

STATE OF TENNESSEE

Federal Fiscal Year 2008-09

HIGHWAY SAFETY PERFORMANCE PLAN

I INTRODUCTION

This Federal Fiscal Year 2008-09 Highway Safety Performance Plan is the state of Tennessee's action plan for distribution of federal highway safety funds into priority behavioral safety programs during federal fiscal year 2008-2009. This FFY 2008-09 Highway Safety Performance Plan is based on Tennessee Strategic Highway Safety Plan.

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

Motor vehicle crashes are a serious health, economic, and social issue. Thousands of people are killed or injured on Tennessee's roadways each year. Collectively, almost 60,000 persons are killed or injured in traffic crashes. Individually, the toll is devastating; collectively, the economic cost is more than 4.2 billion dollars per year.

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

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

Goal: More than 1200 people lost their lives on Tennessee roadways in both 2006 and 2007. The long-range goal is to reduce that number to 750 or fewer fatality. The short-range goal is to reduce traffic fatality to 1150 by the end of 2009.

Tennessee's Challenge

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

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

Without these vital elements in place, the roadway safety system deteriorates in efficiency and effectiveness. Most of the foundational elements cannot be tracked directly to the prevention of crashes and injuries; however, they are critical in understanding elements of the crash problem. These elements include planning, designing, building, operating, and maintaining the roadway; verifying legal operators; controlling and documenting high risk driving behaviors, responding appropriately to crash incidents; properly prosecuting violators; and providing quality treatment of injured victims. In addition,

another key element is integrating through a strong coalition of engineering, enforcement, education, and emergency medical services into a coordinated roadway safety plan.



Figure 1 shows the Tennessee Fatality data trend over the past twelve years.

Top 10 Tennessee Counties for Alcohol-Related Fatalities/Rates 2006

Rank by Number of Alcohol-Related Fatalities				Rank by Rate of Alcohol-Related Fatalities			
				Median Rate for all U.S. Counties : 7.46			
Rank	County	Fatalities	Rate per 100,000 Population	Rank	County	Fatalities	Rate per 100,000 Population
1	Davidson County	52	8.99	1	Perry County	3	39.2
2	Shelby County	45	4.94	2	Morgan County	6	29.84
3	Knox County	33	8.01	3	Grundy County	4	27.59
4	Hamilton County	24	7.67	4	Trousdale County	2	25.6
5	Rutherford County	16	6.99	5	Cocke County	9	25.55
6	Sullivan County	14	9.14	6	Marion County	7	25.05
7	Gibson County	11	22.7	7	Fayette County	9	24.93
8	Montgomery County	10	6.8	8	Clay County	2	24.83
9	Cocke County	9	25.55	9	Bledsoe County	3	23.02
10	Fayette County	9	24.93	10	Hardin County	6	23

Source: NHTSA STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2006/47_TN_2006.htm, accessed 28 Nov 2007.

Moving Forward: Strategies for Success

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

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

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

Emphasis Areas:

- Improve Decision Making Process and Information System
- Keep Vehicles in the Proper Lane and Minimize the Effects of Leaving the Travel Lane
- Improve Intersection Safety
- Improve Work Zone Safety
- Improve Motor Carrier Safety
- Improve Driver Behavior
- Safe Communities
- Legislation
- Training Programs

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Shared Responsibilities:

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

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

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

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

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

Principle # 3: Failure to wear seat belts.

II. PROGRAM GOALS

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

02-OP INJURY CONTROL - OCCUPANT PROTECTION: (1) To increase statewide average safety belt use to 80% (2) To increase child safety seat usage rates to 85% by 2007. (3) To increase Pick-Up Truck Occupants seatbelt usage rate to 75% in 2007.

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

04-AL YOUTHFUL DRIVERS, ALCOHOL and OTHER DRUGS: To decrease the number of 15 to 34-year-old drivers and passengers killed (K) or seriously (A) injured in all traffic crashes by 5% in 2007.

05-PT POLICE TRAFFIC SERVICES: To decrease the number of speed-related crashes 10% by the end of 2007, and to decrease the number of people killed or incapacitated in these crashes by 10% by the end of CY 2007.

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

07-MC MOTORCYCLE SAFETY: To stop the upward trend of motorcycle riders killed and seriously injured in reportable crashes by 5% the end of CY 2007.

08-SA- SAFE COMMUNITY PROJECTS AND ROADWAY SAFETY : (1) To promote increased multidisciplinary safety activities in 15 populous communities representing at least 40% of the state population and 33 percent of state traffic deaths and serious injuries from the Baseline of 13 communities representing 30% of the population and 27.4% of deaths and serious injuries. (2) To decrease work zone crashes by 5% in 2007.

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

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

III. HIGHWAY SAFETY PLAN PROCESS

OVERVIEW:

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

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

Process for Identifying Safety Problems:

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

Process for Performance Goal Selection:

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

Process for Project Development:

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

Determining the cause of injury/fatal crashes: The collection of crash data is paramount in the determination of safety problems. Grantees will be encouraged to look deep within their community to unmask the root causes for over-representation in the data-defined problem area. Potential grantees for FFY 2008-09 were informed that the GHSO would consider any data-driven problem that they identified, but that the following areas were of high priority:

- a low rate of safety belt usage; a low rate of child passenger safety restraint usage
- a high rate of crashes with alcohol as a contributing factor;
- a high rate of crashes with speeding as a contributing factor;
- a high rate of crashes involving drivers 16-20 years old;
- a high rate of crashes involving drivers over 60 years old;
- a high rate of crashes involving the aggressive driver;
- a high rate of crashes resulting in serious injuries or fatalities;
- a high rate of crashes in work zones.

IV. PROCESS STRATEGY

The Governor's Highway Safety Office and The National Highway Traffic Safety Administration Regional Program Manager reviewed the 2000 through 2007 data to determine the high priority areas that would be addressed with 402 funding in FFY 2008-09.

This was the fourth year that applications were accepted and scored through an online process as well as manually. An announcement regarding the FFY 2008-09 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee Mayors, County Executives, Police Chiefs and Sheriff's. Potential Grantees were informed that the Tennessee GHSO was particularly interested in funding projects that possess the following characteristics:

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

Potential grantees were informed that, a full grant proposal for FFY 2008-08 funding had to be submitted that detailed:

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

A total of 398 grant proposals were received from state, local agencies and not-for-profit organizations, of which 118 high visibility grants and 204 standard grants were awarded. These grant proposals were evaluated by a team of reviewers consisting of the GHSO leadership, members of Tennessee Department's of Transportation, Finance and Administration, Health, and Safety. Based upon this analysis, recommendations for funding were made to the TDOT Commissioner of Transportation.

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

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

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

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

Delivery:

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



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

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

February 15, 2008

Dear Highway Safety Advocate:

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

If you have identified specific traffic safety problems and possible solutions in your community, county, or statewide, you are invited to submit a **Highway Safety Grant Application**. March 1 – April 1, 2007 the Governor's Highway Safety Office will be accepting applications through the TennGrants web site (www.TennGrants.org). You can use last year's user name and password or register for a new one if you have not done so by clicking on New Registration.

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Kendell Poole". The signature is written in a cursive style with a large, stylized initial "K".

Kendell Poole, Director
KP: al

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

HIGHWAY SAFETY GRANT APPLICATION AND REVIEW SCHEDULE

FY 2008-09 (Tentative)

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

Grant Application Fax Back Form

Request for
Highway Safety Grant Application
Federal Fiscal Year 2006

TO: Amanda Lincoln

Fax Back Number: 615-253-5523

From: (please print) _____

Date: _____

Note: All Information is required.

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

Email Address: _____

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

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

Name: (print/type) _____

Agency: _____

Address: _____

City: _____ State: ____ Zip: _____

Telephone: _____ Fax: _____

New Grant: ____ Continuation: ____ Year Funding: ____

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

Signature

Title

Date

 Instructions

GHSO Instructions

TennGrants.org Introduction

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

Vision of the Commissioners of Health, Safety, and Transportation are: to reduce fatalities on Tennessee roads to 1150 by year 2009.

GHSO Key emphasis areas to accomplish are:

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

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

Alcohol Countermeasures

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

Youth Alcohol Programs/Youth Traffic Safety Programs

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

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

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

Emergency Medical Services

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

Occupant Protection

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

Police Traffic Services

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

Drivers Education

The implementation of programs is to enhance teen driver safety.

Traffic Records

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

Roadway Safety

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

Additional Instructions

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

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

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

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

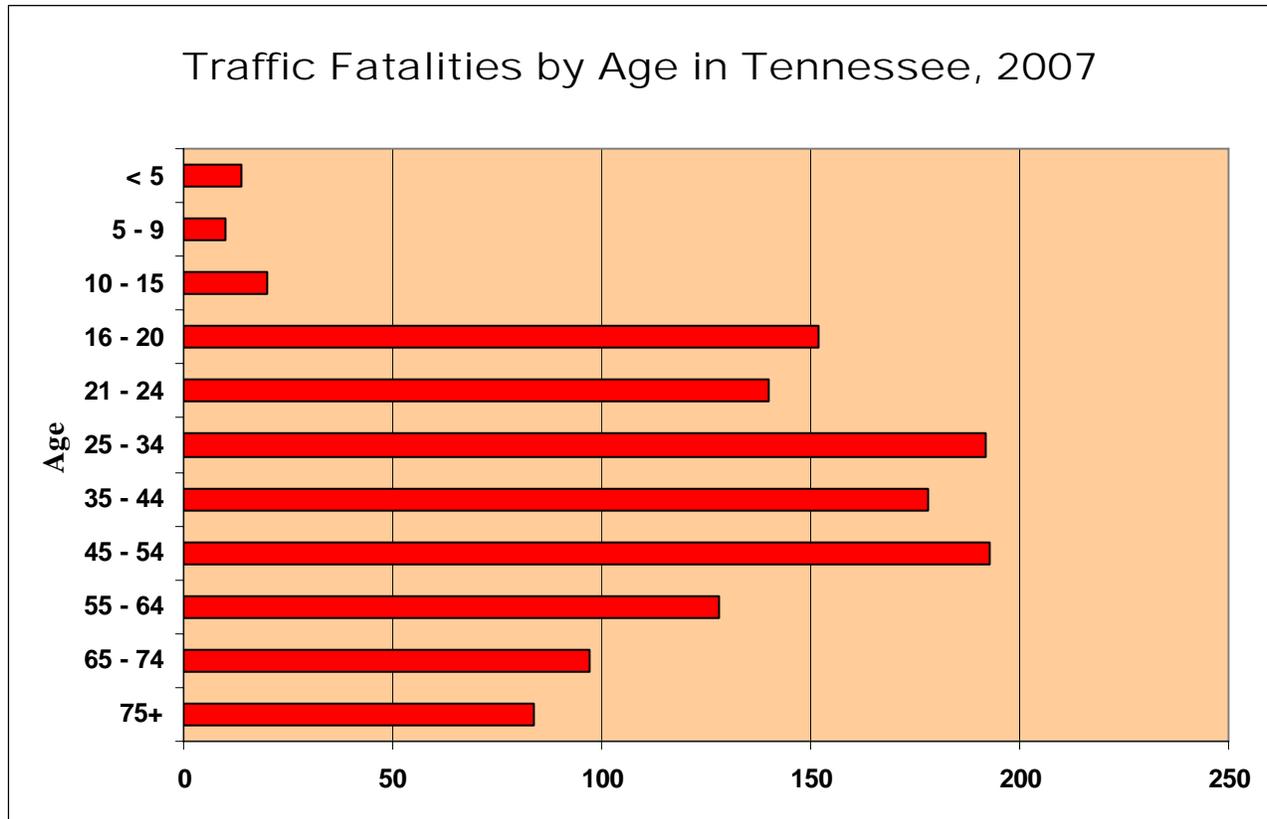
[Chris Osbourn , TDOS Research and Analysis](#)

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

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

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

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



VI. OVERVIEW of HIGHWAY SAFETY in TENNESSEE

A. Snapshot of the State

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

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

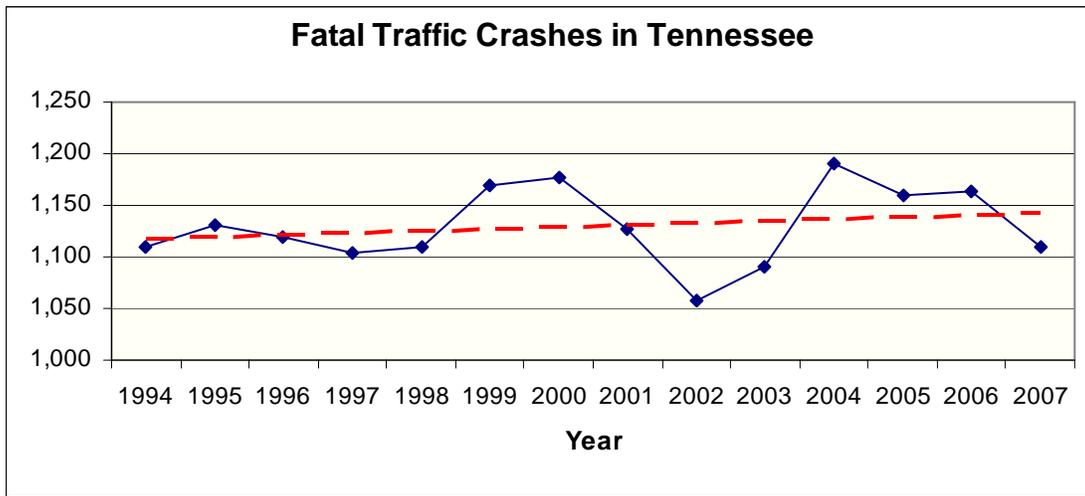
Tennessee had a household population of 5.8 million with 51 percent females and 49 percent males. The median age was 37.3 years, with 24 percent of the population under 18 years, and 12 percent 65 years and older. For people reporting one race alone, 81 percent were white and 17 percent were black or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

As the above chart from the NHTSA FARS website denotes, the age groups from age 16-54 accounts for more than 79% of our total fatalities in Tennessee. The national average for the 16-54 year olds is 69% of the total fatalities according to the U.S. DOT Traffic Safety Facts 2003. Males are almost 3:1 more likely than females to be involved in fatal crashes nationally. The most over-represented age group in Tennessee, as well as nationally, is the 25-44 year old population.

Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Population	5,430,621	5,483,535	5,689,783	5,740,021	5,797,289	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719
Registered Vehicles	5,509,181	5,570,409	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792
Licensed Drivers	4,080,050	4,192,722	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,374,190	4,384,498	4,439,160
Miles of State & Federal Roadways	13,752	13,752	13,787	12,791	12,797	13,794	13,808	13,818	13,835	13,887
Miles of Interstate	1,073	1,074	1,073	1,073	1,074	1,104	1,104	1,104	1,104	1,105
Total Crashes	172,395	174,381	176,802	175,637	177,823	168,644	182,494	177,585	178,971	165,558
Number of Non-Injury Crashes	120,133	122,319	124,865	124,716	127,382	121,834	128,544	124,811	126,407	117,521
Number of Injury Crashes	51,152	50,893	50,760	49,795	49,383	45,719	52,760	51,614	51,400	46,927
Number of Fatal Crashes	1,110	1,169	1,177	1,126	1,058	1,091	1,190	1,160	1,164	1,110
Injuries	79,433	76,817	76,909	74,856	73,540	75,757	78,856	78,139	76,385	68,882
Fatalities	1,216	1,302	1,307	1,251	1,177	1,193	1,339	1,270	1,287	1,210
Vehicle Miles Traveled (VMT) in Millions	628.29	652.21	658.72	676.06	683.16	689.36	708.60	707.04	707.08	712.50
Death Rate Per 100 Million VMT	1.94	2.00	1.98	1.85	1.72	1.73	1.89	1.80	1.82	1.70

Fatal crashes also increased from 2004 to 2005 in Tennessee by 1.5%. The chart below shows an increase in the fatality rate per 100,000 populations, per 100,000 licensed drivers, and per 100,000 registered vehicles. Also noted is an increase in the resident population.



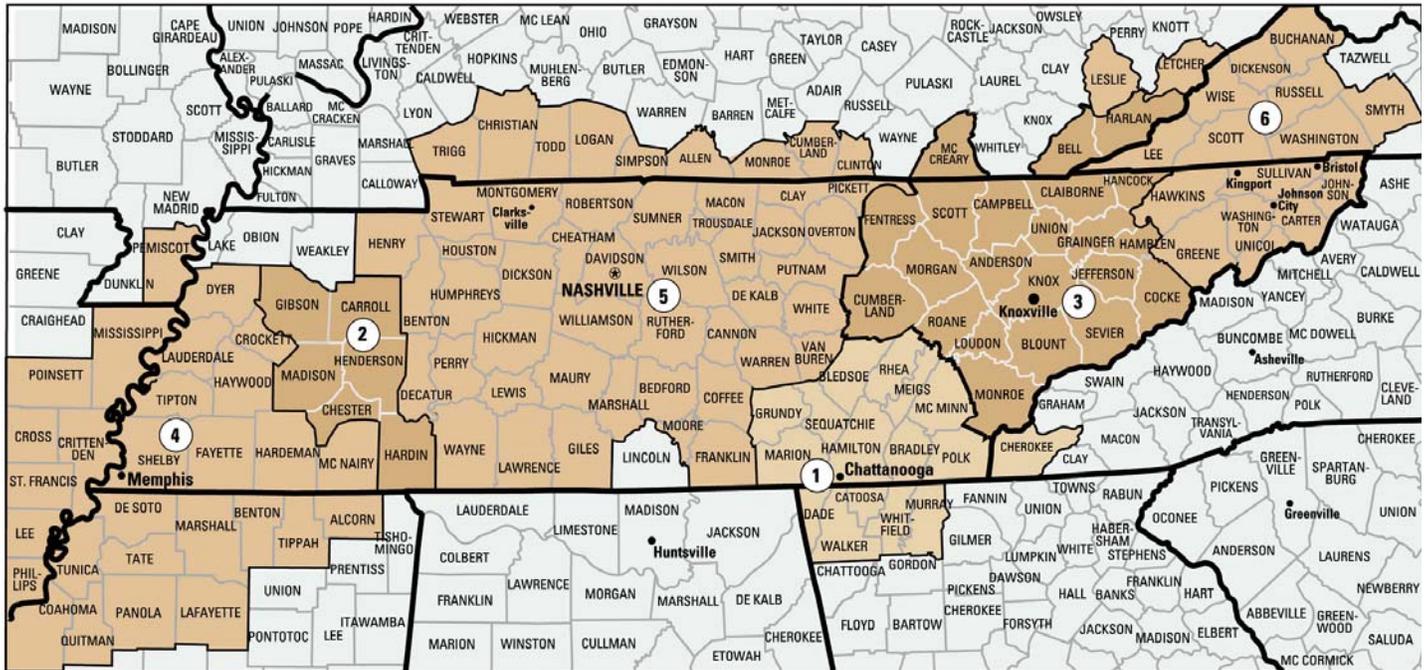
Tennessee Fatality Trends (1994-2007)



Number of licensed drivers and registered vehicles: While today the number of licensed drivers in Tennessee is 4.4 million, there are 5.6 million registered vehicles in the state.

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

TENNESSEE



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

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

Law Enforcement Agencies: 398

Highway Safety Laws Needed In Tennessee:

- GDL - Nighttime Restriction Provision
- Mandatory BAC Test Law - Drivers Killed
- Mandatory BAC Test Law - Drivers Who Survive
- Open Container Law

Current Highway Safety Laws:

- Primary Enforcement Seat Belt Law
- Booster Seat Law
- All-Rider Motorcycle Helmet Law
- GDL - 6-Month Holding Period Provision

GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
Child Endangerment Law
High BAC Law
Repeat Offender Law
Sobriety Checkpoints Law

SAFETY PROGRAM PLANS

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

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

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

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

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

07-01 PLANNING AND ADMINISTRATION

I. GOALS and OBJECTIVES

Activity: PA- Planning and Administration

A. Goal

To administer the State Highway Safety Grant Program and other state- and federal-funded highway safety programs; to plan for coordinated highway safety activities so as to use strategic resources most effectively to decrease traffic crashes, deaths and injuries in Tennessee.

B. Objectives

Objective 1: To produce required plans and documentation.

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

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

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

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

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

Objective 4: To incorporate a competitive grant online application process into the development and implementation of a portion of the FFY2007-08 Highway Safety Performance Plan.

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

II. STRATEGIC ACTIVITIES

- Develop and prepare the Highway Safety Performance Plan (HSPP).
- Develop and prepare additional plans as required.
- Establish priorities for highway safety funding.
- Develop and prepare the Annual Benchmark Report.
- Provide information and assistance to prospective aid recipients on program benefits, procedures for participation and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.

- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts.
- Review and evaluate the implementation of state and local highway safety funds contained in the approved HSPP.
- Coordinate the HSPP with other federally and non-federally funded programs relating to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting the Governor's Highway Safety Program.
- Complete the monitoring responsibilities of contracts and grants.
- Produce Annual operating budgets and develop biennial budget issues and strategies.
- Deliver programs that are effective in changing knowledge, attitude, and behavior to reduce crashes, injuries, and deaths.

