

State of Tennessee

2013

HIGHWAY SAFETY PERFORMANCE PLAN

September 1, 2012

Governor's Highway Safety Office

Bill Haslam
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Tennessee Department of Transportation

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STATE OF TENNESSEE

Federal Fiscal Year 2012-13

HIGHWAY SAFETY PERFORMANCE PLAN

I INTRODUCTION

This Federal Fiscal Year 2012-13 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 2011-2012. This FFY 2012-13 Highway Safety Performance Plan is based on **Tennessee Strategic Highway Safety Plan approved by Governor Bredesen in the Calendar Year (CY) 2009.**

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 45,000 persons are killed or injured in traffic crashes in USA. 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 1000 people lost their lives on Tennessee roadways in both 2008 and 2009. Tennessee has been able to reduce traffic fatalities by more than 25 percent over the past four years, reaching the goals set forth by the State Strategic Highway Safety Plan. The long-range goal is to reduce that number to 900 or fewer fatality by 2012.

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 and equipped law enforcement personnel;
- Well-trained and informed engineers, planners, and roadway operations and maintenance personnel;
- Well-informed state, county, and city governmental agencies;
- An effective and efficient vehicle operator licensing system designed to monitor operator licensing and personal performance on the roadway system;
- 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.

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 through a better crash Information System
- Improve Lane Departure Safety
- Improve Intersection Safety
- Improve Work Zone Safety
- Improve Motor Carrier Safety
- Improve Driver Behavior
- Legislation
- Educational and Awareness 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

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

Based on our performance for calendar year 2010, we have established the following Core (C) outcome measures for our Governor's Highway Safety Office Performance Plan.

Traffic Fatalities

C-1) To decrease traffic fatalities from the 2011 calendar base year of 1031 to 900 by December 31, 2012.

Serious Traffic Injuries

C-2) To decrease serious traffic injuries from the 2010 calendar base year of 6,294 to 6,200 by December 31, 2012.

Overall Fatalities/VMT

C-3a) To decrease fatalities/VMT from the 2010 calendar base year of 1.46 to 1.30 by December 31, 2012.

Rural Fatalities/VMT

C-3b) To decrease rural fatalities/VMT from the 2010 calendar base year of 1.97 to 1.8 by December 31, 2012.

Urban Fatalities/VMT

C3c) To decrease urban fatalities/VMT from the 2010 calendar base year of 1.12 to 0.90 by December 31, 2012.

Unrestrained Passenger Vehicle Occupant Fatalities

C-4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2009 Calendar base year of 430 to 400 by December 31, 2012

Alcohol-Impaired Driving Fatalities

C-5) To decrease alcohol impaired driving fatalities from the 2010 calendar year of 289 to 269 by December 31, 2013. (Driver with Blood Alcohol Content of .08 or greater)

Speeding Related Fatalities

C-6) To decrease speeding-related fatalities from the 2009 calendar base year of 209 to 190 by December 31, 2012.

Motorcyclist Fatalities

C-7) To decrease motorcyclist fatalities from the 2010 calendar base year of 138 to 109 by December 31, 2012.

Un-helmeted Motorcyclist Fatalities

C- 8) To decrease un-helmeted motorcyclist fatalities from the 2009 calendar base year of 24 to 21 by December 31, 2012

Drivers Age 24 or Younger Involved in Fatal Crashes

C-9) To decrease drivers age 24 or younger involved in fatal crashes from 273 for the CY 2010 to 266 by December 31, 2012

Pedestrian Fatalities

C-10) To reduce pedestrian fatalities from the 2010 calendar base year of 90 to 75 by December 31, 2012

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 injuries or fatal crashes- The collection of crash data is very important 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 2012-13 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 under 20 years old;
- a high rate of crashes involving the aggressive driver;
- a high rate of crashes resulting in serious injuries or fatalities;
- a high rate of crashes in work zones.

IV. PROCESS STRATEGY

The Governor's Highway Safety Office and The National Highway Traffic Safety Administration Regional Program Manager reviewed the 2008 through 2010 data to determine the high priority areas that would be addressed with 402 funding in FFY 2012-13.

An announcement regarding the FFY 2012-23 Highway Safety Program were mailed and emailed to potential state and local grantees, including all Tennessee Mayors (County as well as Cities), 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 2012-13 funding had to be submitted that detailed:

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

A total of 498 submitted applications (232 programmatic and 266 High Visibility). Our tentative total number of awarded grants is 380 (188 programmatic and 192 High Visibility). These grant proposals were evaluated by a team of reviewers consisting of the members of Tennessee GHSO. 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.

A project director is assigned for each project. The project director is the person who submitted the project or the 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.



**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, 2012

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 15 – April 15, 2012 the Governor's Highway Safety Office will be accepting applications through the 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.

Sincerely,

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

Kendell Poole, Director

HIGHWAY SAFETY GRANT APPLICATION AND REVIEW SCHEDULE

FY 2012-13 (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	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: CJ Powers

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. Enter 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



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 900 by year 2012.

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.. 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:

Ian Morris , TDOS Research and Analysis

Phone number: **615-743-4969**

e-mail: **Ian.Morris@tn.gov**

To go to get the Grant Manual for 2009-2010, go to Tennessee Traffic Safety Site on the log-in page, click Grant Information, click GHSO 2009-2010 Grant Application and select 2009-2010 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 2010 U.S. Census Bureau population estimate for Tennessee is **6,346,105** 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 6.34 million with 51 percent females and 49 percent males. The median age was 38 years, with 6.4 percent of the population under 5 years, and 13.45 percent 65 years and older. For people reporting one race alone, 77.6 percent were white and 16.7 percent were black or African American. 4.6 percent of the people in Tennessee were Hispanic, 13.6 percent of populations were in the age between 15 to 24.



