson-Madison County Regional Heal	Jackson	T761465
Vernon	Thomas	Tennessee Highway Patrol-District 5	Fall Branch	T727293
Virginia	Thomas	Tennessee State Department of Children's Services	Nashville	T749800
Debbie	Thompson	Methodist Germantown	Arlington	T657076
Zsa	Thompson	East Tennessee State University	Johnson city	T762606
Melinda	Thurmond	Memphis Police Department	Memphis	T746175
Ginny	Tibbels	Germantown Police Department	Germantown	T657085
James	Tidwell	Estill Springs Police	Estill Springs	T697853
Jennifer	Tierney	MSHA	Elizabethton	T755509
Brian	Tilley	Crossville Police Department	Crossville	T605014
Mark	Tipton	East Tennessee State University	Johnson City	T762607
Francies	Toles	Shelby County SO	Memphis	T722922

Jon	Tollett	Crossville Police Department	Crossville	T721861
Deborah	Tong	Claiborne County Family Resource Center	Tazewell	T740266
Christopher	Torbett	Madisonville Fire Department	Madisonville	T730863
JC	Townsend	Clinton Fire Department	Knoxville	T752166
Larry	Triplett	Madison County Fire Department	Jackson	T761410
Coy	Tucker	Knoxville Police Department	Knoxville	T715633
Emily	Tucker	Safety City	Knoxville	T757211
Greg	Tucker	Franklin Fire	Franklin	T746210
Justin	Tucker	Fayette County Sheriff Department	Somerville	T690612
Kassandra	Tucker	Niswonger Chidren's Hospital	Kingsport	T755504
Debi	Tuggle	University of Tennessee Medical Center	Knoxville	T694087
Brittain	Turner	Sevierville Fire Department	Sevierville	T705505
Kim	Turner	Madison County Fire Department	Jackson	T759170
Jared	Underwood	Joyner Volunteer Fire Department	Oliver Springs	T740919
Purnima	Unni	Monroe Carell Jr. Children's Hospital at Vanderbilt	Nashville	T666907
Jason	Urban	Rutherford County Sheriff's Department	Murfreesboro	T674924
Joseph	Vanbommel	Warren County Sheriff's Department	McMinnville	T738813
Cassandra	Vance		Dandridge	T739612
Tim	Vandever	Crossville Police Department	Crossville	T700573
Brian	Vandiver		Bolivar	T752156
Daniel	Vandiver	Adamsville Police Department	Adamsville	T752155
Josh	Vann		Jacksboro	T754650
Jacob	Varnell	Cleveland Police Department	Cleveland	T743763
Pat	Vasterling	DCS	Hixson	T746243
Chris	Vaughan	Mount Carmel Public Safety	Mount Carmel	T762027
Ken	Vaughn	La Vergne Police Department	La Vergne	T757472
Luisa	Velez		Nolensville	T753566
David	Vencill	Bristol Tennessee Fire Department	Bristol	T715129
Justin	Vinson		Newport	T754648
Mitchell	Wade	Lake City Police Department	Lake City	T718258
Steven	Waggoner	Clinton Fire Department	Clinton	T740921
Erik	Wagner	Metro Police Department	Nashville	T749996
Josh	Waldo	Oak Ridge Fire Department	Oak Ridge	T695130
Timothy	Waller	Spring City Police Department	Spring City	T749612
Mitchell	Ward	Cumberland County Sheriff's Department	Crossville	T733824
Robert	Ward	Children's Hospital at Erlanger	Chattanooga	T732976
Marci	Ware	Knoxville Police Department	Knoxville	T642459
Mark	Warren	Rural Metro Fire Department	Knoxville	T740282
William	Waters	Metro Nashville Police Department	Nashville	T678037
Robert	Watkins	Karns Fire Department	Knoxville	T717665
Whitney	Watkins	Madison County Sheriff’s Office	Jackson	T757357
Tammy	Weatherford	Sumner County Sheriff's Office	Gallatin	T736512
Anthony	Webb	Bartlett Police Department	Bartlett	T750255

Jason	Webb	Franklin Fire Department	Franklin	T685711
David	Weems	Greeneville Fire Department	Greeneville	T665245
Matt	Welcome	Murfreesboro Fire/Rescue	McMinnville	T715568
KC	Well		Knoxville	T745539
Mike	Wells	Kingsport Life Saving Crew	Kingsport	T715219
Jaqueline	West	Lake City Police & Fire Department	Lake City	T718261
Stephen	Whaley	Sevierville Fire Department	Sevierville	T705042
Rodney	Whiles	Tennessee Highway Patrol	Cookeville	T750681
Daniel	White	Vanderbilt University Police Department	Nashville	T752134
James	White	Crossville Police Department	Crossville	T682600
Jeffrey	White	White Pine Police Department	White Pine	T653188
John	White		Portland	T751451
Matthew	White	Cookeville Fire Department	Cookeville	T640372
Preston	White	Sullivan County Sheriff's Office	Blountville	T713449
Roger	White	Tennessee Department of Safety	Cookeville	T759182
Trystan	White	Erlanger East	Chattanooga	T757464
J Michael	Whitmer	Cocke County Sheriff's Department	Newport	T737968
Cicely	Whitney	Memphis Police Department	Memphis	T746915
Bradford	Whitson	Mount Carmel Police Department	Mount Carmel	T762266
Thomas	Whittaker	Bartlett Police Department	Bartlett	T722110
Barry	Whitten	Tennessee Highway Patrol	Jackson	T639283
Melissa	Whorley		Church Hill	T755430
Matt	Wildman	Signal Mountain Fire Department	Signal Mtn.	T719704
Craig	Wilkerson	Tennessee Highway Patrol	Cookeville	T675680
Berry	William		Erwin	T742231
Edward	Williams	Crossville Police Department	Crossville	T721855
Jonathan	Williams	Bartlett Police Department	Bartlett	T676034
Lisa	Williams	Methodist	Lakeland	T657635
Matt	Williams	Blount County Fire Department	Maryville	T740644
Michael	Williams	Sevierville Fire Department	Sevierville	T705040
Rachel	Williams	Munford Police Department	Munford	T761601
Rick	Williams	Greene County Sheriff's Department	Greeneville	T762430
Timothy	Williams		Goodlettsville	T666900
Gary	Williamson	City of Oak Ridge Fire Department	Oak Ridge	T608193
Kenny	Willis	Johnson City Police Department	Johnson City	T656201
Joel	Willoughby	Maury County Sheriff Department	Columbia	T746212
Robert	Wills	Department of Safety / Tennessee Highway Patrol	Mountain City	T737875
Jesse	Wilson		Knoxville	T744995
Lee	Wilson	Pigeon Forge Fire Department	Sevierville	T738772
Randall	Wilson	Rural Metro Fire Department	Knoxville	T739176
Stephanie	Wilson	Knoxville Police Department	Knoxville	T748749
Tina	Wilson	MSHA	Elizabethton	T755518
Ty	Wilson	White House Police Department	White House	T608305
Wesley	Wilson	Bartlett Police Department	Bartlett	T750258
Dickie	Wines	Jonesborough Police Department	Jonesborough	T19731

Kyle	Winnett	Murfreesboro Fire Department	Murfreesboro	T710832
Darryl	Winningham	Tennessee Highway Patrol	Byrdstown	T658718
Joshua	Womack	Putnam County EMS	Cookeville	T701131
Shandreah	Womack	Murfreesboro Fire Department	Murfreesboro	T710802
William	Womack		Woodbury	T675687
Lacy	Word	Tennessee Department of Transportation	Chattanooga	T746356
Gene	Worsham	UT Medical Center	Knoxville	T746044
Eleanor	Worthy	Memphis Police Department	Memphis	T739947
Austin	Wortman	McMinnville Police Department	McMinnville	T750798
Alicia	Wright	Department of Children's Services	Cookeville	T745842
Michele	Wright	Ollie Otter Booster Seat Program	Camden	T738188
Tony	Wrinkle	Gallatin Police Department	Gallatin	T695456
Charles	Wyatt	Tennessee Department of Transportation Management Center	Chattanooga	T745350
Adam	Wyngaard	Brentwood Fire Rescue	Brentwood	T738221
Le Charra	Yarbrough	Memphis Police Department	Memphis	T746963
Grant	Young	Bartlett Police Department	Memphis	T690609
Greg	Young	Cookeville Police Department	Cookeville	T70723
Lowell	Young	Germantown Police Department	Germantown	T750260

PROJECTED TRAFFIC SAFETY IMPACTS

Data has been utilized to identify areas that can benefit from increased education, outreach, and enforcement, resulting in the programs proposed for funding in FFY2018. Implementing the proposed programs and countermeasures in FFY2018 will address occupant protection issues in the state of Tennessee and help decrease traffic collisions, injuries, and fatalities.

Further, in response to the recommendations of the 2015 occupant protection program assessment, the THSO designated Deborah Scruggs as the occupant protection coordinator. She is well equipped to lead of the occupant protection program and to develop activities to fill gaps identified in the data. An occupant protection task force will be established in FFY2018, and such a task force would raise the visibility of occupant protection across the state. Also, the task force's comprehensive occupant protection strategic plan will help further the state's goals.

Traffic Records

Problem Identification and Program Justification

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

A “performance plan” such as the Highway Safety Plan requires accurate information for program and project selection and for measuring the effectiveness of programs and projects for which public funds have been distributed. This planning function is highly dependent upon the availability and use of quality data from Tennessee’s traffic records data systems.

In the past decade, Tennessee’s traffic records data systems have undergone NHTSA-sponsored assessments in order 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.

For example, the 2009 traffic records assessment team reported that the Crash File contained an unacceptably high rate of errors. The THSO and the Tennessee Traffic Records Coordinating Committee (TRCC) sponsored the Tennessee Integrated Traffic Analysis Network (TITAN) project. The TITAN crash module deployment significantly improved the quality, accuracy, and timeliness of Tennessee traffic crash data.

The 2014 traffic records assessment resulted in a new set of recommendations. Updated responses are included in the current FFY2018 Traffic Records Strategic Plan which is provided later.

Of particular note, 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. The result is an updated strategic planning document that can be used by the TRCC, data system managers, and decision makers. The document will guide the prioritization and funding of improvements to Tennessee’s traffic records data systems and help them meet the data analysis needs of the highway safety community.

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

- The Department of Revenue now issues vehicle registrations with barcodes so that vehicle identification numbers and registration data can be captured more accurately on crash reports and eCitations. In April 2017, the Department of Revenue added insurance information to vehicle registration queries. The benefit of this practice is increased accuracy of crash data.
- In the past year, the Department of Revenue has deployed vehicle drive-out tags with bar codes to additional dealers. This assists law enforcement with quickly accessing information regarding newly purchased vehicles and will also be sending this data to the Tennessee Bureau of Investigation (TBI) for uploading into its Tennessee Information Enforcement System. Previously, this data has not been readily available to law enforcement.
- TITAN fatal crash data is now available via a THSO website that provides crash geo-analysis by county. Primary users are traffic safety professionals, law enforcement, and the general public. This project has increased the accessibility of fatal crash data within the state.
- In 2017, the Tennessee Highway Patrol (THP) expanded its eCitation program from the three-county pilot program started in 2014 to 86 counties as of April 2017. In addition, all 86 counties are auto-importing eCitation data and ticket images to the court clerks electronically. To date, the THP has issued approximately 120,000 electronic citations. This saves the 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.

All of these advancements have come about as part of recommendations in the traffic records assessment. Furthermore, Tennessee received much praise for its traffic records systems, particularly for crash and roadway and their advanced state compared with other agencies across the nation. Tennessee has 100 percent mandatory electronic eCrash reporting 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. Tennessee continues to add more state parks to the eCrash reporting process as more individual state parks begin to adopt the TITAN software.

Uses of Traffic Records

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

Model Minimum Uniform Crash Criteria (MMUCC) Standards

Tennessee will conform to the required MMUCC injury definitions by the date established by the federal government. The state reference for the MMUCC injury definitions is located in *Section 7.2 Model Minimum Uniform Crash Criteria (MMUCC) Compliance*.

TARGETS AND PERFORMANCE MEASURES

For targets and performance measures related to traffic records, please reference the State of Tennessee Traffic Records Strategic Plan for FFY2018: Section 5.1, Traffic Records Performance Measures and Section 5.2, Traffic Records Performance Targets.

TENNESSEE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Members of the Tennessee Traffic Records Coordinating Committee (TRCC) represent a variety of agencies and interest groups who share the goal of providing oversight and coordination of Tennessee's traffic records system. The TRCC had three meetings in the past year:

- December 1, 2016,
- March 9, 2017, and
- June 8, 2017.

As can be seen from the membership list below, members represent subject matter experts in traffic records, public health, injury prevention, highway safety, engineering, law enforcement, adjudication, and the general public.

TRCC Members

1. Allen England, *Sergeant*, Tennessee Highway Patrol - Law Enforcement/Adjudication
2. Amanda Hughes*, Application Support Mgr/Court Clerk Liaison,* Administrative Office of the Courts - Court Information
3. Andy Miller, *Sergeant,* Smyrna Police Department - Stakeholder
4. Ann Lynn Walker, *IT Manager,* Administrative Office of the Courts - Court Information
5. Benjamin Crumpler, *Statistical Research Specialist,* Office of Injury Surveillance – Trauma/Injury Surveillance
6. Billy Smith, *Sergeant,* Tennessee Highway Patrol – Crash
7. Brandon Darks, *Transportation Manager,* Tennessee Department of Transportation - Roadway
8. Brandon Douglas, *Captain,* Tennessee Highway Patrol - Law Enforcement/Adjudication
9. Brian Terrell, *GIS TC Manager,* Tennessee Department of Transportation – Roadway
10. Chris Broome, *NHTSA Southeast Regional Coordinator,* NHTSA Program Manager - Stakeholder
11. Christopher Armstrong, *Transportation Manager,* Tennessee Department of Transportation - Roadway
12. Christopher Osbourn, *TITAN Program Director,* Tennessee Department of Safety & Homeland Security - Crash

13. Dana Bruce, *THP Project Manager,* Tennessee Department of Safety & Homeland Security - Stakeholder
14. David Purkey, *Commissioner,* Tennessee Department of Safety & Homeland Security - Stakeholder
15. Deborah Betancourt, *Business Domain Director,* Tennessee Department of Finance & Administration - Vehicle
16. Deborah Stewart, *ICJP Coordinator,* Administrative Office of the Courts - Court Information
17. Dereck Stewart, *Lieutenant Colonel,* Tennessee Highway Patrol - Law Enforcement/Adjudication
18. Dianne Peoples, *Administrative Services Assistant II,* Tennessee Department of Safety & Homeland Security – Stakeholder
19. Donna Tidwell, *Director,* Tennessee Department of Health - Pre-Hospital EMS
20. Doug Taylor, *Captain,* Tennessee Highway Patrol - Crash
21. Frank Sousoulas, *Sergeant,* Memphis Police Department - Law Enforcement/Adjudication
22. Gary Ogletree, *Transportation Manager,* Tennessee Department of Transportation - Roadway
23. Gary Shirley, *EMS Data Manager,* Tennessee Department of Health - Injury Surveillance
24. Gregory Feldser, *FARS Supervisor,* Tennessee Department of Safety & Homeland Security - FARS
25. Jeff Cooper, *Tennessee Division State Program Specialist,* Federal Motor Carrier Safety Administration, Tennessee Division - Stakeholder
26. Jeff Murphy, *Transportation Manager,* Tennessee Department of Transportation – Roadway, TRCC Co-Chair
27. Jerry Yuknavage, *Transportation Manager,* Tennessee Department of Transportation - Roadway Centerline Inventory
28. Jessica Rich, *Safety Engineer,* Federal Highway Administration - Roadway
29. Jessica Wilson, *Bike/Ped Coordinator,* Tennessee Department of Transportation - Stakeholder
30. Jessie Loy, *Officer,* Metro Nashville Police Department - Stakeholder
31. John Albertson, *Lieutenant Colonel,* Tennessee Highway Patrol - Stakeholder
32. John Eslick, *IT Manager,* Metro Nashville Police Department - Stakeholder
33. John Schroer, *Commissioner,* Tennessee Department of Transportation - Stakeholder

34. Jonathon Roach, *Statistical Analyst,* Tennessee Department of Safety & Homeland Security - Crash

35. Kedra Woodard, *Statistical Analyst,* Tennessee Department of Safety & Homeland Security - Crash

36. Kim McDonough, *IT Manager,* Tennessee Department of Transportation - GIS

37. Kim VanAtta, *Program Manager,* Tennessee Highway Safety Office - Stakeholder

38. Leslie Meehan, *Bike/Ped Coordinator,* Nashville Metropolitan Planning Organization - Stakeholder

39. Lindsay Witter, *Intelligence Analyst,* Tennessee Department of Safety & Homeland Security - Stakeholder

40. Lisa Cavender, *Circuit Court Clerk,* State Court Clerks Association of Tennessee - Court Information

41. Lisa Knight, *Handgun Director,* Tennessee Department of Safety & Homeland Security - Stakeholder

42. Mark Bengal, *CIO,* Office of Information Resources - Stakeholder

43. Marty Pollock, *Lieutenant,* Tennessee Highway Patrol - Crash

44. Mary Connelly, *Senior Planner,* Nashville Metropolitan Planning Organization - Stakeholder

45. Michael Hogan, *Director,* Tennessee Department of Safety & Homeland Security, Driver License Division - Driver License/History

46. Michael Skipper, *Director,* Nashville Metropolitan Planning Organization - Stakeholder

47. Narendra Amin, *Statistical Analyst,* Tennessee Department of Safety & Homeland Security - Crash

48. Pamela Heimsness, *Safety, Traffic Operations & PMA Team Leader,* Federal Highway Administration - Stakeholder

49. Patrick Dolan, *Statistics Office Manager,* Tennessee Department of Safety & Homeland Security - Crash, TRCC Co-Chair

50. Ray Tucker, *GIS Analyst,* Tennessee Department of Safety & Homeland Security- GIS

51. Raymond Gaskill, *Sergeant,* Tennessee Highway Patrol - Stakeholder

52. Robert Pollack, *FHWA D.C. Liaison,* Federal Highway Administration - Stakeholder

53. Robert Seesholtz, *Trauma System Manager,* Tennessee Department of Health – Trauma/Injury Surveillance

54. Rodney Patton, *Sergeant,* Knoxville Police Department - Stakeholder

55. Samantha Walker, *Supervisor,* Department of Safety & Homeland Security - Law Enforcement/Adjudication

56. Shashi Nambisan, *Professor,* University of Tennessee-Knoxville - Stakeholder

57. Sloan Lidell, *Sergeant,* Memphis Police Department - Stakeholder

58. Stephanie Mann, *FMCSA Coordinator for Tennessee,* Federal Motor Carrier Safety Administration,Tennessee Division - Stakeholder

59. Steve Allen, *Transportation Director,* Tennessee Department of Transportation - Roadway

60. Thomas Smith, *CDL Manager,* Tennessee Department of Safety & Homeland Security - Driver License/History

61. Tom W. Moore, *Senior Project Director,* Tennessee Department of Finance & Administration - Vehicle

62. Tracy Trott, *Colonel,* Tennessee Highway Patrol - Stakeholder

63. Vic Donoho, *Director,* Tennessee Highway Safety Office - Stakeholder

64. Vickie Mason, *ASA3 Supervisor,* Tennessee Department of Safety & Homeland Security- Crash

65. Wayne Deason, *Court Liaison,* Tennessee Department of Safety & Homeland Security- Law Enforcement/Adjudication

66. William Head, *Sergeant,* Tennessee Highway Patrol - Crash

67. William Porter, *Sergeant,* Memphis Police Department - Stakeholder

68. Yinmei Li, *Director, Surveillance, Epidemiology and Evaluation,* Tennessee Department of Health – Trauma/Injury Surveillance

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee Department of Health	405c	M3DA-18-01	Statewide	$66,187.86
Tennessee Department of Health	405c	M3DA-18-02	Statewide	$88,284.00
Tennessee Department of Safety & Homeland Security	405c / 402	M3DA-18-03	Statewide	$725,000.00
Tennessee Supreme Court	405c	M3DA-18-04	Statewide	$91,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Using data to support highway safety decisions allows the THSO and its partnering agencies to focus upon 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 in order to keep the highway safety data and traffic records systems complete and up to date.

Impaired Driving

Problem Identification

Based on NHTSA's Traffic Safety Facts Sheet on alcohol impaired driving, which uses 2015 data, all 50 states, the District of Columbia, and Puerto Rico have laws that make it illegal to drive with a BAC of .08 g/dL or higher. In 2015, there were 10,265 people killed in alcohol impaired driving crashes with BACs of .08 g/dL or higher, an average of one alcohol impaired driving fatality every 51 minutes. 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 2015.

Impairment continues to be the single greatest contributing cause of fatal crashes among drivers in Tennessee. Even small amounts of alcohol can affect driver performance.

Performance Measures

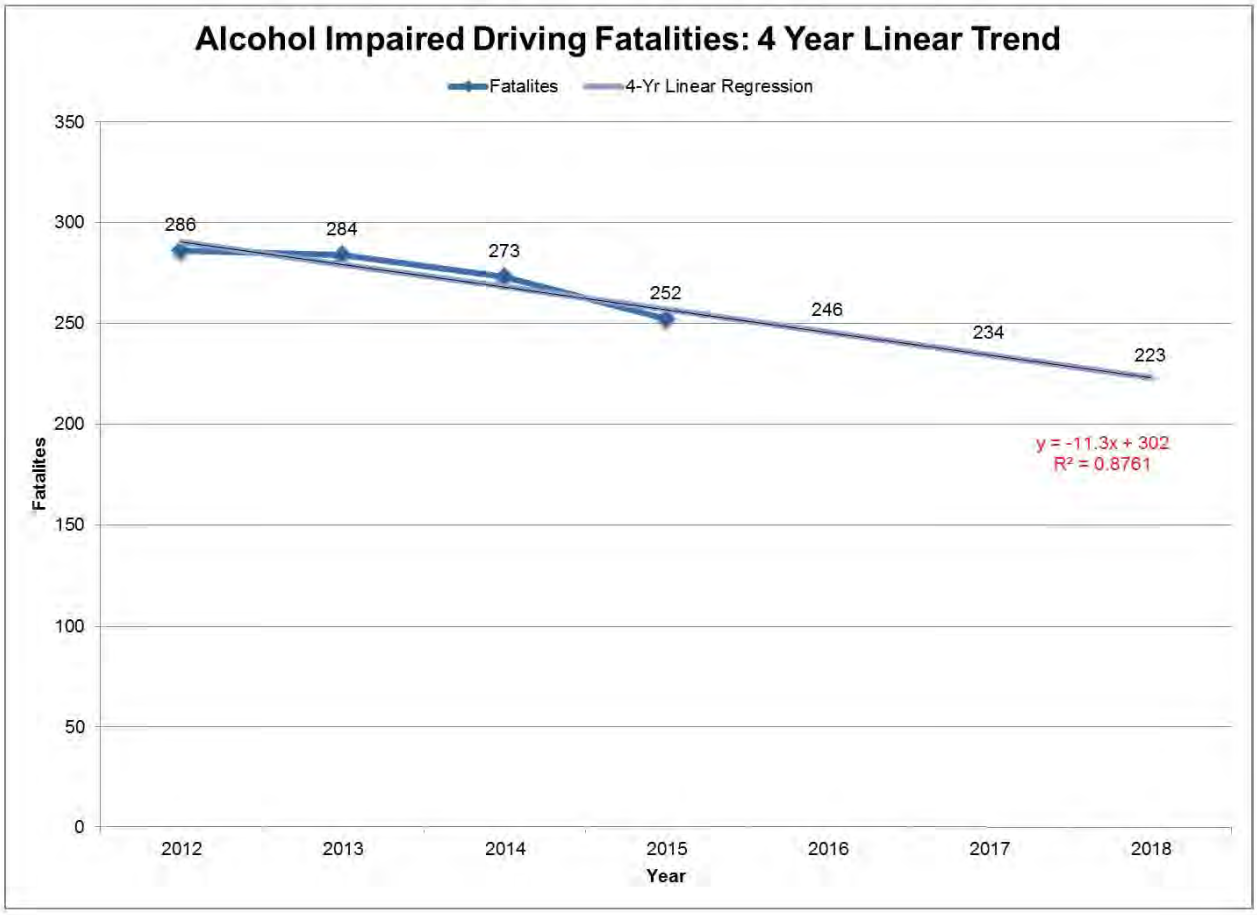
1. **Core Performance Measure** – Decrease alcohol impaired driving fatalities by 11.5 percent from the 2015 calendar base year of 252 to 223 by December 31, 2018. (Based on a 4-year Linear Regression Trend Analysis)

2. Decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,548 down to 6,286, a reduction of 262 or 4 percent.

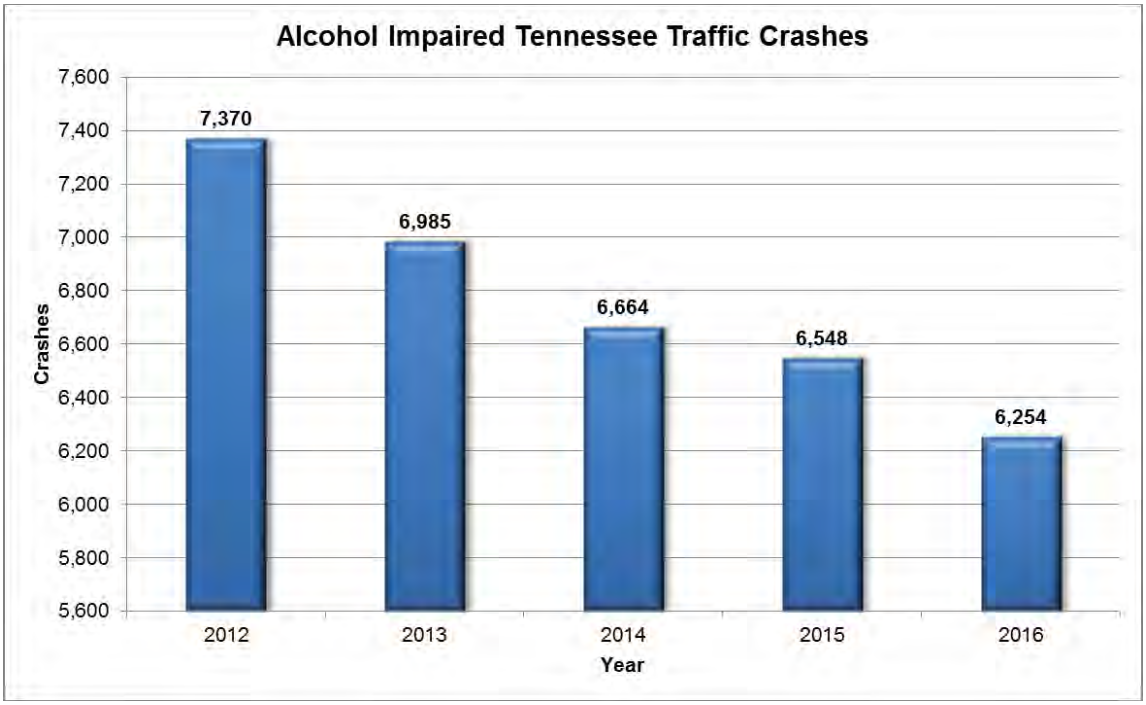
3. Expand specialized DUI prosecution from the baseline of 25 into two additional judicial districts.

SUPPORT DATA

Core Performance Measure – Decrease alcohol impaired driving fatalities by 11.5 percent from the 2015 calendar base year of 252 to 223 by December 31, 2018 (4-year Linear Regression Trend Analysis).



Performance Measure 2 – Decrease the number of alcohol impaired driving crashes from the 2015 baseline of 6,548 down to 6,286, a reduction of 262 or 4 percent.



Alcohol Impaired Tennessee Traffic Crashes

	2012	2013	2014	2015	2016
Crashes	7,370	6,985	6,664	6,548	6,254

Source: TN Department of Safety and Homeland Security, TITAN Division, 30 Apr 2017. (TITAN)
**2016 data are preliminary.*

Performance Measure 3 – Expand specialized DUI prosecution from the baseline of 25 into two additional judicial districts.

STRATEGIES FOR DECREASING IMPAIRED DRIVING FATALITIES AND INJURIES

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

NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, highlights the significance of this emphasis area, outlines several strategies to reduce impaired driving, and discusses appropriate countermeasures to bring

about alcohol and drug-impaired driving reductions. The four basic strategies identified to reduce impaired driving are deterrence, prevention, communications outreach, and alcohol treatment. Tennessee's plan includes all four strategies.

As mandated by the MAP-21 authorization, the then named Governor's Highway Safety Office (GHSO), created an Impaired Driving Task Force, beginning May 1, 2013. Its purpose was to develop, recommend best practices, and approve a statewide Impaired Driving Strategic Plan.

It consisted, at a minimum, of representatives from the THSO, different 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 on a quarterly basis.

The 2017-2020 Impaired Driving Task Force (IDTF) Strategic Plan was approved and finalized by the Impaired Driving Strategic Task Force in June 2016. Some members of the task force have changed, and an updated IDTF Membership List has been provided at the end of this section.

The THSO plan provides the following priority recommendations (organized by strategy):

Program Management

Program management strategies include the following:

- Continue to enhance the identity of the THSO;
- Increase state and local input into the Highway Safety Plan development process;
- Coordinate and consolidate the Impaired Driving Task Force's efforts;
- Continue the function of the established Impaired Driving Task Force; and
- Encourage enforcement agencies to make DUI a priority. This will extend into policing other drugs causing impairment when operating a motor vehicle.

These recommendations align with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning.

Enforcement

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 Standardized Field Sobriety Training (SFST) and that participating agencies coordinate their traffic patrols with other local safety activities and with state and national mobilizations or waves of enforcement.

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 four actions:

1. Sustained enforcement of monthly DUI operations by agencies serving at least 50 percent of the state‘s population;
2. Intense publicity, paid and earned;
3. Pre/post knowledge/attitude/behavior surveys; and
4. 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.

Prosecution and adjudication will result in a higher number of DUI convictions and reduce the backload of cases in courts across the state.

Legislation passed in 2012 permitted the use of search warrants in any DUI cases. No Refusal Weekends are a model that permit agencies to detect high risk times and places to implement No Refusal strategies. In addition to No Refusal Weekends, some counties have become No Refusal Counties. In those locations, any chemical test refusal results in a search warrant application to procure chemical test evidence. In 2014, the General Assembly and the Supreme Court Rules Commission approved the use of electronic search warrants in Tennessee, which are beginning to be implemented to further encourage chemical testing in refusal cases.

Currently, in light of Birchfield v. North Dakota, Tennessee has established a process that can be summarized as follows:

- The officer would ask for consent from the offender to have blood drawn.
    - If consent is granted, then the officer and offender would go directly to the hospital and have a blood draw performed.
    - If there is a refusal, then the officer would need to get a search warrant.
        - If the officer cannot get a search warrant, then exigent circumstances could apply.
        - Refusals still carry all the administrative and civil penalties in Tennessee.

Traffic Records—DUI Tracker System

The first web-based DUI offender tracking system was a model that collected information on variables based on NHTSA standards and data requirements. The system, developed by the University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of THSO-funded special DUI prosecutors in 23 judicial districts throughout the state. A new system was designed with the Tennessee Department of Safety and Homeland Security in 2012 that merged the University of Memphis DUI data. As of May 1, 2017, the DUI Tracker contains 125,090 arrest records. This aligns with Section 1 of Highway Safety Program Guideline No. 8, Program Management and Strategic Planning, and with Section 4, Program Evaluation and Data.

Training of Law Enforcement Officers

DUI Detection and Standardized Field Sobriety Testing (SFST) is a NHTSA/International Association of Chiefs of Police-approved curriculum. As previously mentioned, all agencies receiving highway safety grants for traffic law enforcement require SFST training of their traffic officers. A grant-funded position in the THSO schedules and administers SFST training. Drug Recognition Expert (DRE) training produces certified officers who can reliably detect drug-impaired drivers approximately 90 percent of the time. The DRE program is a valid method for identifying and classifying drug-impaired drivers. The DRE program requires scientifically sound support by laboratory results. A full-time DRE-trained former officer serves as the state's DRE training coordinator. The ARIDE program (Advanced Roadside Impaired Driving Education) trains law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both, to reduce the number of impaired driving incidents and crashes that result in serious injuries and fatalities. Further, the course educates other criminal justice professionals (prosecutors, toxicologists, and judges) to understand the signs of impairment related to drugs, alcohol, or a combination of both, to enable them to work with law enforcement to reduce the number of impaired driving incidents as well as crashes that result in serious injuries and fatalities. This program is offered statewide. Specific objectives regarding these programs are included in the Training Program section of the HSP.

Training of the Prosecutorial and Judicial Community

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

Traffic safety resource prosecutors, positions funded by the THSO in the District Attorneys General Conference, perform legal research and write articles, provide information and consultation about impaired driving issues and policies to judges, prosecutors, defense attorneys, legislators, and educators. They also organize the annual state impaired driving conference. Under NHTSA's model, the position of a Judicial Outreach Liaison (JOL) was created to perform outreach for the judiciary branch of Tennessee, much like the two traffic safety resource prosecutors do for the prosecution community. The JOL was hired in 2015 and begins the fourth year in 2018.

SPECIFIC STRATEGIES

Specialized DUI Prosecution

Problem

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

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

Goals and Objectives

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

Goal 1: Reduce DUI recidivism and DUI-related fatalities and injuries in districts.

Objectives:

1. Enter data into the DUI Tracker and retrieve data from the system to determine how cases are being handled within the local jurisdiction.
2. Identify, prioritize, and monitor multiple offender cases for trial docketing and seek to improve advocacy and litigation results. The office will have a written policy for Criminal Court to resolve such cases or set a trial date for the case within 120 days of defense counsel's appointment or retention.
3. Prosecute DUI offenders, below:
    a. Prosecution for cases involving death or serious bodily injury;
    b. Prosecuting criminal/circuit cases for multiple and felony DUI offenders but not excluding general sessions court; and
    c. If time permits, prosecute first-offense DUI offenders in criminal court and all other DUI offenders in general sessions court.

Goal 2: Increase DUI prosecutor expertise and police officer expertise in DUI investigations through training.

Objectives:

1. The DUI prosecutor will attend at least one DUI specialized training course per year, either as an instructor or student, to develop expertise in traffic safety as a resource in the jurisdiction.

2. DUI prosecutors will teach one formalized DUI course (roll call, workshop, etc.) for local law enforcement. Any informal local law enforcement training is considered separate from this requirement.

Activities

The aforementioned objectives can be accomplished by conducting the activities listed below as demonstrated in Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition:

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

Resources

A minimum of one DUI prosecutor and one DUI coordinator would be needed to efficiently meet all goals and objectives. Additional positions are justified as shown through strong data and will only be created if the level of federal funding provided to the THSO allows it. Each grant will contain an adequate amount of travel dollars to cover business, equipment, and training opportunities.

Self-sufficiency

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

Evaluation

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

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee District Attorney General, 01st Judicial District	154AL	154AL-18-60	Washington	$168,634.67
Tennessee District Attorney General, 02nd Judicial District	154AL	154AL-18-61	Sullivan	$147,581.70
Tennessee District Attorney General, 04th Judicial District	154AL	154AL-18-62	Sevier	$161,597.42
Tennessee District Attorney General, 05th Judicial District	154AL	154AL-18-63	Blount	$155,322.69
Tennessee District Attorney General, 06th Judicial District	154AL	154AL-18-64	Knox	$304,622.29
Tennessee District Attorney General, 07th Judicial District	154AL	154AL-18-65	Anderson	$227,158.45
Tennessee District Attorney General, 08th Judicial District	154AL	154AL-18-66	Scott	$144,236.43
Tennessee District Attorney General, 09th Judicial District	154AL	154AL-18-67	Loudon	$181,664.07
Tennessee District Attorney General, 10th Judicial District	154AL	154AL-18-68	Bradley	$157,566.03
Tennessee District Attorney General, 11th Judicial District	154AL	154AL-18-69	Hamilton	$182,698.04
Tennessee District Attorney General, 13th Judicial District	154AL	154AL-18-70	Putnam	$187,683.88
Tennessee District Attorney General, 14th Judicial District	154AL	154AL-18-71	Coffee	$180,810.05
Tennessee District Attorney General, 15th Judicial District	154AL	154AL-18-72	Trousdale	$153,682.76
Tennessee District Attorney General, 16th Judicial District	154AL	154AL-18-73	Rutherford	$102,925.94
Tennessee District Attorney General, 17th Judicial District	154AL	154AL-18-74	Lincoln	$209,964.57
Tennessee District Attorney General, 19th Judicial District	154AL	154AL-18-75	Montgomery	$238,171.29
Tennessee District Attorney General, 20th Judicial District	154AL	154AL-18-76	Davidson	$421,806.59
Tennessee District Attorney General, 21st Judicial District	154AL	154AL-18-77	Williamson	$179,434.45
Tennessee District Attorney General, 22nd Judicial District	154AL	154AL-18-78	Lawrence	$222,589.41
Tennessee District Attorney General, 23rd Judicial District	154AL	154AL-18-79	Dickson	$186,694.45
Tennessee District Attorney General, 24th Judicial District	154AL	154AL-18-80	Carroll	$228,265.90
Tennessee District Attorney General, 25th Judicial District	154AL	154AL-18-81	Lauderdale	$217,765.74
Tennessee District Attorney General, 26th Judicial District	154AL	154AL-18-82	Madison	$223,475.66

Tennessee District Attorney General, 30th Judicial District	154AL	154AL-18-83	Shelby	$284,899.82
Tennessee District Attorney General, 31st Judicial District	154AL	154AL-18-84	Warren	$231,221.98

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Assisting Toxicology Backlog at the Tennessee Bureau of Investigation

Problem

The Tennessee Bureau of Investigation Crime Lab is experiencing a backlog of casework as a result of the high number of driving under the influence, motor vehicle crashes, and vehicular homicide cases. The toxicology section receives on average 20,000 cases per year for blood alcohol analysis. Last year, 11,000 of these were over 0.08 BAC and were reported out. Nine thousand of these cases were less than 0.08 BAC and were then screened for drugs. Approximately 95 percent of blood alcohol cases are involve or impact highway safety. Due to the growth of personnel of the toxicology section and the continued large caseload, two additional Liquid Chromatography/Mass Spectrometry (LC/MS) instruments are request to be placed at the Nashville and Knoxville crime labs. This will allow the instruments in place to improve the turnaround time in the drug testing of the casework. The improvement would also carry over into improving the turnaround time on the cases that require additional drug screen testing. This will also expand the scope of testing for drug screens and the capacity to add improved THC and opiate testing.

Training and attendance at conferences is the best way for forensic scientists who testify in DUI trials to stay up-to-date on new technologies. These conferences and meetings are essential for the continuing education of all blood/breath alcohol scientists. DUI cases are the most heavily adjudicated in the country, and attending these meetings/conferences helps all involved with being able to professionally communicate their lab results in a courtroom setting.

Objectives

- Continued training and education for all expert witness scientists in the breath alcohol and toxicology sections of the TBI labs.
- Purchase a LC/MS instrument for the Nashville toxicology section and a LC/MS instrument for the Knoxville laboratory, which will allow scientists the ability to process blood samples more quickly from drivers in DUI cases.

Activities

Successful implementation of this program depends upon the following activities. These assist with proven methods presented in Countermeasures that Work:.

- Request bid, order, and install toxicology instrumentation and equipment.
- Scientists attend training meetings and conferences.

Self-sufficiency

Amend current budget to cover the costs of maintaining the new instrument and purchasing supplies for this instrument.

Evaluation

- Quarterly statistics on the number of DUI cases submitted to each TBI crime lab.
- Each laboratory will collect data monthly for blood alcohol samples.
- Breath alcohol data will be collected annually.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee Bureau of Investigation	405d	M5BAC-18-01	Davidson	$2,000,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Tennessee Traffic Safety Resource Prosecutors: Training on Impaired Driving / Outreach to Legal Community

Problem

Providing correct information to judges, prosecutors, law enforcement, defense attorneys, legislators, and educators is an ongoing challenge, as demonstrated by the following issues:

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

Objectives

- Keep prosecutors, judges, police chiefs, sheriffs, and legislators informed of new appellate decisions, defenses, trends, and technological developments.
- Increase advocacy skills of prosecutors through training.
- Support the training of law enforcement in testimonial training and through cooperation with the SFST and DRE state coordinators.

- Provide information to citizens, legislators, and entities to permit them to be well informed when they propose new laws.
- Encourage use of the DUI Tracker to keep prosecutors informed of their disposition information.

Activities

The following are proven methods from Countermeasures that Work.

- Provide information to all the state's prosecutors, judges, police chiefs, sheriffs, legislators, and concerned entities by publishing and delivering a quarterly newsletter to 1,400 involved parties per quarter.
- Provide technical assistance including e-mail updates to prosecutors and interested law enforcement officers bi-weekly or as often as is necessary.
- Provide and update trial manuals for the prosecution of DUI cases and vehicular homicide or assault cases for two hundred prosecutors involved in traffic safety.
- Provide trial advocacy training to specialized prosecutors and other prosecutors to enable them to increase trial advocacy skills and become more effective advocates in DUI cases.
- Provide training to law enforcement officers to help them become more effective witnesses in court.
- Support law enforcement training by teaching and/or providing skilled prosecutors to teach at SFST and DRE classes throughout the state.
- Conduct informational meetings to inform prosecutors about new laws and new appellate decisions affecting the prosecution of DUI, vehicular assault, and vehicular homicide cases.
- Provide traffic safety training, including all basic information about toxicology, technology, drug impairment, and field sobriety testing to new prosecutors.
- Serve as a resource to the Governor's DUI Task Force concerning the drafting and implementation of new laws.
- Serve as a resource to the Tennessee Impaired Driving Task Force.

Resources

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

Self-sufficiency

State administered through grant support.

Evaluation

Evaluation consists of monitoring reports to identify the use of the Resource Center and efforts made to disseminate the information to interested parties. Evaluation also involves tracking efforts to increase the sharing of information and the number of people trained.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee District Attorneys General Conference	405d	M5OT-18-07	Statewide	$627,510.10
The University of Tennessee	405d	M5CS-18-05	Knox	$93,925.40

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Enforcement: Alcohol Saturation Patrols/Roadside Sobriety Checkpoints Problem

Projects in Tennessee counties and municipalities that have an inordinately large number of alcohol-related crashes must participate in at least one alcohol mobilization as well as sustained enforcement efforts over the year. These enforcement efforts must be tied to both strong enforcement and a clear message that creates an awareness of increased risk of arrest.

Overtime must be available to active enforcement only. 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 counties (enforcement agencies) are funded in a comparable basis considering the extent of weighted fatal, injury and property damage only (PDO) crashes; alcohol-related crashes; 15-24 aged driver crashes; 65+ aged crashes; speeding crashes; motorcycle crashes; population; and vehicle miles of travel (VMT) in each county. Comparable basis refers to normalizing the county numbers relative to that of the county with the highest value.

Objectives

- Organize sustained (at least once monthly) alcohol enforcement deployments: saturation patrol or sobriety checkpoint coverage in areas representing more than 85 percent of the population of Tennessee and in which at least 60 percent of the alcohol-related crash fatalities have occurred and/or a disproportionate fatality to crash ratio was observed.
- Participate in the national NHTSA campaigns.

Activities

Proven methods from Countermeasures that Work are instrumental in successful enforcement. This includes organizing and scheduling alcohol selective traffic enforcement in community saturation patrols or roadside sobriety checkpoints during FFY2018. Officers involved in enforcement should attend SFST training if they have not done so, which needs to occur within first 3 months of the grant year. Officers should be trained in NHTSA's DUI Detection Check list.