Self-sufficiency: 50% state match

Evaluation: Annual Highway Safety Performance Report

III. STRATEGIES FOR EFFECTIVE MANAGEMENT

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

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

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

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

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

IV. ORGANIZATION AND STAFFING

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

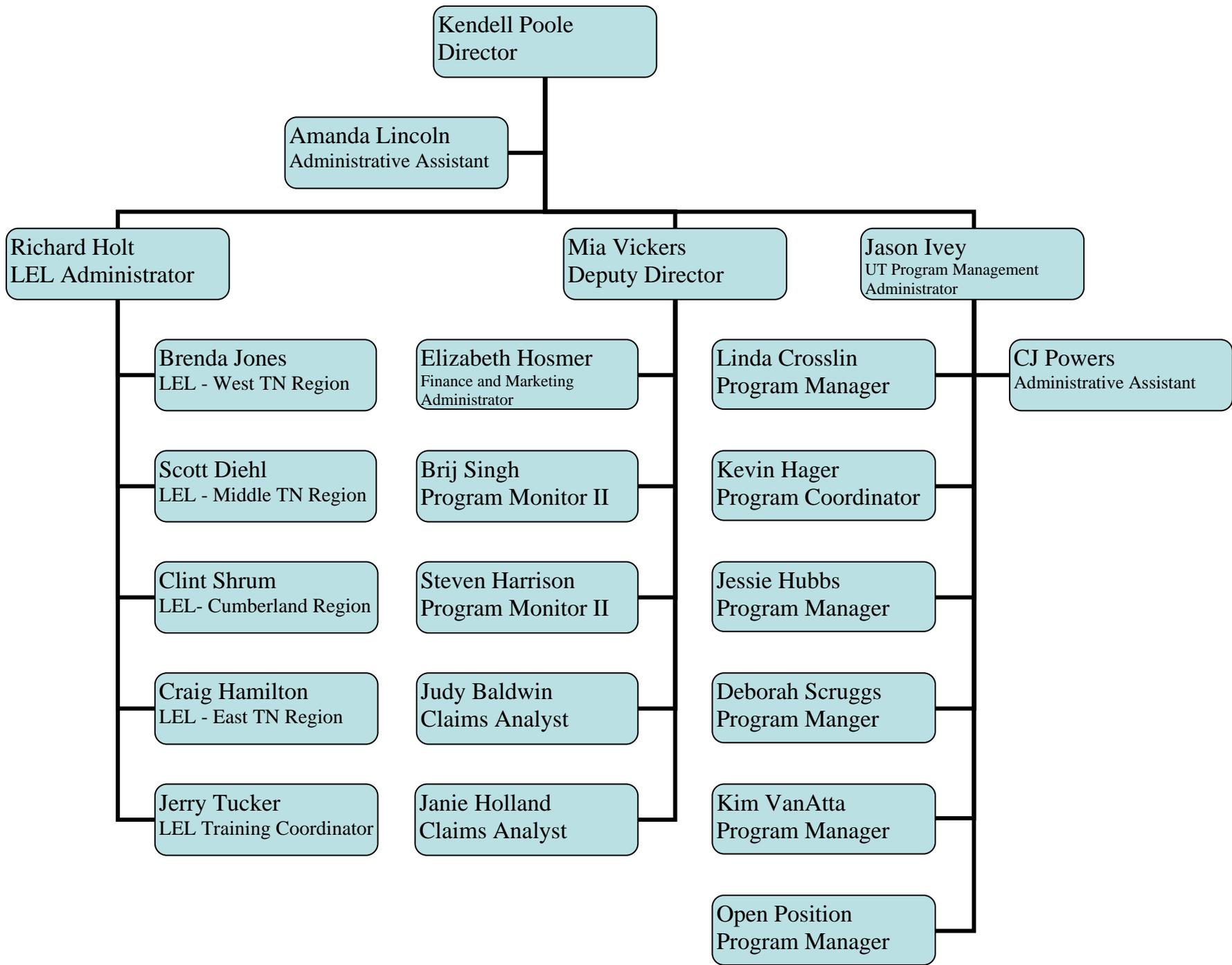
The Commissioner of the Department of Transportation serves as the designated Governor's Highway Safety representative, while the Director of GHSO fulfills the role of the state's coordinator of the activity. The Governor's Highway Safety Office employs a planning and administration staff of seven (7) full time state employees and ten (10) full-time and two (2) temporary University of Tennessee grants employees.

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

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

Agencies Funded:

Tennessee Department of Transportation	\$340,000.00	State Match \$340,000.00
The University of Tennessee	\$1,153,500.25	(\$525,000 154/ \$228,500 406/\$400,000 402)



07-02 INJURY CONTROL - OCCUPANT PROTECTION

I. GOALS and OBJECTIVES

A. Goals

Goal: To increase statewide average safety belt use to 85% from the baseline of 81.49% in 2008.

Goal: To decrease the number of fatalities due to being unrestrained to 59% from 61.8% in 2006.

Goal: To reduce child fatalities by 20% with proper use of child passenger safety restraints.

B. Objectives

Objective 1: To increase statewide average safety belt use to 85% by the end of CY 2009.

Performance Measure: Percent of restrained occupants in all front-seat positions in passenger motor vehicles and light trucks. Baseline: 81.49% in 2008. Status: The May 2008 statewide observational survey found 81.49% average statewide use. Use had increased 2.9% since 2006.

Objective 2: To increase the usage of restraints by Pick-Up Truck Drivers to 78% in CY2009.

Performance Measure: Percent restrained by observational survey. Baseline: 75.2% in 2008 Status: 75.2% use rate.

Objective 3: To increase statewide average correct child safety seat use to 20% by the end of CY 2009.

Performance Measure: percent of child safety seats correctly installed. Baseline: No current baseline data for correct use is available. Status: Data will be collected at checkpoints in CY 2008

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

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

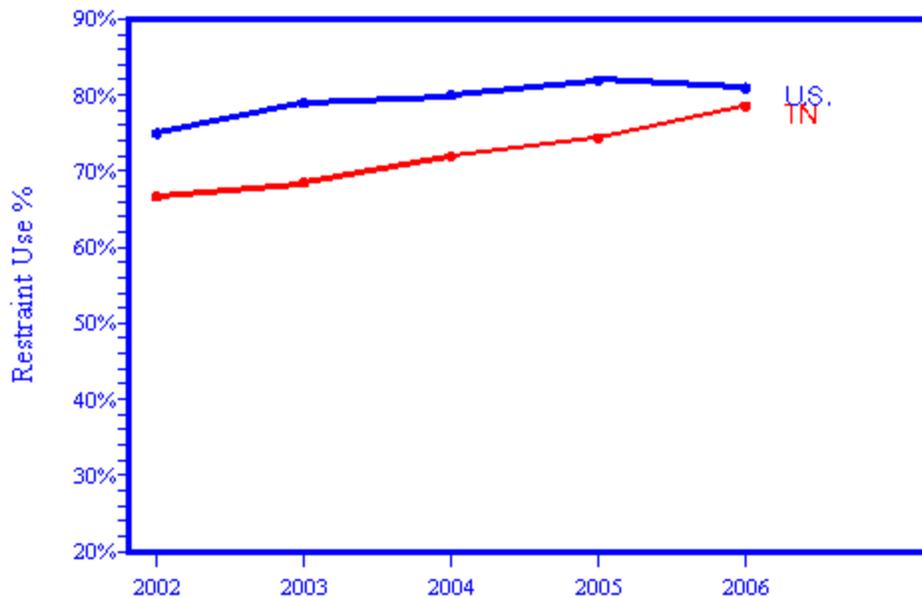
2006		
	Observed Restraint Use % (State Survey)	Passenger Vehicle Occupant Fatality Restraint Use % (FARS)
Tennessee	79%	40%
USA	81%	45%

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

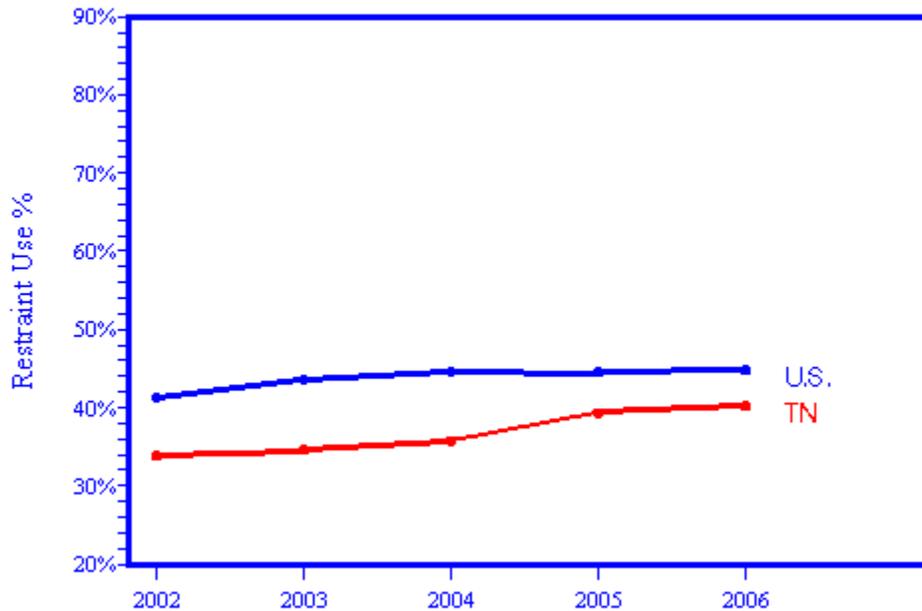
Seatbelts do not prevent crashes from occurring; not all crashes are survivable and seatbelts are not 100% effective in preventing fatal injuries in serious crashes. They are, however, generally accepted as the most effective means of reducing fatalities when crashes do occur. National research indicates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

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

Observed Restraint Use Percent: Tennessee and U.S. (NOPUS and State Survey)



Percent Restraint Use Among Fatally Injured Passenger Vehicle Occupants: Tennessee and U.S. (FARS)



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

According to the Survey of Safety Belt and Helmet Usage in Tennessee Report for 2007 conducted by the University of Tennessee Center for Transportation Research, 2006 was a very significant year in Tennessee's highway safety community. For the fifth year in a row, the Tennessee Governor's Highway Safety Office (GHSSO) participated in NHTSA's Click-It-Or-Ticket safety campaign. Additionally, the Tennessee Highway Patrol conducted a safety and enforcement campaign called "One Hundred Days of Summer

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

Tennessee Seatbelt Usage 2000-2007					
Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2000	64.21%	39.27%	68.51%	72.99%	58.98%
2001	73.47%	53.94%	70.45%	75.90%	68.31%
2002	70.97%	53.00%	71.78%	73.60%	66.71%
2003	72.48%	54.99%	71.30%	75.37%	68.45%
2004	76.14%	57.48%	75.75%	77.35%	72.04%
2005	78.18%	62.60%	77.34%	79.49%	74.42%
2006	82.09%	69.37%	80.00%	81.97%	78.57%
2007	83.33%	72.27%	80.76%	82.72%	80.20%

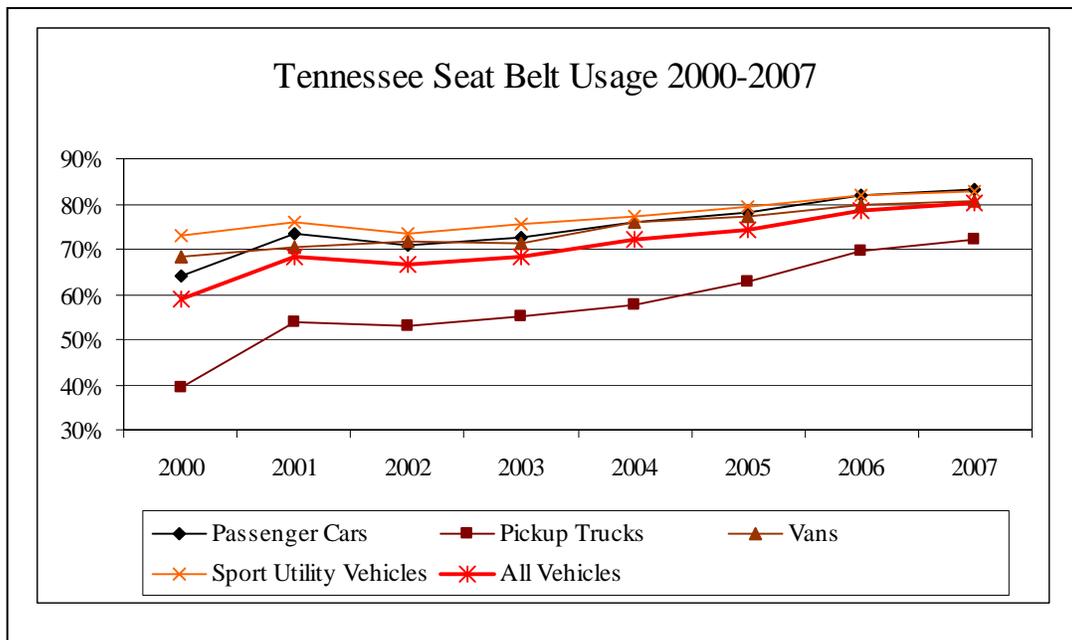
Source: TN Safety Belt Use Statewide Observational Survey

For 2007, the final statistically-adjusted statewide seatbelt usage rate is 80.20%. By comparison, the final usage rate for 2006 was 78.57%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee did not experience such a jump from 2005 to 2006. Several factors may contribute to this phenomenon, foremost among them being the previous five years of the Click-It-or-Ticket campaign. Also, despite the fact that most of the 2005 seatbelt survey observations were completed prior to the July 1, 2004 effective date of the primary law, there was much discussion of the impending change in all forms of news media at the time these observations were made.

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009

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



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

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

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

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

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

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

Empowerment: Provision of technical support, community grants, and data or survey methodologies will give communities the tools and incentives to identify the problems they need to address locally and ideas for addressing the problems to change social mores. Expanding partnerships with diverse organizations and high-risk and hard-to-reach populations, as well as expanded outreach to minority audiences, also contribute to community empowerment.

IV. STRATEGIES/ ACTIVITIES

General Occupant Protection

STRATEGY -- PROGRAM MANAGEMENT

OP Support- Program Management

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

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

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

STRATEGY -- EDUCATION Public Information & Education

OP Public Information and Education

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

Objectives:

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

Self-sufficiency: State administered.

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

STRATEGY-PROGRAMS

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

Problem:

Almost 90% of child safety seats are used incorrectly. This is because fitting a seat to a car and a child to a seat is confusing and difficult. Difficulties arise because child restraints are not always compatible with the vehicle, recalls may have been made, parts may be missing from the seat, etc. Those participating may include ETSU, Meharry, Shelby County Sheriff's Office, TSU, and TTU.

Objectives:

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

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

Activities:

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

Self-sufficiency:

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

Evaluation:

Administrative evaluation to determine outcome measures related to CPS program goals and objectives. Perform a three month follow up survey of all CPS Technicians trained. Conduct a follow-up statewide evaluation of at least 500 families who received assistance from CPS Technicians to evaluate an increase of seatbelt usage by 4% in areas served.

Funded Agencies:

Shelby County Sheriff's Office	Shelby	267,431.33
East Tennessee State University	Sullivan	231,977.00
Tennessee State University	Davidson	211,374.12
Meharry Medical College	Statewide	270,917.46
	Total	\$ 981, 699.91

STRATEGY -- EVALUATION Surveys & Studies

Activity: OP-10259- Occupant Protection Seat Belt Survey

Problem:

Longitudinal data on safety belt and child safety seat use are required by the federal government and for state program design and analysis. The last observational survey took place in 2007. The data were used for program planning and evaluation. Additionally, observational surveys are required prior to and following periods of enforcement known as Buckle Up In Your Truck/Click It or Ticket Mobilizations.

Objective:

1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2008-9, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by July 2009

Activities:

Quarterly, Final reports. Conduct Surveys. Publish Results.

Self-sufficiency:

This is a highway safety program management responsibility.

Evaluation:

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

Funded Agency:

The University of Tennessee

Knox County

\$41,366.00

07-03 ALCOHOL and OTHER DRUGS COUNTERMEASURES

I. GOALS and OBJECTIVES

A. Goal

To decrease the number of impaired driving fatalities to 35% by CY 2009.

B. Objectives:

Objective 1: To decrease the number of alcohol related fatalities by 2% in CY 2009.

Performance Measure: The annual number of motor vehicle fatal and injury crashes that are alcohol or drug-related.

Baseline: In CY 2004, 40% of fatalities were alcohol related Status: In CY 2006, 509 people were killed in alcohol related crashes representing 40% of total fatalities.

Objective 2: To decrease the number of impaired driving crashes by 5%.

Performance Measure: The annual number of alcohol-related motor vehicle crashes, incapacitating injuries and deaths reported to the DMV for the calendar year (plus 30 days for deaths). Baseline: The CY 2003 for alcohol-related crashes were 1193, deaths were 443 Status: The CY 2005 crashes were 1270, and deaths were 473.

Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 10% by the end of 2009.

Performance Measure: Number of drivers killed and who were tested for BAC whose test showed BAC of 0.08 or greater.

Baseline: In CY 2004, 398 drivers killed with BAC = .08 + Status: In CY 2006, 439 drivers killed and tested had a BAC = .08 + .

Objective 4: To train 350 traffic enforcement officers in SFST, 25 officers as DREs, 150 officers in Advanced Roadside Impaired Driving Education (ARIDE) and to expand Judges and Prosecutor Training to 80 by September 2009 .

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

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

C. Related National Goals:

USDOT national impaired driving goals: To reduce the rate of alcohol -related highway fatalities per 100 million vehicle miles traveled to 0.53 by 2004; to reduce alcohol-related fatalities to no more than 11,000 by 2005.

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

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Magnitude and Severity of the Impaired Driving Problem

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

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

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

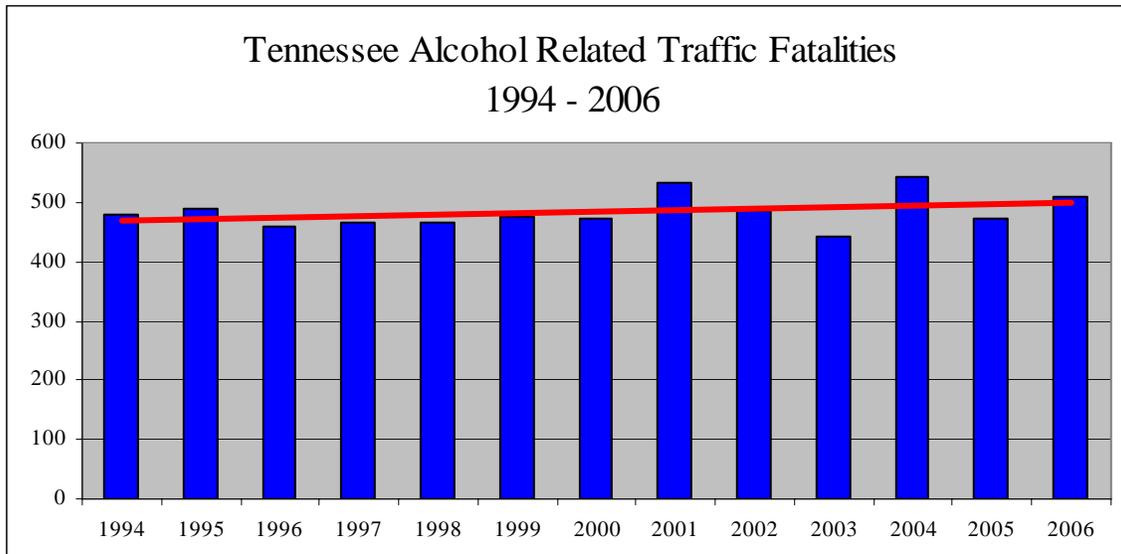
Alcohol Crashes In 2003, out of 1,193 fatal crashes, 443 were alcohol-related in Tennessee. In 2005, it was a factor in 37% of the fatal crashes.

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

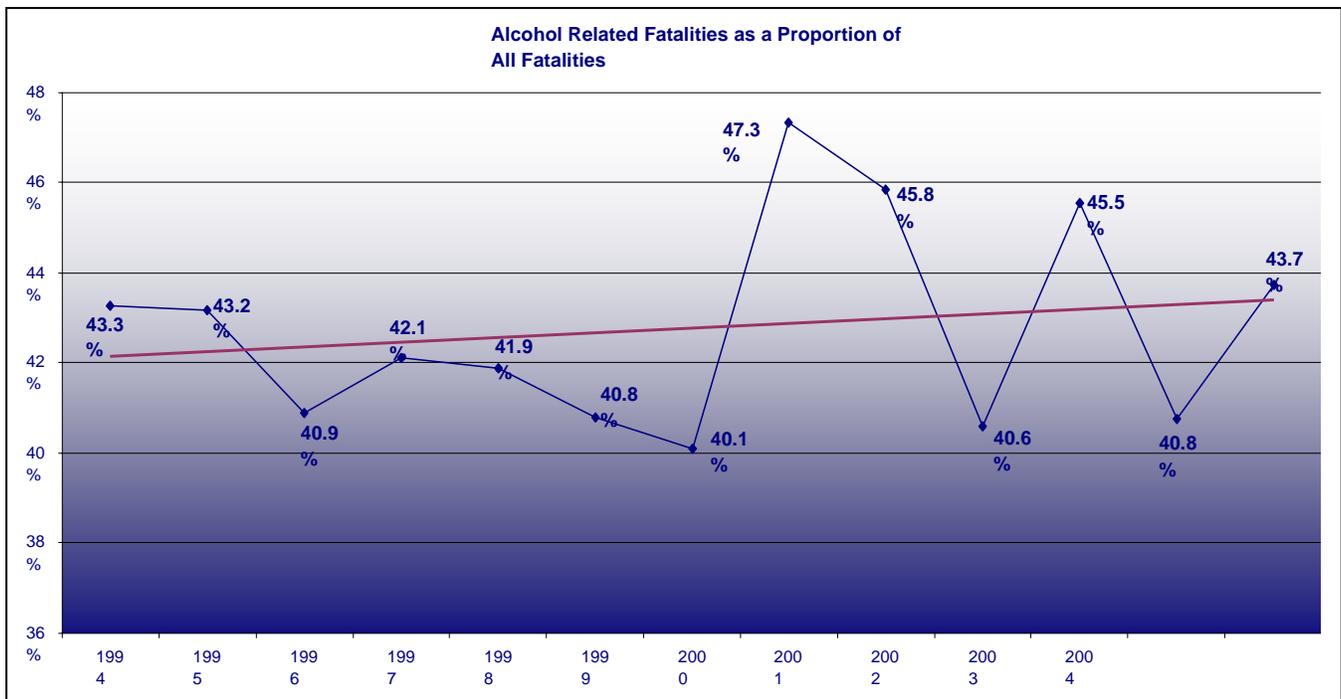
Persons Killed By Highest BAC in the Crashes, Tennessee									
Year	BAC = .00		BAC = .01--.07		BAC = .08+		Total Number	Total Fatalities in Alcohol - Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1994	711	59%	68	6%	436	36%	1,214	503	41%
1995	726	58%	60	5%	473	38%	1,259	533	42%
1996	716	58%	63	5%	460	37%	1,239	523	42%
1997	715	58%	65	5%	445	36%	1,225	510	42%
1998	703	58%	76	6%	437	36%	1,216	513	42%
1999	787	60%	63	5%	452	35%	1,302	515	40%
2000	765	59%	84	6%	458	35%	1,307	542	41%
2001	718	57%	70	6%	463	37%	1,251	533	43%
2002	692	59%	73	6%	412	35%	1,177	485	41%
2003	750	63%	45	4%	398	33%	1,193	443	37%
2004	797	60%	73	5%	469	35%	1,339	542	40%
2005	797	63%	72	6%	400	32%	1,270	473	37%
2006	778	60%	71	6%	439	34%	1,287	509	40%

Source: NHTSA FARS Encyclopedia, at <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, 26 Nov 2007.