Figure 1 shows the Tennessee Fatalities per 100 Million VMT trend over the past ten years.

Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Population	5,689,783	5,740,021	5,797,289	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888	6,296,254	6,346,105	6,403,353
Registered Vehicles	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792	6,228,842	6,478,705	6,685,288	6,813,957
Licensed Drivers	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,372,306	4,384,517	4,431,085	4,455,754	4,484,769	4,520,542	4,559,507
Miles of State & Federal Roadways	13,787	12,791	12,797	13,794	13,808	13,818	13,835	13,887	13,882	13,871	13,867	13,877
Miles of Interstate	1,073	1,073	1,074	1,104	1,104	1,104	1,104	1,105	1,105	1,104	1,104	1,104
Total Crashes	176,802	175,637	177,833	168,668	182,536	177,638	179,168	172,184	158,845	157,713	168,077	173,575
Number of Non-Injury Crashes	124,865	124,716	127,387	121,851	128,568	124,851	126,520	121,695	112,358	111,260	120,334	124,233
Number of Injury Crashes	50,760	49,795	49,388	45,799	52,777	51,616	51,507	49,477	45,431	45,675	46,786	48,468
Number of Fatal Crashes	1,177	1,126	1,058	1,091	1,191	1,161	1,161	1,111	958	918	958	874
Injuries	76,734	74,707	76,776	73,123	78,486	76,358	74,504	70,760	65,228	65,618	66,546	67,132
Fatalities	1,307	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946
Vehicle Miles Traveled (VMT) in 100 Millions	658.72	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45
Fatality Rate Per 100 Million VMT	1.98	1.85	1.72	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46	1.34

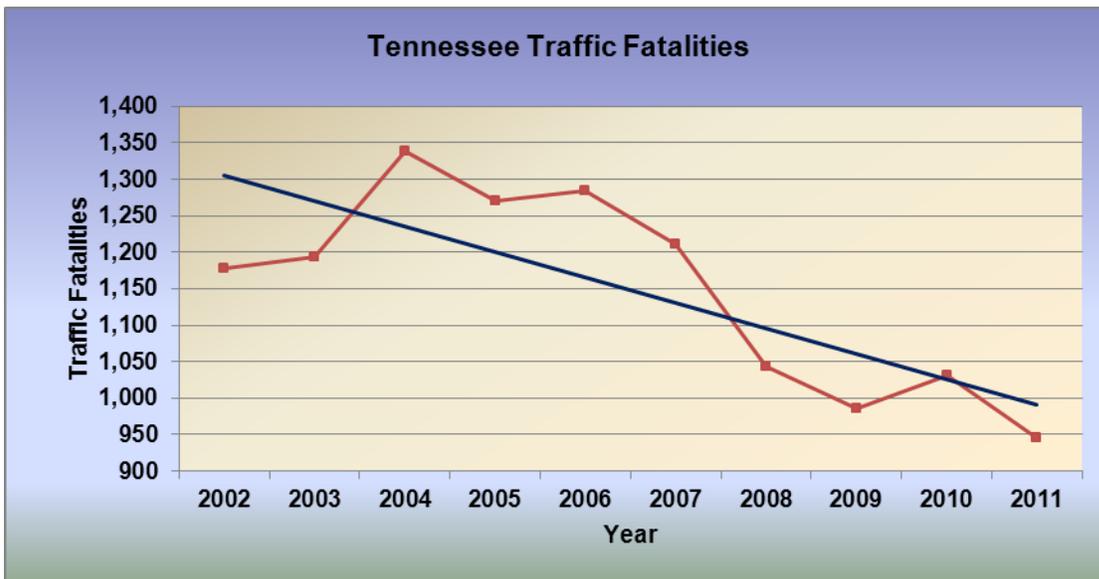
Sources:

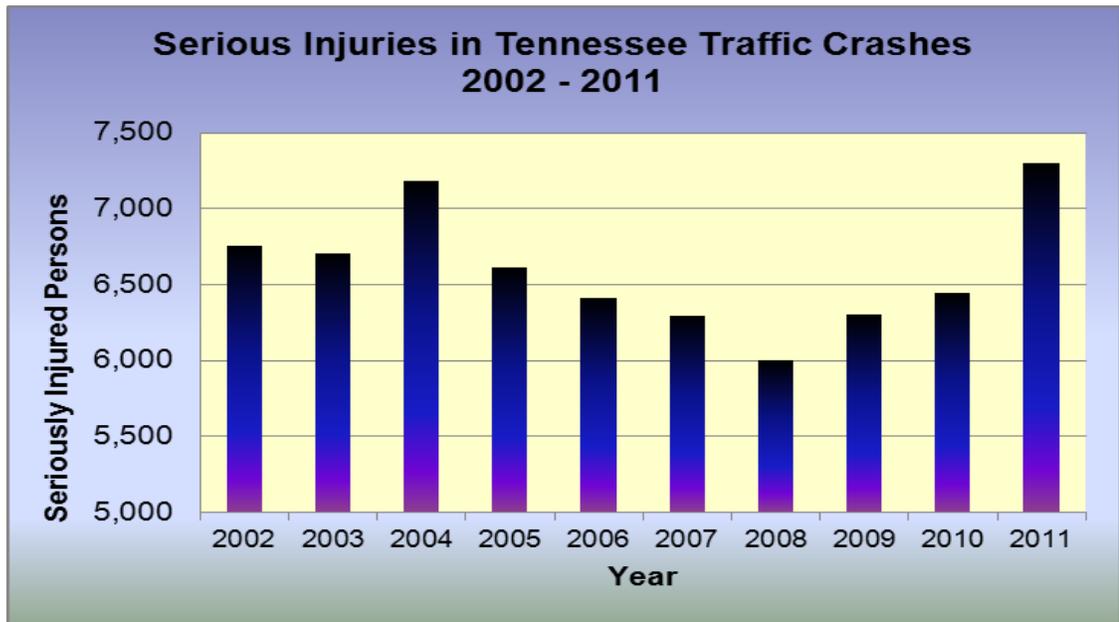
TN Dept. of Revenue

TN Dept. of Safety Licensed Drivers Reports

TN Dept. of Transportation Highway Performance Monitoring System 2010, (<http://www.tdot.state.tn.us/hpms>).

TN Dept. of Safety and Homeland Security, Research, Planning and Development, July 9, 2012.



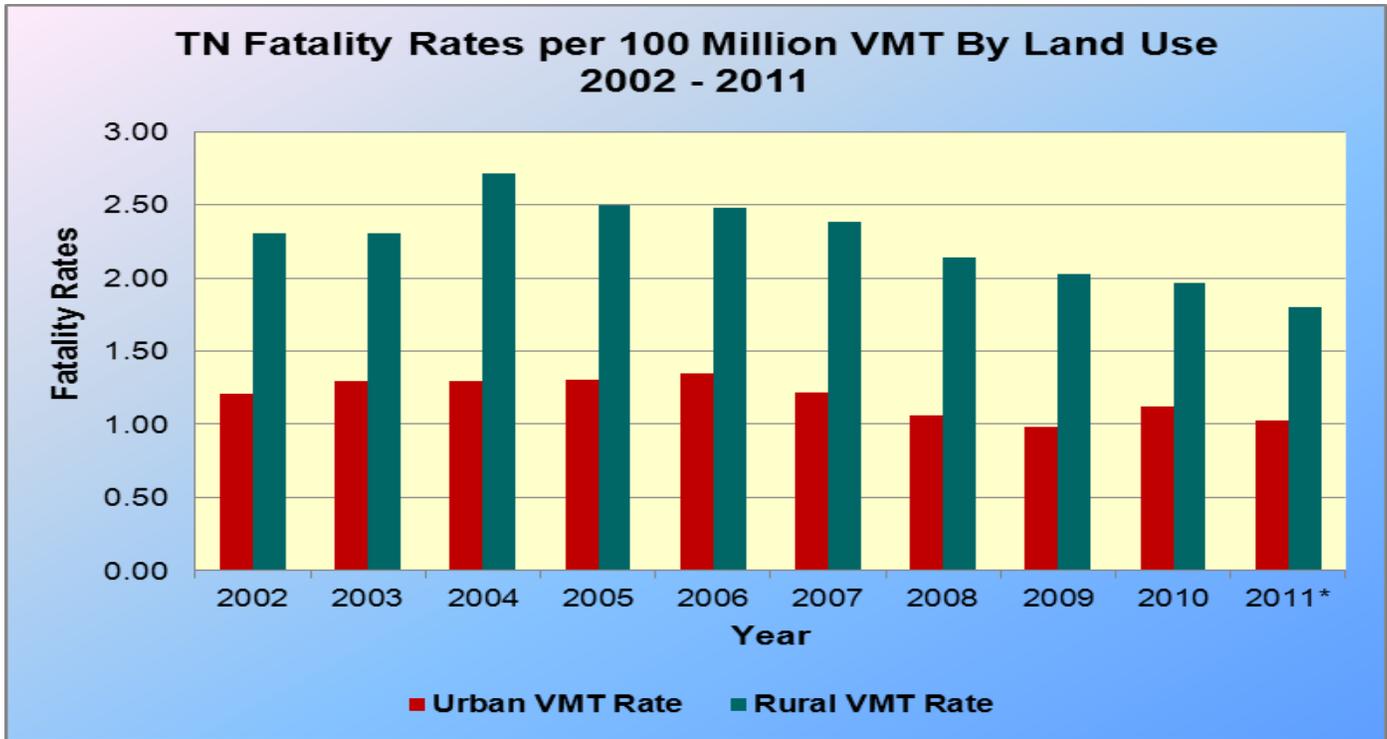


Injuries in Tennessee Traffic Crashes

Injury Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
No Injury	364,407	359,209	324,367	352,826	344,975	349,957	342,218	313,032	310,770	314,616	332,934
Possible Injury	43,214	44,544	42,522	46,519	46,586	46,104	44,098	40,805	41,518	42,427	42,142
Non-capacitating injury	24,183	24,312	22,857	23,541	21,967	20,831	19,336	17,521	16,815	16,647	17,691
Incapacitating injury	6,071	6,752	6,698	7,176	6,610	6,406	6,294	5,999	6,299	6,441	7,299
Fatal Injury	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946

TN Dept. of Safety and Homeland Security, Research, Planning and Development, July 12, 2012.

* 2011 data is preliminary.



Tennessee Fatalities by Area

Area	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Urban	436	510	535	542	562	512	440	412	473	437
Rural	741	683	804	728	722	699	603	574	558	509
Total	1,177	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx>, accessed July 10, 2012.

* 2011 data is preliminary from TN Fatality Reporting System.

