

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

Fiscal Year	2019
NHTSA Grant Application	TENNESSEE - Highway Safety Plan - FY 2019
State Office	Tennessee Highway Safety Office
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	TENNESSEE - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Kevin Hager
Submission On:	6/29/2018 8:40 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

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 FFY2019 problem identification process began with a review of the state's performance, utilizing 2013 to 2017 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 2017. Management staff convened to determine funding priorities, both programmatic and geographic, and developed a plan for project development for FFY2019.

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.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Process for Developing and Selecting Evidence-Based Countermeasures and Projects

The THSO and the National Highway Traffic Safety Administration (NHTSA) Regional Program Manager reviewed the data to determine the high priority areas that would be addressed with Section 402 and Section 405 funding in FFY2019.

For FFY2019, the THSO informed potential grantees that identifying any data-driven problem would garner a higher priority, but the following are characterized as high-priority areas. These include a:

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

The specific highway safety problems that subgrantees address must be data driven. They are required to identify an intervention that focuses on traffic safety problems that are statistically over represented. To assist, agencies can request comparative analyses through the TITAN crash analysis system maintained by the TDOSHS.

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

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 NHTSA.

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Process for Project Selection and Development

Announcements regarding the FFY2019 Highway Safety Program were sent (mailed and emailed) to potential state and local subgrantees, including all police chiefs and sheriffs. An example is provided at the end of this section. Notification was also posted on the THSO's website (www.TNTrafficSafety.org) and on social media sites, Facebook and Twitter. The following characteristics are considered to be important as part of the grant application process:

- Interventions that focus on reducing injury crashes;
- Problem-identification procedures that are data driven and that thoroughly document a local crash injury problem;
- Data collection systems that ensure high-quality crash reporting by law enforcement, e.g. accuracy and completeness of forms, supervisory oversight, training, etc.;
- Plans to link crash data to medical information concerning such variables as severity of injury, cost of treatment, degree of incapacitation, etc.;
- Documentation of the rationale that the intervention selected has a reasonable probability of being effective;
- An adequate intervention design that will provide meaningful outcome data on the degree of success in reducing injury crashes. The applicant must describe how the program's effectiveness will be measured and the comparison data against which the program's outcome will be evaluated;
- 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 FFY2019 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 FFY2019 funding was March 31, 2018. A total of 445 applications (248 programmatic and 197 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.

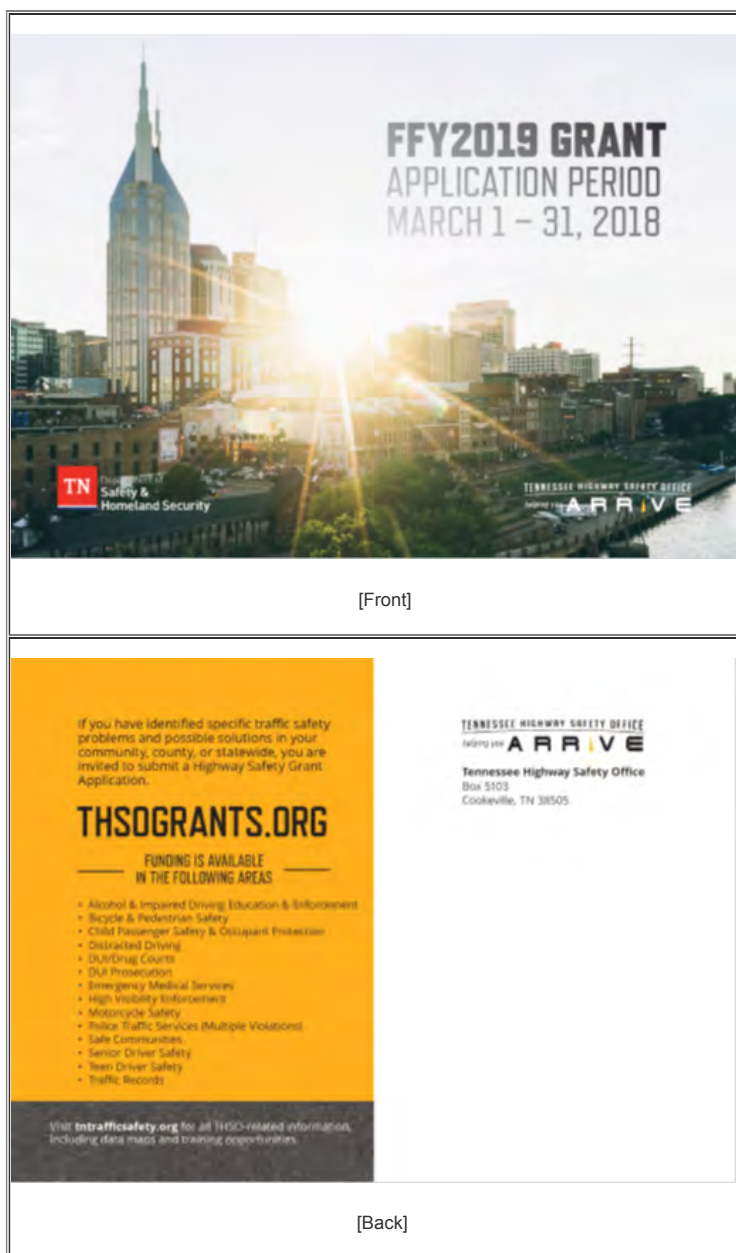
Recommendations for funding are then made to the commissioner of the TDOSHS, Tennessee's governor representative.

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 grantees, 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 on 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.

FFY2019 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 discuss 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 FFY2019 grant announcement:



Enter list of information and data sources consulted.

Data Sources Reviewed

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

- AAA Guide to Teen Driver Safety website <http://teendriving.aaa.com/CA/aaa-teen-driver-safety-research/>
- 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.
- [Distraction.gov](https://www.nhtsa.gov/risky-driving/distracted-driving) website <https://www.nhtsa.gov/risky-driving/distracted-driving>
- Tennessee Traffic Crash Data: County Rankings and Statistics by Emphasis Area, 2013 – 2017, 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
- NHTSA. Traffic Safety Facts
- 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

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The THSO shares three common performance targets with the Highway Safety Improvement Program: number of fatalities, rate of fatalities, and number of serious injuries. These performance measures are shared with our state's Strategic Highway Safety Plan (SHSP). Please see the attached information provided by Safety PM Working Group 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). 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.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatalities/VMT (FARS, FHWA)	Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	In Progress

C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
C-10) Number of pedestrian fatalities (FARS)	Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance measures for the FFY2018 Highway Safety Plan was that traffic fatalities will increase by 2.65 percent, from 994.4 (2012-2016 average) to 1021.4 (2014-2018). On June 18, 2018, there were 56 less fatalities for calendar year 2018 than on the same date in calendar year 2017. This means that Tennessee is on track to decrease fatalities for the 2018 calendar year.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The FFY2018 HSP performance measure was that serious traffic injuries will increase by 4.19 percent from 7,324.4 (2012-2016 average) to 7630.8 (2014-2018). As of June 18, 2018, Tennessee has seen 2,548 serious traffic injuries compared to 3,155 at this same time in 2017. At this time, Tennessee should meet this goal and potentially even have fewer serious traffic injuries.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The FFY2018 HSP performance measure was to decrease fatalities per 100 million vehicle miles (VMT) from 1.352 (2012-2016 average) to 1.337 (2014-2018). For the 2018 calendar year, vehicle miles traveled (VMT) in Tennessee continue to rise while fatalities stay approximately the same. This means that our fatality rate will decrease for the 2019 calendar year.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This performance measure for the FFY2018 HSP was to 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). As of June 18, 2018, Tennessee has seen 130 unrestrained fatalities compared to 146 at the same time in 2017. With this, Tennessee is on track to meet this goal as we are over halfway through the grant year.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance measures was to 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). As of June 18, 2018, Tennessee has seen 67 alcohol-impaired driving fatalities compared to 100 at this same time in 2017. Tennessee is on track to meet this goal at this time.

C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The FFY2018 HSP performance measure was to maintain speeding-related fatalities from the 2015 calendar base year of 187 through December 31, 2018, despite increasing trends. As of June 18, 2018, Tennessee has seen 66 speeding-related fatalities compared to 64 at the same time in 2017. While

Tennessee has seen more speeding-related fatalities this year, we are still on track to meet this goal of maintaining the 2015 calendar base year number.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This performance measure for the FFY2018 HSP was to decrease motorcyclist fatalities 5.5 percent, from a five-year baseline average (2011-2015) of 127 to 120 by December 31, 2018. As of June 18, 2018, Tennessee has seen 64 motorcycle fatalities compared to 62 at the same time in 2017. Depending on the weather conditions and how long motorcycle riding season goes into the fall/winter months, Tennessee can potentially meet this goal.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance measure was to decrease unhelmeted motorcyclist fatalities 27.27 percent, from a three-year baseline average (2013-2015) of 11 to 8 by December 31, 2018. As of June 18, 2018, Tennessee has seen 4 unhelmeted fatalities compared to 2 at this same time in 2017. Despite doubling the number of unhelmeted fatalities from this time last year, Tennessee still believes that they can meet this goal of 8.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance measure in the FFY2018 HSP was to 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. As of June 18, 2018, Tennessee has seen 38 young drivers involved in fatal crashes compared to 50 at the same time in 2017. At this time, Tennessee is on track to meet this decrease during the 2018 calendar year.

C-10) Number of pedestrian fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This performance measure for the FFY2018 HSP was to maintain pedestrian fatalities from the 2015 calendar base year of 104 through December 31, 2018, despite increasing trends. As of June 18, 2018, Tennessee has seen 45 pedestrian fatalities compared to 56 at the same time in 2017. At this time, Tennessee is on track to maintain this goal.

C-11) Number of bicyclists fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This performance measure for the FFY2018 HSP was to reduce pedalcyclist fatalities 10 percent, from the 2015 calendar year of 10 to 9 by December 31, 2018 (4-year linear regression). As of June 18, 2018, Tennessee has seen 1 pedalcyclist fatality compared to 4 at the same time in 2017. At this time, Tennessee is on track to maintain this goal.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance measure for the FFY2018 HSP was to increase statewide observed seat belt use 2.28 percent from the 2016 calendar year usage rate of 88.95 to 91 percent by December 31, 2018. The preliminary results have not been released for 2018. The pre-survey numbers indicate a potential increase in usage rate, but that number has not been certified at this time.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	1,022.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	7,374.6
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.291
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Other		2019	315.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	184.0
C-6) Number of speeding-related fatalities (FARS)	Other	2017	2019	180.0
C-7) Number of motorcyclist fatalities (FARS)	Other		2019	132.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Other	2017	2019	10.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Other	2016	2019	123.0
C-10) Number of pedestrian fatalities (FARS)	Other	2015	2019	97.0
C-11) Number of bicyclists fatalities (FARS)	Other		2019	9.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	90.0
DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019 -2019	Annual	2019	2019	24,781.0
DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.	Annual	2019	2019	44.0
OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.	Annual	2019	2019	160.0
OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9 percent, from 113 in 2017 to 124 in 2019.	Annual	2019	2019	124.0
OD - To increase the number of CARFIT events, providing education and training to senior drivers in Tennessee, during the 2018 project year by 37 percent from 8 in 2017 to 11 in 2019.	Annual	2019	2019	11.0
CTSP - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.	Annual	2019	2019	440.0
CTSP - 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 95,000 unique visitors..	Annual	2019	2019	95,000.0
ID - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.	Annual	2019	2019	6,106.0
T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018	Annual	2019	2019	295.0
T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.	Annual	2019	2019	300.0
T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.	Annual	2019	2019	38.0
T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.	Annual	2019	2019	83.0
EM - Provide four training grants, one to each LEL region in the state, to emergency medical	Annual	2019	2019	4.0

professionals.				
TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed	Annual	2019	2019	97.9
TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic	Annual	2019	2019	40.0
TR - Crash Completeness	Annual	2019	2019	99.0
CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.	Annual	2019	2019	40,000,000.0
CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.	Annual	2019	2019	163,000.0

C-1) Number of traffic fatalities (FARS)

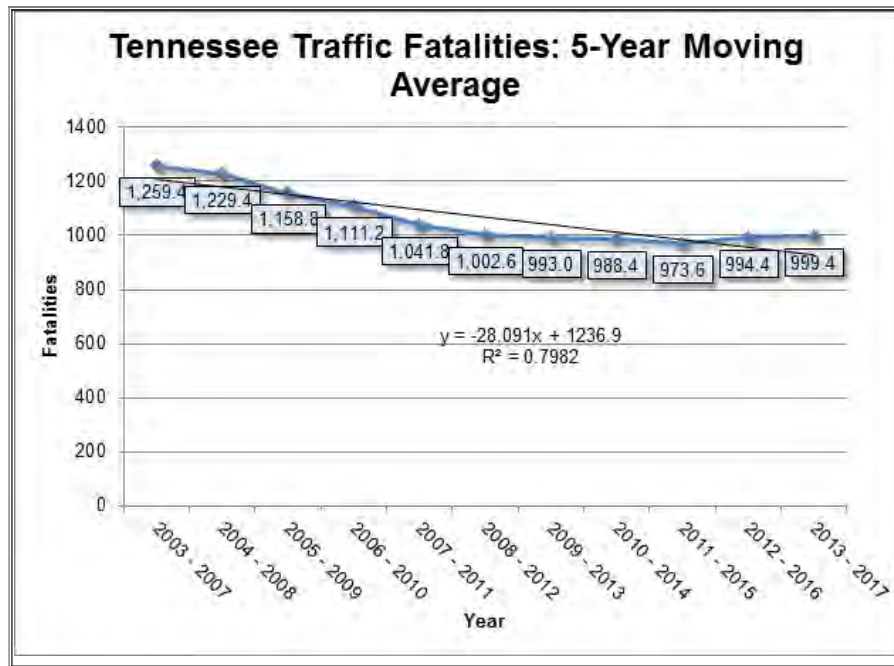
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1,022.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-1) Traffic fatalities will increase by 2.09 percent, from 1000.6 (2013-2017 average) to 1022.0 (2015-2019).



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 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.

C-2) Number of serious injuries in traffic crashes (State crash data files)

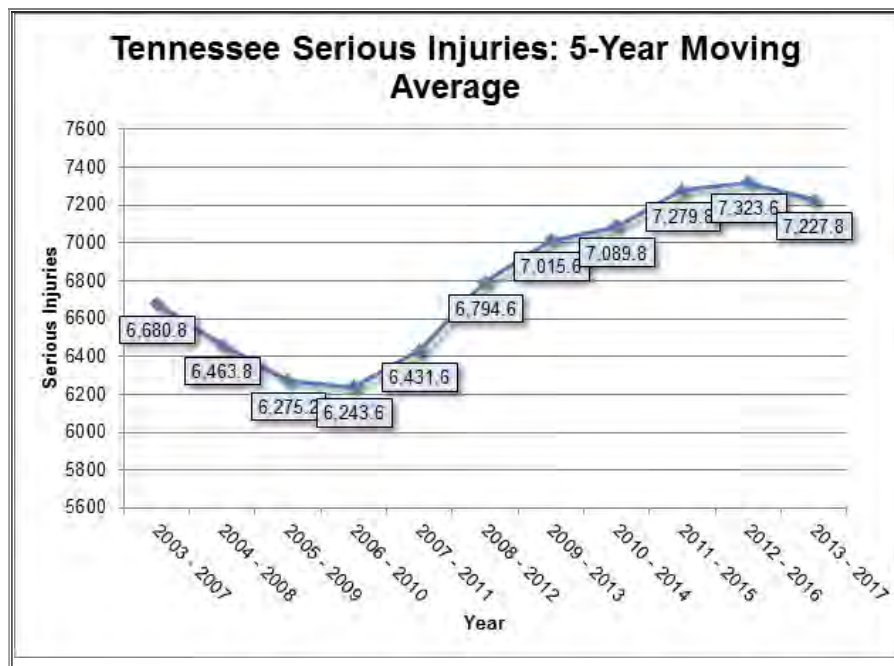
Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 7,374.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-2) Serious traffic injuries will increase by 1.99 percent, from 7,227.6 (2013-2017 average) to 7374.6 (2015-2019).



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 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.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

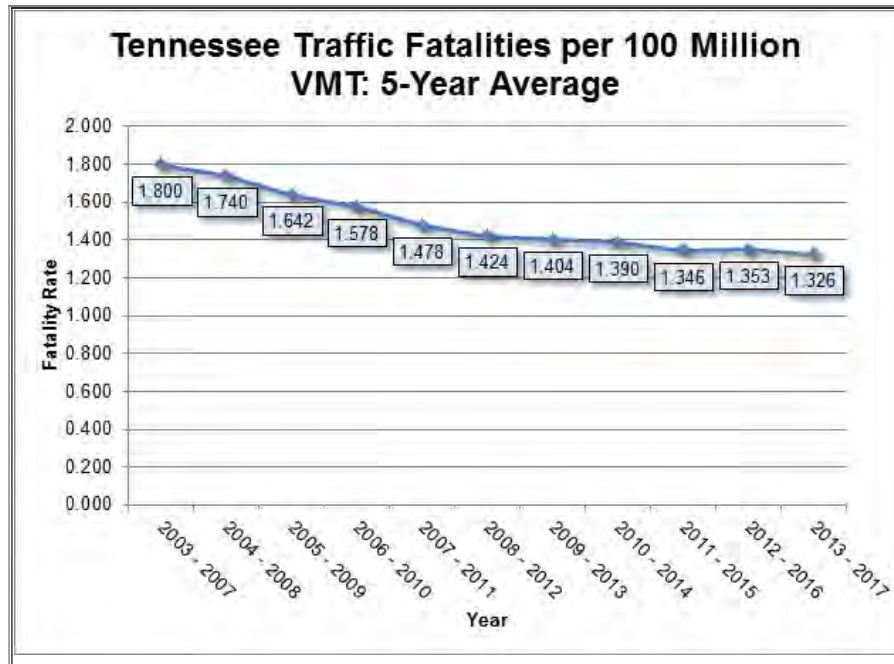
C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.291

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-3) Decrease fatalities per 100 million vehicle miles (VMT) from 1.329 (2013-2017 average) to 1.291 (2015-2019).



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 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.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

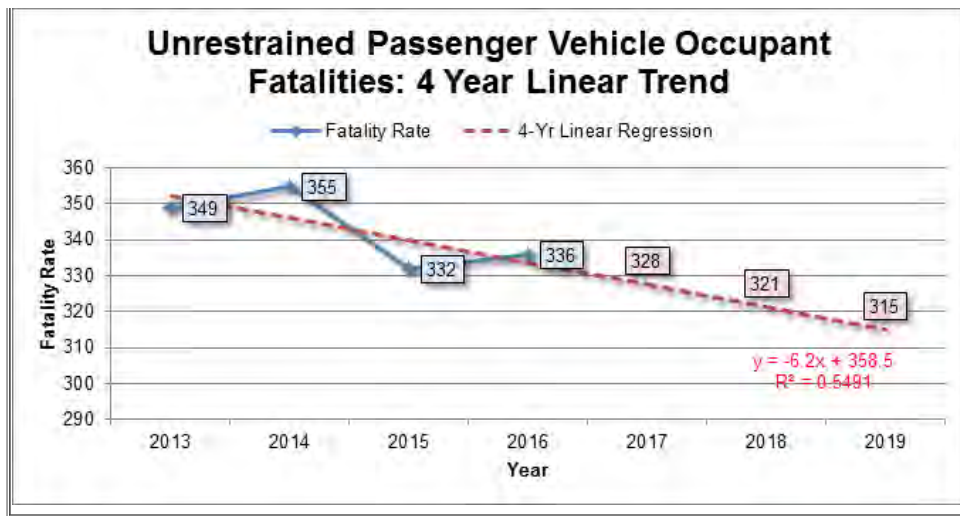
Target Value: 315.0

Target Period: Other

Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

4) Decrease the unrestrained fatalities from the 2016 calendar base year of 336 to 315 by December 31, 2019 (4-year linear regression).



The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

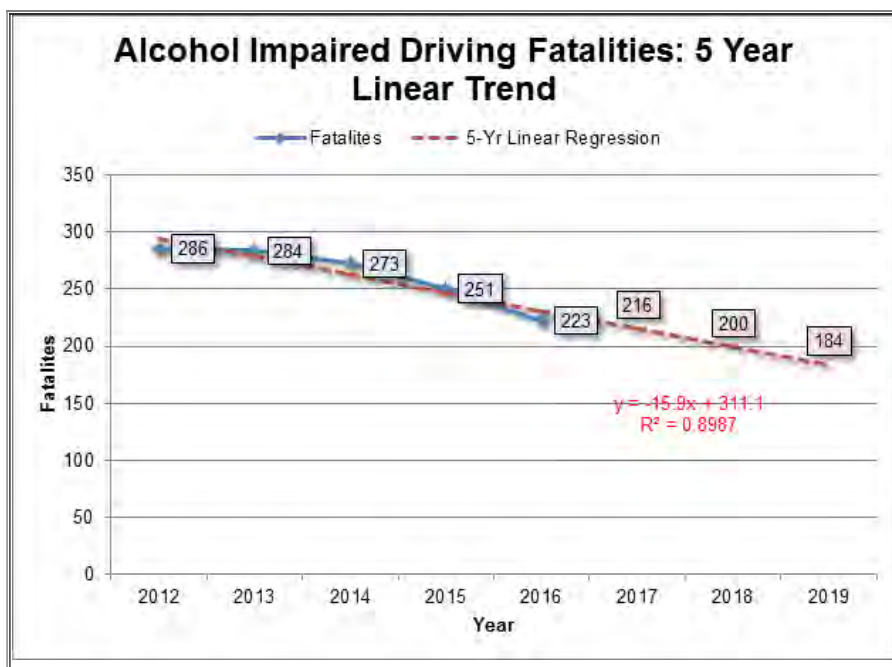
Target Value: 184.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-5) Decrease alcohol impaired driving fatalities by 17.4 percent from the 2016 calendar base year of 223 to 184 by December 31, 2019. (Based on a 5-year Linear Regression Trend Analysis)



The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 180.0
Target Period: Other
Target Start Year: 2017

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-6) Decrease speeding-related fatalities from the 2014-2016 baseline period of 197 to 180 through December 31, 2019.

Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2009 - 2011 Avg.	219	2014	220	0.6%
2010 - 2012 Avg.	214	2015	189	-11.5%
2011 - 2013 Avg.	217	2016	183	-15.7%
Current Multi-Year Base		Target Year	Estimate	Avg % Change
2014 - 2016 Avg.	197	2019	180	-8.9%

The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 132.0
Target Period: Other
Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-7) Decrease motorcyclist fatalities 1.4 percent, from a five-year alternative baseline average (2012-2016) of 133 to 132 by December 31, 2019.

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Five Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2007 - 2011 Avg.	134	2014	120	-10.3%
2008 - 2012 Avg.	132	2015	123	-6.7%
2009 - 2013 Avg.	130	2016	147	12.9%
Current Multi-Year Base		Target Year	Estimate	Avg % Change
2012 - 2016 Avg.	133	2019	132	-1.4%

The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 10.0
Target Period: Other
Target Start Year: 2017

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-8) Decrease unhelmeted motorcyclist fatalities 16.66 percent, from a three-year alternative baseline average (2014-2016) of 12 to 10 by December 31, 2019.

Three Year Alternative Baseline Analysis				
Baseline Period		Comparison Year		% Change
2009 - 2011 Avg.	18	2014	10	-43.4%
2010 - 2012 Avg.	13	2015	12	-5.3%
2011 - 2013 Avg.	13	2016	13	0.0%
Current Multi-Year Base		Target Year	Estimate	Avg % Change
2014 - 2016 Avg.	12	2019	10	-16.2%

The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

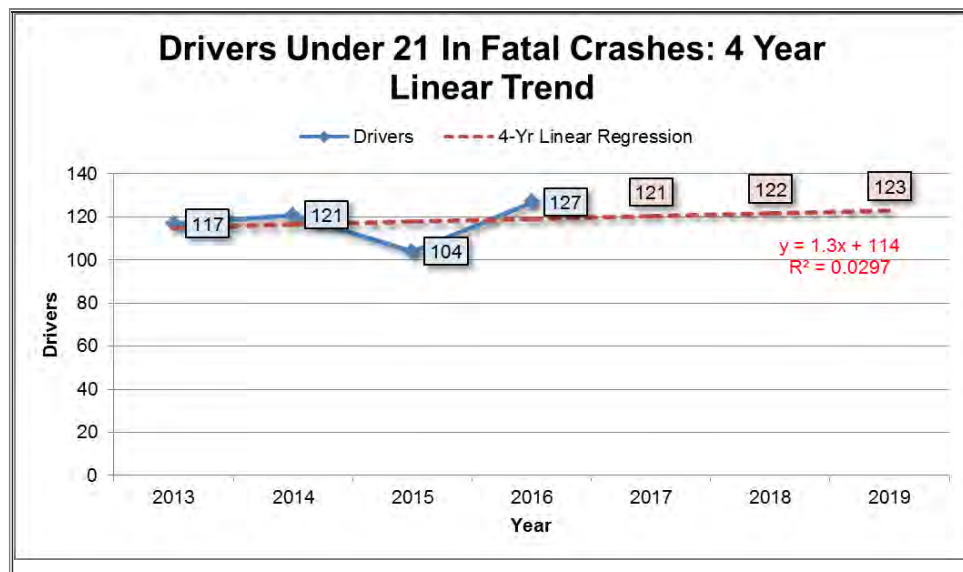
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 123.0
Target Period: Other
Target Start Year: 2016

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-9) Decrease drivers age 20 or younger involved in fatal crashes from the 2016 calendar base year of 127 to 123 by December 31, 2019. (4 year linear trend)



The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 97.0
Target Period: Other
Target Start Year: 2015

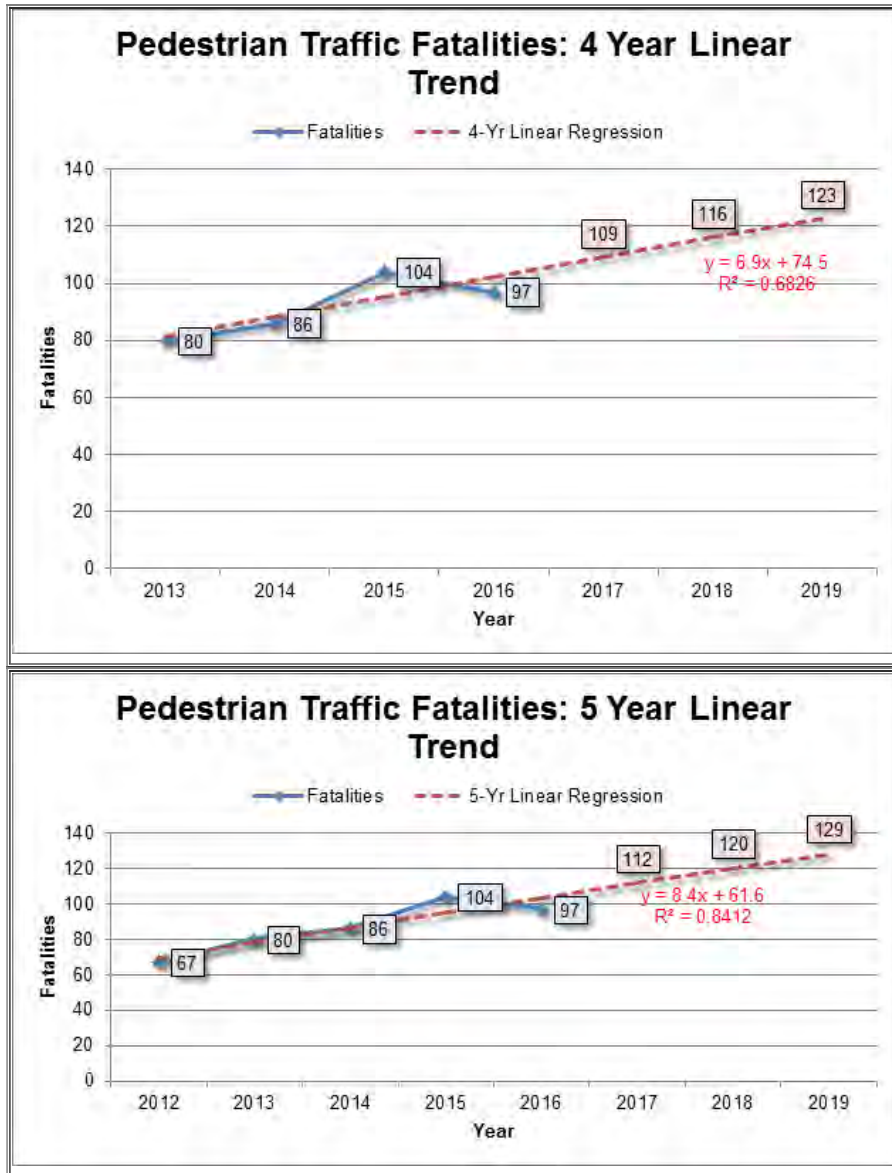
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-10) Maintain pedestrian fatalities from the 2016 calendar base year of 97 through December 31, 2019.

Based on the 4 and 5-year linear regression trend analyses, the state could have more than 97 fatalities. However, Tennessee believes that number can be maintained as a result of the strategies and activities being implemented in FFY2019. Tennessee was awarded a five-year demonstration grant by

NHTSA in 2016, the Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort and work on this grant continues.

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



The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 9.0

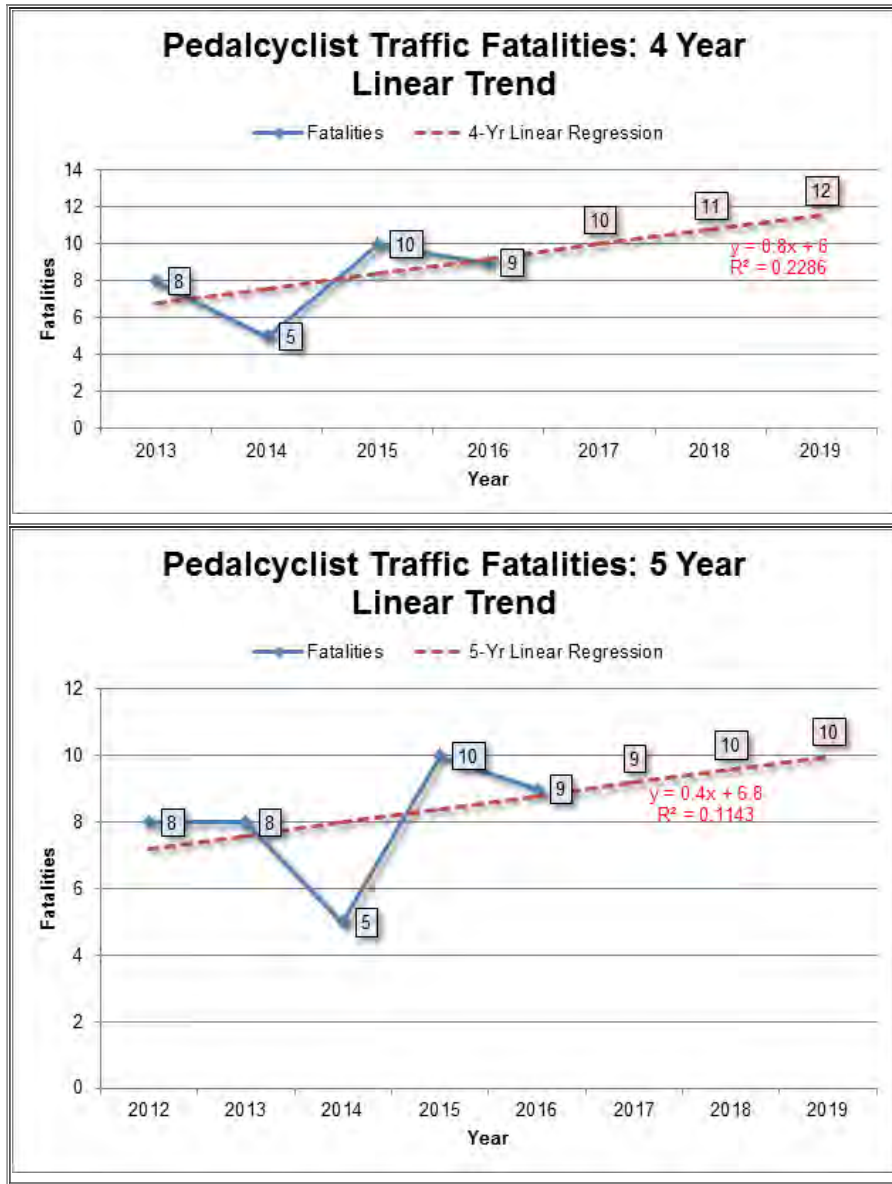
Target Period: Other

Target Start Year:

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-11) Maintain pedal cyclist fatalities from the 2016 calendar year through December 31, 2019.

Based on the 4 and 5-year linear regression trend analyses, the state could have more than 9 fatalities. However, Tennessee believes that number can be maintained as a result of the strategies and activities being implemented in FFY2019. Tennessee was awarded a five-year demonstration grant by NTHSA in 2016, the Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort and work on this grant continues.



The TITAN Division provides different data sets for each performance area. Program managers make recommendations on data sets within their area of expertise that are aggressive but attainable. This choice is then submitted to management for review and approval.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 90.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The below table shows the seatbelt usage rate for the last five years along with the increase/decrease from the previous year. According to the data, the 5 year average would have the observed seat belt rate increasing approximately 1.0 percent. However, the THSO through paid/earned media, targeted enforcement, and the statewide Click It or Ticket campaign believes that an increase of 1.5 percent to 90 percent is possible.

Year over Year Seatbelt usage rate			
Year	Seatbelt usage rate	increase	
2012	83.65%		
2013	84.82%	1.17%	
2014	87.71%	2.89%	
2015	86.23%	-1.48%	
2016	88.95%	2.72%	
2017	88.51%	-0.44%	
		0.97%	Average of 5 years

DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019 .-2019

Is this a traffic records system performance measure?

No

DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019 .-2019
Target Metric Type: Numeric
Target Value: 24,781.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Tennessee has seen in the last three years an increase in distracted driving crashes. However, through education, enforcement, and communication the THSO believes that the number of distracted driving crashes can be maintained throughout the 2019 calendar year.

DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.

Is this a traffic records system performance measure?

No

DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.-2019
Target Metric Type: Numeric
Target Value: 44.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The 2017 calendar year showed a 20 percent decrease in distracted driving fatalities from 2016. With this trend as well as the communication, education, and enforcement outreach countermeasure strategies, the THSO believes that a 10 percent reduction is possible throughout the 2019 calendar year.

OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.

Is this a traffic records system performance measure?

No

OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.-2019
Target Metric Type: Numeric
Target Value: 160.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The CarFit: Helping Mature Drivers Find Their Safest Fit program has been in Tennessee since 2010. Over that time, 140 individuals have been certified as technicians. This would have Tennessee on track to certify another 20 individuals in the coming fiscal year.

OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9 percent, from 113 in 2017 to 124 in 2019.

Is this a traffic records system performance measure?

No

OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9%, from 113 in 2017 to 124 in 2019.-2019
Target Metric Type: Numeric
Target Value: 124.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The CarFit: Helping Mature Drivers Find Their Safest Fit program has been in Tennessee since 2010. Over that time, 113 individuals have been certified as event coordinators. This would have Tennessee on track to certify another 11 individuals in the coming fiscal year.

OD - To increase the number of CARFIT events, providing education and training to senior drivers in Tennessee, during the 2018 project year by 37 percent from 8 in 2017 to 11 in 2019.

Is this a traffic records system performance measure?

No

OD - To increase the number of CARFIT events, providing education and training to senior drivers in Tennessee, during the 2018 project year by 37 percent from 8 in 2017 to 11 in 2019.-2019
Target Metric Type: Numeric
Target Value: 11.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

As more technicians and event coordinators, more events will be planned and held in Tennessee.

CTSP - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.

Is this a traffic records system performance measure?

No

Community Traffic Safety Program - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.-2019

Target Metric Type: Numeric

Target Value: 440.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This number was determined by orders provided in previous grant years.

CTSP - 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 95,000 unique visitors..

Is this a traffic records system performance measure?

No

Community Traffic Safety Program - 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 95,000 unique visitors-2019

Target Metric Type: Numeric

Target Value: 95,000.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Calendar year 2017 showed 92,000 unique visitors to TNTrafficSafety.org. The THSO believes that 95,000 unique visitors is achievable by December 31, 2019.

ID - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.

Is this a traffic records system performance measure?

No

Impaired Driving - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.-2019

Target Metric Type: Numeric

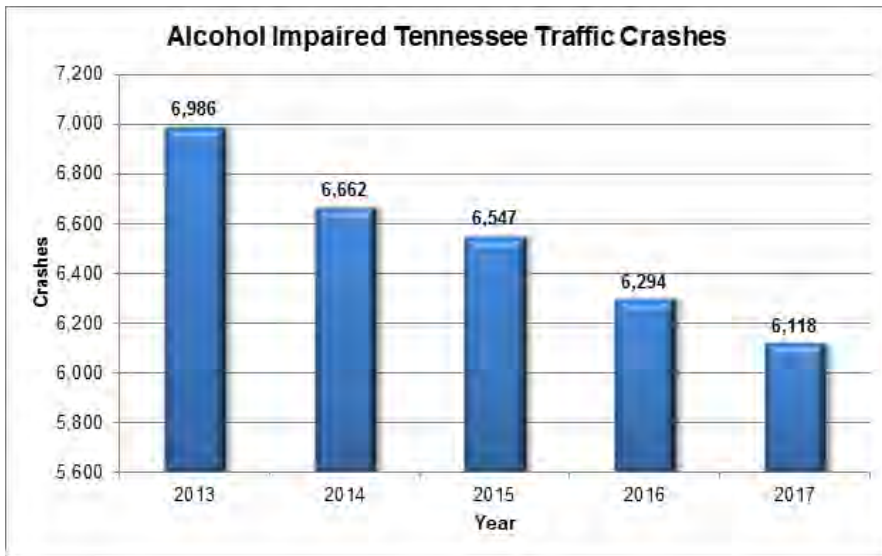
Target Value: 6,106.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

By expanding the number of individuals that are trained in SFST/DUI Detection (see performance measure for training) the state of Tennessee should see more individuals detained for impaired driving which will decrease the number of crashes that will occur.



Alcohol Impaired Tennessee Traffic Crashes					
	2013	2014	2015	2016	2017
Crashes	6,986	6,662	6,547	6,294	6,118

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 27 Apr 2018.
(TITAN)

T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018

Is this a traffic records system performance measure?

No

T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018-2019
Target Metric Type: Numeric
Target Value: 295.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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.

T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.

Is this a traffic records system performance measure?

No

T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.-2019
Target Metric Type: Numeric
Target Value: 300.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The THSO has 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 more advanced training in the impaired driving field.

T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.

Is this a traffic records system performance measure?

No

T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.-2019

Target Metric Type: Numeric

Target Value: 38.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The DRE training is the highest level of impaired driving training offered. Once an individual has completed DRE training, he/she is considered an expert in the detection of impairment. NHTSA's *Countermeasures that Work, Eighth Edition*, indicates the effectiveness of DRE training as a countermeasure against alcohol impaired and drugged driving.

T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.

Is this a traffic records system performance measure?

No

T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.-2019

Target Metric Type: Percentage

Target Value: 83.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Increase the total number of students receiving highway traffic safety-related training that focus on changing driver behavior. During FFY2017 3,223 students were trained. 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. Increasing classroom attendance maximizes the effective use of money spent by having fuller classrooms and therefore more individuals trained.

EM - Provide four training grants, one to each LEL region in the state, to emergency medical professionals.

Is this a traffic records system performance measure?

No

EM - Provide four training grants, one to each LEL region in the state, to emergency medical professionals.-2019

Target Metric Type: Numeric

Target Value: 4.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

By providing training to emergency medical professionals in each region of the state in rural communities, this will reduce the overall response time.

TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Uniformity
Core traffic records data system to be impacted:	Citation/Adjudication

TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed-2019
Target Metric Type: Percentage
Target Value: 97.9
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018, eCitation has been deployed to 92 of the State's 95 counties (96.84%).

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%
April 1, 2017	March 31, 2018	92	96.84%

Counties Where E-Citation is Deployed					
Month	2014	2015	2016	2017	2018

Jan	0	11	23	87	90
Feb	0	11	29	88	91
Mar	0	11	29	89	91
Apr	0	12	33	89	92
May	0	12	43	89	92
Jun	3	12	45	89	
Jul	3	13	50	89	
Aug	6	13	51	89	
Sep	6	14	57	89	
Oct	9	16	73	89	
Nov	11	18	74	89	
Dec	11	21	86	90	

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 26 Apr 2018. (E-Citation)

TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Citation/Adjudication

TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic-2019
Target Metric Type: Percentage
Target Value: 40.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 38.55% of Tennessee Highway Patrol citations were issued electronically.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%
April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%
April 1, 2017	March 31, 2018	287,934	180,643	38.55%

TR - Crash Completeness**Is this a traffic records system performance measure?**

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

TR - Crash Completeness-2019
Target Metric Type: Percentage
Target Value: 99.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

The current performance period is from April 1, 2017 to March 31, 2018 limited to reports entered into the database by April 30, 2018.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 237,020 reports with latitude and longitude values out of a total 245,508 reports resulting in 96.5% completeness.

The current period had 244,254 reports with latitude and longitude values out of a total 247,843 reports resulting in 98.56% completeness.

The result is an increase in completeness of 2.06%.

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%
April 1, 2017	March 31, 2018	244,254	247,843	98.56%

CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.

Is this a traffic records system performance measure?

No

CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.-2019
Target Metric Type: Numeric
Target Value: 40,000,000.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

As of FFY2019, the THSO will be engaging with a new media buyer in order to increase the amount of impressions. Paid media will be strategically bought, using data, in order to reach the target audience.

CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.

Is this a traffic records system performance measure?