About 37% of Tennessee's fatal crashes are alcohol-related and while the percent has varied from year to year, there has been a downward trend since 2001. In 2004 it increased. NHTSA National Center for Statistics and Analysis sites a - 66% reduction from 1983 to 2003; the last 10 years a -37% reduction; the last 5 years a - 21% reduction; the last 3 years a - 21% reduction; and the last 1 year an - 8% reduction. Of the past 8 years, where a -21% reduction is noted, the national number was only a -6% reduction.



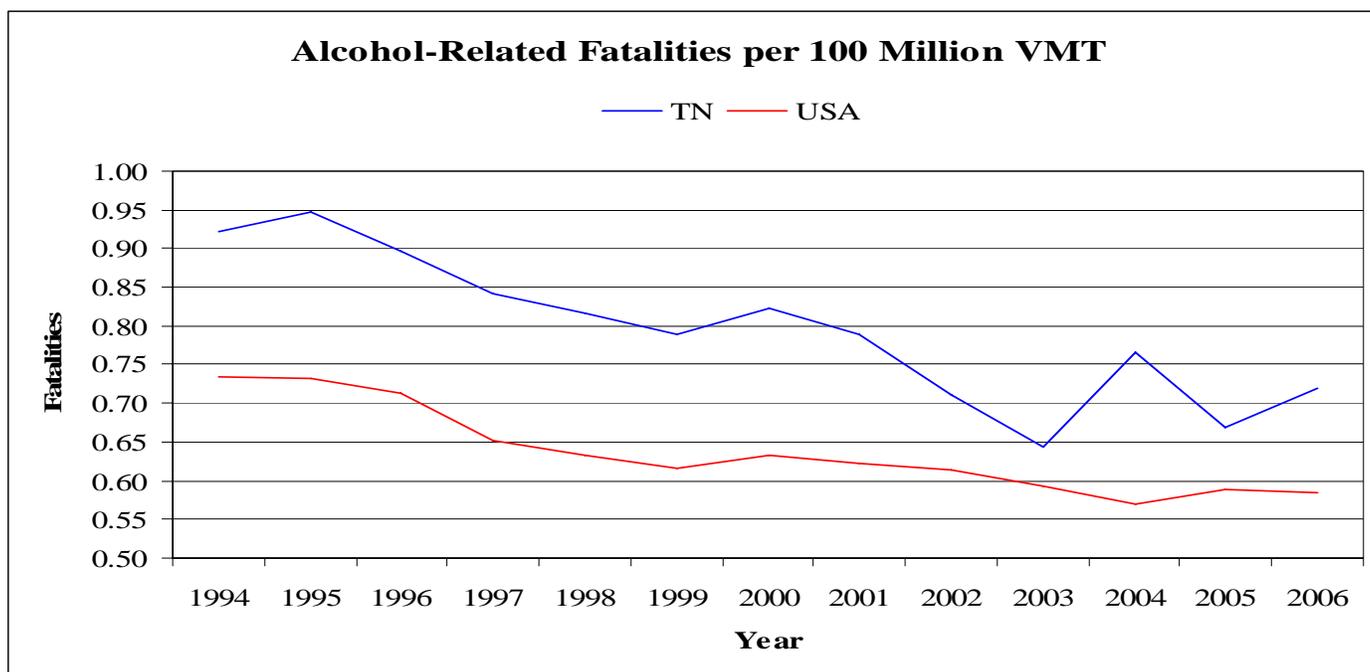
In Tennessee, while the percentage of alcohol-related fatalities has decreased by 4% from 1994 to 2003, the variation from year to year has averaged a 1% increase, so no clear trend can be identified. Nationally, the percentage of alcohol-related traffic fatalities remained at 40% of the total from 2000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



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

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

Alcohol-Related Fatalities per 100 Million VMT



B. Risk Factors for Crash Involvement and Injury

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

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

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

Tennessee Drivers In Fatal Crashes by BAC and Sex						
Year	Male			Female		
	Total	BAC=.01+	BAC=.08+	Total	BAC=.01+	BAC=.08+
1994	1,163	32%	27%	455	16%	14%
1995	1,248	33%	29%	435	12%	10%
1996	1,222	32%	27%	461	13%	11%
1997	1,172	31%	28%	480	12%	9%
1998	1,231	30%	26%	459	15%	13%
1999	1,281	31%	27%	489	12%	10%
2000	1,258	29%	25%	474	18%	14%
2001	1,230	32%	27%	460	15%	13%
2002	1,128	31%	26%	416	17%	13%
2003	1,126	27%	24%	479	15%	13%
2004	1,291	30%	26%	487	14%	12%
2005	1,269	27%	23%	463	14%	12%
2006	1,245	30%	25%	461	16%	14%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed 26 Nov 2007.

Age

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

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

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

Drivers in Fatal Crashes by Previous Driving Record and License Status, 2006

Previous Convictions	License Status						Total (1,721)	
	Valid License (1,344)		Invalid License (228)		Unknown (149)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	187	13.9%	32	14.0%	1	0.7%	220	12.8%
Previous Recorded Suspensions or Revocations	61	4.5%	77	33.8%	0	0.0%	138	8.0%
Previous DWI Convictions	10	0.7%	34	14.9%	0	0.0%	44	2.6%
Previous Speeding Convictions	235	17.5%	28	12.3%	0	0.0%	263	15.3%
Previous Other Harmful Moving Convictions	111	8.3%	31	13.6%	0	0.0%	142	8.3%
Drivers with No Previous Convictions	903	67.2%	122	53.5%	148	99.3%	1173	68.2%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, 24 Jul 2008.

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Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, 24 Jul 2008.

Tennessee's Fatal Crashes and the Percentage that are Alcohol Related by Crash Type and Time of Day 2006

Time of Day	Crash Type								
	Single Vehicle			Multiple Vehicles			Total		
	Number	Alcohol-Related	Percent Alcohol-Related	Number	Alcohol-Related	Percent Alcohol-Related	Number	Alcohol-Related	Percent Alcohol-Related
Midnight to 2:59 a.m.	101	73	72%	19	13	68%	120	86	72%
3 a.m. to 5:59 a.m.	69	47	68%	34	18	53%	103	65	63%
6 a.m. to 8:59 a.m.	58	14	24%	68	6	9%	126	20	16%
9 a.m. to 11:59 a.m.	54	7	13%	53	6	11%	107	13	12%
Noon to 2:59 p.m.	84	16	19%	73	11	15%	157	26	17%
3 p.m. to 5:59 p.m.	101	38	38%	85	18	21%	186	56	30%
6 p.m. to 8:59 p.m.	91	46	51%	85	39	46%	176	84	48%
9 p.m. to 11:59 p.m.	109	70	64%	57	30	53%	166	101	61%
Unknown	23	12	52%	0	0	0%	23	12	52%
Total	690	323	47%	474	141	30%	1,164	463	40%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Crashes/CrashesAlcohol.aspx>, accessed 24 Jul 2008.

Day of Week Alcohol involvement in crashes peaks at night and is higher on weekends than on weekdays. In 2006, among Tennessee drivers of all types of motor vehicles 60% were killed between 6 pm and 3am. Nationally 40% of fatally injured drivers on weekends (6 pm Friday to 6 am Monday) and 53% of those killed in weekend nighttime crashes had Alcohol Concentrations of 0.10% or more in 2000. During weekdays (6 am Monday to 6 pm Friday), the proportion drops to 21% but rises to 41% for weekday nighttime crashes.

Drugs Other Than Alcohol

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

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

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

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009

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

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

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

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

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

Strategy: Enforcement:

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

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

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

Strategy Traffic Records- Tracker System:

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

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

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

Strategy of Education - Training of Law Enforcement Officers:

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

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

There will be a new training curriculum added this year for law enforcement. The ARIDE program (Advanced Roadside Impaired Driving Education) will be offered statewide.

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

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

IV. ACTIVITIES/STRATEGIES

STRATEGY – ADMINISTRATION

Activity: AL-Program Management

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

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

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

Self-sufficiency: None.

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

STRATEGY-ENFORCEMENT

Activity: AL- 10390- DUI Abatement / Prosecution Enhancement

Problem

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

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

Objective

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

Activities

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

Self-sufficiency

Secure assistance from local government, AOC or other federal sources.

Evaluation

Administrative evaluation through on-site monitoring visits and DUI Tracking Log data examination.

Input data into Tracker (DUI Tracking System).

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

Will provide both outcome and process evaluation of project.

Goals include:

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

Agencies Funded:

Tennessee DA 1 st Judicial District	Washington	\$ 160,100
Tennessee DA 2 nd Judicial District	Sullivan	\$ 159,000
Tennessee DA 4 th Judicial District	Sevier	\$ 174,500
Tennessee DA 5 th Judicial District	Blount	\$ 152,500
Tennessee DA 6 th Judicial District	Knox	\$ 230,100
Tennessee DA 7 th Judicial District	Anderson	\$ 159,094
Tennessee DA 8 th Judicial District	Scott	\$ 141,200
Tennessee DA 10 th Judicial District	McMinn	\$ 147,000
Tennessee DA 11 th Judicial District	Hamilton	\$ 167,789
Tennessee DA 13 th Judicial District	Putnam	\$ 180,004
Tennessee DA 15 th Judicial District	Trousdale	\$ 161,556
Tennessee DA 17 th Judicial District	Lincoln	\$ 164,000
Tennessee DA 19 th Judicial District	Montgomery	\$ 192,500
Tennessee DA 20 th Judicial District	Davidson	\$ 406,200
Tennessee DA 21 st Judicial District	Williamson	\$ 166,508
Tennessee DA 22 nd Judicial District	Lawrence	\$ 166,805
Tennessee DA 23 rd Judicial District	Dickson	\$ 130,000

Tennessee DA 24th Judicial District	Carroll	\$ 198,600
Tennessee DA 25th Judicial District	Lauderdale	\$202,500
Tennessee DA 26 th Judicial District	Madison	\$172,300
Tennessee DA 30 th Judicial District	Shelby	\$276,300
Tennessee DA 31st Judicial District	Warren	\$ 162,800

Activity: AL-10393- W.A.S.P. (Wide Area Saturation Patrols)

Problem

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

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

Funding will be based on the following criteria:

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

Objective

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

Activities

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

Resources

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

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

Self-sufficiency

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

Evaluation

Pre/post surveys, monthly activity reports, final enforcement activity reports, a final administrative evaluation report. TN Department of Safety Data analysis unit will perform overall program evaluation.

Agencies Funded:

County	Agency	Grant Award
Hardeman	Bolivar Police Department	\$40,000.00
Sequatchie	Dunlap Police Department	\$26,320.95
Fayette	Fayette County Sheriff's Department	\$41,679.79
Grundy	Grundy County Sheriff's Department	\$36,328.91
Frentress	Jamestown Police Department	\$40,000.00
Hardeman	Middleton Police Department	\$41,661.00
Grundy	Monteagle Police Department	\$9,802.74
Overton	Overton County Sheriff's Department	\$27,513.75
Fayette	Somerville Police Department	\$40,000.00
White	White County Sheriff's Department	\$21,057.50

Activity: AL-10374 - Alcohol Saturation Patrols /Roadside Sobriety Checkpoints

Problem

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

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

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

Objective

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

Activities

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

Self-sufficiency

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

Evaluation

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

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

Citations must be entered into Tracker.

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

Agencies Funded:

Alcohol-Saturation	<i>10374</i>	<i>Multi</i>
Athens PD		\$ 15,000.00
Bartlett PD		\$ 60,000.00
Bean Station Police Department		\$ 15,000.00
Bedford County SD		\$ 39,834.89
Benton Police Department		\$ 15,000.00
Calhoun PD		\$ 15,000.00
Cheatham County SD		\$ 40,000.00
Clarksville PD		\$ 100,000.00
Covington PD		\$ 15,000.00
Crossville PD		\$ 30,000.00
Crump Police Department		\$ 15,000.00
Decatur County SD		\$ 30,000.00
Decatur PD		\$ 15,000.00
Dickson PD		\$ 30,000.00
Dover PD		\$ 19,150.00
Dyersburg PD		\$ 30,000.00
Erin PD		\$ 15,000.00
Etowah PD		\$ 15,000.00
Franklin County SD		\$ 37,618.00
Franklin PD		\$ 49,842.00
Halls PD		\$ 15,000.00
Hamilton County SD		\$ 183,057.00
Harriman PD		\$ 19,699.00
Henderson County SD		\$ 40,000.00
Henry County SD		\$ 40,000.00
Henry PD		\$ 15,000.00
Houston County SD		\$ 15,000.00
Humphreys County SD		\$ 18,394.00
Jackson PD		\$ 70,865.00

Jonesborough PD		\$ 15,000.00
Lakewood PD		\$ 15,000.00
Lauderdale County SD		\$ 40,000.00
Lebanon PD		\$ 28,296.00
Lenior City PD		\$ 15,000.00
Lexington PD		\$ 15,000.00
Madison County SD		\$ 59,600.00
Maryville PD		\$ 40,000.00
McKenzie PD		\$ 15,000.00
McMinn County SD		\$ 100,000.00
McNairy County SD		\$ 40,000.00
Meigs County SD		\$ 10,000.00
Memphis PD		\$ 800,000.00
Metro Moore County SD		\$ 15,000.00
Metro Nashville PD		\$ 950,000.00
Montgomery County SD		\$ 100,000.00
Morristown Police Department		\$ 40,000.00
Mount Carmel PD		\$ 15,000.00
Niota PD		\$ 15,000.00
Oakland PD		\$ 15,000.00
Obion PD		\$ 15,000.00
Paris PD		\$ 15,000.00
Pickett County SD		\$ 15,000.00
Pikeville PD		\$ 15,000.00
Rhea County SD		\$ 40,000.00
Ripley PD		\$ 15,000.00
Selmer PD		\$ 15,000.00
Sequatchie County SD		\$ 30,000.00
Shelby County SD		\$ 151,606.00
Smithville PD		\$ 15,000.00
Soddy-Daisy PD		\$ 30,000.00
Sullivan County SD		\$ 100,000.00
Tennessee Highway Patrol		\$ 199,840.00
Tipton County SD		\$ 83,378.00
Unicoi County SD		\$ 30,000.00
Union City PD		\$ 30,000.00
University of Memphis		\$ 30,000.00
University of Tennessee		\$ 15,000.00
Whitwell PD		\$ 15,000.00
Williamson County SD		\$ 47,478.00
Wilson County PD		\$ 100,000.00

STRATEGY-EMPOWERMENT

Activity: AL- 10401-Comprehensive DWI and Empowerment Program

Problem:

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

Objectives:

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

Activities:

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

Self-sufficiency:

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

Evaluation:

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

Agency Funded:

County	Agency	Grant Award
Davidson	Davidson County Sheriff's Department	\$196,160.00

Activity: AL-10391 Court Partnership

Problem:

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

Objectives:

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

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

Activities

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

Self-sufficiency:

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

Evaluation:

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

Agencies Funded:

Coffee County Drug Court	\$56,000
Mother's Against Drunk Driving	\$83,666
Rutherford County Drug Court Program	\$65,000
Southeast Community Services Agency	\$64,824

Activity: AL-10366- Assisting Toxicology Backlog

Problem

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

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

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

technology.

Objective

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

Activities

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

Resources

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

Self-sufficiency

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

Evaluation

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

Agency Funded:

Tennessee Bureau of Investigation	\$332,088
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STRATEGY-ENFORCEMENT

Activity: AL-10405- Alcohol Countermeasures Innovative Enforcement Project

Problem

DUI related crashes and fatalities represent approximately 40% of the States fatalities on Tennessee roadways. While active DUI enforcement and arrests correlate to lower fatalities, agencies need to find new and innovative approaches to increasing DUI arrests.

1. Provide 3 years of local data relevant to the problem.

2. Provide details of current activities and results of DUI enforcement and arrests that show a measureable impact has already been made by the agency.

Objective

Increase DUI arrests through an innovative approach that can include: public education and a change from the traditional method an agency is conducting or utilizing for arresting DUI offenders.

- 1. Provide details as to how the innovative project will affect the problem.
- 2. What steps will be taken to increase DUI arrests.
- 3. What will make this program an unique.

Activities

New or innovative methods for DUI arrests, working through earned media- utilize resources such as local newspapers, television and other media resources, educate the public and other activities related to the apprehension of DUI offenders.

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

Resources

Funds can be utilized for personnel services, overtime enforcement and equipment.

Funding is dependent on data and previous documented activities that showed a measurable impact on DUI arrests within the agencies community. Awards will be based on score, the total dollar amount available and the number of qualifying agencies plus the above mentioned criteria. Funds are to be utilized for personnel, officer overtime wages, and GHSO approved equipment.

NOTE:These resources are estimated and are based on 07-08 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate, This is a one time grant award. Our resource estimates may change by the time this grant is authorized for 08-09 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

Agency will commit to continue the efforts implemented through this project and indicate how the project may be sustained.

Evaluation

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

AGENCIES FUNDED:

Davidson County Sheriff's Department	\$ 277,777.00
Metropolitan Nashville Police Department	\$ 97,030.00

Activity: AL-10375- Sober Ride

Problem

Individuals who drive after having too much to drink after a major holiday present increased community risks.

Objective

- Support community Safe Ride programs coordinated through the local law enforcement agencies.
- Work the two statistically highest holiday events for DUI.
- Provide 3 years of crash and citation data to justify local problems.

Activities

Provide rides home for intoxicated individuals who should not be driving. Report results, work with media to promote.

Resources

Up to \$5,000 for officer overtime.

NOTE: These resources are estimated and are based on 07-08 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 08-09 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

This effort is self-sufficient. Twenty-five percent funding is provided, the other 75% hard match provided by the community.

Evaluation

Data to be supported by agency. Evaluation by Program Manager.

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

AGENCIES FUNDED:

No applications received.

STRATEGY – EDUCATION

Activity: AL- 10394- District Attorney General Conference Training on Impaired Driving: Outreach to Legal Community

Problem

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

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

Objective

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

Activities

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

Resources

Legal Resource Center on Impaired Driving: Continue funding support for 2 FTE positions plus administrative support for the District Attorney Generals Conference for information sharing and dissemination to the legal community by means of telephone consultations, organization of annual conference, research and writing of articles for legal publications, and statewide training sessions. DA Judicial District Offices, GHSO personnel and consultants to provide training on schedule basis.

Self-sufficiency

State Administered through grant support,

Evaluation

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

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

Agency Funded:

Tennessee District Attorney Generals Conference Statewide \$598,458

07-04 YOUTH DRIVERS ALCOHOL COUNTERMEASURES AND OCCUPANT PROTECTION

I. GOALS and OBJECTIVES

A. Goal

To decrease the number of 15 to 24-year-old drivers and passengers killed or seriously injured in all traffic crashes by 5% in 2009.

B. Objectives

Objective 1: To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes 5 % by the end of CY 2009.

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

Baseline: In CY, 2005, 174 15-19 year old drivers were killed. Status: In CY 2006, 171 15-19 year olds were killed.

Objective 2: To decrease the number and percent of 20 to 24-year-old drinking drivers involved in fatal crashes by 5% by the end of CY 2009.

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

Baseline: In 2003, 38% tested had a BAC > = .08 Status: In CY2004, 43.5% 21-24 had a BAC > = .08

C. Related National Goals

The National Highway Traffic Safety Administration's (NHTSA) major focus for 2008 is keeping families safe on America's roadways. Young drivers, ages 15 to 20 years are especially vulnerable to death and injury on roadways – traffic crashes are the leading cause of death for teenagers in America. Teenagers are involved in three times as many fatal crashes as all other drivers. NHTSA has developed a three- tiered strategy to prevent motor-vehicle-related deaths and injuries for teens: increasing seat belt use, implementing graduated driver licensing and reducing teens' access to alcohol.

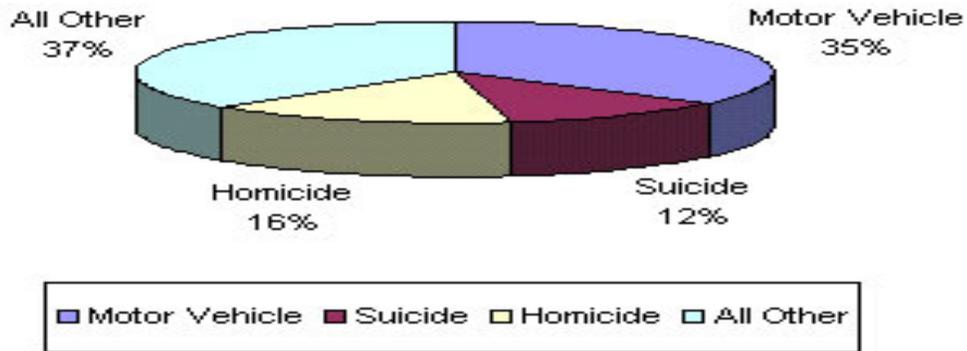
According to the *Children's Hospital of Philadelphia's Center for Injury Research and Prevention* and *State Farm Insurance Companies*, motor vehicle crashes are the No. 1 cause of death among teens in the U.S. Awareness of the importance of seat belt use and the dangers of drinking and driving has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

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Magnitude and Severity of the Youthful Driver Crash Problem

Introduction: Motor vehicle crashes are the leading cause of death for young people 15 to 20 years of age. The Center for Disease Control and the National Institute on Alcohol Abuse report that alcohol is a factor in the four leading causes of death among persons ages 20 to 24. These four causes are motor-vehicle crashes, unintentional injuries, homicide and suicide.