Tennessee Fatalities per 100 Million VMT By Land Use

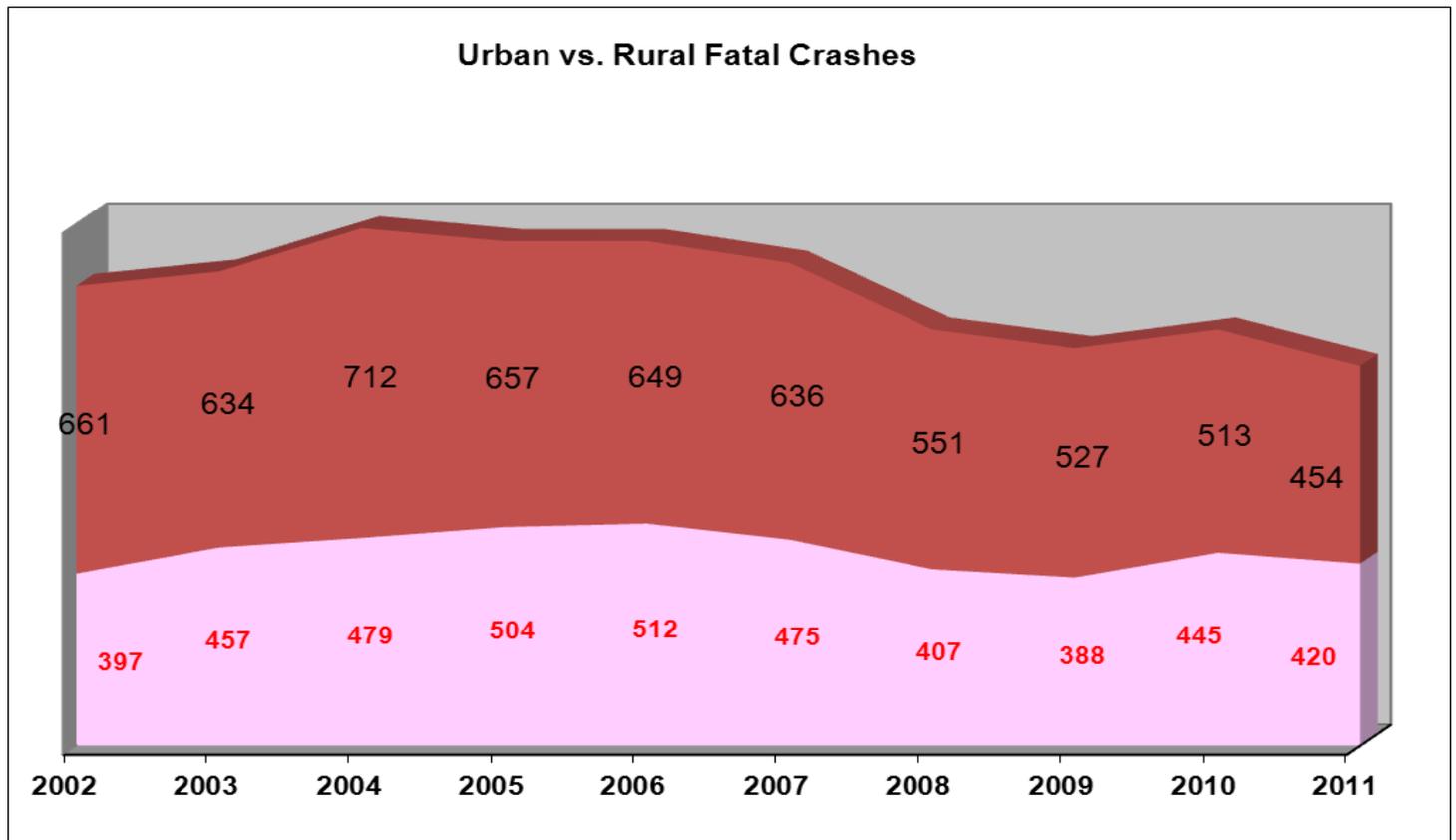
Area		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Urban	VMT	361.68	393.42	412.40	415.38	415.70	419.58	414.51	420.26	420.27	425.43
	Urban VMT Rate										
Rural	VMT	321.48	295.94	296.21	291.67	291.36	292.85	282.10	282.63	284.02	282.02
	Rural VMT Rate										

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Urban VMT Rate	1.21	1.30	1.30	1.30	1.35	1.22	1.06	0.98	1.13	1.03
Rural VMT Rate	2.30	2.31	2.71	2.50	2.48	2.39	2.14	2.03	1.96	1.80

Tennessee Fatal Crashes by Area										
Area	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Urban	397	457	479	504	512	475	407	388	445	420
Rural	661	634	712	657	649	636	551	527	513	454
Total	1,058	1,091	1,191	1,161	1,161	1,111	958	915	958	874