No

CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.-2019
Target Metric Type: Numeric
Target Value: 163,000.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based upon growth of followers and impressions in recent years, a 2 percent increase is attainable by introducing new campaigns and new content to existing campaigns to the target audience.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	<input checked="" type="checkbox"/> Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	26,335
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	5,746
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	71,502

5 Program areas

Program Area Hierarchy

1. Community Traffic Safety Program
 - CTSP - Education and Communication
 - Tennessee Traffic Safety Resource Center
 - FAST Act NHTSA 402
2. Traffic Records
 - TR - Traffic Records Improvement
 - TR - Traffic Records Improvements
 - FAST Act 405c Data Program
3. Motorcycle Safety
 - MS - Enforcement
 - MC - Enforcement
 - FAST Act NHTSA 402
4. Impaired Driving (Drug and Alcohol)
 - ID - Enforcement
 - ID - Alcohol Countermeasures Enforcement
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - ID - DUI/Drug Courts
 - ID - DUI/Drug Court
 - FAST Act 405d Impaired Driving Mid
 - ID - Blood/Breath Testing Devices
 - ID - TBI
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community
 - ID - DUI Prosecution
 - 154 Transfer Funds-AL
 - ID - TSRP and JOL
 - FAST Act 405d Impaired Driving Mid
 - ID - MADD Court Monitoring
 - FAST Act 405d Impaired Driving Mid
5. Distracted Driving
 - DD - Education, Communication, and Enforcement
 - DD - Education, Communication, and Enforcement
 - FAST Act NHTSA 402
6. Occupant Protection (Adult and Child Passenger Safety)
 - OP - Evaluation Surveys and Studies
 - OP - Survey
 - FAST Act 405b OP Low
 - OP - Enforcement

- OP Enforcement
 - FAST Act 405b OP Low
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - OP - Education, Communication, and Training
 - OP - Education, Training, and Communication
 - FAST Act 405b OP Low
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
7. Police Traffic Services
- PT - Network Coordinator
 - PT - Network Coordinator
 - FAST Act NHTSA 402
 - PT - LEL Program
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - PT - Enforcement
 - PT - Enforcement
 - FAST Act NHTSA 402
8. Emergency Medical Services
- EM - Training
 - Emergency Medical Services
 - FAST Act NHTSA 402
9. Older Drivers
- OD - Communication and Education
 - OD - Older Driver
 - FAST Act NHTSA 402
10. Teen Traffic Safety Program
- YD - Education
 - YD - Education
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
11. Communications (Media)
12. Non-motorized (Pedestrians and Bicyclist)
- NM - Education, Enforcement, and Communication
 - NM - Education, Enforcement, and Communication
 - FAST Act NHTSA 402
13. Training
- T - Training
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
14. Planning & Administration
- (none)
 - PA - Planning and Administration
 - FAST Act NHTSA 402
 - PA - UT Program Administration
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid

5.1 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to

address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 motivates them to change their behavior.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	CTSP - Fulfill 440 product orders through the www.TNTrafficSafety.org website, phone orders, and www.ReduceTNCrashes.com in FFY2019.	Annual	2019	440.0
2019	CTSP - 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 95,000 unique visitors..	Annual	2019	95,000.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	CTSP - Education and Communication

5.1.1 Countermeasure Strategy: CTSP - Education and Communication

Program area Community Traffic Safety Program
Countermeasure strategy CTSP - Education and Communication

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past

successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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. The strategies used are:

- 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 impaired and distracted driving awareness programs using emerging technologies from the immersive visualization and virtual reality industry.
- Develop Graduated Driver's License (GDL) app to be easily display the GDL laws for residents and new drivers of Tennessee.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Implementing the proposed project will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes caused by distracted driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SA-19-00	Tennessee Traffic Safety Resource Center	CTSP - Education and Communication

5.1.1.1 Planned Activity: Tennessee Traffic Safety Resource Center

Planned activity name Tennessee Traffic Safety Resource Center

Planned activity number SA-19-00

Primary countermeasure strategy CTSP - Education and Communication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In order to decrease the number of injuries and fatalities on all Tennessee roadways, there is an urgent need to continue the positive and coordinated THSO educational efforts 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 injuries and fatalities and empower traffic safety stakeholders with the technology, resources, and motivation to share THSO's vision of having all roadway users arrive safely at their destination.

Enter intended subrecipients.

Tennessee Tech University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CTSP - Education and Communication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$530,000.00	\$106,000.00	\$212,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification and Program Justification

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.

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

A "performance plan" such as the Highway Safety Plan (HSP) requires accurate data for program and project selection and for measuring the effectiveness of selected programs and projects. This planning function is highly dependent upon the availability and use of quality data from Tennessee's traffic records data systems.

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. Progress on these recommendations is included in the current FFY2019 Traffic Records Strategic Plan that is approved by the TRCC and included as part of this HSP. Tennessee plans to complete a subsequent traffic records assessment on or before May 14, 2019.

In the first half of CY2017, 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.

In CY2018, the strategic planning document was updated to reflect progress towards accomplishing the goals shown in the original plan. The result is an updated strategic planning document that reflects current progress and can be used by the TRCC, data system managers, and decision makers to guide the prioritization and funding of improvements to Tennessee's traffic records data systems.

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

- Driver Services has completed a goal identified in last year's strategic plan to Automate Verification of Lawful Status submissions through an automatic upload of supporting verification materials. This update was part of the A-List version 3.2 November 2017 release.
- Driver Services made progress toward completing another strategic planning goal related to the Driver Training Testing Program (DTTP). The project titled Third Party Automation is scheduled to be completed by the end of June 2018 and will provide third parties the ability to post Cooperative Driving Testing Program (CTDP) and Motorcycle Rider Education Program (MREP) knowledge and skills to A-List, thereby reducing wait and service times.
- The Tennessee Roadway Information Management System (TRIMS) Crash Location Automated Updater has been fully implemented. The automated process assists in eliminating the backlog of crash data by validating crash data from TDOSHS and automatically updates the route location in the TITAN database. Locations are determined using the latitude and longitude on the crash report and road names.
- The Tennessee TRCC completed a strategic goal derived from the NHTSA Traffic Records Assessment by developing a Traffic Records Inventory document that is intended to be a consolidated reference of the Tennessee Traffic Records Data Systems. The TRCC, State

agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems that will provide increased highway safety analysis capabilities. The document will provide the reader with data governance information and will be a reference for system documentation, data dictionaries, and user documentation. The document will be used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.

- 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. This data continues to be updated bi-monthly. The THSO is also in the process of launching a new web site called Transparent TN where Tennessee traffic fatality data and statistics will also be available to the general public.
- In 2018, the Tennessee Highway Patrol expanded its eCitation program from the three-county pilot program started in 2014 to 92 counties as of April 2018. In addition, all 92 counties are auto-importing eCitation data and ticket images to the court clerks electronically. To date THP has issued over 250,000 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.
- THP implemented a new Fatality Tracking System (FTS) in 2018. This will allow the State to more easily track and report timely statistics relating to traffic fatality data at the State level. It will also improve the accuracy, efficiency, and timeliness of reporting traffic fatality data to NHTSA.

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 the State of Tennessee Traffic Records Strategic Plan for FFY2019 *Section 7.2 Model Minimum Uniform Crash Criteria (MMUCC) Compliance.*

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	TR - Citation Timeliness, Completeness, Uniformity – Counties Deployed	Annual	2019	97.9
2019	TR - Citation Timeliness, Completeness, Uniformity – Paper vs Electronic	Annual	2019	40.0
2019	TR - Crash Completeness	Annual	2019	99.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TR - Traffic Records Improvement

5.2.1 Countermeasure Strategy: TR - Traffic Records Improvement

Program area Traffic Records
Countermeasure strategy TR - Traffic Records Improvement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Crash Data System Plan

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 (eCDR) system which will have linkages between the TITAN eCitation and eCDR components. Because the eCDR will be housed within TITAN, the possibility of linking the eCDR 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 strangled with data errors from poor scanning of the bubble form, and human errors from keying of handwritten data.

EMS/Injury Surveillance Data System Plan

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

A "performance plan" such as the Highway Safety Plan (HSP) requires accurate data for program and project selection and for measuring the effectiveness of selected programs and projects. This planning function is highly dependent upon the availability and use of quality data from Tennessee's traffic records data systems.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-19-00	TR - Traffic Records Improvements	TR - Traffic Records Improvement

5.2.1.1 Planned Activity: TR - Traffic Records Improvements

Planned activity name TR - Traffic Records Improvements
 Planned activity number M3DA-19-00
 Primary countermeasure strategy TR - Traffic Records Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. The planned activity is to fund traffic safety information system improvement projects.

Enter intended subrecipients.

Tennessee Department of Safety and Homeland Security

Tennessee Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	TR - Traffic Records Improvement
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,065,000.00	\$213,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

Motorcycle safety continues to be an important area of concern in Tennessee. Based on the State Traffic Safety Information (STSI), 147 people died in 2016 as the result of a motorcycle crash, an increase from the previous year by 19.5 percent. The THSO's mission is to reduce the human and economic toll associated with motorcycle-related crashes. This is accomplished by implementing proven strategies to reduce motorcycle-related fatalities and serious injuries. These strategies include education, rider training, and involvement/partnering with 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	2013	2014	2015	2016	2017
Fatal	134	118	120	143	133
Injury	2,136	2,015	2,086	2,292	2,150
Fatal & Injury Total	2,270	2,133	2,206	2,435	2,283

Property Damage (All)	670	687	750	786	782
Total	2,940	2,820	2,956	3,221	3,065

Source: TN Department of Safety and Homeland Security, TITAN Division, 26 Apr 2018.
(TITAN, FARS SharePoint Service)

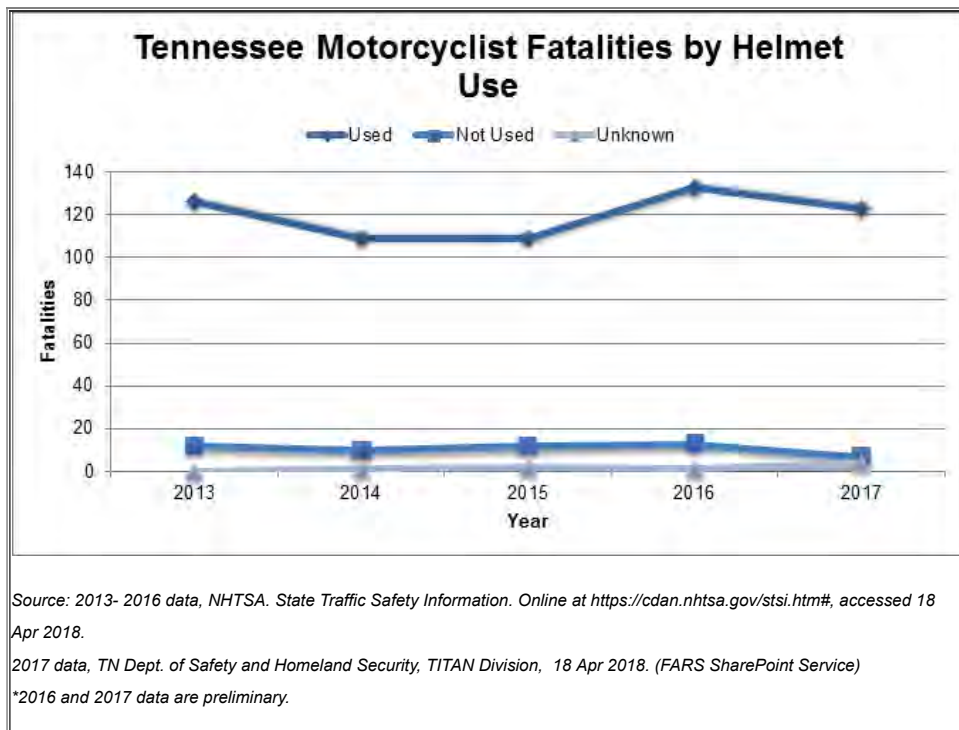
Tennessee Motorcyclist Fatalities by Age

Age	2013	2014	2015	2016	2017
Under 21 Years Old	6	4	7	13	7
21 to 44 Years Old	72	56	56	70	65
45 and Older	60	60	60	64	62
Total	138	120	123	147	134

Source: NHTSA. FARS Encyclopedia: Query FARS Data. Online at <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed 18 Apr 2018.
2017 data, TN Dept. of Safety and Homeland Security, TITAN Division, 18 Apr 2018. (FARS SharePoint Service)
*2016 and 2017 data 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:



Based on the above graph, 2017 was the first year that Tennessee has seen in which less than 10 fatalities were recorded where a helmet was not used. In 2014, exactly 10 fatalities were observed in which a helmet was not utilized.

Alcohol Use

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

	2013	2014	2015	2016	2017
Fatal	24	27	45	25	29
Injury	115	119	106	110	105
PDO	10	13	13	18	18
Total	149	159	164	153	152

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

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 18 Apr 2018. (TITAN)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Other	2019	132.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Other	2019	10.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	MS - Enforcement

5.3.1 Countermeasure Strategy: MS - Enforcement

Program area	Motorcycle Safety
Countermeasure strategy	MS - Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be 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.

Along with the funding to "The Dragon," the THSO will also be funding several grants for motorcycle enforcement. Through data from TITAN it was found that Tennessee sees a majority of crashes occurring in May and June. Since May is Motorcycle Awareness Month, this is an opportunity for the THSO to utilize selective, targeted enforcement to truly focus on the counties in which motorcycle crashes are occurring. These mini-grants have not been determined at this time as the most recent data will be used to determine where the enforcement needs to occur. During calendar year 2017, TITAN data showed that more crashes occurred on the weekends than any other days of the week. TITAN also showed that the light conditions were a factor as well. A majority of the crashes occurred during daylight hours. The enforcement will be targeted to include these factors in order to help decrease the number of crashes occurring. Along with this, the THSO training program will host classes for motorcycle enforcement before these mini-grants term starts. This class will be sent to the agencies that will be part of the selection and they will be encouraged to send a representative to attend this training opportunity.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The THSO will be funding grants to local agencies for motorcycle enforcement. Through data from TITAN it was found that Tennessee sees a majority of crashes occurring in May and June. Since May is Motorcycle Awareness Month, this is an opportunity for the THSO to utilize selective, targeted enforcement to truly focus on the counties in which motorcycle crashes are occurring.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 NHTSA's *Countermeasures that Work, Eighth Edition*, such as enforcement of non-compliant helmets, impaired riders, proper motorcycle licensing, and excessive speed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-19-00	MC - Enforcement	MS - Enforcement

5.3.1.1 Planned Activity: MC - Enforcement

Planned activity name MC - Enforcement

Planned activity number MC-19-00

Primary countermeasure strategy MS - Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund local and state law enforcement agencies for motorcycle safety projects that will reduce fatalities and injuries through enforcement.

Enter intended subrecipients.

Funding will be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	MS - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$100,000.00	\$20,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

Based on NHTSA's Traffic Safety Facts Sheet on alcohol impaired driving, which uses 2016 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 2016, there were 10,497 people killed in alcohol impaired driving crashes with BACs of .08 g/dL or higher. These alcohol impaired-driving fatalities with BACs of .08 g/dL or higher accounted for 28 percent of all motor vehicle traffic fatalities in the United States in 2016.

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

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	184.0
2019	ID - Decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106, a reduction of 188 or 3 percent.	Annual	2019	6,106.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	ID - Enforcement
2019	ID - DUI/Drug Courts
2019	ID - Blood/Breath Testing Devices
2019	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

5.4.1 Countermeasure Strategy: ID - Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID - Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 case. 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.
 - If the offender refuses after the officer has obtained a search warrant or determined that exigent circumstances apply, then the offender can be charged with an A misdemeanor.
- Breath testing
 - An officer can request a breath test incident to a lawful arrest
 - Must request a breath test if:
 - offender was involved in a collision involving injury or death
 - has a passenger under 16 years old, or
 - has a prior conviction for DUI
 - A refusal will result in:
 - Administrative and civil penalties
 - Can result in an A misdemeanor for a mandatory breath request

Problem

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,106 alcohol-impaired driving crashes resulting in 196 fatalities (18.8% of roadway deaths). To combat this problem, the THSO is providing grant funding for High Visibility Enforcement (HVE) that is conducted in jurisdictions identified through data analysis as having a high occurrence of alcohol related fatal and serious injury crashes.

Goals

To decrease alcohol impaired fatalities by 17.4 percent from the 2016 calendar base year of 223 to 184 by December 31, 2019.

To decrease the number of alcohol impaired driving crashes from the 2016 baseline of 6,294 down to 6,106 by December 31, 2019. This is a reduction of 188 which equates to 3.0 percent.

Objectives

To increase motorist compliance with Tennessee's DUI laws through deployment of HVE during the grant period.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Countermeasures

Highly visible impaired driving enforcement will be conducted at “hot spot” locations identified through analysis of crash, citation, crime, and other data. This is a proven traffic safety approach designed to create deterrence and change unlawful behavior. It combines highly visible and proactive law enforcement (e.g., saturation patrols, checkpoints, waves, multi-jurisdiction) with visibility elements (e.g., roadside signage, marked vehicles, mobile command posts) and publicity (e.g., press releases, billboards, flyers, social media) that educates the public about the danger of impaired driving and increased enforcement of DUI laws to promote voluntary compliance with the law.

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

The following visibility elements will be used during this project:

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

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

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

Resources

Grant funds will be allocated for over-time enforcement conducted by officers trained and certified in Standard Field Sobriety Testing (required) and Drug Recognition Expert (recommended). Grant funds may also be allocated to purchase the following supplies and equipment (described below) for use in conducting DUI-related enforcement. Equipment costing over \$5,000 will be approved by the THSO and NHTSA before it is acquired.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LEL-19-00	Law Enforcement Liaison Program	
AL/ID-19-00	ID - Alcohol Countermeasures Enforcement	ID - Enforcement

5.4.1.1 Planned Activity: Law Enforcement Liaison Program

Planned activity name Law Enforcement Liaison Program
Planned activity number LEL-19-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	T - Training
2019	PT - LEL Program
2019	OP - Enforcement
2019	OP - Education, Communication, and Training
2019	ID - Enforcement

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LEL Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

5.4.1.2 Planned Activity: ID - Alcohol Countermeasures Enforcement

Planned activity name ID - Alcohol Countermeasures Enforcement

Planned activity number AL/ID-19-00

Primary countermeasure strategy ID - Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,106 alcohol-impaired driving crashes resulting in 196 fatalities (18.8% of roadway deaths). To combat this problem, the THSO is providing grant funding for alcohol saturation patrols, roadside sobriety checkpoint projects, and high visibility enforcement (HVE) that is conducted in jurisdictions identified through data analysis as having a high occurrence of alcohol related fatal and serious injury crashes.

Enter intended subrecipients.

Multiple state and local law enforcement agencies will be funded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$3,325,000.00		\$1,330,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,055,000.00	\$211,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: ID - DUI/Drug Courts

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy ID - DUI/Drug Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Problem

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 THSO worked in partnership with DUI/Drug Courts in FFY2018. These have provided intensive assistance to several of the state's 95 counties, with some being in existence for four to five years.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5CS-19-00	ID - DUI/Drug Court	ID - DUI/Drug Courts

5.4.2.1 Planned Activity: ID - DUI/Drug Court

Planned activity name ID - DUI/Drug Court
Planned activity number M5CS-19-00
Primary countermeasure strategy ID - DUI/Drug Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding will be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - DUI/Drug Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$345,000.00	\$69,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: ID - Blood/Breath Testing Devices

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID - Blood/Breath Testing Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Problem

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,106 alcohol-impaired driving crashes resulting in 196 fatalities (18.8% of roadway deaths). To combat this problem, the Tennessee Highway Safety Office (THSO) is providing grant funding for high visibility enforcement (HVE) that is conducted in jurisdictions identified through data analysis as having a high occurrence of fatal and serious injury crashes. Tennessee Bureau of Investigation (TBI) meets these criteria – for the three-year period January 1, 2014 to December 31, 2016 there were 19,503 DUI crashes and 249 DUI fatalities. This represents 3.36% of all crashes and 25.18% of all fatalities during this three-year period.

Goals

Goal 1: Increase capacity to address TBI Crime Lab's backlog of casework due to high number of driving under the influence, motor vehicle accident, and vehicular homicide cases and improve the quality and scope of the labs toxicology testing of casework and on cases that require additional drug screen testing.

Goal 2: Improve reliability and consistency of breath/alcohol instruments being utilized by local police departments, sheriff's offices, jails, and highway patrol districts throughout the state.

Goal 3: Maintain expertise through continued training and education for scientists in the breath alcohol and toxicology sections of the TBI labs; keeping scientists up to date on new technologies and new defense issues.

Objectives

Objective 1: Purchase of new Instrumentation for the Nashville and Knoxville toxicology sections, GC/MS instruments will allow scientists the ability to conduct a broader scope of tests on samples and provide more information on those tests for court cases.

Objective 2: Purchase of new Instrumentation for the Memphis toxicology section, a Tecan Evo instrument will improve scientists' ability to prepare samples requiring additional Gas Chromatography–Mass Spectrometry (GC/MS) through automation.

Objective 3: Purchase new Breath/Alcohol Instrumentation to be calibrated and tested by TBI staff and disbursed for use throughout the state.

Objective 4: Send a minimum of 15 scientists to breath-blood alcohol related trainings in order to increase knowledge and maintain currency in the field.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The planned activity is to fund projects that will update equipment and provide training that will greatly reduce the toxicology backlog at the Tennessee Bureau of Investigation crime lab.