Leading Causes of Death for Teens



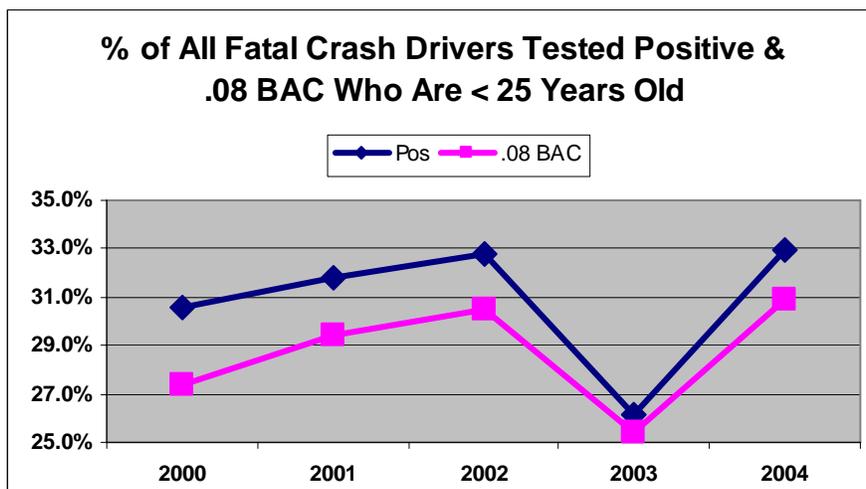
*Research by the National Highway Traffic Safety Administration (NHTSA)

Teen Drivers (15 to 19 Years Old):

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

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

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



Youthful Drivers (20 to 24 Years Old):

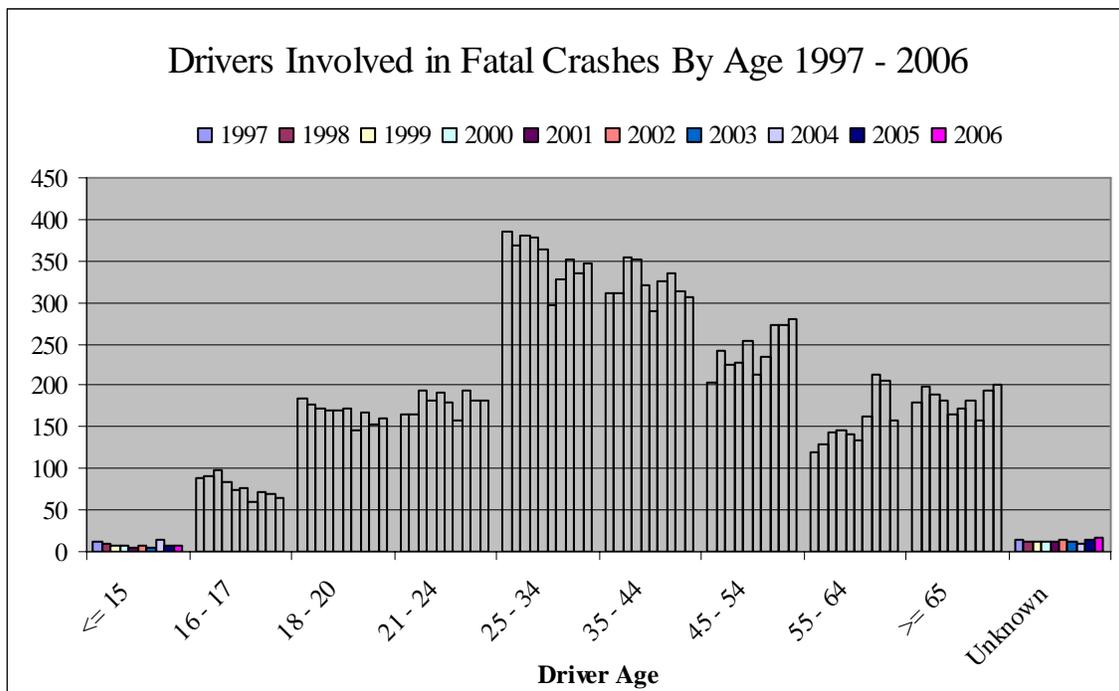
This group contains legal but inexperienced drinkers who get behind the wheel. More 21 year olds died in alcohol-related crashes than any other age. Twenty-one to twenty-four year olds are a challenging group to address for behavior change, especially for drinking and driving behaviors. The binge drinking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

D. Risk Factors for Crash Involvement and Injury

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

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

Gender In Tennessee, crashes involving men are much more likely than those involving women to be alcohol-related. Among all fatally-injured male drivers, 25% of those tested had BAC's of 0.08% or more in 2003. The percentage for women was 13. Alcohol



involvement above the 0.08 BAC legal limit is highest for fatally injured male drivers ages 35-44. Male high school students were more frequent alcohol drinkers and more likely to report binge drinking than female students.

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

Drivers Between Ages 15 & 19 in Fatal & Injury Crashes in Tennessee

	1998	1999	2000	2001	2002	2003	2004	2005	2006	Change
Drivers Between Ages 15 & 19 in Fatal & Injury Crashes	13,436	13,405	13,334	12,649	12,147	10,292	12,368	12,213	11,960	-11.0%
Percentage of Drivers in Fatal & Injury Crashes Between Ages 15 & 19	14.5%	14.9%	14.6%	14.1%	13.8%	12.7%	13.4%	13.2%	13.1%	-1.3%
Licensed Drivers Between Ages 15 & 19	252,687	252,112	251,239	249,221	245,116	246,133	249,468	251,745	257,218	1.8%
Percentage of Licensed Drivers Between Ages 15 & 19	6.2%	6.0%	5.9%	5.9%	5.8%	5.8%	5.8%	5.8%	5.9%	-0.3%
Over-representation of Drivers Between Ages 15 & 19	2.34	2.47	2.50	2.38	2.39	2.19	2.29	2.30	2.24	-4.2%

Sources:

Drivers in Fatal Crashes - NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, accessed 08 Aug 2008.; Licensed Drivers - TN Dept of Safety Valid Drivers License Reports

Injury Crashes - TN Dept of Safety Crash Reporting System, 08 Aug 2008.

Drivers Between Ages 15 & 19 in Fatal & Alcohol-related crashes in TN

	1998	1999	2000	2001	2002	2003	2004	2005	2006	Change
Drivers Between Ages 15 & 19 in Fatal Crashes	226	226	190	195	198	164	197	174	171	-24.3%
Drivers Between Ages 15 & 19 in Alcohol-involved Crashes*	1,229	1,117	1,198	1,086	1,218	989	1,163	1,211	1,096	-10.8%
All Drivers in Alcohol-involved Crashes*	9,845	9,135	9,626	9,379	11,304	12,923	13,964	13,934	13,773	39.9%
Percentage of Drivers in Alcohol-involved Crashes Between Ages 15 & 19	12.5%	12.2%	12.4%	11.6%	10.8%	7.7%	8.3%	8.7%	8.0%	-4.5%
Alcohol-Related Traffic Fatalities**	513	515	542	533	485	443	542	473	509	-0.8%
Traffic Fatalities in Crashes Where Alcohol Involvement by Drivers Between Ages 15 & 19 was Observed***	46	43	45	32	51	29	34	20	29	-37.0%

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

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

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

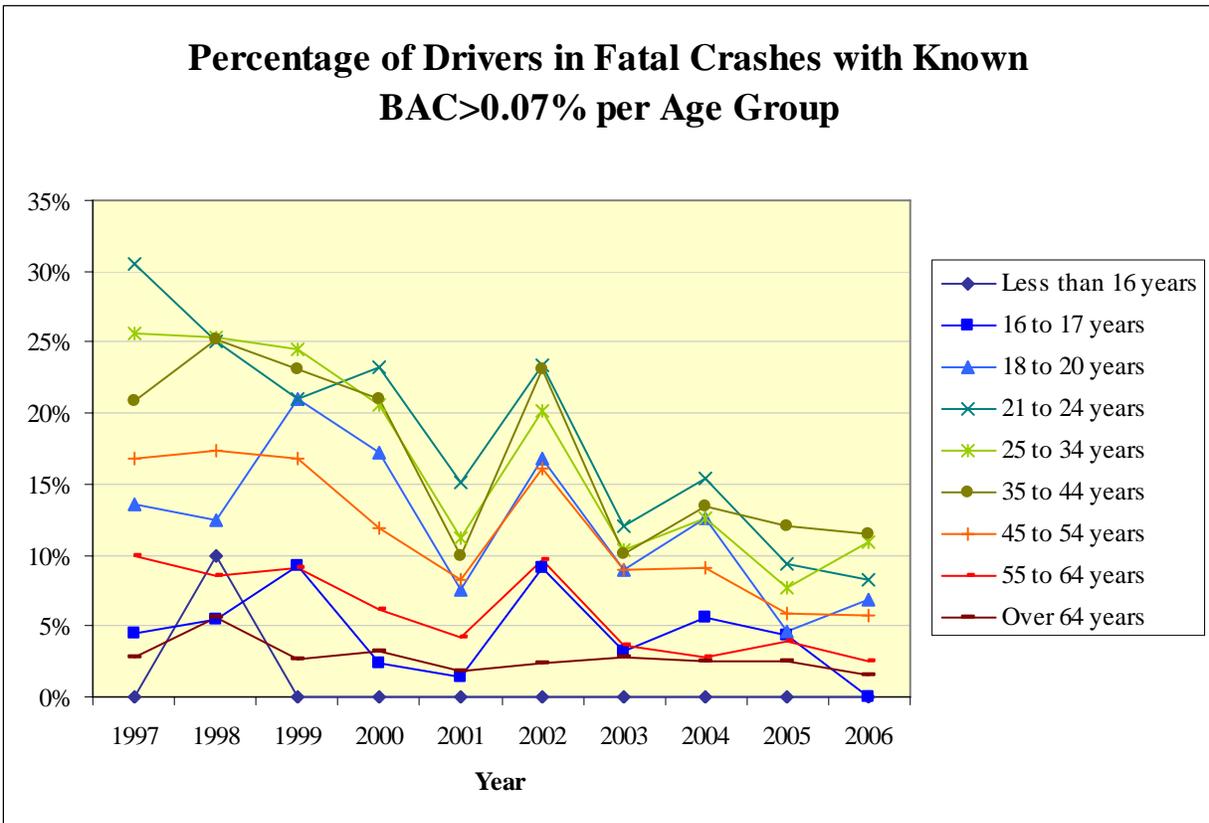
Sources:

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

All other fatal crash data - NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, accessed 08 Aug 2008.

All other data - TN Dept of Safety Crash Reporting System, 11 Aug 2008

III.



STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009 (all targeted age groups)

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

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

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

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

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

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

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

IV. STRATEGIES/ ACTIVITIES

STRATEGY EMPOWERMENT- Community Programs

Activity-DE-10402-Teen Novice Driver

Problem:

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

Objective:

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

Activities:

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

Resources:

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

Self-sufficiency:

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

Evaluation:

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

Agency Funded:

Washington County Sheriff's Department	Washington	\$51,828.00
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Activity: AL- 10376- Youth Safety-Comprehensive Alcohol Risk reDuction (C.A.R.D.)

Problem:

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

Objectives:

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

Activities:

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

Self-sufficiency:

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

Funded Agencies:

Memphis Police Department	Shelby	\$109,100.00
Tennessee Department of Safety	Statewide	\$200,000.00
Martin Police Department	Weakley	\$32,986.00

Activity: AL- 10373– Youth Safety- Elementary and Secondary Schools

Problem:

Young drivers make many judgment errors. They take risks due to inexperience and peer pressure and they fail to wear seat belts on a regular basis. With the increasing proportion of 15-22 year old drivers with their high crash rate, increased safety belt use has great potential for decreasing fatalities and serious injuries, especially by changing the parameters of what is considered acceptable risk-taking behavior. Tennessee youth have few opportunities to be involved in youth leadership positions, advocating for themselves and developing and pursuing policies for youth. Young people are making risky decisions of many types, including driving behaviors that put them into the judicial system. The system is not equipping them with skills to help change their behavior and make healthy decisions. Communities lack adequate resources to initiate youth development models and need assistance in expanding their efforts in reducing youth involvement in motor vehicle crashes. Many Tennessee communities try to initiate safe driving programs around high-risk events such as graduation and prom or in response to local crashes but often need funding to support these programs

Objectives:

1. To assist up to 2 communities to adopt youth development models.
2. To assist 1 community to implement community safe driving awareness program.
3. To increase the number of youth involved in community service by 25% to 30% in FFY 07
4. Provide 3 years of data from Crash reports, citations, etc. from Local law enforcement.
5. Community should fall into top third of crash rankings for youth alcohol interventions by county ranking.
6. Provide 3 years of data. May be local data on the communities you are choosing for youth development.

Activities:

Provide resources and necessary funding to replicate program aimed at increasing safety belt use by teenagers. Assist communities in initiating a youth development movement and fund increased community efforts in developing/implementing programs to reduce youth involvement in motor vehicle crashes and reduce underage drinking.

Self-sufficiency:

If communities repeat the Community Youth Innovative Development Grants programs, all funds come from the community.

Evaluation:

Each community will compare safety belt use prior to and after program implementation. Community youth grants will describe activities and survey youth attitudes. Work with local law enforcement.

Agency Funded:

Roadbuilders / Tennessee Tech	Statewide	\$112, 585.00
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Activity: AL- 10377– Young Adult- Impaired Driving Prevention Projects

Problem:

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

Objectives:

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

Activities:

Encourage and assist university/college communities to develop, implement and evaluate alcohol/ impaired driving prevention programs/ activities.

- Disseminate information about DUI enforcement.
- Determine extent of problem drinking on campus.
- Provide sober ride efforts during key campus special events where alcohol is consumed.

Self-sufficiency:

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

Evaluation:

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

Agency Funded:

TJohne	Statewide	\$95, 000.00
CADCAT	Statewide	\$46, 366.00

Activity: AL- 10378- DUI – Highway Safety Education Team

Problem:

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

Objectives:

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

Activities:

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

Self-sufficiency:

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

Evaluation:

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

Agency Funded:

Tennessee Secondary School Athletic Association Statewide \$60, 000.00

Activity: AL- 10399- Underage Drinking Prevention

Problem:

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

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

Objectives:

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

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

Activities:

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

Evaluation:

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

Agency Funded:

Mother's Against Drunk Driving Statewide \$76, 783.00

07-05 POLICE TRAFFIC SERVICES

I. PROGRAM DESCRIPTION

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

Major Police Traffic Services include:

- The enforcement of traffic laws Training in traffic enforcement skills
- Crash and injury prevention activities such as leadership and outreach in communities to encourage safety belt and child safety seat use, use of helmets and protective gear, and
- Support for community-based efforts to discourage speeding, aggressive driving, DUI checkpoints, and other unsafe driving behaviors.

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

Goal 1: To decrease the number of vehicle crashes and fatalities related to speeding and other behavior related offenses by 10% from the calendar year 2007 preliminary data.

Objective 1: To decrease the number of speed-related crashes and fatalities and incapacitating injuries resulting from these crashes by 10% by end of 2009.

Performance Measure: The number of crashes in which at least one driver received a citation for speeding, or for which primary contributing factors had one or more speed-related causes recorded ; the number of fatalities and incapacitating injuries sustained in such crashes. **Baseline:** In 2006, approximately twenty percent of fatal crashes were speed related.

Objective 2: To decrease the number of rural fatal crashes 10% by the end of CY2008.

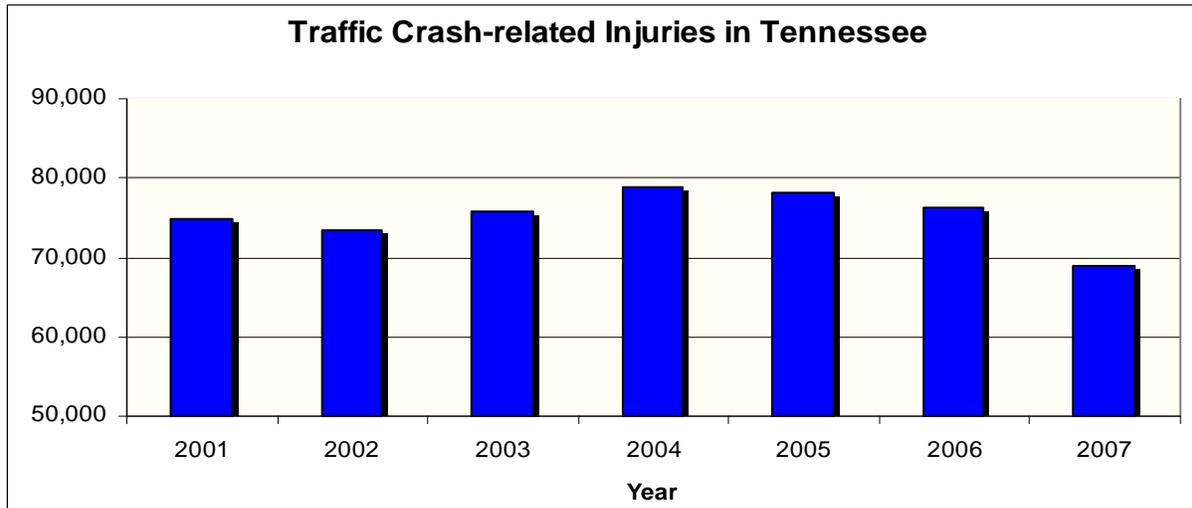
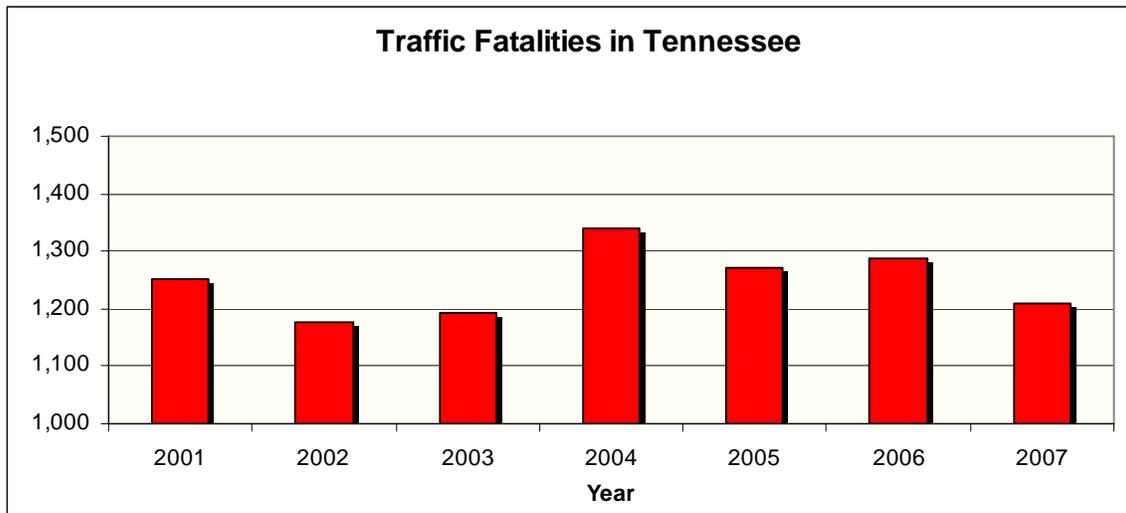
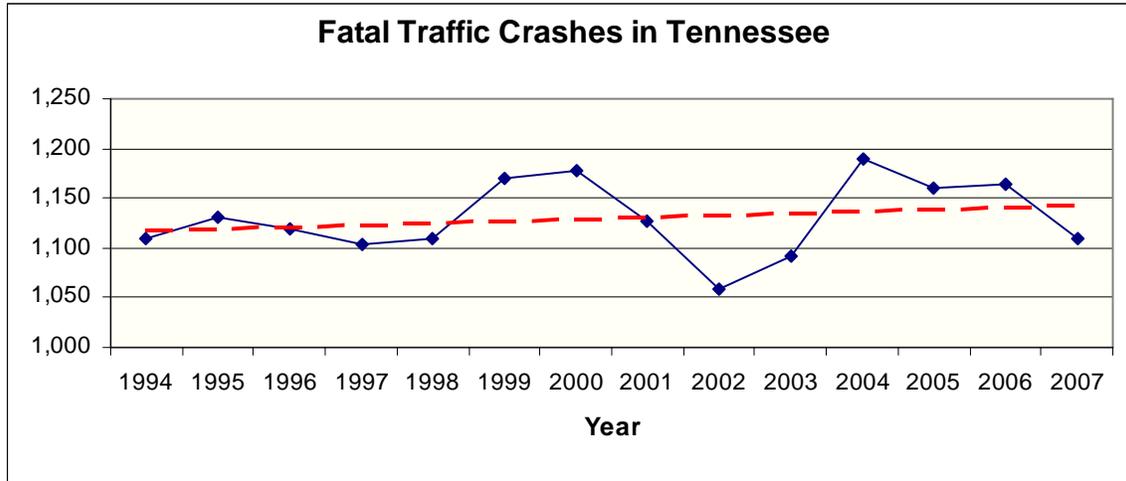
Performance Measure: The number of reportable crashes in which the responding law enforcement officer recorded the crash as occurring in a rural location; the number of fatalities and injuries sustained in such crashes. **Baseline:** In CY2006, most of the increases in fatal crashes were on the rural route.

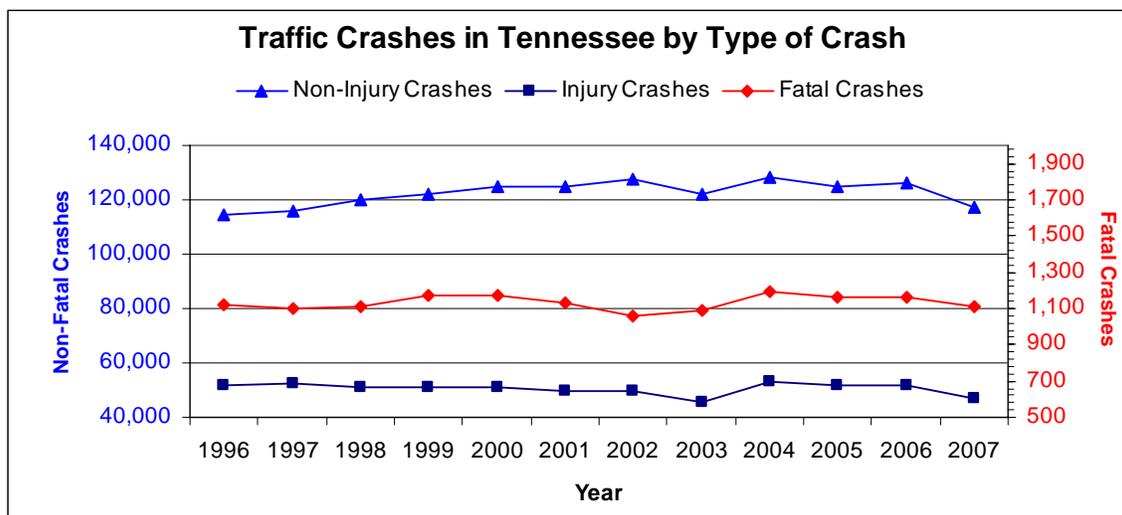
Goal 2: To provide funds for full-time officers, overtime pay, laser and radar equipment units, DUI trailers, Visible display radar trailers, computer equipment, and other resources.