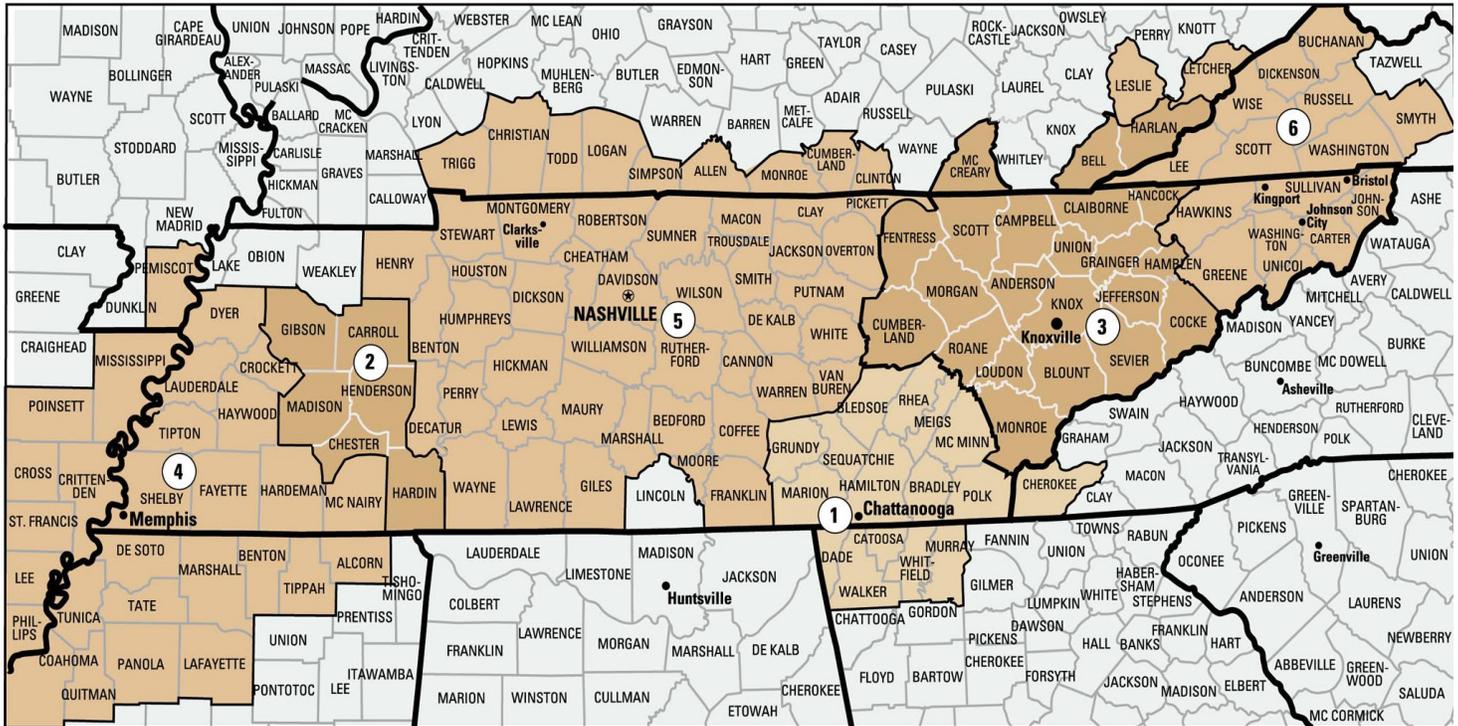
Source: NHTSA FARS Encyclopedia,
<http://ftp.nhtsa.dot.gov/Crashes/CrashesLocation.aspx>, Accessed July 10, 2012.

* 2010-2011 data is preliminary from TN Fatality Reporting System.



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.

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.

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 and its scope addressed
- Objectives
- Intervention Strategies/ activities, and
- Plans for self-sufficiency

I. GOALS and OBJECTIVES

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 FFY2010-11 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 Performance Report.
- Provide information and assistance to prospective grant recipients on program benefits, procedures for participation and development plans.
- Coordinate and facilitate training and public information activities for grant recipients.
- Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts.
- Review and evaluate the implementation of state and local highway safety funds contained in the approved HSPP.
- Coordinate the HSPP with other federally and non-federally funded programs relating to highway safety.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting the Governor's Highway Safety Program.
- Complete the monitoring of contracts and grants.
- Produce Annual operating budgets and develop biennial budget 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 for State employee resources

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. 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 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.