Resources

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

Self-sufficiency

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

Evaluation

Evaluation items include pre/post surveys, monthly activity reports (including non-crash related DUI arrest and citation data), final enforcement activity reports, and a final administrative evaluation report. The aforementioned items provide both outcome and process evaluation. The TDOSHS's Research, Planning and Development division will perform overall program evaluation. Agencies will work with prosecution and make the public aware of arrests resulting from the effort (with the media notices being approved by the THSO prior to release). Agencies will provide electronic crash reporting or demonstrate that a reporting system approved by the TDOSHS is in place.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Baxter Police Department	154AL	154AL-18-1	Putnam	$12,000.00
Bedford County Sheriff's Department	154AL	154AL-18-2	Bedford	$15,000.00
Benton Police Department	405d	M5HVE-18-03	Polk	$14,000.00
Blount County Sheriff's Department	405d	M5HVE-18-04	Blount	$45,560.55
Bolivar Police Department	405d	M5HVE-18-05	Hardeman	$15,000.00
Bradley County Sheriff's Department	154AL	154AL-18-3	Bradley	$55,000.00
Brownsville Police Department	154AL	154AL-18-4	Haywood	$25,000.00
Campbell County Sheriff's Department	405d	M5HVE-18-06	Campbell	$25,002.38
Cannon County Sheriff's Department	154AL	154AL-18-5	Cannon	$10,000.00
Chattanooga Police Department	154AL	154AL-18-6	Hamilton	$74,988.25
Cheatham County Sheriff's Office	405d	M5HVE-18-07	Cheatham	$25,000.00
Clarksville Police Department	405d	M5HVE-18-08	Montgomery	$65,000.00
Cocke County Sheriff's Department	405d	M5HVE-18-09	Cocke	$25,023.40
Coffee County Sheriff's Department	154AL	154AL-18-7	Coffee	$30,000.00
Cookeville Police Department	154AL	154AL-18-8	Putnam	$24,999.98
Crossville Police Department	154AL	154AL-18-9	Cumberland	$15,000.00
Cumberland County Sheriff's Department	405d	M5HVE-18-10	Cumberland	$35,000.00
Decatur County Sheriff's Office	154AL	154AL-18-10	Decatur	$9,390.00

Dickson County Sheriff's Office	154AL	154AL-18-11	Dickson	$28,117.80
Dresden Police Department	154AL	154AL-18-12	Weakley	$15,000.00
Etowah Police Department	154AL	154AL-18-13	McMinn	$15,000.00
Fairview Police Department	154AL	154AL-18-14	Williamson	$15,000.00
Fayette County Sheriff's Office	154AL	154AL-18-15	Fayette	$15,000.00
Fentress County Sheriff's Department	154AL	154AL-18-16	Fentress	$10,885.75
Franklin County Sheriff's Department	154AL	154AL-18-17	Franklin	$ 9,634.62
Franklin Police Department	154AL	154AL-18-18	Williamson	$25,000.00
Giles County Sheriff's Department	405d	M5HVE-18-11	Giles	$15,000.00
Grainger County Sheriff's Department	154AL	154AL-18-19	Grainger	$10,000.00
Greene County Sheriff's Department	154AL	154AL-18-20	Greene	$16,200.00
Grundy County Sheriff's Department	405d	M5HVE-18-12	Grundy	$15,000.00
Hamilton County Sheriff's Office	154AL	154AL-18-21	Hamilton	$85,000.00
Hardin County Sheriff's Department	154AL	154AL-18-22	Hardin	$18,000.00
Hawkins County Sheriff's Department	154AL	154AL-18-23	Hawkins	$30,000.00
Humphreys County Sheriff's Office	154AL	154AL-18-24	Humphreys	$14,871.02
Jackson County Sheriff's Department	154AL	154AL-18-25	Jackson	$10,000.00
Jackson Police Department	405d	M5HVE-18-13	Madison	$33,000.00
Jefferson County Sheriff's Department	154AL	154AL-18-26	Jefferson	$30,000.00
Johnson City Police Department	154AL	154AL-18-27	Washington	$19,889.82
Knoxville Police Department	405d	M5HVE-18-14	Knox	$74,924.40
Lauderdale County Sheriff's Department	154AL	154AL-18-28	Lauderdale	$15,000.00
LaVergne Police Department	154AL	154AL-18-29	Rutherford	$25,000.00
Lebanon Police Department	154AL	154AL-18-30	Wilson	$10,104.24
Lexington Police Department	154AL	154AL-18-31	Henderson	$28,802.38
Lincoln County Sheriff's Department	405d	M5HVE-18-15	Lincoln	$24,624.00
Madison County Sheriff's Department	154AL	154AL-18-32	Madison	$38,000.00
Manchester Police Department	154AL	154AL-18-33	Coffee	$15,000.00
Maryville Police Department	405d	M5HVE-18-16	Blount	$31,104.00
Maury County Sheriff's Department	154AL	154AL-18-34	Maury	$29,965.76
McMinn County Sheriff's Department	154AL	154AL-18-35	McMinn	$15,000.00
Meigs County Sheriff's Department	154AL	154AL-18-36	Meigs	$13,000.00
Memphis Police Department	154AL	154AL-18-37	Shelby	$300,000.00
Metro Moore County Sheriff’s Department	154AL	154AL-18-38	Moore	$10,000.00
Metropolitan Nashville Police Department	154AL	154AL-18-39	Davidson	$400,030.39
Milan Police Department	154AL	154AL-18-40	Gibson	$10,000.00
Monterey Police Department	154AL	154AL-18-41	Putnam	$12,000.00
Morristown Police Department	154AL	154AL-18-42	Hamblen	$15,000.00
Overton County Sheriff's Department	154AL	154AL-18-43	Overton	$15,000.00
Pulaski Police Department	405d	M5HVE-18-17	Giles	$10,000.00

Rhea County Sheriff's Department	154AL	154AL-18-44	Rhea	$15,000.00
Roane County Sheriff's Office	405d	M5HVE-18-18	Roane	$27,537.50
Rutherford County Sheriff's Office	405d	M5HVE-18-19	Rutherford	$44,249.12
Rutledge Police Department	154AL	154AL-18-45	Grainger	$10,000.00
Saint Joseph Police Department	154AL	154AL-18-46	Lawrence	$12,480.00
Sequatchie County Sheriff's Department	154AL	154AL-18-47	Sequatchie	$12,000.00
Shelby County Sheriff's Office	154AL	154AL-18-48	Shelby	$200,000.00
Smyrna Police Department	154AL	154AL-18-49	Rutherford	$24,994.01
Soddy-Daisy Police Department	154AL	154AL-18-50	Hamilton	$20,000.00
Sullivan County Sheriff's Department	154AL	154AL-18-51	Sullivan	$72,987.00
Sumner County Sheriff's Department	154AL	154AL-18-52	Sumner	$21,107.00
Tennessee Alcoholic Beverage Commission	405d	M5HVE-18-20	Davidson	$90,000.00
Tennessee Department of Safety & Homeland Security	154AL	154AL-18-262	Statewide	$600,000.00
Tipton County Sheriff's Department	405d	M5HVE-18-21	Tipton	$27,658.80
Union City Police Department	154AL	154AL-18-53	Obion	$15,000.00
Union County Sheriff's Department	405d	M5HVE-18-22	Union	$15,056.97
Warren County Sheriff's Department	154AL	154AL-18-54	Warren	$20,000.00
Washington County Sheriff's Department	405d	M5HVE-18-23	Washington	$35,000.00
White County Sheriff's Department	154AL	154AL-18-55	White	$20,000.00
White House Police Department	154AL	154AL-18-56	Sumner	$19,999.88
Williamson County Sheriff's Department	154AL	154AL-18-57	Williamson	$40,049.98

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

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

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 him/her in jail for a mandated period of time,
- Taking away the offender's driver's license,
- Requiring litter pick up along the streets,
- Participation in an alcohol and drug education class, and,
- If being arrested again for another DUI, participation in residential treatment for 21 to 28 days.

Although 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. DUI Court programs provide such treatment.

The DUI Court is based on the Drug Court model, which has been used successfully in the court system throughout the United States for the past 20 years. Using the 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 less victims and a safer community.

The THSO worked in partnership with DUI/Drug Courts in FFY17. These have provided intensive assistance to several of the state's 95 counties, with some being in existence for four to five years.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
21st Drug Court Inc.	405d	M5CS-18-01	Williamson	$60,000.00
23rd Judicial District Drug Court	405d	M5CS-18-02	Cheatham	$60,000.00
Metropolitan Government of Nashville & Davidson County	405d	M5CS-18-03	Davidson	$59,639.83
Sumner County Drug Court	405d	M5CS-18-04	Sumner	$59,999.98

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Court Partnership Project Alcohol Countermeasures

Problem

According to the Tennessee Bureau of Investigations report, DUI arrests have remained consistent the last few years. In 2014, there were 26,810 arrests for drunk or drugged driving. This number reduced slightly to 23,675 in 2015. However, the high arrest rates raise concerns of recidivism and the minimum sentencing guidelines being met. Previous court monitoring performed by Mothers Against Drunk Driving (MADD) has been and is still tracking any data trends for each county. Collecting and analyzing this data allows MADD to provide the THSO with the most up-to-date information on identifying problem areas that are consistent throughout the adjudication process.

The MADD Tennessee Court Monitoring Program focuses on areas of the state with high alcohol-related crash rates as well as counties that are not currently receiving THSO funding for DUI prosecutors and coordinators. MADD believes that addressing these counties will provide quantitative as well as qualitative data not currently being reported to the THSO—Jefferson, Monroe, Morgan, Sumner, Robertson, Lincoln, Hickman, Obion, Haywood, and McNairy.

As a non-profit organization, MADD relies heavily on volunteers to help provide programs to the community. With the Court Monitoring Program, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition:

- Recording the proportion of cases that are dismissed or reduced down to lesser offenses;
- Tracking the rate of convictions;
- Monitoring the sanctions imposed; and
- Documenting whether the sanctions are carried out.

Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than unmonitored cases, and the volunteer court monitors are key to drawing attention to the system's shortcomings.

Court monitoring has also proven to be a highly effective method of creating ongoing, productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements, such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures. MADD Tennessee believes that previous court monitoring has empowered and encouraged a number of judicial circuits to consider Drug/DWI courts for their particular area and to begin implementing those processes as well as opening clear lines of communication for the needs of law enforcement responders.

Objective

Court partnership offers much-needed support to victims, mitigating the difficulties of dealing with the judicial system after a fatal or injurious crash. Court partnerships attempt to help victims communicate with DUI prosecutors and District Attorneys and encourage judges and court systems to adjudicate DUI-related offenses consistently, fairly, and toughly. Court partners help make the courts more victim-

sensitive and help reduce the rate of repeat offenses and fatal crashes by repeat offenders through advocacy.

Court partners perform several functions:

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

Activities

Analyzing court data to develop educational information for judges, prosecutors, law enforcement, probation officers, and the public is a proven method in Countermeasures that Work.

Resources

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

Self-sufficiency

Maintain an ongoing, systematic and consistent approach to potential funders, including proposals to private foundations, corporations, and individuals who support MADD's lifesaving mission.

Evaluation

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

Program Evaluation and Data

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

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Mothers Against Drunk Driving	154AL	154AL-18-58	Statewide	$120,923.80

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

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

DUI prosecutors will continue to maintain an active presence in both general sessions and criminal court, which reduces the number of DUI cases dismissed and/or reduced. In addition, the DUI prosecutor is able to educate the judges on changes in DUI law and knowledgeably respond to motions to suppress. The Traffic Safety Resource Prosecutors (TSRP) have the research capability and the ability to concentrate on different places within the state to stay abreast of the newest defenses and the newest attacks on the DUI prosecution. TSRPs also disseminate new concepts and ideas to make the prosecution of DUI cases more streamlined and efficient.

Sustained alcohol enforcement at particular times and in certain geographical areas known to have high rates of impaired drivers greatly increase the probability of detecting and identifying impaired drivers. By knowing this information, officers can take the enforcement action necessary to remove the offending drivers from the road, preventing them from putting themselves and other drivers at risk.

The Impaired Driving Task Force will continue to meet on a quarterly basis to discuss issues related to impaired driving. Further, their expertise and continued input will help drive recommendations for improvement in a variety of areas impacted by impaired driving: enforcement activities, legislation, programming, and treatment options.

Impaired Driving Task Force Members

1. Kyle Anderson, Assistant District Attorney General, Vehicular Crimes Team Leader, 20th District – Criminal Justice System/Prosecution
2. Terry Ashe, Executive Director, Tennessee Sheriff's Association - Law Enforcement
3. Rod Bragg, Assistant Commissioner, Tennessee Department of Mental Health and Substance Abuse Services - Treatment and Rehabilitation
4. Megan Buell, Communications Director, Tennessee Department of Safety & Homeland Security – Communication
5. Patricia Burnett, Colonel, Memphis Police Department - Law Enforcement

6. Michelle Consiglio-Young, Assistant General Counsel/Legislative Liaison, Tennessee Supreme Court/Administrative Office of the Courts - Criminal Justice System/Adjudication - Data and Traffic Records
7. Maggie Duncan, Executive Director, Executive Director, Tennessee Association of Chiefs of Police - Law Enforcement
8. Brian Evans, Lieutenant, Knoxville Police Department - Law Enforcement
9. Mike Gilliland, Lieutenant, Nashville Police Department - Law Enforcement
10. Michael Hogan, Director of Driver License Issuance, Tennessee Department of Safety & Homeland Security - Driver Licensing
11. Richard Holt, Law Enforcement Liaison Administrator, Tennessee Highway Safety Office - Law Enforcement/DRE
12. Barry Williams, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution
13. Stephanie Krivcher, DUI Probation Officer, Metropolitan Government of Nashville Davidson County - Probation and Parole
14. Charles Lowery, Jr., Captain, Hamilton County Sheriff's Department - Law Enforcement
15. Joseph Massengill, Trooper, Tennessee Department of Safety & Homeland Security – Ignition Interlock
16. Chris Osbourn, TITAN Program Director, Research, Planning, & Development/TITAN, Tennessee Department of Safety & Homeland Security - Data and Traffic Records
17. Carroll Owen, Jr., Captain, Shelby County Sheriff's Office - Law Enforcement
18. Kate Ritchie, State Program Director, Mothers Against Drunk Driving – Communication
19. Terry Seay, Sergeant, TN Department of Safety & Homeland Security – Ignition Interlock
20. Robert Seesholtz, Trauma System Manager, Tennessee Department of Health - Public Health
21. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV - Criminal Justice System/Adjudication
22. Bobby Straughter, Assistant Commissioner, Tennessee Department of Correction – Probation and Parole
23. Chuck Taylor, Deputy Commissioner, Tennessee Department of Correction – Probation and Parole

24. Tracy Trott, Colonel, Tennessee Highway Patrol, Tennessee Department of Safety & Homeland Security - Law Enforcement

25. Samera Zavaro, Special Agent/Forensic Scientist Supervisor Breath Alcohol Section, Tennessee Bureau of Investigation - Data and Traffic Records

26. Jason Ivey, Deputy Director/Program Management Administrator, Tennessee Highway Safety Office, Tennessee Department of Safety & Homeland Security - THSO Impaired Driving Coordinator (non-member)

Distracted Driving

OVERVIEW

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

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

These distractions can be categorized as visual, auditory, manual, or cognitive. Visual distractions include tasks that require the driver to look away from the roadway to visually obtain information. Auditory distractions include tasks that require the driver to hear something not related to driving. Manual distractions include tasks that require the driver to take a hand off the steering wheel and manipulate a device. Cognitive distractions include tasks that require the driver to take his/her mind off driving and think about something else other than the driving task. Texting is by far the worst of all the tasks that distract drivers. That is because text messaging requires visual, manual, and cognitive attention from the driver.

According to NHTSA's Traffic Safety Facts Research Note, the number of people killed nationally in distraction-affected crashes increased from 3,179 in 2014 to 3477 in 2015. Nine percent of all drivers 15 to 19 years old involved in fatal crashes were reported as distracted at the time of the crashes. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes.

Cell phone use while driving continues to be a problem; in 2015, cell phone use was involved in 14 percent of all fatal distraction-affected crashes. Furthermore, 476 people died in fatal crashes that involved the use of cell phones or other cell-phone-related activities as distractions.

Distraction.gov recommends that the best way to stop distracted driving is to educate all drivers about the dangers that distracted driving poses to vehicle occupants as well as non-occupants such as pedestrians and bicyclists.

PERFORMANCE MEASURES

1. Reduce the number of distracted driving crashes by 5 percent, from 24,754 in 2016 to 23,516 by the end of 2018.

    - Utilize education and enforcement strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during FFY2018.
    - Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives.

2. Reduce the number of distracted driving fatalities by 10 percent, from 59 in 2016 to 53 by the end of 2018.

    - Utilize communication and digital media outreach strategies to reduce the number of driving crash fatalities resulting from distracted driving on Tennessee roads during FFY2018.
    - Utilize data collection and analysis methods to identify high-risk populations for targeted distracted driving initiatives.

COUNTERMEASURE STRATEGIES

Laws and Enforcement

Tennessee has several distraction-related laws, including the following:

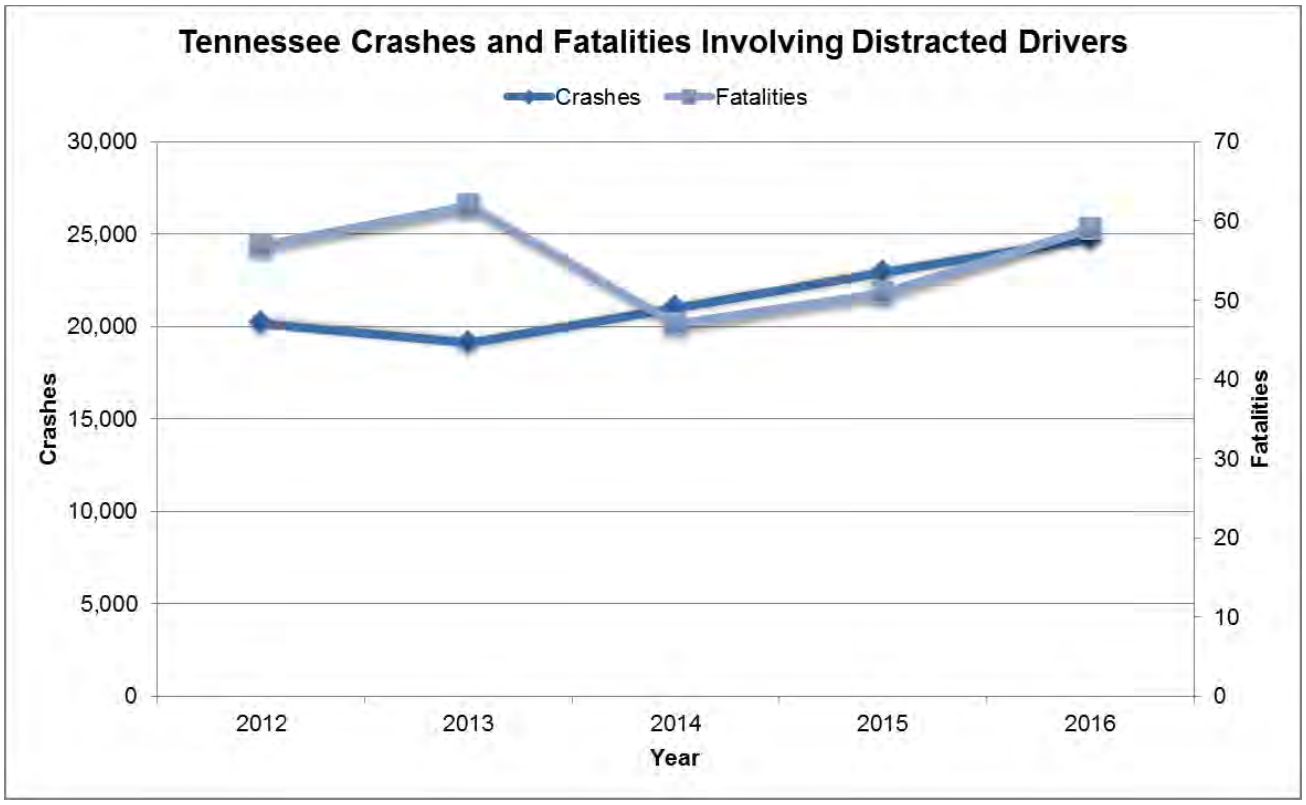
1. Graduated driver's license (GDL) requirements for beginning drivers (primary law)

    - No driver possessing a learner permit or intermediate driver license shall operate a motor vehicle in motion on any highway while using a handheld cellular telephone, cellular car telephone, or other mobile telephone.

2. Messaging laws for all drivers (primary law)

    - No person while driving a motor vehicle on any public road or highway shall use a handheld mobile telephone or a handheld personal digital assistant to transmit or read a written message.

Tennessee officials in 2016 recorded 59 deaths and 24,754 crashes caused by distracted driving. The following table illustrates both the fatalities and crashes attributed to distracted driving behaviors during the years of 2012 – 2016.



Sources: Crashes: TN Department of Safety and Homeland Security, TITAN Division, 12 May 2017. (TITAN)
Fatalities: TN Department of Safety and Homeland Security, TITAN Division, 12 May 2017. (FARS SharePoint Service)

According to the Tennessee Department of Safety and Homeland Security's (TDOSHS) TITAN Division, traffic crashes related to the following distractions while driving have increased:

- Crashes resulting from GPS distraction have increased from 160 in 2015 to 170 in 2017, which is a 6 percent increase;
- Crashes resulting from inattentive eating, reading, talking, etc. have increased from 13,302 in 2015 to 14,835 in 2016, an increase of 11.52 percent.

According to Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, the obvious way to reduce distracted driving is to convince or require drivers to pay attention to their driving. This may be difficult to do, however, since most drivers view some distractions like eating, drinking, listening to the radio, and talking on the phone as common activities and most likely won't refrain from doing them while they drive. Behavior strategies that promote awareness of the risks of distracted driving as well as the state GDL provisions, which limit the number of passengers in the vehicle and restrict the use of cell phones are recommended. Ultimately, the role of communications and outreach could be useful in raising awareness for distracted driving issues among high-risk populations.

Distracted driving is also included in the TDOSHS's Cooperative Driver Testing Program Knowledge Test. An example of a test question related to distracted driving is the following:

> Texting while driving is prohibited. Violations can result in a fine not to exceed _____ Dollars and court costs not to exceed _____Dollars.
>
> A. $70 fine/$30 court costs
>
> B. $50 fine/$10 court costs
>
> C. $500 fine/$100 court costs

Enforcement to Combat Distracted Driving

New in 2017, the Statewide Distracted Driving Enforcement Bus Tour was introduced to stop distracted driving. From Monday, April 10, to Thursday, April 13, the THSO and the Tennessee Highway Patrol (THP) partnered with local law enforcement agencies to promote National Distracted Driving Awareness Month. The THP provided a large, black and tan bus marked with THP logos to transport law enforcement officers as they observed motorists for traffic violations. During the tour, officers from within the THP bus communicated to patrol vehicles stationed on the road for execution of enforcement action. This initiative was a success with 224 citations issued, and it received significant media coverage, including a story in the *Wall Street Journal* in May 2017.

A more concentrated enforcement effort will be provided by the THP in FFY2018.

Communications and Outreach in Tennessee for Distracted Driving

The THSO actively promotes its Thumbs Down to Texting and Driving campaign. Partner agencies are encouraged to participate in the campaign during the month of April, which is recognized nationally as Distracted Driving Awareness Month. As part of the program, both radio and digital media are used to increase awareness and provide information at the local community level about the dangers of texting and driving. Partners are encouraged to contact the THSO to obtain a media toolkit and information about the initiative. An informational website, www.thumbsdowntn.com, was created to share statistics and information with the general public as it pertains to texting and driving. This website also houses several media resources – radio spots, digital banner advertisements, and a template press release – to assist agencies in educating their communities.

The #ThumbsDownTN hashtag was created in 2015 to begin a grassroots effort of peer-to-peer influence. In 2017, THSO partners and the public were asked once again to demonstrate their disapproval of texting while driving by posting thumbs down selfies using the hashtag. This social media campaign reached roughly 530,000 users on Facebook alone, with 1,500 shares. Some examples of the selfies from this year appear below and include the THSO Staff with Governor Haslam, officers from multiple agencies in the Cumberland region, the Grundy County Yellow Jackets baseball team, and students from the Walter Hill School in Murfreesboro, Tennessee.

The THSO will maintain its Thumbs Down to Texting and Driving campaign in FFY2018 with new web content and additional media outreach.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Blount County Sheriff's Department	402	DD-18-01	Blount	$48,955.47
Hendersonville Police Department	402	DD-18-02	Sumner	$20,010.00
Lexington Police Department	402	DD-18-03	Henderson	$15,920.00
Red Bank Police Department	402	DD-18-04	Hamilton	$15,000.00
Tennessee Department of Safety & Homeland Security	402	DD-18-05	Statewide	$100,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Distracted driving education, enforcement, and outreach work in tandem 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 the proposed projects will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes caused by distracted driving.

Motorcycle Safety

PROBLEM IDENTIFICATION

Motorcycle safety continues to be an important area of concern in Tennessee. Based on the State Traffic Safety Information (STSI), 123 people died in 2015 as the result of a motorcycle crash, an increase from the previous year. The THSO's mission is to reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's transportation system by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries and promoting education, rider training, and involvement from motorcycle groups.

Data Findings: Magnitude and Severity of the Motorcycle Crash Problem

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

Tennessee Motorcycle Involved Crashes

Crash Type	2011	2012	2013	2014	2015	2016
Fatal	112	135	134	118	120	143
Injury	2,417	2,538	2,136	2,015	2,086	2,290
Fatal & Injury Total	2,529	2,673	2,270	2,133	2,206	2,433
Property Damage (All)	733	769	670	687	750	784
Total	**3,262**	**3,442**	**2,940**	**2,820**	**2,956**	**3,217**

Source: TN Department of Safety and Homeland Security, TITAN Division, 18 May 2017. (TITAN, FARS SharePoint Service)

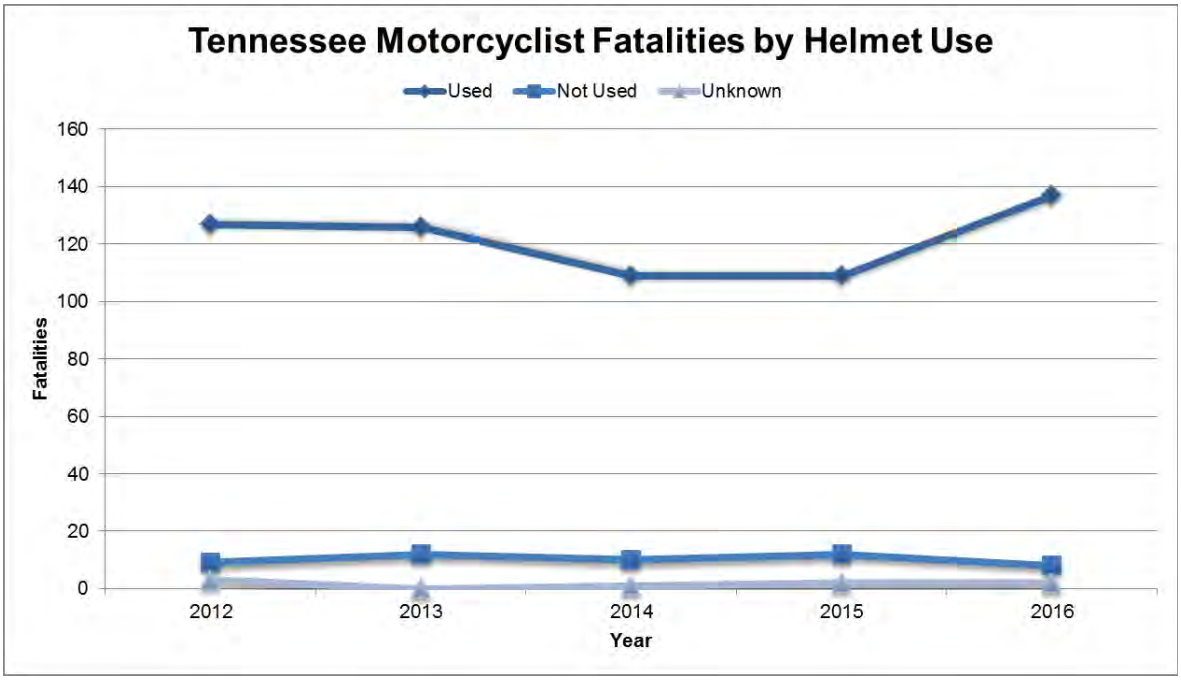
Tennessee Motorcyclist Fatalities by Age

Age	2012	2013	2014	2015	2016
Under 21 Years Old	10	6	4	7	13
21 to 44 Years Old	66	72	56	56	70
45 and Older	63	60	60	60	64
Total	**139**	**138**	**120**	**123**	**147**

Source: NHTSA. FARS Encycolpedia: Query FARS Data. Online at http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx, accessed 25 Apr 2017.
**2016 datafrom TDOSHS are preliminary.*

Helmet Use

Tennessee law requires motorcyclists to wear a helmet. Despite the law, some fatalities still occur where the operator or passenger was not wearing a helmet. The following graph illustrates motorcycle fatalities based on helmet use:



Source: NHTSA. State Traffic Safety Information. Online at https://cdan.nhtsa.gov/stsi.htm#, accessed 26 May 2017.
**2016 data provided by TDOSHS are preliminary.*

The Fiscal Year 2016 Survey of Safety Belt and Motorcycle Helmet Usage in Tennessee, an observation study completed by the University of Tennessee Center for Transportation Research, reported that 388 of the 391 motorcyclists observed wore a helmet, yielding a motorcycle helmet usage rate of 99.4 percent.

Alcohol Use

Alcohol also continues to be a contributing factor in motorcycle crashes as seen in the following table:

Tennessee Crashes Involving an Alcohol Impaired* Motorcycle Driver

	2012	2013	2014	2015	2016
Fatal	30	24	27	45	20
Injury	139	115	119	106	110
PDO	12	10	13	13	18
Total	**181**	**149**	**159**	**164**	**148**

** The driver's BAC ≥ 0.08 g/dL or the investigating officer indicated alcohol use as a contributing factor for the driver.*
Source: TN Department of Safety and Homeland Security, TITAN Division, 18 May 2017. (TITAN)

PERFORMANCE MEASURES

1. **Core Performance Measure –** Decrease the number of motorcycle fatalities from a 2011-2015 average baseline of 127 to 120 in 2018 (5-Year Alternative Baseline Analysis).

Five Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2006 - 2010 Avg.	139	2013	138	-0.7%
2007 - 2011 Avg.	134	2014	120	-10.3%
2008 - 2012 Avg.	132	2015	123	-6.7%
Current Mutli-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2011 - 2015 Avg.	127	2018	120	-5.9%

2. **Core Performance Measure–**Reduce the number of unhelmeted motorcycle fatalities from a 2013-2015 average baseline of 11 to 8 in 2018 (3-Year Alternative Baseline Analysis).

Three Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2008 - 2010 Avg.	17	2013	12	-29.4%
2009 - 2011 Avg.	18	2014	10	-43.4%
2010 - 2012 Avg.	13	2015	12	-5.3%
Current Mutli-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2013 - 2015 Avg.	11	2018	8	-26.0%

STRATEGIES AND PROGRAMS FUNDED

Motorcycle safety is also an area identified in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition. Tennessee has utilized countermeasures listed in the guide, and they are further detailed in the state's Motorcyle Safety Strategic Plan, which supports the Drive toward Zero campaign.

Tennessee has completed the NHTSA Motorcycle Safety Program Assessment, a process that was the foundation for developing a comprehensive motorcycle safety program. During FFY2016, the

Motorcycle Safety Coalition created an action plan to target key result areas in the Motorcycle Safety Strategic Plan. This required identifying key players for the action plan, prioritizing motorcycle safety issues within the state, strategizing and implementing a plan, and organizing a partnership team to address the issues. Tennessee created the action plan with assistance from Cambridge Systematics and delegated responsibility to the coalition to address key result areas. In FFY2018, the Motorcycle Safety Coalition shall meet in order to deem what progress has been made on implementing the steps in the action plan.

The state of Tennessee through the Tennessee Department of Safety and Homeland Security (TDOSHS) administers the Tennessee Motorcycle Rider Education Program. The program has four courses to better suit the needs of the individual rider. The funding for this program comes from Tennessee Code Annotated 55-51-104. On the following page is a table showing which of the Tennessee counties has a Motorcycle Riders Education Program training site as well as the number of registered motorcyclists in each of those counties.

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Anderson		2,744		N												
Bedford		1,432		N												
Benton		673		N												
Bledsoe		375		N												
Blount	5,438		Y		X	X	X	X	X	X	X	X	X	X	X	X
Bradley		3,230		N												
Campbell		964		N												
Cannon		317		N												
Carroll		705		N												
Carter		2,031		N												
Cheatham		1,661		N												
Chester		442		N												
Claiborne		809		N												
Clay		239		N												
Cocke		1,349		N												
Coffee	1,793		Y		X	X	X	X	X	X	X	X	X	X	X	X
Crockett		262		N												
Cumberland	2,120		Y		X	X	X	X	X	X	X	X	X	X	X	X
Davidson	9,667		Y		X	X	X	X	X	X	X	X	X	X	X	X
Decatur		314		N												
DeKalb		577		N												
Dickson		1,368		N												
Dyer	833		Y		X	X	X	X	X	X	X	X	X	X	X	X
Fayette		1,157		N												
Fentress		450		N												
Franklin		1,449		N												
Gibson		1,187		N												
Giles		949		N												
Grainger		954		N												
Greene		2,148		N												
Grundy		326		N												
Hamblen	1,795		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hamilton	8,673		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hancock		157		N												
Hardeman		397		N												
Hardin		681		N												
Hawkins		1,966		N												
Haywood		250		N												
Henderson		727		N												
Henry	1,129		Y		X	X	X	X	X	X	X	X	X	X	X	X
Hickman		700		N												
Houston		258		N												
Humphreys		620		N												
Jackson		377		N												
Jefferson		1,854		N												
Johnson		619		N												
Knox	9,502		Y		X	X	X	X	X	X	X	X	X	X	X	X

Lake		102		N												
Lauderdale		448		N												
Lawrence		926		N												
Lewis		397		N												
Lincoln		700		N												
Loudon		1,986		N												
Macon		566		N												
Madison	1,920		Y		X	X	X	X	X	X	X	X	X	X	X	X
Marion		1,058		N												
Marshall		805		N												
Maury	2,797		Y		X	X	X	X	X	X	X	X	X	X	X	X
McMinn	1,779		Y		X	X	X	X	X	X	X	X	X	X	X	X
McNairy		740		N												
Meigs		507		N												
Monroe		1,620		N												
Montgomery	7,532		Y		X	X	X	X	X	X	X	X	X	X	X	X
Moore		197		N												
Morgan		542		N												
Obion	749		Y		X	X	X	X	X	X	X	X	X	X	X	X
Overton		647		N												
Perry		278		N												
Pickett		204		N												
Polk		702		N												
Putnam	2,316		Y		X	X	X	X	X	X	X	X	X	X	X	X
Rhea		1,007		N												
Roane		1,729		N												
Robertson		1,825		N												
Rutherford	6,685		Y		X	X	X	X	X	X	X	X	X	X	X	X
Scott		411		N												
Sequatchie		622		N												
Sevier		3,865		N												
Shelby	10,104		Y		X	X	X	X	X	X	X	X	X	X	X	X
Smith		528		N												
Stewart		590		N												
Sullivan	5,886		Y		X	X	X	X	X	X	X	X	X	X	X	X
Sumner	5,392		Y		X	X	X	X	X	X	X	X	X	X	X	X
Tipton		1,723		N												
Trousdale		251		N												
Unicoi		720		N												
Union		530		N												
Van Buren		202		N												
Warren		1,031		N												
Washington		4,548		N												
Wayne		378		N												
Weakley		761		N												
White		796		N												
Williamson	4,902		Y		X	X	X	X	X	X	X	X	X	X	X	X
Wilson	3,916		Y		X	X	X	X	X	X	X	X	X	X	X	X
TOTALS	94,928 (With)	70,660 (Without)	21 (With)	74 (Without)												

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;

(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;

(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;

(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;

(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,

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,

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

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.

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).

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.

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.

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).

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.

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.

Programs Funded

Certain roadways in Tennessee are known for the curves in the roads, such as US 129, "The Dragon." Motorcyclists come from all over the world just to ride this road, which is recognized to racing enthusiasts as a test of skills and riding abilities with the road's 318 curves in 11 miles. Some ride just for the thrill of the hairpin curves, while others use it as a speed course trying to take the curves at the highest rate of speed they can and still keep the motorcycle upright. Inexperienced riders and impaired riders also play a role in the motorcyclist performance and play a part in the crashes that occur on this stretch of roadway. There are complaints received on a daily basis from citizens concerning the motorcycles and sports cars on this roadway. A large number of these citizens indicate they do not feel safe traveling roadways where motorcycles are using the road as a speed track. According to the TDOSHS, 113 crashes in this area were reported in 2016. This does not include unreported crashes, which are believed to be occurring to avoid tickets, higher insurance premiums, court costs and appearances, and possible outstanding warrants.

Agencies funded to combat this problem provide law enforcement visibility, services, and enhanced enforcement efforts directed at voluntary compliance for the area. This includes strategies included in Countermeasures that Work, such as enforcement of non-compliant helmets, impaired riders, proper motorcycle licensing, and excessive speed.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Blount County Sheriff's Department	402	MC-18-01	Blount	$91,052.16
Tennessee Department of Safety District 1	402	MC-18-02	Blount	$71,116.80

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Implementing the proposed programs in FFY2018 will reduce the human and economic toll of motorcycle-related crashes, injuries, and deaths on Tennessee's transportation system.

Further, the Motorcycle Safety Coalition will continue its role in implementing the Motorcycle Safety Strategic Plan's goals and strategies. The coalition and the THSO will work with safety partners across Tennessee to reduce fatalities and injuries to motorcyclists.

Police Traffic Services

PROGRAM DESCRIPTION

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 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 includes the following:

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

MAGNITUDE OF THE PROBLEM

Aggressive Driving

Aggressive drivers are high-risk drivers. They are more likely to drink and drive, speed, or drive unbelted even when not being aggressive. They often behave as though their vehicle provides anonymity, allowing them to take out driving (and non-driving related) frustrations on others. Their frustration levels are high, and 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.

Speeding

NHTSA considers a crash to be speeding-related if the driver 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 (Traffic Safety Facts). Nationally, there were 9,557 fatalities that occurred in speeding-related crashes in 2015, a three percent increase from 2014. Further, 32 percent of 15- to 20-year-old and 21-24-year old male drivers involved in fatal crashes in 2015 were speeding at the time, the highest among the age groups represented.

The following table shows fatalities caused by speed in Tennessee.

Tennessee Speeding Related Fatalities

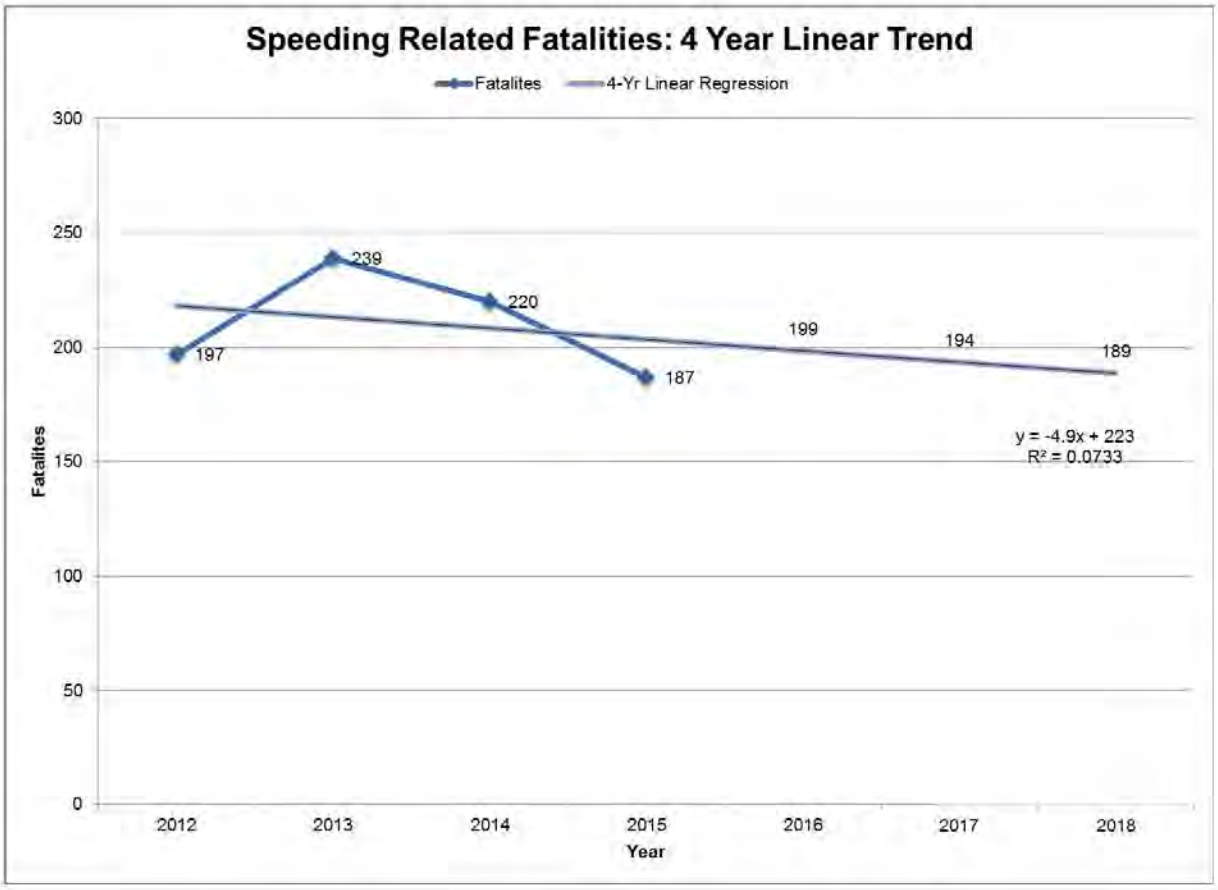
	2012	2013	2014	2015	2016
Total Fatalities	1,015	995	963	958	1,041
Speeding Related Fatalities	197	239	220	187	173

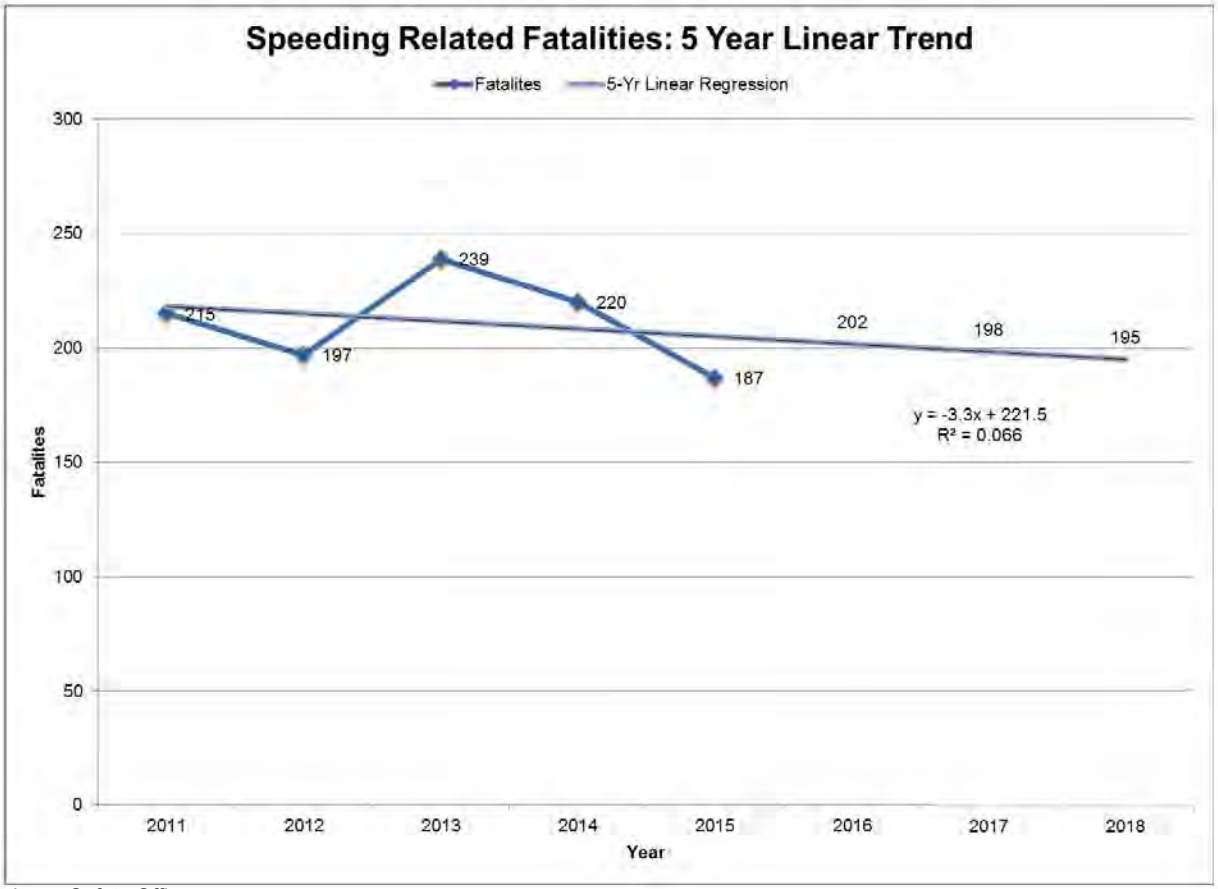
Source: NHTSA. State Traffic Safety Information. Online at https://cdan.nhtsa.gov/stsi.htm#, accessed 25 Apr 2017.
**2016 data from TDOSHS are preliminary.*

PERFORMANCE MEASURE

Core Performance Measure – Maintain speeding-related fatalities from the 2015 calendar base year at 187 through December 31, 2018, despite increasing trends.