Countermeasures/Resources

- Purchase of new GS/MS Instrumentation for the Nashville and Knoxville toxicology sections (1 for each): The GC/MS is the "gold standard" instrument for forensic substance identification that can perform 100% specific tests, which positively identifies the presence of a particular substance, versus merely indicating that any of several types of substances may be present; making it especially useful as samples often contain very complex matrices and results, used in court, need to be highly accurate. GC/MS is increasingly used for detection of illegal narcotics both nationally and at the TBI. By providing funds for equipment, the TBI will have the instruments in place to improve our turnaround time in the blood alcohol testing of the casework and in the cases that require additional drug screen testing, expanding the scope of testing for drug screens and the capacity to add improved THC and opiate testing.
- Purchase of new Tecan EVO instrumentation for the Memphis toxicology section: Throughput mass spectrometry is essential to handle the overwhelming increase in tests that need to be conducted; therefore an instrument (Tecan Evo) that automated sample preparation solutions will help alleviate the bottleneck in mass spectrometry workflows and reduce the backlog of samples being tested.
- Purchase new Breath/Alcohol Instrumentation to be calibrated and tested by TBI staff and disbursed for use by law enforcement throughout the state: In 2017, 94 instruments are being purchased as Phase 1 of an EC/IR II replacement plan with THSO grant award; FFY19 provides the opportunity for completion of Phase 2 of this replacement plan, as determined by THSO, allowing for the purchase of 86 instruments from a sole-sourced vendor for a total of 180 desktops instruments replaced over the two grant years. Current EC/IR II desktop instruments available throughout the state for breath/alcohol testing are over 14 years old and contain out-of-date software. These instruments are used throughout the state at local police departments, sheriff's offices, jails, and highway patrol districts. The quality of the instruments ensures accuracy and consistency; therefore, bringing all the instruments up to date will greatly improve testing statewide.
- Send a minimum of 15 scientists to breath-blood alcohol related trainings in order to increase knowledge in a field that is changing constantly: Areas of knowledge to maintain include best practices in testing, lab workflow and strategies for backlog reduction, knowledge of new drugs, best practices in expert testimony, maintaining instrumentation, and training on use of new instruments, etc. To date, attendance at scientific trainings has been proven to be the best way for the TBI's forensic scientists, who testify as experts in DUI trials, to stay up to date on new technologies and feel confident when testifying as experts in court proceedings

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TBI-19-00	ID - TBI	ID - Blood/Breath Testing Devices

5.4.3.1 Planned Activity: ID - TBI

Planned activity name ID - TBI
Planned activity number TBI-19-00
Primary countermeasure strategy ID - Blood/Breath Testing Devices

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the

grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund projects that will update equipment and provide training that will greatly reduce the toxicology backlog at the Tennessee Bureau of Investigation crime lab.

Enter intended subrecipients.

Tennessee Bureau of Investigation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - Blood/Breath Testing Devices

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$725,000.00		\$290,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$500,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
GC/MS/MS	2	\$115,000.00	\$230,000.00	\$115,000.00	\$230,000.00
EC/IR III	86	\$9,800.00	\$842,800.00	\$9,800.00	\$842,800.00
Tecan Evo	1	\$85,000.00	\$85,000.00	\$85,000.00	\$85,000.00

5.4.4 Countermeasure Strategy: ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active

network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DUI Prosecution

Problem

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,106 alcohol-impaired driving crashes resulting in 196 fatalities (18.8% of roadway deaths). To combat this problem, the Tennessee Highway Safety Office (THSO) is providing grant funding to ensure the timely and accurate disposition of DUI cases by DUI Prosecutors and Coordinators in their respective judicial districts, and the provision of training necessary to make provable cases. The THSO recognizes that prosecution is one component of a comprehensive approach to addressing impaired driving.

Goals

To reduce DUI recidivism and DUI-related fatalities and injuries in (County/Judicial District) through specialized prosecution.

To increase DUI prosecutor expertise and police officer expertise in DUI investigations through training.

Objectives

To make provable cases that result in the prosecution of (in rank order): (1) DUI death or serious bodily injury cases, criminal/circuit cases for multiple and felony DUI offenses (not excluding general session's court), and (2) first DUI offenses in criminal court and (3) all DUI offenses in general session's court (if times permits).

To ensure timely prosecution of multiple-offenders, the DUI Prosecutors will adhere to a written policy (or will put one in place) that calls for criminal circuit court to resolve or a set a trial date for these cases within 120 days of defense council's appointment or retention.

To ensure accurate and timely entry of data into the DUI Tracker in TITAN and retrieval of that data to determine how cases are being handled within (County/Judicial District) during the project period

To seek out and actively promote proven interventions, when possible, that reduce DUI recidivism rates such as DUI courts, victim impact panels, drug addiction programs, rehabilitation, transdermal alcohol monitoring, GPS tracking and monitoring, and ignition interlock devices.

To increase DUI prosecutor expertise through attendance (as an instructor or student) at a minimum of one DUI specialized training course annually.

To increase law enforcement expertise in DUI investigations through formalized training (e.g., roll call, workshop, conference) instructed by the (County/Judicial District) DUI prosecutor) during the project period (informal local law enforcement training is not applicable).

Training of the Prosecutorial/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. Along with the TSRPs, Tennessee has a Judicial Outreach Liaison (JOL). The JOL was hired in 2015 and begins the fifth year in 2019.

Problem

The problem is finding the most effective way to improve traffic safety by improving the enforcement of vehicular crimes. Improving enforcement will result in the reduction of the number of crashes caused by impaired drivers, which will result in fewer injuries and fatalities in Tennessee. According to the Tennessee Integrated Traffic Analysis Network (TITAN), the number of crashes caused by impaired drivers in 2015 was 6,547 which resulted in 251 fatalities. In 2016 there were 6,294 crashes, resulting in 218 fatalities and in 2017 there were 6,102 crashes resulting in 190 fatalities.

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

The most important aspect in the fight against vehicular crimes and the support of traffic safety within

Tennessee continues to be the proper dissemination of information, advice, training and education, to law enforcement officers and prosecutors charged with the enforcement of these laws. To this extent, the Tennessee Attorneys General Conference (TNDAGC) has established the DUI Training Department, along with two Traffic Safety Resource Prosecutor (TSRP) positions and an Administrative Assistant position, to step in and assist all law enforcement officers and prosecutors in Tennessee regarding any traffic safety issues. This assistance is normally accomplished through the implementation of training courses offered throughout the year to help train law enforcement officers and prosecutors. Another aspect of the DUI Training Section is the continuous legal research and writing to distribute legal updates and advice to the law enforcement officers and prosecutors. As part of this legal research and writing, the DUI Training Department distributes a quarterly newsletter that law enforcement officers, prosecutors, judges, and a wide variety of other traffic safety organizations receive to keep them informed of current laws and traffic safety issues related to reducing the number of impaired drivers and the resulting injuries and fatalities. The DUI Training Department also maintains a social media presence to further facilitate their efforts and effectiveness.

The law regularly changes due to new legislation, recent decisions by the Tennessee Supreme Court/Court Criminal of Appeals, new technological advances and from changes in societal attitudes and conduct. Continued research of these many changes are absolutely necessary to keep the legal community informed and aware of the greater context and nuances of traffic safety. It is the goal of the DUI Training Department to meet these needs. Some significant highlights to consider are:

1. An important challenge is the ability to effectively get this information to the various law enforcement officers, prosecutors, legislators, and educators, because most prosecutors, law enforcement officers, probation officers, magistrates and judges lack the sufficient time necessary

to adequately research and review the many current legal updates, defense challenges, advanced technologies and recent trends affecting traffic safety cases.

2. Trial dockets and court schedules in Tennessee are only getting more congested and more unwieldy for prosecutors to have the time necessary to do additional research and study. The DUI Training Department helps to relieve this problem by continuously researching and writing about Appellate and Supreme Court decisions throughout the State of Tennessee, by being available to research questions of law that continuously arise within all courts and divisions of Tennessee's varied judicial districts. The Traffic Safety Resource Prosecutors also attend training and continue their education. These efforts allow for a prosecutor in one part of Tennessee to be aware of a new defense challenge or legal issue in another part of Tennessee.
3. Another important aspect of the DUI Training Department is its effectiveness in helping law enforcement officers in understanding their duties and roles within current laws. Officers can receive training provided by the DUI Training Department to help them while conducting searches and arrests, without running afoul of Constitutional issues that would otherwise jeopardize their investigations. These efforts also assist in reducing the most preventable misdemeanor under Tennessee Law, Driving Under the Influence.
4. Other supportive groups of traffic safety also require the services of the DUI Training Department to keep them informed of current legal updates and to assist them with various traffic safety issue.

Goals

Goal 1 – To provide training and education for prosecutors across the State, concerning traffic safety related issues and the current legal environment, in order to improve their ability to prosecute vehicular crimes and thereby reduce the number of crashes caused by impaired drivers.

Goal 2 - To provide research, writing and advice, including resource materials, to prosecutors across the State, in order to increase their effectiveness in prosecuting vehicular crimes and thereby reducing the number of crashes caused by impaired drivers.

Goal 3 – To provide training and education for law enforcement officers across the State, to improve their ability to investigate vehicular crimes, to improve their skills at communicating effectively in court and to assist them in understanding all evolving traffic safety and vehicular crime issues.

Goal 4 – To provide research, legal updates and advice, including resource materials, to law enforcement officers across the State, to improve their effectiveness in the enforcement of vehicular crimes and thereby reducing the number of crashes caused by impaired drivers.

Goal 5 - To provide legal updates, education, training and advice to various organizations involved in traffic safety across the State.

Objectives

Objective 1 – To provide training and education seminars to 150 prosecutors throughout the grant year, to increase the knowledge and advocacy skills of those prosecuting vehicular crimes.

Objective 2 – To advise and inform 500 prosecutors regarding the most recent legal updates and issues involving vehicular crimes through the provision and use of resource materials, trial manuals, a quarterly newsletter, a DUI focused website and a DUI focused internet discussion group.

Objective 3 – To provide training and education seminars to 1,500 law enforcement officers throughout the grant year, to improve their ability to investigate vehicular crimes, to improve their skills at communicating in court and to enhance their understanding of traffic safety issues.

Objective 4 – To advise and inform 1,500 law enforcement officers regarding the most recent legal updates and issues involving vehicular crimes through the provision and use of resource materials, a quarterly newsletter, a DUI focused website and by presenting at law enforcement meetings.

Objective 5 – To advise and inform 500 prosecutors, 250 judges, 1,500 law enforcement officers, and various other traffic safety organizations, of all current legal updates, along with any important safety issues, through the use of a quarterly newsletter, a DUI focused website and by presenting at local meetings.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

DUI Prosecution

Countermeasures

Specially trained DUI Prosecutors will handle all DUI-related cases in criminal/circuit courts (required), general sessions (if applicable), and within the following counties * ensuring that all DUI offenders are charged correctly and in accordance with their criminal history; monitored from initial charge to conviction; and evaluated to determine the most appropriate intervention/treatment to reduce recidivism and societal costs.

Prosecutors trained in handling DUI cases are better able to make provable cases that withstand defense motions that can negatively impact the administration of justice.

Swift prosecution of a DUI offense is critical for ensuring the motorist does not commit another offense while awaiting resolution of the existing charge and that punishment is meted in a timely fashion.

As for a prosecution/treatment model, studies indicate that it is associated with lower recidivism rates and costs.

Training of the Prosecutorial/Judicial Community

Countermeasures

1. Provide information concerning legal updates, current traffic safety issues and general legal knowledge to all State prosecutors, judges, law enforcement officers, legislators and concerned traffic safety organizations by publishing a newsletter each quarter. (Both TSRPs and Administrative Assistant)
2. Maintain and update the TSRP website to keep all State prosecutors, judges, law enforcement officers, legislators and concerned traffic safety organizations informed on all relevant traffic safety issues. (Both TSRPs and IT staff)
3. Provide legal assistance and advice to State prosecutors and law enforcement officers by use of telephone calls, emails, internet forums and personal meetings. (Both TSRPs)
4. Provide updates to trial manuals for the prosecution of DUI, Vehicular Homicide and Vehicular Assault cases, and then distribute them to State prosecutors involved in traffic safety as necessary. (Both TSRPs and Administrative Assistant)
5. Provide basic and/or advanced training to State prosecutors and law enforcement officers concerning the investigation and prosecution of vehicular crimes. (Both TSRPs and Administrative Assistant)
6. Provide training to State law enforcement officers regarding investigating and testifying in court regarding vehicular crimes. (Both TSRPs and Administrative Assistant)
7. Support State law enforcement officers by training, teaching and/or providing skilled prosecutors to teach at DUI/SFST, ARIDE and DRE classes provided by the THSO. (Both TSRPs and Administrative Assistant)
8. Support training for the THP, the state's largest police entity in the State of Tennessee, including DUI detection training, legal updates, in-service and cadet training classes. (Both TSRPs and Administrative Assistant)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

These countermeasures are foundational under *NHTSA's Countermeasures that Work, Eighth Edition*, Chapter 1, 3. Deterrence: Prosecution and Adjudication (3.1, 3.2, and 3.4) as well as 4. Deterrence: DWI Offender Treatment, Monitoring, and Control (4.2). They were also chosen based upon past experience and the present need for resources to assist our State law enforcement officers and prosecutors in their continued fight to enforce and prosecute vehicular crimes within the State of Tennessee. With the limited number of prosecutors that handle traffic safety cases, the increasingly large volume of traffic safety cases prosecuted within the State of Tennessee and the limited time and resources available to the prosecutors, the TSRPs are needed to assist with research, advice, training, education and resources to keep these prosecutors abreast of the latest changes in the law, defense challenges and the latest technologies available. Law enforcement officers also need research, advice, education and training to be effective in enforcing the traffic safety laws and being able to investigate such cases and then testify in court. The TSRPs are also needed in assisting the law enforcement officers by providing the needed training and resources. Avenues are needed for the TSRPs to get the research, advice, education and training to the law enforcement officers and prosecutors and the most efficient and proven avenues are the countermeasures listed above. The TSRPs, using the stated countermeasures, provide the training education and resources needed to meet the deficiencies currently experienced by State law enforcement officers and prosecutors fighting vehicular crimes within the State of Tennessee. 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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DUI-19-00	ID - DUI Prosecution	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community
TSRP/JOL-19-00	ID - TSRP and JOL	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community
MADDCS-19-00	ID - MADD Court Monitoring	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

5.4.4.1 Planned Activity: ID - DUI Prosecution

Planned activity name ID - DUI Prosecution

Planned activity number DUI-19-00

Primary countermeasure strategy ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Driving under the influence (DUI) of alcohol and/or drugs is a significant problem in Tennessee. In 2017, there were 6,106 alcohol-impaired driving crashes resulting in 196 fatalities (18.8% of roadway deaths). To combat this problem, the Tennessee Highway Safety Office (THSO) is providing grant funding to ensure the timely and accurate disposition of DUI cases by DUI Prosecutors and Coordinators in their respective judicial districts, and the provision of training necessary to make provable cases. The THSO recognizes that prosecution is one component of a comprehensive approach to addressing impaired driving.

Enter intended subrecipients.

Grant funding will be provided to 25 judicial districts across the state.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$5,365,000.00		\$2,146,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.4.2 Planned Activity: ID - TSRP and JOL

Planned activity name ID - TSRP and JOL
 Planned activity number TSRP/JOL-19-00
 Primary countermeasure strategy ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding will be provided to the Tennessee District Attorneys General Conference (TSRP) and the University of Tennessee, Knoxville (JOL).

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$770,000.00	\$154,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.4.3 Planned Activity: ID - MADD Court Monitoring

Planned activity name ID - MADD Court Monitoring
Planned activity number MADDCS-19-00
Primary countermeasure strategy ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MADD Tennessee runs a court monitoring program. MADD relies heavily on volunteers to observe, track and report on all court activities related to impaired driving cases. Throughout the monitoring of these court cases from arrest to adjudication all information is logged into MADD's Court Monitoring Database. This database allows us to track the number of cases dismissed or amended, conviction rate, recidivism rate and sanctions imposed. The access to this data allows MADD to run reports specific to an area to address any breakdowns in the adjudication process.

Enter intended subrecipients.

MADD TN

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID - DUI Prosecution and Training of the Prosecutorial/Judicial Community

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$116,000.00	\$23,200.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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
- 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 decreased from 3,477 in 2015 to 3,450 in 2016. 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. According to the Centers for Disease Control and Prevention (CDC), about 9 individuals are killed daily and more than 1,000 are injured in crashes that reportedly involve a distracted driver.

Distracted driving in Tennessee continues to be a problem. In 2017, more than 24,500 distracted driving crashes occurred. In the same year, there were 49 fatal crashes reported due to distracted driving.

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

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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2019	DD - Maintain the number of distracted driving crashes from the 2017 calendar base year of 24,781 through December 31, 2019 -2019	Annual	2019	24,781.0
2019	DD - Reduce the number of distracted driving fatalities by 10 percent, from 49 in 2017 to 44 by the end of 2019.	Annual	2019	44.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	DD - Education, Communication, and Enforcement

5.5.1 Countermeasure Strategy: DD - Education, Communication, and Enforcement

Program area Distracted Driving

Countermeasure strategy DD - Education, Communication, and Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program's objective is to decrease the number of crashes and fatalities related to distracted driving. The countermeasure strategies that are found most effective are communication, education, and enforcement.

Education

Grants provided by the THSO may be used to educate the public about the danger of distracted driving caused by engaging in other activities (eating, drinking, grooming, reading, using a cell phone or other electronic device) while driving, and Tennessee's all-driver texting ban and hand-held and hands-free cell phone ban for teen drivers holding a graduated driver license (GDL) or for all drivers while driving in a school zone. Funding will be provided for agencies utilizing this countermeasure strategy in FFY2019.

Communication

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. No planned activities are utilized for this strategy as the Thumbs Down to Distracted Driving campaign is a social media campaign.

Enforcement

In recent years, the THSO has partnered with the Tennessee Highway Patrol (THP) and local law enforcement for Tennessee's statewide bus tour to crack down on distracted driving during National Distracted Driving Awareness Month. Officers representing various agencies riding in passenger vehicles communicated with ground units after observing traffic violations to initiate the execution of enforcement action. Depending on available resources, enforcement lasted between two to eight hours each day. No planned activities are utilized for for the bus tour as partners provide the necessary resources and manpower.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to NHTSA's *Countermeasures that Work, 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 education, communication, and enforcement could be useful in raising awareness for distracted driving issues among high-risk populations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-19-00	DD - Education, Communication, and Enforcement	DD - Education, Communication, and Enforcement

5.5.1.1 Planned Activity: DD - Education, Communication, and Enforcement

Planned activity name DD - Education, Communication, and Enforcement

Planned activity number DD-19-00

Primary countermeasure strategy DD - Education, Communication, and Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund projects to state and local law enforcement, as well as other entities, that combat distracted driving through education, communication, and enforcement.

Enter intended subrecipients.

These will be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DD - Education, Communication, and Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Distracted Driving (FAST)	\$205,000.00	\$41,000.00	\$82,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

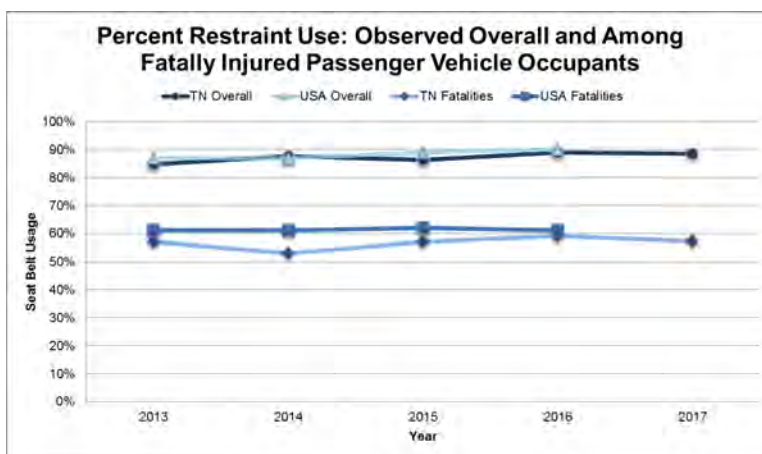
Problem Identification

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, report, "Reducing motor vehicle crash deaths was one of the great public health achievements of the 20th century for the US. However, more than 32,000 people are killed and 2 million are injured each year from motor vehicle crashes" (CDC Vital Signs, July 2016). 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 Key Findings 2018 "Forty-eight percent of passenger vehicle occupants who were killed in traffic crashes in 2016 were unrestrained".

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, 2013-2017

Tennessee's challenge is to convince all passenger vehicle occupants to buckle up. The nationwide seat belt use rate was 89.7 percent in 2017 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 88.5 percent. 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 began its fifth year in February of this year. This campaign is a concentrated effort across all aspects of law enforcement to make seat belt safety a priority within their respected areas. The SAFE applies to everyone from newborn to senior citizens. Everyone can be held SAFE by using the seat belt.

The SAFE Campaign starting February 1, 2018. This campaign is designed to increase seat belt use in Tennessee through awareness, enforcement, and activity. Agencies across the state join the THSO in enforcing seat belt laws and participating in the SAFE Program and following this criteria.

Agency Eligibility Criteria:

- Submit a participation statement
- Attend at least 75% of network meetings in your region
- Have a seat belt policy for officers and employees
- Seat belt enforcement, including nighttime, must be a priority
- Submit a final report
- Must partnership in Click It or Ticket program and submit stats
- Must have one media event

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 110 agencies participated in the 2017 SAFE Campaign. The seat belt rates comparisons for pre- (gray) and post- (yellow) surveys reveal significant increases in every region.