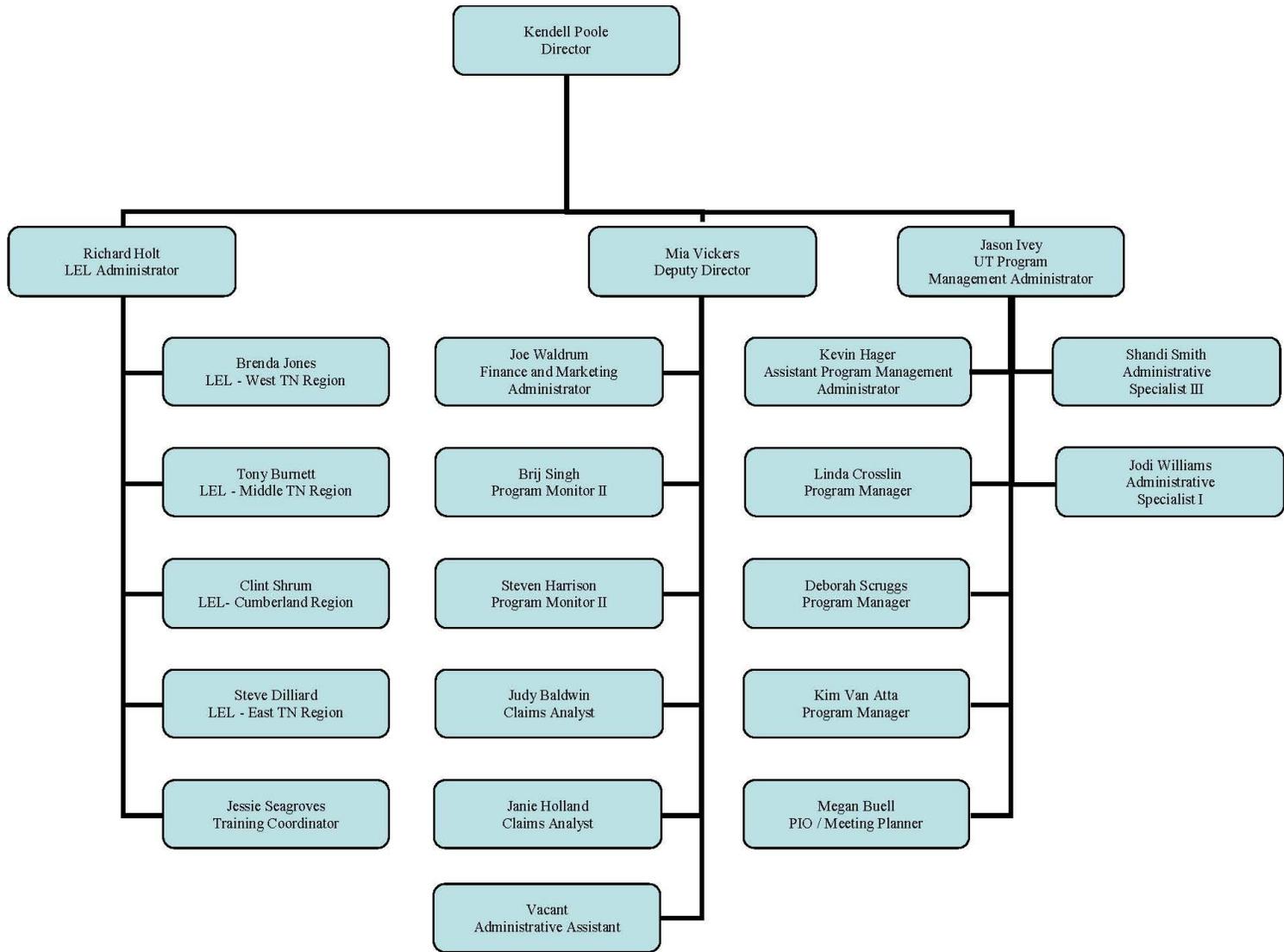
The Commissioner of the Department of Transportation serves as the designated Governor's Highway Safety representative, while the Director of GHSO fulfills the role of the state's coordinator of the activity. The Governor's Highway Safety Office employs a planning and administration staff of seven (7) full time state employees and fourteen (15) full-time University of Tennessee grants' employees.

The safety mission of the State Highway Safety Office is the coordination of statewide behavior side of safety actions to decrease deaths and injuries on all roadways. This requires coordination of multidisciplinary programs supported by multiple funding sources, each with its own set of regulations and program goals. Achieving this mission may include leadership in internal TDOT activities such as the Strategic Planning Committee, Work Zone Committee and external activities such as participation within the Governor's Highway Safety Association. 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 participates in the Traffic Records Coordinating Committee. The GHSO identifies relevant groups, reviews their missions and memberships, and works to assure maximum cooperation and collaboration in order to make the most efficient and effective use of the state's resources.

Agencies Funded:

TN Department of Transportation	\$300,000.00 (\$250,000 – 402 and \$50,000 – 154AL)	with State Match \$300,000.00
The University of Tennessee	\$ 1,200,065.37	



13-02 INJURY CONTROL - OCCUPANT PROTECTION

I. GOALS and OBJECTIVES

A. Goals

Goal 1: To increase the statewide average safety belt use by 2.5% from the baseline CY11 from 87.4% to 89.6% in CY13.

Goal 2: To decrease the percentage of unrestrained fatalities by 2.5% each year from 51.8% in the CY11 baseline to 48.3% in CY13.

Goal 3: To increase the proportion of child safety restraint use in Fatal Crashes by 2.5% each year from 48.3% in the CY11 baseline to 50.8% in CY13.

B. Objectives

Objective 1: To increase average safety belt use to 89.6% by the end of CY13.

Performance Measure: Percent of restrained occupants in all front-seat positions in passenger motor vehicles and light trucks.

Baseline: 87.4% in CY11.

Status: The June **2012** statewide observational survey found **83.65%** average statewide use. Use had significantly decreased from 87.4% in CY11 to 83.65 in CY12.

Objective 2: To increase the usage of restraints by Pick-Up Truck Drivers to 84% in CY13.

Performance Measure: Percent restrained by observational survey.

Baseline: 81.8% in CY10

Status: 77.9% use rate in CY11.

Objective 3: To increase statewide average correct child safety seat use to 20% by the end of CY13.

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 CY13.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