According to FARS, Tennessee saw 187 speeding-related fatalities. Review of the four and five-year linear trend regressions indicates an increase in deaths. However, the THSO believes that enforcement programs targeting speed will help ensure that fatalities do not increase. The THSO plans to participate in the NHTSA Region 4 speed campaign in summer 2017. If the program is successful, the outreach and enforcement campaign will be executed again in FFY2018.


Speeding Related Fatalities: 4 Year Linear Trend
Fatalites
4-Yr Linear Regression
300
250
200
150
100
50
0
Fatalites
239
220
197
187
199
194
189
y = -4.9x + 223
R² = 0.0733
2012
2013
2014
2015
2016
2017
2018
Year


Speeding Related Fatalities: 5 Year Linear Trend
Fatalites
5-Yr Linear Regression
300
250
200
150
100
50
0
Fatalites
239
220
215
197
187
202
198
195
y = -3.3x + 221.5
R² = 0.066
2011
2012
2013
2014
2015
2016
2017
2018
Year

Tennessee's approach to combat speeding-related fatalities consists of multiple strategies:

1. Provide funds for needed overtime and/or supplies and equipment;
2. Promote traffic enforcement training for patrol officers; and
3. Encourage the involvement of community-based organizations in program planning and in its implementation activities.

COUNTERMEASURE STRATEGIES

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

Generally, police traffic services grants provide officer overtime, needed supplies, and/or traffic-related equipment. Examples of funded equipment include in-car video cameras, radar and laser speed measuring devices, visible display radar trailers, DUI checkpoint trailers, preliminary alcohol screening (PAS) devices, computers, and DUI checkpoint supplies.

Objectives

Targeted traffic law enforcement has been shown to be effective. According to Countermeasures that Work, eighth edition, deterrence through law enforcement is the basic behavioral strategy that has been used to control speeding and aggressive driving actions. Consequently, specialized enforcement projects such as speed enforcement waves, aggressive driving patrols, impaired driving saturations, and the like may contribute to the public's awareness of specific types of unsafe driver behaviors at the same time that the presence of traffic patrols serves as a general deterrent to the wide variety of undesirable behaviors that are not being targeted. For instance, detecting a law enforcement presence is oftentimes enough for a driver to ease off the vehicle's accelerator.

Activities

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

Funding will be based on the following criteria:

1. County ranking in overall crash rates provided by the Tennessee Department of Safety & Homeland Security,
2. Population served by the agency and agency size,

3. Number of qualifying applicants for each level of funding, and

4. THSO funding availability.

Grants will be awarded in the following areas:

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

Additional information about each of these areas follows this section.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Alcoa Police Department	402	PT-18-36	Blount	$15,000.00
Anderson County Sheriff's Department	402	PT-18-37	Anderson	$21,999.54
Bartlett Police Department	402	PT-18-38	Shelby	$ 20,318.30
Collegedale Police Department	402	PT-18-39	Hamilton	$15,000.00
East Ridge Police Department	402	PT-18-40	Hamilton	$15,000.00
Gallatin Police Department	402	PT-18-41	Sumner	$20,000.00
Gatlinburg Police Department	402	PT-18-42	Sevier	$15,000.00
Greenbrier Police Department	402	PT-18-43	Robertson	$10,000.00
Jefferson City Police Department	402	PT-18-44	Jefferson	$20,000.00
Kingsport Police Department	402	PT-18-45	Sullivan	$20,800.00
Knox County Sheriff's Office	402	PT-18-46	Knox	$73,032.02
Lenoir City Police Department	402	PT-18-47	Loudon	$25,000.00
McMinnville Police Department	402	PT-18-48	Warren	$14,340.00
Montgomery County Sheriff's Department	402	PT-18-49	Montgomery	$60,290.24
Murfreesboro Police Department	402	PT-18-50	Rutherford	$69,053.22
Nolensville Police Department	402	PT-18-51	Williamson	$20,000.02
Oak Ridge Police Department	402	PT-18-52	Anderson	$19,995.50
Ripley Police Department	402	PT-18-53	Lauderdale	$10,000.00
Robertson County Sheriff's Department	402	PT-18-54	Robertson	$25,000.00
Sevier County Sheriff's Office	402	PT-18-55	Sevier	$29,954.96
Sevierville Police Department	402	PT-18-56	Sevier	$25,370.64
Shelbyville Police Department	402	PT-18-57	Bedford	$15,000.00
Signal Mountain Police Department	402	PT-18-58	Hamilton	$14,998.50
South Pittsburg Police Department	402	PT-18-59	Marion	$15,000.00
Spring Hill Police Department	402	PT-18-60	Maury	$15,000.00

Springfield Police Department	402	PT-18-61	Robertson	$15,525.00
Tennessee Department of Safety & Homeland Security	402	PT-18-66	Sullivan	$35,913.60
University of Memphis, Police Services	402	PT-18-62	Shelby	$25,702.20
Wilson County Sheriff's Department	402	PT-18-63	Wilson	$20,807.29

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Agencies are encouraged to utilize crash and speed data to identify high-risk areas for concentrated enforcement. LELs and Network Coordinators regularly emphasize the importance of enforcement countermeasures during the network meetings as a way of encouraging 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.

Law Enforcement Liaison (LEL) Program

OVERVIEW

The Law Enforcement Liaison (LEL) program provides short- and long-term planning and management practices from the police traffic services program in Tennessee. The program utilizes four LELs located regionally throughout the state, with one of those being a supervisor. The program also has one administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL and the administrator have a training responsibility related to highway safety enforcement and/or prevention: State coordinators for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Education (ARIDE), Drug Recognition Expert (DRE), and Law Enforcement Challenge Program. They also participate in training related to radar/LIDAR training, child passenger safety and serve as Below 100 instructors. The LELs conduct network meetings within their respective regions to communicate trends, progress, and other information related to highway safety. The program also assists subgrantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and program managers within the THSO.

Objectives

Administer the police traffic services program, including project development and implementation, training development, and coordination of special projects. This program promotes law enforcement technology, resources, and tools; participation in conferences; conducts training; and is involved with various highway safety subcommittees. Additionally, 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.

COUNTERMEASURE STRATEGIES

Many LEL activities can be considered countermeasures. In fact, in 2002, the National Law Enforcement Liaison Program (NLELP) was created by NHTSA and Governors Highway Safety Association in recognition of the effectiveness of LEL activities in reducing crashes across the country. In Tennessee, the LELs engage in a wide variety of activities to support the mission of the THSO and encourage a culture of effective traffic enforcement programs:

- Develop networks in all LEL regions throughout the state. Networks are the foundation of the LEL program to garner participation in national and state campaigns. Each LEL is required to have at least four network meetings per month and one quarterly meeting. Each of these meetings provides a clearing house for all communications related to highway safety and from the program management of THSO. 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 addressing problems to the public.

- Coordinate and facilitate law enforcement agencies to participate in THSO activities such as education at high schools, local fairs, and community activities as well as the Seat belts Are For Everyone (SAFE) campaign and the state Law Enforcement Challenge.
- Coordinate and promote the state's Strategic Highway Safety Plan and the THSO's Highway Safety Plan goals, and suggest activities to accomplish those goals.
- Submit monthly and quarterly reports to the THSO, NHTSA, and International Association of Chiefs of Police (IACP) regarding activity from program areas.
- Develop and implement the Tennessee Law Enforcement Challenge program.
- Develop training courses offered, arrange instructors to deliver classes, and arrange venues for classes. Complete all necessary Police Officer Standards and Training (POST) documents and submit to the POST Commission for approval.
- Administer and manage alcohol and drugged driving programs:
    - LEL Administrator – Drug Recognition Expert state coordinator
    - East Tennessee LEL – Standardized Field Sobriety Testing state coordinator
    - Middle Tennessee LEL – Advanced Roadside Impaired Driving Education state coordinator
- Serve as a liaison to other state agencies, associations, and organizations on impaired driving and other highway safety-related issues.

Evaluation

Quarterly reporting lists the many efforts by the LELs statewide, describing the who, what, where, and when of efforts made and subsequent results of the efforts. Additional reports after campaigns are also utilized to determine agency participation, reach of the campaign, and enforcement actions (citations, warning, arrests, etc.). Additional material is evaluated regarding the training offered through the THSO, and it is detailed in the Training Program section.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
The University of Tennessee	402 / 154AL / 405d	PT-18-67	Statewide	$1,268,542.91

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. The THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes.

PROJECTED TRAFFIC SAFETY IMPACTS

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.

Network Coordinator

Overview

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

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

By bolstering, strengthening, and encouraging growth of the law enforcement networks currently in place, the network program significantly encourages and strengthens response to the THSO's highway safety programs. Network meetings serve as an important 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.

Performance Measures and Objectives

1. In FFY2018, network coordinators will work with the regional LEL to strengthen partnerships in their respective area networks to ensure efficient and effective THSO LEL support systems that will result in saving lives. This goal supports education and the relationship between creating awareness about campaigns and the role they play in the reduction of motor vehicle crashes related to impaired driving and occupant protection.

   Objectives

   - Increase communication and area support by communicating regularly with partner agencies and serving as an information resource for program grant questions.
   - Increase local level community educational opportunities.
   - Provide assistance to the LEL as needed.

2. In FFY2018, each network coordinator will work for 100 percent participation of all grant-funded agencies in all enforcement campaigns. Further, network coordinators will encourage other law enforcement agencies within the network to participate in enforcement campaigns. Increased participation in campaigns will reduce the number of deaths and crashes related to impaired driving and/or lack of proper occupant restraints.

Objectives

- Increase awareness and participation in THSO campaigns.
- Collect and input law enforcement statistics from each local THSO campaign into the THSO website.

ACTIVITIES

The local area network coordinators are called upon to make a major investment of time and effort. Contacting and following up with network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs, and coordinating THSO initiatives all require an extensive time commitment on the part of the network coordinator. Network coordinators have several responsibilities:

- Provide assistance to the regional LEL as required;
- 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 in order 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 as may be assigned by the THSO/LEL.

Evaluation

Network coordinators will submit the following items to both the THSO and the Regional LEL each month:

- A copy of the network meeting agenda,
- A list of those who attended and the agencies represented,
- Minutes of the network coordinator meeting, and
- Quarterly reports to the THSO following the end of each quarter.

The success of the network programs and of the individual local area network coordinators will be measured by the following:

- The number of agencies participating in monthly network meetings,
- The number of law enforcement agencies participating in planned enforcement initiatives,
- The participation level of the agencies in the network in national campaigns, and
- The number of law enforcement officers within the network receiving training.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Belle Meade Police Department	402	PT-18-15	Davidson	$20,000.00
Benton Police Department	402	PT-18-16	Polk	$20,000.00
Blount County Sheriff's Department	402	PT-18-17	Blount	$19,940.00
Brownsville Police Department	402	PT-18-18	Haywood	$20,000.00
Centerville Police Department	402	PT-18-19	Hickman	$20,000.00
Cocke County Sheriff's Department	402	PT-18-20	Cocke	$20,000.00
Cookeville Police Department	402	PT-18-21	Putnam	$20,000.00
Dover Police Department	402	PT-18-22	Stewart	$19,998.45
Franklin Police Department	402	PT-18-23	Williamson	$20,000.00
Greene County Sheriff's Department	402	PT-18-24	Greene	$20,000.00
Kimball Police Department	402	PT-18-25	Marion	$20,000.00
Lexington Police Department	402	PT-18-26	Henderson	$20,000.00
Madison County Sheriff's Department	402	PT-18-27	Madison	$19,961.72
Memphis Police Department	402	PT-18-28	Shelby	$20,105.00
Metro Moore County Sheriffs Department	402	PT-18-29	Moore	$20,000.00
Rhea County Sheriff's Department	402	PT-18-30	Rhea	$20,180.00
Roane County Sheriff's Office	402	PT-18-31	Roane	$20,000.00
Shelby County Sheriff's Office	402	PT-18-32	Shelby	$20,000.00
Soddy-Daisy Police Department	402	PT-18-33	Hamilton	$20,000.00
Unicoi County Sheriff's Department	402	PT-18-34	Unicoi	$20,000.00
Union City Police Department	402	PT-18-35	Obion	$20,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

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

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.

High Visibility Enforcement

Overview

High Visibility Enforcement (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. 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.

This is a one-year award program of up to $5,200. Agencies that receive a programmatic grant typically are ineligible to receive the HVE grant.

Evidenced-Based Traffic Safety Enforcement

High visibility enforcement should be conducted in locations that are chosen based on data. Enforcement should be in areas that are easily visible to the motoring public and indicate a specific enforcement need due to crashes or crime. Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes – helps target locations where law enforcement can play two roles: 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 the 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 of traffic laws and create general deterrence to prevent traffic violations. Note: increased enforcement must be visible to the motoring public; they need to see officers making traffic stops.

DUI Checkpoints: One purpose of a 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 enforcements should coordinate with specialized NHTSA campaigns such as Booze It and Lose It and Drive Sober or Get Pulled Over.

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

According to Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, publicized saturation patrol programs and sobriety checkpoints are effective in reducing alcohol-related fatal crashes and deterring drunk driving (Chapter 1, 2.2).

Campaign initiatives are implemented largely through the Law Enforcement Liaison program (LEL), which is described in detail in the LEL section of this document.

Evaluation

Agencies must submit enforcement campaign data to the www.TNTrafficSafety.org website and complete the data link for each campaign period. Each agency involved will have one contact person enter the data at the end of the campaign. Data collected includes participation in checkpoints, number of hours by officers involved in participation, number of citations and arrests for DUI, seat belts, speed, and misdemeanor and felony charges.

Additionally, all agencies are required to submit their enforcement activities to the TN Grants page as part of their quarterly status report. The information collected is the same as the information agencies provide for the NHTSA campaigns, but the status report encompasses the entire quarter. The status report must be reviewed and approved before an agency's claim is processed.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
10th Judicial Drug Task Force	154AL	154AL-18-85	McMinn	$5,000.00
Adamsville Police Department	154AL	154AL-18-86	McNairy	$5,000.00
Alamo Police Department	154AL	154AL-18-87	Crockett	$5,000.00
Alexandria Police Department	154AL	154AL-18-88	DeKalb	$5,000.00
Algood Police Department	154AL	154AL-18-89	Putnam	$5,000.00

Ardmore Police Department	154AL	154AL-18-90	Giles	$5,000.00
Ashland City Police Department	402	PT-18-01	Cheatham	$4,800.00
Athens Police Department	154AL	154AL-18-91	McMinn	$5,000.00
Atoka Police Department	154AL	154AL-18-92	Tipton	$5,000.00
Austin Peay State University Police Department	154AL	154AL-18-93	Montgomery	$5,000.00
Baileyton Police Department	154AL	154AL-18-94	Greene	$5,000.00
Baneberry Police Department	402	PT-18-02	Jefferson	$4,999.99
Bean Station Police Department	154AL	154AL-18-95	Grainger	$5,000.81
Bell Buckle Police Department	154AL	154AL-18-96	Bedford	$3,000.00
Bells Police Department	154AL	154AL-18-97	Crockett	$5,000.00
Benton County Sheriff's Department	154AL	154AL-18-98	Benton	$5,000.00
Big Sandy Police Department	154AL	154AL-18-99	Benton	$5,000.00
Bledsoe County Sheriff's Department	154AL	154AL-18-100	Bledsoe	$5,000.00
Bluff City Police Department	154AL	154AL-18-101	Sullivan	$5,000.00
Bradford Police Department	154AL	154AL-18-102	Gibson	$2,500.00
Bruceton Police Department	154AL	154AL-18-103	Carroll	$3,000.00
Burns Police Department	154AL	154AL-18-104	Dickson	$3,000.00
Calhoun Police Department	154AL	154AL-18-105	McMinn	$3,000.00
Carroll County Sheriff's Department	154AL	154AL-18-106	Carroll	$5,000.00
Carter County Sheriff's Department	154AL	154AL-18-107	Carter	$5,000.00
Carthage Police Department	154AL	154AL-18-108	Smith	$5,000.00
Caryville Police Department	154AL	154AL-18-109	Campbell	$5,000.00
Celina Police Department	154AL	154AL-18-110	Clay	$5,000.00
Chapel Hill Police Department	154AL	154AL-18-111	Marshall	$5,000.00
Charleston Police Department	154AL	154AL-18-112	Bradley	$5,000.00
Church Hill Public Safety	154AL	154AL-18-113	Hawkins	$3,000.00
City of Paris Police Department	402	PT-18-03	Henry	$5,000.00
City of Sunbright Police Department	154AL	154AL-18-114	Morgan	$5,000.00
Clarksburg Police Department	154AL	154AL-18-115	Carroll	$3,000.00
Clay County Sheriff's Department	154AL	154AL-18-116	Clay	$5,000.00
Cleveland Police Department	154AL	154AL-18-117	Bradley	$5,000.00
Clinton Police Department	154AL	154AL-18-118	Anderson	$5,000.00
Collierville Police Department	154AL	154AL-18-119	Shelby	$5,000.00
Collinwood Police Department	154AL	154AL-18-120	Wayne	$5,000.00
Coopertown Police Department	154AL	154AL-18-121	Robertson	$3,000.00
Covington Police Department	154AL	154AL-18-122	Tipton	$5,000.00
Cowan Police Department	154AL	154AL-18-123	Franklin	$3,000.00
Cross Plains Police Department	402	PT-18-04	Robertson	$3,000.00
Crump Police Department	154AL	154AL-18-124	Hardin	$3,000.00
Cumberland City Police Department	154AL	154AL-18-125	Stewart	$5,000.00
Dandridge Police Department	154AL	154AL-18-126	Jefferson	$5,000.00
Dayton Police Department	154AL	154AL-18-127	Rhea	$5,000.00

Decatur Police Department	154AL	154AL-18-128	Meigs	$3,000.00
Decaturville Police Department	154AL	154AL-18-129	Decatur	$3,000.00
Decherd Police Department	154AL	154AL-18-130	Franklin	$3,000.00
Dekalb County Sheriff's Department	154AL	154AL-18-131	DeKalb	$5,000.00
Dickson Police Department	154AL	154AL-18-132	Dickson	$5,000.00
Dunlap Police Department	154AL	154AL-18-133	Sequatchie	$4,997.77
Dyer Police Department	154AL	154AL-18-134	Gibson	$2,500.00
Eagleville Police Department	154AL	154AL-18-135	Rutherford	$5,000.00
East Tennessee State University, Department of Public Safety	154AL	154AL-18-136	Washington	$4,995.00
Elizabethton Police Department	402	PT-18-05	Carter	$5,000.00
Elkton Police Department	154AL	154AL-18-137	Giles	$2,500.00
Englewood Police Department	154AL	154AL-18-138	McMinn	$3,000.00
Erin Police Department	154AL	154AL-18-139	Houston	$5,000.00
Estill Springs Police Department	154AL	154AL-18-140	Franklin	$3,000.00
Franklin County Sheriff's Department	154AL	154AL-18-141	Franklin	$3,000.00
Gadsden Police Department	154AL	154AL-18-142	Crockett	$5,000.00
Gainesboro Police Department	154AL	154AL-18-143	Jackson	$5,000.00
Gallaway Police Department	154AL	154AL-18-144	Fayette	$3,000.00
Germantown Police Department	154AL	154AL-18-145	Shelby	$5,000.00
Gibson County Sheriff's Department	154AL	154AL-18-146	Gibson	$5,000.00
Gleason Police Department	154AL	154AL-18-147	Weakley	$3,000.00
Goodlettsville Police Department	154AL	154AL-18-148	Davidson	$5,000.00
Gordonsville Police Department	154AL	154AL-18-149	Smith	$5,000.00
Graysville Police Department	154AL	154AL-18-150	Rhea	$3,000.00
Greeneville Police Department	154AL	154AL-18-151	Greene	$5,000.00
Greenfield Police Department	154AL	154AL-18-152	Weakley	$3,000.00
Hardeman County Sheriff's Department	154AL	154AL-18-153	Hardeman	$5,000.00
Harriman Police Department	154AL	154AL-18-154	Roane	$5,000.00
Haywood County Sheriff's Department	154AL	154AL-18-155	Haywood	$5,000.00
Henderson County Sheriff's Department	154AL	154AL-18-156	Henderson	$5,000.00
Henderson Police Department	402	PT-18-06	Chester	$5,000.00
Henry County Sheriff's Department	154AL	154AL-18-157	Henry	$5,000.00
Hickman County Sheriff's Department	154AL	154AL-18-158	Hickman	$5,000.00
Hohenwald Police Department	154AL	154AL-18-159	Lewis	$5,000.08
Hollow Rock Police Department	154AL	154AL-18-160	Carroll	$3,000.00
Houston County Sheriff's Department	154AL	154AL-18-161	Houston	$4,940.68
Humboldt Police Department	154AL	154AL-18-162	Gibson	$5,000.00
Huntingdon Police Department	154AL	154AL-18-163	Carroll	$5,000.00
Huntland Police Department	154AL	154AL-18-164	Franklin	$3,000.00
Jacksboro Police Department	154AL	154AL-18-165	Campbell	$5,000.00
Jasper Police Department	154AL	154AL-18-166	Marion	$5,000.00

Jellico Police Department	154AL	154AL-18-167	Campbell	$5,000.00
Jonesborough Police Department	154AL	154AL-18-168	Washington	$5,000.00
Kenton Police Department	154AL	154AL-18-169	Obion	$5,000.00
Kingston Police Department	154AL	154AL-18-170	Roane	$5,000.00
Lafayette Police Department	154AL	154AL-18-171	Macon	$5,000.00
LaFollette Police Department	154AL	154AL-18-172	Campbell	$5,000.00
LaGrange Police Department	154AL	154AL-18-173	Fayette	$3,000.00
Lawrence County Sheriff's Department	154AL	154AL-18-174	Lawrence	$5,000.00
Lawrenceburg Police Department	154AL	154AL-18-175	Lawrence	$5,000.00
Lewisburg Police Department	402	PT-18-07	Marshall	$5,000.00
Lincoln Memorial University	154AL	154AL-18-176	Claiborne	$5,000.00
Livingston Police Department	154AL	154AL-18-177	Overton	$5,000.00
Lookout Mtn. Police Department	154AL	154AL-18-178	Hamilton	$5,000.00
Loretto Police Department	154AL	154AL-18-179	Lawrence	$5,000.00
Loudon County Sheriff's Department	154AL	154AL-18-180	Loudon	$5,000.00
Macon County Sheriff's Department	154AL	154AL-18-181	Macon	$5,000.00
Marion County Sheriff's Department	154AL	154AL-18-182	Marion	$5,000.00
Marshall County Sheriff's Office	154AL	154AL-18-183	Marshall	$5,000.00
Mason Police Department	154AL	154AL-18-184	Tipton	$3,000.00
Maynardville Police Department	154AL	154AL-18-185	Union	$5,000.00
McKenzie Police Department	154AL	154AL-18-186	Carroll	$5,000.00
McNairy County Sheriff's Department	154AL	154AL-18-187	McNairy	$5,000.00
Medina Police Department	154AL	154AL-18-188	Gibson	$5,000.00
Millersville Police Department	154AL	154AL-18-189	Sumner	$5,000.00
Millington Police Department	402	PT-18-08	Shelby	$5,000.00
Monroe County Sheriff's Department	154AL	154AL-18-190	Monroe	$5,000.00
Monteagle Police Department	154AL	154AL-18-191	Grundy	$3,000.00
Morgan County Sheriff Department	154AL	154AL-18-192	Morgan	$5,000.00
Motlow State Public Safety Department	402	PT-18-09	Moore	$2,500.00
Mount Carmel Police Department	154AL	154AL-18-193	Hawkins	$3,000.00
Mount Pleasant Police Department	154AL	154AL-18-194	Maury	$5,085.00
Mt. Juliet Police Department	154AL	154AL-18-195	Wilson	$5,000.00
Munford Police Department	154AL	154AL-18-196	Tipton	$3,000.00
New Johnsonville Police Department	154AL	154AL-18-197	Humphreys	$5,000.00
New Tazewell Police Department	154AL	154AL-18-198	Claiborne	$5,000.00
Newbern Police Department	154AL	154AL-18-199	Dyer	$5,000.00
Newport Police Department	402	PT-18-10	Cocke	$5,000.00
Niota Police Department	154AL	154AL-18-200	McMinn	$3,000.00
Norris Police Department	154AL	154AL-18-201	Anderson	$5,000.00
Oakland Police Department	154AL	154AL-18-202	Fayette	$5,000.00
Oliver Springs Police Department	154AL	154AL-18-203	Roane	$5,000.00
Oneida Police Department	154AL	154AL-18-204	Scott	$5,000.00

Parrottsville Police Department	154AL	154AL-18-205	Cocke	$5,000.00
Parsons Police Department	154AL	154AL-18-206	Decatur	$3,000.00
Perry County Sheriff's Office	154AL	154AL-18-207	Perry	$5,000.00
Petersburg Police Department	154AL	154AL-18-208	Marshall	$5,000.00
Pickett County Sheriff's Office	154AL	154AL-18-209	Pickett	$5,000.00
Pigeon Forge Police Department	154AL	154AL-18-210	Sevier	$5,000.00
Pikeville Police Department	154AL	154AL-18-211	Bledsoe	$5,000.00
Piperton Police Department	154AL	154AL-18-212	Fayette	$3,000.00
Pittman Center Police Department	154AL	154AL-18-213	Sevier	$5,000.00
Pleasant View Police Department	154AL	154AL-18-214	Cheatham	$4,999.00
Polk County Sheriff's Department	154AL	154AL-18-215	Polk	$5,000.00
Portland Police Department	154AL	154AL-18-216	Sumner	$5,000.00
Putnam County Sheriff's Department	402	PT-18-11	Putnam	$5,000.00
Red Boiling Springs Police Department	154AL	154AL-18-217	Macon	$5,000.00
Rockwood Police Department	154AL	154AL-18-218	Roane	$5,000.00
Rocky Top Police Department	154AL	154AL-18-219	Anderson	$5,000.00
Rutherford Police Department	154AL	154AL-18-220	Gibson	$2,500.00
Saltillo Police Department	154AL	154AL-18-221	Hardin	$3,000.00
Savannah Police Department	154AL	154AL-18-222	Hardin	$5,000.00
Scott County Sheriff's Department	154AL	154AL-18-223	Scott	$5,000.00
Scotts Hill Police Department	154AL	154AL-18-224	Henderson	$5,000.00
Selmer Police Department	154AL	154AL-18-225	McNairy	$5,000.00
Smith County Sheriff's Office	154AL	154AL-18-226	Smith	$5,000.00
Smithville Police Department	154AL	154AL-18-227	DeKalb	$5,000.00
Sneedville Police Department	154AL	154AL-18-228	Hancock	$5,000.00
Somerville Police Department	154AL	154AL-18-229	Fayette	$5,000.00
South Carthage Police Department	154AL	154AL-18-230	Smith	$5,000.00
Sparta Police Department	154AL	154AL-18-231	White	$5,000.00
Spencer Police Department	154AL	154AL-18-232	Van Buren	$5,000.00
Spring City Police Department	154AL	154AL-18-233	Rhea	$3,000.00
Surgoinsville Police Department	154AL	154AL-18-234	Hawkins	$3,000.00
Sweetwater Police Department	154AL	154AL-18-235	Monroe	$5,000.00
Tazewell Police Department	154AL	154AL-18-236	Claiborne	$5,000.00
Tellico Plains Police Department	154AL	154AL-18-237	Monroe	$5,000.00
Tiptonville Police Department	154AL	154AL-18-238	Lake	$5,000.00
Townsend Police Department	154AL	154AL-18-239	Blount	$5,000.00
Tracy City Police Department	154AL	154AL-18-240	Grundy	$3,000.00
Trenton Police Department	154AL	154AL-18-241	Gibson	$2,500.00
Trezevant Police Department	154AL	154AL-18-242	Carroll	$3,000.00
Trousdale County Sheriff's Department	154AL	154AL-18-243	Trousdale	$5,000.00
Tullahoma Police Department	154AL	154AL-18-244	Coffee	$5,000.00
Tusculum Police Department	154AL	154AL-18-245	Greene	$5,000.00

Unicoi County Sheriff's Department	154AL	154AL-18-246	Unicoi	$5,000.00
University of Tennessee, Health Science Center	402	PT-18-12	Shelby	$5,000.00
Van Buren County Sheriff's Department	154AL	154AL-18-247	Van Buren	$5,000.00
Volunteer State Community College Campus Police	154AL	154AL-18-248	Sumner	$5,000.00
Walters State Campus Police	154AL	154AL-18-249	Hamblen	$5,000.00
Wartrace Police Department	154AL	154AL-18-250	Bedford	$3,000.00
Watertown Police Department	154AL	154AL-18-251	Wilson	$5,000.00
Waverly Police Department	154AL	154AL-18-252	Humphreys	$5,000.00
Wayne County Sheriff's Department	402	PT-18-13	Wayne	$4,995.00
Waynesboro Police Department	154AL	154AL-18-253	Wayne	$5,199.08
Weakley County Sheriff's Department	154AL	154AL-18-254	Weakley	$5,000.00
Westmoreland Police Department	154AL	154AL-18-255	Sumner	$5,000.00
White Bluff Police Department	154AL	154AL-18-256	Dickson	$5,000.00
White Pine Police Department	154AL	154AL-18-257	Jefferson	$5,000.00
Whiteville Police Department	154AL	154AL-18-258	Hardeman	$5,000.00
Whitwell Police Department	154AL	154AL-18-259	Marion	$5,000.00
Winchester Police Department	154AL	154AL-18-260	Franklin	$3,000.00
Woodbury Police Department	154AL	154AL-18-261	Cannon	$5,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Implementation of the proposed projects in FFY2018 will increase participation in enforcement campaigns, which in turn will potentially decrease the number of crashes, injuries, and fatalities on Tennessee's roads.

Quarterly status reports detailing enforcement activity will continue in FFY2018. Program managers will review the information provided and alert management of reports that indicate communication with the agency is needed. As additional data is collected and analyzed, the THSO will be able to consider this as a factor in future grant funding.

Emergency Medical Services (EMS)

PROBLEM IDENTIFICATION

Emergency medical services (EMS) response times for an ambulance in rural Tennessee can be anywhere from 10-30 minutes. Transport times to a hospital can even be longer, depending upon the location of the call for service. The longer a patient with a life-threatening injury has to wait for medical personnel to arrive, the chances for his/her survival diminish. Training is necessary to improve survival rates of crash victims by ensuring that emergency medical care is provided within the "Golden Hour."

The "Golden Hour" has been a term used for the last two decades when describing the timely rescue, treatment, transportation, and trauma care at a trauma center. However, this cannot be achieved in some remote outlying areas unless the provided emergency medical service providers are adequately trained to meet both the response and patient transport times. Therefore, there is a need to categorize crashes by severity, distance, and time:

- "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).

By measuring the critical nature of a serious crash, performance can be more in tune with the casualty's vital needs. The phrase "Platinum Ten" denotes the first 10 minutes following the arrival of the key players in the rescue team (Watson). Because of this critical time period to initiate care, one can see why improving local community coordination of emergency medical services and public safety is critical.

National Performance Measures

Goals and specific performance measures for EMS related to quality traffic safety records are currently under development by the National Highway Traffic Safety Administration (NHTSA) with partners that include Health Resources and Services Administration (HRSA), Emergency Medical Services for Children Program (EMSC), the Centers for Disease Control and Prevention (CDC), and the Federal Emergency Management Agency (FEMA). Performance attributes include timeliness, accuracy, completeness, uniformity, integration, and accessibility across six core state traffic record data systems comprised of crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services/injury surveillance.

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.

Additionally, specific initiatives for EMS are outlined in NHTSA's publication from December 2009, Emergency Medical Services Performance Measures, which includes performance measures for system and service performance.

Categories for performance measures include the following:

- Human resources related to training, safety, and credentialing;
- Clinical care and outcome; and
- Response.

COUNTERMEASURE STRATEGIES

1. Provide first responder extrication and scene training in rural communities to reduce overall response times.
2. Maintain certification and training for existing and new first responders.
3. Work with partners at regional trauma centers to provide free first responder training to EMS and volunteer fire department personnel.
4. Collaborate with the Tennessee Department of Transportation (TDOT) to support and increase the expansion of the Yellow Dot initiative within the senior adult centers located in western counties of Tennessee by 5 percent.

In order to decrease fatalities related to traffic crashes, it is paramount that we increase the educational and training opportunities for first responders who are first on the scene by implementing the following strategies/activities:

- Provide training and equipment to first responders in high motor vehicle crash risk locations within rural counties;
- Provide skills development for dealing with crash scenes and crash-related injuries and skills development for crash injury prevention activities;
- Train emergency medical personnel via distance learning to reach more people who do not have the time or resources for long-distance travel;
- Provide extrication training and equipment for fire/EMS personnel; and
- Provide support to the TDOT to expand education to EMS personnel about the Yellow Dot program and how it can impact their rescue, treatment, and transportation objectives related to the "Golden Hour" and the "Platinum Ten."

Proposed projects fall in line with the outlined strategies above and include:

- First responder training for EMS, fire, and law enforcement;
- Extrication equipment purchase and training; and
- Purchase of supplies for enhanced highway safety for crash scenes.

Evaluation

Evaluation can be measured in multiple ways. First, agencies, if applicable, will track their number of responses and/or use of supplies and equipment at wreck scenes. While it is Tennessee Highway Safety Office's (THSO) desire to see a measureable reduction of response time following the training and certification of new first responders, it is difficult to determine the reduction in crash response times. Second, documentation of comparisons in the number of crashes and fatalities within the community may be compared to the previous year's FARS data. Finally, the quality and effectiveness of all training efforts will be captured. This will be measured by both the evaluation of training as well as the number of students passing the final exam and receiving state certification.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Ashland City Fire Department	402	EM-18-01	Cheatham	$8,924.50
Campbell County Rural Fire Service	402	EM-18-02	Campbell	$9,919.88
Crossroads Volunteer Fire Department - Marion County	402	EM-18-03	Marion	$6,460.00
Dayton Fire Department	402	EM-18-04	Rhea	$3,001.74
Spencer Fire and Rescue	402	EM-18-05	Van Buren	$6,190.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

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

Training Program

Overview

The Tennessee Highway Safety Office (THSO) is 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 statewide. This effort is supported through the THSO Law Enforcement Liaison (LEL) program, an integral part of the THSO. The LEL program will provide standardized, statewide training offering quality content and methods. The content of the training is specific to the laws of Tennessee. Training as a part of the LEL program will afford the opportunity for interaction with law enforcement networks that provide live updates on trends within their respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement personnel's overall response to highway traffic safety and equip them with the specialized knowledge to address traffic safety in the communities they serve and protect. The training is coordinated and monitored by the THSO LEL administrator.

Mission

- Train law enforcement officers and first responders statewide by offering a variety of traffic enforcement and intervention courses in order to reduce traffic violations, crashes, and fatalities on Tennessee roads.
- Establish a consistent, clear, statewide training curriculum to increase traffic safety, to improve investigation of traffic crashes, and to promote officer safety and uniformity in traffic safety response.
- Increase intra-state resources by training local officers (train the trainer) to teach traffic classes and to establish relevant traffic safety programs for local agencies.
- Provide law enforcement officers with training courses that focus on changing driver behavior.

Performance Measures

1. Increase the total number of students receiving highway traffic safety-related training that focus on changing driver behavior; 3,268 students were trained in 2016. The total number trained represents training from the THSO LEL program, Traffic Records, Child Passenger Safety, and prosecutor training conducted by the Tennessee Traffic Safety Resource Prosecutors.

Accomplishing the aforementioned measure includes the following:

- Train 296 in DUI/ Standardized Field Sobriety Testing (SFST) in FFY2018, an increase from 266 in FFY2017;
- Train 270 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2018, an increase from 221 in FFY2017; and
- Train 45 Drug Recognition Experts (DRE) in FFY2018, an increase from 38 in FFY2017;

An important element of the training program is the interest in impaired driving training. Officers have used SFST since 1981 to detect impaired drivers. Officers who received this training found it to be very beneficial in conducting their assigned DUI-related duties. The THSO has also incorporated ARIDE in recent years. This class bridges the gap from drunk driving to driving impaired from drugs. Once an officer has completed an ARIDE course, he/she is then eligible to attend the DRE training. The DRE training is the highest level of impaired driving training that is offered. Once an individual has completed DRE training, he/she is considered an expert in the detection of impairment. NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, mentions the effectiveness of DRE training as a countermeasure against alcohol impaired and drugged driving.

These courses provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. As more stakeholders are educated in impaired driving countermeasures, the larger the number of impaired drivers who will be removed from the roads, thereby decreasing the number of impaired driving crashes, injuries, and fatalities. Additionally, a greater number of properly trained officers will increase the number of impaired driving convictions.

STRATEGIES

1. Utilize evaluations that will come from two sources: student evaluations from each course conducted (including anticipation of resulting behavior changes) and the final training report. Quality control practices will be addressed by frequent curricula assessments, instructor feedback/meetings, and student course evaluations.
2. Explore national-level curriculum as it relates to highway safety and implement best practices to Tennessee's protocol.
3. Promote training through the www.TNTrafficSafety.org website, the Tennessee Association of Chiefs of Police, the Tennessee Sheriffs' Association, the Tennessee Law Enforcement Training Officers Association, and law enforcement network meetings.

Activities

The LEL program will include statewide, 12 training course types that address highway traffic safety. The training course types are listed below:

- RADAR/LIDAR Instructor,
- Strategies and Tactics of Patrol Stops (STOPS) Instructor,
- STOPS Instructor Re-Certification,
- At-Scene Traffic Crash Investigation,
- Motorcycle Safety and Law Enforcement,
- Law Enforcement Instructor Development,
- Spanish Survival Training for Highway Traffic Safety Officers,
- Leadership and Management of a Traffic Safety Program,
- ARIDE,
- SFST Basic,
- SFST Instructor, and
- DRE.

Additional training is offered through other venues, such as child passenger safety and traffic records training. The Tennessee Traffic Safety Resource Prosecutors will also assist with training impaired driving-related courses such as SFST, ARIDE, DRE, and prosecutor training.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Tennessee Department of Safety & Homeland Security	402	PT-18-65	Davidson	$32,160.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

The training program previously funded through Columbia State Community College will be funded under the LEL grant in FFY2018.

PROJECTED TRAFFIC SAFETY IMPACTS

Implementing the proposed projects will improve law enforcement officers' knowledge about different aspects of highway safety. Providing specialized traffic enforcement training to law enforcement personnel has an enormous and far-reaching impact on traffic safety in the state. Specialized training enhances the quality of highway traffic enforcement. One example of specialized training that enhances traffic safety enforcement is the DRE program. The training provided to officers to become DREs plays an integral role when engaging in traffic enforcement. Officers are armed with the additional knowledge and expertise to determine if a driver is impaired by a substance other than alcohol. The DRE training not only gives officers the advanced

knowledge to determine if a subject is impaired by drugs, but the officer can also, through his/her training in the DRE program, determine what kind of drug that is causing the impairment.

Additionally, specialized training provided to law enforcement personnel in the field of DUI detection qualifies them to correctly administer standardized field sobriety tests, thus increasing the DUI conviction rate.

Teen Traffic Safety Program

OVERVIEW

Motor vehicle crashes continue to be the leading cause of death for teenagers in the United States. In 2015, approximately 1,886 drivers between the ages of 15-20 were killed, and another estimated 195,000 were injured in motor vehicle crashes (FARS data). In comparison with adult drivers, the number of young drivers involved in crashes is also substantially higher. In 2015, drivers between the ages of 15 to 20 made up 5.4 percent of licensed drivers in the United States, yet they represented 9 percent of drivers in fatal crashes, and 13 percent of drivers in all crashes (NHTSA, 2017). According to the Insurance Institute for Highway Safety, "teen drivers have crash rates three times those of drivers 20 and older per mile driven."

Risk Factors for Crash Involvement and Injury

According to NHTSA's publications that include Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, and Saving Teenage Lives, young drivers have high crash risks for three reasons. These include inexperience, adolescent risk-taking and immaturity, and greater risk exposure. Alone, each of these characteristics can make young drivers at risk for crashes. Together, they make young drivers especially at-risk.

Inexperience

Novice drivers focus much of their attention on the mechanics of driving. Since safety considerations are often secondary, they do not recognize potentially risky situations, nor do they react appropriately and control their vehicles according to Countermeasures that Work. Technical ability, good judgment, and experience are all needed to properly make the many continuous decisions, large and small, that add up to safe driving. By making it easy to get a driver's license by handing teenagers the car keys without requiring an extended period of supervised practice-driving time, we are setting them up for the risk of making a fatal mistake (Saving Teenage Lives).

Risk-taking and Immaturity

Young drivers are often immature and are not able or willing to think ahead about harmful consequences of risky behaviors and/or actions. According to the research efforts of Dahl, Keating, and Steinberg in Countermeasures that Work, on adolescent development, key areas of the brain involved in judgements and decision making are not fully developed until the mid-20s.

Areas of Risk

NHTSA has identified five areas of concern in relation to younger drivers:

- Night time driving,
- Drinking and driving,
- Passenger interactions,
- Belt use, and
- Cell phone use.

According to the Insurance Institute for Highway Safety, in 2015, 62 percent of deaths among passenger vehicle occupants ages 16-19 were drivers. Further, 55 percent of the deaths of teenage passengers in passenger vehicles occurred in vehicles driven by another teenager. Among deaths of passengers of all ages, 12 percent occurred when a teenager was driving.