The results are as follows:

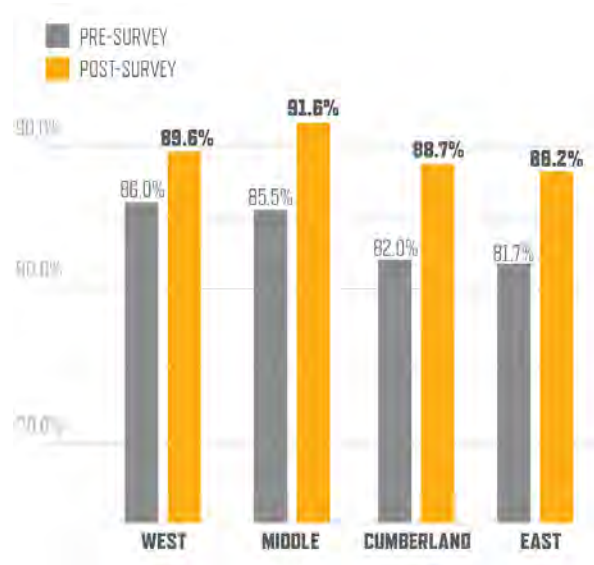
- West region—seat belt usage increased from 86.0 percent to 89.6 percent, an increase of 3.6 percent.
- Middle region—seat belt usage increased from 85.5 percent to 91.6 percent, an increase of 6.1 percent.
- Cumberland region—seat belt usage increased from 82.0 percent to 88.7 percent, an increase of 6.7 percent.
- East region—seat belt usage increased from 81.7 percent to 88.2 percent, a 6.5 percent increase.

114 agencies participated in the SAFE Campaign in 2017, which yielded the following results:

- 1,495 child restraint violations,
- 16,721 seat belt citations, and
- 846 other seat belt enforcement activities.

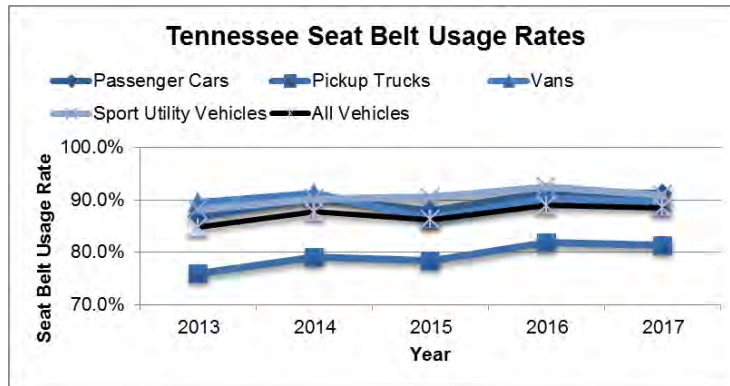
The 2018 SAFE campaign began February 1, 2018, and concludes on August 1, 2018.

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



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 2013-2017.



	2013	2014	2015	2016	2017
Passenger Cars	86.8%	90.3%	87.8%	91.4%	91.2%
Pickup Trucks	75.9%	79.1%	78.3%	81.8%	81.3%
Vans	89.5%	91.2%	86.4%	90.4%	89.4%
Sport Utility Vehicles	88.2%	90.3%	90.6%	92.5%	91.0%
All Vehicles	84.8%	87.7%	86.2%	89.0%	88.5%

Source: Center for Transportation Research. Annual Surveys of Safety Belt. Knoxville, TN: University of Tennessee, 2013 - 2017.

The highest percent of usage was observed in the passenger cars category, which rose from 86.8 percent in 2013 to 91.2 percent in 2017. 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 75.9 percent in 2013 to 81.3 percent in 2017. 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) FFY2017 final report is provided below.

TCPSC 2017-2018 Final Report:

The latest TCPSC report reveals the current misuse rate is 81 percent. This is an improvement from 95 percent when the TCPSC's effort first started. The following is a summary from the TCPSC report:

Number of check-up events	201
Number of new seat installations	521
Number of unsafe seats	366
Number of seats distributed	614
Number of unrestrained children	183
Number of seats checked	2,137
Number of seats misused	1,738
Number of seats used correctly	399

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).

Much work remains, and the occupant protection work in FFY2019 will include both teens and older adult drivers. Although Tennessee's misuse rate is above the national average of 73 percent, efforts will focus on continuing to work toward the ultimate compliance rate of zero percent.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Other	2019	315.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	90.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP - Evaluation Surveys and Studies
2019	OP - Enforcement
2019	OP - Education, Communication, and Training

5.6.1 Countermeasure Strategy: OP - Evaluation Surveys and Studies

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP - Evaluation Surveys and Studies

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating

that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Program

The University of Tennessee (UT) Center for Transportation Research (CTR) collected safety belt and helmet use data in the spring and summer of 2017 in accordance with the 2012 Uniform Criteria for State Observational Surveys of Seat Belt Use. As a part of these survey criteria, each state is required to reevaluate its county sample and draw a new sample of observation sites in all counties (even those that are carried forward from the previous set). This required five-year survey update showed that Tennessee can continue to use the same 16-county sample moving forward (2017-22). A new sample of observation sites was selected for each county using updated data from the Tennessee Department of Transportation's Tennessee Roadway Information Management System (TRIMS) database. The new sample also includes 190 roadway segments. After receiving approval from NHTSA on March 16, 2017, CTR moved forward with the observational survey using the new sample of roadway segments.

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.

Successes and Challenges

The 2017 final adjusted belt usage rate (88.51%) represents a slight decrease of 0.44% from the 2016 rate of 88.95%. While many had hoped that Tennessee's average usage rate would top 90% for the first time in 2017, it is important to remember that this survey underwent a significant change between 2016 and 2017. While the survey still uses the same 16 county sample that has been utilized since 2012, the weighting factors assigned to each county have been updated to reflect the most recent county-level Daily Vehicle Miles of Travel (DVMT) estimates available from TDOT at the time of the 5-year update. Within each county, new roadway segments with new DVMT totals were randomly selected from within each of the five roadway functional classes. These changes may have significant effects on the overall influence of individual counties or roadway segments. For this reason it is difficult to conclusively state that the 2017 result truly represents a decrease in seatbelt usage by Tennessee vehicle occupants. While the end result did not deliver the desired increase, it does still represent the second-highest average statewide belt usage rate recorded for Tennessee, second only to the 2016 result of 88.95%.

The 2017 survey results continue a recent correlation between average belt use and Tennessee's traffic fatality totals. With a few exceptions in this period, increases in observed seat belt use have been paired with year-to-year decreases in traffic fatalities. Conversely, decreases in observed belt use are typically accompanied by year-to-year increases in traffic fatalities. With this trend in mind, the slight decrease (0.44%) in belt use from 2016 to 2017 is paired with a year-to-date (October 31, 2017) increase of 8 fatalities (861 in 2017 versus 853 in 2016). Other factors, including impaired, drowsy, and distracted driving, further complicate these trends. Lower fuel prices and the state's growing economy allow more drivers to travel a greater number of miles, increasing risk exposure. 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. Several challenges have emerged over the course of the project. While targeted nighttime enforcement increases belt usage, several agencies struggled to find officers willing to work overtime for saturation patrols and checkpoints. Officers also noted that it is very difficult to issue belt citations at night due to the difficulty of observing belt use by occupants of a moving vehicle. Additionally, these efforts do not affect a large number of people. Traffic volumes fall off quickly in the evening hours. Observers saw sporadic traffic at most sites as early as 10:00 pm. While most involved agreed that risky behavior and the potential for crashes may be greater in the early morning hours, it is hard to find locations where there is enough traffic to focus enforcement activities on a routine basis.

Results

For 2017, the final statistically adjusted statewide seat belt usage rate is 88.51% (+/- 0.91%). By comparison, the final usage rate for 2016 was 88.95% (+/- 1.11%). This year's result represents a decrease of 0.44% from the previous year, but it is still the second-highest annual statewide seat belt usage rate ever recorded in Tennessee (the 2016 average of 88.95% was Tennessee's highest annual average rate). In addition to the decrease for all occupants, belt usage rates decreased in all four passenger vehicle categories. The largest year-to-year decrease was seen in sport utility vehicles (-1.57%), followed in decreasing magnitude by vans (-0.91%), pickup trucks (-0.55%), and sport utility vehicles (-0.17%). Individual usage rates for passenger cars and SUVs exceeded 90%. Passenger cars, SUVs, and vans collectively averaged of 90.93%. Pickup trucks continue to trail far behind other vehicle types at 81.25%. While there is still much room for improvement in pickup truck occupant protection, the 2017 usage rate marks only the third time that truck use has been observed to exceed 80% and is more than twice the rate observed in 2000 (39.27%).

To further illustrate the recent trends in seat belt usage by county across the state of Tennessee, Table 1 shows a summary of June 2017 Tennessee Safety Belt Use Final Observational Survey Result by County, August 2017 for all vehicles, passenger cars, pickup trucks, vans, and sport utility vehicles.

Table 1: Summary of June 2017 Tennessee Safety Belt Use							
Final Statewide Observational Survey Results							
August 1, 2017							
Adjusted Usage Rates							
County	No. of Sites	Passenger Cars	Vans	SUVs	Cars + Vans + SUVs	Pickup Trucks	All Vehicles
Davidson	15	93.85%	89.77%	91.20%	92.48%	85.33%	91.18%
Hamilton	15	96.57%	89.46%	97.03%	96.03%	85.45%	93.97%
Knox	15	90.32%	95.19%	93.32%	92.26%	83.73%	90.79%
Shelby	15	85.49%	93.14%	86.47%	86.41%	78.57%	83.86%
Blount	11	92.04%	99.15%	92.61%	93.17%	87.07%	91.92%
Dyer	11	83.96%	78.42%	74.46%	82.20%	70.43%	78.06%
Loudon	11	86.64%	75.28%	82.86%	83.34%	68.11%	78.58%
McMinn	11	93.55%	94.57%	88.67%	91.89%	78.18%	89.01%
Marion	11	93.21%	91.28%	98.62%	95.07%	86.74%	92.85%
Montgomery	11	96.94%	91.42%	98.54%	96.92%	92.68%	95.95%
Roane	11	87.75%	74.33%	91.19%	87.21%	71.43%	83.35%
Rutherford	11	98.06%	92.20%	98.46%	97.67%	91.53%	95.77%
Sevier	11	92.42%	96.60%	88.91%	91.21%	77.44%	88.73%
Tipton	10	83.09%	70.62%	85.25%	82.20%	74.66%	79.96%

Warren	10	92.43%	98.10%	95.66%	94.15%	78.62%	89.89%
Williamson	11	98.45%	91.00%	97.26%	96.58%	86.38%	94.19%
Statewide Totals	190	91.19%	89.44%	90.96%	90.93%	81.25%	88.51%

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This is a highway safety program management responsibility. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2OP-19-00	OP - Survey	OP - Evaluation Surveys and Studies

5.6.1.1 Planned Activity: OP - Survey

Planned activity name	OP - Survey
Planned activity number	M2OP-19-00
Primary countermeasure strategy	OP - Evaluation Surveys and Studies

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-

driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP - Evaluation Surveys and Studies

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low OP Information System (FAST)	\$87,900.00	\$17,580.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: OP - Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP - Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Tennessee continues to support the enforcement of seat belt and child passenger safety laws. Highly publicized and visible waves of enforcement of seat belt laws are necessary for increasing the public's perception of 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. There was a decrease in the number of seat belt

citations issued by THP from 2016 to 2017, from 118,308 to 115,504. In 2017, 94.7% of THP seat belt enforcements were 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 CDC. 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 (further explained under Enforcement Mobilizations below). 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.

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 almost 73 percent of the state's population. 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 FFY2019.

High-Risk Population Programs

According to the 2017 observational seat belt survey, the statewide usage rate for Tennessee was 88.51 percent. This is a decrease of 0.44 percent from 88.95 percent in 2016.

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	84.7%
Female	93.6%

Seat belt usage for pickup trucks is significantly lower than other vehicle types.

Usage by Vehicle Type

All vehicles	88.51%
Cars	91.19%

Vans	89.44%
SUVs	90.96%
Pickup trucks	81.25%

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

Usage by Road Type

Interstates/Freeways	91.5%
Other principal arterials	90.1%
Minor arterials	89.5%
Collectors	89.1%
Local roads	86.4%

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. The THSO's High Visibility Enforcement (HVE) 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. HVE 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 HVE during specified times each quarter. The objectives include the following: increase seat belt use to 91 percent by 2019; maintain the Selective Traffic Enforcement Program (STEP) wave concept of enforcement; participate in national mobilization campaign periods; and increase DUI enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize occupant protection issues in the State of Tennessee. Implementing the proposed projects will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Data has been utilized to identify areas that can benefit from increased education, outreach, and enforcement, resulting in the programs proposed for funding in FFY2019. Implementing the proposed programs and countermeasures in FFY2019 will address occupant protection issues in the State of Tennessee and help decrease traffic collisions, injuries, and fatalities.

Further, the occupant protection (OP) task force will be diligent in completing the goals and objective of the OP strategic plan to increase the seat belt rate as well as raise awareness of the importance of occupant protection in rural areas to help further the state's goals in FFY2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-19-00	OP Enforcement	OP - Enforcement
LEL-19-00	Law Enforcement Liaison Program	

5.6.2.1 Planned Activity: OP Enforcement

Planned activity name OP Enforcement
Planned activity number M2HVE-19-00
Primary countermeasure strategy OP - Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Tennessee Highway Patrol and local law enforcement agencies to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP - Enforcement

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$250,000.00	\$50,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: Law Enforcement Liaison Program

Planned activity name Law Enforcement Liaison Program

Planned activity number LEL-19-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven

programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	T - Training
2019	PT - LEL Program
2019	OP - Enforcement
2019	OP - Education, Communication, and Training
2019	ID - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LEL Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

5.6.3 Countermeasure Strategy: OP - Education, Communication, and Training

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP - Education, Communication, and Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The THSO works 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 FFY2019, the TCPSC objectives are:

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 137 fitting stations throughout the state.

Child Restraint Inspection Stations and At-Risk Populations

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,	Manchester Police	Coffee	U	BPR		U BPR

Matt Aussiker	Department					
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 Gamer	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	Shelby	U	BPR	A	L	U BPR A L

	Prevention North							
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

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 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 TCPSC will conduct at least one education program quarterly for a total of at least four trainings that will target children (TCPSC), teens, or older drivers including:

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

The goal for FFY2019 is to train at least 100 individuals as child passenger safety technicians. Child Passenger Safety Technicians will be recruited to be trained as CarFit Technicians/Coordinators.

Schedule of Classes for FFY2019

Course Title	Date	Location	Number of Students
CPST Certification Course	October 2018 - March 2019	Shelby County	20
CPST Certification Course	April 2019 - September 2019	Tipton County	20
CPST Certification Course	October 2018 - March 2019	Davidson County	20
CPST Certification Course	April 2019 - September 2019	Williamson County	20
CPST Certification Course	October 2018 - March 2019	Hamilton County	20
CPST Certification Course	April 2019 - September 2019	Putnam County	20
CPST Certification Course	October 2018 - March 2019	Knox County	20
CPST Certification Course	April 2019 - September 2019	Washington County	20
CEU Training For Current Techs	October 2018 - March 2019	Sullivan County	20
CEU Training For Current Techs	April 2019 - September 2019	Blount County	20
CEU Training For Current Techs	October 2018 - March 2019	Hamilton County	20
CEU Training For Current Techs	April 2019 - September 2019	Putnam County	20
CEU Training For Current Techs	October 2018 - March 2019	Davidson County	20
CEU Training For Current Techs	April 2019 - September 2019	Rutherford County	20
CEU Training For Current Techs	October 2018 - March 2019	Madison County	20
CEU Training For Current Techs	April 2019 - September 2019	Shelby County	20
Child Passenger Safety Renewal Course	October 2018 - March 2019	Shelby County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Madison County	15
Child Passenger Safety Renewal Course	October 2018 - March 2019	Williamson County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Sumner County	15

Child Passenger Safety Renewal Course	October 2018 - March 2019	Hamilton County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Cumberland County	15
Child Passenger Safety Renewal Course	October 2018 - March 2019	Sullivan County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Anderson County	15

The above table lists a sampling of projected events for FFY2019; oftentimes, events are scheduled shortly before the event occurs. CPS checkpoints and events are staffed with at least one current nationally CPST. All checkpoints and events welcome participants from all income levels and the chart identifies those events that services areas with at-risk populations.

Education

The TCPSC will conduct check-ups during the Click It or Ticket campaigns, National CPS Week, and Hands across the Border events to distribute educational materials. The check-ups will track the 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 TCPSC at Meharry Medical College 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 TCPSC better information with detecting reasons for misuse among parents and caregivers when installing child safety seats. The TCPSC 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize occupant protection issues in the State of Tennessee. Implementing the proposed projects will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Data has been utilized to identify areas that can benefit from increased education, outreach, and enforcement, resulting in the programs proposed for funding in FFY2019. Implementing the proposed programs and countermeasures in FFY2019 will address occupant protection issues in the State of Tennessee and help decrease traffic collisions, injuries, and fatalities.

Further, the occupant protection (OP) task force will be diligent in completing the goals and objective of the OP strategic plan to increase the seat belt rate as well as raise awareness of the importance of occupant protection in rural areas to help further the state's goals in FFY2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2CPS-19-00	OP - Education, Training, and Communication	OP - Education, Communication, and Training
LEL-19-00	Law Enforcement Liaison Program	

5.6.3.1 Planned Activity: OP - Education, Training, and Communication

Planned activity name	OP - Education, Training, and Communication
Planned activity number	M2CPS-19-00

Primary countermeasure strategy OP - Education, Communication, and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund child passenger safety training and community education projects.

Enter intended subrecipients.

Hamilton County Sheriff's Office, Safe Journey Program

Tennessee Tech University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP - Education, Communication, and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.2 Planned Activity: Law Enforcement Liaison Program

Planned activity name Law Enforcement Liaison Program

Planned activity number LEL-19-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	T - Training
2019	PT - LEL Program
2019	OP - Enforcement
2019	OP - Education, Communication, and Training
2019	ID - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LEL Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

5.7 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

Grants will be awarded in the following areas:

1. Targeted Traffic Law Enforcement (multiple violations)
2. Program Administration (LEL Program)
3. Network Coordinator Program
4. High Visibility Enforcement
5. Emergency Medical Services
6. Training Program

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

	2013	2014	2015	2016	2017
Total Fatalities	995	963	958	1,041	1,041
Speeding Related Fatalities	239	220	187	183	148

Source: 2013 - 2016 data, NHTSA. State Traffic Safety Information.

Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 06 Apr 2018.

2017 data, TN Dept. of Safety and Homeland Security, TITAN Division,

06 Apr 2018. (FARS SharePoint Service)

*2016 and 2017 data are preliminary.

LEL Program Overview

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee 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.

Traffic Safety Impacts

Agencies are encouraged to utilize crash and speed data to identify high-risk areas for concentrated enforcement. Law Enforcement Liaisons (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.

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.

Network Coordinator Program

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.

High Visibility Enforcement

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.

Evidence-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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired

driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,022.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	7,374.6
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.291
2019	C-6) Number of speeding-related fatalities (FARS)	Other	2019	180.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PT - Network Coordinator
2019	PT - LEL Program
2019	PT - Enforcement

5.7.1 Countermeasure Strategy: PT - Network Coordinator

Program area Police Traffic Services

Countermeasure strategy PT - Network Coordinator

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NC-19-00	PT - Network Coordinator	PT - Network Coordinator

5.7.1.1 Planned Activity: PT - Network Coordinator

Planned activity name PT - Network Coordinator

Planned activity number NC-19-00

Primary countermeasure strategy PT - Network Coordinator

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund the Network Coordinator program. 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.

Enter intended subrecipients.

- Benton Police Department
- Blount County Sheriff's Department
- Brownsville Police Department
- Cocke County Sheriff's Department
- Cookeville Police Department
- Dover Police Department
- Franklin Police Department
- Greene County Sheriff's Department
- Kimball Police Department
- Lexington Police Department
- Madison County Sheriff's Department
- Memphis Police Department
- Metro Moore County Sheriff's Department
- Oak Ridge Police Department
- Rhea County Sheriff's Department
- Shelby County Sheriff's Office
- Soddy-Daisy Police Department
- Unicoi County Sheriff's Department
- Union City Police Department
- Wayne County Sheriff's Office
- White House Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PT - Network Coordinator

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$420,000.00	\$84,000.00	\$168,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: PT - LEL Program

Program area Police Traffic Services

Countermeasure strategy PT - LEL Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The THSO works 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 FFY2019, the TCPSC objectives are:

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 137 fitting stations throughout the state.

Child Restraint Inspection Stations and At-Risk Populations

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	Sequatchie	R	BPR		R BPR

	Sheriff's Department						
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	Tulahoma 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	Bedford	U	BPR	L	U BPR L

	Department						
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	Lenoir City Fire	Loudon	U			L	U L

Abercrombie	Department Station Two						
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	Davidson	U	BPR	A	L	U BPR A L

	Medical College						
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	Shelby	R	BPR	A	L	R BPR A L

	Patrol							
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

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 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 TCPSC will conduct at least one education program quarterly for a total of at least four trainings that will target children (TCPSC), teens, or older drivers including:

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

The goal for FFY2019 is to train at least 100 individuals as child passenger safety technicians. Child Passenger Safety Technicians will be recruited to be trained as CarFit Technicians/Coordinators.