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

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

II. MAGNITUDE AND SEVERITY OF DRIVER BEHAVIOR-CAUSED CRASHES





Speeding-Related Fatalities, 2006

	Number of Fatalities in Speeding-Related Crashes	Percent of Fatalities That Are Speeding-Related	Economic Impact of Speeding-related Crashes*
Tennessee	296	23%	\$0.861 Billion
US	13,543	32%	\$40.390 Billion
Best State*		7%	

* The most recent available data is from the year 2000.

Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2006/47_TN_2006.htm#SPEEDING, accessed 14 Aug 2008.

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

Aggressive driving is generally considered to consist of combinations of several high-risk behaviors which, taken singly, do not represent aggression. These behaviors include:

- disregard of traffic signs and signals
- following too closely or tailgating
- erratic and improper passing
- improperly signaling lane changes
- disobeying red lights and flashing lights
- reckless, careless, or inattentive driving
- driving while suspended license

III. ACTION PLANS FOR REDUCING FATAL CRASHES & INJURIES

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

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

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

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

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

IV. PROGRAM ADMINISTRATION

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

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

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

Activities:

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

Evaluation:

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

Agency Funded:

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

ENFORCEMENT

Activity- PT- 10304- High Visibility Law Enforcement Campaigns

Objectives:

- Increase safety belt use to 82% by the end of CY 2008.
- Maintain Selective Traffic Enforcement Program (STEP) Wave concept of enforcement, participating in national mobilization periods
- Increase DUI enforcement.

Scope:

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

Activities:

Conduct and participate in:

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

Evaluation:

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

AGENCIES FUNDED:

Adamsville Police Department	Fentress County Sheriff's Department	Pigeon Forge Police Department
Alamo Police Department	Gainesboro Police Department	Pleasant View Police Department
Alexandria Police Department	Gates Police Department	Powells Crossroads Police Department
APSU Police Department	Gibson Police Department	Puryear Police Department
Ashland City Police Department	Giles County Sheriff's Department	Red Bank Police Department
Atoka Police Department	Gleason Police Department	Red Boiling Springs Police Department
Baxter Police Department	Gordonsville Police Department	Robertson County Sheriff's Department
Belle Meade Police Department	Greeneville Police Department	Rossville Police Department
Bells Police Department	Hawkins County Sheriff's Department	Rossville Police Department
Benton County Sheriff's Department	Haywood County Sheriff's Department	Rutherford Police Department
Bledsoe County Sheriff's Department	Henry County Sheriff's Department	Samburg Police Department
Bluff City Police Department	Hickman County Sheriff's Department	Sharon Police Department
Brighton Police Department	Hornbeak Police Department	Signal Mountain Police Department
Bristol Police Department	Huntland Police Department	South Carthage Police Department
Camden Police Department	Jackson County Sheriff's Department	South Fulton Police Department
Cannon County Sheriff's Department	Jamestown Police Department	Southwest TN Community College PD
Carter County Sheriff's Department	Kerryville Police Department	Sparta Police Department
Carthage Police Department	Kimball Police Department	Spencer Police Department
Celina Police Department	Kingston Police Department	Springfield Police Department
Centerville Police Department	Lafayette Police Department	Tazewell Police Department
Chapel Hill Police Department	Lawrenceburg Police Department	Tellico Plains Police Department

Church Hill Public Safety	Lewisburg Police Department	Tennessee Department of Safety
Clay County Sheriff's Department	Lofollate Police Department	Tennessee Department of Safety
Cocke County Sheriff's Department	Lookout Mtn. Police Department	Tennessee Department of Safety
Collegedale Police Department	Loudon County Sheriff's Department	Tennessee Department of Safety
Copperhill Police Department	Macon County Sheriff's Department	Tennessee Department of Safety
Cornersville Police Department	Manchester Police Department	Tennessee Department of Safety
Cowan Police Department	Marion County Sheriff's Department	Tracy City Police Department
Crockett County Sheriff's Department	Mason Police Department	Tri-Cities Reg Airp Public Safet
Crossville Police Department	Maynardville Police Department	Trousdale County Sheriff's Department
Cumberland County Sheriff's Department	Millersville Police Department	Troy Police Department
Dandridge Police Department	Monterey Police Department	Union County Sheriff's Department
Dekalb County Sheriff's Department	Morgan County Sheriff Department	Walters State Campus Police
Dickson County Sheriff's Department	Moscow Police Department	Warren County Sheriff's Department
Dresden Police Department	Munford Police Department	Wartburg Police Department
Dyer County Sheriff's Department	New Tazewell Police Department	Waverly Police Department
Englewood Police Department	Nolensville Police Department	Weakley County Sheriff's Department
Estill Springs Police Department	Obion County Sheriff's Office	White Bluff Police Department
Ethridge Police Department	Oliver Springs Police Department	Woodbury Police Department

Activity- PT- 10380-Traffic Services Enforcement- Multiple Violations Projects

Objectives:

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

Scope:

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

Activities:

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

Evaluation:

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

AGENCIES FUNDED:

Alcoa Police Department	Blount	\$ 38,559.04
Blount County Sheriff's Department	Blount	\$ 84,918.72
Bradley County Sheriff's Department	Bradley	\$ 100,000.00
Brownsville Police Department	Haywood	\$ 44,365.20
Charleston Police Department	Bradley	\$ 15,000.00
Collegedale Police Department	Hamilton	\$ 15,000.00
Collierville Police Department	Shelby	\$ 17,146.78
Cookeville Police Department	Putnam	\$ 40,000.00
Dayton Police Department	Rhea	\$ 35,595.96
Decherd Police Department	Franklin	\$ 15,000.00
Fairview Police Department	Williamson	\$ 46,203.86
Gallatin Police Department	Sumner	\$ 50,235.36
Hardin County Sheriff's Department	Hardin	\$ 71,049.38
Hendersonville Police Department	Sumner	\$ 60,000.00
Jefferson County Sheriff's Department	Jefferson	\$ 46,639.00
Kingsport Police Department	Sullivan	\$ 60,000.00
Knoxville Police Department	Knox	\$ 106,539.82

LaVergne Police Department	Rutherford	\$ 42,335.99
Lexington Police Department	Henderson	\$ 22,807.74
Loudon Police Department	Loudon	\$ 74,924.99
Memphis Police Department	Shelby	\$ 199,991.00
Pulaski Police Department	Giles	\$ 15,000.00
Putnam County Sheriff's Department	Putnam	\$ 49,240.00
Red Bank Police Department	Hamilton	\$ 12,036.00
Roane County Sheriff's Department	Roane	\$ 39,823.00
Sevier County Sheriff's Department	Sevier	\$ 56,635.19
Sevierville Police Department	Sevier	\$ 100,000.00
Shelby County Sheriff's Department	Shelby	\$ 152,073.25
Smithville Police Department	DeKalb	\$ 15,000.00
Sumner County Sheriff's Department	Sumner	\$ 21,469.00
Tullahoma Police Department	Coffee	\$ 30,000.00
Vanderbilt University Police Department	Davidson	\$ 11,538.00
Washington County Sheriff's Department	Washington	\$ 61,041.26
Winchester Police Department	Franklin	\$ 15,000.00
Woodbury Police Department	Cannon	\$ 13,946.61

Activity-PT- 10312- Network Law Enforcement Grants

Activities:

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

Evaluation:

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

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

AGENCIES FUNDED:

Agency	LEAs	\$ Amount	Reason for Grant Awards
Brownsville PD	West Area LEAs	20,000.00	<u>Funds are Granted to these LEAs because they are very much involved and enthusiastic in coordinating PTS activities throughout the states and neighbouring states.</u>
Lexington PD		20,000.00	
Madison County SD		20,000.00	
Memphis PD		20,000.00	
Paris PD		20,000.00	
Shelby County SD		20,000.00	
Dover PD	Middle TN Area LEAs	20,000.00	
Hohenwald PD		20,000.00	
Ridgetop PD		20,000.00	
Smyrna PD		20,000.00	
Williamson County SD		20,000.00	
Benton PD	Cumberland Area LEAs	20,000.00	
Collegedale PD		20,000.00	
Crossville PD		20,000.00	
Red Bank PD		20,000.00	
Woodbury PD		20,000.00	
Jamestown PD		20,000.00	
Blount County SD	East TN Area LEAs	20,000.00	
ETSU, Public Safety Dept		20,000.00	
Mount Carmel PD		20,000.00	
Roane County SD		20,000.00	
Washington County SD		20,000.00	

TRAINING

Activity-PT- 10381- State Law Enforcement Training

Objective:

Train Tennessee Highway Patrol officers.

Scope:

Law enforcement recruit training currently does not prepare senior officers properly for managing traffic safety programs. Tennessee Highway Patrol organization invites the trainer to train their patrol officers.

Activities:

Attend Northwestern University long course.

Evaluation:

Graduation from course, final report.

AGENCIES FUNDED:

Agency	County	\$ Amount
TDOS	TN Statewide	36,000.00

Activity-PT- 10403- Traffic Related Law Enforcement Training

Objective:

To develop a core group of instructors in traffic related areas who will serve as the central resource for law enforcement training statewide. Continue Train the Trainer programs.

Scope:

Law enforcement training is the foundation to the success of an agency's traffic enforcement program. Few officers receive traffic related training in comparison to other types of training (defensive tactics, firearms). Though numerous training programs exist throughout the state, there is little consistency in the quality and standardization statewide.

Activities:

- Develop and coordinate a program to improve the knowledge of traffic enforcement officers.
- Work with LEL networks to promote participation.
- Produce quarterly and final reports.

Evaluation:

Administrative evaluation. Data will be analyzed to determine the number of instructors trained in various areas and the number of officers trained statewide by the instructors. Final reports and satisfaction survey of trained officers.

AGENCIES FUNDED:

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

Activity-PT- 10382- Law Enforcement Language Training

Objective:

Train law enforcement officers statewide in Tennessee on language and vehicular homicide.

Scope:

Law enforcement trainers need certification in many different courses in order to stay current in traffic safety issues. This activity will allow the conduct of train-the-trainer courses.

Activities:

Conduct training sessions across Tennessee in highway safety related courses.

Evaluation:

Evaluations from course, numbers of officers trained, number of courses conducted, and final training report.

AGENCIES FUNDED:

Agency	County	\$ Amount
Columbia State University	TN Statewide	200,000.00

Activity-PT- 10396- Law Enforcement Education and Networking

Objective:

Promote a working relationship with Police Chiefs and Sheriff Associations to enhance LEL Networking and increase awareness of GHSO programs.

Scope:

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

Activities:

- Provide funding and logistics to assist with the Associations statewide awards ceremonies.

Evaluation:

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

AGENCIES FUNDED:

Agency	County	\$ Amount
TN Association of Chiefs of Police	Statewide	6,750.00

07-06 TRAFFIC RECORDS

I. GOALS and OBJECTIVES

A. Goals

- Simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.
Develop a knowledge base for the traffic records system so that the strategic resources are managed effectively in reducing crashes, fatalities, and injuries on Tennessee roads.
Develop data linkage partnerships so that collected data is provided to a diverse set of users, agencies, and jurisdictions to improve traffic safety analysis to reduce injuries and deaths.

B. Objectives

Objective 1: Increase the use of electronic crash data collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users during FFY 2009.

Performance Measure: Have 3 out of Big 8 Metropolitan areas reporting electronically by June 2009, the Dept. of Safety THP major metro districts reporting electronically by December of 2006, and 100% of all THP offices reporting by December 2008. Have 80 agencies with over 50 crash reports uploading to DOS, and development of XML schema to allow for RMS systems integration by November 2007.

Baseline: During 2003-2006, over 154 agencies were contacted and demonstrations for the use of electronic data collection were conducted. Currently, 67 agencies are using TraCS, and 34, including the Memphis P.D. are uploading electronic crash reports.

Status: All THP reporting is completed by TraCS. The larger agencies have been added and the initial phases of implementation for the smaller agencies are underway.

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

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

Baseline: The University of Memphis' web tracking system is in place and is currently being used by all TN DUI coordinators.

Status: A contract was signed to develop the statewide system. This contract went into effect in August of 2007. The first phase has been completed and pilot agencies are submitting data. Comprehensive statewide "Tennessee Integrated Traffic Analysis Network" (TITAN) training will be offered in late October of 2008.

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

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

Baseline: The centralized data submission system is in place.

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

Objective 4: Increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2009.

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

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

Status: Only crash, hospital discharge, and death certificate databases are currently linked. Linked files are available to all counties on the CODES Internet site. Approximately 200 communities receive hard copy data reports. Ambulance run data is currently being captured in limited capacity. More agencies are being added.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

A. Nature of the Traffic Records System

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

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

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

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

III. STRATEGIES/ ACTIVITIES

STRATEGY-ADMINISTRATION

Activity: TR- Program Management

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

Objectives:

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

Evaluation: This project will be administratively assessed.

Activity: TR – Strategic Plan Oversight

Problem:

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

Objectives:

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

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

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

STRATEGY-DATA

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

Problem:

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

Objectives:

1. Automate the Tennessee crash and citation reporting systems and support automation of related law enforcement officer reports.
2. Automate crash location by incorporating GIS mapping and GPS locations into the crash data and other data systems.
3. Maintain a coordinated statewide TraCS project by convening quarterly meetings of the TraCS Steering Committee and its location and coordination subcommittees. Continue implementation of TraCS electronic data submission into statewide law enforcement agencies.
4. Provide statistical analysis of data for reports.

Activities:

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

Self-sufficiency:

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

Evaluation:

Administrative evaluation is derived from quarterly program reports, meeting notes including decisions, and the documentation experience experienced by setting up the system. The impact will be judged by document information indicators which will suggest improvements for the speed and accuracy of data collection. An analysis of the working relationships with local law enforcement will also be conducted.

Agency Funded:

TDOS – TRIP

Statewide

\$ 423,680

Activity: TR- 10397- DUI Behavioral Tracking

Problem:

There is little factual data to support and analyze the effects of proper DUI arrests and adjudication in the current system. This creates problems in developing effective training programs for law enforcement, judges and district attorneys to help them reduce the effects of repeat offenders in the system. A means needs to be established that will allow law enforcement and the courts a method to analyze the effects of training and sentencing on repeat offenders.

Objectives:

1. Integrate the database with DUIITS to facilitate information sharing.
2. Further enhance the DUI Offender Tracking System by providing agencies detailed queries, reports, and data-mining capabilities.
3. Integrate the system with local offender database systems.
4. Provide to the GHSO, individual agencies, and judicial districts, detailed analyses of specific problems occurring in the DUI arrest-adjudication chain with strategies for developing solutions. Such data are central to the successful implementation and evaluation of NHTSA's "Gold Standards." This information will determine predictors that will lead to higher DUI conviction rates.

Activities:

Develop and maintain a DUI tracking website emphasizing the value of its use by all law enforcement agencies and DA's, both with and without grants. There will be published research and recommendations from results of submitted data showing needs for training from the GHSO for judges, law enforcement and DA's to improve the conviction rate of repeat offenders. Centralized training courses for utilization will be conducted on a regular basis for both potential and current Tracker users. Document software, workflows, and the test plan will be provided in quarterly reports to the GHSO.

Self-sufficiency:

Develop a method of long term self-funding from state legislature and courts through charges on DUI convictions.

Evaluation:

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

Agency Funded:

University of Memphis - DUI Tracker	Statewide	\$ 152,750
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Activity: TR- 10367- Integrated Highway Safety Systems

Problem:

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

Objective:

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

Activities:

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

Resources:

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

Self-sufficiency:

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

Evaluation:

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

Agency Funded

TDOS - IRISS	Statewide	\$ 867,024
TDOS - Crash Backlog	Statewide	\$165,000
TDOH - Ambulance Run Data	Statewide	\$ 57,193
TDOH - Injury Surveillance System	Statewide	\$ 72,365

Activity: TR- 10400- Traffic Records Analyst

Problem:

Since the inception of Tennessee's Traffic Records Coordinating Committee (TRCC) much progress has been made toward improving Motor Vehicle Collision Reporting (MVCR) statewide. There remains a great deal of work and improvement in reporting techniques, business process adaptation, and the identification and support of opportunities for widespread best practices education.

Today the State is facing significant challenges in its attempt to provide effective, efficient, and correct traffic records data collection techniques to users throughout the highway safety and enforcement communities.

A resource (TRCC BA) is needed to provide information to various state and local agencies including the GHSO, TRCC, NHTSA, Dept. of Safety, Legislature, and local highway safety and enforcement agencies.

Objectives:

1. Provide project-level service, as determined necessary, to the Governor's Highway Safety Office and the Department of Safety in the support of creating and managing a reporting and information system for all traffic and motor vehicle collision records.
2. Provide administrative assistance and business process management advice to the TRCC and its sub-committees regarding all facets of the Traffic Records Analysis (TRA) business area.
3. Provide administrative and other levels of support to highway safety enforcement agencies as directed by the Governor's Highway Safety Office (GHSO) and the TRCC.
4. Assist highway safety enforcement agencies statewide, in planning traffic records data improvement strategies.
5. Publish and maintain TRA information and improvement strategies at a publicly accessible website that provides secure access for local highway safety enforcement agencies.
6. Identify, document, and propose changes in management strategies for traffic records policies, procedures, and process in order to produce more efficient traffic records systems.
7. Provide impact analysis on data requirements from all federal governance bodies (e.g., FARS, SAFETNET, MMUCC, GJXDM) and to implement effective data element change and versioning procedures.

Activities:

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

Resources:

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

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

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

Self-sufficiency:

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

Evaluation:

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

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

Agency Funded:

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

I. GOALS and OBJECTIVES

Goals

- Reduce the number of motorcycle crashes by 15% from 2072 to 1761
- Reduce the number of motorcycle crash fatalities by 10% from 135 to 121
- Increase Helmet use in fatal crashes by 5% from an average of 82% to 87%

Objective 1: To decrease number of motorcycle crashes to 1761, and number of fatalities to 121 in 2008

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years. Baseline: In CY 2004, 128 motorcycle riders died in 2,072 crashes.

Status: In CY 2007, 150 motorcycle riders died. Helmet use increased to 91.3% in fatal crashes

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Magnitude and Severity of the Motorcycle Crash Problem

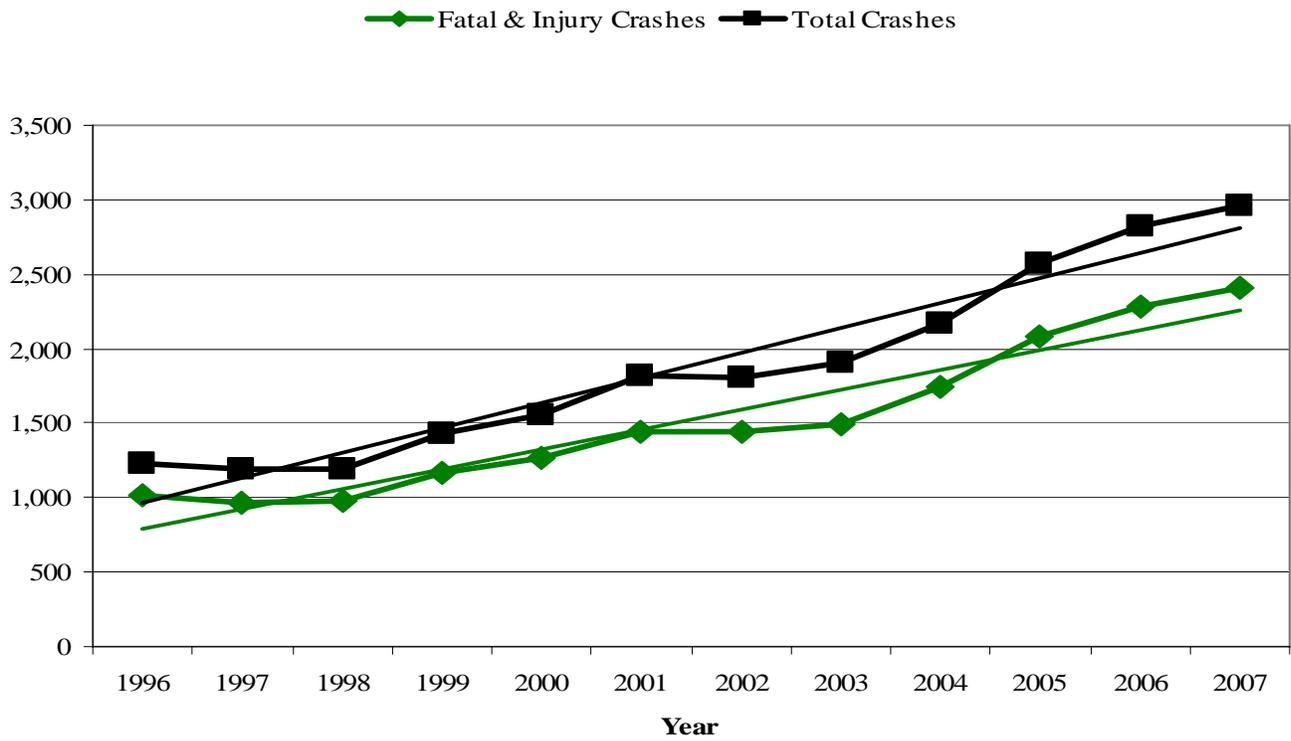
The number of motorcycle crashes has increased significantly since 1997. There were a total of 1198 motorcycle crashes of which 917 involved injuries. The number of motorcycle crashes in 2003 was 2072 of which 1487 involved injuries. That is an increase in crashes of 42% and injuries increased 38%.