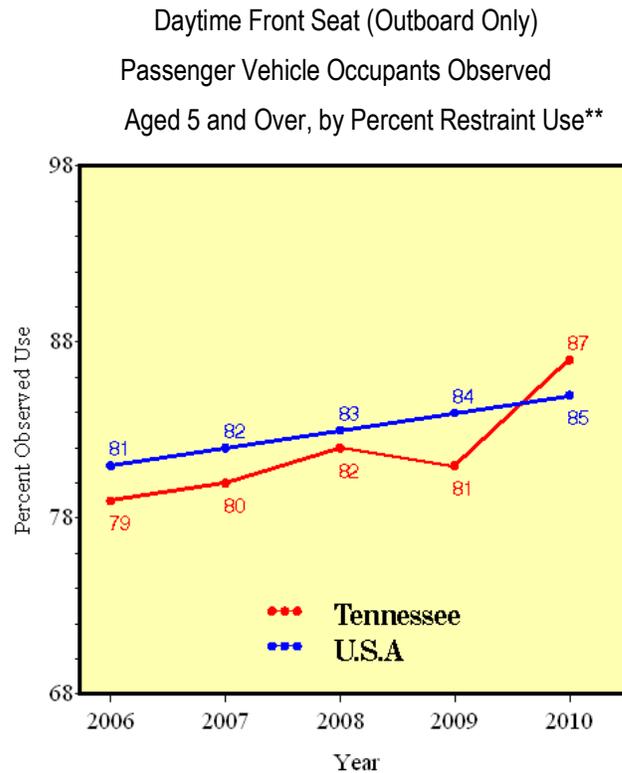
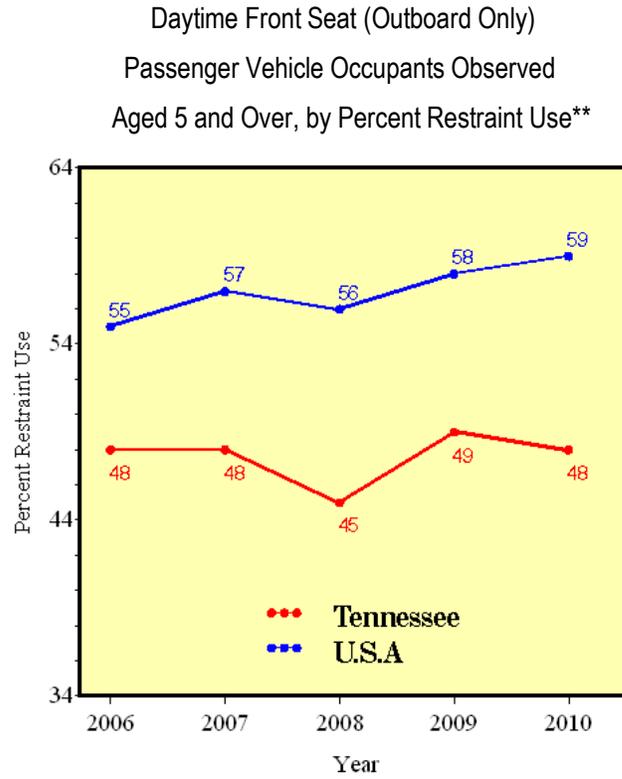
Goal 1: To increase the statewide average safety belt use by 2.5% from baseline CY11 from 87.4% to 89.6% in CY13.

Percent Restraint Use: Observed Overall and Among Fatally Injured Passenger Vehicle Occupants		
Passenger Vehicle Occupants		
2010		
	Observed Restraint Use % (State Survey)	Daytime Front Seat (Outboard Only) Passenger Vehicle Occupant Fatality Aged 5 and Over, by Percent Restraint Use*
Tennessee	87%	48%
USA	85%	59%
<p><i>Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm, accessed July 10, 2012.</i></p>		

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



Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm, accessed July 10, 2012.

According to the Survey of Safety Belt and Helmet Usage in Tennessee Report for 2008 conducted by the University of Tennessee Center for Transportation Research, 2006 was a very significant year in Tennessee's highway safety community. For the sixth year in a row, the Tennessee Governor's Highway Safety Office (GHSO) 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, 2002-2011					
Survey Year	Passenger Cars	Pickup Trucks	Vans	Sport Utility Vehicles	All Vehicles
2002	71.0%	53.0%	71.8%	73.6%	66.7%
2003	72.5%	55.0%	71.3%	75.4%	68.4%
2004	76.1%	57.5%	75.7%	77.3%	72.0%
2005	78.2%	62.6%	77.3%	79.5%	74.4%
2006	82.1%	69.4%	80.0%	82.0%	78.6%
2007	83.3%	72.3%	80.8%	82.7%	80.2%
2008	84.5%	75.1%	83.9%	78.3%	81.5%
2009	81.7%	73.4%	82.7%	84.6%	80.6%
2010	88.9%	81.8%	88.1%	88.6%	87.1%
2011	90.1%	77.9%	88.9%	88.4%	87.4%

Source: TN Safety Belt Use Statewide Observational Survey

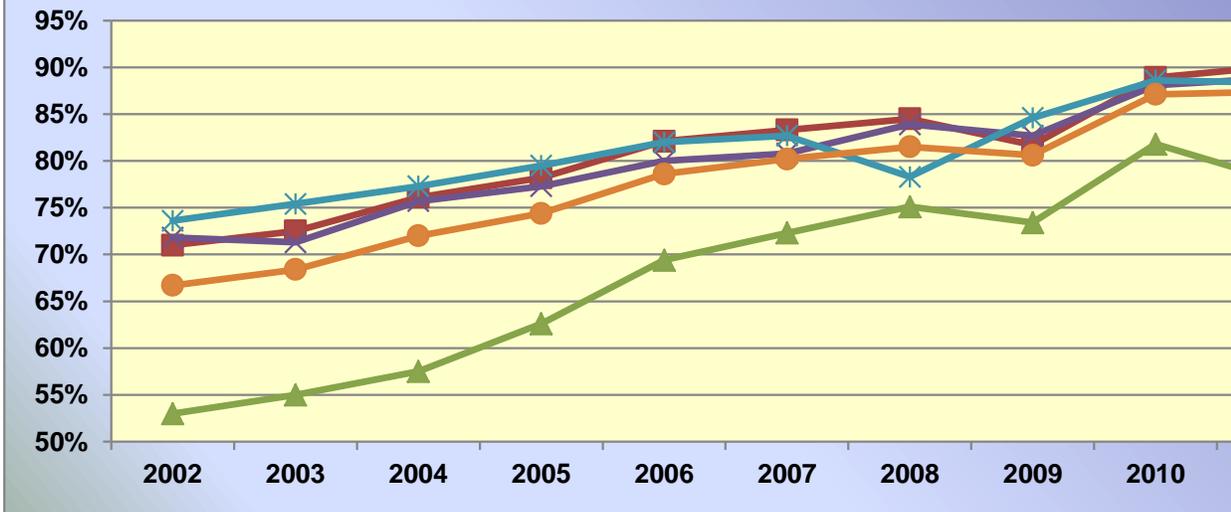
For 2010, the final statistically-adjusted statewide seatbelt usage rate is 87.1%. By comparison, the final usage rate for 2011 was 87.4%. While most experts agree that passage of a primary seatbelt law results in usage rates approximately 10% higher than with a secondary seatbelt law, Tennessee experienced a major increase rate from 2009 to 2010. Several factors may contribute to this phenomenon, foremost among them being the previous five years of the Click-It-or-Ticket campaign. 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 2012