Younger drivers are less likely to drive after drinking alcohol compared to adults; however, their crash risk is significantly higher when they do.

Distraction and Teen Crashes

Distraction occurs when drivers divert their attention from the driving task to focus on some other activity. This applies to drivers of all ages but is especially true for younger drivers. In 2015, the AAA Foundation for Traffic Safety released its research based upon video analysis finding that distraction was a factor in nearly six out of 10 moderate-to-severe teen crashes, which is four times as many as official estimates based on police reports.

The American Driver and Traffic Safety Education Association identifies distractions that are factors inside the vehicle and outside the vehicle.

Potential In-Vehicle Distractions

- Cell phones and navigation systems
- Grooming
- Adjusting the radio system
- Occupants
- Eating and drinking
- Adjusting vehicle controls
- Reading
- Smoking
- Pets that are not contained
- Reaching for objects

Potential Distractions Outside the Vehicle

- Crash scene
- Road construction
- People, places, or things of interest

Tennessee Young Drivers

The table below illustrates the reduction of both the number and percentage of drivers between the ages of 15-19 involved in fatal crashes in Tennessee between the years 2012-2014 and an increase in fatalities beginning in 2015.

Representation of Drivers Between Ages 15 and 19 in Fatal and Injury Crashes, Tennessee

	2012	2013	2014	2015	2016	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	9,020	8,238	8,190	8,999	9,324	3.4%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	10.6%	10.1%	10.1%	10.1%	9.9%	-6.1%
Licensed Drivers Between Ages 15 & 19	263,214	262,171	261,493	258,049	259,504	-1.4%
Percentage of Licensed Drivers Between Ages 15 & 19	5.9%	5.8%	5.7%	5.6%	5.6%	-4.7%
Representation of Drivers Between Ages 15 & 19	1.80	1.74	1.75	1.81	1.78	-1.5%

Representation is percent of drivers fatal and injury crashes divided by percent of licensed drivers.
Source:TN Department of Safety and Homeland Security, TITAN Division, 16 May 2017. (TITAN)

Countermeasures That Work

According to NHTSA, the countermeasures that improve young-driver safety are Graduated Driver Licensing (GDL), driver education, parents, and traffic law enforcement. Of these, the most effective is the GDL, followed by:

1. Enforcement of GDL and zero-tolerance laws,
2. Parents teaching and managing their young drivers, and
3. Driver education.

Tennessee has had the GDL since July 2001. The Tennessee GDL is outlined below, and is available on the THSO's website, www.TNTrafficSafety.org.

About the GDL Program

Tennessee's GDL program is a multi-tiered program designed to ease young novice drivers into full driving privileges as they become more mature and develop their driving skills. By requiring more supervised practice, Tennessee 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 licenses. The program requires parent/legal guardian involvement and emphasizes the importance of a good driving record.

The GDL law provides for three phases of licensing for teens under 18 years of age:

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

PERFORMANCE MEASURES

1. **Core Performance Measure –** Decrease the number of drivers age 20 or younger involved in fatal crashes by 22.6 percent, from the 2013-2015 baseline average of 114 to 88 by December 31, 2018 (3-year alternative baseline).

2. Decrease the number of 15 to 19-year old drivers seriously injured in all traffic crashes by 10 percent, from a 2016 baseline of 506 seriously injured to 455 seriously injured by the end of 2018.

3. Increase the number of schools registered through Reduce TN Crashes in Tennessee from 190 in May 2017 to 215 by the end of 2018.

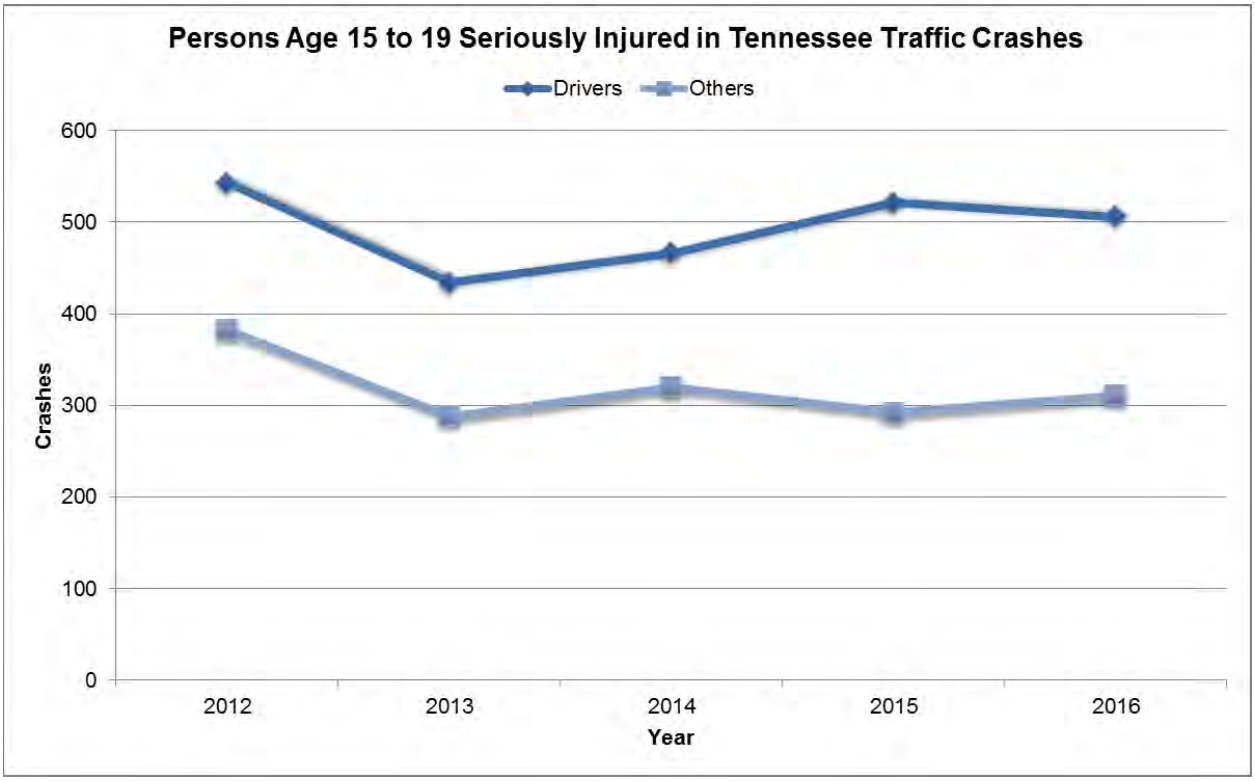
SUPPORT DATA

Core Performance Measure: Decrease the number of drivers age 20 or younger involved in fatal crashes 22.6 percent from the three-year, 2013-2015 alternative baseline average of 114 to 88 by December 31, 2018 (3-year alternative baseline).

Three Year Alternative Baseline Analysis

Baseline Period		Comparison Year		% Change
2008 - 2010 Avg.	155	**2013**	117	-24.4%
2009 - 2011 Avg.	144	**2014**	121	-15.8%
2010 - 2012 Avg.	142	**2015**	103	-27.6%
Current Multi-Year Base		**Target Year**	**Estimate**	**Avg % Change**
2013 - 2015 Avg.	114	**2018**	**88**	-22.6%

Performance Measure 2 – Decrease the number of 15 to 19-year old drivers seriously injured in all traffic crashes by 10 percent, from a 2016 baseline of 506 seriously injured to 455 seriously injured by the end of 2018.



Persons Age 15 to 19 Seriously Injured in Tennessee Traffic Crashes

	2012	2013	2014	2015	2016
Drivers	543	434	466	521	506
Others	382	288	320	292	311

Source: TN Department of Safety and Homeland Security, TITAN Division, 16 May 2017. (TITAN)

Performance Measure 3 – Increase the number of schools registered through Reduce TN Crashes in Tennessee, from 190 in May 2017 to 215 by the end of 2018.

The Reduce TN Crashes program was created by the THSO partner Tennessee Tech University, and it brings awareness of the many teen and peer driven programs available to youth today in order to solicit involvement, education and action towards smart and safe decisions behind the wheel. Program goals align with NHTSA best practices: saturation, involvement, and outreach. Currently, Reduce TN Crashes is in 190 schools in 90 counties across the state.

COUNTERMEASURE STRATEGIES

Strategies—Collaborative Partnerships

- Through leveraged funding from State Farm Insurance and Nissan North America, the THSO will provide coordinated teen programming. These programs will continue to focus on collecting information to understand teen perspectives on GDL-related behaviors and on identifying and cultivating a group of teen leaders in localities across the state.
- Collaborate with the Tennessee Teen Safe Driving Coalition, founded by the National Safety Council, to bring together youth and adult leaders to develop and steward resources to support teen drivers.
- Continue to work with the Tennessee Department of Safety and Homeland Security to educate teens and parents on GDL laws and requirements by providing wallet-sized cards and rack cards at all driver licensing centers in the state.
- Enforce drinking laws through the use of the CARD program, Comprehensive Alcohol Risk reDuction.
- Continue partnership with SADD, Students Against Destructive Decisions, which has over eighty chapters in high schools and middle schools across Tennessee. These chapters serve as a positive support network for teens who wish to change the way their friends act behind the wheel, as well as other issues that teens face in their daily lives.

Strategies—Technology

- Continue ThinkFast, an interactive awareness game show that appeals to all ages with a high-tech production set, mainstream music, an entertaining host, and informative and engaging trivia. ThinkFast utilizes the Fleetwood Audience Response System technology with wireless remote controls that allows teams of students to respond to ThinkFast questions independently. Questions are tailored to present information on both highway and alcohol safety awareness and include current Tennessee teen crash data and statistics, GDL policies, and information about risky driving behaviors, and minimum drinking age laws.
- Enhance the Teen Driver Alert Zones app, which was designed to engage teens, parents, schools, law enforcement, and community leaders. This app uses real data from the past five years to show the highest density of car crashes in Tennessee based on the location, number of incidents, and the time of day they occurred.
- Utilize technology to promote the ReduceTNCrashes.org website. Reduce TN Crashes is designed to increase awareness of safe driving practices amongst teens by facilitating and rewarding activities that are rooted in promoting teen traffic safety. Target peer driven in school programs with a kit of materials that can be shared with peers. The Reduce TN Crashes kit materials can be displayed throughout the school to promote good choices and keep awareness of the dangers of driving in the forefront of students' minds on a daily basis.

School kits include the following:

- No Texting While Driving Sign – Metal road sign,
- Buckle Up America Sign – Metal road sign,
- One Wreck or Call - 2ft x3ft vinyl banner,
- Graduated Driver License educational material GDL wallet card, iDon't rack card, Wreck it All rack card, and Arrive Alive rack card,
- Hardware for signs, and
- Letter from the Reduce TN Crashes team welcoming them to the program.

SPECIFIC STRATEGIES AND ACTIVITIES

Youth Safety – Comprehensive Alcohol Risk reDuction (CARD)

Problem

Alcohol remains the number one drug of choice for our state's young drivers. More than any other age group, those 15 - 20 years of age are over-represented in motor vehicle crashes. The easy availability of alcohol and the perception that they will not be caught procuring or consuming contributes greatly to the problem. High-risk behavior choices and the addition of alcohol increase the probability of crashes, injuries, and fatalities.

Objectives

The following objectives have been identified:

- To enforce DUI, illegal sales of alcohol to minors, and traffic laws in targeted areas;
- Decrease the drinking driver crash rate for drivers ages 15 - 20;

- Decrease the number of 15 - 20 year old drivers and passengers killed and injured in motor vehicle crashes; and
- Target the illegal sales of alcohol to minors to deter underage drinking.

Strategies

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

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Martin Police Department	405d	M5HVE-18-01	Weakley	$34,756.78
Memphis Police Department	405d	M5HVE-18-02	Shelby	$110,084.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Elementary and Secondary Schools

Problem

Children and teens are involved in fatal or serious injury crashes in which a seat belt/child restraint device could have saved a life or minimized the injury. Children and young adults need to buckle up consistently and be made aware of the lifesaving benefits of buckling up. Further, raising awareness is necessary to curb impaired driving or riding in a vehicle with someone who is under the influence.

Objectives

The following objectives have been identified:

- Provide funding to provide educational opportunities to students in an innovative and creative format. Educational materials must include curriculum and other equipment that will encourage seat belt use.
- Educate parents, students, and others of Tennessee laws related to seat belt and child restraint use and the lifesaving benefits of child passenger safety.
- In a classroom setting, address specific areas of need, i.e. driving while impaired on alcohol or illegal drugs, distracted driving, and other crash-causing factors.
- Provide activities and presentations to high school students on safe driving practices and prevention.

- Spread awareness of the Tennessee social host liability law focusing on sober driving.
- Implement programming that addresses the issues of teen traffic safety that put Tennessee teens most at risk. These include alcohol and drug impaired driving, distracted driving, seat belt use, and safely sharing the road with large trucks and commercial vehicles.

Activities

- Increase education and awareness of safe driver behaviors by collaborating with schools and local partners including law enforcement.
- Build public awareness of bad driver consequences through the use of enforcement, media, and other means of public information.
- Utilize driving simulators and instructional materials at community events.
    - SADD Drugged and Drowsy Simulation,
    - Tennessee Trucking Virtual Reality No Zone Simulation, and
    - Reduce TN Crashes virtual reality day.
- Present teen driver education and awareness around large trucks to driver education classes.
- Work with the Tennessee Secondary School Athletic Association (TSSAA) to compile announcements to be read prior to all games, at half-time of all games, and at the conclusion of all games. This information will be sent to all member schools.

Self-sufficiency

Schools will be able to continue using the materials, projects, and curricula on a yearly basis. Communities will provide manpower requirements and will continue efforts once the THSO funding has expired. In order to become self-sufficient, the DUI Education Team, which is through the TSSAA, will acquire funding through sponsorships and by charging schools a fee.

Evaluation

Administer an evaluation to teachers, parents, and other school staff to determine program effectiveness. For the TSSAA, administrative evaluation will include the number of college students and high school students involved in the program; this will include pre- and post-surveys of perceptions and drinking behavior of program/non-program students.

Pre- and post- surveys will be administered to students to take the Teens & Trucks Program offered through the Tennessee Trucking Foundation. Surveys will measure changes in attitudes, increase in knowledge gained, and determine effectiveness.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
ASAP of Anderson County	405d	M5OT-18-01	Anderson	$27,843.54
Cheatham County Schools	402	TSP-18-01	Cheatham	$11,000.00
Cocke County Sheriff's Department	402	TSP-18-02	Cocke	$6,000.00
Cookeville Police Department	402	TSP-18-03	Putnam	$24,031.00
Davidson County Sheriff's Department	405d	M5OT-18-02	Davidson	$15,000.00
Jackson Area Council on Alcohol and Drug Dependency (JACOA)	402	TSP-18-04	Statewide	$7,500.00
Lincoln County Sheriff's Department	402	TSP-18-05	Lincoln	$7,500.00
Metro Drug Coalition	405d	M5OT-18-03	Knox	$60,552.06
Prevention Coalition for Success, Inc.	405d	M5OT-18-04	Rutherford	$35,000.00
Rutherford County Sheriff's Office	402	TSP-18-06	Rutherford	$22,299.88
SADD	402 / 405d	TSP-18-07	Statewide	$135,622.16
Stewart County Schools	402	TSP-18-08	Stewart	$19,872.53
Sumner Teen Center	402	TSP-18-09	Sumner	$19,320.00
Tennessee Independent Colleges and Universities Association	405d	M5OT-18-05	Statewide	$20,077.85
Tennessee Trucking Foundation	402	TSP-18-10	Statewide	$50,008.00
The University of Tennessee Medical Center	405d	M5OT-18-06	Knox	$26,103.76
TjohnE Productions, Inc.	402	TSP-18-11	Statewide	$96,000.00
Williamson County Schools	402	TSP-18-12	Williamson	$20,000.00
Tennessee Secondary School Athletic Association	405d	M5OT-18-08	Statewide	$60,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Underage Drinking Prevention

Problem

A GfK Roper Youth Report showed that 74 percent of kids age eight to 17 said their parents are the leading influence on their decisions about drinking. Youth drinking is correlated with adult drinking practices. For example, children of parents who binge drink are twice as likely to engage in binge drinking and to meet alcohol-dependence criteria. Conducting interventions as a family can reduce underage drinking and drunkenness by 30-60 percent. When parents and kids are better connected, kids are less likely to drink or use other drugs. Parental influence is the most important factor in helping keep teens safe. According to the Surgeon General's Call to Action to Prevent and Reduce Underage Drinking, parents need to provide positive scaffolding for children and adolescents to prevent them from alcohol use. Strategies within the call to action include parental monitoring and ongoing dialogue, such as setting expectations and rules on underage drinking.

Objectives

MADD Tennessee has been able to work to prevent underage drinking and educate Tennesseans through many programs and activities. Past youth outreach has included the Protecting You, Protecting Me curriculum aimed at serving elementary children, Prom Promise, and the Sticker Shock program that encourages youth to take action to prevent underage drinking.

1. To provide area schools with the Power of You(th)® program materials and speakers. Power of You(th) ® will be presented to a minimum of 20 participating schools in West, Middle, and East Tennessee.
2. To provide a minimum of 20 high schools with a keynote speaker, promoting MADD's mission of underage drinking prevention.
3. To provide 20 parent workshops to implement MADD's community-based parent program.
4. To provide four trainings for volunteers and community partners to spread the reach throughout neighboring communities and the state.
5. To provide 600 parent handbooks distributed to parents to equip parents to talk with their teens about alcohol.
6. To provide 1,000 program collateral materials distributed that provide free, quick tips to parents and adults in schools, health fairs, and other venues throughout the state.
7. To provide 7,000 students across 20 schools with the Power of You(th) ® handbook in conjunction with MADD keynote speakers.
8. To participate in Red Ribbon Week activities across the state of Tennessee.
9. To be active coalition members of the Tennessee Safe Driving Coalition.

Activities

Provide educational awareness, which will focus on the following:

- Building awareness and promoting pro-social norms for adolescent behavior regarding highway safety issues, alcohol, tobacco and other drug use;
- Discussing myths and facts on aforementioned subjects (i.e. zero tolerance laws); and
- Challenging inappropriate attitudes and beliefs on the selected issues.

Evaluation

Short-term outcome measures include assessing whether parents feel equipped to talk with their teen(s) about alcohol after participating in a Power of Parents: It's Your Influence® workshop; each parent will complete a post-evaluation. Mid-term outcome measures involve assessing whether parents have read the parent handbook and started the conversations with their teen(s) about alcohol. A post-questionnaire will be mailed to parents and returned to MADD biannually.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Mothers Against Drunk Driving	154AL	154AL-18-263	Davidson	$117,528.94

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

According to the National Institutes for Health, graduated driver licensing programs dramatically reduce the rate of teen driver fatal crashes. Community partners help teen drivers understand the risks from a community and social perspective. Further, multiple state agencies, local agencies, and community partners come together as part of the Tennessee Teen Safe Driving Coalition to discuss current initiatives, upcoming events, and ways to collaborate. Implementing the proposed projects in FFY2018 will increase young driver awareness, change negative behaviors, and decrease the number of fatalities, injuries, and crashes for 15 - 20 year old drivers.

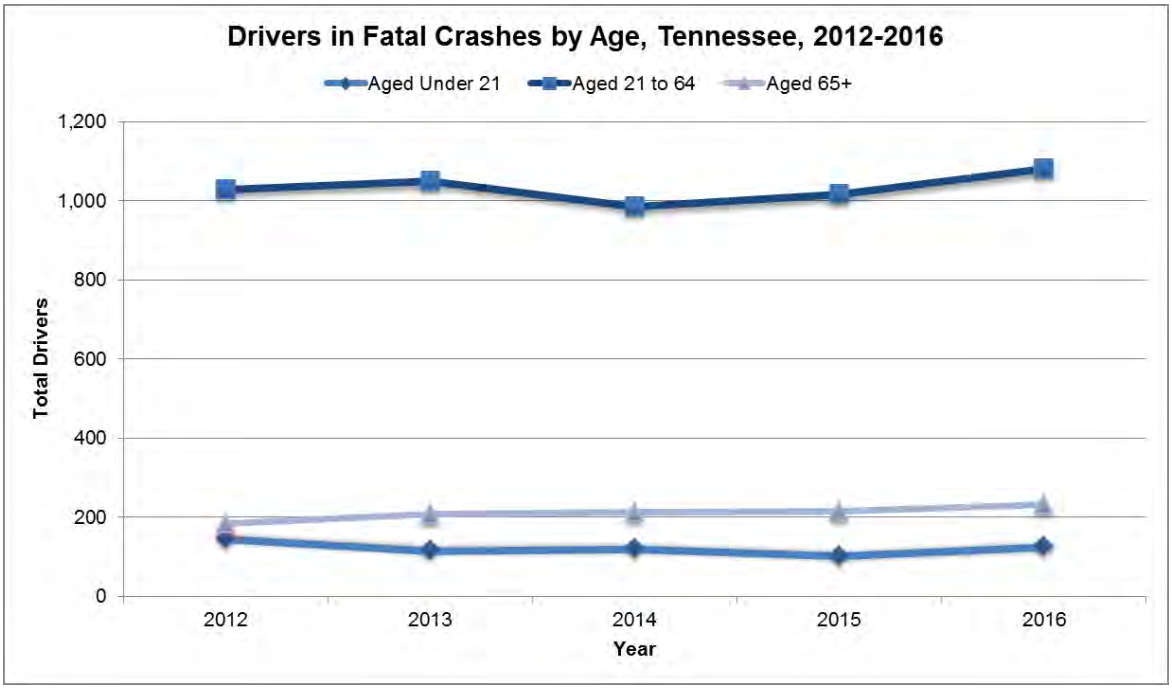
Senior Drivers

PROBLEM IDENTIFICATION

According to the Commission on Affordable Housing and Health Facility Needs for Seniors in the 21st Century, the population projections for senior adults, age 65 and over is expected to increase from 12.4 percent, or 35 million seniors, to 70 million, or 20 percent of the population, by 2030. This estimate is higher for Tennessee. By 2030, Tennessee's senior population, age 65 and over is projected to be 22 percent of the state's population. The Tennessee Department of Health's Health Statistics Division estimates that by 2030, approximately 65 of the 95 counties in Tennessee may have between 20 and 30 percent of their population represented by seniors, age 65 and over. It is also expected that 21 of the state's rural counties will have as much as 42 percent of their population represented by senior adults, age 65 and over.

Tennessee Data about Senior Drivers

The following table illustrates observed data trends for the years 2012-2016 for age groups that include the following: Under 21, Aged 21-64, and Aged 65 and older. Increased fatalities were noted for the 21-64 and 65 and older age groups of 5 percent and 25 percent respectively.



Sources: NHTSA. State Traffic Safety Information. Online at https://cdan.nhtsa.gov/stsi.htm#, accessed 26 May 2017.
**2016 data from TDOSHS are preliminary.*

During the same time period, there was a decrease in the number of fatalities for drivers under the age of 21, by 13 percent, which suggests that without focused motor vehicle safety initiatives to support the reduction of fatalities and serious injury in the high-risk population of seniors age 65 and over, the rise of fatalities will continue to climb, especially as the population increases to 22 percent of the state's population.

Data from the Tennessee Department of Safety and Homeland Security's (TDOSHS) Planning, Research and Development Division for the years 2012-2016 indicates that the top five contributing driver actions resulting in crashes for drivers age 65 and over include the following:

1. Failure to yield right of way;
2. Following improperly;
3. Failure to keep in proper lane;
4. Inattentive – eating, reading, talking, etc.; and,
5. Improper lane changing.

Tennessee senior driver initiatives will be aimed at targeting these behaviors to effectively reduce crashes and fatalities. Additionally, these factors and others are driving the conversation and the need to create awareness about this rapidly growing population in Tennessee.

Factors Impacting Seniors

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, increased fragility and frailty, and the progression of diseases, like diabetes, arthritis, and Parkinson's can over time require an individual to discontinue driving.

Driver Licensing Practices in Tennessee: In Tennessee, an elderly driver, age 80 can renew his/her 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 senior adults, age 65 and over, to renew their license. While age is not indicative of whether an individual can still drive at 65 or 70, it is necessary to first be able to safely drive a vehicle. Restricting some drivers may be necessary when they have diminished or reduced cognitive abilities.

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 senior 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 chose to discontinue their driving due to safety concerns.

Resistance and Negativity: Many Tennesseans don't feel comfortable denying a senior his/her driver's license. While no one wants to deny anyone the freedom to drive, it is imperative for the driver to be able to drive safely at all times. That is why the THSO is currently working with occupational therapists who are Certified Rehabilitative Driving Specialists to assess the vision, cognition, and driving skills of referred seniors. Important information will be obtained to determine what medical conditions may require revocation of a driver's license. Others may benefit from an adaptive device and training, which in turn will enable them to continue driving safely.

COUNTERMEASURES THAT WORK: COMMUNICATION AND OUTREACH

Recommended countermeasures to improve older driver safety are communication and outreach. Formal courses specifically for older drivers are offered by organizations that include AAA and AARP. The THSO has a long-standing relationship with AAA Knoxville, and the THSO has two AAA Driver Improvement instructors on staff. Additionally, Tennessee has been implementing the CarFit: Helping Mature Drivers Find Their Safest Fit program since 2010. The THSO has one CarFit event coordinator as well as two technicians on staff. The event coordinator will be a certified instructor by October 2017.

CarFit is a program created by collaborative partners that include AAA, AARP, and the American Occupational Therapy Association, Inc. This educational program offers older adults the opportunity to check how well their personal cars "fit" them. The program provides information and materials on community-specific resources that could enhance older adults' safety as drivers and/or increase their mobility in the community. CarFit is currently being implemented in Tennessee throughout the four LEL regions. The most recent expansion efforts occurred in the western part of the state beginning in April 2016.

Further, the AAA Driver Improvement Program and AARP's senior driver online programs are both offered in Tennessee. Senior adults are encouraged to take the program to improve their driving skills to continue driving so they can maintain independence as long as possible. Insurance discounts are offered for the completion of some of these educational programs.

The Yellow Dot program is currently being implemented throughout the state by the Tennessee Department of Transportation, which provides first responders with an individual's pertinent medical information in the event of an emergency on Tennessee's roadways. The information can mean the difference between life and death in the "Golden Hour" immediately following a serious incident. Enrollment sites are located throughout the state.

Finally, transportation safety resources have been developed for distribution to Department of Motor Vehicle (DMV) locations and physician offices: 1) Rack Display Card: Senior Driver Safety Tips and 2) Talking Points documents.

TARGETS AND OBJECTIVES

Target 1: Program Management & Evaluation – Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources.

Objectives

1. Promote active participation and multidisciplinary involvement of agencies and organizations responsible for or impacted by aging road user safety, access, and mobility.

2. Identify, address, and evaluate the effectiveness of programs and initiatives that improve aging road user safety, access, and mobility.

3. Monitor and evaluate the performance measures and effectiveness of the Aging Road User Strategic Safety Plan.

4. Increase opportunities to identify and share potential funding resources.

Target 2: Data Collection & Analysis – Obtain and provide the best available data to assist with decisions to improve aging road user safety, access, and mobility.

Objectives

1. Increase consistency in data collection and reporting to enhance and support the Aging Road User Strategic Safety Plan.

2. Plan research methodology to ensure the collection of useful and meaningful data for the current year program.

3. Collect quality data from assessments associated with efforts for the purposes of research and evaluation.

Target 3: Outreach & Education – Provide information and resources regarding aging road user safety, access, and mobility.

Objectives

1. Increase awareness of information and resources available for aging road users relating to safety, mobility, and quality of life.

2. Provide information and resources to support all emphasis areas.

3. Increase the use of resources, information, and services available through the THSO's Senior Driver Safety webpage.

Target 4: Prevention & Early Recognition – Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders.

Objectives

1. Increase early detection of aging at-risk drivers through improved strategies for identification of such behaviors that render divers high risk.

2. Increase the resources, tools, and information available to aging road users with visual, cognitive, health-related progressive disease/illness, and physical impairment.

3. Begin efforts to work with physicians and others in the medical community to recognize and report aging-at-risk-drivers.

Target 5: Assessment, Remediation & Rehabilitation – Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation by increasing access to assessment, remediation, and rehabilitation resources for low-income aging drivers.

Target 6: Licensing & Enforcement – Promote safe driving and mobility for aging road users through licensing and enforcement by increasing the knowledge of law enforcement officers and licensing personnel on the recognition, assessment, and reporting of aging at-risk drivers.

Target 7: Advocacy & Policy – Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives that promote and sustain aging road user safety, access, and mobility.

Objectives

1. Increase communication (data) opportunities to inform elected officials about the importance of safety, access, and mobility for aging road users.
2. Promote incorporation of goals, objectives, and strategies in the Aging Road User Strategic Safety Plan into national, state, regional, and local plans.

Target 8: Transitioning from Driving – Work to bridge the gap between driving retirement and mobility independence by increasing awareness about local services to support alternative transportation mobility options at the community and/or county level.

Target 9: Aging in Place – Promote and encourage strategies that support and enhance aging in place, providing the independence necessary for enjoying a fulfilling life from a home environment.

Objectives

1. Educate stakeholders about the benefits of aging in place.
2. Provide information about aging in place on the THSO's Senior Driver Safety web page.

Target 10: Other Road Users – Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles) by increasing awareness among stakeholders.

TENNESSEE'S SENIOR DRIVER INITIATIVES

Tennessee Coalition for Aging Driver Safety

To prepare and meet the challenges of Tennessee's aging population, the THSO along with the TDOSHS will be implementing a program targeting senior drivers to improve the safety, access, and mobility of Tennessee's aging population.

In October 2014, to further their effort to keep up with the growth trends, the THSO, along with 65 individuals statewide, met for the Senior Driver Summit in Murfreesboro, Tennessee. Since many of these agencies, organizations, and groups have responsibilities and interests in aging road users, they joined together to form the Tennessee Coalition for Aging Driver Safety.

Activities of the current membership are focused on efforts to ensure that seniors continue to drive as long as possible as long as they drive safely. Initiatives at the local community level are recommended for drivers to improve driving skills; however, more is needed to target those seniors who may no longer be able to drive safely. To identify these at-risk seniors, strategies have been identified to ensure that referrals be made for senior adults that require testing, possible adaptive devices, and/or training to improve driver skills.

ACTIVITIES

The Safe Roads for Seniors initiative in 17 western counties in Tennessee ensures that high-risk seniors are evaluated by a licensed occupational therapist (OT), who is also a Certified Driving Rehabilitation Specialist (CDRS). Additionally, as part of the research project, data is collected and analyzed to identify trends, best practices, and evidence of effectiveness. Planning is provided to assist seniors to age in place. The project also helps find alternative modes of transportation should senior drivers discontinue driving.

Data

Preliminary data and crash and fatality information from the participating western counties were collected and reviewed for the years 2011 through 2015. The results indicated the following:

- Between the years 2011-2015, the number of drivers age 65-75 killed and seriously injured in the 17 county-wide area, increased from 71 to 85, which was an increase of 14 or 20 percent;
- Between the years of 2011-2015, the number of drivers age 75-84 killed and seriously injured in the 17 county-wide area was 42 in 2011 and 34 in 2014, which indicates that there was a decrease of 8, or a 22 percent reduction;
- Between the years of 2011-2015, the number of drivers age 85 and over killed and seriously injured in the 17 county-wide area decreased from 11 to 7, which was a reduction of 36 percent.

Objectives

1. Complete comprehensive assessment and collection of data related to senior drivers in 17 rural counties in Tennessee (to include primary, secondary, and tertiary prevention efforts):
    - Primary: Complete assessments;
    - Secondary: Provide rehabilitation for improvement or restoration of skills (CarFit, AAA, AARP classes, adaptive devices); and
    - Tertiary: Work with partners (new and current) to assist drivers by making recommendations for alternatives to driving.
2. Identify the relationship that exists between evidence-based clinical screening tools to ascertain driving ability in older adults' vision, cognitive, and motor sensory functions.
3. Work with collaborative partners to provide education/training to support improvement of the following:

- Training for partners to support identification of drivers for assessment (required testing to meet objectives of the Medical Advisory Board). Referrals can be from physicians, law enforcement, DMV offices, or family/friend/neighbor;
- Training/education to promote safer driving and reductions in insurance premiums. Included initiatives include:
    1. CarFit – Helps identify seniors who are have difficulty driving (turning wheel, head, foot on pedal issues);
    2. AAA – Improved Driving Course; and
    3. AARP – Improved Driving Course.
- Policy to support driver assessments of skills for high-risk populations, age 65 and over.

4. Develop strategies to identify methodology for referrals of at-risk drivers for driver assessments (cognitive, vision and driving evaluation with a CRDS), remediation to support the improvement of driving skills, training/education, or termination of drivers licenses. Collect, analyze, and report data to support recommendations related to screening, evaluation, transportation alternatives, and outcomes.
5. Evaluate findings to identify best practices, increase efficiency, reduce costs, and support senior adult transitioning to alternative transportation options.
6. Investigate opportunities to increase community involvement for seniors who are looking to terminate driving but still desire to age in place (living at home), stay active, and participate in their communities.

The grant from the THSO provides the following:

1. Assessments of 50 senior drivers from 17 West Tennessee counties: Benton, Carroll, Chester, Crockett, Decatur, Dyer, Gibson, Hardeman, Hardin, Haywood, Henderson, Henry, Lauderdale, McNairy, Madison, Obion, and Weakley. Jackson-Madison Medical Center and Rehabilitation facilities include two occupational therapists with CDRS credentials.
2. A principal investigator for efforts related to collection, analysis of data and production of tables, reports depicting results, lessons learned, and identification of potential practice factors to ensure best practice. To ensure the collection of data from participants for the purposes of research, IRB approval was sought from Belmont University.

<u>Data Collection</u>

Data will be collected to identify trends and relationships; reports will be created to illustrate the findings. Correlations/findings will be viewed to ascertain what, if any, results or findings can rule out the need for additional driving assessments and/or testing, thus creating value and/or savings from not having to repeat expensive testing. Other findings include the presence of diseases and/or illnesses that might make a senior predisposed to early cessation of driving and the identification of trends to meet the need for services within the communities (transportation, housing, health care, and possible development of public policy, etc.).

Evaluation

The below table outlines who collects data and what types of data will be collected, reported, and analyzed as part of this senior driver initiative.

WHO	WHAT
Jackson Madison OT	• Use of adaptive devices – manufacture, training, and instruction on usage • Number of assessed participants recommended for driving improvement classes (referrals from physicians, DMV, law enforcement, and family) • Number of assessed participants who undergo additional training with an OT therapist to improve driving • Number of participants who undergo a road test • Number of participants whose license is revoked • Number of assessed drivers with pedal application errors • Participant evaluations of services
Survey: Principal Investigator Dr. Debra Gibbs	• Survey development, data collection, analysis, and reporting to NHTSA
Senior Centers, Area Agencies on Aging and Disability, or Recreational Facility	• Number of training classes for initiatives CarFit • Number of seniors who use transportation options provided by the Agencies on Aging and Disability • Number of senior drivers who decide to quit driving

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Jackson-Madison County General Hospital	402	PT-18-64	Madison	$40,000.00

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

Pedestrians/Bicycle Safety

Problem Identification

In 2015, there were 5,376 pedestrians killed and an estimated 70,000 injured in traffic crashes in the United States (NHTSA Traffic Safety Facts). Every year, Tennessee sees crashes and fatalities involving our pedestrians. The term pedestrian refer to anyone on foot, walking, jogging, hiking, sitting, or lying down who is involved in motor vehicle traffic crashes. Pedestrians are considered vulnerable road users; in 2015, Tennessee had 104 pedestrian fatalities, accounting for 10.9 percent of the state's fatalities and representing a fatality rate of 1.58, which is lower than the national rate of 1.67.

Fatalities involving pedalcyclists (bicyclists and other cyclists) are also a cause for concern. Nationally, 818 cyclists were killed in 2015, accounting for 2.3 percent of all fatalities that year. In 2015, Tennessee had 10 pedalcyclist fatalities, which was a significant increase from five the previous year. While the Nashville-Davidson metropolitan area had zero pedalcyclist deaths, there were three in Memphis, yielding a fatality rate of 4.57. Tennessee state law considers bicycles to be vehicles when operated on the roadway and requires bicyclists to obey the same traffic rules as motorists.

The Centers for Disease Control recommends providing education on safe driving, cycling, and walking as a way to improve the safety and efficiency of all people, regardless of their mode of transportation and as a critical piece in improving transportation policy and the public's health.

Performance Measures

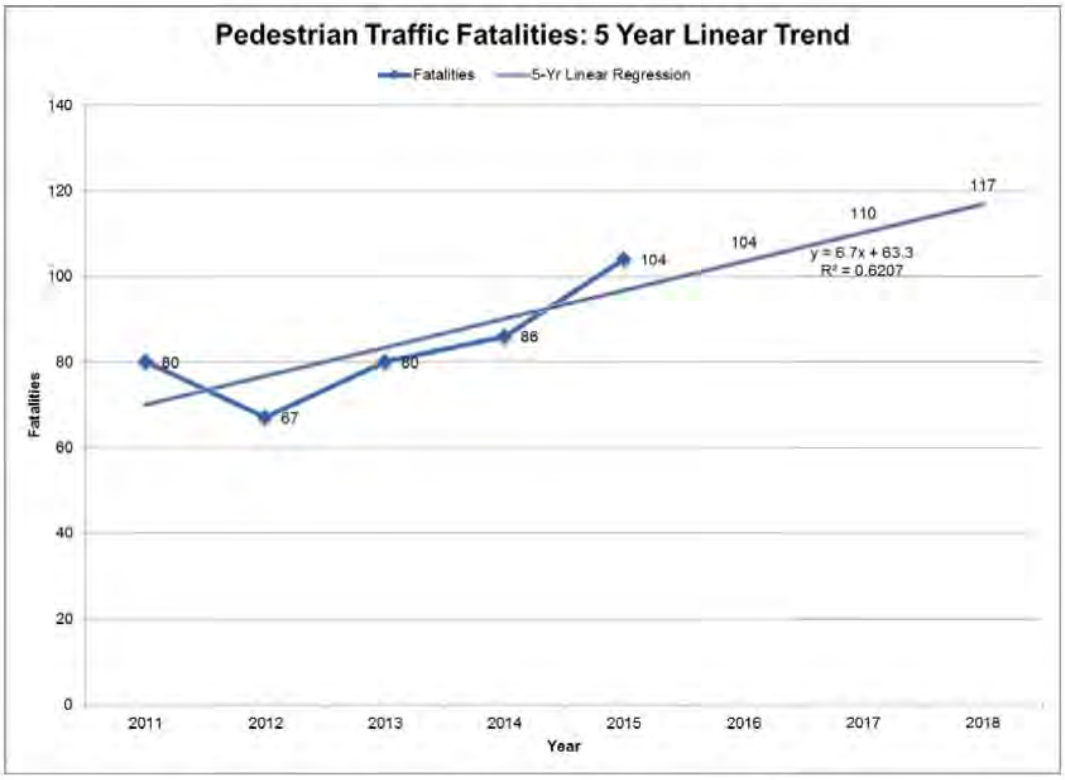
To reduce pedestrian risk of injury and death in motor vehicle crashes by conducting enforcement, offering training, establishing partnerships, and launching public information initiatives.

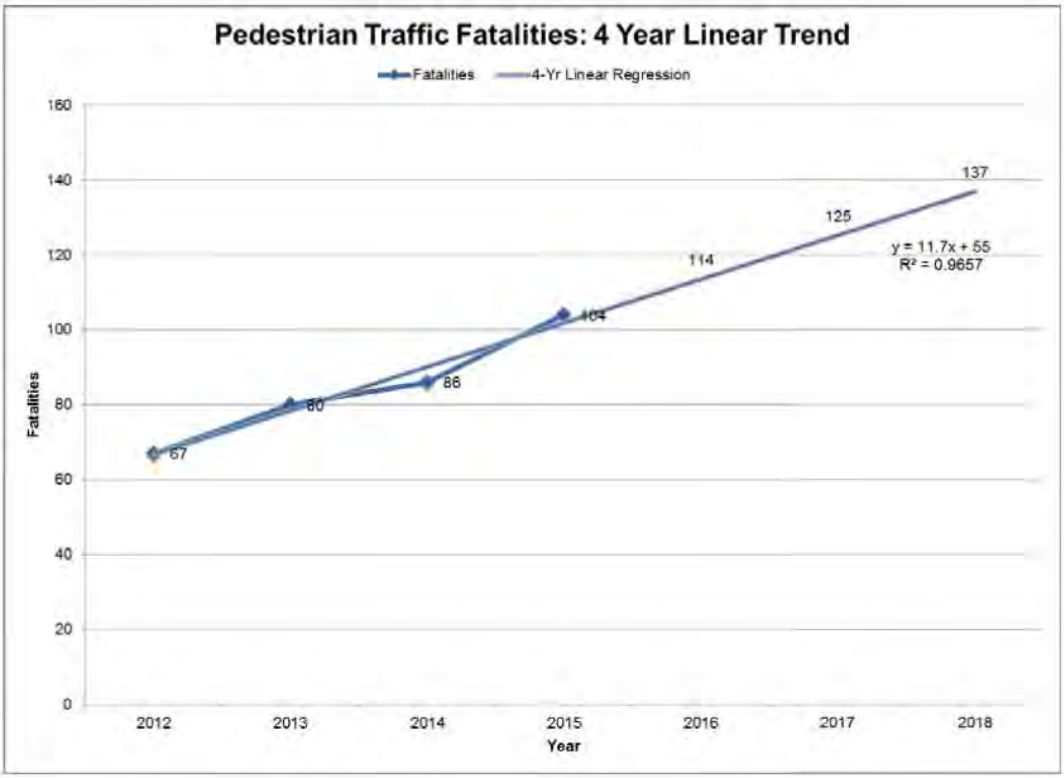
1. **Core Performance Measure** – Maintain pedestrian fatalities from the 2015 calendar base year of 104 by December 31, 2018, despite increasing trends.

2. **Core Performance Measure** – Reduce pedalcyclist fatalities from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).