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

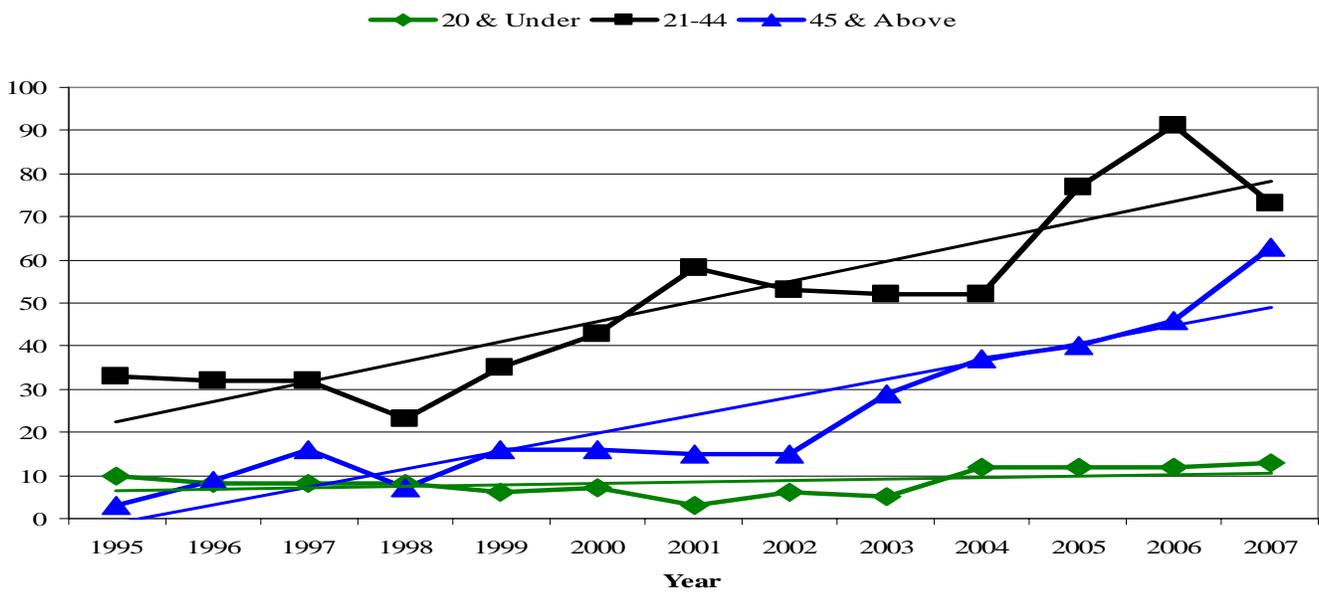
Motorcycle crashes involving the use of alcohol has increased since 1997. There was a major increase in crashes between 2000 and 2003 after a steady decline from 1997. In 2000 there were 108 alcohol related crashes. That number increased 28% to 151 in 2003. The number of injuries also increased 23% from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

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

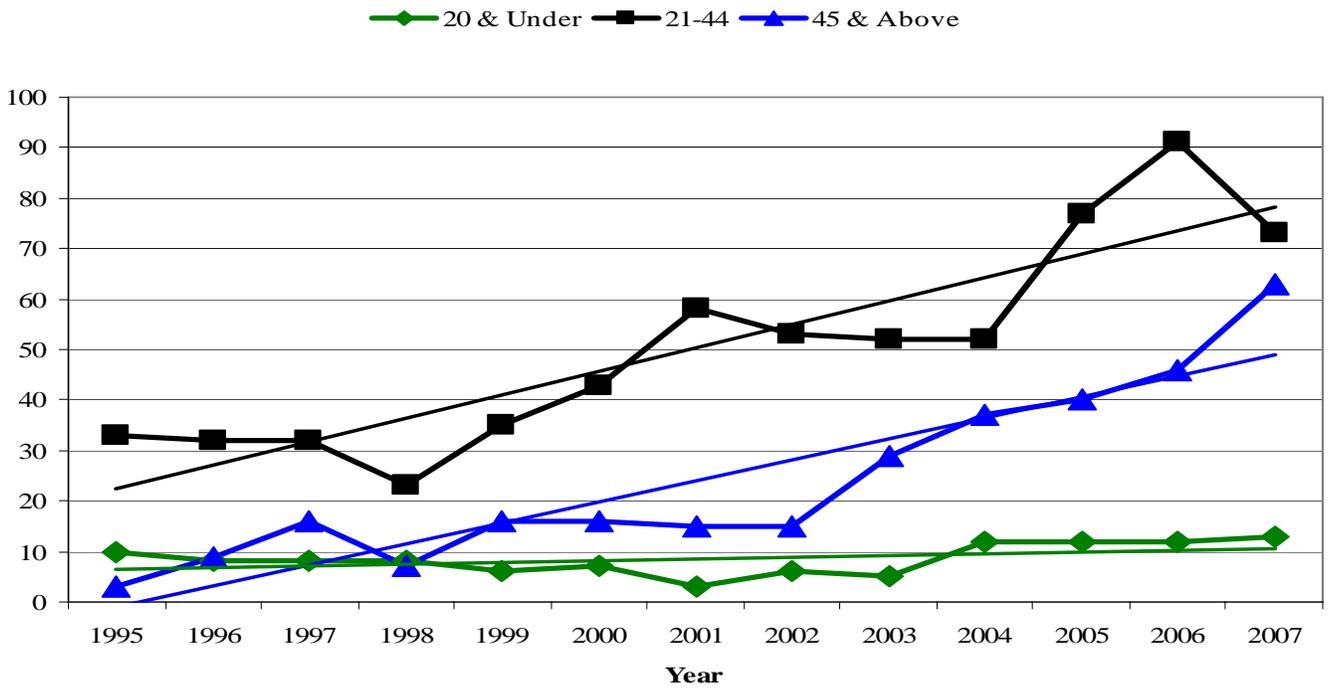
Tennessee Motorcycle Crashes 1996 - 2007



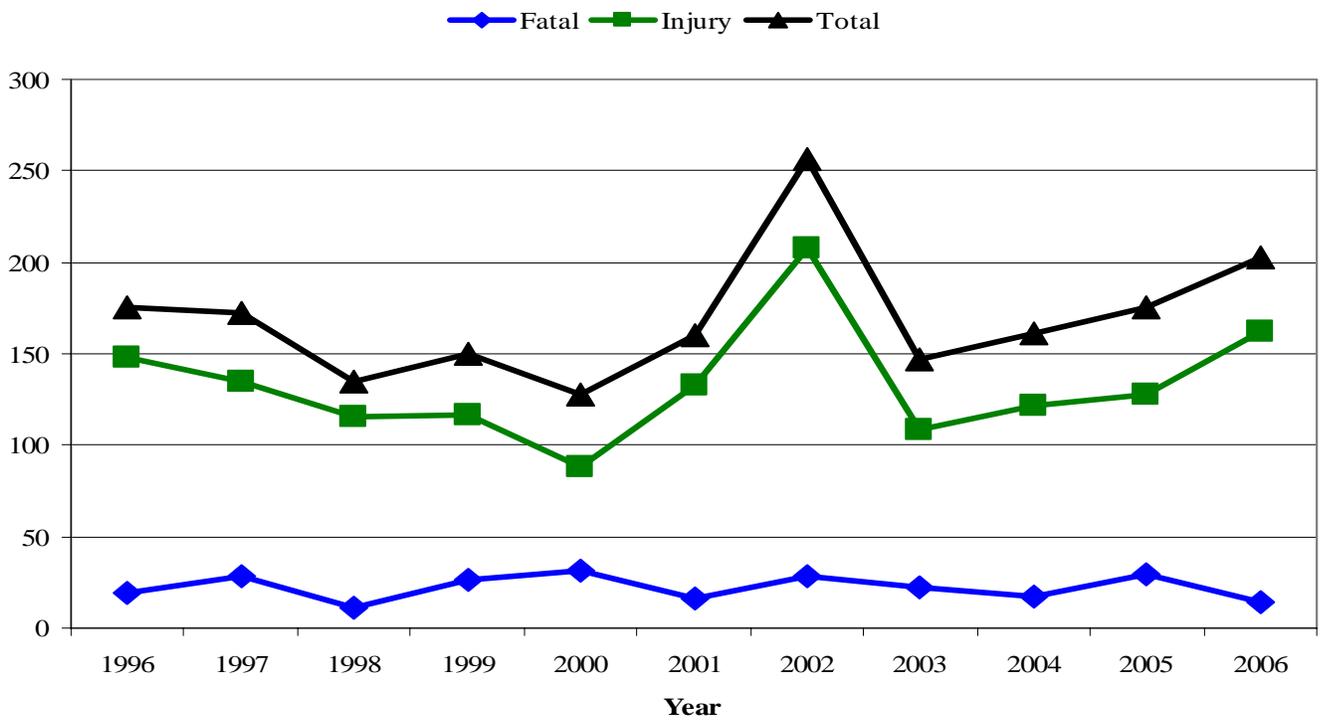
Tennessee Motorcyclist Fatalities by Age



Tennessee Motorcyclist Fatalities by Age



Tennessee Alcohol Related Motorcycle Crashes



III. STRATEGIES FOR DECREASING DEATHS & INJURIES

STRATEGIC ACTIVITIES

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

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

Public Information and Media campaign

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

Enforcement

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

Training and Education

- Provide Motorcycle Rider Education Programs (MREP) state wide.
- Increase enrollment in MREP courses.
- Basic and Experienced courses (BRC / ERC)
- Instructor training and certification.
- Conduct statewide or regional conferences to update motorcycle safety instructors on curriculum.
- Educate Motorcycle riders of the dangers of alcohol and motorcycles.
- Reeducate other motorists on motorcycle safety and awareness.

Evaluation

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

Agencies Funded:

Blount County Sheriff's Department	\$83,848
The Tennessee Highway Patrol	\$75,192
The Tennessee Highway Patrol	\$40,600

07-08 COMMUNITY TRAFFIC SAFETY OUTREACH

I. GOALS and OBJECTIVES

A. Goals

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

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

B. Objectives

Community Outreach and Activities

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

Performance Measure: Number of meetings with representatives of multiple disciplines in county and sub-county political jurisdictions.

Baseline: GHSO staff meets almost entirely with law enforcement officials and Traffic Safety Commission. Status: During CY 2003, GHSO staff attended most of the meetings. GHSO staff met regularly with coalitions in all organized Safe Communities.

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

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

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

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

General Outreach and Communications

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

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

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

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

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

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

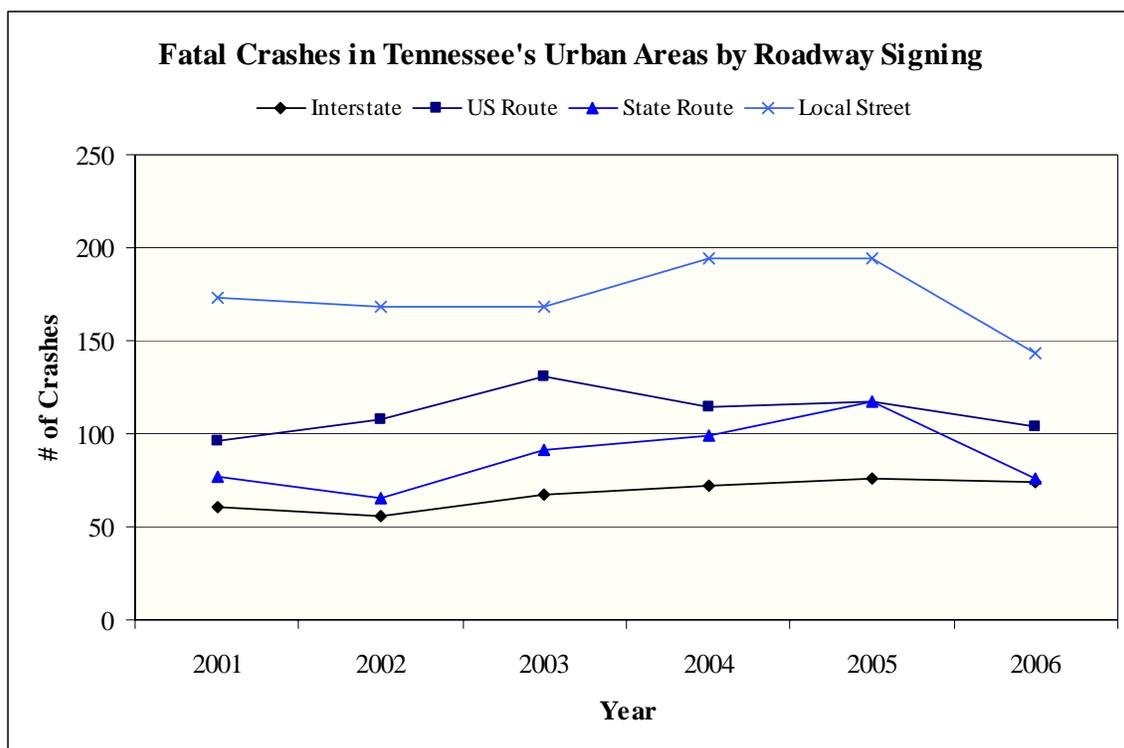
Community-level planning and activities permit a higher level of coordination and earned media than the traditional single-strategy

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

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

B. Risk Factors for Crash Involvement and Injury

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



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

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

Age Distribution: According to the 2000 United States Census Bureau, 24.6 percent of the population is under 18 years of age, 63% is

between the ages of 18 and 65, and 12.4% is over the age of 65.

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

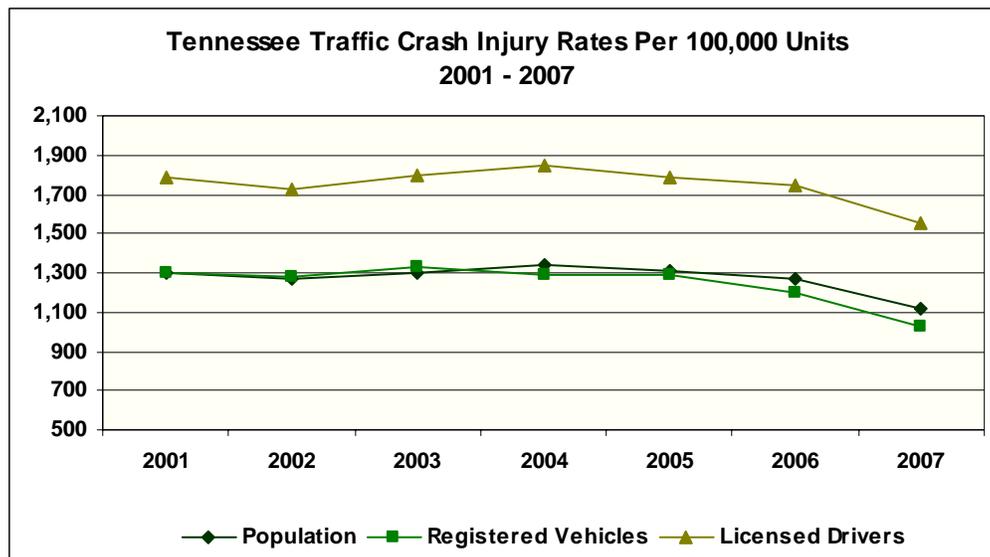
III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2009

Community Traffic Safety Outreach and Activities

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

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



IV. STRATEGIES/ ACTIVITIES

Community Outreach Activities

Activity- SA -10404-Safe Community Coordination Program

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

Objective:

1. To Form at least 3 additional Safe Communities (Injury Control) Coalitions in Tennessee in FFY07. These communities would use the revised version of the safe communities curriculum. To provide materials, training, grants, support for the development of local coalitions, and other technical assistance as requested.
2. To assist in promotion of self-sufficiency of existing coalitions.
3. To study the effectiveness of Safe Community Coalitions in changing community knowledge, attitudes, behaviors at the individual level and at the political/institutional level.

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

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

Agency Funded:

Johnson City PD \$18,625

Activity-AL -10372 - Safe Communities- Diverse Communities

Problem

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

Objective

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

Activities

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

Self-sufficiency

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

Evaluation

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

FUNDED AGENCY:

Conexion Americas \$104,500

Activities- SA-10398- Safe Communities-Resource Center**Problem:**

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

Objectives:

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

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

Activities:

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

Self-sufficiency:

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

Evaluation

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

Agency Funded:

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

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

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

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

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

Evaluation: Conference evaluations.

STRATEGY- ENFORCEMENT

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

Problem:

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

Objective:

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

Activities:

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

Self-sufficiency:

These are one year awards.

Evaluation:

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

Agency Funded:

Tennessee Department of Safety	Statewide	\$240,011.52
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07-09 INJURY CONTROL AND EMERGENCY MEDICAL RESPONSE

I. GOALS and OBJECTIVES

A. Goal

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

B. Objectives

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

Performance Measure: The completeness and accuracy of EMS reporting of MV Crash responses to the state. The usefulness of reports derived from these data. Baseline: In CY 2000, ambulance run reporting was not automated statewide, no state requirement existed for providing reports to the state agency responsible for EMS, and no summary reports were generated. Status: In CY 2007, an automated ambulance run system is being used by some agencies for online submission of run reports. Additional agencies are being added each week.

C. Related State and National Goals

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

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

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

EMS is a vital public service, a system of care for victims of sudden and serious illness or injury. This system depends on the availability and coordination of many elements, ranging from an informed public capable of recognizing medical emergencies to a network of trauma centers capable of providing highly specialized care to the most seriously ill or injured. The 9-1-1 emergency number, search and rescue teams, and well-trained and equipped pre-hospital and emergency department personnel are some critical elements of an EMS system.

A. Need for Quality Emergency Medical Response to Crashes

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

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

III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Tennessee Emergency Management Systems Planning

Tennessee's NHTSA Traffic Records Assessment of 2004 made the following recommendations for EMS improvement.

- Develop a statewide injury surveillance system.
- Incorporate edit checks to identify incomplete and or inaccurate E-codes (mechanism of injury codes) in the Traumatic Brain Injury and hospital in-patient data collection system.
- Invite EMS, Trauma, TBI, Tennessee Hospital Association and CODES representatives to participate in the TRCC.
- Incorporate data quality trends and identified patterns of errors for inclusion in training sessions and manuals.

In order to decrease fatalities related to traffic crashes it is paramount that we increase the training to persons who are first on the scene by providing the following:

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

IV. ACTIVITIES/STRATEGIES

STRATEGY – TRAINING and EMPOWERMENT

Activity- EM-10384 Community Programs – Emergency Medical Services

Problem:

EMS response times for an ambulance in rural Tennessee can be anywhere from 10-30 minutes. Transport times to a hospital can even be longer, depending upon the location of the call for service. The longer a patient with a life threatening injury has to wait for medical personnel to arrive, the chances for survival diminish.

Objective:

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

Activities:

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

Resources:

\$15,000 for training and equipment.

NOTE: These resources are estimated and are based on 07-08 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 08-09 grant year. Approved grantees will be notified of any changes.

Self-sufficiency:

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

Evaluation:

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

Agencies Funded:

Franklin County Communications / 911	\$11,175
Bedford County EMS	\$5,109
Wayne County Medical Center / EMS	\$15,000
Putnam County EMS	\$15,000
Halls Fire Department	\$13,455

07-10 PAID AND EARNED MEDIA

Integrated Communications Plan Earned and Paid Media

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

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

Paid and earned media, high visibility enforcement and partnerships will be the foundation of the integrated communications plan. Law Enforcement agencies representing over 60% of the states political subdivisions and over 85% of the population will participate in the high visibility enforcement periods. Partnerships include agencies such as: Mother's Against Drunk Driving, the Tennessee Department of Safety, NFL Titan's football, NHL Nashville Predators, NBA Memphis Grizzlies, the University of Tennessee (UT) football and basketball, the University of Memphis and many other sports venues that reach the desired target audience and are utilized to complement the Booze It and Lose, Click It or Ticket, and Motorcycle Safety campaign messages.

Goal: To increase awareness of the following highway safety messages 5% for Booze It and Lose It, 2% for Click It or Ticket, 5% for 100 Days of Summer Heat and 5% Motorcycle Safety in 2009.

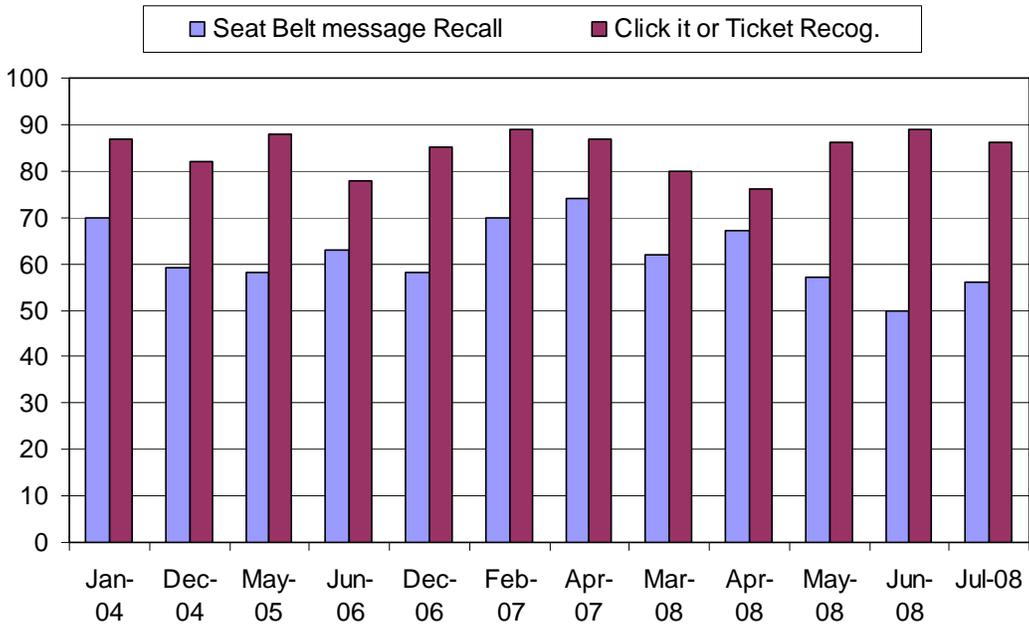
Objectives: Provide educational messages through brand association that may lead to social norm changes of behavior.