Schedule of Classes for FFY2019

Course Title	Date	Location	Number of Students
CPST Certification Course	October 2018 - March 2019	Shelby County	20
CPST Certification Course	April 2019 - September 2019	Tipton County	20
CPST Certification Course	October 2018 - March 2019	Davidson County	20
CPST Certification Course	April 2019 - September 2019	Williamson County	20
CPST Certification Course	October 2018 - March 2019	Hamilton County	20
CPST Certification Course	April 2019 - September 2019	Putnam County	20
CPST Certification Course	October 2018 - March 2019	Knox County	20
CPST Certification Course	April 2019 - September 2019	Washington County	20
CEU Training For Current Techs	October 2018 - March 2019	Sullivan County	20
CEU Training For Current Techs	April 2019 - September 2019	Blount County	20
CEU Training For Current Techs	October 2018 - March 2019	Hamilton County	20
CEU Training For Current Techs	April 2019 - September 2019	Putnam County	20
CEU Training For Current Techs	October 2018 - March 2019	Davidson County	20
CEU Training For Current Techs	April 2019 - September 2019	Rutherford County	20
CEU Training For Current Techs	October 2018 - March 2019	Madison County	20
CEU Training For Current Techs	April 2019 - September 2019	Shelby County	20
Child Passenger Safety Renewal Course	October 2018 - March 2019	Shelby County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Madison County	15
Child Passenger Safety Renewal Course	October 2018 - March 2019	Williamson County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Sumner County	15
Child Passenger Safety Renewal Course	October 2018 - March 2019	Hamilton County	15

Child Passenger Safety Renewal Course	April 2019 - September 2019	Cumberland County	15
Child Passenger Safety Renewal Course	October 2018 - March 2019	Sullivan County	15
Child Passenger Safety Renewal Course	April 2019 - September 2019	Anderson County	15

The above table lists a sampling of projected events for FFY2019; oftentimes, events are scheduled shortly before the event occurs. CPS checkpoints and events are staffed with at least one current nationally CPST. All checkpoints and events welcome participants from all income levels and the chart identifies those events that services areas with at-risk populations.

Education

The TCPSC will conduct check-ups during the Click It or Ticket campaigns, National CPS Week, and Hands across the Border events to distribute educational materials. The check-ups will track the 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 TCPSC at Meharry Medical College 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 TCPSC better information with detecting reasons for misuse among parents and caregivers when installing child safety seats. The TCPSC 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Occupant protection education, enforcement, and outreach work in partnership to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize occupant protection issues in the State of Tennessee. Implementing the proposed projects will increase driver awareness, which in turn will decrease the number of fatalities, injuries, and crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Data has been utilized to identify areas that can benefit from increased education, outreach, and enforcement, resulting in the programs proposed for funding in FFY2019. Implementing the proposed programs and countermeasures in FFY2019 will address occupant protection issues in the State of Tennessee and help decrease traffic collisions, injuries, and fatalities.

Further, the occupant protection (OP) task force will be diligent in completing the goals and objective of the OP strategic plan to increase the seat belt rate as well as raise awareness of the importance of occupant protection in rural areas to help further the state's goals in FFY2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LEL-19-00	Law Enforcement Liaison Program	

5.7.2.1 Planned Activity: Law Enforcement Liaison Program

Planned activity name	Law Enforcement Liaison Program
Planned activity number	LEL-19-00
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	T - Training

2019	PT - LEL Program
2019	OP - Enforcement
2019	OP - Education, Communication, and Training
2019	ID - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LEL Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

5.7.3 Countermeasure Strategy: PT - Enforcement

Program area Police Traffic Services

Countermeasure strategy PT - Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. 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.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Targeted traffic law enforcement has been shown to be effective. According to NHTSA's *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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-00	PT - Enforcement	PT - Enforcement

5.7.3.1 Planned Activity: PT - Enforcement

Planned activity name PT - Enforcement

Planned activity number PT-19-00

Primary countermeasure strategy PT - Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven

programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding will be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PT - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$440,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	EM - Provide four training grants, one to each LEL region in the state, to emergency medical professionals.	Annual	2019	4.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	EM - Training

5.8.1 Countermeasure Strategy: EM - Training

Program area Emergency Medical Services

Countermeasure strategy EM - Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The planned activity is to fund Emergency Medical Services projects that provide training to help those injured in crash receive timely care which increases chances for survival. Increasing the number of first responders who are properly trained on extrication equipment and procedures, means that shorter extrication times should occur which results in fewer lives lost on Tennessee roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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."

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM-19-00	Emergency Medical Services	EM - Training

5.8.1.1 Planned Activity: Emergency Medical Services

Planned activity name	Emergency Medical Services
Planned activity number	EM-19-00
Primary countermeasure strategy	EM - Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund Emergency Medical Services projects that provides equipment and training to help those injured in crash receive timely care which increases chances for survival . This section of the HSP will be amended when funds are allocated and detailed projects selected.

Enter intended subrecipients.

Four grants will be awarded to rural agencies, one in each LEL region. These will be determined at a later time.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	EM - Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$50,000.00	\$10,000.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Older Drivers

Program area type Older Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

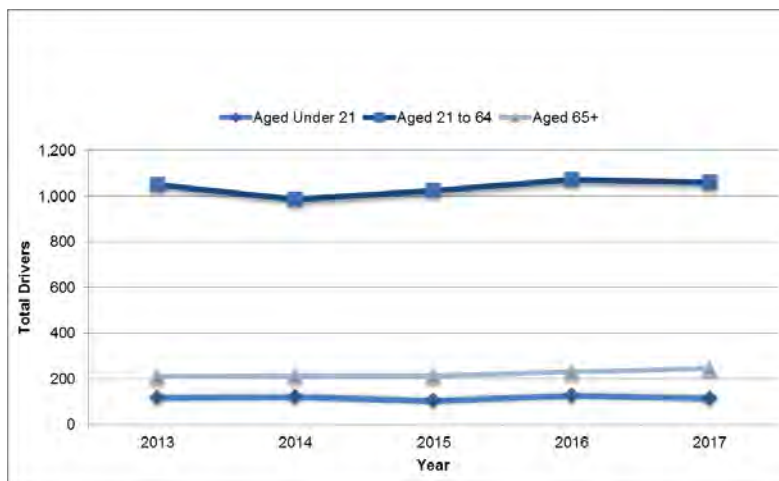
Problem Identification

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 expected to be 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 below chart illustrates observed data trends for the years 2013 -2017 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 1 percent and 18 percent respectively.

Older Drivers (Ages 65+) in Fatal Crashes, Tennessee

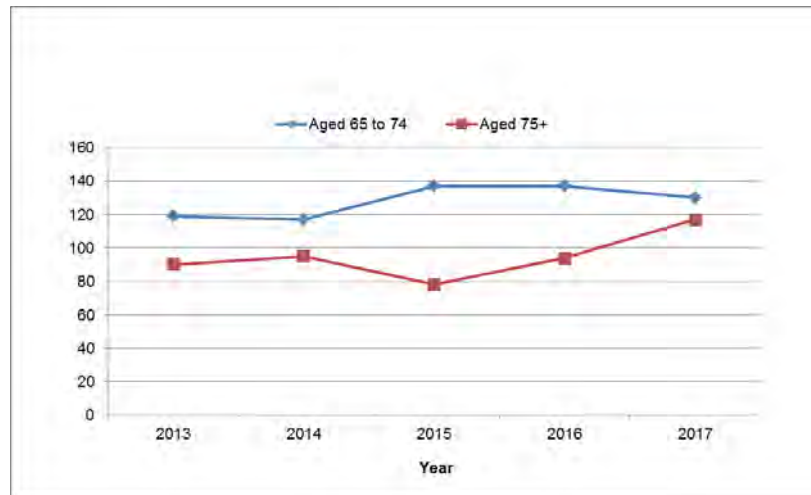


Sources: NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 16 Apr 2018.

*2016 data from NHTSA are preliminary.

The chart below illustrates the breakout of drivers for the age groups 65 to 74 and 75 and over. Between the years of 2013 and 2017, there was an increase in the number of fatalities of 9 percent and 30 percent respectively.

Older Driver Fatal Crashes by Age Group, Tennessee



Sources: 2013 - 2016 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 02 May 2018. 2017 data, TN Dept. of Safety and Homeland Security, TITAN Division, 02 May 2018. (FARS SharePoint Service)
*2016 and 2017 data are preliminary.

Data from the Tennessee Department of Safety and Homeland Security's (TDOSHS) Planning, Research and Development Division for the years 2013 - 2017 indicates that the top five contributing driver actions resulting in crashes for drivers, age groups 65 – 74 and 75+, are outlined in the table below.

Tennessee Traffic Crashes by Driver Actions for Drivers, Ages 65 and Above from 2013-2017

Driver Action	Ages 65-74	%	Ages 75 +	%
	2013/2017	Change	2013/2017	Change
1. Failure to yield right of way	2,214 / 2,649	+20	1,916 / 2,172	+13.4
2. Following improperly	1,296 / 1,762	+36	724 / 914	+26
3. Failure to keep in proper lane	1,106 / 1,103	-----	576 / 627	+9
4. Inattentive – eating, reading, talking, etc.	524 / 804	+53	298 / 372	+25
5. Improper lane changing	382 / 662	+73	239 / 377	+58

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	OD - To increase the number of trained CARFIT technicians in Tennessee, during the 2018 project year by 7 percent, from 140 in 2017 to 160 in 2019.	Annual	2019	160.0
2019	OD - To increase the number of trained CARFIT event coordinators in Tennessee during the 2018 project year by 9 percent, from 113 in 2017 to 124 in 2019.	Annual	2019	124.0
2019	OD - To increase the number of CARFIT events, providing education and training to senior drivers in Tennessee, during the 2018 project year by 37 percent from 8 in 2017 to 11 in 2019.	Annual	2019	11.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OD - Communication and Education

5.9.1 Countermeasure Strategy: OD - Communication and Education

Program area Older Drivers

Countermeasure strategy OD - Communication and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d) (6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

CarFit is an educational program created by collaborative partners that include AAA, AARP, and the American Occupational Therapy Association, Inc. This 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.

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.

Tennessee Trucking Foundation Road Team Captains bring the Foundation's No-Zone Truck and Trailer to event locations they visit and passenger cars are staged around the truck and trailer to emphasize the blind stops. This provides an awesome visual aid for the Road Team Captains to use when explaining the blind spots around large trucks and commercial vehicles.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The planned activity is to fund older driver safety projects that involve the collection and analysis of data on senior drivers, expansion of the Car-Fit program, No-Zone Truck demonstration, and the purchase of materials to support community programs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to *Countermeasures that Work, Eighth Edition* communication and education is the best recommended practice to reach older drivers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OD-19-00	OD - Older Driver	OD - Communication and Education

5.9.1.1 Planned Activity: OD - Older Driver

Planned activity name OD - Older Driver
Planned activity number OD-19-00
Primary countermeasure strategy OD - Communication and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund older driver safety projects that involve the collection and analysis of data on senior drivers, expansion of the Car-Fit program, No-Zone Truck demonstration, and the purchase of materials to support community programs.

Enter intended subrecipients.

Grant funding will be determined at a later date.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OD - Communication and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$41,000.00	\$8,200.00	\$16,400.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Teen Traffic Safety Program

Program area type Teen Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overview

Motor vehicle crashes continue to be the leading cause of death for teenagers in the United States. In 2016, approximately 1,900 drivers between the ages of 15-20 were killed (Traffic Safety Facts, 2018). In comparison with adult drivers, the number of young drivers involved in crashes is also substantially higher. In 2016, drivers between the ages of 15 to 20 made up 5.4 percent of licensed drivers in the United States (NHTSA, 2018). Of all of the fatal crashes in the United States in 2016, 39% were young drivers (NHTSA, 2018). 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 *Countermeasures that Work, 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 all the continuous decisions, large and small, that add up to safe driving. 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 sets 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 judgments 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 2016 seventy-six percent of deaths among passenger vehicle occupants were between the ages 16-19. Further, fifty-five percent of the deaths of teenage passengers in passenger vehicles occurred in vehicles driven by another teenager. Among deaths of passengers of all ages, thirteen 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 ten moderate-to-severe teen crashes, which is four times as many as official estimates based on police reports. According to NHTSA, in 2016 ten percent of all teen motor vehicle crash fatalities involved distracted driving.

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

Potential Distractions Outside the Vehicle

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

• Occupants	
• Eating and drinking	
• Adjusting vehicle controls	
• Reading	
• Smoking	
• Pets that are not contained	
• Reaching for objects	

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 2013-2014 and an increase in fatalities beginning in 2015 with another reduction occurring in 2017.

Representation of Drivers Between Ages 15 and 19 in Fatal and Injury Crashes, Tennessee						
	2013	2014	2015	2016	2017	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	8,238	8,191	9,000	9,337	8,981	9.0%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	10.1%	10.1%	10.1%	9.9%	9.7%	-4.3%
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	1.72	1.74	1.77	1.77	1.73	0.5%

Representation is percent of drivers fatal and injury crashes divided by percent of licensed drivers.
 Source: TN Dept. of Safety and Homeland Security, TITAN Division, 30 Apr 2018. (TITAN)

GDL Program

Tennessee has had a Graduated Driver's License (GDL) program since July 20010. 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

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Other	2019	123.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	YD - Education

5.10.1 Countermeasure Strategy: YD - Education

Program area Teen Traffic Safety Program

Countermeasure strategy YD - Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at

least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Through collaboration with the Tennessee Teen Safe Driving Coalition, SADD, Tennessee Department of Safety and Homeland Security (TDOSHS), school systems, and local law enforcement agencies across the state, the THSO wants to bring together youth and adult leaders to develop and steward resources to support teen drivers. The work with the TDOSHS will help 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. The continued partnership with SADD will 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. ThinkFast is 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. 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, as well as minimum drinking age laws. The THSO will also 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. This will target peer driven programs in schools across the state 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Teen driver education programs will continue to change driver behavior. The THSO and its partnering agencies will continue to highlight NHTSA's safety precautions to the driving public to minimize teen driver crashes and fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
YD-19-00	YD - Education	YD - Education

5.10.1.1 Planned Activity: YD - Education

Planned activity name YD - Education

Planned activity number YD-19-00

Primary countermeasure strategy YD - Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planned activity is to fund projects to provide educational opportunities to students in elementary and secondary schools as well as is to fund underage prevention drinking projects.

Enter intended subrecipients.

Grants will be awarded to local law enforcement, school systems, and other agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	YD - Education

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$330,000.00	\$66,000.00	\$132,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$460,000.00	\$92,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Integrated Communications Plan – Paid Media

The Tennessee Highway Safety Office (THSO) will utilize an integrated communications plan that works in tandem with the law enforcement communities across the State of Tennessee and in alignment 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 for the specified campaign. 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, crash statistics, 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 the desired 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.

Media Services and Partnerships

Contracted Media Services

The THSO has engaged in a grant contractual agreement with Tennessee Technological University (TTU) in Cookeville, Tennessee utilizing an state interagency agreement to provide media, marketing, and advertising services. The services feature design, production, purchasing, and administrative reconciliation to assist the state in its efforts to inform and educate the public on traffic safety issues. The primary services 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.

TTU will employ a 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.

Media Partnership Contracts

The THSO will participate in a number of professional 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)
- Tennessee State University (football and men's & women's basketball)

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; minor league baseball teams and motorsports venues in higher crash areas 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 FFY2019.

Throughout FFY2019, 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 compete across the state. 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 FFY2019 plan includes a diversity strategy to influence the driving behavior of the Hispanic and African American to engage in DUI education and Seatbelt Safety outreach services as relevant to the campaigns.

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, billboards, 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.

Integrated Communications Plan – 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.

Tactics and Channels

Traditional Media Versus New Media

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

Press Events

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. A press event is a tactic used to increase community support, personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video recorded, uploaded to YouTube, and posted to social media. In 2016, the THSO began using Facebook Live to record press events.

Website

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

Social Media

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

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

Platform

Audience (As of 4/26/18)

YouTube: www.youtube.com/TNHSO

237,002 Views

Facebook: www.facebook.com/TNHSO	9,709 Likes
Twitter: www.twitter.com/TNHSO	2,856 Followers
Instagram: www.instagram.com/TNHSO	711 Followers

Primary Campaign Messages

Campaign	Time Period(s)	Branding
<i>Bike / Ped Safety</i>	October 2018 (Walk to School Day) August 2019 (Back to School Safety Month)	THSO
<i>Pedestrian Safety</i>	October 2018 (School Bus Safety Week)	THSO
<i>5 to Drive</i>	October 2018 (Teen Driver Safety Week)	NHTSA
<i>Put the Brakes on Fatalities</i>	October 2018 (Put the Brakes on Fatalities Day)	THSO
<i>Statewide Distracted Driving Enforcement Bus Tour</i>	October 2018 April 2019 (Distracted Driving Awareness Month)	THSO
<i>Buckle Up Tennessee / Buck Up In Your Truck</i>	November 2018 (Thanksgiving Holiday Travel) May 2019 – August 2019 (Summer Seatbelt Safety)	THSO
<i>Fans Don't Let Fans Drive Drunk</i>	February 2019 (Super Bowl Weekend)	NHTSA
<i>SAFE Campaign Launch</i>	February 2019	THSO
<i>Stop Drugged Driving</i>	March 2019	THSO
<i>Thumbs Down to Texting & Driving</i>	April 2019 (Distracted Driving Awareness Month)	THSO
<i>Look Twice</i>	May 2019 (Motorcycle Safety Awareness Month)	NHTSA
<i>Booze It & Lose It</i>	October 2018 (Halloween) November 2018 – December 2018 (Pre-Holiday) December 2018 – January 2019 (Holiday) March 2019 (March Madness/St. Patrick's Day) May 2019 (Cinco De Mayo) May 2019 – September 2019 (Summer Heat) September 2019 (Labor Day Weekend) July 2019 (Independence Day)	THSO
<i>Child Passenger Safety</i>	September 2019 (Child Passenger Safety Week)	THSO
<i>Click It or Ticket</i>	May 2019 – June 2019 (Hands Across the Border)	NHTSA/THSO

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	CM - Increase paid media impressions by 7 percent from 37,344,954 in calendar base year 2017 to 40,000,000 impressions by December 31, 2019.	Annual	2019	40,000,000.0
2019	CM - Increase earned media impressions by 2 percent from 160,371 in calendar base year 2017 to 163,000 by December 31, 2019.	Annual	2019	163,000.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
No records found.	

No Countermeasures selected for the Program Area

5.12 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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). Tennessee is also impacted; every year, Tennessee sees crashes and fatalities involving our pedestrians. The term pedestrians 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, which accounted for 10.9 percent of the state's fatalities, which translated into 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 5 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

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Other	2019	97.0
2019	C-11) Number of bicyclists fatalities (FARS)	Other	2019	9.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	NM - Education, Enforcement, and Communication

5.12.1 Countermeasure Strategy: NM - Education, Enforcement, and Communication

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy NM - Education, Enforcement, and Communication

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d) (6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

The planned activity is to fund pedestrian and bicycle safety projects that focus around education. One grant will be funded to Collegedale Police Department.

Walk Bike Nashville has a long history as bicycle and pedestrian educators and advocates. In FFY2019, 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.

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. Funding will be provided to Walk Bike Nashville through section 403 funding.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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, tntrafficsafety.org, which has a page dedicated to bicycle and pedestrian safety resources.
- Continue the Safe Routes to School program, which is operated through the Tennessee Department of Transportation. A member of the THSO is a member of the review team.

NHTSA’s *Countermeasures that Work, Eighth Edition*, highlights the significance of this emphasis area, outlines several strategies to reduce pedestrian fatalities, and discusses appropriate countermeasures to bring about 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 FFY 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-19-00	NM - Education, Enforcement, and Communication	NM - Education, Enforcement, and Communication

5.12.1.1 Planned Activity: NM - Education, Enforcement, and Communication

Planned activity name	NM - Education, Enforcement, and Communication
Planned activity number	PS-19-00
Primary countermeasure strategy	NM - Education, Enforcement, and Communication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Collegedale Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	NM - Education, Enforcement, and Communication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$57,000.00	\$11,400.00	\$22,800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.13 Program Area: Training

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overview

In 2017, Tennessee recorded 247,040 crashes, with over 74,000 injuries and 1,040 persons losing their lives on the highways. Bad driving behaviors such as alcohol and or drug use, speeding, aggressive driving, and distractions contributed to many of these crashes.

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

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

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

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

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.