SUPPORT DATA

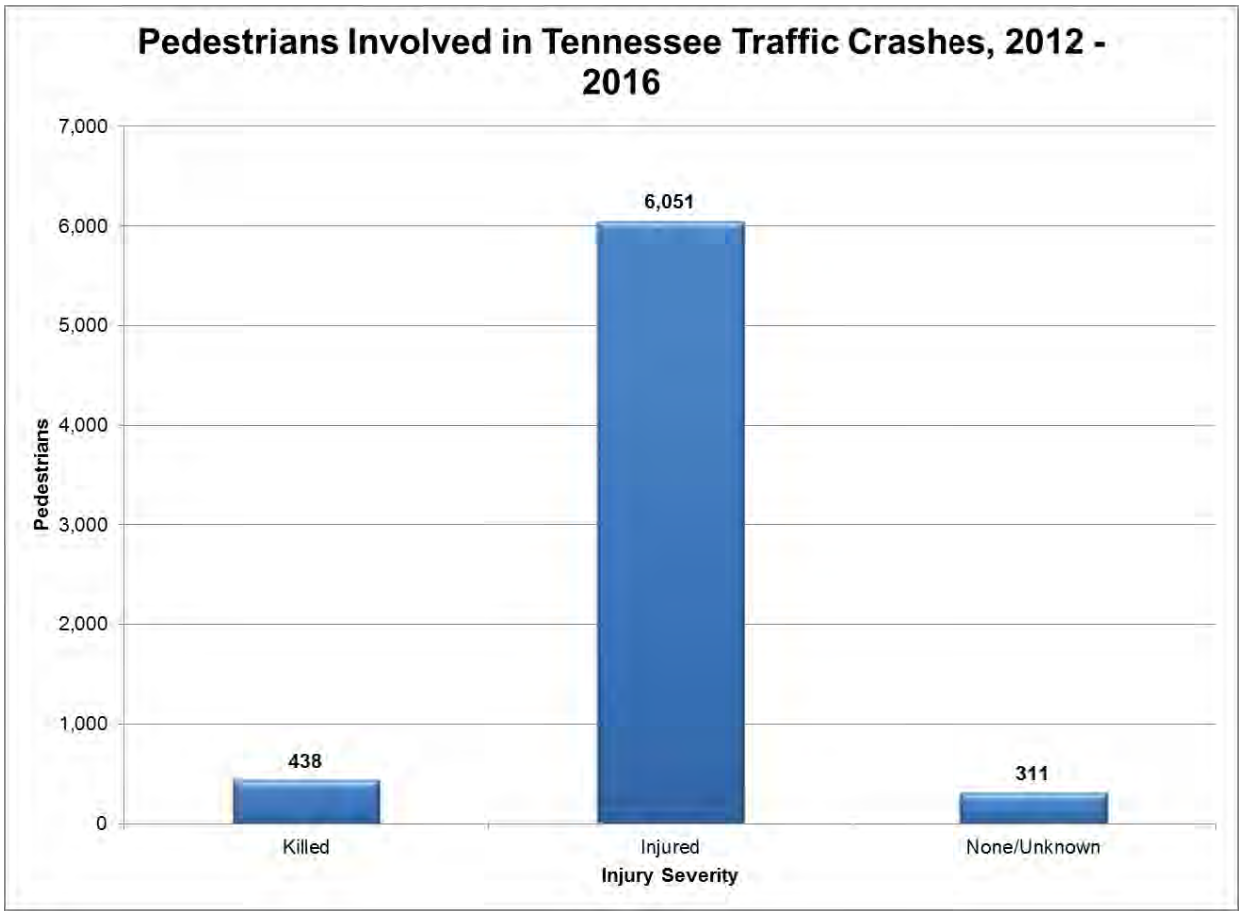
1. **Core Performance Measure** – Maintain pedestrian fatalities from the 2015 calendar base of 104 by December 31, 2018, despite increasing trends.





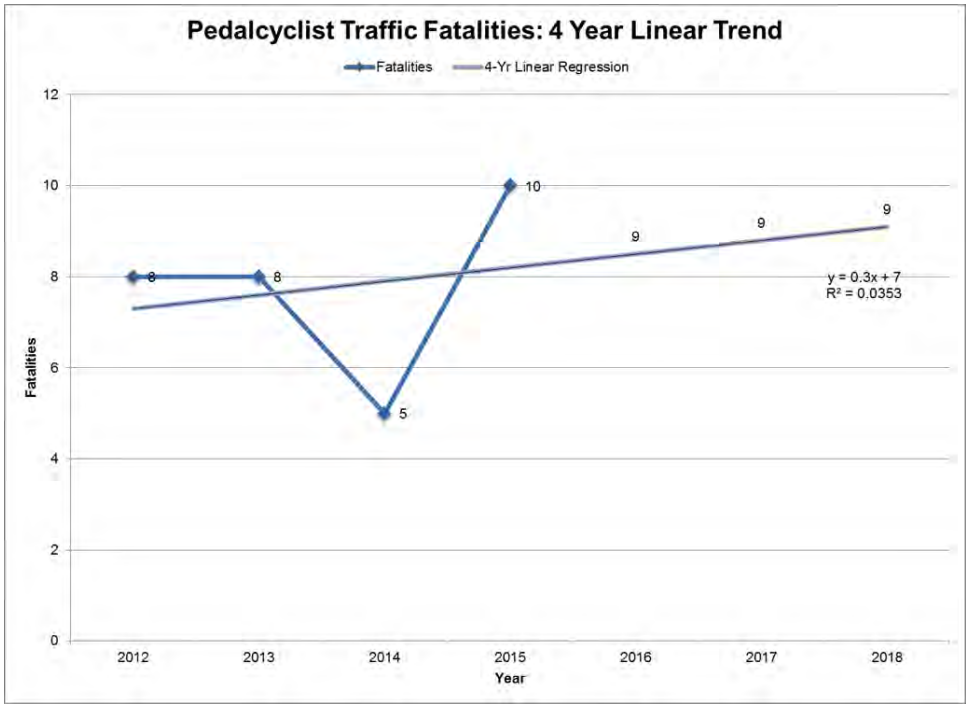
Based on the 4- and 5-year linear regression trend analyses, the state could have more than 104 fatalities. However, THSO leadership believes that number can be maintained as a result of the strategies and activities being implemented in FFY2018. Tennessee was awarded a five-year demonstration grant by NTHSA in 2016, the Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort.

Injuries are also an important consideration. During 2012-2016, 6,051 pedestrians in Tennessee were injured as seen in the following graph.

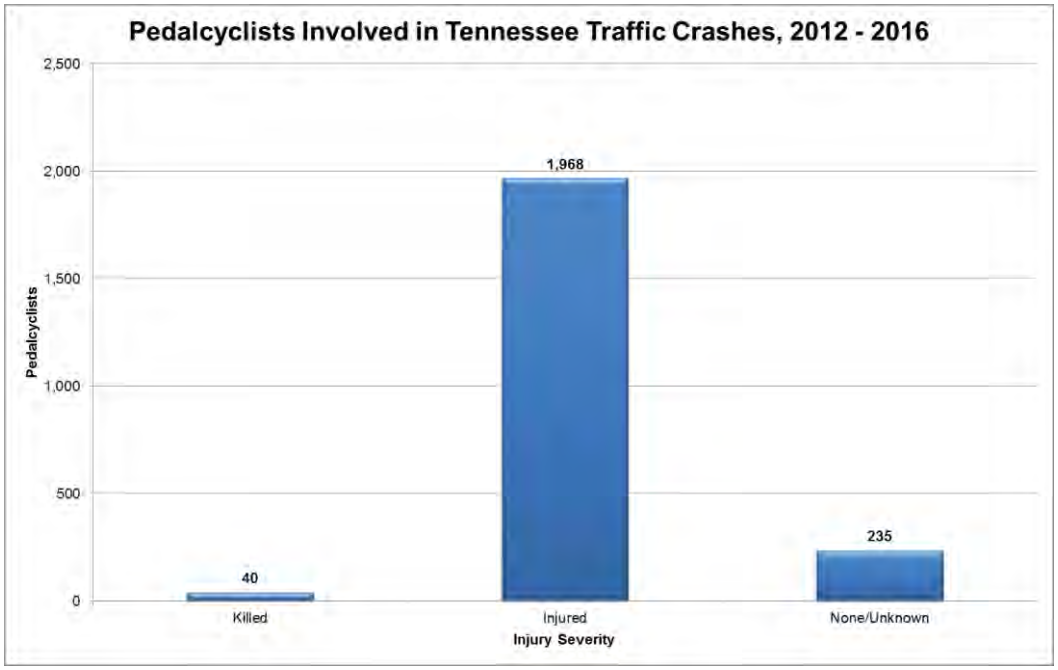


Sources
Fatality data through 2015: NHTSA. FARS Encycolpedia: Query FARS Data. Online at http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx, accessed 26 Apr 2017.
2016 fatalitiy data: TN Department of Safety and Homeland Security, TITAN Division, 26 Apr 2017. (FARS SharePoint Service)
All other data: TN Department of Safety and Homeland Security, TITAN Division, 26 Apr 2017. (TITAN)
**2016 data provided by TDOSHS are preliminary.*

Core Performance Measure: Reduce pedalcyclist fatalities from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression).



The following graph shows injury severity for pedalcyclists involved in crashes during 2012-2016.



Sources
Fatality data through 2015: NHTSA. FARS Encycolpedia: Query FARS Data. Online at http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx, accessed 26 Apr 2017.
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All other data: TN Department of Safety and Homeland Security, TITAN Division, 26 Apr 2017. (TITAN)
**2016 data provided by TDOSHS are preliminary.*

STRATEGIES FOR DECREASING BICYCLE/PEDESTRIAN FATALITIES AND INJURIES

In order to reduce the number of bicyclist/pedestrian fatalities and incapacitating injuries, drivers, cyclists, and pedestrians need to better share the road. Tennessee's bicyclist/pedestrian safety program is designed to decrease bicyclist/pedestrian injuries and fatalities through education, enforcement, engineering and outreach. These strategies are in alignment with Highway Safety Program Guideline No. 14.

Strategies – Education

- Provide funds to agencies for the purpose of increasing pedestrian education, bicycle safety education, and enforcement. Education can include promoting bicycle helmet use. Enforcement includes more aggressive enforcement of pedestrian traffic laws, particularly near schools, greenways, and other locations with larger numbers of vulnerable road users.
- Develop and offer a course to law enforcement about the enforcement of bicycle and pedestrian laws.
- Enhance bicyclist/pedestrian safety expertise among state and local law enforcement and other traffic safety advocates by offering a bicycle/pedestrian session at the annual Lifesavers Conference.

Strategies – Enforcement

- Enforce the state's bicycle/pedestrian laws to promote a culture of sharing the road.

Strategies – Outreach

- Enhance driver awareness of bicyclists and pedestrians on the roads through communication efforts on social media as well as the THSO's website, www.TNTrafficSafety.org, which has a webpage dedicated to bicycle and pedestrian safety resources.
- Continue the Safe Routes to School program, which is operated through the Tennessee Department of Transportation (TDOT).

Strategies – Engineering

- Continue to conduct road safety audits to identify potential safety issues. The TDOT's Bicycle and Pedestrian coordinator attends or reviews road safety audits and makes recommendations to improve bicycle and pedestrian safety when warranted.

NHTSA's publication, Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, eighth edition, highlights the significance of this emphasis area, outlines several strategies to reduce pedestrian fatalities, and discusses appropriate countermeasures to bring about those reductions. Two strategies identified to reduce pedestrian fatalities are targeted enforcement and communications and outreach. Three countermeasures to reduce bicycle injuries and fatalities are bicycle education for children, Safe Routes to School, and enforcement strategies. The aforementioned strategies are included in Tennessee's planned programs for FFY2018.

SPECIFIC STRATEGIES AND ACTIVITIES

Tennessee was one of three states awarded a five-year demonstration grant for NHTSA's Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort program. The THSO utilized data to identify those areas with the largest increases in pedestrian and cyclist crashes and developed an education and enforcement program to implement in target areas across the state, beginning with Nashville and Chattanooga. Throughout the grant period, the THSO will collaborate with partners to develop a guidebook that documents the grant effort and can be shared with other agencies.

Walk Bike Nashville

It is clear from the crash data that certain types of streets within Davidson County are far more likely to see severe crashes: our pikes and major arterials. As Nashville's pikes change, becoming more dense and commercial, it is essential that drivers learn to operate safely in these areas. They need to learn to expect people trying to cross the street, walking to shops, and respond accordingly. Nashville's pikes now require that drivers remain alert and focused. There must be a targeted effort to reduce distracted driving, driving at high speeds, and consideration for those trying to get around on foot or bike.

Similarly, there is a need to educate the public about how to get around safely on foot or bicycle. Many people are trying out bike riding for the first time and were never taught rules of the road or best practices for staying safe. Many neighborhood groups are now looking for information as to how they can be involved to promote safer streets in their community for those who are on foot, by choice or necessity.

Just as there is a need to provide education to the driving, bicycling, and walking public, there is also a need to provide education for law enforcement officers. Many of these officers were trained at a time when walking and biking were not popular forms of transportation in Nashville. Many have also never walked or biked down the area's busy corridors and may not be aware of bike/pedestrian laws or have a full understanding of the challenges faced by our most vulnerable road users.

Walk Bike Nashville has a long history as bicycle and pedestrian educators and advocates. In FFY2018, they will educate the public about how to keep our streets safe for walkers and bike riders; this will be accomplished through classes and a public relations campaign. They also will educate law enforcement officers to help them promote the safety of those walking and bicycling. The curriculum developed by Walk Bike Nashville will be available for use by other agencies in other parts of the state.

Collegedale Police Department

The Collegedale Police Department will offer a program targeted at both bicyclists/pedestrians. The goal of the Safety Initiative for Bicyclists and Pedestrians program is to reduce the rate of death and injury to adults and children in bicycle and pedestrian crashes in the Mid-Cumberland region of Tennessee. This region includes, but is not limited to, Hamilton, Rhea, Grundy, Sequatchie, Bradley, Franklin, Meigs, and Bledsoe counties.

The program's objective is to increase the number of adults and children using properly fitted bicycle helmets by providing education to adults, parents, caregivers, and children and by providing helmets and other bicycle and pedestrian safety information when possible to those in need.

While children ages 10-14 are the primary focus of this initiative, along with their parents and caregivers, younger children can also benefit from learning safe bicycle and pedestrian practices. Adult drivers, local law enforcement agencies, and bicyclists of all ages will also be taught bicycle and pedestrian safety. The grant's program coordinator is certified by the League of American Bicyclists, which allows her to teach the League's qualified materials and a list of courses to the general public.

Special focus will be given to low-income populations, minority groups, and rural underserved populations in the Mid-Cumberland region of Tennessee. The Bicycle and Pedestrian Safety Education program will partner with health departments in selected rural counties of the Mid-Cumberland region, maintaining regular educational classes, bicycle rodeos, and safety events to reach families in these underserved counties with safe bicycle and pedestrian training where needed.

Shelby County Pedestrian Safety Task Force

The West Tennessee Law Enforcement Network formed the Shelby County Pedestrian Safety Task Force to address the spike in pedestrian fatalities. The first task force meeting was held on February 13, 2017, at the Memphis Police Department Traffic Division. The task force is represented by members of the Memphis Police Department, Shelby County Sheriff's Office, Tennessee Highway Patrol, and the Tennessee Highway Safety Office. As a result of the first meeting, committees were formed to create pedestrian safety PSAs (public service announcements) and a pedestrian safety brochure specific to Shelby County. A second meeting was held on March 13, 2017. Committees had finalized the pedestrian safety brochure. Additionally, the Memphis Police Department and the Collierville Police Department had created pedestrian safety PSAs. Shelby County pedestrian safety brochures have been distributed to local businesses in Shelby County.

Self-sufficiency

The new curriculum that Walk Bike Nashville is developing can be utilized by them and other organizations around the state once federal funding has expired; also, the program sets a precedent in building lasting relationships for working with the law enforcement community on active transportation education. Further, equipment and messaging developed through the outreach campaign can also be reused for a long time after the funding has expired.

Self-sufficiency also can be achieved by securing assistance from local government or other federal sources.

Evaluation

Administrative evaluation will be accomplished through a review of the data collected to determine if the projects are meeting their established goals and on-site monitoring visits.

Agencies Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
Collegedale Police Department	402	PS-18-01	Hamilton	$49,250.00
Knoxville Police Department	402	PS-18-02	Knox	$9,903.80
Memphis Police Department	403	DTNH	Shelby	$60,000.00
Walk Bike Nashville	403	DTNH	Davidson	$61,352.50

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

PROJECTED TRAFFIC SAFETY IMPACTS

Increased education and outreach will promote safe and convenient walking and bicycling for people of all ages and abilities. Educational outreach can help motorists and cyclists better share the road. Partnering with law enforcement and offering them training is critical step in ensuring consistent enforcement of pedestrian and bicycle safety laws, which enhances the safety of all road users. Further, training can help mitigate stereotypes that bicyclists are an impediment to traffic and help officers engaging in enforcement activities better educate citizens about their responsibilities as cyclists, pedestrians, and motorists.

Implementing the proposed projects in FFY2018 will increase bicycle and pedestrian awareness and decrease the number of fatalities, injuries, and crashes for pedalcyclists and pedestrians.

Integrated Communications Plan – Paid and Earned Media

The Tennessee Highway Safety Office (THSO) will utilize an integrated communications plan that works in tandem with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan. The THSO will capitalize on unique promotional opportunities available in the state of Tennessee that reach the target demographic highlighted by NHTSA. This plan focuses on impaired driving, occupant protection, distracted driving, and motorcycle awareness through utilizing marketing techniques (i.e., brand recognition, method of delivery, target audience selection, demographic characteristics and law enforcement efforts) in order to reinforce state laws and encourage behavioral changes.

Brand recognition and interpretation of the message will help build and sustain social norms. For example, Booze It & Lose It is associated with the penalties of drinking and driving, while the Click It or Ticket (CIOT) message is associated with increasing seat belt usage to save lives. Both messages associate the brand with behavioral changes.

Although media is not the only factor to change behavior, the THSO media plan details the effort to influence individuals by providing a sustainable message. This effort, over time, can be persuasive and effective at modifying driver behavior, particularly when used in conjunction with enforcement efforts.

TARGET AND OBJECTIVE

Target

To reduce fatalities, injuries, and associated economic losses resulting from traffic crashes by modifying perception and changing driver behavior.

Objectives

To provide educational messages through brand association geared towards changes of social norm behavior for specific at-risk groups.

Evaluation

Attitudinal and perceptions assessments will be conducted via pre- and post-surveys for selected campaigns to determine if awareness has changed over time. Baseline evaluations have been conducted through the University of Tennessee Center for Transportation Research (CTR) for each of the selected campaigns and will be compared to the results gathered in the previous year's campaign evaluations.

Tasks

- Develop, plan, and implement the campaigns corresponding to the 2018 NHTSA Communications Calendar utilizing various media outlets in conjunction with statewide law enforcement activities.
- Identify media outlets that can be utilized throughout the grant year, such as sports venues and special events, where the target demographic will be in attendance.
- Conduct attitudinal and perception survey assessments for select campaign periods utilizing the resources and expertise of the CTR.

Funds

Federal funding for the media marketing will include 154, 402, 405b, 405d and 405f, along with any new funding sources made available to the THSO.

MEDIA SERVICES AND PARTNERSHIPS

Contracted Media Services

The THSO engaged in a five-year contractual agreement with Tuerff-Davis Enviromedia, Inc. (Enviromedia) based in Austin, Texas, via a request for qualifications in December of 2015 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 encompass the purchasing of radio spots, television (network and cable) time, social media channels, and online advertising space to dispense various THSO traffic safety-related messages.

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

The planned media purchased on behalf of the THSO for campaigns is largely aligned with the NHTSA Communications Calendar. There are additional planned media purchases made on behalf of the THSO (e.g. Super Bowl and March Madness). Here, consumption of alcoholic beverages for the target demographic is promoted higher than other periods. As a result, the THSO provides additional media emphasis through federal funds during these events. The standard campaigns and the corresponding primary messages for which Enviromedia will purchase media include the following:

- Holiday Campaign – Booze It and Lose It
- Distracted Driving – Thumbs Down to Texting & Driving
- Motorcycle Safety Awareness – Share the Road
- Occupant Protection – Click It or Ticket and Buckle Up Tennessee
- 100 Days of Summer Heat – Booze It and Lose It
- July 4th – Booze It and Lose It
- Labor Day Campaign – Booze It and Lose It

Media Partnership Contracts

The THSO will participate in a number of sports-related media partnerships including the following:

Professional Athletic Teams

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

Collegiate Athletic Teams

- 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)

The THSO will partner with private entities across the state to deliver its messages at venues such as the Southern Heritage Classic, the Music City Bowl, and the Liberty Bowl; the 8 minor league baseball teams in Tennessee; the 15 motorsports venues in Tennessee; 357 high school teams' sports promotions statewide. Additionally, the THSO anticipates it will identify additional public events that attract the target demographic group during FFY2018.

Throughout FFY2018, the Booze It and Lose It tag will be utilized at high school events through the Tennessee Secondary School Athletic Association (TSSAA). Here, partnership occurs where both male and female athletic teams across the state compete. These include high school softball, football, basketball, baseball, wrestling, track, and soccer championships. These events collectively attract a large number of students in addition to parents and grandparents throughout the state.

The THSO will provide approximately 5,000,000 tickets for high school sporting events utilizing the printing and distribution services of Huddle, Inc. These tickets promote the Buckle Up Tennessee message to students, parents, and attendees of sporting events across the state.

PRIMARY CAMPAIGN MESSAGES

Booze It and Lose It

The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, the 100 Days of Summer Heat, and the Labor Day campaign periods and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. The campaigns will include radio spots, television (network and cable) time, social media channels, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each market purchased for broadcast television and cable will be a minimum of 200-300 Gross Ratings Points (GRPs) per week.

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

Further, the FFY2018 plan includes a diversity strategy to influence the driving behavior of the Hispanic community through various partnerships to engage in DUI education and outreach services. The THSO will engage in educational campaigns for Manejar Borracho and one-on-one interaction with the Hispanic community as funds allow. An example is the graphic below that is shared in the La Campana Spanish language newspaper. Further, there may also be promotional media efforts utilizing radio spots and print advertisements, again as funds allow.

Click It or Ticket

The Click It or Ticket (CIOT) campaign will be utilized with an enforcement message through designated campaign periods and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups to increase seat belt usage for this high-risk demographic. The campaign will include radio spots, television (network and cable) times, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

- The measure for each market purchased for broadcast television and cable will be a minimum of 200-300 Gross Ratings Points (GRPs) per week.
- The measure for each media market purchased for radio will be a minimum of 150-200 GRPs per week.
- These GRPs levels will deliver the sufficient reach to the target audience of male viewers and listeners ages 18-34.

- The frequency will be such that the target audience will see or hear the message a minimum of three times per campaign period.

Motorcycle Safety

The motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message through specific campaign periods and will target drivers of other vehicles. The specific age category is adults 18 - 54 years old. The campaign will include the most effective methods to reach the target audience to include, but not limited to, social media channels, pump top advertisements, highway billboard signage, and online advertising space. 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.

Media Evaluations

The CTR will be conducting interviews with residents of the state of Tennessee. These interviews will measure driving habits and awareness of traffic safety slogans. Specifically, respondents will be asked, both pre- and post-campaign, about their recollection and recognition of two slogans: Click It or Ticket and Booze It and Lose It. The timing of these interviews is scheduled to coincide with three selected media campaigns sponsored by the THSO. The campaigns are the holiday campaign, the CIOT campaign, and 100 Days of Summer Heat. The findings of these surveys will be used as a tool to determine if campaigns have been successful in reaching the target audience for the specific message.

Although the THSO is no longer required to complete an attitudes and perceptions survey, an attitudes and perceptions survey of both pre- and post-campaign sampling, along with cell phones and web surveys will be conducted for selected campaign periods. The evaluation reports will be submitted to the THSO and excerpts included in the Annual Media Report to NHTSA. The THSO continues to use the perception survey to measure, manage, and direct its media outreach and, as a result, increase the state's efforts.

Agency Funded

Agency	Funding Source	Grant Number	Areas of Operation	Estimated FFY2018
The University of Tennessee	402	PT-18-14	Statewide	$130,776.08

NOTE: These resources are estimated and are based on the 2016-2017 grant year funding. THSO does not guarantee funding levels; however, we have provided a best estimate. Our resource estimates may change by the time the grant is authorized for the FFY2018 grant year. Approved subgrantees will be notified of any changes or necessary revisions.

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, senior 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 accurately target messaging.

OBJECTIVES

Increase traffic safety education by providing up-to-date educational materials. These items are available free online or in print for the public and traffic safety partners to distribute.

Enhance awareness of traffic safety issues by hosting local press events to draw the attention of traditional media outlets. The THSO will increase use of social media and internet technology to spread awareness across digital platforms.

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.

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.

Website

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

PRIMARY CAMPAIGN MESSAGES

Campaign Message	Time Period(s)	Branding
TBD *(Bike/Ped Safety)*	October 2017 (Walk to School Day)	THSO
TBD *(Pedestrian Safety)*	October 2017 (School Bus Safety Week)	THSO
5 to Drive	October 2017 (Teen Driver Safety Week)	NHTSA
Buckle Up Tennessee	November 2017 (Thanksgiving Holiday Travel)	THSO
Fans Don't Let Fans Drive Drunk	February 2018 (Super Bowl)	NHTSA
Stop Drugged Driving	March 2018	THSO
Thumbs Down to Texting & Driving	April 2018 (Distracted Driving Awareness Month)	THSO
Look Twice	May 2018 (Motorcycle Safety Awareness Month)	NHTSA
Booze It & Lose It	October 2017 (Halloween) November 2017 – December 2017 (Pre-Holiday) December 2017 – January 2018 (Holiday) March 2018 (March Madness/St. Patrick's Day) May 2018 (Cinco De Mayo) May 2018 – September 2018 (Summer Heat) September 2018 (Labor Day Weekend) July 2018 (Independence Day)	THSO
TBD *(Bike/Ped Safety)*	August 2018 (Back to School Safety Month)	THSO
TBD *(Child Passenger Safety)*	September 2018 (Child Passenger Safety Week)	THSO
Click It or Ticket	May 2018 – June 2018 (Hands Across the Border)	NHTSA/THSO

MEASUREMENT AND REPORTING

Media Coverage

The THSO uses iQ Media software to track media coverage from press events and campaigns. iQ Media is a cloud-based media intelligence provider. This platform tracks coverage across print, broadcast, and online media; social media channels, blogs; forums; and review sites. This software allows the THSO to access real-time and historical coverage. Measurement capability includes comparative analysis of companies, people, issues, and terms.

Social Media Presence

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.

Platform	Views/Likes/Followers (As of 6/9/2017)
YouTube: www.youtube.com/TNHSO	207, 631 Views
Facebook: www.facebook.com/TNHSO	7,282 Likes
Twitter: www.twitter.com/TNHSO	1,983 Followers
Instagram: www.instagram.com/TNHSO	568 Followers

Social media reports are generated monthly and shared with the management team for review. This allows staff and management to know which posts and videos generated the most interest and engagement. For instance, the top tweet on Twitter in April 2017 was related to the Tennessee crash fatalities report, which recorded 6,872 impressions (the number of times the tweet was delivered to a stream of a particular amount of people). This information also helps the communications team generate new content.

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR 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: 2018

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 identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to 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, sub-recipients 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 at 74087 to 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 any of 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;

- 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:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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 Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

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

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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 only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved 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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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 seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
    - 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))

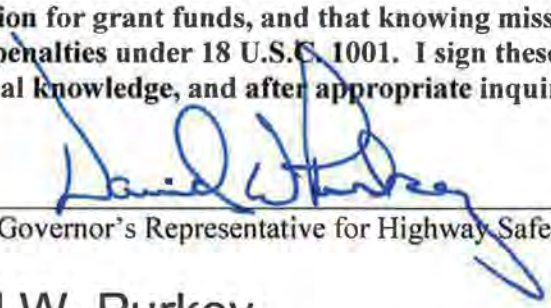
The State: ***[CHECK ONLY ONE]***

□ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

■ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

6/15/17
Date

David W. Purkey

Printed name of Governor's Representative for Highway Safety

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

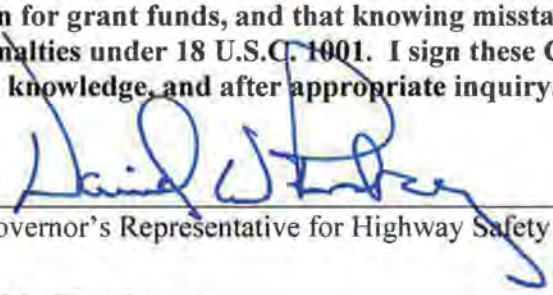
[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Tennessee Fiscal Year: 2018

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

6/15/17
Date

David W. Purkey
Printed name of Governor's Representative for Highway Safety

State

Tennessee

PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

☑ Check the box only if applying for an Occupant Protection 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 occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

41-94

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 on HSP page #:

42, 48, and 208 (Integrated Communications Plan)

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

62-66

Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

59

Lower Seat belt Use States Only:
[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

Primary Enforcement Seat Belt Use Statute ☐

The State 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 is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Occupant Protection Statute ☐

The State 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, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

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:

Seat Belt Enforcement ☑

The State seat belt enforcement plan is provided on HSP page #:

47-49

High Risk Population Countermeasure Programs ☑

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area is provide on HSP page #:

49-50

Comprehensive Occupant Protection Program ☐

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

Occupant Protection Program Assessment ☑

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):	02/13/2015

State

Tennessee

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

☑ Check the box only if applying for a State Traffic Safety System Improvement grant

All States: [Fill in all blanks below]

The lead State agency responsible for traffic safety information system improvements 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))

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date:	12/01/2016	03/09/2017	06/08/2017
If applicable, additional TRCC meeting dates can be found on HSP page #:			

The name and title of the State Traffic Records Coordinator is:

Kim Van Atta, Program Manager

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

97-100

The State Traffic Records Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

Attachment 1, Traffic Records Strategic Plan, Section 5, pp. 48-57

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

Attachment 1, Traffic Records Strategic Plan, Section 4, pp. 16-47

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

Attachment 1, Traffic Records Strategic Plan, Section 4, pp. 16-47

Recommendations not to be addressed, including reasons for not implementing is provided on HSP page or attachment #:

N/A - All recommendations are addressed.

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 on HSP page or attachment #:

Attachment 1, Traffic Records Strategic Plan, Section 5, pp. 48-57

The State's most recent assessment of its highway safety data and traffic records system was completed on:

05/19/2014

State

Tennessee

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

☑ Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check *both boxes* below]

☑ The lead State agency responsible for impaired driving programs shall 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 shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☐ The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

105

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

121-123

The HSP page or attachment # that 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 and continues to use this plan:

Date of previously submitted plan: 06/22/2016

High-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☐ *New Statewide Impaired Driving Plan:*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

☐ *Updated Statewide Impaired Driving Plan:*

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:	
The State updates its assessment review and spending plan provided as HSP page or attachment #:	

State

Tennessee

PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))

☑ Check the box only if applying for an Ignition Interlock 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 is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

TCA 55-10-425

Date enacted:

04/19/2016

Date last amended:

04/19/2016

State

Tennessee

PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

☑ Check this box only if applying for a Distracted Driving grant.

[Fill in ***all*** blanks related to the checked box.]

Comprehensive Distracted Driving Grant: ☑

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

127

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least $25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

05/13/2009

Date last amended:

05/13/2009

Legal citation(s):

Prohibition on texting while driving:

TCA 55-8-199

Definition of covered wireless communication devices:

TCA 55-8-199 (a) (1)

Minimum fine of at least $25 for an offense:

TCA 55-8-199 (d)

Exemptions from texting ban:

TCA 55-8-199 (e)

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, with a minimum fine of at least $25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
07/01/2001	07/01/2005

Legal citation(s):

Prohibition on youth cell phone use while driving:

TCA 55-50-311 (n) (1)

Definition of covered wireless communication devices:

TCA 55-50-311 (n) (1)

Minimum fine of at least $25 for an offense:

TCA 55-50-311 (n) (2) (A)

Exemptions from youth cell phone use ban:

TCA 55-50-311 (n) (3)

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if 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.

Special Distracted Driving Grant for Fiscal Year 2018 ☑

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
05/13/2009	05/13/2009

Legal citation(s):

Basic text messaging statute:

TCA 55-8-199

Primary enforcement:

TCA 55-8-199 (d)

Fine for a violation of the basic text messaging statute:

TCA 55-8-199 (d)

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
07/01/2001	07/01/2005

Legal citation(s):

Prohibition on youth cell phone use while driving:

TCA 55-50-311 (n) (1)

Definition of covered wireless communication devices:

TCA 55-50-311 (n) (1)

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

State

Tennessee

PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

☑ Check this box only if applying for a Motorcyclist Safety grant

[Check ***at least 2 boxes*** below and fill in all blanks related to those checked boxes]

Motorcycle Riding Training Course ☑

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

John Milliken, Tennessee Department of Safety and Homeland Security

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 (select one):

- ◉ 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

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 is provided on HSP page #:

134-135

Motorcyclist Awareness Program ☐

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, 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 is provided on HSP page #:

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

Reduction of Fatalities and Crashes Involving Motorcycles ☐

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Impaired Driving Program ☐

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects 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 is provided on HSP page #:

Reduction of Fatalities and Accidents Involving Impaired Motorcycles ☐

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Use of Fees Collected from Motorcyclists for Motorcycle Programs ☑

[Select ***one circle only*** below and fill in ***all*** blanks related to that selection ***only***.]

Applying as a Law State: ◉ Choice 1

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.

Legal citation(s): TCA 55-51-104

AND

The State's law appropriating funds for FY *(enter FY below)* requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

FY 2018

Legal citation(s): TCA 4-3-1016

Applying as a Data State: ◯ Choice 2

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, in fact, used for motorcycle training and safety programs is provided on HSP page #:

State

Tennessee

PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT (23 CFR § 1300.26)

☑ Check the box only if applying for a Graduated Driver Licensing Incentive grant

[Fill in all applicable blanks below]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license will be enforced during the fiscal year of the grant

Date last amended:

07/01/2005

Learner's Permit Stage (Enter Legal Citations):

Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age:

TCA 55-50-311

Applicant must pass vision test and knowledge assessments

TCA 55-50-311 (a) (1)

In effect for at least 6 months:

TCA 55-50-311 (b) (1) (B)

In effect until driver is at least 16 years of age:

TCA 55-50-311 (b) (1)

Must be accompanied and supervised at all times:

TCA 55-50-311 (a) (1)

Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night:

TCA 55-50-311 (b) (1) (D)

Prohibition on use of personal wireless communications device:

TCA 55-50-311 (n) (1)

Extension of learner’s permit stage if convicted:

TCA 55-50-311 (b) (1) (C)

Exemptions from graduated driver licensing law:

TCA 55-50-311 (b) (2)

Intermediate Permit Stage (Enter 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:

TCA 55-50-311 (b) (1)

Applicant must pass behind-the-wheel driving skills assessment:

TCA 55-50-311 (b) (1) (E)

In effect for at least 6 months:

TCA 55-50-311 (b) (1) (B)

In effect until driver is at least 17 years of age:

TCA 55-50-311 (c) (2)

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:

TCA 55-50-311 (e) (1)

No more than 1 nonfamilial passenger younger than 21 allowed:

TCA 55-50-311 (e) (2)

Prohibition on use of personal wireless communications device:

TCA 55-50-311 (n) (1)

Extension of intermediate stage if convicted:

TCA 55-50-311 (b) (1) (C)

Exemptions from graduated driver licensing law:

TCA 55-50-311 (i)

Evidence-based Traffic Safety Enforcement Plan

Tennessee follows the three E's model of highway safety – enforcement, engineering, and education – which is in alignment with the Strategic Highway Safety Plan.

Enforcement is the foundation of Tennessee's Highway Safety Plan (HSP); this is demonstrated throughout the program areas. Data efforts are detailed throughout the HSP. For instance, data is utilized so the state can identify locations for traffic enforcement activity; afterward, data from these efforts help determine the state's effectiveness in accomplishing its goal to reduce crashes and fatalities. Program strategies have been chosen based upon 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.

Data Analysis and 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 in 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 vehicle miles of travel (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 comparatively when going through application selection for funded projects. Areas identified as high risk are addressed first in the application selection process.

Project Management

The Tennessee Highway Safety Office (THSO) staff maintains regular contact via telephone, email/written correspondence, and on-site 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/final reports but also the ongoing oversight of subgrantees 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 make adjustments to 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 subgrantee's file.

Monitoring, Follow-Up, and Adjustments

A THSO program manager visits every subgrantee that has been awarded a grant of $10,000 or more at least once during the grant year (typically between February and mid-August) 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. In addition, 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 subgrantee 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 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 subgrantee 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/phone monitoring. The program manager will contact the agency to schedule a suitable time for both parties to have a conference call. No follow-up letter is sent to the agency. In rare instances, an on-site visit may be required if the agency's project shows significant weakness or non-compliance.

Tennessee's Primary Strategic Coordination Project

The state's primary strategic coordination project is the use of predictive analytics to positively impact traffic enforcement. Highway safety funds were used to support the development and implementation of CRASH – Crash Reduction Analyzing Statistical History–IBM's predictive analytics model applied to traffic safety. The analytics combine crash data, weather reports, and special community events to predict where serious crashes and fatalities are likely to occur. CRASH aims to deliver an improved suite of tools for officers to use when making resource deployment decisions. The program's goal is to reduce fatal and serious injury crashes by using historical data to develop a statistical model of crashes and then applying the statistical model to predict how likely a crash is to occur in a given area at a given time. By enhancing proactive deployment, the number of crashes is reduced through visibility in the higher-risk areas and minimizing the emergency response times to serious crashes. Troopers of the

Tennessee Highway Patrol can use both the DUI and crash forecasts to guide them to the places where they are likely to have the greatest impact on traffic safety.

Model predictions have been generated weekly since January 6, 2015. Accuracy testing of the fatal and serious injury crash model was conducted on partitioned historical data before deployment, and additional accuracy testing is ongoing. Currently, about two-thirds of the targeted incidents occur in areas and times which fall within the top two quintiles of the forecasted propensity range. In about 70 percent of cases, the model correctly predicts whether an incident will occur at a confidence level greater than 50 percent.

To date, the program has been utilized by the highway patrol and has been a success. Beginning in November 2016, all LELs and network coordinators have been trained to utilize the CRASH system and have been assisting law enforcement partners throughout the state to predict crash areas with proper enforcement. The predictive analytics program has brought a new level of data driven enforcement to the Tennessee Highway Patrol. Tennessee's work in this area continues to be recognized nationally. For instance, staff members knowledgeable about CRASH were selected to present and display posters at the Traffic Records Forum in Baltimore in August 2016 and at the Lifesavers Conference in Charlotte in March 2017.

Further, Tennessee crash data and IBM's weather data are being used as part of a graduate project at Yale to examine the impact of weather on traffic crashes in Tennessee. Looking ahead, the TITAN Division hopes to apply the findings from the project to create a tool for law enforcement to help them improve allocation of resources for impending weather events.

In FFY2018, the THSO will continue to provide opportunities for local law enforcement to learn how to access and utilize the program in order to support evidence-based enforcement. The TITAN Division currently has plans to deliver the map via its TITAN web portal, an internet-facing environment that is accessible by all law enforcement agencies in Tennessee. This will facilitate use by the sheriff's offices and police departments statewide.

Enforcement activities on the part of law enforcement partners can be monitored through the review of agencies' quarterly data collection form, which tracks an agency's traffic safety violations for the quarter. Use of the form began in FFY2017 in response to a National Highway Traffic Safety Administration (NHTSA) recommendation and will continue into FFY2018.

The THSO also plans to review crash data throughout the year to determine if additional projects need to be implemented during the grant year to target a particular area or traffic safety problem.

LAW ENFORCEMENT LIAISON PROGRAM

Tennessee presently employs Law Enforcement Liaisons (LELs), four regionally based in West, Middle, Cumberland, and East Tennessee, and one program administrator to coordinate the enforcement campaigns sponsored by the THSO. The primary purpose for the LEL position is to serve as a link for the THSO to promote highway safety campaigns with local and state law enforcement agencies. Through the LEL program, the THSO strives to plan, develop and implement statewide initiatives to promote highway safety education and enforcement; such programs include the Click It or Ticket,

Booze It and Lose It, and Seat belts Are For Everyone (SAFE) campaigns. LELs are responsible for the development and implementation of the annual Tennessee Law Enforcement Challenge.

LELs also oversee the traffic enforcement networks within their region. Each network is comprised of five to eight counties and is made up of the law enforcement agencies within the district. Each network has a coordinator who is a full-time law enforcement officer who volunteers to coordinate network activities. The coordinators and LELs work closely to organize monthly meetings and multi-agency highway safety events in the districts. At these events, LELs share or distribute information related to crashes, fatalities, and campaigns; in some instances, LELs also relay information about high-risk crash areas.

Finally, the LELs promote partnerships with law enforcement, prosecutors, the judicial system, and community partners.

SEAT BELTS ARE FOR EVERYONE (SAFE) CAMPAIGN

In 2014, the THSO started a new enforcement campaign called Seat belts Are For Everyone (SAFE), designed to increase seat belt use in Tennessee.

Agency eligibility includes the following criteria:

- Submitting a signed participation statement;
- Attending a minimum of 75 percent of the network meetings in your region during the campaign;
- Agency must have a mandatory seat belt policy for officers and employees;
- Seat belt enforcement must be a priority;
- Submitting a SAFE Campaign final report;
- Must have one media event (TV, PSA, press release, newspaper article); and
- Must participate in the Click It or Ticket campaign and submit stats.

SAFE campaign final reports are judged on the following criteria:

- Increased seat belt usage rate (pre- and post-surveys),
- Increased seat belt citations,
- Increased child restraint citations, and
- Education awareness: teens/seniors/CPS.

This campaign continued in 2017 with 145 participating agencies becoming eligible to be recognized at the Law Enforcement Challenge. Recognized agencies are given the opportunity to submit a problem identification statement with supporting data for the consideration of possible resources from the THSO.

LAW ENFORCEMENT CHALLENGE

Thirteen years ago, the THSO, the Tennessee Association of Chiefs of Police, and the Tennessee Sheriffs' Association joined forces to strengthen and support traffic enforcement nationwide by providing the Law Enforcement Challenge, an innovative program designed to stimulate traffic law

enforcement activities. The program targets three major traffic safety priorities: occupant protection, impaired driving, and speeding. The Law Enforcement Challenge provides law enforcement agencies with an opportunity to make a difference in the communities they serve and allows agencies to learn from one another and establish future goals in traffic safety enforcement and education. In 2017, the Tennessee Law Enforcement Challenge celebrates 13 years of recognizing the best highway traffic safety programs in the state. Special category awards are given to those agencies that excel in particular areas of enforcement, public information, and education and technology. Winners are given the opportunity to submit a problem identification statement with supporting data for the consideration of possible resources from the THSO.

MEDIA SUPPORT

The THSO will utilize an integrated communications plan that works in tandem with the NHTSA National Communications Plan. The THSO will capitalize on unique promotional opportunities that are available in the state of Tennessee that reach the target demographic highlighted by NHTSA. The THSO will focus on impaired driving, occupant protection, distracted driving, and motorcycle awareness through techniques that integrate marketing (i.e. brand recognition, method of delivery, target audience selection, demographic characteristics and law enforcement efforts) in order to reinforce state laws and encourage behavioral changes.

PRIMARY CAMPAIGN MESSAGES

Booze It and Lose It

The Booze It and Lose It message will be utilized with enforcement activities during the Holiday, the 100 Days of Summer Heat, and the Labor Day campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups. The campaigns will include radio spots, television (network and cable) time, social media accounts, and online advertising space. 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 FFY2018 plan includes a diversity strategy to influence the driving behavior of the Hispanic community. Through a partnership with Conexión Americas, a DUI education and outreach service will continue providing educational campaign materials for Manejar Borracho and one-on-one interaction with the Hispanic community. There are also promotional media efforts utilizing radio spots and print advertisements.