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

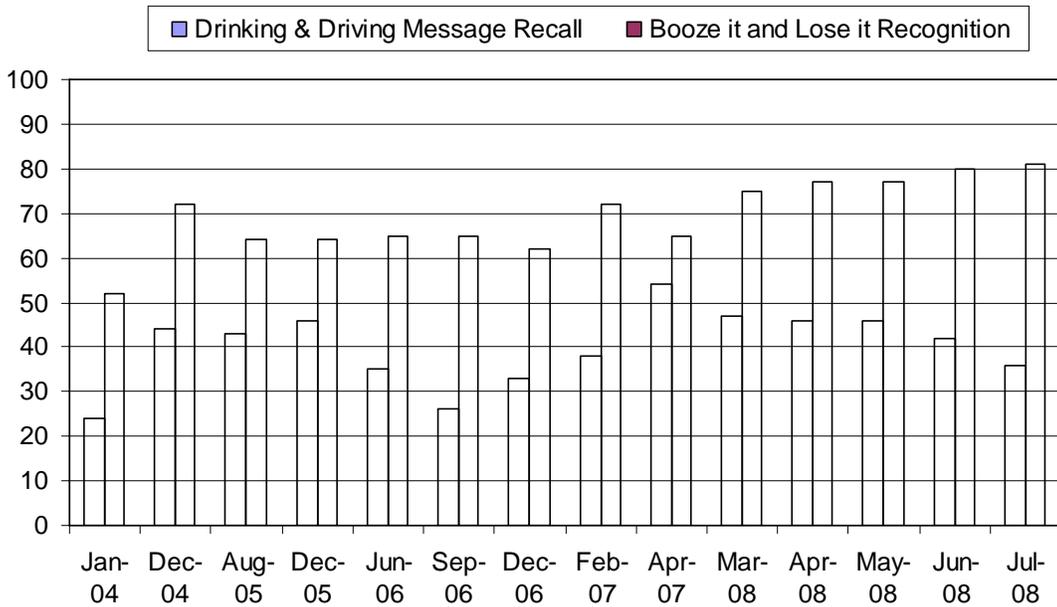
Tasks: Develop, plan and carryout the Booze It and Lose It, Holiday, Click It or Ticket, 100 Days of Summer Heat and Motorcycle Safety campaigns as listed in the Events and Activities Calendar. Conduct attitudes and perceptions evaluations for each campaign period exceeding \$100,000.

Funds: Funding for the media marketing will include 163, 410, 402, 154, 406 and 2010.

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



Seat Belt Message Recall and Recognition



Drinking and Driving Recall and Recognition

Booze It and Lose It

The Booze It and Lose It campaign tag will be utilized with an enforcement message during the holiday and Labor Day campaign periods and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Campaign periods will include radio and television and the purchase of signage in the form of banners, posters and educational publications. Earned media will include a news release and press conference at the onset of each campaign period, with local municipalities reporting in on progress, sobriety checkpoint locations, and other notable activities. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

Based on the congressional requirements, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques will be conducted for these campaign periods and the evaluation reports will be submitted to the Governor's Highway Safety Office and included in the Annual Media Report to NHTSA.

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

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

The Booze It and Lose It tag will also be utilized in a soft alcohol countermeasures message in the following sports marketing venues: The University of Tennessee, University of Memphis, and Vanderbilt University football and basketball, Tennessee Titans, Nashville Predators, Kats Arena Football, Music City Bowl, and 9 minor league baseball stadiums and others noted below. Interior and exterior signage, radio and television spots, public address announcements, Jumbo-tron, LED rotational lighting and other unique signage will be used to promote the Booze It and Lose It message.

Holiday (Nov 20-Jan 1)	TV \$300,000.00 (410)	Radio \$140,000.00 (410)	Other- static clings \$6,000.00 (154)
Labor Day (Aug 17-Sep 4)	TV \$150,000.00 (410)	Radio \$85,000.00 (410)	Other- banners \$7,000.00 (154)
Halloween (Oct 27-31)	Radio \$85,000.00 (154)	Other-coasters, posters \$10,000.00 (154)	
Super Bowl (Jan 3 –Feb 3)	Radio \$85,000.00 (154)		
4 th of July (Jun 29 –Jul 4)		Radio \$65,000 (154)	
Tennessee Titans	Tennessee Football, Inc.	Signage, television	\$200,000.00 (154)
Nashville Predators	Nashville Hockey Club	Signage, television, jumbo-tron, psa's	\$200,000.00 (154)
Motorsports	Baseball Alliance, LLC	Signage, print ads, psa's	\$250,000.00 (154)
Minor League Baseball	Amerisports, Inc.	Signage, psa's, radio, jumbo-tron	\$180,000.00 (154)
Music City Bowl	Music City Bowl,	Signage, jumbo-tron	\$80,000.00 (154)
Liberty Bowl	Liberty Bowl Festival	Signage, jumbo-tron	\$80,000.00 (154)
Memphis Grizzlies	Hoops, LP	Signage, jumbo-tron	\$120,000.00 (154)
Southern Heritage Classic Football Game	Summitt Management	Signage, jumbo-tron	\$80,000.00 (154)
Titan's Radio Network	Citadel Broadcasting	Radio	\$140,000.00 (154)
UofM Football & Basketball	Learfield Communications	Signage, jumbo-tron	\$202,905.00 (154)
U of M Football & Basketball	U of M Football & Basketball	Radio	\$78,282.00 (154)
Vanderbilt University	International Sports Properties	Signage, jumbo-tron, radio	\$89,700.00 (154)
UT Football & Basketball	IMG College	Television, radio, signage	\$249,000.00 (154)
Marketing	The Tombras Group	Production, media purch, etc	\$709,900.00 (154)

Estimated Booze It and Lose It Budget 2008-09

Click It or Ticket-Rural Seat Belt Demonstration Project

The Click It or Ticket campaign tag will be utilized with an enforcement message during the month of May and for the NHTSA Rural Seat Belt Demonstration Project and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Campaign periods will include radio and television and the purchase of signage in the form of banners, posters and educational publications. Earned media will include a press release at the onset of each campaign period in conjunction with the Hands Across the Border media and checkpoint events, with local municipalities reporting in on progress, sobriety checkpoint locations, and other notable activities. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

Based on the congressional requirements, an attitudes and perceptions pre and post telephone surveys utilizing random digit dialing sampling techniques will be conducted for this campaign period and the assessment report will be submitted to the Governor's Highway Safety Office and included in the Annual Media Report to NHTSA.

Estimated Click It or Ticket Budget 2008-09

Click It or Ticket	TV \$200,000.00 (163) \$260,000 (406)	Radio \$150,000.00 (402) \$40,000 (406)	Other-banners \$17,000.00 (402)
Marketing	The Tombras Group	Production, media purchase, etc	\$48,000.00 (402)

Teen Drivers

Two key messages will target teenage drivers 16-20 in the 2008-2009 fiscal year. The first "Between the Barrels" focuses on teen occupant protection and will be utilized in eighteen high schools in the major metropolitan areas: Hamilton, Knox, Shelby and Davidson Counties. This project will reach an estimated 7,200 students. This project includes a multimedia school assembly component consisting of a 5 minute video that will be shown to junior and senior students, school information packet with handouts, and other instructional materials to encourage teens to use seat belts, obey speed limit signs in construction zones, and to pay attention to the events occurring around them. A radio spot was produced from the 5 minute video that can be used on school intercom systems and will be aired on radio stations in areas where the video will be used. The second message will be two radio and television spots that will promote an alcohol countermeasure message aimed at teenage drinking and driving. These spots will be shown during the Prep Blitz on WKRN that features high school football scores and highlights.

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

Estimated Teen Drivers Budget 2008-09

Prom-Graduation- Cool Schools	TV \$178,100.00 (154)	Radio \$85,000.00 (154)	Other-banners \$25,000.00 (154)
Between the Barrels		Radio \$65,000.00 (402)	Other-\$10,000.00 (402)
High School FB,BB,Other	TSSAA	Signage, psa's, print ads, tv, radio	\$140,000.00 (154)
Marketing	The Tombras Group	Production, media purchase, etc.	\$50,000.00 (154)

Summer Promotion

The 100 Days of Summer Heat will be utilized with an enforcement message during the month of June, July, August and early September and will target "risk takers" (men 18-29) and "blue collars" (men 25-34) demographic groups. Advertising during these periods will include radio and television and press releases. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

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

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

Estimated Summer Promotion Budget 2008-09

100 Days of Summer	TV \$360,000.00 (154)	Radio \$252,000.00 (154)	Other-banners \$25,000.00 (154)
Marketing	The Tombras Group	Production, media purchase, etc.	\$100,000.00 (154)

Motorcycle Safety

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

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

Estimated Motorcycle Budget 2008-09

TBD	Radio \$110,000.00 (2010)		Other-banners, posters, signage \$7,000.00 (2010)
Marketing	The Tombras Group	Production, media purchase, etc.	\$10,000.00 (402)

Total funds for all projects:

410	\$675,000
402	\$348,000
154	\$3,179,887
406	\$300,000
2010	\$117,000
163	\$200,000

Activity- PM-10370 Paid Media – Media Evaluations

Problem

The State of Tennessee and the Governors Highway Safety office has a strong commitment to address public safety concerns regarding Seatbelt usage and drinking and driving. These are the focus of the 3 primary media campaigns of "Booze It and Lose It", "Click It or Ticket", and "100 Days of Summer Heat". Extensive media is purchased in radio, TV, and via Sports outlets. The problem is to identify the effectiveness of the various campaigns over time so as to focus the message to obtain better results.

Objective

1. Conduct evaluation studies comparing the behaviors before and after the campaigns in various media outlets, demographic, and geographic areas. 2. Measures of behavior are problematic because drinking and driving behavior goes undetected by direct assessment methods. Incremental time studies need to be taken to evaluate the messages of the behavior modifications. 3. Determine if media messages are having an effect on the causal link with individual attitudes. 4. Determine impact on intervention media strategies.

Activities

1. Determine representative population segments to evaluate. 2. Develop an evaluation tool to test the population recall and effect of the media campaigns on the intended target groups identify in the population analysis. 3. Survey the public either via phone, email, or direct mail regarding media recall. 4. Analyze the survey to identify changes in public attitudes and perceptions that are not readily apparent in measures of behavior. 5. Compare the effectiveness across the programs and whether changes are recommended in the messages.

Resources

Management of survey, survey instrument development, materials for delivery, and analyzes of data once compiled. Use of SPSS software to analyze the data interpolations. NOTE:These resources are estimated and are based on 06-07 grant year funding. The GHSO does not guarantee funding levels, however we have provided a best estimate. Our resource estimates may change by the time this grant is authorized for 07-08 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

As each campaign is a year in length and the messages need to be tailored changing demographics, the GHSO recognizes this is an ongoing endeavor for its direction and therefore ongoing. This is a one year project renewed at the discretion of the Director.

Agency Funded:

The University of Tennessee \$178,665.66

Events and Activities 2008-2009

MONTH	THEME AND APPROX DATES	MEDIA/PUBLICATIONS/ ACTIVITIES	APPLICATIONS/EVALUATION
October	Halloween – <i>Booze It and Lose It</i> Oct. 26- 31	Earned Media – News Release Media Purchase DMS Boards	
November (to Jan. 1)	Rural Demonstration Project <i>Click it or Ticket</i> Nov. 10 – Nov.16 Thanksgiving – <i>Booze It and Lose It</i> Nov. 23 – Jan. 1	Earned Media- News Release Media Purchase Earned Media – News Release Sobriety Checkpoints DMS Boards	Attitudes and Perceptions Survey
December	<i>National Drunk & Drugged Driving Prevention Month</i> (TBD)	Impaired Driving Media Release Alcohol Mobilization News conference	
January			
February	Super Bowl Sunday <i>Booze It and Lose It</i> Jan. 29 – Feb. 1	Media Purchase Sobriety Checkpoints News Conference DMS Boards	
March	Work Zone <i>Get In the Zone</i> Mar. 24 – April 3	Media Purchase DMS Boards	
April	Prom Season (<i>Alcohol Message</i>) April 5 - 11 Motorcycle Awareness (<i>Safety Message</i>) April 26 - May 2	Media Purchase News Release/News Conference Media Purchase DMS Boards	Attitudes and Perceptions Survey Attitudes and Perceptions Survey
May	May Mobilization/Rural Demonstration Project <i>Click It or Ticket</i> May 1 - June 2	News Release/News Conference Media Purchase Hands Across the Border News Sobriety Checkpoints DMS Boards	Attitudes and Perceptions Survey
June	Enforcement Efforts <i>100 Days Summer Heat Motorist & Motorcycle</i> Jun 21 – Sept 7	Media Purchase DMS Boards Sobriety Checkpoints	Attitudes and Perceptions Survey
July	4 th of July <i>Impaired Driving</i> Law Enforcement Challenge (date TBD) Tennessee Lifesavers Conference (date TBD)	News Release Media Purchase Earned Media	
August	<i>Booze It and Lose It</i> August 15-September 7	<i>Booze It and Lose It</i> Media Purchase Sobriety Checkpoints	Attitudes and Perceptions Survey
September			

2009 Equipment Over \$5,000

Quantity	Item Cost	Total Cost	Item Name	Agency	Fund
1		\$178,977	Mobile DUI Booking Station	Davidson County Sheriff's Department	154
1		\$30,000	PID Finger Single Print	Davidson County Sheriff's Department	154
1		\$50,000	10 Finger Print	Davidson County Sheriff's Department	154
1		\$5,000	Vugate Video System	Davidson County Sheriff's Department	154
1		\$6,000	In-Car Digital Video System	Hendersonville Police Department	402/154
2	\$5,579	\$11,158	In-Car Digital Video System	Kingsport Police Department	402/154
1		\$8,000	In-Car Digital Video System	Madison County Sheriff's Department	154
1		\$30,000	Total DUI Station	Madison County Sheriff's Department	154
1		\$18,876	Electronic Message Board	Martin Police Department	410
2	\$10,000	\$20,000	Speed Trailers	Memphis Police Department	402
12	\$7,500	\$90,000	Portable Intoximeters	Metro Nashville Police Department	154
1		\$15,000	Computer Server In-Car Video Simulated Impaired Driving Experience	Morristown Police Department	154
1		\$18,090	Speed Traffic Board	Shelby County Sheriff's Department	154
1		\$18,070	Alert Message Board	Shelby County Sheriff's Department	402
1		\$8,420	Headspace Gas	Shelby County Sheriff's Department	402
1		\$80,000	Liquid Chromatograph	Tennessee Bureau of Investigations	154
1		\$200,000	LEL Vehicle	Tennessee Bureau of Investigations	154
1		\$25,000	Challenge Vehicle	University of Tennessee	406/154
1		\$25,000	In-Car Digital Video System	University of Tennessee	406/154
2	\$9,000	\$18,000	SIDNE	Union City Police Department	154
1		\$17,431	LTI Total Station	Washington County Sheriff's Department	402
1		\$10,783	In-Car Digital Video System	Washington County Sheriff's Department	402
2	\$5,295	\$10,590	In-Car Digital Video System	Williamson County Sheriff's Department	154
6	\$5,295	\$31,770	In-Car Digital Video System	Wilson County Sheriff's Department	154

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Tennessee Number: FFY 2009 Date: 08/25/2008

Program Area	Approved Program Cost	Basis for % of Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
PA	340,000.00		340,000.00					0.00
EM	59,739.00		0.00					59,739.00
OP	652,951.00		0.00					499,000.00
PM	486,204.00		0.00					0.00
PT	2,628,560.00		515,589.00					1,918,878.00
RS	250,000.00		240,000.00					0.00
SA	748,571.00		0.00					18,625.00
DE	51,828.00		0.00					51,828.00
TR	468,500.00		41,682.00					0.00
(402 est. Carryfrwd \$1,400,094.00) (09 est award \$4,286,259)								
Total This Page	5,686,353.00		1,137,271.00					2,548,070.00
Grand Total	32,868,776.00		2,304,740.00					17,439,780.00

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office

DATE: August 25, 2008

Effective Date October 1, 2008

HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: _____

TITLE: _____ DATE: _____

FHWA NAME: _____

TITLE: _____ DATE: _____

Effective Date October 1, 2008

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Tennessee

FFY 2009

Date: 08/25/08

Program Area	Approved Program Cost	Basis for % of Change	Number: State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
Sect. 410 (08 est. award \$2,187,937) (est carryfrwd \$294,000)	2,187,937.00		1,093,969.00					0.00
	294,000.00		73,500.00					
Section 2011 (08 award \$401,437)	401,437.00		0.00					0.00
Section 163 (est carryfrwd \$200,000.00)	200,000.00		0.00					0.00
Section 1906 (est carryfrwd \$708,524)	708,524.00		0.00					0.00
Section 154HE (est carryfrwd \$4,500,000.00)	4,500,000.00		0.00					4,500,000.00
Total This Page	8,291,898.00		1,167,469.00					4,500,000.00
Grand Total	32,868,776.00		2,304,740.00					17,439,780.00

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office
 DATE: August 25, 2008
 Effective Date Oct. 1, 2008
 HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: _____

TITLE: _____ DATE: _____
 FHWA NAME: _____
 TITLE: _____ DATE: _____
 Effective Date October 1, 2008

HIGHWAY SAFETY PROGRAM COST SUMMARY

State : Tennessee

FFY 2009

Date: 08/25/2008

Program Area	Approved Program Cost	Basis for % of Change	Number: State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
Sect. 154AL (est. carryfrwd \$13,900,000.00)	13,900,000.00		0.00					10,391,710.00
Sect. 154PM (est carryfrwd \$3,279,887.00)	3,279,887.00		0.00					0.00
406 (est. carryfrwd \$998,500)	998,500.00		0.00					0.00
408 (08 award \$500,000.00) (est carryfrwd \$98,238.00)	500,000.00 98,238.00		0.00					0.00
2010 (08 est. award \$113,900.00)	113,900.00							0.00
Total This Page	18,890,525.00		0.00					10,391,710.00
Grand Total	32,868,776.00		2,304,740.00					17,439,780.00

State Official Authorized Signature:

NAME: *Kendall Pool*

TITLE: Director, Governor's Highway Safety Office

DATE: August 25, 2008

Effective Date Oct. 1, 2008

HS FORM 217 (REV. 7-93)

Federal Official(s) Authorized Signature:

NHTSA NAME: _____

TITLE: _____ DATE: _____

FHWA NAME: _____

TITLE: _____ DATE: _____

Effective Date October 1, 2008

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of

race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous

certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

COMPREHENSIVE LIST OF GRANTS

2008-2009 Grantees	Title	County
Adamsville Police Department	High Visibility Law Enforcement Campaigns	McNairy
Alamo Police Department	High Visibility Law Enforcement Campaigns	Crockett
Alcoa Police Department	Aggressive & Impaired Driving Traffic Enforcement	Blount
Alexandria Police Department	High Visibility Law Enforcement Campaigns	DeKalb
Ashland City Police Department	High Visibility Law Enforcement Campaigns	Cheatham
Athens Police Department	Safe Roads for Athens	McMinn
Atoka Police Department	High Visibility Law Enforcement Campaigns	Tipton
Austin Peay State University Police Department	High Visibility Law Enforcement Campaigns	Montgomery
Bartlett Police Department	2008 Alcohol Grant	Shelby
Baxter Police Department	High Visibility Law Enforcement Campaigns	Putnam
Bean Station Police Department	Bean Station Police Counter Alcohol Enforcement Team	Grainger
Bedford County EMS	Faster Response to highway victim	Bedford
Bedford County Sheriff's Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Bedford
Belle Meade Police Department	High Visibility Law Enforcement Campaigns	Davidson
Bells Police Department	High Visibility Law Enforcement Campaigns	Crockett
Benton County Sheriff's Department	High Visibility Law Enforcement Campaigns	Benton
Benton Police Department	Cumberland Region Network Coordinator (TOPS)	Polk
Benton Police Department	Impaired Driving Enforcment	Polk
Bledsoe County Sheriff's Department	High Visibility Law Enforcement Campaigns	Bledsoe
Blount County Sheriff's Department	2009 Network Coordinator	Blount
Blount County Sheriff's Department	2009 Tail of the Dragon	Blount
Blount County Sheriff's Department	2009 Traffic Law Enforcement Agency Services - Multiple Violations	Blount
Bluff City Police Department	High Visibility Law Enforcement Campaigns	Sullivan
Bolivar Police Department	City of Bolivar/Hardeman County Reduce Impaired Driving.	Hardeman
Bradley County Sheriff's Department	Living Through Effective Enforcement	Bradley
Brighton Police Department	High Visibility Law Enforcement Campaigns	Tipton
Bristol Police Department	High Visibility Law Enforcement Campaigns	Sullivan
Brownsville Police Department	Brownsville Multi-Violation Grant	Haywood

Brownsville Police Department	Network Coordinator Grant	Haywood
Calhoun Police Department	Safer Roads for Calhoun	McMinn
Camden Police Department	High Visibility Law Enforcement Campaigns	Benton
Cannon County Sheriff's Department	High Visibility Law Enforcement Campaigns	Cannon
Carter County Sheriff's Department	High Visibility Law Enforcement Campaigns	Carter
Carthage Police Department	High Visibility Law Enforcement Campaigns	Smith
Caryville Police Department	High Visibility Law Enforcement Campaigns	Campbell
Celina Police Department	High Visibility Law Enforcement Campaigns	Clay
Centerville Police Department	High Visibility Law Enforcement Campaigns	Hickman
Chapel Hill Police Department	High Visibility Law Enforcement Campaigns	Marshall
Charleston Police Department	Charleston - Safety Through Enforcement	Bradley
Cheatham County Sheriff's Department	Sobriety Checkpoints	Cheatham
Church Hill Public Safety	High Visibility Law Enforcement Campaigns	Hawkins
Clarksville Police Department	Clarksville Impaired Driver Abatement Program	Montgomery
Clay County Sheriff's Department	High Visibility Law Enforcement Campaigns	Clay
Cocke County Sheriff's Department	High Visibility Law Enforcement Campaigns	Cocke
Coffee County Drug Court	DUI Court Partnership Project	Coffee
Collegedale Police Department	Collegedale Multiple Offense Enforcement Program	Hamilton
Collegedale Police Department	High Visibility Law Enforcement Campaigns	Hamilton
Collegedale Police Department	Network Coordinator	Hamilton
Collierville Police Department	Traffic Law Enforcement Agency Services - Multiple Violations	Shelby
Columbia State Community College	Law Enforcement Language Training	Maury
Community Anti-Drug Coalitions Across TN (CADCAT)	Alive to Tell the Story	Davidson
Conexion Americas	Conexion Americas' Campaign Targeting Hispanic Drivers	Davidson
Cookeville Police Department	Cookeville Safe Streets	Putnam
Copperhill Police Department	High Visibility Law Enforcement Campaigns	Polk
Cornersville Police Department	High Visibility Law Enforcement Campaigns	Marshall
Covington Police Department	D.U.I. Inforcement Program	Tipton
Cowan Police Department	High Visibility Law Enforcement Campaigns	Franklin
Crockett County Sheriff's Department	High Visibility Law Enforcement Campaigns	Crockett
Crossville Police Department	Alcohol Saturation/Checkpoint Grant	Cumberland
Crossville Police Department	High Visibility Law Enforcement Campaigns	Cumberland