Activities

The LEL Training program includes 14 training course types. These are:

- 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;
- Child Passenger Safety;
- ARIDE;
- SFST Basic;
- SFST Instructor;
- DRE; and
- Distracted Driving Enforcement and Awareness.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	T - Train 295 in DUI/ Standardized Field Sobriety Testing (SFST) and SFST Instructor in FFY2019, an increase from 272 in FFY2018	Annual	2019	295.0
2019	T - Train 300 traffic enforcement officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) in FFY2019, an increase from 290 in FFY2018.	Annual	2019	300.0
2019	T - Train 38 Drug Recognition Experts (DRE) in FFY2019, an increase from 35 in FFY2018.	Annual	2019	38.0
2019	T - Increase classroom attendance from 80% participation in FFY2018 to 83 percent in FFY2019.	Annual	2019	83.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	T - Training

5.13.1 Countermeasure Strategy: T - Training

Program area Other
 Countermeasure strategy T - Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d) (6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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, more impaired drivers will be removed from the roads, thereby decreasing the number of impaired driving crashes, injuries, and fatalities. A greater number of properly trained officers will increase the number of impaired driving convictions. The training program is funded under the LEL grant in FFY2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Training courses equip law enforcement professionals with up-to-date information on best practices, new methods, emerging issues, and legislation. The goal of all THSO training is to provide the necessary training techniques that can assist law enforcement with changing driver behavior to reduce the number of serious injury crashes and fatalities

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LEL-19-00	Law Enforcement Liaison Program	

5.13.1.1 Planned Activity: Law Enforcement Liaison Program

Planned activity name Law Enforcement Liaison Program

Planned activity number LEL-19-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the

grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison (LEL) program provides short and long-term planning along with management practices from the Police Traffic Services program in Tennessee. The program utilizes four LELs located regionally throughout the state along with a Training Coordinator. Additionally, the program also has one Administrator who answers to the deputy director of the Tennessee Highway Safety Office (THSO). The THSO offers a wide range of traffic safety training to law enforcement officers and other traffic safety advocates and stakeholders. The program provides coordination for all major campaigns funded by federal, state, and local resources. Each LEL, the Training Coordinator 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 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 grantee agencies in meeting their goals within highway safety and maintains a communication link between the agencies and Program Managers within the THSO.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	T - Training
2019	PT - LEL Program
2019	OP - Enforcement
2019	OP - Education, Communication, and Training
2019	ID - Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,100,000.00	\$220,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$300,000.00	\$60,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LEL Vehicle	1	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00

5.14 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

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

The objectives of the THSO is to:

- Develop and prepare the Highway Safety Plan (HSP) along with developing and preparing additional plans as required.
- Establish priorities for highway safety funding.
- Develop and prepare the Annual Report.
- Provide information and assistance to prospective grantees on program benefits, procedures for participation, and development plans.
- Coordinate and facilitate training and public information activities for grantees.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts. Review and evaluate the implementation of state and local highway safety funds contained in the approved HSP.
- Coordinate the HSP with other federally and non-federally funded programs related to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting Tennessee's highway safety program. Complete the monitoring of contracts and grants.
- Produce annual operating budgets and develop biennial budget strategies.
- Deliver programs that are effective in changing 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 grantees with professional and effective guidance.

Evaluation of program effectiveness is critical toward determining the effective distribution and use of funds. Further, funds are set aside for pre-post surveys of mobilizations and surveys for 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 THSO employs a planning and administration staff of eight (8) 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 four statewide committees to address critical highway safety issues in Tennessee: the Traffic Records Coordinating Committee, the Motorcycle Safety Coalition, the Occupant Protection Task Force, 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.

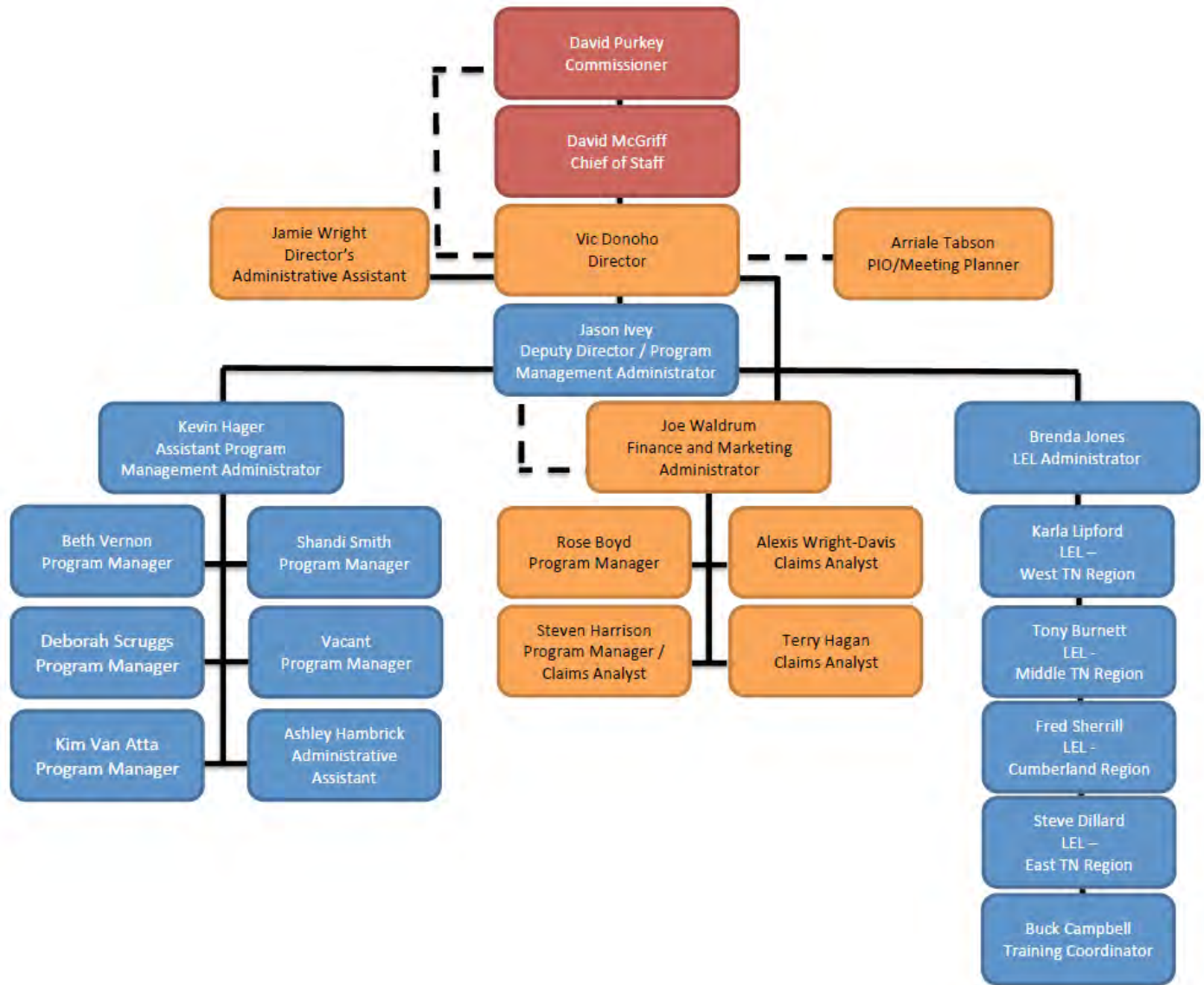
Organizational Chart - Listed below is a chart that details the organizational structure of the Tennessee Highway Safety Office.

[Legend:

Red - State Funded, TDOSHS Senior Management

Orange - State Funded, THSO Staff

Blue - Grant Funded, THSO Staff]



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 grantees across the state. 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.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-19-00	PA - Planning and Administration	
UT-19-00	PA - UT Program Administration	

5.14.1 Planned Activity: PA - Planning and Administration

Planned activity name PA - Planning and Administration
Planned activity number PA-19-00
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 grantees across the state. The Commissioner of the TDOSHS serves as the designated governor's highway safety representative, while the director of the THSO fulfills the role of the state's coordinator of activity. The THSO employs a planning and administration staff of eight (8) full-time state employees.

Enter intended subrecipients.

State of Tennessee (50 percent match)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$300,000.00	\$300,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.14.2 Planned Activity: PA - UT Program Administration

Planned activity name PA - UT Program Administration

Planned activity number UT-19-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 grantees across the state. The Commissioner of the TDOSHS serves as the designated governor's highway safety representative, while the director of the THSO fulfills the role of the state's coordinator of activity. The THSO employs eight (8) full-time positions funded by the University of Tennessee grant.

Enter intended subrecipients.

University of Tennessee, Knoxville

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$700,000.00	\$140,000.00	\$0.00
2018	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$200,000.00	\$40,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-19-00	OP Enforcement	OP - Enforcement
AL/ID-19-00	ID - Alcohol Countermeasures Enforcement	ID - Enforcement
PT-19-00	PT - Enforcement	PT - Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Data Analysis

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.

Enter explanation of the deployment of resources based on the analysis performed.

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.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Project Management

The Tennessee Highway Safety Office (THSO) staff maintains regular contact via telephone, email/written correspondence, and on-site visits with grantees 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 grantees through desk monitoring and/or on-site visits. This oversight helps the Program Manager answer grant management-related questions, provide technical assistance, identify and help address problems and/or concerns, and 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 grantee's file.

Monitoring, Follow-Up, and Adjustments

A THSO Program Manager visits every grantee 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 grantee has satisfied special conditions and is adhering to contract terms and conditions. The financial review includes an examination of agency and grant-specific financial documents and issues related to the implementation and performance of the project.

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

Agencies receiving less than \$10,000 will receive a desk/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.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
PT - Enforcement
OP - Enforcement
ID - Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-19-00	OP Enforcement	OP - Enforcement
AL/ID-19-00	ID - Alcohol Countermeasures Enforcement	ID - Enforcement
PT-19-00	PT - Enforcement	PT - Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Adamsville Police Department
Alamo Police Department
Alcoa Police Department
Alexandria Police Department
Algood Police Department
Anderson County Sheriff's Department
Ardmore Police Department
Ashland City Police Department
Athens Police Department
Baileyton Police Department

Bartlett Police Department
Baxter Police Department
Bean Station Police Department
Bedford County Sheriff's Department
Bell Buckle Police Department
Belle Meade Police Department
Benton County Sheriff's Department
Benton Police Department
Bethel Springs Police Department
Big Sandy Police Department
Blaine Police Department
Blount County Sheriff's Department
Bluff City Police Department
Bolivar Police Department
Bradford Police Department
Bradley County Sheriff's Department
Bristol Police Department
Brownsville Police Department
Bruceton Police Department
Burns Police Department
Campbell County Sheriff's Department
Cannon County Sheriff's Department
Carroll County Sheriff's Department
Carter County Sheriff's Department
Carthage Police Department
Caryville Police Department
Celina Police Department
Chapel Hill Police Department
Charleston Police Department
Chattanooga Police Department
Cheatham County Sheriff's Office
Church Hill Public Safety
City of Paris Police Department
Clarksburg Police Department
Clarksville Police Department
Clay County Sheriff's Department
Cleveland Police Department
Clinton Police Department
Cocke County Sheriff's Department
Collegedale Police Department
Collierville Police Department
Columbia Police Department
Cookeville Police Department

Coopertown Police Department
Cornersville Police Department
Cowan Police Department
Crossville Police Department
Crump Police Department
Cumberland City Police Department
Cumberland County Sheriff's Department
Dandridge Police Department
Dayton Police Department
Decatur County Sheriff's Office
Decatur Police Department
Decaturville Police Department
Decherd Police Department
Dickson County Sheriff's Office
Dickson Police Department
Dover Police Department
Dresden Police Department
Dunlap Police Department
Dyer Police Department
Dyersburg Police Department
Eagleville Police Department
East Ridge Police Department
East Tennessee State University, Department of Public Safety
Elkton Police Department
Englewood Police Department
Erin Police Department
Estill Springs Police Department
Etowah Police Department
Fairfield Glade Departement of Public Safety
Fairview Police Department
Fayette County Sheriff's Office
Fentress County Sheriff's Department
Franklin County Sheriff's Office
Franklin Police Department
Gainesboro Police Department
Gallatin Police Department
Gallaway Police Department
Gatlinburg Police Department
Germantown Police Department
Gibson County Sheriff's Department
Giles County Sheriff's Department
Gleason Police Department
Gordonsville Police Department

Grainger County Sheriff's Department
Grand Junction Police Department
Graysville Police Department
Greene County Sheriff's Department
Greenfield Police Department
Grundy County Sheriff's Department
Hamilton County Sheriff's Office
Hancock County Sheriff's Department
Hardeman County Sheriff's Department
Hardin County Sheriff's Department
Harriman Police Department
Hawkins County Sheriff's Department
Haywood County Sheriff's Department
Henderson Police Department
Hendersonville Police Department
Henry County Sheriff's Department
Hohenwald Police Department
Hollow Rock Police Department
Houston County Sheriff's Department
Humboldt Police Department
Humphreys County Sheriff's Office
Huntland Police Department
Jackson Police Department
Jasper Police Department
Jefferson City Police Department
Jellico Police Department
Johnson City Police Department
Jonesborough Police Department
Kenton Police Department
Kimball Police Department
Kingsport Police Department
Knox County Sheriff's Office
Knoxville Police Department
Lafayette Police Department
LaFollette Police Department
LaGrange Police Department
Lake County Sheriff's Office
Lauderdale County Sheriff's Department
LaVergne Police Department
Lawrence County Sheriff's Department
Lawrenceburg Police Department
Lebanon Police Department
Lenoir City Police Department

Lexington Police Department
Lincoln County Sheriff's Department
Lincoln Memorial University
Livingston Police Department
Lookout Mtn. Police Department
Loretto Police Department
Loudon County Sheriff's Department
Macon County Sheriff's Department
Madison County Sheriff's Department
Madisonville Police Department
Manchester Police Department
Marion County Sheriff's Department
Martin Police Department
Maryville Police Department
Mason Police Department
Maury County Sheriff's Department
McKenzie Police Department
McMinn County Sheriff's Department
McMinnville Police Department
McNairy County Sheriff's Department
Meigs County Sheriff's Department
Memphis Police Department
Metro Moore County Sheriffs Department
Metropolitan Nashville Police Department
Milan Police Department
Millersville Police Department
Millington Police Department
Minor Hill Police Department
Monroe County Sheriff's Department
Monterey Police Department
Montgomery County Sheriff's Department
Morgan County Sheriff Department
Morristown Police Department
Moscow Police Department
Mount Carmel Police Department
Mount Pleasant Police Department
Munford Police Department
New Johnsonville Police Department
New Market Police Department
New Tazewell Police Department
Newbern Police Department
Newport Police Department
Nolensville Police Department

Norris Police Department
Oak Ridge Police Department
Oakland Police Department
Oliver Springs Police Department
Oneida Police Department
Overton County Sheriff's Department
Parrottsville Police Department
Parsons Police Department
Pickett County Sheriff's Office
Pigeon Forge Police Department
Pikeville Police Department
Pittman Center Police Department
Plainview Police Department
Portland Police Department
Red Bank Police Department
Red Boiling Springs Police Department
Rhea County Sheriff's Department
Ridgely Police Department
Ripley Police Department
Robertson County Sheriff's Department
Rockwood Police Department
Rocky Top Police Department
Rutherford County Sheriff's Office
Rutherford Police Department
Rutledge Police Department
Saint Joseph Police Department
Saltillo Police Department
Savannah Police Department
Scott County Sheriff's Department
Scotts Hill Police Department
Selmer Police Department
Sequatchie County Sheriff's Department
Sevier County Sheriff's Office
Sevierville Police Department
Sewanee Police Department
Shelby County Sheriff's Office
Shelbyville Police Department
Signal Mountain Police Department
Smith County Sheriff's Office
Smithville Police Department
Smyrna Police Department
Sneedville Police Department
Soddy-Daisy Police Department

Somerville Police Department
South Fulton Police Department
South Pittsburg Police Department
Spencer Police Department
Spring City Police Department
Spring Hill Police Department
Springfield Police Department
Stewart County Sheriff's Office
Sullivan County Sheriff's Department
Sumner County Sheriff's Department
Surgoinville Police Department
Sweetwater Police Department
Tazewell Police Department
Tellico Plains Police Department
Tennessee Department of Safety & Homeland Security
Tipton County Sheriff's Department
Tiptonville Police Department
Townsend Police Department
Tracy City Police Department
Trenton Police Department
Trimble Police Department
Trousdale County Sheriff's Department
Tullahoma Police Department
Tusculum Police Department
Unicoi County Sheriff's Department
Union City Police Department
Union County Sheriff's Department
University of Memphis, Police Services
University of Tennessee Police Department
University of Tennessee, Health Science Center
Van Buren County Sheriff's Department
Volunteer State Community College Campus Police
Vonore Police Department
Walters State Campus Police
Warren County Sheriff's Department
Wartburg Police Department
Wartrace Police Department
Washington County Sheriff's Department
Watertown Police Department
Wayne County Sheriff's Department
Waynesboro Police Department
Weakley County Sheriff's Department
Westmoreland Police Department

White Bluff Police Department
White County Sheriff's Department
White House Police Department
White Pine Police Department
Whiteville Police Department
Williamson County Sheriff's Department
Wilson County Sheriff's Department
Winchester Police Department
Woodbury Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Click It or Ticket Program

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. 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.

Enforcement Mobilization

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.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
PT - LEL Program
OP - Education, Communication, and Training

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LEL-19-00	Law Enforcement Liaison Program	

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 140

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 101

Populations served - rural 22

Populations served - at risk 102

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
PT - LEL Program
OP - Education, Communication, and Training

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LEL-19-00	Law Enforcement Liaison Program	

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 24

Estimated total number of technicians 440

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes

Comprehensive occupant protection program Yes
 Occupant protection program assessment No

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
OP - Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-19-00	OP Enforcement	OP - Enforcement

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
PT - LEL Program
OP - Enforcement
OP - Education, Communication, and Training

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-19-00	OP Enforcement	OP - Enforcement
M2CPS-19-00	OP - Education, Training, and Communication	OP - Education, Communication, and Training
LEL-19-00	Law Enforcement Liaison Program	

Comprehensive occupant protection program

Enter the date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment 2/13/2015

Upload the multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c); (B) Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d); (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms, at the level of detail required under § 1300.11(d)(5).

Documents Uploaded
OPTF Strategic Plan FFY2019 - FFY2021.pdf

List the page number(s) from your occupant protection multi-year strategic plan that addresses:

Data-driven performance targets	5
Countermeasure strategies	4-7
Program management strategy	5
Enforcement strategy	6

Enter the name and title of the State's designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the HSP and overseeing the execution of the projects designated in the HSP.

Designated occupant protection coordinator name	Deborah Scruggs
Designated occupant protection coordinator title	Program Manager

Enter a list that contains the names, titles and organizations of the Statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.

Tennessee OP Task Force Members		
Rose Boyd	Program Manager	Tennessee Highway Safety Office
Angela Brown	Program Manager	Meharry Medical College
Matt Cate	Research Leader	University of Tennessee, Knoxville
Sarah Haverstick	Safety Advocate	Goodbaby International
Brenda Jones	LEL, Administrator	Tennessee Highway Safety Office
Chris Osbourn	Director	Tennessee Department of Safety and Homeland Security
Joe Powell	Manager	Tennessee Tech Business Media Center/iCube
Gilbert Ramirez	Sergeant	Metro Nashville Police Department
Deborah Scruggs	Program Manager	Tennessee Highway Safety Office
Fred Sherrill	LEL, Cumberland Region	Tennessee Highway Safety Office
Arriale Tabson	PIO	Tennessee Highway Safety Office
Purnima Unni	Injury Prevention Manager	Monroe Carell Jr. Children's Hospital at Vanderbilt
Kim Van Atta	Program Manager	Tennessee Highway Safety Office
Beth Vernon	Program Manager	Tennessee Highway Safety Office

Submit countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d).