Click It or Ticket

The Click It or Ticket campaign will be utilized with an enforcement message through designated campaign periods and will target “risk takers” (men 18-29) and “blue collars” (men 25-34) demographic groups to increase seat belt usage for this high risk demographic. The campaign will include radio spots, television (network and cable) times, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Motorcycle Safety

The motorcycle awareness campaign will utilize a Share the Road behavioral message through specific campaign periods and will target drivers of other vehicles. The specific age category is adults 18 - 54 years old. The campaign will include radio spots, television (network and cable) time, social media accounts, and online advertising space. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

Organization	Project Title	Amount	Funding Source	Grant Number	Indirect Cost %	Indirect Cost $	Local benefit	MOE	Equipment	Equipment $	Equipment Description	Equipment Qnty
10th Judicial Drug Task Force	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-85	0%	$ -	Yes	No	No	$ -		
21st Drug Court Inc.	21st Drug Court Program	$ 60,000.00	405d	M5CS-18-01	0%	$ -	Yes	No	No	$ -		
23rd Judicial District Drug Court	23rd Judicial District DUI Court	$ 60,000.00	405d	M5CS-18-02	0%	$ -	Yes	No	No	$ -		
Adamsville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-86	0%	$ -	Yes	No	No	$ -		
Alamo Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-87	0%	$ -	Yes	No	No	$ -		
Alcoa Police Department	Traffic Services	$ 15,000.00	402	PT-18-36	0%	$ -	Yes	No	No	$ -		
Alexandria Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-88	0%	$ -	Yes	No	No	$ -		
Algood Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-89	0%	$ -	Yes	No	No	$ -		
Anderson County Sheriff's Department	Reducing Fatalities in Anderson County:	$ 21,999.54	402	PT-18-37	0%	$ -	Yes	No	No	$ -		
Ardmore Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-90	0%	$ -	Yes	No	No	$ -		
ASAP of Anderson County	Alcohol Education and Safe Driving in Anderson County Tennessee	$ 27,843.54	405d	M5OT-18-01	0%	$ -	Yes	No	No	$ -		
Ashland City Fire Department	First Responder and Extrication Training	$ 8,924.50	402	EM-18-01	0%	$ -	Yes	No	No	$ -		
Ashland City Police Department	High Visibility Enforcement	$ 4,800.00	402	PT-18-01	0%	$ -	Yes	No	No	$ -		
Athens Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-91	0%	$ -	Yes	No	No	$ -		
Atoka Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-92	0%	$ -	Yes	No	No	$ -		
Austin Peay State University Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-93	0%	$ -	Yes	No	No	$ -		
Baileyton Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-94	0%	$ -	Yes	No	No	$ -		
Baneberry Police Department	High Visibility Enforcement	$ 4,999.99	402	PT-18-02	0%	$ -	Yes	No	No	$ -		
Bartlett Police Department	Police Traffie Services	$ 20,318.30	402	PT-18-38	0%	$ -	Yes	No	No	$ -		
Baxter Police Department	Baxter Alcohol Traffic Enforcement	$ 12,000.00	154AL	154AL-18-1	0%	$ -	Yes	No	No	$ -		
Bean Station Police Department	High Visibility Enforcement	$ 5,000.81	154AL	154AL-18-95	0%	$ -	Yes	No	No	$ -		
Bedford County Sheriff's Department	Alcohol and Traffic Enforcement	$ 15,000.00	154AL	154AL-18-2	0%	$ -	Yes	No	No	$ -		
Bell Buckle Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-96	0%	$ -	Yes	No	No	$ -		
Belle Meade Police Department	Network Coordinator-TITAN	$ 20,000.00	402	PT-18-15	0%	$ -	Yes	No	No	$ -		
Bells Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-97	0%	$ -	Yes	No	No	$ -		
Benton County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-98	0%	$ -	Yes	No	No	$ -		
Benton Police Department	Alcohol Impaired Driving	$ 14,000.00	405d	M5HVE-18-03	0%	$ -	Yes	No	No	$ -		
Benton Police Department	Network Coordinator	$ 20,000.00	402	PT-18-16	0%	$ -	Yes	No	No	$ -		
Big Sandy Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-99	0%	$ -	Yes	No	No	$ -		
Bledsoe County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-100	0%	$ -	Yes	No	No	$ -		
Blount County Sheriff's Department	2017-18 BCSO Distracted Driving	$ 48,955.47	402	DD-18-01	0%	$ -	Yes	No	No	$ -		
Blount County Sheriff's Department	2017-18 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 45,560.55	405d	M5HVE-18-04	0%	$ -	Yes	No	No	$ -		
Blount County Sheriff's Department	2017-18 Motorcycle/Motorist Safety - The Dragon	$ 91,052.16	402	MC-18-01	0%	$ -	Yes	No	No	$ -		
Blount County Sheriff's Department	2017-18 BCSO Network Coordinator	$ 19,940.00	402	PT-18-17	0%	$ -	Yes	No	No	$ -		
Bluff City Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-101	0%	$ -	Yes	No	No	$ -		
Bolivar Police Department	Reduce Impaired Driving (RID)	$ 15,000.00	405d	M5HVE-18-05	0%	$ -	Yes	No	No	$ -		
Bradford Police Department	High Visibility Enforcement	$ 2,500.00	154AL	154AL-18-102	0%	$ -	Yes	No	No	$ -		
Bradley County Sheriff's Department	Operation Safe Street III	$ 55,000.00	154AL	154AL-18-3	0%	$ -	Yes	No	No	$ -		
Brownsville Police Department	Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 25,000.00	154AL	154AL-18-4	0%	$ -	Yes	No	No	$ -		
Brownsville Police Department	Brownsville Network Coordinator Grant	$ 20,000.00	402	PT-18-18	0%	$ -	Yes	No	No	$ -		
Bruceton Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-103	0%	$ -	Yes	No	No	$ -		
Burns Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-104	0%	$ -	Yes	No	No	$ -		
Calhoun Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-105	0%	$ -	Yes	No	No	$ -		
Campbell County Rural Fire Service	Rescue Mitigation 2017	$ 9,919.88	402	EM-18-02	0%	$ -	Yes	No	No	$ -		
Campbell County Sheriff's Department	Campbell County Alcohol Enforcement Program	$ 25,002.38	405d	M5HVE-18-06	0%	$ -	Yes	No	No	$ -		
Cannon County Sheriff's Department	Cannon Co Alcohol Enforcement Project	$ 10,000.00	154AL	154AL-18-5	0%	$ -	Yes	No	No	$ -		
Carroll County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-106	0%	$ -	Yes	No	No	$ -		
Carter County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-107	0%	$ -	Yes	No	No	$ -		
Carthage Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-108	0%	$ -	Yes	No	No	$ -		
Caryville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-109	0%	$ -	Yes	No	No	$ -		
Celina Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-110	0%	$ -	Yes	No	No	$ -		
Centerville Police Department	Network Coordinator	$ 20,000.00	402	PT-18-19	0%	$ -	Yes	No	No	$ -		
Chapel Hill Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-111	0%	$ -	Yes	No	No	$ -		
Charleston Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-112	0%	$ -	Yes	No	No	$ -		
Chattanooga Police Department	DUI Enforcement	$ 74,988.25	154AL	154AL-18-6	0%	$ -	Yes	No	No	$ -		
Cheatham County Schools	T.I.E.S. Teach Involve Encourage & Save IV	$ 11,000.00	402	TSP-18-01	0%	$ -	Yes	No	No	$ -		
Cheatham County Sheriff's Office	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 25,000.00	405d	M5HVE-18-07	0%	$ -	Yes	No	No	$ -		
Church Hill Public Safety	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-113	0%	$ -	Yes	No	No	$ -		
City of Paris Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-03	0%	$ -	Yes	No	No	$ -		
City of Sunbright Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-114	0%	$ -	Yes	No	No	$ -		
Clarksburg Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-115	0%	$ -	Yes	No	No	$ -		
Clarksville Police Department	Clarksville 2018 Alcohol Countermeasures	$ 65,000.00	405d	M5HVE-18-08	0%	$ -	Yes	No	No	$ -		
Clay County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-116	0%	$ -	Yes	No	No	$ -		
Cleveland Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-117	0%	$ -	Yes	No	No	$ -		
Clinton Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-118	0%	$ -	Yes	No	No	$ -		
Cocke County Sheriff's Department	Alcohol Enforcement Daily Commitment (AEDC)	$ 25,023.40	405d	M5HVE-18-09	0%	$ -	Yes	No	No	$ -		
Cocke County Sheriff's Department	Network Coordinator	$ 20,000.00	402	PT-18-20	0%	$ -	Yes	No	No	$ -		
Cocke County Sheriff's Department	Teenage Driver Education	$ 6,000.00	402	TSP-18-02	0%	$ -	Yes	No	No	$ -		
Coffee County Sheriff's Department	Enhancement of Computer and Vehicle Video Systems to help DUI Enforcement	$ 30,000.00	154AL	154AL-18-7	0%	$ -	Yes	No	No	$ -		
Collegedale Police Department	Safety Initiative for Bicyclists and Pedestrians	$ 49,250.00	402	PS-18-01	0%	$ -	Yes	No	No	$ -		
Collegedale Police Department	Collegedale Multiple Violations Program	$ 15,000.00	402	PT-18-39	0%	$ -	Yes	No	No	$ -		
Collierville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-119	0%	$ -	Yes	No	No	$ -		
Collinwood Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-120	0%	$ -	Yes	No	No	$ -		
Conexion Americas	Latino Highway Safety Campaign	$ 106,754.98	154AL	154AL-18-59	0%	$ -	Yes	No	No	$ -		
Cookeville Police Department	Cookeville Safe Streets	$ 24,999.98	154AL	154AL-18-8	0%	$ -	Yes	No	No	$ -		
Cookeville Police Department	Network Coordinator	$ 20,000.00	402	PT-18-21	0%	$ -	Yes	No	No	$ -		
Cookeville Police Department	Traffic Education Saves Teens (TEST)	$ 24,031.00	402	TSP-18-03	0%	$ -	Yes	No	No	$ -		
Coopertown Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-121	0%	$ -	Yes	No	No	$ -		
Covington Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-122	0%	$ -	Yes	No	No	$ -		
Cowan Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-123	0%	$ -	Yes	No	No	$ -		
Cross Plains Police Department	High Visibility Enforcement	$ 3,000.00	402	PT-18-04	0%	$ -	Yes	No	No	$ -		
Crossroads Volunteer Fire Department . Marion County	Improving Emergency Scene Highway Safety	$ 6,460.00	402	EM-18-03	0%	$ -	Yes	No	No	$ -		
Crossville Police Department	2018 Alcohol Enforcement Grant	$ 15,000.00	154AL	154AL-18-9	0%	$ -	Yes	No	No	$ -		
Crump Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-124	0%	$ -	Yes	No	No	$ -		
Cumberland City Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-125	0%	$ -	Yes	No	No	$ -		
Cumberland County Sheriff's Department	DUI Enforcement	$ 35,000.00	405d	M5HVE-18-10	0%	$ -	Yes	No	No	$ -		
Dandridge Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-126	0%	$ -	Yes	No	No	$ -		
Davidson County Sheriff's Department	Sheriffs Alcohol Awareness for Everyone	$ 15,000.00	405d	M5OT-18-02	0%	$ -	Yes	No	No	$ -		
Dayton Fire Department	Disabled Motorist Enhanced Safety and Crash Prevention	$ 3,001.74	402	EM-18-04	0%	$ -	Yes	No	No	$ -		

Organization	Project Title	Amount	Funding Source	Grant Number	Indirect Cost %	Indirect Cost $	Local benefit	MOE	Equipment	Equipment $	Equipment Description	Equipment Qnty
Dayton Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-127	0%	$ -	Yes	No	No	$ -		
Decatur County Sheriff's Office	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 9,390.00	154AL	154AL-18-10	0%	$ -	Yes	No	No	$ -		
Decatur Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-128	0%	$ -	Yes	No	No	$ -		
Decaturville Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-129	0%	$ -	Yes	No	No	$ -		
Decherd Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-130	0%	$ -	Yes	No	No	$ -		
Dekalb County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-131	0%	$ -	Yes	No	No	$ -		
Dickson County Sheriff's Office	DUI Enforcement 2018	$ 28,117.80	154AL	154AL-18-11	0%	$ -	Yes	No	No	$ -		
Dickson Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-132	0%	$ -	Yes	No	No	$ -		
Dover Police Department	Network Grant	$ 19,998.45	402	PT-18-22	0%	$ -	Yes	No	No	$ -		
Dresden Police Department	Dresden Police Department	$ 15,000.00	154AL	154AL-18-12	0%	$ -	Yes	No	No	$ -		
Dunlap Police Department	High Visibility Enforcement	$ 4,997.77	154AL	154AL-18-133	0%	$ -	Yes	No	No	$ -		
Dyer Police Department	High Visibility Enforcement	$ 2,500.00	154AL	154AL-18-134	0%	$ -	Yes	No	No	$ -		
Eagleville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-135	0%	$ -	Yes	No	No	$ -		
East Ridge Police Department	Traffic Crash Reduction Through Increased Traffic Enforcement	$ 15,000.00	402	PT-18-40	0%	$ -	Yes	No	No	$ -		
East Tennessee State University, Department of Public Safety	High Visibility Enforcement	$ 4,995.00	154AL	154AL-18-136	0%	$ -	Yes	No	No	$ -		
Elizabethton Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-05	0%	$ -	Yes	No	No	$ -		
Elkton Police Department	High Visibility Enforcement	$ 2,500.00	154AL	154AL-18-137	0%	$ -	Yes	No	No	$ -		
Englewood Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-138	0%	$ -	Yes	No	No	$ -		
Erin Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-139	0%	$ -	Yes	No	No	$ -		
Estill Springs Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-140	0%	$ -	Yes	No	No	$ -		
Etowah Police Department	Keeping the City of Etowah Streets Safe	$ 15,000.00	154AL	154AL-18-13	0%	$ -	Yes	No	No	$ -		
Fairview Police Department	Fairview Alcohol Free Streets Continued	$ 15,000.00	154AL	154AL-18-14	0%	$ -	Yes	No	No	$ -		
Fayette County Sheriff's Office	Fayette County Sober Drivers Project 17-18	$ 15,000.00	154AL	154AL-18-15	0%	$ -	Yes	No	No	$ -		
Fentress County Sheriff's Department	Fentress County Alcohol Impaired Driving Enforcement	$ 10,885.75	154AL	154AL-18-16	0%	$ -	Yes	No	No	$ -		
Franklin County Sheriff's Department	Franklin County Impaired Driving Program	$ 9,634.62	154AL	154AL-18-17	0%	$ -	Yes	No	No	$ -		
Franklin County Sheriff's Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-141	0%	$ -	Yes	No	No	$ -		
Franklin Police Department	Franklin's Fight Against Impaired Driving	$ 25,000.00	154AL	154AL-18-18	0%	$ -	Yes	No	No	$ -		
Franklin Police Department	Network Coordinator	$ 20,000.00	402	PT-18-23	0%	$ -	Yes	No	No	$ -		
Gadsden Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-142	0%	$ -	Yes	No	No	$ -		
Gainesboro Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-143	0%	$ -	Yes	No	No	$ -		
Gallatin Police Department	Alcohol Related Reconstruction and Education	$ 20,000.00	402	PT-18-41	0%	$ -	Yes	No	Yes	$ 5,795.00	Speed Trailer	1
Gallaway Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-144	0%	$ -	Yes	No	No	$ -		
Gatlinburg Police Department	Gatlinburg Police Traffic Enforcement	$ 15,000.00	402	PT-18-42	0%	$ -	Yes	No	No	$ -		
Germantown Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-145	0%	$ -	Yes	No	No	$ -		
Gibson County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-146	0%	$ -	Yes	No	No	$ -		
Giles County Sheriff's Department	Giles County Imaired Driver Initiative	$ 15,000.00	405d	M5HVE-18-11	0%	$ -	Yes	No	No	$ -		
Gleason Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-147	0%	$ -	Yes	No	No	$ -		
Goodlettsville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-148	0%	$ -	Yes	No	No	$ -		
Gordonsville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-149	0%	$ -	Yes	No	No	$ -		
Grainger County Sheriff's Department	Alcohol Enforcement	$ 10,000.00	154AL	154AL-18-19	0%	$ -	Yes	No	No	$ -		
Graysville Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-150	0%	$ -	Yes	No	No	$ -		
Greenbrier Police Department	2018 Special Traffic Enforcement Program-STEP	$ 10,000.00	402	PT-18-43	0%	$ -	Yes	No	No	$ -		
Greene County Sheriff's Department	Greene County DUI Enforcement 2016-2017	$ 16,200.00	154AL	154AL-18-20	0%	$ -	Yes	No	No	$ -		
Greene County Sheriff's Department	Network Coordinator	$ 20,000.00	402	PT-18-24	0%	$ -	Yes	No	No	$ -		
Greeneville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-151	0%	$ -	Yes	No	No	$ -		
Greenfield Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-152	0%	$ -	Yes	No	No	$ -		
Grundy County Sheriff's Department	Grundy County Sheriff's Impaired Driving Enforcement Initiative	$ 15,000.00	405d	M5HVE-18-12	0%	$ -	Yes	No	No	$ -		
Hamilton County Sheriff's Office	Remove Impaired Intoxicated Drivers	$ 85,000.00	154AL	154AL-18-21	0%	$ -	Yes	No	No	$ -		
Hamilton County Sheriff's Office	Safe Journey	$ 125,000.00	405b	M2CPS-18-01	0%	$ -	Yes	No	No	$ -		
Hardeman County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-153	0%	$ -	Yes	No	No	$ -		
Hardin County Sheriff's Department	Law Enforcement Services Hardin County Alcohol Saturation Project	$ 18,000.00	154AL	154AL-18-22	0%	$ -	Yes	No	No	$ -		
Harriman Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-154	0%	$ -	Yes	No	No	$ -		
Hawkins County Sheriff's Department	Hawkins County DUI enforcement	$ 30,000.00	154AL	154AL-18-23	0%	$ -	Yes	No	No	$ -		
Haywood County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-155	0%	$ -	Yes	No	No	$ -		
Henderson County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-156	0%	$ -	Yes	No	No	$ -		
Henderson Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-06	0%	$ -	Yes	No	No	$ -		
Hendersonville Police Department	Traffic Safety Grant- Distracted Driving Enforcement.	$ 20,010.00	402	DD-18-02	0%	$ -	Yes	No	No	$ -		
Henry County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-157	0%	$ -	Yes	No	No	$ -		
Hickman County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-158	0%	$ -	Yes	No	No	$ -		
Hohenwald Police Department	High Visibility Enforcement	$ 5,000.08	154AL	154AL-18-159	0%	$ -	Yes	No	No	$ -		
Hollow Rock Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-160	0%	$ -	Yes	No	No	$ -		
Houston County Sheriff's Department	High Visibility Enforcement	$ 4,940.68	154AL	154AL-18-161	0%	$ -	Yes	No	No	$ -		
Humboldt Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-162	0%	$ -	Yes	No	No	$ -		
Humphreys County Sheriff's Office	Humphreys County Alcohol Enforcement Campaign	$ 14,871.02	154AL	154AL-18-24	0%	$ -	Yes	No	No	$ -		
Huntingdon Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-163	0%	$ -	Yes	No	No	$ -		
Huntland Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-164	0%	$ -	Yes	No	No	$ -		
Jacksboro Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-165	0%	$ -	Yes	No	No	$ -		
Jackson Area Council on Alcohol and Drug Dependency (JACOA)	TN Teen Institute	$ 7,500.00	402	TSP-18-04	0%	$ -	Yes	No	No	$ -		
Jackson County Sheriff's Department	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	$ 10,000.00	154AL	154AL-18-25	0%	$ -	Yes	No	No	$ -		
Jackson Police Department	ACT Alcohol Countermeasures Team	$ 33,000.00	405d	M5HVE-18-13	0%	$ -	Yes	No	No	$ -		
Jackson-Madison County General Hospital	Operation Safe ROADS (Reducing Older Adult Deaths)	$ 40,000.00	402	PT-18-64	0%	$ -	Yes	No	No	$ -		
Jasper Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-166	0%	$ -	Yes	No	No	$ -		
Jefferson City Police Department	Jefferson City Police Department Traffic and Alcohol Enforcement	$ 20,000.00	402	PT-18-44	0%	$ -	Yes	No	No	$ -		
Jefferson County Sheriff's Department	Jefferson County Sheriff's Office Alcohol Enforcement	$ 30,000.00	154AL	154AL-18-26	0%	$ -	Yes	No	No	$ -		
Jellico Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-167	0%	$ -	Yes	No	No	$ -		
Johnson City Police Department	Safer Johnson City Streets X	$ 19,889.82	154AL	154AL-18-27	0%	$ -	Yes	No	No	$ -		
Jonesborough Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-168	0%	$ -	Yes	No	No	$ -		
Kenton Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-169	0%	$ -	Yes	No	No	$ -		
Kimball Police Department	Network Coordinator	$ 20,000.00	402	PT-18-25	0%	$ -	Yes	No	No	$ -		
Kingsport Police Department	Kingsport Police Department Multiple Traffic Violation / Crash Reduction Campaign	$ 20,800.00	402	PT-18-45	0%	$ -	Yes	No	No	$ -		
Kingston Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-170	0%	$ -	Yes	No	No	$ -		
Knox County Sheriff's Office	KCSO 2018 PTS Grant Application	$ 73,032.02	402	PT-18-46	0%	$ -	Yes	No	No	$ -		
Knoxville Police Department	Knoxville's FY2018 DUI Enforcement Program	$ 74,924.40	405d	M5HVE-18-14	0%	$ -	Yes	No	No	$ -		
Knoxville Police Department	Knoxville's FY 2018 Pedestrian Safety Grant	$ 9,903.80	402	PS-18-02	0%	$ -	Yes	No	No	$ -		
Lafayette Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-171	0%	$ -	Yes	No	No	$ -		
LaFollette Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-172	0%	$ -	Yes	No	No	$ -		
LaGrange Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-173	0%	$ -	Yes	No	No	$ -		
Lauderdale County Sheriff's Department	Alcohol Countermeasures	$ 15,000.00	154AL	154AL-18-28	0%	$ -	Yes	No	No	$ -		
LaVergne Police Department	La Vergne Police Department Alcohol Saturation Patrols	$ 25,000.00	154AL	154AL-18-29	0%	$ -	Yes	No	No	$ -		

Organization	Project Title	Amount	Funding Source	Grant Number	Indirect Cost %	Indirect Cost $	Local benefit	MOE	Equipment	Equipment $	Equipment Description	Equipment Qnty
Lawrence County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-174	0%	$ -	Yes	No	No	$ -		
Lawrenceburg Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-175	0%	$ -	Yes	No	No	$ -		
Lebanon Police Department	Lebanon PD DUI Enforcement Initiative	$ 10,104.24	154AL	154AL-18-30	0%	$ -	Yes	No	No	$ -		
Lenoir City Police Department	Police Traffic Services Grant	$ 25,000.00	402	PT-18-47	0%	$ -	Yes	No	No	$ -		
Lewisburg Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-07	0%	$ -	Yes	No	No	$ -		
Lexington Police Department	LPD DUI Countermeasures Project 2018	$ 28,802.38	154AL	154AL-18-31	0%	$ -	Yes	No	No	$ -		
Lexington Police Department	West Tennessee Distracted Driving Project - 2018	$ 15,920.00	402	DD-18-03	0%	$ -	Yes	No	Yes	$ 11,120.00	Virtual Driving Simulator	1
Lexington Police Department	Network Coordinator 2018	$ 20,000.00	402	PT-18-26	0%	$ -	Yes	No	No	$ -		
Lincoln County Sheriff's Department	Lincoln County Impaired Driver Initiative	$ 24,624.00	405d	M5HVE-18-15	0%	$ -	Yes	No	No	$ -		
Lincoln County Sheriff's Department	Lincoln County Teen Driver Safety Initiative	$ 7,500.00	402	TSP-18-05	0%	$ -	Yes	No	No	$ -		
Lincoln Memorial University	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-176	0%	$ -	Yes	No	No	$ -		
Livingston Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-177	0%	$ -	Yes	No	No	$ -		
Lookout Mtn. Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-178	0%	$ -	Yes	No	No	$ -		
Loretto Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-179	0%	$ -	Yes	No	No	$ -		
Loudon County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-180	0%	$ -	Yes	No	No	$ -		
Macon County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-181	0%	$ -	Yes	No	No	$ -		
Madison County Sheriff's Department	Alcohol Saturation Patrols/ Roadside Sobriety Check Points	$ 38,000.00	154AL	154AL-18-32	0%	$ -	Yes	No	No	$ -		
Madison County Sheriff's Department	Network Law Enforcement Grants - Network Coordinator	$ 19,961.72	402	PT-18-27	0%	$ -	Yes	No	No	$ -		
Manchester Police Department	City of Manchester Impaired Driving Enforcement	$ 15,000.00	154AL	154AL-18-33	0%	$ -	Yes	No	No	$ -		
Marion County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-182	0%	$ -	Yes	No	No	$ -		
Marshall County Sheriff's Office	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-183	0%	$ -	Yes	No	No	$ -		
Martin Police Department	C.A.R.D.	$ 34,756.78	405d	M5HVE-18-01	0%	$ -	Yes	No	No	$ -		
Maryville Police Department	2017-18 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 31,104.00	405d	M5HVE-18-16	0%	$ -	Yes	No	No	$ -		
Mason Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-184	0%	$ -	Yes	No	No	$ -		
Maury County Sheriff's Department	Maury County 2017-18 Grant	$ 29,965.76	154AL	154AL-18-34	0%	$ -	Yes	No	No	$ -		
Maynardville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-185	0%	$ -	Yes	No	No	$ -		
McKenzie Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-186	0%	$ -	Yes	No	No	$ -		
McMinn County Sheriff's Department	McMinn County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 15,000.00	154AL	154AL-18-35	0%	$ -	Yes	No	No	$ -		
McMinnville Police Department	Be A Survivor Get A Designated Driver	$ 14,340.00	402	PT-18-48	0%	$ -	Yes	No	No	$ -		
McNairy County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-187	0%	$ -	Yes	No	No	$ -		
Medina Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-188	0%	$ -	Yes	No	No	$ -		
Meharry Medical College	Tennessee Child Passenger Safety Center	$ 400,000.52	402	OP-18-01	15%	$ 52,173.98	Yes	No	No	$ -		
Meigs County Sheriff's Department	Meigs County DUI Enforcement Program 2014	$ 13,000.00	154AL	154AL-18-36	0%	$ -	Yes	No	No	$ -		
Memphis Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 300,000.00	154AL	154AL-18-37	0%	$ -	Yes	No	No	$ -		
Memphis Police Department	THSO Pedestrian Safety Enforcement	$ 60,000.00	403	DTNH	0%	$ -	Yes	No	No	$ -		
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	$ 110,084.00	405d	M5HVE-18-02	0%	$ -	Yes	No	No	$ -		
Memphis Police Department	Network Coordinator	$ 20,105.00	402	PT-18-28	0%	$ -	Yes	No	No	$ -		
Metro Drug Coalition	Raising the Bar on Youth Retail Compliance	$ 60,552.06	405d	M5OT-18-03	0%	$ -	Yes	No	No	$ -		
Metro Moore County Sheriffs Department	Alcohol Saturation Patrol	$ 10,000.00	154AL	154AL-18-38	0%	$ -	Yes	No	No	$ -		
Metro Moore County Sheriffs Department	Network Coordinator Grant	$ 20,000.00	402	PT-18-29	0%	$ -	Yes	No	No	$ -		
Metropolitan Government of Nashville & Davidson County	Metropolitan Government of Nashville-Davidson County Drug Court Program	$ 59,639.83	405d	M5CS-18-03	0%	$ -	Yes	No	No	$ -		
Metropolitan Nashville Police Department	Nashville Highway Safety Initiative	$ 400,030.39	154AL	154AL-18-39	0%	$ -	Yes	No	No	$ -		
Milan Police Department	Operation Sober Street	$ 10,000.00	154AL	154AL-18-40	0%	$ -	Yes	No	No	$ -		
Millersville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-189	0%	$ -	Yes	No	No	$ -		
Millington Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-08	0%	$ -	Yes	No	No	$ -		
Monroe County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-190	0%	$ -	Yes	No	No	$ -		
Monteagle Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-191	0%	$ -	Yes	No	No	$ -		
Monterey Police Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	$ 12,000.00	154AL	154AL-18-41	0%	$ -	Yes	No	No	$ -		
Montgomery County Sheriff's Department	Selective Traffic Enforcement	$ 60,290.24	402	PT-18-49	0%	$ -	Yes	No	Yes	$ 5,200.00	In Car Camera	2
Morgan County Sheriff Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-192	0%	$ -	Yes	No	No	$ -		
Morristown Police Department	Traffic Safety and Impaired Driving Prevention Program	$ 15,000.00	154AL	154AL-18-42	0%	$ -	Yes	No	No	$ -		
Mothers Against Drunk Driving	Decreasing DUIs through Court Observations & Law Enforcement Partnerships	$ 120,923.80	154AL	154AL-18-58	10%	$ 10,993.07	No	No	No	$ -		
Mothers Against Drunk Driving	Underage Drinking Prevention	$ 117,528.94	154AL	154AL-18-263	10%	$ 10,684.45	No	No	No	$ -		
Motlow State Public Safety Department	High Visibility Enforcement	$ 2,500.00	402	PT-18-09	0%	$ -	Yes	No	No	$ -		
Mount Carmel Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-193	0%	$ -	Yes	No	No	$ -		
Mount Pleasant Police Department	High Visibility Enforcement	$ 5,085.00	154AL	154AL-18-194	0%	$ -	Yes	No	No	$ -		
Mt. Juliet Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-195	0%	$ -	Yes	No	No	$ -		
Munford Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-196	0%	$ -	Yes	No	No	$ -		
Murfreesboro Police Department	Special Traffic Enforcment Program (S.T.E.P.)	$ 69,053.22	402	PT-18-50	0%	$ -	Yes	No	No	$ -		
New Johnsonville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-197	0%	$ -	Yes	No	No	$ -		
New Tazewell Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-198	0%	$ -	Yes	No	No	$ -		
Newbern Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-199	0%	$ -	Yes	No	No	$ -		
Newport Police Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-10	0%	$ -	Yes	No	No	$ -		
Niota Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-200	0%	$ -	Yes	No	No	$ -		
Nolensville Police Department	Safer Streets for Nolensville	$ 20,000.02	402	PT-18-51	0%	$ -	Yes	No	Yes	$ 18,000.00	Message Board	1
Norris Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-201	0%	$ -	Yes	No	No	$ -		
Oak Ridge Police Department	Oak Ridge Police 2018 Traffic Safety Grant	$ 19,995.50	402	PT-18-52	0%	$ -	Yes	No	No	$ -		
Oakland Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-202	0%	$ -	Yes	No	No	$ -		
Oliver Springs Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-203	0%	$ -	Yes	No	No	$ -		
Oneida Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-204	0%	$ -	Yes	No	No	$ -		
Overton County Sheriff's Department	Saturating for Safety	$ 15,000.00	154AL	154AL-18-43	0%	$ -	Yes	No	No	$ -		
Parrottsville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-205	0%	$ -	Yes	No	No	$ -		
Parsons Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-206	0%	$ -	Yes	No	No	$ -		
Perry County Sheriff's Office	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-207	0%	$ -	Yes	No	No	$ -		
Petersburg Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-208	0%	$ -	Yes	No	No	$ -		
Pickett County Sheriff's Office	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-209	0%	$ -	Yes	No	No	$ -		
Pigeon Forge Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-210	0%	$ -	Yes	No	No	$ -		
Pikeville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-211	0%	$ -	Yes	No	No	$ -		
Piperton Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-212	0%	$ -	Yes	No	No	$ -		
Pittman Center Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-213	0%	$ -	Yes	No	No	$ -		
Pleasant View Police Department	High Visibility Enforcement	$ 4,999.00	154AL	154AL-18-214	0%	$ -	Yes	No	No	$ -		
Polk County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-215	0%	$ -	Yes	No	No	$ -		
Portland Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-216	0%	$ -	Yes	No	No	$ -		
Prevention Coalition for Success, Inc.	PC4S Safety First	$ 35,000.00	405d	M5OT-18-04	10%	$ 3,181.82	Yes	No	No	$ -		
Pulaski Police Department	Pulaski Impaied Driving Enforcement	$ 10,000.00	405d	M5HVE-18-17	0%	$ -	Yes	No	No	$ -		
Putnam County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	402	PT-18-11	0%	$ -	Yes	No	No	$ -		
Red Bank Police Department	Distracted Driving Reduction Program	$ 15,000.00	402	DD-18-04	0%	$ -	Yes	No	No	$ -		
Red Boiling Springs Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-217	0%	$ -	Yes	No	No	$ -		
Rhea County Sheriff's Department	Alcohol Impaired Driving Enforcement - Program (A.I.D.E.)	$ 15,000.00	154AL	154AL-18-44	0%	$ -	Yes	No	No	$ -		

Organization	Project Title	Amount	Funding Source	Grant Number	Indirect Cost %	Indirect Cost $	Local benefit	MOE	Equipment	Equipment $	Equipment Description	Equipment Qnty
Rhea County Sheriff's Department	Network Coordinator	$ 20,180.00	402	PT-18-30	0%	$ -	Yes	No	No	$ -		
Ripley Police Department	Governor's Highway Safety Office 2018	$ 10,000.00	402	PT-18-53	0%	$ -	Yes	No	No	$ -		
Roane County Sheriff's Office	A safer TN through patrols and saturations	$ 27,537.50	405d	M5HVE-18-18	0%	$ -	Yes	No	No	$ -		
Roane County Sheriff's Office	Network Coordinator	$ 20,000.00	402	PT-18-31	0%	$ -	Yes	No	No	$ -		
Robertson County Sheriff's Department	Police Traffic Services-Multiple Violations	$ 25,000.00	402	PT-18-54	0%	$ -	Yes	No	No	$ -		
Rockwood Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-218	0%	$ -	Yes	No	No	$ -		
Rocky Top Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-219	0%	$ -	Yes	No	No	$ -		
Rutherford County Sheriff's Office	Rutherford County Alcohol Enforcement Program	$ 44,249.12	405d	M5HVE-18-19	0%	$ -	Yes	No	No	$ -		
Rutherford County Sheriff's Office	Rutherford County Teen Drivers Safety	$ 22,299.88	402	TSP-18-06	0%	$ -	Yes	No	No	$ -		
Rutherford Police Department	High Visibility Enforcement	$ 2,500.00	154AL	154AL-18-220	0%	$ -	Yes	No	No	$ -		
Rutledge Police Department	Alcohol Saturation Checkpoint	$ 10,000.00	154AL	154AL-18-45	0%	$ -	Yes	No	No	$ -		
SADD	A Comprehensive Approach to Reducing Teen Crashes and Fatalities	$ 135,622.16	402 / 405d	TSP-18-07	10%	$ 12,329.29	Yes	No	No	$ -		
Saint Joseph Police Department	Project Safe Stateline	$ 12,480.00	154AL	154AL-18-46	0%	$ -	Yes	No	No	$ -		
Saltillo Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-221	0%	$ -	Yes	No	No	$ -		
Savannah Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-222	0%	$ -	Yes	No	No	$ -		
Scott County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-223	0%	$ -	Yes	No	No	$ -		
Scotts Hill Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-224	0%	$ -	Yes	No	No	$ -		
Selmer Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-225	0%	$ -	Yes	No	No	$ -		
Sequatchie County Sheriff's Department	Sequatchie County Alcohol Reduction Enforcement	$ 12,000.00	154AL	154AL-18-47	0%	$ -	Yes	No	No	$ -		
Sevier County Sheriff's Office	Reduce DUI/Drugged Driving, Crashes, Injuries and Fatalities in Sevier County	$ 29,954.96	402	PT-18-55	0%	$ -	Yes	No	No	$ -		
Sevierville Police Department	Prevention of Accidents-Crashes through Enforcement-Education	$ 25,370.64	402	PT-18-56	0%	$ -	Yes	No	No	$ -		
Shelby County Sheriff's Office	Alcohol Enforcement	$ 200,000.00	154AL	154AL-18-48	0%	$ -	Yes	No	Yes	$ 13,987.47	Trailer (8.5 x 26)	1
Shelby County Sheriff's Office	Network Coordinator	$ 20,000.00	402	PT-18-32	0%	$ -	Yes	No	No	$ -		
Shelbyville Police Department	S.A.F.E (Shelbyville's Awareness For Enforcement)	$ 15,000.00	402	PT-18-57	0%	$ -	Yes	No	No	$ -		
Signal Mountain Police Department	A.D.E (Aggressive Driver Enforcement)	$ 14,998.50	402	PT-18-58	0%	$ -	Yes	No	No	$ -		
Smith County Sheriff's Office	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-226	0%	$ -	Yes	No	No	$ -		
Smithville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-227	0%	$ -	Yes	No	No	$ -		
Smyrna Police Department	SMYRNA ALCOHOL COUNTERMEASURES (SAC)	$ 24,994.01	154AL	154AL-18-49	0%	$ -	Yes	No	No	$ -		
Sneedville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-228	0%	$ -	Yes	No	No	$ -		
Soddy-Daisy Police Department	Alcohol Countermeasures, Alcohol Saturation/Roadside Sobriety Check points	$ 20,000.00	154AL	154AL-18-50	0%	$ -	Yes	No	No	$ -		
Soddy-Daisy Police Department	Network Coordinator	$ 20,000.00	402	PT-18-33	0%	$ -	Yes	No	No	$ -		
Somerville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-229	0%	$ -	Yes	No	No	$ -		
South Carthage Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-230	0%	$ -	Yes	No	No	$ -		
South Pittsburg Police Department	Police Traffic Services	$ 15,000.00	402	PT-18-59	0%	$ -	Yes	No	No	$ -		
Sparta Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-231	0%	$ -	Yes	No	No	$ -		
Spencer Fire and Rescue	FY2018 First Responder Grant Spencer Fire and Rescue	$ 6,190.00	402	EM-18-05	0%	$ -	Yes	No	No	$ -		
Spencer Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-232	0%	$ -	Yes	No	No	$ -		
Spring City Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-233	0%	$ -	Yes	No	No	$ -		
Spring Hill Police Department	2017 GHSO Grant	$ 15,000.00	402	PT-18-60	0%	$ -	Yes	No	No	$ -		
Springfield Police Department	Safe Streets 2018	$ 15,525.00	402	PT-18-61	0%	$ -	Yes	No	No	$ -		
Stewart County Schools	T.I.E.S. Simulator	$ 19,872.53	402	TSP-18-08	0%	$ -	Yes	No	Yes	$ 15,387.53	Virtural Driver Interactive	1
Sullivan County Sheriff's Department	Sullivan County Sheriff's Office - Alcohol Enforcement	$ 72,987.00	154AL	154AL-18-51	0%	$ -	Yes	No	No	$ -		
Sumner County Drug Court	18th Judicial Recovery Court, Sumner County	$ 59,999.98	405d	M5CS-18-04	0%	$ -	Yes	No	No	$ -		
Sumner County Sheriff's Department	Impaired Driving Enforcment	$ 21,107.00	154AL	154AL-18-52	0%	$ -	Yes	No	No	$ -		
Sumner Teen Center	Driver's Education at Sumner Teen Center	$ 19,320.00	402	TSP-18-09	0%	$ -	Yes	No	No	$ -		
Surgoinsville Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-234	0%	$ -	Yes	No	No	$ -		
Sweetwater Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-235	0%	$ -	Yes	No	No	$ -		
Tazewell Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-236	0%	$ -	Yes	No	No	$ -		
Tellico Plains Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-237	0%	$ -	Yes	No	No	$ -		
Tennessee Alcoholic Beverage Commission	Underage Sales Tennessee's Operational Plan (USTOP)	$ 90,000.00	405d	M5HVE-18-20	0%	$ -	No	No	No	$ -		
Tennessee Bureau of Investigation	Assisting TBI to Improve DUI Casework and Convictions	$ 2,000,000.00	405d	M5BAC-18-01	0%	$ -	Yes	No	Yes	$ 2,250,188.00	LC/MS/MS and EC/IR II,	Multiple
Tennessee Department of Health	Ambulance and Trauma Systems Evaluation	$ 66,187.86	405c	M3DA-18-01	0%	$ -	No	Yes	No	$ -		
Tennessee Department of Health	Statewide Injury Surveillance System	$ 88,284.00	405c	M3DA-18-02	0%	$ -	No	Yes	No	$ -		
Tennessee Department of Safety & Homeland Security	SOBER UP TENNESSEE	$ 600,000.00	154AL	154AL-18-262	0%	$ -	No	Yes	No	$ -		
Tennessee Department of Safety & Homeland Security	Distracted Driving Enforcement	$ 100,000.00	402	DD-18-05	0%	$ -	No	No	No	$ -		
Tennessee Department of Safety & Homeland Security	BELTS	$ 100,000.00	405b	M2HVE-18-01	0%	$ -	No	Yes	No	$ -		
Tennessee Department of Safety & Homeland Security	TITAN Wizard Deployment and Support	$ 725,000.00	405c / 402	M3DA-18-03	0%	$ -	Yes	Yes	No	$ -		
Tennessee Department of Safety & Homeland Security	State Law Enforcement Management Training	$ 32,160.00	402	PT-18-65	0%	$ -	No	No	No	$ -		
Tennessee Department of Safety & Homeland Security	Bristol Motor Speedway Traffic Enforcement	$ 35,913.60	402	PT-18-66	0%	$ -	Yes	No	No	$ -		
Tennessee Department of Safety District 1	Dragon	$ 71,116.80	402	MC-18-02	0%	$ -	Yes	No	No	$ -		
Tennessee District Attorney General, 01st Judicial District	Special DUI Prosecutor Program	$ 168,634.67	154AL	154AL-18-60	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	$ 147,581.70	154AL	154AL-18-61	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 04th Judicial District	DUI Abatement/Prosecution Enhancement	$ 161,597.42	154AL	154AL-18-62	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 05th Judicial District	5th Judicial District 2017-2018 DUI Abatement/Prosecution Enhancement	$ 155,322.69	154AL	154AL-18-63	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	$ 304,622.29	154AL	154AL-18-64	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 07th Judicial District	2017-2018 DUI Abatement/Prosecution Enhancement Grant	$ 227,158.45	154AL	154AL-18-65	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 08th Judicial District	Special DUI Prosecutor- 8th District	$ 144,236.43	154AL	154AL-18-66	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 09th Judicial District	DUI Prosecutor - Tennessee District Attorney General, 9th Judicial District	$ 181,664.07	154AL	154AL-18-67	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	$ 157,566.03	154AL	154AL-18-68	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	$ 182,698.04	154AL	154AL-18-69	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	$ 187,683.88	154AL	154AL-18-70	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 14th Judicial District	DUI Abatement/Prosecution Enhancement	$ 180,810.05	154AL	154AL-18-71	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 15th Judicial District	Continuation of Protecting Lives:	$ 153,682.76	154AL	154AL-18-72	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 16th Judicial District	DUI Abatement/Prosecution Enhancement	$ 102,925.94	154AL	154AL-18-73	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2018	$ 209,964.57	154AL	154AL-18-74	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 19th Judicial District	DUI Abatement/Prosecution Enhancement	$ 238,171.29	154AL	154AL-18-75	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	$ 421,806.59	154AL	154AL-18-76	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 21st Judicial District	DUI Abatement/Prosecution Enhancement	$ 179,434.45	154AL	154AL-18-77	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	$ 222,589.41	154AL	154AL-18-78	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	$ 186,694.45	154AL	154AL-18-79	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	$ 228,265.90	154AL	154AL-18-80	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	$ 217,765.74	154AL	154AL-18-81	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	$ 223,475.66	154AL	154AL-18-82	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 30th Judicial District	DUI Abatement/Prosecution Enhancement	$ 284,899.82	154AL	154AL-18-83	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorney General, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2017/2018	$ 231,221.98	154AL	154AL-18-84	0%	$ -	Yes	Yes	No	$ -		
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors:	$ 627,510.10	405d	M5OT-18-07	0%	$ -	No	Yes	No	$ -		
Tennessee Independent Colleges and Universities Association	Coalition for Healthy & Safe Campus Communities (CHASCo):	$ 20,077.85	405d	M5OT-18-05	15%	$ 2,618.85	No	No	No	$ -		
Tennessee Secondary School Athletic Association	DUI Education Team	$ 60,000.00	405d	M5OT-18-08	0%	$ -	Yes	No	No	$ -		
Tennessee Supreme Court	Integrated Criminal Justice Portal Access	$ 91,000.00	405c	M3DA-18-04	0%	$ -	No	Yes	No	$ -		