Crossville Police Department	Network Coordinator	Cumberland
Crump Police Department	Alcohol Countermeasures Innovative Enforcement	Hardin
Cumberland County Sheriff's Department	High Visibility Law Enforcement Campaigns	Cumberland
Dandridge Police Department	High Visibility Law Enforcement Campaigns	Jefferson
Davidson County Sheriff's Department	Alcohol Countermeasures Innovative Enforcement Project	Davidson
Davidson County Sheriff's Department	S.A.A.F.E. Sheriff's Alcohol Awareness for Everyone	Davidson
Dayton Police Department	Safer Streets and Roads	Rhea
Decatur County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Decatur
Decatur Police Department	Town of Decatur Impaired Driving Enforcement Program	Meigs
Decherd Police Department	RID Program (Reducing Impaired/Unsafe Driving)	Franklin
Dekalb County Sheriff's Department	High Visibility Law Enforcement Campaigns	DeKalb
Dickson County Sheriff's Department	High Visibility Law Enforcement Campaigns	Dickson
Dickson Police Department	One Too Many---Drinking and Driving Does Not Mix	Dickson
Dover Police Department	2009 Network coordinator	Stewart
Dover Police Department	Alcohol Saturation Patrols	Stewart
Dresden Police Department	High Visibility Law Enforcement Campaigns	Weakley
Dunlap Police Department	Dunlap / Sequatchie County WASP	Sequatchie
Dyer County Sheriff's Department	High Visibility Law Enforcement Campaigns	Dyer
Dyersburg Police Department	Alcohol Saturation Patrols - Video Capture	Dyer
East Tennessee State University	Child Passenger Safety Training and Community Education	Sullivan
Englewood Police Department	High Visibility Law Enforcement Campaigns	McMinn
Erin Police Department	City of Erin Safe Highways	Houston
Estill Springs Police Department	High Visibility Law Enforcement Campaigns	Franklin
Ethridge Police Department	High Visibility Law Enforcement Campaigns	Lawrence
Etowah Police Department	Safer Streets for Etowah	McMinn
ETSU, Department of Public Safety	NETWORK COORDINATOR	Washington
Fairview Police Department	Safer Roads equals Safer Lives	Williamson
Fayette County Sheriff's Department	OPERATION SAFE 64 2009 CONTINUATION	Fayette
Fentress County Sheriff's Department	High Visibility Law Enforcement Campaigns	Fentress
Franklin County Communications / 911	First Responder Training for Firemen	Franklin
Franklin County Communications / 911	High Visibility Law Enforcement Campaigns	Franklin
Franklin County Sheriff's Department	Impaired Driving Enforcement Program	Franklin

Franklin Police Department	Franklin's Fight Against Impaired Driving	Williamson
Gainesboro Police Department	High Visibility Law Enforcement Campaigns	Jackson
Gallatin Police Department	Help Us Keep You Safe Continuation	Sumner
Gates Police Department	High Visibility Law Enforcement Campaigns	Lauderdale
Gibson Police Department	High Visibility Law Enforcement Campaigns	Gibson
Giles County Sheriff's Department	High Visibility Law Enforcement Campaigns	Giles
Gleason Police Department	High Visibility Law Enforcement Campaigns	Weakley
Gordonsville Police Department	High Visibility Law Enforcement Campaigns	Smith
Greeneville Police Department	High Visibility Law Enforcement Campaigns	Greene
Grundy County Sheriff's Department	County Wide Saturation Patrol	Grundy
Halls Fire Department	First Responder Training	Lauderdale
Halls Police Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Lauderdale
Hamilton County Sheriff's Department	Alcohol Impaired Drivers Enforcement (AAIDE)	Hamilton
Hardin County Sheriff's Department	Hardin County Traffic Law Enforcement Program	Hardin
Harriman Police Department	DUI Saturation Patrol & Checkpoints to stop DUI Offenders	Roane
Hawkins County Sheriff's Department	High Visibility Law Enforcement Campaigns	Hawkins
Haywood County Sheriff's Department	High Visibility Law Enforcement Campaigns	Haywood
Henderson County Sheriff's Department	Henderson County Strategic DUI Enforcement Program	Henderson
Hendersonville Police Department	R.S.V.P. (Reducing Speed Violators Proactively)	Sumner
Henry County Sheriff's Department	Henry County DUI Enforcement Program	Henry
Henry County Sheriff's Department	High Visibility Law Enforcement Campaigns	Henry
Henry Police Department	Henry PD Traffic Enforcement Program	Henry
Hickman County Sheriff's Department	High Visibility Law Enforcement Campaigns	Hickman
Hohenwald Police Department	Network Coordinator	Lewis
Hornbeak Police Department	High Visibility Law Enforcement Campaigns	Obion
Houston County Sheriff's Department	Houston County DUI Enforcement Program	Houston
Humphreys County Sheriff's Department	2008-2009 Traffic Enforcement/Saturation Patrol	Humphreys
Huntland Police Department	High Visibility Law Enforcement Campaigns	Franklin
Jackson County Sheriff's Department	High Visibility Law Enforcement Campaigns	Jackson

Jackson Police Department	Alcohol Countermeasures Team	Madison
Jamestown Police Department	High Visibility Law Enforcement Campaigns	Fentress
Jamestown Police Department	Network Coordinator	Fentress
Jamestown Police Department	Wide Area Saturation Patrols	Fentress
Jefferson County Sheriff's Department	Jefferson County Sheriff's Department - DUI Enforcement Unit	Jefferson
Johnson City Police Department	Safer Johnson City Streets Project	Washington
Jonesborough Police Department	Traffic Enforcement Program	Washington
Kimball Police Department	High Visibility Law Enforcement Campaigns	Marion
Kingsport Police Department	K-TAG (Kingsport Targeting Aggressive Groups)	Sullivan
Kingston Police Department	High Visibility Law Enforcement Campaigns	Roane
Knoxville Police Department	Knoxville's Traffic Enforcement Program	Knox
Lafayette Police Department	High Visibility Law Enforcement Campaigns	Macon
LaFollette Police Department	High Visibility Law Enforcement Campaigns	Campbell
Lakewood Police Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Davidson
Lauderdale County Sheriff's Department	Alcohol Saturation Patrols/ Roadside Sobriety Checkpoints	Lauderdale
LaVergne Police Department	Traffic Law Enforcement Program	Rutherford
Lawrenceburg Police Department	High Visibility Law Enforcement Campaigns	Lawrence
Lebanon Police Department	Sustained Traffic / DUI Enforcement Initiative	Wilson
Lenoir City Police Department	Reducing Alcohol Related Crashes	Loudon
Lewisburg Police Department	High Visibility Law Enforcement Campaigns	Marshall
Lexington Police Department	Lexington-Henderson County Alcohol Saturation Patrol Project	Henderson
Lexington Police Department	LPD Crash Reduction Project	Henderson
Lexington Police Department	Network Coordinator	Henderson
Lookout Mtn. Police Department	High Visibility Law Enforcement Campaigns	Hamilton
Loudon County Sheriff's Department	High Visibility Law Enforcement Campaigns	Loudon
Loudon Police Department	Loudon Police Department Traffic Safety Program	Loudon
Macon County Sheriff's Department	High Visibility Law Enforcement Campaigns	Macon
Madison County Sheriff's Department	Alcohol Saturation	Madison
Madison County Sheriff's Department	Network Coordinator	Madison
Manchester Police Department	High Visibility Law Enforcement Campaigns	Coffee
Marion County Sheriff's Department	High Visibility Law Enforcement Campaigns	Marion
Martin Police Department	Youth Alcohol/Youth Traffic Safety	Weakley
Maryville Police Department	2009 Alcohol Saturation Patrols/Roadside Sobriety	Blount

	Checkpoints	
Mason Police Department	High Visibility Law Enforcement Campaigns	Tipton
Maynardville Police Department	High Visibility Law Enforcement Campaigns	Union
McKenzie Police Department	CLEAN SWEEP	Carroll
McMinn County Sheriff's Department	McMinn County DUI Crackdown	McMinn
McNairy County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	McNairy
Meharry Medical College	Middle Tennessee Child Passenger Safety Center	Davidson
Memphis Police Department	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Shelby
Memphis Police Department	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	Shelby
Memphis Police Department	Network Law Enforcement Grants	Shelby
Memphis Police Department	Traffic Law Enforcement Agency Services - Multiple Violations	Shelby
Metro Moore County Sheriffs Department	Impaired Driver Intervention Program	Moore
Metropolitan Nashville Police Department	Alcohol Countermeasures Innovative Enforcement Project	Davidson
Metropolitan Nashville Police Department	Highway Safety Initiative	Davidson
Middleton Police Department	MIDDLETON/HARDEMAN CO WASP	Hardeman
Millersville Police Department	High Visibility Law Enforcement Campaigns	Sumner
Monteagle Police Department	Monteagle Alcohol Fatality Reduction	Grundy
Monterey Police Department	High Visibility Law Enforcement Campaigns	Putnam
Montgomery County Sheriff's Department	alcohol saturation patrols and sobriety checkpoints	Montgomery
Morgan County Sheriff's Department	High Visibility Law Enforcement Campaigns	Morgan
Morristown Police Department	DUI Enforcement and Prosecution Enhancement	Hamblen
Moscow Police Department	High Visibility Law Enforcement Campaigns	Fayette
Mother's Against Drunk Driving	Court Monitoring	Davidson
Mother's Against Drunk Driving	Underage Drinking Prevention	Davidson
Mount Carmel Police Department	Alcohol Enforcement Program	Hawkins
Mount Carmel Police Department	Network Coordinator	Hawkins
Munford Police Department	High Visibility Law Enforcement Campaigns	Tipton
New Tazewell Police Department	High Visibility Law Enforcement Campaigns	Claiborne
Niota Police Department	Niota Traffic Enforcement Program	McMinn
Nolensville Police Department	High Visibility Law Enforcement Campaigns	Williamson
Oakland Police Department	Citizens Learning About Safe Highways (CLASH)	Fayette
Obion County Sheriff's Office	High Visibility Law Enforcement Campaigns	Obion
Obion Police Department	Rural Alcohol Saturation Patrols &	Obion

	Sobriety Checkpoints	
Oliver Springs Police Department	High Visibility Law Enforcement Campaigns	Roane
Overton County Sheriff's Department	Saturating For Safety	Overton
Paris Police Department	Operation DUI Crackdown	Henry
Paris Police Department	Paris Network Grant	Henry
Pickett County Sheriff's Department	Pickett County Alcohol Countermeasures	Pickett
Pigeon Forge Police Department	High Visibility Law Enforcement Campaigns	Sevier
Pikeville Police Department	TRAFFIC ENFORCEMENT PROGRAM	Bledsoe
Pleasant View Police Department	High Visibility Law Enforcement Campaigns	Cheatham
Powells Crossroads Police Department	High Visibility Law Enforcement Campaigns	Marion
Pulaski Police Department	Traffic Enforcement for Safety on the Roadways	Giles
Puryear Police Department	High Visibility Law Enforcement Campaigns	Henry
Putnam County EMS	First Responder Equipment and Training	Putnam
Putnam County Sheriff's Department	High Visibility DUI Enforcement	Putnam
Red Bank Police Department	Crash Reduction thru Traffic Enforcement	Hamilton
Red Bank Police Department	High Visibility Law Enforcement Campaigns	Hamilton
Red Bank Police Department	Law Enforcement Network Coordinator	Hamilton
Red Boiling Springs Police Department	High Visibility Law Enforcement Campaigns	Macon
Rhea County Sheriff's Department	Alcohol Countermeasures Innovative Enforcement Project	Rhea
Ridgetop Police Department	Network Coordinator	Robertson
Ripley Police Department	Alcohol Countermeasure Team	Lauderdale
Roane County Sheriff's Department	Network Coordinator	Roane
Roane County Sheriff's Department	Safer roads in Roane County.	Roane
Robertson County Sheriff's Department	High Visibility Law Enforcement Campaigns	Robertson
Rossville Police Department	High Visibility Law Enforcement Campaigns	Fayette
Rutherford County Drug Court Program	Rutherford County DUI Court	Rutherford
Rutherford Police Department	High Visibility Law Enforcement Campaigns	Gibson
Samburg Police Department	High Visibility Law Enforcement Campaigns	Obion
Selmer Police Department	Selmer Alcohol Patrols	McNairy
Sequatchie County Sheriff's Department	Sequatchie County Safe and Sober Drivers Initiative.	Sequatchie
Sevier County Sheriff's Department	REDUCE DUI AND SPEEDING VIOKLATIONS IN SEVIER COUNTY	Sevier
Sevierville Police Department	S.T.O.P.	Sevier

Sharon Police Department	High Visibility Law Enforcement Campaigns	Weakley
Shelby County Sheriff's Department	GHSO Metro DUI Initiative	Shelby
Shelby County Sheriff's Department	Network Coordinator	Shelby
Shelby County Sheriff's Department	Police Traffic Services	Shelby
Shelby County Sheriff's Department	West Tennessee Child Passenger Safety Center	Shelby
Signal Mountain Police Department	High Visibility Law Enforcement Campaigns	Hamilton
Smithville Police Department	Smithville police traffic enforcement	DeKalb
Smyrna Police Department	Network coordinator	Rutherford
Soddy-Daisy Police Department	Traffic Enforcement & Education Program	Hamilton
Somerville Police Department	SPARE "A Town's Eyes Against Drunk Driving"	Fayette
South Carthage Police Department	High Visibility Law Enforcement Campaigns	Smith
South Fulton Police Department	High Visibility Law Enforcement Campaigns	Obion
Southeast Community Services Agency	Cumberland County DUI Court	Cumberland
Southwest Tennessee Community College Police Department	High Visibility Law Enforcement Campaigns	Shelby
Sparta Police Department	High Visibility Law Enforcement Campaigns	White
Spencer Police Department	High Visibility Law Enforcement Campaigns	Van Buren
Springfield Police Department	High Visibility Law Enforcement Campaigns	Robertson
Sullivan County Sheriff's Department	Roadside Sobriety Checkpoints / Alcohol Saturation Patrols	Sullivan
Sumner County Sheriff's Department	S.C.O.P.E. Sumner County Occupant Protection Enforcement	Sumner
Tazewell Police Department	High Visibility Law Enforcement Campaigns	Claiborne
Technology Network for Safe Roads, Inc.	Traffic Records Analyst	Davidson
Tellico Plains Police Department	High Visibility Law Enforcement Campaigns	Monroe
Tennessee Association of Chiefs of Police	Highway Safety Training for Chief Law Enforcement	Davidson
Tennessee Bureau of Investigation	Assisting TBI Toxicology and Breath Alcohol Sections	Davidson
Tennessee Department of Health	Ambulance and Trauma Evaluation System	Davidson
Tennessee Department of Health	Statewide Injury Surveillance System 2008-09	Davidson
Tennessee Department of Safety	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Davidson
Tennessee Department of Safety	Construction Accident Reduction (C.A.R.)	Davidson
Tennessee Department of Safety	Crash Reporting and Data Backlog	Davidson
Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson
Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson

Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson
Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson
Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson
Tennessee Department of Safety	High Visibility Law Enforcement Campaigns	Davidson
Tennessee Department of Safety	SHADY VALLEY U.S. 421 OVERTIME ENFORCEMENT	Davidson
Tennessee Department of Safety	State Law Enforcement Management Training	Davidson
Tennessee Department of Safety	Strike 3	Davidson
Tennessee Department of Safety	T.R.I.P. Traffic Records Improvement Project	Davidson
Tennessee Department of Safety	Tennessee Integrated Traffic Analysis Network (TITAN)	Davidson
Tennessee Department of Safety	The Dragon	Davidson
Tennessee District Attorney General Conference	Tennessee Traffic Safety Resource Prosecutors:	Davidson
Tennessee District Attorney General, 10th Judicial District	Special DUI Prosecutor	McMinn
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	Hamilton
Tennessee District Attorney General, 13th Judicial District	B.E.S.T.	Putnam
Tennessee District Attorney General, 15th Judicial District	Protecting Lives: Effective Prosecution of Impaired Drivers	Trousdale
Tennessee District Attorney General, 17th Judicial District	DUI PROSECUTOR GRANT 2009	Lincoln
Tennessee District Attorney General, 19th Judicial District	DUI Abatement / Prosecution Enhancement	Montgomery
Tennessee District Attorney General, 1st Judicial District	DUI Prosecutor	Washington
Tennessee District Attorney General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	Davidson
Tennessee District Attorney General, 21st Judicial District	DUI Abatement/ Prosecution Enhancement 2008-2009	Williamson
Tennessee District Attorney General, 22nd Judicial District	DUI ENFORCEMENT	Lawrence
Tennessee District Attorney General, 23rd Judicial District	DUI Abatement Plan/DUI Special Prosecutor 2008-2009	Dickson
Tennessee District Attorney General, 24th Judicial District	24th District DUI Prosecution Enhancement	Carroll
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution Unit	Lauderdale
Tennessee District Attorney General, 26th Judicial District	DUI Abatement/Prosecution Enhancement 2009	Madison
Tennessee District Attorney General, 2nd Judicial District	DUI Special Prosecution and Enforcement	Sullivan
Tennessee District Attorney General, 30th Judicial District	DUI/ABATEMENT/PROSECUTION ENHANCEMENT	Shelby
Tennessee District Attorney General, 31st Judicial District	DUI Abatement / Prosecution Enhancement 2008-2009	Warren
Tennessee District Attorney General, 4th Judicial District	DUI Abatement / Prosecution Enhancement Continuation	Sevier
Tennessee District Attorney General, 5th Judicial District	2009 DUI Abatement / Prosecution Enhancement	Blount
Tennessee District Attorney General, 6th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	Knox
Tennessee District Attorney General, 7th Judicial District	2008-2009 DUI	Anderson

	Abatement/Prosecution Enhancement	
Tennessee District Attorney General, 8th Judicial District	Special DUI Prosecutor - 8th District	Scott
Tennessee Law Enforcement Training Officers Association, Inc.	Statewide Standardized: Train-The-Trainer Program:	Washington
Tennessee Secondary School Athletic Association	DUI Highway Safety Education Team	Davidson
Tennessee State University	(C.A.R.E.S.)/Multicultural Seat Belt Initiative	Davidson
Tennessee Technological University	Ollie Otter's State-Wide Seatbelt and Booster Seat Education Campaign	Putnam
The University of Tennessee	Fiscal Year 2009 Statewide Survey of Safety Belt and Motorcycle Helmet Usage	Knox
The University of Tennessee	Media Evaluations	Knox
The University of Tennessee	TENNESSEE TRAFFIC SAFETY RESOURCE SERVICE	Knox
Tipton County Sheriff's Department	Tipton County Sheriff's Office Alcohol Enforcement Project	Tipton
TjohnE Productions, Inc.	ThinkFast Young Adult Impaired Driving Prevention Project	Davidson
Tracy City Police Department	High Visibility Law Enforcement Campaigns	Grundy
Tri-Cities Regional Airport Public Safety	High Visibility Law Enforcement Campaigns	Sullivan
Trousdale County Sheriff's Department	High Visibility Law Enforcement Campaigns	Trousdale
Troy Police Department	High Visibility Law Enforcement Campaigns	Obion
Tullahoma Police Department	Tullahoma Wireless Wi-Fi Laptop Data Collection Network	Coffee
Unicoi County Sheriff's Department	Saving our Community	Unicoi
Union City Police Department	Alcohol Fatality Reduction	Obion
Union County Sheriff's Department	High Visibility Law Enforcement Campaigns	Union
University of Memphis	Tracker - Tracking and anlysis of DUI Case Information	Shelby
University of Memphis, Police Services	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Shelby
University of Tennessee, Health Science Center	UTPD Operation Safe Streets	Shelby
Vanderbilt University Police Department	Traffic Law Enforcement Agency Services - Multiple Violations	Davidson
Walters State Campus Police	High Visibility Law Enforcement Campaigns	Hamblen
Warren County Sheriff's Department	High Visibility Law Enforcement Campaigns	Warren
Wartburg Police Department	High Visibility Law Enforcement Campaigns	Morgan
Washington County Sheriff's Department	Comprehensive Rural Traffic Enforcement Strategies: Second Program Year	Washington
Washington County Sheriff's Department	Network Coordinator	Washington
Washington County Sheriff's Department	Sheriff's Training for Awareness and Responsibility (S.T.A.R)	Washington
Waverly Police Department	High Visibility Law Enforcement Campaigns	Humphreys

Wayne County Medical Center EMS	First Responder Equipment and training	Wayne
Weakley County Sheriff's Department	High Visibility Law Enforcement Campaigns	Weakley
White Bluff Police Department	High Visibility Law Enforcement Campaigns	Dickson
White County Sheriff's Department	Wide Area Saturation Patrols	White
Whitwell Police Department	Whitwell Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Marion
Williamson County Sheriff's Department	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Williamson
Williamson County Sheriff's Department	Middle Tennessee Network Coordinator	Williamson
Wilson County Sheriff's Department	Operation Impact	Wilson
Winchester Police Department	"R.A.I.D."	Franklin
Woodbury Police Department	High Visibility Law Enforcement Campaigns	Cannon
Woodbury Police Department	Network Coordinator	Cannon
Woodbury Police Department	Slow Down	Cannon

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of

race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous

certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

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

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

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

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

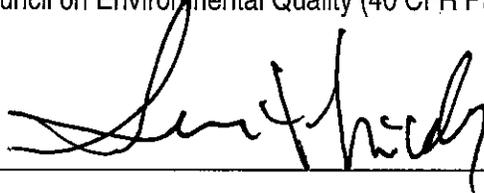
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

SEP 22 2008

Date