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
OP - Enforcement
OP - Education, Communication, and Training

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
9/14/2017
12/14/2017
3/8/2018
6/28/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Kim Van Atta

Title of State's Traffic Records Coordinator: Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Name / Title	Agency	System Represented
Allen England <i>Lieutenant</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Amanda Hughes <i>Application Support Mgr/ Court Clerk Liaison</i>	Administrative Office of the Courts	Court Information
Andy Miller <i>Sergeant</i>	Smyrna PD	Stakeholder
Ann Lynn Walker <i>IT Manager</i>	Administrative Office of the Courts	Court Information
Benjamin Crumpler <i>Statistical Research Specialist</i>	Office of Injury Surveillance	Trauma / Injury Surveillance
Billy Smith <i>Sergeant</i>	Tennessee Highway Patrol	Crash

Name / Title	Agency	System Represented
Brandon Darks <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Brandon Douglas <i>Captain</i>	Tennessee Highway Patrol	Law Enforcement / Adjudication
Brian Terrell <i>GIS TC Manager</i>	Tennessee Department of Transportation	Roadway
Chris Broome <i>NHTSA Southeast Regional Coordinator</i>	NHTSA Program Manager	Stakeholder
Christopher Armstrong <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Christopher Osbourn <i>TITAN Program Director</i>	Tennessee Department of Safety & Homeland Security	Crash
Dana Bruce <i>THP Project Manager</i>	Tennessee Department of Finance & Administration	Crash
David W. Purkey <i>Commissioner</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Deborah Betancourt <i>Business Domain Director</i>	Tennessee Department of Finance & Administration	Vehicle
Deborah Stewart <i>ICJP Coordinator</i>	Administrative Office of the Courts	Court Information
Dereck Stewart <i>Colonel</i>	Tennessee Highway Patrol	Crash
Dianne Peoples <i>Administrative Services Assistant II</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Donna Tidwell <i>Director</i>	Tennessee Department of Health	Pre-Hospital EMS
Doug Taylor <i>Captain</i>	Tennessee Highway Patrol	Crash

Name / Title	Agency	System Represented
Frank Sousoulas <i>Sergeant</i>	Memphis Police Department	Law Enforcement / Adjudication
Freida Cameron <i>Safety Examiner Supervisor 2</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Gage Hatfield <i>Assistant II</i>	Tennessee Department of Safety & Homeland Security	FARS
Gary Ogletree <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway
Gary Shirley <i>EMS Data Manager</i>	Tennessee Department of Health	Injury Surveillance
Gregory Feldser <i>FARS Supervisor</i>	Tennessee Department of Safety & Homeland Security	FARS
Jamie Whelan <i>Assistant III</i>	Tennessee Department of Safety & Homeland Security	FARS
Jeff Cooper <i>Tennessee Division State Program Specialist</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Jeff Murphy <i>Transportation Manager</i>	Tennessee Department of Transportation	Roadway TRCC Co-Chair
Jessica Rich <i>Safety Engineer</i>	Federal Highway Administration	Roadway
Jessica Wilson <i>Bike/Ped Coordinator</i>	Tennessee Department of Transportation	Stakeholder
Jessie Loy <i>Officer</i>	Metro Nashville Police Department	Stakeholder
John Eslick <i>IT Manager</i>	Metro Nashville Police Department	Stakeholder
John Schroer <i>Commissioner</i>	Tennessee Department of Transportation	Stakeholder

Name / Title	Agency	System Represented
Jonathon Roach <i>Special Programs Manager</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Kedra Woodard <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash
Kim McDonough <i>IT Manager</i>	Tennessee Department of Transportation	GIS
Kim VanAtta <i>Program Manager</i>	Tennessee Highway Safety Office	Stakeholder
Leslie Meehan <i>Bike/Ped Coordinator</i>	Nashville Metropolitan Planning Organization	Stakeholder
Lindsay Witter <i>Intelligence Analyst</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Lisa Cavender <i>Circuit Court Clerk</i>	State Court Clerk's Association of Tennessee	Court Information
Lisa Knight <i>Handgun Director</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Mark Bengal <i>CIO</i>	Tennessee Department of Finance & Administration	Stakeholder
Marty Pollock <i>Lieutenant</i>	Tennessee Highway Patrol	Crash
Mary Connelly <i>Senior Planner</i>	Nashville Metropolitan Planning Organization	Stakeholder
Michael Hogan <i>Director</i>	Tennessee Department of Safety & Homeland Security, Driver License Division	Driver License / History
Michael Skipper <i>Director</i>	Nashville Metropolitan Planning Organization	Stakeholder
Narendra Amin <i>Statistical Analyst</i>	Tennessee Department of Safety & Homeland Security	Crash

Name / Title	Agency	System Represented
Pamela Heimsness <i>Safety, Traffic Operations & PMA Team Leader</i>	Federal Highway Administration	Stakeholder
Patrick Dolan <i>Statistics Office Manager</i>	Tennessee Department of Safety & Homeland Security	Crash TRCC Co-Chair
Raymond Gaskill <i>Sergeant</i>	Tennessee Highway Patrol	Stakeholder
Robert Pollack <i>FHWA D.C. Liaison</i>	Federal Highway Administration	Stakeholder
Robert Seesholtz <i>Trauma System Manager</i>	Tennessee Department of Health	Trauma / Injury Surveillance
Rodney Patton <i>Sergeant</i>	Knoxville Police Department	Stakeholder
Ryann Ennis <i>CDL Manager</i>	Tennessee Department of Safety & Homeland Security	Stakeholder
Samantha Walker <i>Supervisor</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Shashi Nambisan <i>Professor</i>	University of Tennessee – Knoxville	Stakeholder
Shaun Summers <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
Sloan Lidell <i>Officer</i>	Memphis Police Department	Stakeholder
Stephanie Mann <i>FMCSA Coordinator for Tennessee</i>	Federal Motor Carrier Safety Administration, Tennessee Division	Stakeholder
Steve Allen <i>Transportation Director</i>	Tennessee Department of Transportation	Roadway
Terri Muhlstadt <i>Admin Services Manager</i>	Tennessee Department of Safety & Homeland Security	Stakeholder

Name / Title	Agency	System Represented
Thomas Smith <i>Grant Manager</i>	Tennessee Department of Safety & Homeland Security	Driver License / History
Tony Barham <i>Lieutenant Colonel</i>	Tennessee Highway Patrol	Crash
Tom W. Moore <i>Senior Project Director</i>	Tennessee Department of Finance & Administration	Vehicle
Tracy Trott <i>Colonel (retired)</i>	Tennessee Highway Patrol	Crash
Vic Donoho <i>Director</i>	Tennessee Highway Safety Office	Stakeholder
Vickie Mason <i>ASA3 Supervisor</i>	Tennessee Department of Safety & Homeland Security	Crash
Wayne Deason <i>ASA4</i>	Tennessee Department of Safety & Homeland Security	Law Enforcement / Adjudication
William Head <i>Sergeant</i>	Tennessee Highway Patrol	Crash
William Porter <i>Sergeant</i>	Memphis Police Department	Stakeholder
Yinmei Li <i>Director, Surveillance, Epidemiology and Evaluation</i>	Tennessee Department of Health	Trauma / Injury Surveillance

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

TN_FY19_405c.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

The following recommendations are from the Tennessee's Traffic Records Assessment conducted on May 19, 2014:

4.1 Tennessee Traffic Records Coordinating Committee

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.

4.2 Tennessee Traffic Records Data Systems

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.3 Crash Data System Plan

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.4 Vehicle Data System Plan

1. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.5 Driver Data System Plan

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

4.6 Roadway Data System Plan

1. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Assessment Advisory.
2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4.7 Citation/Adjudication Data System Plan

1. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
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.

4.8 EMS/Injury Surveillance Data System Plan

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

4.1 Tennessee Traffic Records Coordinating Committee

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.

4.2 Tennessee Traffic Records Data Systems

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.
- Countermeasure Strategy: Improves Integration
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: Data Integration

4.3 Crash Data System Plan

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.
- Countermeasure Strategy: Improves Completeness

- Related Project: Tennessee Integrated Traffic Analysis Network (TITAN)
- Related Performance Measure: Crash Completeness

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

- State Response: State accepts recommendation and has implemented the recommendation. The TRIMS Crash Location Automated Updater has been fully implemented.
- Countermeasure Strategy: Improves Integration
- Related Project: TRIMS Crash Location Automated Updater
- Related Performance Measure: Crash Integration

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.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: Crash Accuracy

4.4 Vehicle Data System Plan

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.
- Countermeasure Strategy: Improves Uniformity
- Related Project: Vehicle Title and Registration System
- Related Performance Measure: Vehicle Uniformity

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.
- Countermeasure Strategy: Improves Integration
- Related Project: Vehicle Title and Registration System
- Related Performance Measure: Vehicle Integration

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

- State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Vehicle Title and Registration System
- Related Performance Measure: Vehicle Accuracy

4.5 Driver Data System Plan

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

- State Response: Agreed. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: Driver Accuracy

4.6 Roadway Data System Plan

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).
- Countermeasure Strategy: Improves Uniformity
- Related Project: TRIMS Crash Location Automated Updater
- Related Performance Measure: Roadway Uniformity

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.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: Roadway Accuracy

4.7 Citation/Adjudication Data System Plan

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- State Response: State accepts recommendation. The General Sessions Data Repository project, when deployed, will improve data integration by collecting caseload data from the 124 General Sessions courts within the State.
- Countermeasure Strategy: Improves Integration
- Related Project: General Sessions Data Repository
- Related Performance Measure: Citation Integration

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: Citation Accuracy

4.8 EMS/Injury Surveillance Data System Plan

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.
- Countermeasure Strategy: Improves Integration
- Related Project: Implementation and Maintenance of EMITS and Trauma Registry
- Related Performance Measure: EMS Integration

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- State Response: State accepts recommendation. The TRCC will provide a framework for discussions on implementing data quality control programs for each data system with the objective of improving data across quantitative and qualitative dimensions.
- Countermeasure Strategy: Improves Accuracy
- Related Project: Traffic Records Coordinating Administration and Support
- Related Performance Measure: EMS Accuracy, Trauma Registry Accuracy

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-19-00	TR - Traffic Records Improvements	TR - Traffic Records Improvement

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The Tennessee Traffic Records strategic plans does not indicate a recommendation that the state is not going to implement.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

5. Progress

5.1 Traffic Records Performance Measures

5.1.1 Cita on Timeliness, Completeness, Uniformity – Coun es Deployed

Label: C-TCU-01**Status of Improvement:** Demonstrated Improvement**Acve St atus:** Acv e**Last Updated:** May 4, 2018**Related Project:** eCitaon**Narrav e**

The measure shows the number and percentage of counes in Tennessee where THP issues citaons electr onically.

The State began pilong its eCitaon program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP issued citaons electr onically in 3 of the 95 Tennessee counes (3.2%). By the end of March 2018, eCitaon has been deployed to 92 of the State's 95 counes (96.84%).

Raw data by month since 2014, is contained in the table under Supporng Ma terials.

Measurements

Start Date	End Date	Counes	Percent of Total Counes
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%
April 1, 2017	March 31, 2018	92	96.84%

Supporng Ma terials (Backup)

Coun es Where E-Cita on is Deployed					
Month	2014	2015	2016	2017	2018
Jan	0	11	23	87	90
Feb	0	11	29	88	91
Mar	0	11	29	89	91
Apr	0	12	33	89	92
May	0	12	43	89	92
Jun	3	12	45	89	

Jul	3	13	50	89
Aug	6	13	51	89
Sep	6	14	57	89
Oct	9	16	73	89
Nov	11	18	74	89
Dec	11	21	86	90

Source: TN Dept. of Safety and Homeland Security, TITAN Division, 26 Apr 2018. (E-Citation)

5.1.2 Citation Timeliness, Completeness, Uniformity – Paper vs Electronic

Label: C-TCU-02

Status of Improvement: Demonstrated Improvement

Actual Status: Actual

Revision Date: May 4, 2018

Related Project: eCitation

Narrative

This performance measure shows the percentage of THP citations issued electronically versus paper.

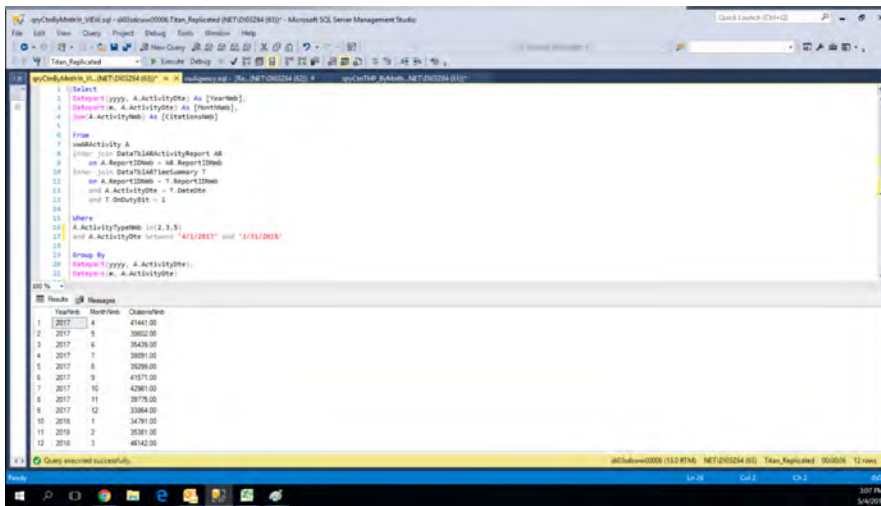
The State began piloting its eCitation program in 2014 and has moved forward with statewide rollout with the Tennessee Highway Patrol in 2016. Beginning in June 2014, THP began issuing citations electronically. For the current measurement period, 38.55% of Tennessee Highway Patrol citations were issued electronically.

Measurements

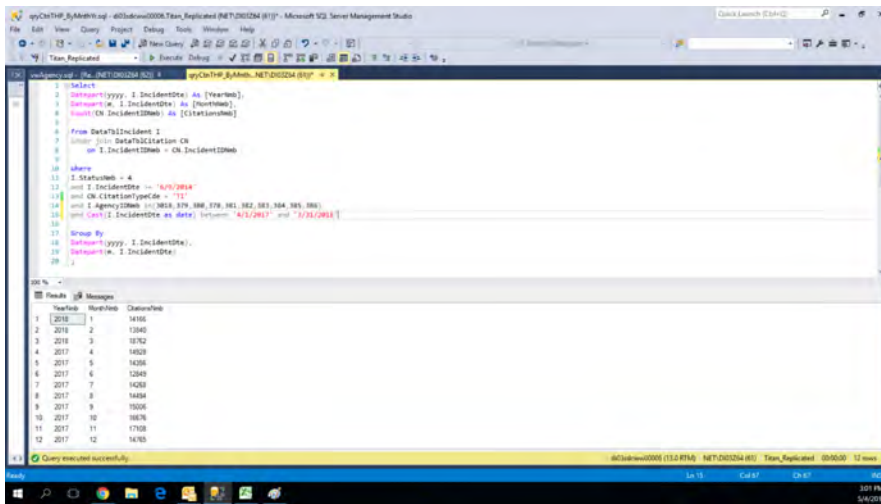
Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2013	March 31, 2014	402,455	0	0.00%
April 1, 2014	March 31, 2015	403,191	1,186	0.29%
April 1, 2015	March 31, 2016	415,584	10,482	2.52%
April 1, 2016	March 31, 2017	333,977	99,310	29.74%
April 1, 2017	March 31, 2018	287,934	180,643	38.55%

Supporting Materials (Backup)

Tennessee Highway Patrol Citations, Total



Tennessee Highway Patrol Citaons, Electr onic



5.1.3 Crash Completeness

Label: C-C-02

Status of Improvement: Demonstrated Improvement

Acve St atus: Acv e

Revision Date: May 24, 2017

Related Project: TITAN

Narrav e

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, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

The current performance period is from April 1, 2017 to March 31, 2018 limited to reports entered into the database by April 30, 2018.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 237,020 reports with latitude and longitude values out of a total 245,508 reports resulting in 96.5% completeness.

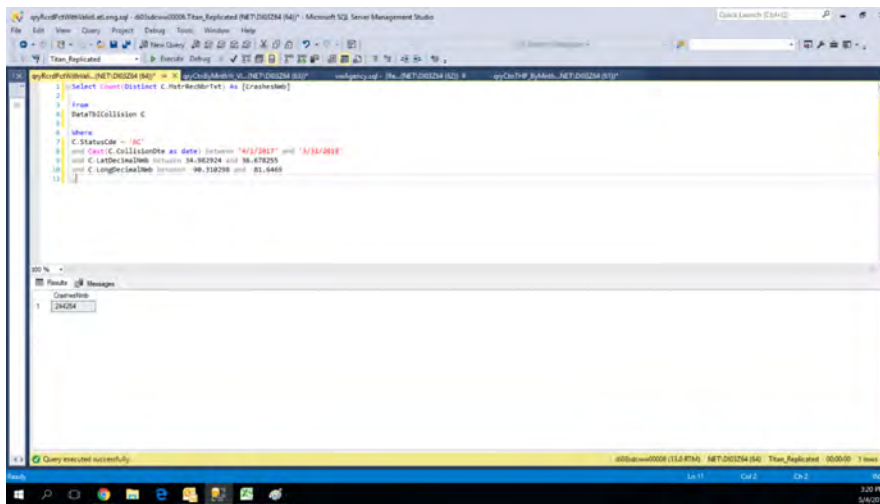
The current period had 244,254 reports with latitude and longitude values out of a total 247,843 reports resulting in 98.56% completeness.

The result is an increase in completeness of 2.06%.

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%
April 1, 2017	March 31, 2018	244,254	247,843	98.56%

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 citations in Tennessee where THP issues citations electronically is:

Start Date	End Date	Counes	Percent of Total Counes
April 1, 2018	March 31, 2019	93	97.89%

5.2.2 Target for Cita on Timeliness, Completeness, Uniformity – Paper vs Electronic

The target for the percentage of THP citaons issued electr onically versus paper is:

Start Date	End Date	Percent Electronic
April 1, 2018	March 31, 2019	40%

5.2.3 Target for Crash Completeness

The target for crash records with latitude and longitude v alues entered by the officer is:

Start Date	End Date	Completeness (%)
April 1, 2018	March 31, 2019	99%

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
TN_FY19_405c.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment:	5/19/2014
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Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: 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.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

NOTE: On April 1, 2016, by Executive Order, the Governor's Highway Safety Office (GHSO) was renamed the Tennessee Highway Safety Office (THSO) and placed within the Tennessee Department of Safety and Homeland Security.

Mission

To develop, recommend best practices, and approve a multi-year impaired driving strategic plan that will support the mission of the TN Highway Safety Office (THSO), plan the Impaired Driving Countermeasures Strategic Plan, and to advocate and support Tennessee's impaired driving program.

Team Structure

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

Responsibility for meeting coordination will be administered by the THSO Impaired Driving Coordinator (IDC) who is responsible for the following:

- Prepare meeting agendas,
- Manage all aspects of meeting, including identification of meeting location, keeping meeting on schedule, and conducting meeting evaluation at conclusion,
- Delegate tasks and follow-up work,
- Compile meeting minutes and disseminate to members, and
- Follow-up on committee recommendations and actions.
- Task force members will serve a renewable term of three years, which will allow for both continuity and change.

Members will be expected to:

- Attend and participate in all meetings,
- Help determine committee priorities and ways to achieve them,
- Become familiar with alcohol and impaired driving programs and how they fit into the highway safety plan, and
- Accept and carry out assignments.

Chartering Authority

The IDTF is chartered by the Director of the TN Highway Safety Office. The IDTF may be dissolved at the discretion of the Director based on changes or alterations of requirements of the Fixing America's Surface Transportation Act (FAST Act) and subsequent authorizations.

Governance of the Impaired Driving Task Force

The IDTF will meet a minimum of three times per year. A majority vote of the members present at a meeting will be sufficient to conduct IDC business. Meetings may be held in person or conducted through a conference call. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDTF meetings will vary, but is not expected to exceed one to two hours per month.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/22/2016

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

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. Megan Buell, Communications Director, TN Department of Safety and Homeland Security
4. Tony Burnett, Law Enforcement Liaison, Middle TN, University of Tennessee/Tennessee Highway Safety Office - Law Enforcement/DRE
5. Leon Burns, Judicial Outreach Liaison, University of Tennessee, Criminal Justice System/Adjudication
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. Samuel Hines, Colonel, Memphis Police Department - Law Enforcement
11. Michael Hogan, Director of Driver License Issuance, TN Department of Safety and Homeland Security - Driver Licensing
12. Stephanie Krivcher, DUI Probation Officer, Metropolitan Government of Nashville Davidson County, Probation and Parole
13. Charles Lowery, Jr., Captain, Hamilton County Sheriff's Department, Law Enforcement
14. Phaedra Marriott-Olsen, State Program Director, Mothers Against Drunk Driving – Communication
15. Joseph Massengill, Trooper, TN Department of Safety & Homeland Security – Ignition Interlock
16. Chris Osbourn, TITAN Program Director, Research, Planning, & Development / TITAN, TN Department of Safety & Homeland Security - Data and Traffic Records
17. Carroll Owen, Jr., Captain, Shelby County Sheriff's Office, Law Enforcement
18. Terry Seay, Sergeant, TN Department of Safety & Homeland Security – Ignition Interlock
19. Robert Seesholtz, Trauma System Manager, TN Department of Health -Public Health
20. Lila Statom, General Sessions Court Judge, Hamilton County/Chattanooga Division IV - Criminal Justice System/Adjudication
21. Bobby Straughter, Assistant Commissioner, TN Department of Correction – Probation and Parole
22. Chuck Taylor, Deputy Commissioner, TN Department of Correction – Probation and Parole
23. Tracy Trott, Colonel, Tennessee Highway Patrol, TN Department of Safety and Homeland Security - Law Enforcement
24. Terry Wood, Traffic Safety Resource Prosecutor, District Attorneys General Conference - Criminal Justice System/Prosecution
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, TN Department of Safety and Homeland Security, THSO Impaired Driving Coordinator (non- voting member)
27. Vacant, TN Department of Mental Health and Substance Abuse Services - Treatment and Rehabilitation

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No

Use of fees collected from motorcyclists Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Tennessee Department of Safety and Homeland Security

State authority name/title: John Milliken, Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Blount	5438
Coffee	1793
Cumberland	2120
Davidson	9667
Dyer	833
Hamblen	1795
Hamilton	8673
Henry	1129
Knox	9502
Madison	1920
Maury	2797
McMinn	1779
Montgomery	7532
Obion	749
Putnam	2316
Rutherford	6685
Shelby	10104
Sullivan	5886
Sumner	5392
Williamson	4902
Wilson	3916

Enter the total number of registered motorcycles in State.

165588

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

- The State law or regulation requiring that 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.
 - TCA 55-51-104
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
 - TCA 4-3-1016

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

TN Highway Safety Office - Certifications and Assurances.pdf

**Certifications and Assurances
for Fiscal Year 2019 Highway Safety Grants
(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)**

[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]

State: Tennessee

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

GENERAL CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the 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, 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
- 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. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- 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))
- 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))
- 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.)
- 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))
- 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))
- The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- 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))
- 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))

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following additional certifications and assurances:

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, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

Political Activity (Hatch Act)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Certification Regarding Federal Lobbying
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Restriction on State Lobbying**(applies to subrecipients as well as States)**

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

Certification Regarding Debarment and Suspension**(applies to subrecipients as well as States)****Instructions for Primary Tier Participant Certification (States)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information

of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

Buy America Act
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

Prohibition on Using Grant Funds to Check for Helmet Usage
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

Policy on Seat Belt Use

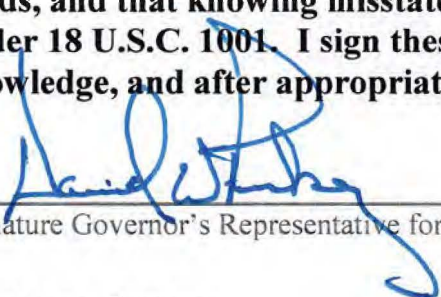
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-

private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

Policy on Banning Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information 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

6/23/18

Date

David W. Purkey

Printed Name of Governor's Representative for Highway Safety