Organization	Project Title	Amount	Funding Source	Grant Number	Indirect Cost %	Indirect Cost $	Local benefit	MOE	Equipment	Equipment $	Equipment Description	Equipment Qnty
Tennessee Technological University	Tennessee Traffic Safety Resource Service	$ 531,448.89	402	SA-18-01	15%	$ 69,319.42	Yes	No	No	$ -		
Tennessee Technological University	Ollie Otter, Seat Belt and Booster Seat Education	$ 166,593.30	405b	M2CPS-18-02	15%	$ 21,729.56	Yes	No	No	$ -		
Tennessee Trucking Foundation	Teens & Trucks Share the Road	$ 50,008.00	402	TSP-18-10	0%	$ -	Yes	No	No	$ -		
The University of Tennesee Medical Center	Screening, Brief Intervention, Referral and Treatment (SBIRT) Program	$ 26,103.76	405d	M5OT-18-06	0%	$ -	Yes	No	No	$ -		
The University of Tennessee	Fiscal Year 2018 Statewide Survey of Safety Belt Usage in Tennessee	$ 79,672.38	405b	M2OP-18-01	15%	$ 10,392.05	No	No	No	$ -		
The University of Tennessee	Get Convinced	$ 73,978.24	405b	M2OP-18-02	15%	$ 9,649.34	No	No	No	$ -		
The University of Tennessee	Judicial Outreach Liaison Program (JOL)	$ 93,925.40	405d	M5CS-18-05	15%	$ 12,251.14	Yes	No	No	$ -		
The University of Tennessee	Media Evaluations	$ 130,776.08	402	PT-18-14	15%	$ 17,057.75	No	No	No	$ -		
The University of Tennessee	Law Enforcement Liaison Administration	$ 1,268,542.91	402 / 154AL / 405d	PT-18-67	15%	$ 165,462.12	No	No	Yes	$ 32,000.00	LEL Vehicle	1
The University of Tennessee	UT Program Admin Grant	$ 1,100,000.00	402 / 154AL / 405d	PT-18-68	15%	$ 143,400.00	No	No	No	$ -		
Tipton County Sheriff's Department	Tipton County SO Alcohol Enforcement Project	$ 27,658.80	405d	M5HVE-18-21	0%	$ -	Yes	No	No	$ -		
Tiptonville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-238	0%	$ -	Yes	No	No	$ -		
TjohnE Productions, Inc.	ThinkFast Interactive Young Adult Impairment Driving Prevention Project	$ 96,000.00	402	TSP-18-11	0%	$ -	Yes	No	No	$ -		
Townsend Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-239	0%	$ -	Yes	No	No	$ -		
Tracy City Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-240	0%	$ -	Yes	No	No	$ -		
Trenton Police Department	High Visibility Enforcement	$ 2,500.00	154AL	154AL-18-241	0%	$ -	Yes	No	No	$ -		
Trezevant Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-242	0%	$ -	Yes	No	No	$ -		
Trousdale County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-243	0%	$ -	Yes	No	No	$ -		
Tullahoma Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-244	0%	$ -	Yes	No	No	$ -		
Tusculum Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-245	0%	$ -	Yes	No	No	$ -		
Unicoi County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-246	0%	$ -	Yes	No	No	$ -		
Unicoi County Sheriff's Department	NETWORK COORDINATOR	$ 20,000.00	402	PT-18-34	0%	$ -	Yes	No	No	$ -		
Union City Police Department	Alcohol Countermeasures Enforcement	$ 15,000.00	154AL	154AL-18-53	0%	$ -	Yes	No	No	$ -		
Union City Police Department	Network Coordinator	$ 20,000.00	402	PT-18-35	0%	$ -	Yes	No	No	$ -		
Union County Sheriff's Department	Alcohol Saturation Patrols / Roadside Soberity Checkpoints	$ 15,056.97	405d	M5HVE-18-22	0%	$ -	Yes	No	No	$ -		
University of Memphis, Police Services	Police Traffic Services - Multiple Violations	$ 25,702.20	402	PT-18-62	15%	$ 3,352.46	Yes	No	No	$ -		
University of Tennessee, Health Science Center	High Visibility Enforcement	$ 5,000.00	402	PT-18-12	0%	$ -	Yes	No	No	$ -		
Van Buren County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-247	0%	$ -	Yes	No	No	$ -		
Volunteer State Community College Campus Police	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-248	0%	$ -	Yes	No	No	$ -		
Walk Bike Nashville	Bike/Ped Safety Grant: Nashville	$ 61,352.50	403	DTNH	10%	$ 5,577.50	Yes	No	No	$ -		
Walters State Campus Police	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-249	0%	$ -	Yes	No	No	$ -		
Warren County Sheriff's Department	Warren County Impaired Driving Enforcement	$ 20,000.00	154AL	154AL-18-54	0%	$ -	Yes	No	No	$ -		
Wartrace Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-250	0%	$ -	Yes	No	No	$ -		
Washington County Sheriff's Department	Alcohol Driving Enforcement (ADE)	$ 35,000.00	405d	M5HVE-18-23	0%	$ -	Yes	No	No	$ -		
Watertown Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-251	0%	$ -	Yes	No	No	$ -		
Waverly Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-252	0%	$ -	Yes	No	No	$ -		
Wayne County Sheriff's Department	High Visibility Enforcement	$ 4,995.00	402	PT-18-13	0%	$ -	Yes	No	No	$ -		
Waynesboro Police Department	High Visibility Enforcement	$ 5,199.08	154AL	154AL-18-253	0%	$ -	Yes	No	No	$ -		
Weakley County Sheriff's Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-254	0%	$ -	Yes	No	No	$ -		
Westmoreland Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-255	0%	$ -	Yes	No	No	$ -		
White Bluff Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-256	0%	$ -	Yes	No	No	$ -		
White County Sheriff's Department	DUI Saturation Patrols	$ 20,000.00	154AL	154AL-18-55	0%	$ -	Yes	No	Yes	$ 5,000.00	In Car Camera	4
White House Police Department	DUI Detection/ Alcohol Countermeasures/ Traffic Enforcement	$ 19,999.88	154AL	154AL-18-56	0%	$ -	Yes	No	No	$ -		
White Pine Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-257	0%	$ -	Yes	No	No	$ -		
Whiteville Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-258	0%	$ -	Yes	No	No	$ -		
Whitwell Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-259	0%	$ -	Yes	No	No	$ -		
Williamson County Schools	Avoid distractions...Avoid disaster!	$ 20,000.00	402	TSP-18-12	2.45%	$ 2,453.38	Yes	No	Yes	$ 8,100.00	Virtual Driver Interactive Simulator	2
Williamson County Sheriff's Department	Saturation Patrols/ Roadside Sobriety Check Points	$ 40,049.98	154AL	154AL-18-57	0%	$ -	Yes	No	No	$ -		
Wilson County Sheriff's Department	Wilson County DUI Enforcement/Speed Enforcement	$ 20,807.29	402	PT-18-63	0%	$ -	Yes	No	No	$ -		
Winchester Police Department	High Visibility Enforcement	$ 3,000.00	154AL	154AL-18-260	0%	$ -	Yes	No	No	$ -		
Woodbury Police Department	High Visibility Enforcement	$ 5,000.00	154AL	154AL-18-261	0%	$ -	Yes	No	No	$ -		

Equipment Over $5,000 List

Agency	Cost	Qty.	Total	Fund Source	Grant Number	Equipment Name
Gallatin Police Department	$ 5,795.00	1	$ 5,795.00	402	PT-18-41	Speed Trailer
Lexington Police Department	$ 11,120.00	1	$ 11,120.00	402	DD-18-03	Virtual Driving Simulator
Montgomery County Sheriff's Department	$ 5,200.00	2	$ 10,400.00	402	PT-18-49	In Car Camera
Nolensville Police Department	$ 18,000.00	1	$ 18,000.00	402	PT-18-51	Message Board
Shelby County Sheriff's Office	$ 13,987.47	1	$ 13,987.47	154AL	154AL-18-48	Trailer (8.5 x 26)
Stewart County Schools	$ 15,387.53	1	$ 15,387.53	402	TSP-18-08	Virtural Driver Interactive
Tennessee Bureau of Investigation	$ 9,225.00	200	$ 1,845,000.00	405d	M5BAC-18-01	EC/IR II, Breath alcohol desktop instruments
Tennessee Bureau of Investigation	$ 197,594.00	1	$ 197,594.00	405d	M5BAC-18-01	LC/MS/MS
Tennessee Bureau of Investigation	$ 207,594.00	1	$ 207,594.00	405d	M5BAC-18-01	LC/MS/MS + Install
The University of Tennessee	$ 32,000.00	1	$ 32,000.00	402	PT-18-67	LEL Vehicle
White County Sheriff's Department	$ 5,000.00	4	$ 20,000.00	154AL	154AL-18-55	In Car Camera
Williamson County Schools	$ 8,100.00	2	$ 16,200.00	402	TSP-18-12	Virtual Driver Interactive Simulator; One Simple Decision

State of Tennessee
Traffic Records Strategic Plan for FFY2018

June 1, 2017

State Traffic Safety Information System Improvement

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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 in order 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 2014 NHTSA Traffic Records Assessment resulted in a set of recommendations designed to guide traffic records system improvements. Responses to these recommendations are included in Section 4 of this plan.

Of particular note, in response to NHTSA recommendations, the Tennessee Highway Safety Office (THSO) and 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 to identify goals for improvements, and to develop strategies to achieve those goals. The result is an updated strategic planning document that can be used by the TRCC, data system managers, and decision makers. The document will guide the prioritization and funding of improvements to Tennessee's traffic records data systems and help them meet the data analysis needs of the highway safety community.

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

- The Department of Revenue now issues vehicle registrations with barcodes so that VIN and registration data can be captured more accurately on crash reports and eCitations. In April 2017, the Department of Revenue added insurance information to vehicle registration queries. The benefit is increased accuracy of crash data.

  In the past year, the Department of Revenue has deployed vehicle drive-out tags with bar codes to additional dealers. This assists law enforcement with quickly accessing information regarding newly purchased vehicles and will also be sending this data to the

Tennessee Bureau of Investigation (TBI) for uploading into its Tennessee Information Enforcement System (TIES). Previously, this data has not been readily available to law enforcement.

- Tennessee Integrated Traffic Analysis Network (TITAN) fatal crash data is now available via a THSO web-site that provides crash geo-analysis by county. Primary users are traffic safety professionals, law enforcement, and the general public. This project has increased the accessibility of fatal crash data within the State.

- In 2017, THP has expanded its eCitation program from the three-county pilot program started in 2014 to 86 counties as of April 2017. In addition, all 86 counties are auto-importing eCitation data and ticket images to the court clerks electronically. To date THP has issued roughly 120,000 electronic citations. 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.

- In 2016, the Driver Services Division added knowledge testing to the A-List system. The new knowledge testing system interfaces directly with A-list and requires the applicant's test scores to automatically upload to the applicant's driving record upon completion of the test. In addition to the system interface, there are five (5) languages for the customer to choose. Those languages include English, Spanish, Korean, Japanese and German. The new system interface reduced the processing time for Examiners and improved the efficiency of the knowledge testing process.

  In April of 2017, the department added a new handgun carry permit online application process. Applicants requesting a handgun carry permit can start the application process online by completing a 50-question questionnaire. The applicant's information is stored in a queue until the applicant brings all supporting documentation to a driver services center for review.

  For applicants needing to renew or replace a handgun carry permit, the applicant can visit the state's official website at www.tn.gov/safety to process their transaction. Upon successful completion of the online process and a completed background check, the applicant will receive the renewed or replaced handgun carry permit in the mail within 20 business days.

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 Carter
Executive and Technical
2017

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 the 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: Ms. Kim VanAtta
Title: Program Manager
Agency: Tennessee Highway Safety Office
Office: Tennessee Highway Safety Office
Address: 312 Rosa Parks Avenue
City, Zip: Nashville 37243
Phone: (615) 253-5519
Email: Kim.VanAtta@tn.gov

3.3 TRCC Committee Members

Name / Title	Agency	System Represented
Allen England *Sergeant*	Tennessee Highway Patrol	Law Enforcement / Adjudication
Amanda Hughes *Application Support Mgr/ Court Clerk Liaison*	Administrative Office of the Courts	Court Information
Andy Miller *Sergeant*	Smyrna PD	Stakeholder
Ann Lynn Walker *IT Manager*	Administrative Office of the Courts	Court Information
Benjamin Crumpler *Statistical Research Specialist*	Office of Injury Surveillance	Trauma / Injury Surveillance
Billy Smith *Sergeant*	Tennessee Highway Patrol	Crash
Brandon Darks *Transportation Manager*	Tennessee Department of Transportation	Roadway
Brandon Douglas *Captain*	Tennessee Highway Patrol	Law Enforcement / Adjudication
Brian Terrell *GIS TC Manager*	Tennessee Department of Transportation	Roadway
Chris Broome *NHTSA Southeast Regional Coordinator*	NHTSA Program Manager	Stakeholder
Christopher Armstrong *Transportation Manager*	Tennessee Department of Transportation	Roadway
Christopher Osbourn *TITAN Program Director*	Tennessee Department of Safety & Homeland Security	Crash
Dana Bruce *THP Project Manager*	Tennessee Department of Safety & Homeland Security	Stakeholder
David Purkey *Commissioner*	Tennessee Department of Safety & Homeland Security	Stakeholder
Deborah Betancourt *Business Domain Director*	Tennessee Department of Finance & Administration	Vehicle

Name / Title	Agency	System Represented
Deborah Stewart *ICJP Coordinator*	Administrative Office of the Courts	Court Information
Dereck Stewart *Lieutenant Colonel*	Tennessee Highway Patrol	Law Enforcement / Adjudication
Dianne Peoples *Administrative Services Assistant II*	Tennessee Department of Safety & Homeland Security	Stakeholder
Donna Tidwell *Director*	Tennessee Department of Health	Pre-Hospital EMS
Doug Taylor *Captain*	Tennessee Highway Patrol	Crash
Frank Sousoulas *Sergeant*	Memphis Police Department	Law Enforcement / Adjudication
Gary Ogletree *Transportation Manager*	Tennessee Department of Transportation	Roadway
Gary Shirley *EMS Data Manager*	Tennessee Department of Health	Injury Surveillance
Gregory Feldser *FARS Supervisor*	Tennessee Department of Safety & Homeland Security	FARS
Jeff Cooper *Tennessee Division State Program Specialist*	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Jeff Murphy *Transportation Manager*	Tennessee Department of Transportation	Roadway TRCC Co-Chair
Jerry Yuknavage *Transportation Manager*	Tennessee Department of Transportation	Roadway Centerline Inventory
Jessica Rich *Safety Engineer*	Federal Highway Administration	Roadway
Jessica Wilson *Bike/Ped Coordinator*	Tennessee Department of Transportation	Stakeholder
Jessie Loy *Officer*	Metro Nashville Police Department	Stakeholder
John Albertson *Lieutenant Colonel*	Tennessee Highway Patrol	Stakeholder

Name / Title	Agency	System Represented
John Eslick *IT Manager*	Metro Nashville Police Department	Stakeholder
John Schroer *Commissioner*	Tennessee Department of Transportation	Stakeholder
Jonathon Roach *Statistical Analyst*	Tennessee Department of Safety & Homeland Security	Crash
Kedra Woodard *Statistical Analyst*	Tennessee Department of Safety & Homeland Security	Crash
Kim McDonough *IT Manager*	Tennessee Department of Transportation	GIS
Kim VanAtta *Program Manager*	Tennessee Highway Safety Office	Stakeholder
Leslie Meehan *Bike/Ped Coordinator*	Nashville Metropolitan Planning Organization	Stakeholder
Lindsay Witter *Intelligence Analyst*	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Cavender *Circuit Court Clerk*	State Court Clerk's Association of Tennessee	Court Information
Lisa Knight *Handgun Director*	Tennessee Department of Safety & Homeland Security	Stakeholder
Mark Bengal *CIO*	Office of Information Resources	Stakeholder
Marty Pollock *Lieutenant*	Tennessee Highway Patrol	Crash
Mary Connelly *Senior Planner*	Nashville Metropolitan Planning Organization	Stakeholder
Michael Hogan *Director*	Tennessee Department of Safety & Homeland Security, Driver License Division	Driver License / History
Michael Skipper *Director*	Nashville Metropolitan Planning Organization	Stakeholder
Narendra Amin *Statistical Analyst*	Tennessee Department of Safety & Homeland Security	Crash

Name / Title	Agency	System Represented
Pamela Heimsness *Safety, Traffic Operations & PMA Team Leader*	Federal Highway Administration	Stakeholder
Patrick Dolan *Statistics Office Manager*	Tennessee Department of Safety & Homeland Security	Crash TRCC Co-Chair
Ray Tucker *GIS Analyst*	Tennessee Department of Safety & Homeland Security	GIS
Raymond Gaskill *Sergeant*	Tennessee Highway Patrol	Stakeholder
Robert Pollack *FHWA D.C. Liaison*	Federal Highway Administration	Stakeholder
Robert Seesholtz *Trauma System Manager*	Tennessee Department of Health	Trauma / Injury Surveillance
Rodney Patton *Sergeant*	Knoxville Police Department	Stakeholder
Samantha Walker *Supervisor*	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Shashi Nambisan *Professor*	University of Tennessee – Knoxville	Stakeholder
Sloan Lidell *Sergeant*	Memphis Police Department	Stakeholder
Stephanie Mann *FMCSA Coordinator for Tennessee*	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Steve Allen *Transportation Director*	Tennessee Department of Transportation	Roadway
Thomas Smith *CDL Manager*	Tennessee Department of Safety & Homeland Security	Driver License / History
Tom W. Moore *Senior Project Director*	Tennessee Department of Finance & Administration	Vehicle
Tracy Trott *Colonel*	Tennessee Highway Patrol	Stakeholder
Vic Donoho *Director*	Tennessee Highway Safety Office	Stakeholder

Name / Title	Agency	System Represented
Vickie Mason *ASA3 Supervisor*	Tennessee Department of Safety & Homeland Security	Crash
Wayne Deason *Court Liaison*	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
William Head *Sergeant*	Tennessee Highway Patrol	Crash
William Porter *Sergeant*	Memphis Police Department	Stakeholder
Yinmei Li *Director, Surveillance, Epidemiology and Evaluation*	Tennessee Department of Health	Trauma / Injury Surveillance

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 GHSO 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.)

Do you have an executive (policy level) TRCC?	Yes
If so, how often does it meet?	Quarterly
Do you have a technical (working level) TRCC?	Yes
If so, how often does it meet?	Quarterly
Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?	
The TRCC has the authority to approve the Strategic Plan.	Yes
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.	Yes
The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.	Yes
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.	Yes
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.	Yes
The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.	Yes
The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.	Yes

3.6 Past TRCC Meetings

Tennessee held TRCC meetings on the following dates:

September 8, 2016

December 1, 2016

March 9, 2017

June 8, 2017

3.7 Future TRCC Meeting Schedule

The future TRCC meetings are tentatively scheduled for:

September 14, 2017

December 14, 2017

March 8, 2018

June 14, 2018

September 13, 2018

3.8 NHTSA Traffic Records Assessment

The State completed a NHTSA Traffic Records Assessment on May 19, 2014. 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. Since the State does not currently have a formal and comprehensive traffic records inventory, it would be of benefit to all members of the committee to hold a meeting where each database manager presents information about the range of data that he or she manages, discusses how it is used, who accesses it, and for what purposes. Generally, such a discussion tends to facilitate meaningful interactions about projects that might be accomplished using data from multiple systems. Since the TRCC is responsible for data quality and coordination, such collaboration would be an excellent way to engender interest in a formal traffic records inventory and would certainly open the door to improvement or expansion of linkages, interfaces, and integration amongst the various data systems in the State. As data is used more widely, areas where the data quality is questionable can be readily identified, and errors can be addressed and corrected. Collection, storage and management of data are resource intensive and those resources are best served by full and effective use of the data to make the roadways safer for all the State's citizens.

It appears that the TRCC has developed performance measures to address various projects that are funded through traffic records grants, but individual respondents in this Assessment have reported having no performance measures. 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 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 an officer 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. Performance measures should be developed by individual component system personnel and should be designed to provide important information to data system managers.

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 Traffic Records Assessment that was conducted on May 19, 2014.

4.1.3 TRCC Goals

Goal 1: Restructure the organization of the quarterly TRCC meetings to include presentations on core traffic records data systems.

Strategy: At each TRCC meeting, solicit members for presentation of one of the core traffic records data systems. Add the selected presentation to the agenda for the next TRCC meeting. The TRCC has already achieved this goal through presentation of several data systems over the past plan year.

Outcome: The TRCC members will have an increased understanding of the various component data systems of the State's traffic records suite. This more thorough understanding by TRCC members provides greater opportunities for integration of the systems.

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.

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.

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
Vehicle	VTRS	Department of Revenue	Spring 2017	New System
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 Planned Update 2019
Roadway	TRIMS	Department of Transportation	2014	Version 12.5 Enhancements Scheduled for July 2017
EMS Run Reporting	EMITS	Department of Health	2005	Next Planned Update 2017
Trauma Registry	TNTR	Department of Health	2007	Last Update 2011

Traffic Records Data Use and Integration

Considerable thought and work has 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 using a wide range of integrated TRS data and tools for problem identification and program analysis. A dashboard tool is being used and enhanced to simplify direct access for less complicated analyses.

There appears to be 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 does not take advantage of analyzing crash data with injury surveillance system (ISS) data sources; for example, to determine the economic cost of serious and fatal crashes for unrestrained drivers. There were 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 TRS components, there is no comprehensive, formal inventory of the combined components of the TRS, even though that documentation exists for the individual TRS components. Without a comprehensive inventory, it is not as likely that analysts can identify parallels of data content that would suggest either immediate or future linkage for safety analyses or identify data relevant to analyses that may otherwise remain unrecognized. A master list and comparison of all TRS data elements and attributes will help to identify duplicate data elements and possibly different methods of data collection for the same data elements. A compendium could identify linkage potentials and options and suggest the most appropriate data source for analysts to use for their particular programs and analyses.

4.2.2 Assessment Recommendation for Data Use and Integration

The following recommendation is from the Tennessee's Traffic Records Assessment conducted on May 19, 2014.

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   State Response: State accepts recommendation. See Section 4.2.3, Goal 1 for the State's plan to address this recommendation.

   Related Project: No related project.

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: Initially, the TRCC intends to develop a Tennessee Traffic Records Inventory that contains a master list of all Traffic Records data elements and attributes. This inventory will facilitate identification of integration opportunities.

Once this initial step is complete, the TRCC will 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.

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.

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.

4.2.4 Data Use & Integration Goals

Goal 1: Create a Traffic Records Inventory document.

Strategy: The TRCC will sponsor a project to develop and maintain a Tennessee Traffic Records Inventory document that will facilitate the identification and linking of common data from the various component traffic records data systems. The document will contain the data sources, system custodians, data elements and attributes, linkages, and data access policies.

Outcome: One document that can be used by the various agencies and safety stakeholders as a reference when analyzing, designing, or updating the traffic records component data systems and analysis capabilities.

Goal 2: 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.

4.3 Crash Data System Plan

4.3.1 System Overview

Tennessee has a consolidated statewide database called Tennessee's 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 as well as all new electronically submitted crash report data and images. The responsibility of this system falls under the Tennessee Department of Safety's (DOS) TITAN Business Unit. State statutes require crashes to be reported to the DOS; written reports must be forwarded to the DOS, 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. Legislation requires all crash reports to be electronic by January 1, 2015. As of January 1, 2015 all new crashes have been submitted electronically. The phase out of CATS occurred in September of 2015.

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 a work in progress at this time and will be displayed through the e-crash instructional manual expected to be completed by the end of calendar year 2019. The final product will include definitions, examples, pictures (where needed), and explanations, and will be updated as new validation rules 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 Department of Safety. To ensure third-party submissions have been updated, they are checked against the rules prior to acceptance in the TITAN database. The State provided several documents (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 Department of Safety database level. However, it did not document any procedures beyond "Return Report to Submitter" and the State reports 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. The TITAN system will house the new Court Disposition Reporting (CDR) system which will have linkages between the TITAN eCitation and CDR components. Because the CDR will be housed within TITAN, the possibility of linking the CDR to the crash system is within reach. The TITAN system has the ability to 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. Currently the linkage with injury surveillance is manual only, and there is no formal method for transferring this data. Tennessee does not have CODES or a similar system. 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; however, roadway LRS elements are transmitted to TITAN.

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. Over 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 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 actually 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, the State did not provide evidence that any 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.

The state now has 100% electronic crash reporting which improves quality control for the Crash data system. All crash data that enters the system now has to pass through strict validation rules, which helps ensure quality data is being captured and stored by the system. This is a vast improvement over the paper process that was often strapped with data errors from poor scanning of the bubble form, and human errors from keying of handwritten data.

4.3.2 Assessment Recommendations for Crash

The following recommendations for crash are from the Tennessee's Traffic Records Assessment conducted on May 19, 2014.

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

   State Response: State accepts recommendation. Tennessee is in the process of creating a more formal data dictionary that can be used by stakeholders and third party vendors in the State.

   Related Project: Tennessee Integrated Traffic Analysis Network (TITAN)

2. *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. TDOT is improving the automated LRS geolocation of crashes during import to TDOT TRIMS roadway system.

   Related Project: TRIMS Crash Location Automated Updater

3. *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 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.

   Related Project: Traffic Records Coordinating Administration and Support

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.

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.

Goal 3: Implement an interface between the TITAN crash module and the law enforcement message switch to allow query and auto-population of person and vehicle data.

Strategy: Define requirements and tasking to implement the interface. Develop an integration performance measure that provides a comparison count of successful person and vehicle auto population queries from a baseline period to the performance (current) period.

Outcome: Increased integration of traffic records data via integration of vehicle and driver data with the crash data system.

Goal 4: 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.

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.

The Tennessee Title and Registration Legacy (T&R) is the system used to process vehicle titling and registration transactions. T&R terminals within the DOR process transactions in real time. County Clerks; however, use third party software and systems to process transactions that are submitted to T&R in a batch mode for processing. The DOR has created an interface to T&R for third party registration and title software vendors to submit transactions in real time for processing. The software vendors are currently updating their systems to process transactions in real time but none are currently in production. Data entered into T&R 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 software and other data elements that are defined in the T&R data dictionary. T&R users are provided training manuals to assist them in processing vehicle title and registration transactions. Users can provide feedback to the DOR regarding T&R system fixes/enhancement recommendations that can be used to guide system updates or make improvements.

DOR is in the final stages of a complete 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. While the effort is close to completion, it is anticipated that VTRS will be implemented by June 30, 2017.

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. Information provided includes necessary Insurance Information needed for crash reports. (Completed 1/2/2017)
5. Color codes provided to Law Enforcement are mapped to the coding standards requested by Law Enforcement.

6. Title and Registration data will be updated Real Time. The Batching process will be eliminated. There may still be a delay in updating dependent on the local County review processing.

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 T&R and title brands from previous states are converted to Tennessee brands. Edit and validation checks are performed in T&R to ensure that registration and titling information is accurate. Once entered into T&R, registration and title records may be searched by VIN, title number, or license plate number.

Vehicles reported stolen are flagged in the T&R 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.

The new VTRS will provide the same functionality as detailed above.

Opportunities:
Tennessee is not currently certified as a user of the National Motor Vehicle Title Information System (NMVTIS). DOR intends to fully participate in the NMVTIS program. When the new VTRS has been implemented, a future project will be created to obtain certification. Participating actively as a member of NMVTIS will facilitate the deterrence of automobile theft.

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.

There is no analysis of high error rates in the vehicle system to determine if there are training needs or if policies need to be evaluated. Such an analysis of error rates is an easy way to determine specifically where user training should be modified or enhanced and to identify policies that may need to be revised.

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

The vehicle system managers should be involved with the Traffic Records Coordinating Committee and should share data quality management reports regularly with the Committee. Such activities not only help the vehicle system to monitor and improve its own quality, but also help to encourage 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 May 19, 2014.

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. Tennessee Department of Revenue plans to obtain NMVTIS certification once the new VTRS system is fully deployed.

   Related Project: Vehicle Title and Registration System

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. We have also expanded this initiative by working with the Department of Revenue to add barcodes to Dealer Drive-Out tags. In addition, we have endeavored to have Tennessee Dealer Drive Out tag data sent to the TBI and added to the data accessible to law enforcement via the TIES message switch. Now law enforcement will have access to verify registration information for Tennessee Dealer Drive-Out tags during traffic stops.

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

   Related Project: Vehicle Title and Registration System

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.

Related Project: Vehicle Title and Registration System

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.

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.

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's licenses and maintaining the driving records. Tennessee has upgraded the driver license system February 15, 2015. The current system is electronically interfaced with AAMVA (CDLIS, PDPS, SSLOV, HAVA, SSR, USPBS, VLS, DIA), AvTex, DL Renewal – DOR Mail, FileNet, FIS, iPad Kiosk, MorphoTrust, TITAN, Qmatic Alicio, Scanning, and CDR, Revenue, DHS, SOS, and CFD (Customer Focused Government). While the updated Driver data system is now electronic, the DSD is still receiving paper documents by mail 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 on the driver license system. With the deployment of the A-List Driver system, electronic interfaces have been implemented allowing information transfer between data providers and users and automatic record updates.

Law enforcement reports DUI arrests to the Tennessee Bureau of Investigations. There is no electronic interface between the Bureau of Investigations and the DSD. The Courts submit the DUI convictions to the DSD by paper or an electronic batch file and 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 and, as required, 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, rider training, traffic school or defensive driving courses can by captured on the driving record. The record indicates the course was completed.

All driver license transactions are captured and stored on the driver license 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 these stopped transactions for use by the DSD's Internal Audit Unit.

Data Elements are defined in Tennessee's A-List 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 of 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 CDL applicants, must provide documentary 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 are able to 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 has an Identity Theft Unit in its Criminal Investigation Division to investigate fraud and potential identity theft. CDL applicants are also fingerprinted and receive TSA approval based on both the Tennessee Bureau of Investigations and the FBI background checks.

To reduce and detect internal fraud, all issuance examiners are issued a unique RACFID number that allows them access to the driver license system based on their job responsibilities. All license transactions are tracked by the RACFID number. Management is required to complete periodic reviews of each examiner's transactions, including checking the document images in FileNet, ensuring correct transactions were used and information was entered into the system correctly. The DSD Internal Audit Division also conducts audits on all the driver service centers as part of an annual risk assessment. In addition to the RACFID, Tennessee has implemented a security matrix based on user roles. The A-List system has the ability to monitor usage historically and in real-time for security and auditing 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 and sign statements that they understand and will follow these rules. 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 May 19, 2014.

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.

   Related Project: Traffic Records Coordinating Administration and Support

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.

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.

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.

4.6 Roadway Data System Plan

4.6.1 System Overview

The Tennessee Department of Transportation (TDOT) maintains roadway inventory data for all public roadways in the Tennessee Roadway Information Management System (TRIMS). The data elements documented in the TRIMS data dictionary, with a few exceptions, include the Model Inventory of Roadway Elements (MIRE) data elements such as: Roadway Segment Descriptors (all included) Segment Classification (all included) Segment Cross Section (all except Outside Through Lane Width and Inside Through Lane Width which are replaced by Total Pavement Width, Cross Slope, Number of Peak Period Through Lanes (HPMS Only), Curb Type, Median Side slope, Median Slope Width, and Median Crossover/Left Lane Type (incomplete) Segment Roadside Descriptors (none) Other Segment Descriptors (all included) Segment Traffic Flow Data (all except Pedestrian and Bicycle Counts, all others on Functional Classes above Local) Segment Traffic Operations / Control Data (all except Nighttime Speed Limit, 85th Percentile Speed (by System Only), Mean Speed, On-Street Parking, Pavement Striping on Interstate and State Routes Only) Other Supplemental Segment Descriptors (all included) Roadway Alignment Descriptors (Horizontal Linkage, Degree and Length Vertical Linkage, Percent and Length) Roadway Junction Descriptors (At-Grade Intersections Unique ID, Location ID for all crossings, Number of Legs, Geometry, School Zone, RR Crossing Number, Traffic Control, Signalization Presence).

There are some exceptions between the data elements in TRIMS and MIRE and it is not clear whether there is a match of the data values used to code the data elements. Overall, 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.

When a request for the addition or change of roadway-related data elements is received, a committee evaluates the request and reviews the cost estimates for revising TRIMS to include the new item(s). If the need is determined to be valid, a request is forwarded to the contractor that maintains the TRIMS software. It is not clear what committee is involved in the request, discussion, or approval process (for example, the TRCC). 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 a number of 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. Extensive documentation and code sheets exist for collection of roadway inventory data. All public roadways use a compatible location referencing system (LRS) that can be used for linkage and mapping of all TRIMS roadways. 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. The GIS Mapping and Facilities Data Process Model document and the 2012 GIS Mapping and Facilities Data Office flowcharts indicate that all roadway inventory data is

processed in the same fashion. A much smaller percentage of the local roadway data elements are encoded than data elements for locations on state-maintained roadways. As indicated above, TRIMS contains roadway inventory, traffic volume, and other roadway-related data. All motor vehicle crashes are assigned the same LRS so they can be linked to all of 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.

Having local roadway inventory encoded by the State into TRIMS results in a compatible LRS based on documented State processes. However, only in special circumstances are the other local roadway data encoded into TRIMS. The State is planning for local agencies to encode their own roadway data into TRIMS. 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 documented well, it will be critical to establish training procedures, feedback, and quality control measures to ensure compatibility of all of the data in TRIMS.

In addition to establishing direct data entry by local agencies into TRIMS, TDOT can survey the larger local agencies to determine if local roadway data systems can be imported into TRIMS. Crashes are currently the only traffic records system component imported into TRIMS.

4.6.2 Assessment Recommendations for Roadway

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on May 19, 2014.

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

   State Response: State accepts recommendation. TDOT has implemented its new eTRIMS system for better access to roadway safety data. It also has implemented a new SmartWay app, which leads to better access to work zone, traffic delays, and other roadway data important to the motoring public. In addition, the quality has improved between the crash and roadway systems with improvements in how the data is transmitted between the two systems, and the implementation of a web-based application for data entry and coding of crashes on TDOT's linear referencing system (LRS).

   Related Project: TRIMS Crash Location Automated Updater

2. *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.

   Related Project: Traffic Records Coordinating Administration and Support

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.

Strategy: The Tennessee Department of Transportation will develop and implement a plan to formalize the points of contacts, relationships, and communication channels with local agencies that supply roadway data to the department. This will facilitate the direct entry of local road inventory data into TRIMS by the local agencies.

Outcome: Improved timeliness and completeness of local roadway inventory data.

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 will create a new modernized LRS based upon FHWA guidelines. 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

TDOT currently has a strategic geospatial partner, Hexagon (formerly Intergraph) assisting with the business analysis necessary to implement a new data model.

Implementing a new LRS is a complex process that TDOT anticipates will take around 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.

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 will develop a schedule and implement a plan to add the remaining MIRE Fundamental Data Elements to the roadway data system.

Outcome: The Tennessee DOT's roadway network will collect all safety-related MIRE data elements and, as a result, will be available for improved safety analysis.

Goal 4: Add functionality and processes for local agencies to encode their own roadway data into TRIMS.

Strategy: Tennessee DOT will define requirements, develop tasking, and assign resources to allow local agencies to encode local roadway data into eTRIMS.

Outcome: Improved timeliness and completeness of local roadway inventory data.

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, the majority 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 85 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. It is anticipated over the next 12-18 months THP will implement its eCitation statewide for THP issuance and begin offering the software at no charge to local agencies. This will lead to much improved quality of citation data captured as all current data is hand-keyed from a handwritten paper citation. In addition, a new eCDR court disposition reporting system will be implemented in early 2018, which 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.

4.7.2 Assessment Recommendations for Citation/Adjudication

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on May 19, 2014.

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.

   Related Project: General Sessions Data Repository

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.

   Related Project: Traffic Records Coordinating Administration and Support

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.

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.

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.

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.

Goal 5: Provide the Highway Safety Office access to the General Sessions Data Repository to allow for highway safety analysis.

Strategy: AOC will provide the Highway Safety Office 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.

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.

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.

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 Department of Health (DOH). Some of the medical record data (hospital discharge and emergency department) are collected by the Tennessee Hospital Association and transmitted to the State. The State collects the remaining hospitals, excluding Federal Hospitals. Emergency department records are contained within the hospital discharge data file and are extracted using a treatment flag.

The Emergency Medical Information Technology System (EMITS) maintains patient care reports from EMS agencies that are licensed to operate in the State, is compliant with version 2.0 of the National EMS Information System (NEMSIS), and submits the required elements to the national NEMSIS data system. The state is currently soliciting for an off-the-shelf vendor for run data collection in order to accept NEMSIS 3x data. The third-party vendors have moved to NEMSIS 3.0, thus not allowing for reporting from the EMS Services to occur to the state due to the current state data collection system only able to accept 2.0. The upcoming version, EMITS 3.0, will include the ability to conduct quality data checks on the State level, generate a variety of reports which may be used to build and evaluate performance measures, facilitate the record correction process, and will have a complete data dictionary. The upcoming version will also allow the data to become available to researchers and partners for analyses.

Tennessee hospitals submit hospital records directly to the Department of Health (DOH) or to the Tennessee Hospital Association (THA), which then submits those records to the DOH 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 and emergency department records may be identified through a treatment variable. Data quality checks are conducted by the Tennessee Hospital Association; the State then returns erroneous reports to individual hospitals for correction. The State data checks relate to variable mapping and critical field completion. The hospital data is used by divisions within the DOH for planning and evaluation purposes, but is not widely used by agencies outside of the DOH, including traffic safety partners in the State.

The Tennessee trauma registry is maintained in the DOH and contains approximately one-half of the National Trauma Data Standard elements. The registry contains 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 the DOH 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 committee and data managers and incorporated into training materials.

Tennessee DOH is in the process of replacing the paper-based death certificates system with VRISM, an electronic vital records system. There will be edit checks within the new system and 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 that data. Other than FARS, the traffic-related mortality data is rarely used for research or evaluation purposes.

The Tennessee Injury Surveillance System contains all of the components recommended in the Advisory and DOH is upgrading the EMITS 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 deployed Tennessee DOH 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. DOH plans to upgrade the 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, especially the crash database. Although the FARS analyst receives information from the vital records data system, the integration of mortality and crash records may yield further detail.

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. In order 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 May 19, 2014.

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. DOH plans to upgrade the trauma registry and EMS run reporting systems and that will facilitate 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.

Related Project: Implementation and Maintenance of EMITS and Trauma Registry

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.

   Related Project: Traffic Records Coordinating Administration and Support

4.8.3 EMS/Injury Surveillance Goals

Goal 1: Upgrade the EMS Run Reporting system to the latest NEMSIS version.

Strategy: Request for Proposal (RFP) for a Commercial Off-The-Shelf (COTS) EMS Run Reporting system. Select and contract with vendor to implement and deploy a NEMSIS Version 3 compliant system.

Outcome: A new Tennessee EMS Run Report repository that is compliant with the latest version of NEMSIS and provides the State with more uniform EMS run report data for analysis.

Goal 2: Upgrade State Trauma Registry using new software that improves National Trauma Data Standard (NTDS) compliance (http://www.ntdsdictionary.org).

Strategy: Request for Proposal (RFP) for a Commercial Off-The-Shelf (COTS) State Trauma Registry system. Select and contract with vendor to implement and deploy a NTDS compliant system.

Outcome: A new Tennessee Statewide Trauma Registry that is NDTS compliant and provides the State with more uniform trauma data for analysis.

Goal 3: Upgrade the State Trauma Registry & EMS Run Reporting systems to facilitate data linkages between data systems.

Strategy: Once the upgraded State Trauma Registry and EMS Run Reporting systems are selected and deployed, the State will identify linkage opportunities.

Outcome: Increased analysis capabilities from the linked data sets.

Goal 4: Implement a link between the hospital and vital records 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 and vital records will allow for problem identification, program evaluation, resource allocation, and legislative efforts designed to reduce injuries and fatalities from crashes.

Goal 5: Deploy an electronic vital records system that complies with national standards.

Strategy: Develop Request for Information (RFI) (in process), issue RFI and subsequent Request for Proposal (RFP) for an electronic vital records system. Select and contract with vendor to implement and deploy a new system that complies with national standards.

Outcome: A more timely and accurate Vital Records system that is compliant with national standards and when combined with injury and crash data sets provide greater analysis capabilities.

Goal 6: Improve the tracking and resubmission process of EMS run reports.

Strategy: Deploy new EMS run reporting system with improved case management functionality.

Outcome: Improved EMS run report data quality by eliminating report duplication resulting from the current report resubmission process.

Goal 7: 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.

5. Progress

5.1 Traffic Records Performance Measures

5.1.1 Citation Timeliness, Completeness, Uniformity – Counties Deployed

Label: C-TCU-01
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** April 26, 2017
Related Project: eCitation

Narrative

The measure shows the number and percentage of counties in Tennessee where THP issues citations electronically.

The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP issued citations electronically in 3 of the 95 Tennessee counties (3.2%). By the end of March 2017, eCitation has been deployed to 89 of the State's 95 counties (93.68%).

Raw data by month since 2014, is contained in the table under Supporting Materials.

Measurements

Start Date	End Date	Counties	Percent of Total Counties
April 1, 2013	March 31, 2014	0	0.00%
April 1, 2014	March 31, 2015	11	11.57%
April 1, 2015	March 31, 2016	29	30.52%
April 1, 2016	March 31, 2017	89	93.68%

Supporting Materials (Backup)

Counties Where E-Citation is Deployed

Month	2014	2015	2016	2017
Jan	0	11	23	87

Feb	0	11	29	88
Mar	0	11	29	89
Apr	0	12	33	
May	0	12	43	
Jun	3	12	45	
Jul	3	13	50	
Aug	6	13	51	
Sep	6	14	57	
Oct	9	16	73	
Nov	11	18	74	
Dec	11	21	86	

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 26 Apr 2017. (E-Citation)

5.1.2 Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Label: C-TCU-02
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Revision Date*:** May 24, 2017
Related Project: eCitation

Narrative

This performance measure shows the percentage of THP citations issued electronically versus paper.

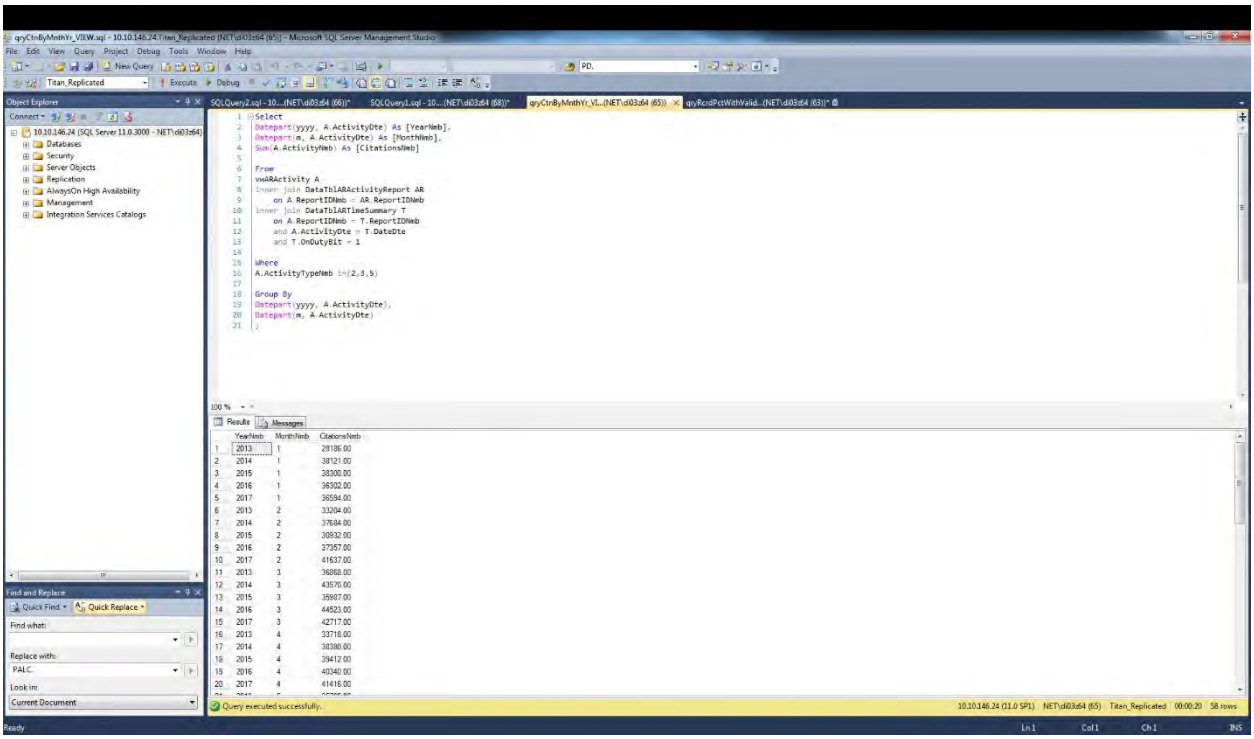
The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP began issuing citations electronically. For the current measurement period, 29.74% of Tennessee Highway Patrol citations were issued electronically.

Measurements

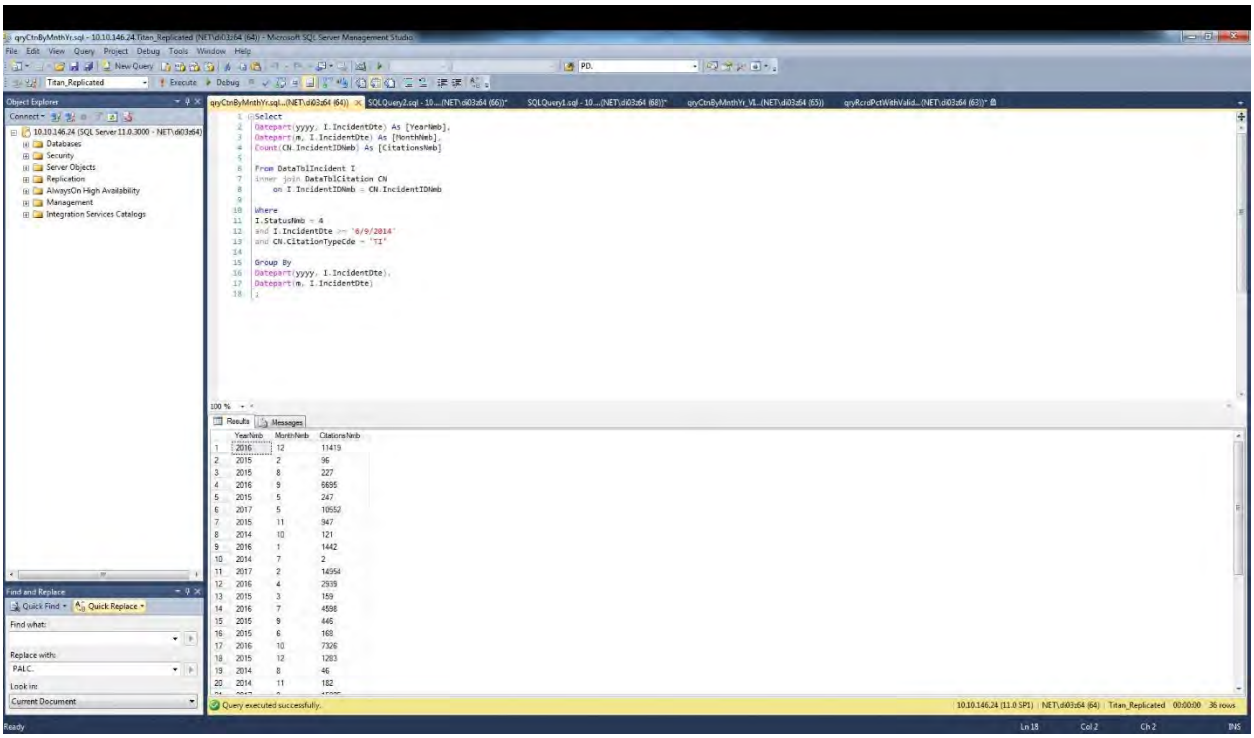
Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%
April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%

Supporting Materials (Backup)

Tennessee Highway Patrol Citations, Paper



Tennessee Highway Patrol Citations, Electronic



5.1.3 Crash Timeliness

Label: C-T-2
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** May 24, 2017
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 measureable 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, 2015 to March 31, 2016 and a current period of April 1, 2016 to March 31, 2017.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

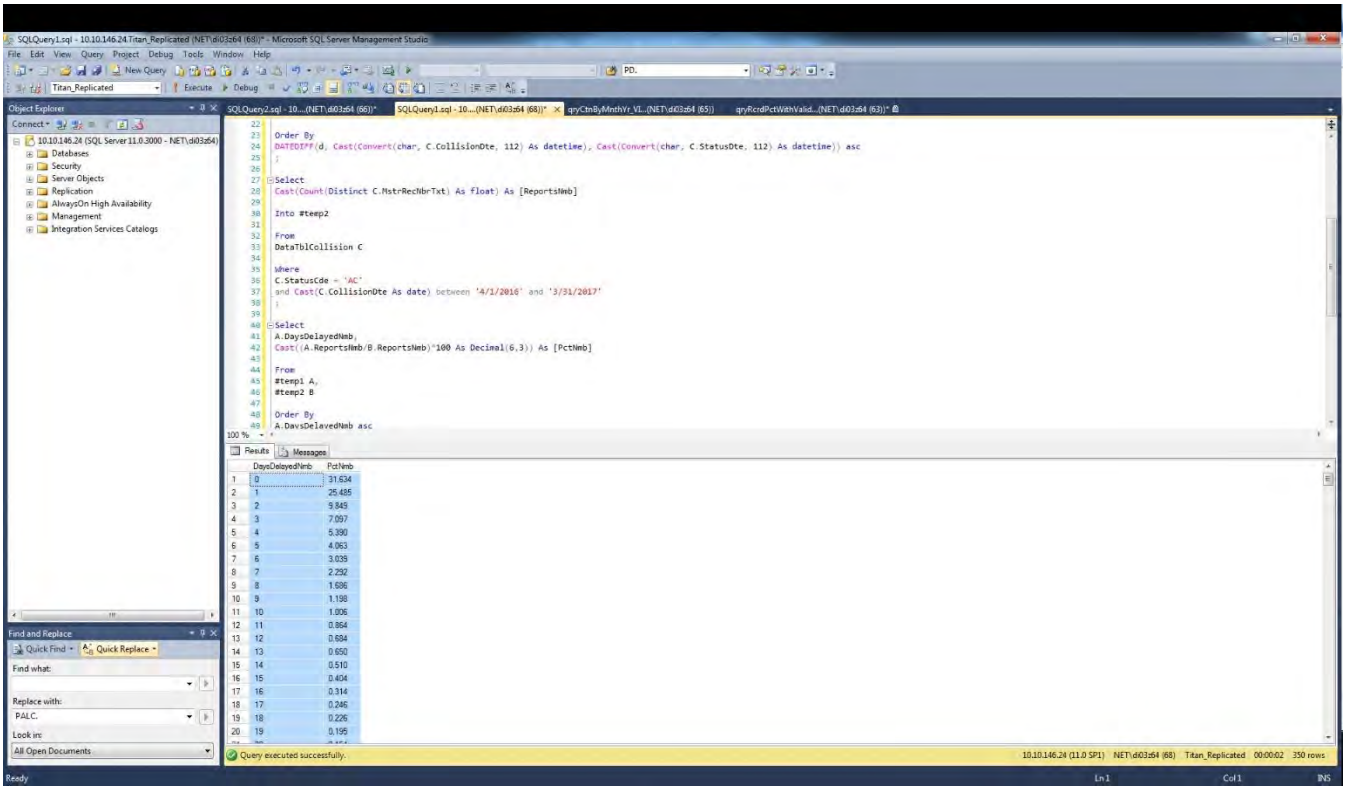
There were 241,697 crash reports during the baseline period with 86.4 percent entered within 7 days of the crash. There were 245,508 crash reports during the current period with 88.9 percent entered within 7 days of the crash.

The result is an increase in timeliness of 2.5%.

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%

Supporting Materials (Backup)



5.1.4 Crash Completeness

Label: C-C-02
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Revision Date*:** May 24, 2017
Related Project: TITAN

Narrative

This performance measure is based on the C-C-02 model performance measure.

Tennessee will improve the Completeness of the Crash system as measured in terms of an increase in:

The percentage of crash records with latitude and longitude values entered by the officer.

The state will show measureable progress using the following method:

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

The baseline period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

The current performance period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 230,732 reports with latitude and longitude values out of a total 241,697 reports resulting in 95.5% completeness.

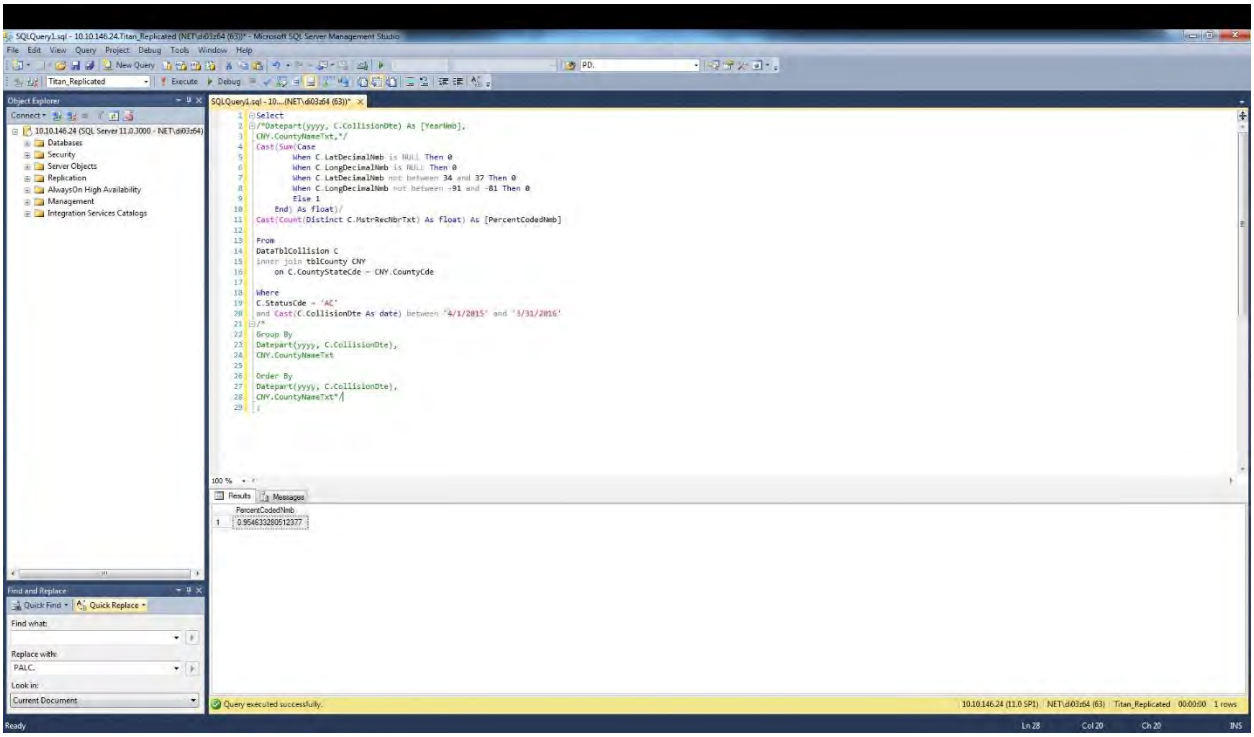
The current period had 237,020 reports with latitude and longitude values out of a total 45,508 reports resulting in 96.5% completeness.

The result is an increase in completeness of 1%.

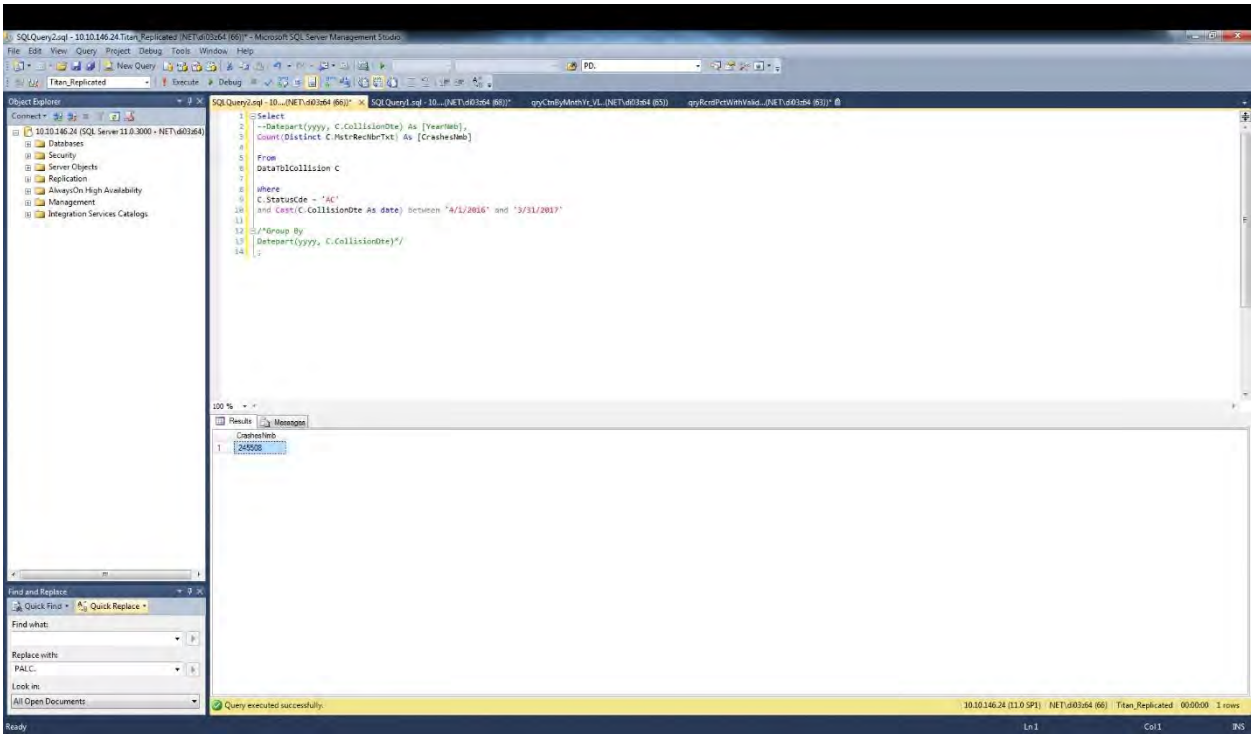
Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)
April 1, 2014	March 31, 2015	177,207	241,750	82.5%
April 1, 2015	March 31, 2016	230,732	241,697	95.5%
April 1, 2016	March 31, 2017	237,020	245,508	96.5%

Supporting Materials (Backup)



Supporting Materials (Backup)



5.2 Traffic Records Performance Targets

5.2.1 Target for Citation Timeliness, Completeness, Uniformity – Counties Deployed

The target for the number and percentage of counties in Tennessee where THP issues citations electronically is:

Start Date	End Date	Counties	Percent of Total Counties
April 1, 2017	March 31, 2018	90	94.73%

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, 2017	March 31, 2018	33.00%

5.2.3 Target for Crash Timeliness

The target for crash reports entered into the database within 7 days after the crash is:

Start Date	End Date	Percent Entered <= 7 days
April 1, 2017	March 31, 2018	90%

5.2.4 Target for Crash Completeness

The target for crash records with latitude and longitude values entered by the officer is:

Start Date	End Date	Completeness (%)
April 1, 2017	March 31, 2018	97%

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.
- State of TN Office for Information Resources was contacted to become a part of the planning process.

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 2018 Traffic Records Project List

*Refer to the Tennessee Highway Safety Plan for FFY18 project budget information.

FFY 2018 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 P64 – TRIMS Crash Location Automated Updater
TN P65 – TRIMS Crash Location Manual Updater
TN P71 – eCitation
TN P72 – eCDR – TITAN Electronic Court Disposition Reporting System

6.1 TN P11 – Traffic Records Coordinating Administration and Support

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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 are able to 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 on line 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.

Schedule
October 1, 2017 through September 30, 2018

6.2 TN P22 – Tennessee Integrated Traffic Analysis Network (TITAN)

Contacts

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Email: ChristopherOsbourn@tn.gov

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 have the ability to access statistical data relating to their crashes and to conduct their own adhoc 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 particular 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 of 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 on line, 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.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures
See *Section 5.1.3 Crash Timeliness* for performance measure.

See *Section 5.1.4 Crash Completeness* for performance measure.

6.3 TN P41 – Integrated Criminal Justice Portal

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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 have to 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	Currently in Rollout Phase	In Progress

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 are 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 of 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.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures

A-X-1 – Criminal Justice Portal Accessibility

Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** May 19, 2017

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 measureable 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	2015:	9,743
2013:	8,312	2016:	10,178
2014:	8,489	2017:	10,680

6.4 TN P52 – Implementation and Maintenance of EMITS and Trauma Registry

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Lead Agency
Tennessee Department of Health – Emergency Medical Services

Partner Agencies
TRCC Emphasis Area V, 192 ambulance services, 12 trauma centers and four comprehensive regional pediatric centers, Tennessee Department of Health Statistics, Office of Policy, Planning & Assessment

Priority
High

Status
Active

Project Description
This project encompasses the development and support of the state ambulance run reporting system (Emergency Medical Information Technology System – EMITS) and the state trauma registry. EMITS is National EMS Information System (NEMSIS) compliant for 2.0 and the rules of the state EMS Board require 100% reporting of all ambulance runs. The trauma registry uses a state developed online 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 (12) 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. 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 EMITS and Trauma Registry data will become components of the Injury Surveillance System. EMITS will also be used to supply EMS data to the state FARS office.

Progress – Trauma Registry

Twelve 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 eight full years of trauma center and CRPC data. Over twenty thousand records, per year average, were received for the period 2007 through 2016.

The state trauma registry continues to use a state developed secure online submission process for trauma centers and CRPC's to submit trauma registry data. As a result, Trauma centers and CRPC's are able to generate reports from the state registry on the incidences of trauma affecting their own facility as well as aggregate data statewide. Records submitted in 2017 are currently being assessed.

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 and the draft procedures/protocol manual for the release of data from the trauma registry are now complete.

Problems –Trauma Registry

Currently, trauma registry data collected from trauma centers and CRPC's includes ICD9/ICD10 diagnosis codes, injury severity scores, and complication/comorbidity fields. These fields need to be linked to the existing record structure for a comprehensive view for the study of traumatic injury in the state of Tennessee. The trauma registry also needs the ability to receive ICD10 data that hospitals are required to collect in 2016. The trauma registrar position has been filled and analysis of trauma registry data for field reporting compliance is currently underway.

Plans – Trauma Registry

An RFP has been developed for the potential purchase of a third-party software platform to handle trauma registry and EMS data submissions. If purchased, performance measures will be developed to assure appropriate reporting and compliance with trauma registry data dictionary fields.

Milestones

Milestone Description	Target Date	Actual Date	Status
Upgrade to EMITS 3.0	12/31/2016		Ongoing
Collect 65% of ambulance run reports statewide	12/31/2016		Ongoing

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Injury Surveillance / EMS		✓				

Activity Report

Report Start	**Report End**	**Provided By**
05-31-2016	05-31-2017	Donna Tidwell

Activity: Completed RFI and now in process of issuing an RFP for the Trauma Registry and EMS Run Reporting Systems.

Problems: Until vendor is selected, linking data to various databases is not possible.

Plans: Select and contract with a vendor for Trauma and EMS data collection.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures

I-U-02 – EMS Uniformity

Status of Improvement: No Status
Active Status: Planned
Revision Date: 31-May-2017

Narrative

This performance measure is based on the I-U-02 model performance measure.

Tennessee will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMSIS V3 compliant data elements on EMS patient care reports entered into the database or obtained via linkage to other databases.

The state will show measureable progress using the following method: Count the number of NEMSIS V3 data elements collected and the NEMSIS V3 reports during the baseline period and compare against the same numbers during the performance period.

6.5 TN P53 – Statewide Injury Surveillance System

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Lead Agency
Tennessee Department of Health

Partner Agencies
TRCC Emphasis Area V, Department of Transportation, Department of Safety

Priority
High

Status
Active

Project Description
Emergency information systems help to fill a major gap in understanding nonfatal, treated injuries.

Project Purpose
A population-based Injury Surveillance System to define disability and other associated outcomes is essential for planning and evaluating prevention, acute care, and rehabilitation services for people with injuries. Beyond the data contained on a death certificate or a hospital bill associated with a Motor Vehicle Accident, little is available in a consolidated manner to allow an investigator to assemble all relevant information. Meaningful conclusions and/or policy recommendations are better made from synthesized information that is comprehensive in scope and draws from many sources.

This system's development requires the cooperation of many agencies. The system must be acceptable to those who will contribute to its success and it should be flexible enough to meet the continually evolving needs of the community and to accommodate changes in patterns of injury. The support and interest of these groups of constituents will be valuable in establishing the systems and these groups can provide key input regarding purposes of systems as well as developing the systems.

This system will also be expected to take advantage of systems under development, and need additional funding, such as the Trauma Registry and Emergency Medical Information Technology System.

Milestones

Milestone Description	Target Date	Actual Date	Status
Develop a Trauma Registry Data Dictionary	12-31-2013	09-10-2014	Completed
Complete the policy to release Trauma Registry Data	12-31-2016		Ongoing
Upgrade the system to EMITS 3.0 (TNEMSIS)	12-31-2016		Ongoing

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Injury Surveillance / EMS	✓	✓				

Activity Report – EMITS

Report Start	Report End	Provided By
05-31-2016	05-31-2017	Donna Tidwell

Activity – EMITS: EMITS, data set version 2.2.1, currently collects 100 percent of the required data elements included in the National EMS Information System (NEMSIS). There have been 369,899 electronic Patient Care Records uploaded to NEMSIS from Q3 2013 to Q2 2015. Uploaded data meets NEMSIS data standards 2.2.1. Version 2.0 of EMITS began receiving PCRs by direct input via the web application and by XML files in mid July 2010.

NEMSIS has changed the data standards. The newest standard to be implemented is 3.3.4 with 3.4.0 to follow shortly thereafter. The official policy statement from NEMSIS TAC regarding this change is: Recognizing that, for a variety of reasons, states and contracted vendors are at different stages of Version 3 implementation, the following policy decisions have been made:

1. The NEMSIS TAC will continue to collect NEMSIS Version 2 data from the States until 12/31/2016;

2. The NEMSIS TAC will continue to collect both NEMSIS Version 3.3.4 and NEMSIS Version 3.4 data from the States until 12/31/2017; however, Version 3.4 will officially become the standard on 1/1/2018;

3. NHTSA and the NEMSIS TAC agreed that major revisions to the NEMSIS Standard will occur on a four year cycle. The next major revision could be released March, 2018 and would officially become the standard 1/1/2019.

Problems – EMITS: Currently, the Office of Emergency Medical Services of the Tennessee Department of Health is in the process of issuing an RFP to purchase a Commercial Off-The-Shelf software product to meet the ePCR needs of the EMS agencies in the state. We continue to struggle with data input from services. We have approximately 21% of services during 2016 submitting either by xml file uploads or direct input through the web application. This is due to the service vendors becoming compliant with NEMSIS version 3.0 data collection and our system unable to accept version 3.0 currently.

The current RFP request will update our EMITS data collection on or before January 1, 2018 to accept version 3.0. The request also includes the ability by spring of 2018 be accepting version 3.4 which will meet the requirement of reporting NEMSIS version 3.4.

The goal of 100% collection of ambulance run reports is ongoing and will be accomplished by;

The Office of EMS continues to investigate integrating EMS and the trauma registry data. A goal of the integration will be for trauma centers to receive higher percentages of ambulance run information from the trauma registry.

The Tennessee Office of EMS needs the capability to analyze data from EMITS and the state Trauma Registry. The EMITS data set complies with the USDOT national system NEMSIS. This is a NHTSA project. 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. The state is currently out of federal grant dollars to complete the development of this project.

Plans – EMITS: EMIT's submission process and data assessment continues to be ongoing. We are currently in the process of upgrading to EMITS 3.0 with the goal of being complete and accepting NEMSIS v. 3.3.4 data by 12/31/2017 and have submitted a grant for the upgrade. Number of EMS Licensed services changes from Year to Year the goal is to have 100% of those licensed submitting data by January 1, 2017.

Activity Report – Injury Surveillance

Report Start	**Report End**	**Provided By**
05-31-2016	05-31-2017	Benjamin Crumpler

Activity: Using information from the Death Statistical System, Hospital Discharge Data System and Crash Data through TITAN, the Office of 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.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures

TN-PM531 - Measure Databases Linked

The ISS coordinator conducted data extraction from Death Statistical System and expanded the existing injury-related death data to include 2014 death records, and ISS now includes a 16-year master mortality file containing all Injury-related deaths occurring in state of Tennessee from 1999 to 2014. Non-fatal injury data was also extracted from hospital discharge data and the injury-related hospital discharge data was expanded to include 2014 hospital discharge data records. Up to date, ISS contains an 18-year master file including all injury-related hospital discharge data from 1997 through 2014.

ISS staff also expanded the comprehensive dataset with matched records linking MVCrelated deaths to HDDS records to include 2014 death records, now the linked death–hospital discharge dataset includes a 8-year matching records from 2007 to 2014.

TN-PM532 - Measure ISS Data Elements
Data not available at the time of this report.

TN-PM533 - Measure ISS Data Set Usage
Data analysis was conducted using emergency medical technology information system (EMITS) data from 2011 through 2015. Data analysis mainly focused on identification of subpopulation most affected by motor vehicle crashes (MVC) among MVC-related EMS responses and the safety equipment usage among this group.

6.6 TN P63 – Development of Predictive Analytics for Traffic Safety

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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 be in charge of 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

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
Implement GIS Predictive Model Allocation Tool – Interdiction	09-01-2015	In progress	Behind Schedule
Retrain Predictive Models	04-01-2016	In progress	On Schedule
Determine need for individual THP District models	12-01-2105		Behind Schedule
Implement Dashboards – Crash	08-01-2014	10-01-2014	Completed
Implement Dashboards – Fatalities	08-01-2014	10-01-2014	Completed
Implement Dashboards – Trooper Activity	08-01-2014	10-01-2014	Completed
Refine Dashboards – Fatalities	11-01-2015	TITAN Deployment	Completed
Refine Dashboards – Trooper Activity by Type & Date	05-01-2016		Behind Schedule
Refine Dashboards – Trooper Activity by Trooper	05-01-2016		Behind Schedule

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	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.

Schedule
October 1, 2017 through September 30, 2018

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 measureable 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

TN-PM631 – Dashboards
Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Improve performance of Traffic Safety Dashboards

The state will show measureable progress using the following method:

Refinement of fatality dashboard to improve implementation process Improvements to trooper activity dashboards to enhance performance

Measurement Date	Measurement	Notes
11/01/2015	Implement the fatality dashboard in the TITAN system	Completed
04/01/2016	Implement the Trooper Activity Dashboard in the TITAN system	Behind Schedule

TN-PM632 – Dashboard Users
Tennessee will improve the Accessibility of the Crash system as measured in terms of an Increase of:

Distribution of dashboards to users.

The state will show measureable progress using the following method:

Progress will be demonstrated by having 50 dashboard recipients. Implementation in the TITAN portal makes dashboards available to thousands of users statewide.

Measurement Date	Measurement	Notes
11/01/2015	Implement a crash dashboard that includes fatalities in the TITAN system; makes the dashboard available to approximately 10,000 users statewide	Completed
04/01/2016	Make Trooper activity dashboards available to all Troopers (800+ users) through the TITAL portal	Behind Schedule

6.7 TN P64 –TRIMS Crash Location Automated Updater

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Lead Agency
Tennessee Department of Transportation

Partner Agencies
Tennessee Department of Safety & Homeland Security

Priority
Medium

Status
In Progress

Project Description
Accepts validated crash data from TDOS and automatically updates the route location in the TITAN database. Locations are determined using the Latitude and Longitude on the crash report and the road name(s). The TDOT crash location data is updated in the TITAN database. A crash import process is run to pull the crashes into TRIMS.

Project Purpose
The automated update process assists in eliminating the backlog of crash data and provides an almost real-time crash database.

Milestones

Milestone Description	Target Date	Actual Date	Status
Adjust filters to accept more crash reports	12-31-2014	06-01-2015	Completed
Assist 3rd party vendors with validation tool	03-31-2015	N/A	On Schedule
Additional software tuning to increase located crashes	12-31-2016		In Process

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Roadway	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	**Report End**	**Provided By**
06/30/2015	06/30/2016	Jeff Murphy

Activity: Road/Route comparison parameters adjusted to provide a better check of road/route names between TRIMS and the crash report. All information entered is accurate and up to date.

Problems: Due to Strategic Technology Solutions (STS) access restrictions, the Auto Updater cannot be distributed to 3rd party vendors. This is no longer a problem – 3rd party vendors are no longer used to assist in crash location.

Plans: Sustain and make improvements over the next year.

Report Start	**Report End**	**Provided By**
07/01/2016	05/31/2017	Jeff Murphy

Activity: The TRIMS Crash Location Automated Updater module will be enhanced to improve the percentage of crashes that are automatically located in TITAN, along with additional tools to aid in the manual location process.

A new SI_CRASH_ROADNAME_MATCH table will be created in the TRIMS database to aid in auto-locating crashes. This table will include TITAN LocationHighwayStreet values and the TRIMS Road Name values that indicate a matching location.

The Crash Location Automated Updater will be updated to automatically enter a record into this new table each time a crash is located. The system will only make an entry into the table if the match does not already exist.

The Crash Location Automated Updater processing will use the information in this table to find TRIMS Road Names associated with LocationHighwayStreet values in TITAN.

Over time, the auto-locating process will get faster and smarter by using the match data stored in this table. The table will also provide a records of the various road names associated with crashes in TITAN that match each TRIMS road name value.

The Crash Location Automated Updater will be enhanced to include new rules when auto-locating crashes.

Many intersection related crashes are not being auto-located. The updater currently looks at the Relation to Junction field to determine if a crash is associated with an intersection. There is another field, IntersectTypeCde, which is also used by the officers when reporting a crash. The updater will be enhanced to process crashes where DataTleCollision.IntersecctTypeCde is not equal to '00' (Not at Intersection) or '98' (OTHER) as "intersection" crashes.

When locating an intersection-related crash where multiple possible intersections are found, if the closest possible crash location is <50 feet from the crash latitude/longitude, and the next closest intersection is >100 feet, the system will auto-located the crash at the closest intersection.

As stated in the previous section, the Auto Updater will use data in the new SI_CRASH_ROADNAME_MATCH table to check for a road name match.

Some TITAN records do not contain a value for the LocationHighwayStreet Column. If this is the case, the system will attempt to match the TITAN RdwyNbrTxt value with the TRIMS route (NBR_RTE) value.

There are many crashes having TITAN LocationHighwayStreet values that almost match the TRIMs Road Name field. The updater process will be enhanced to strip the spaces, dashes, and periods from each of these values prior to comparison. With this enhancement, the system will auto-locate many more crashes.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures

TN-PM534 – Measure Timeliness of Location Data Entry

Tennessee will improve the Timeliness of location data entry as measured in terms of a Decrease of:

The length of time to enter location data into the TRIMS system.

The state will show measureable progress using the following method:

Average number of days to enter location data into TRIMS after receiving the crash record.

2016 Measurement Date: 6/13/2016

2016 Measurement: The Auto Updater is run weekly and loads approximately 80% of the available crash records.

6.8 TN P65 – TRIMS Crash Location Manual Updater

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Lead Agency
Tennessee Department of Transportation

Partner Agencies
Tennessee Department of Safety & Homeland Security

Priority
Medium

Status
Complete

Project Description
Validated crash data from TDOS that is rejected by the automated updater stores in a file. Those crash reports, although not identified exactly, may provide up to five options for expedited validations. Using the Latitude and Longitude on the crash report, the process identifies possible route locations. The user can select the correct location or enter another one.

Project Purpose (and how it will help improve traffic records in Tennessee):
The Manual Updater will assist in eliminating the backlog of crash data and provide an almost real time crash data database.

Milestones

Milestone Description	Target Date	Actual Date	Status
Administer filters to accept more crash reports	12-31-2014	06-01-2015	Completed
Assist 3rd party vendors with validation tool	03-31-2015	N/A	In Process
Enhance software to improve capability to locate crashes accurately	03-15-2016		

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Crash	✓	✓				
Roadway	✓	✓	✓	✓	✓	✓

Activity Report

Report Start	**Report End**	**Provided By**
06/30/2015	06/30/2016	Jeff Murphy

Activity: TCLMU is in production in the TDOT TRIMS system. All information entered is accurate and up to date.

Problems: Due to Strategic Technology Solutions (STS) access restrictions, the TCLMU cannot be distributed to 3rd party vendors.

Plans: Sustain and make improvements over the next year.

Report Start	**Report End**	**Provided By**
07/01/2016	05/31/2017	Jeff Murphy

Activity: The TRIMS Crash Location Manual Updater module will be enhanced to process of manually locating crashes.

Currently, the Manual Updater allows users to filter un-located crashes by County. The Manual Updater will be enhanced to include additional filtering options. New filters include: Case Number, Type of Crash, Begin Date, and End Date.

The interface will be enhanced to include additional crash information, thereby aiding users in the manual locating process. The TITAN crash master list will now include the Collision Data and Type of Crash values. A Sort Crashes option will be added to allow uses to sort the TITAN crasah master list by one or more columns.

A new Show on Map button will be available in the TITAN crash detail section for all TITAN crashes having a latitude and longitude value (not null or zero). When users select this option, an internet browser window will open and display the selected crash location in Google Maps using the latitude and longitude values reported for the crash. A new Image Viewer button will also be available to allow users to open Image Viewer using the latitude and longitude associated with the selected crash.

The Collision Narrative field in the TITAN crash detail section will be expanded to allow users to see more crash details without the need for scrolling.

The Unable to Locate option is used to set a "bogus" date (01/01/1920) for a crash that does not appear to have a matching TDOT location. When the updater was originally delivered, the intent was to have a TITAN QC app function to allow these "un-locatable" crashes to be reviewed. This functionality does not exist; therefore, the Unable to Locate option will be removed.

A new Update TDOT Fields interface will be added to TRIMS. Uses may access the new interface by selecting the new Update TDOT fields option the Crash Location Manual Updater. When this option is selected, the Update TDOT Fields interface will display. The interface is described in Section 2.4.

Schedule
October 1, 2017 through September 30, 2018

Performance Measures

TN-PM535 – Measure Accuracy of Location Data

Tennessee will improve the Accuracy of location data as measured in terms of an increase of:

Accurate Location Data captured into the TRIMS system.

The state will show measureable progress using the following method:

Percentage of crash records in TRIMS with accurate location data.

TN-PM536 – Measure Consistency of TDOT Location Data

Tennessee will improve the Consistency of location data as measured in terms of an increase of:

Number of crashes with TDOT Location Data for local roads.

The state will show measureable progress using the following method:

Percentage of local roads crash records in TRIMS with consistent location data.

2016 Measurement Date: 13-JUN-2016

2016 Measurement: 100% of Local Road Crashes are being located.

6.9 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

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**
06/30/2015	06/30/2016	Chris Osbourn

Activity: The Tennessee Highway Patrol is currently 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. The courts must transition to accepting citations electronically into their local RMS and transmit court dispositions electronically back to the Department of Safety & Homeland Security for posting to a driver's record. By the end of FFY 2016, the Department plans to have deployment of eCitation in over 70 counties, approximately 74% of statewide counties. As of June 2016, THP Troopers in 29 counties or 30.5% of all counties are issuing citations electronically. During FFY 2016 this represents 5.1% of all citations were issued electronically.

Strategies:

1. Implement the TITAN eCitation software to THP Statewide and have all State Troopers issuing eCitations by December 31, 2017.

2. Provide training all THP Troopers in each county on issuance of eCitations.

3. Continue to develop and foster partnerships with court clerks in each respective county working together jointly on transition of THP to eCitation issuance.

4. Provide technical and operational support to all users of the TITAN eCitation software.

5. Offer TITAN eCitation software, training, and technical support to local law enforcement agencies following a successful adoption by THP.

Report Start	**Report End**	**Provided By**
07/01/2016	05/31/2017	Chris Osbourn

Activity: THP has implemented eCitation in over 89 counties and intends to be fully deployed by the end of CY 2017. Great progress has been made in our rollout over the past year. New in-car printers and bar code scanners have been deployed to specifically streamline the process for issuing eCitations.

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.

Plans: We intend to proceed with deployment anticipating full deployment in all 95 counties by the end of CY 2017. We will continue to educate local government leadership on allowable fees which can be applied to help fund equipment and integration costs at the local level. We will also continue to explore ways to make the process more efficient by supporting the elimination of the handwritten signature requirement, as other states in the region have done, as well as explore the possibility of an eWarrant software application in counties where it would be possible to do so.

Schedule
October 1, 2017 through September 30, 2018

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
Active

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.

4. 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.

Schedule
October 1, 2017 through September 30, 2018

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 2015, 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 2015, 0% of dispositions were being received electronically.

6.11 General Sessions Data Repository

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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 the 124 General Sessions courts and its 1.5 million cases processed each year. The AOC desires to create a system for collecting, analyzing, and reporting case data from the General Sessions courts, with the capacity to expand it to cover all of the courts of the state in the future. The State of Tennessee has a non-unified court system, with multiple Case Management Systems from which information must be collected. Out of the 96 county courts, 86 of those courts utilize a case management system called TnCIS and ten courts are on six other case management systems. In addition to the 96 general sessions' county courts, there are also 28 municipal courts with general sessions jurisdiction that need to be captured as a part of the scope of this project as well, with various case management systems.

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. Rather than compile aggregate statistical summaries from individual

courts, with this project the AOC will transition to a more robust case-level reporting system. 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 each 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.
- Deliver support for more complex information requests with staff expertise and business intelligence and statistical analysis tools.
- Create a repository infrastructure that eventually can be expanded to include other courts of the state (e.g. trial courts, appellate courts).

Scope: In general, information will be pushed from case management systems used in the courts and placed in a standard XML format. This data will be pushed monthly in the beginning with plans to move to bi-weekly in the future. Any new information for a case will overwrite previous submissions. An XML schema will perform basic validation, and the document will then be encrypted and transmitted to the acquisition server in the data repository. The XML document will undergo further validation after being placed in the staging area, and then will be loaded into the repository, where reports and queries will provide information to stakeholders about General Sessions cases throughout the state. A web-based portal will support this basic access, 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	✓	✓	✓	✓	✓	✓

6.12 A-List

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Lead Agency
Tennessee Department of Safety

Priority
High

Status
Active

Project Description
Tennessee deployed the new A-List driver license system on February 15, 2015. The system is electronically interfaced with AAMVA (CDLIS, PDPS, SSLOV, HAVA, SSR, USPBS, VLS, DIA), AvTex, DL Renewal – DOR Mail, FileNet, FIS, iPad Kiosk, MorphoTrust, TITAN, Qmatic Alicio, Scanning, and CDR, Revenue, DHS, SOS, and CFD (Customer Focused Government). With the deployment of the A-List Driver system, electronic interfaces have been implemented allowing information transfer between data providers and users and automatic record updates.

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Driver License / History	✓	✓	✓	✓	✓	✓

6.13 Vehicle Title and Registration System (VTRS)

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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. While the effort is close to completion, it is anticipated that VTRS will be implemented by June 30, 2017.

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. Information provided includes necessary Insurance Information needed for crash reports. (Completed 1/2/2017)

5. Color codes provided to Law Enforcement are mapped to the coding standards requested by Law Enforcement.

Title and Registration data will be updated Real Time. The Batching process will be eliminated. There may still be a delay in updating dependent on the local County review processing.

Core System and Performance Area

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Vehicle	✓	✓	✓	✓	✓	✓

7. Traffic Records Data Standards Compliance

7.1 Model Inventory of Roadway Elements (MIRE) Compliance

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?

We have collected all but three of the FDE's. One data element that we have partial collection of (#126 Intersection/Junction Geometry). The other two are #139 Unique Approach Identifier and #182 Interchange Type. We collect these elements for all classifications of 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 database. This is an Oracle database and uses custom software to manage the data.

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 Long Range 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 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 utilized in the past to ensure the proper 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.

- *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 from other sources of updates. 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 Reference System.

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, Trial 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 3 of the fundamental data elements (#126, #139, #182). 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?

Mandli Contract (for Photolog and Lidar) – Photolog & Photolog Ramps – Annual Estimated Cost $1,123,162.00; (estimated costs for Lidar efforts are not currently available).

Person 1; 100% of his time – Annual Estimated Cost: $84,989.52 (salary and benefits)

Person 2; 20% of his time – Annual Estimated Cost: $18,627.84 (salary and benefits)

RPM / ARCADIS for HPMS sample collection – Annual Estimated Cost: $438,411.00

Total Annual Estimated Cost: $1,665,190.36

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. Once MMUCC Version 5 is released, Tennessee plans to undergo efforts to upgrade to MMUCC V5 and perform a new MMUCC compliance review.

Tennessee plans to adopt the MMUCC Version 4 definition for the "Suspected Serious Injury (A)" attribute by April 15, 2019. These plans include the following:

- 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 last EMS database review was performed by the State in 2009. The Tennessee EMS run reporting system, EMITS, is currently NEMSIS 2.x compliant.

7.4 National Trauma Data Standard (NTDS) Compliance

The Tennessee trauma registry is maintained in the DOH and contains approximately one-half of the National Trauma Data Standard (NTDS) elements. The registry contains Injury Severity Scores (ISS) for each record.

A stated goal in this plan is to upgrade the State Trauma Registry using new software that improves National Trauma Data Standard (NTDS) compliance.

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Tennessee

Reporting Agencies Summary (Grant-Funded Only)

Grant-funded agencies in your area registered to submit data.

Grant funded agencies that have reported this campaign.

Law Enforcement Agencies	Participating This Period	Reporting This Period	
Highway Patrol Districts	8	8	100.00%
County Sheriffs Office	81	81	100.00%
City/Town Police	220	219	99.55%
College/University Police	9	9	100.00%
Airport Police	0	0	0.00%
Railroad Police	0	0	0.00%
Federal Agency	0	0	0.00%
Total	318	317	99.69%

Grand Totals

Grant-Funded Agencies Reported: 318

Grant-Funded Agencies Not Reported: 1

Grant-Funded Agencies Not Reported: 1

Calhoun Police Department

Reported Results

Sworn officers	12426	DWI Arrests - Alcohol Only	299
DUID Arrests - Drugs Only	73	DWI/DUID Arrests - Alcohol and Drugs	205
DRE DUI Arrests	4	DRE DUI Drug Arrests	3
Impaired driving arrests (DUI)	1472	Safety belt citations	9127
Child safety citations	593	Felony arrests	1573
Recovered stolen vehicles	105	Fugitives apprehended	917
Suspended/Revoked licences	4163	Uninsured motorists	8429
Speeding	24734	Reckless driving	463
Drug arrests	2554	Individuals given DRE evaluations	15
Weapons seized	140	Other	6617
Press conferences held	42	TV news stories aired	30
Radio news stories aired	46	Print news stories run	57

Other news stories	38	Number of checkpoints	67
Number of vehicles passing through the checkpoints	4784	Number of vehicles detained	175

THSO Media Activity During This Reporting Period

Description		Amount Spent	Number of Spots	Number of Impressions
TV Ads	**NBA Comcast**	$ 8,634.94	27.00	
TV Ads	TV Access	$ 12,900.00	137.00	
Pandora		$ 55,040.00		6,886,490.00
Radio Ads		$ 107,482.58	5,322.00	
Print Ads				
Outdoor Ads				
Online Ads		$ 52,539.55		2,420,237.00
Other Ads	Movie (Screenvision and NCM)	$ 46,553.94		1,445,618.00
	Total	**$ 283,151.01**		10,752,345.00

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