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.

TENNESSEE SEAT BELT USAGE: 2002 - 2011



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.

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.

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. The TN Statewide Child Passenger Safety Training Center will be implementing to ensure that education and training is done within the state to maintain 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. Expand partnerships with diverse organizations, high-risk and hard-to-reach populations, as well as expanded outreach to minority audiences.

IV. STRATEGIES/ ACTIVITIES

STRATEGY-PROGRAMS

Activity: OP- 156-Child Passenger Safety Training and Community Education

Problem

Almost 90% of child safety seats are used incorrectly. This is because fitting a seat to a car and a child to a seat 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.

Objective

1. Provide child passenger safety (CPS) certification, re-certification, and renewal training classes on an annual basis Statewide.
2. Provide mentoring/assistance to CPS Technicians in a minimum of 30 communities.
3. Evaluate/modify and develop child passenger safety public information and education materials
4. Provide free technical assistance and staffing for a CPS 800 phone number
5. Conduct statewide child safety seat checkpoints
6. Provide child safety seats at child safety seat checkpoint events upon availability
7. Coordinate child passenger safety training courses statewide
8. Maintain database of CPS Technicians/Instructors
9. Maintain contact with local and national Safe Kids USA coalitions
10. Maintain recall list of child seat restraints
11. Car seats must be purchased from State bid or comparable pricing

Activities

Collaborate with local law enforcement agencies, Law Enforcement Liaison (LEL) community, child safety inspection stations and CPS technicians to increase proper usage of child safety seats in an effort to decrease childhood injury on roads and highways. Car seats will be purchased directly from the manufacturer or an approved vendor (in compliance with State bid)

Resources

Up to \$225,000.00 for instructor training fees and expenses, educational materials for training classes, child seat restraints, and other instructional materials related to public information and education materials. Salaries and benefits should not exceed a 3% increase over prior year.

NOTE: These resources are estimated and are based on the 2012-2013 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 2011-2012 grant year. Approved grantees will be notified of any changes.

Self-sufficiency

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

Evaluation

Evaluation will be administered as it relates to the number of individuals trained as child passenger safety technicians, the number of child safety seat checkpoint events conducted, as well as the number of customers served to evaluate program outcomes.

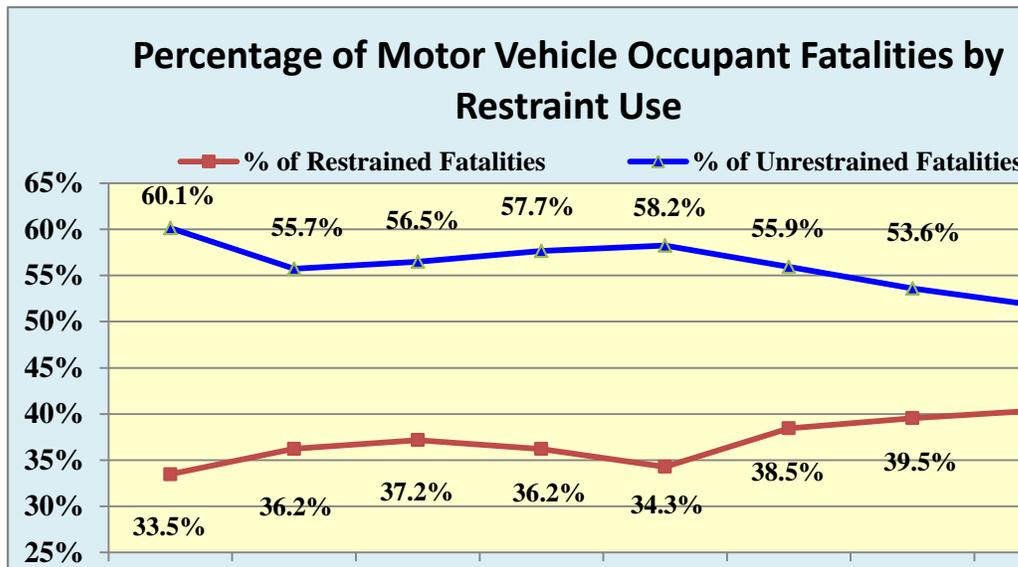
Funded Agencies:

Meharry Medical College	Statewide	225,000.00
Hamilton County Sheriff's Office	Hamilton	75,000.00
	Total	\$300,000.00

Goal 2: To decrease the percentage of unrestrained fatalities by 2.5% each year from 51.8% in the CY11 baseline to 48.3% in CY13.

Fatalities by Restraint Usage								
Year	2004	2005	2006	2007	2008	2009	2010	2011
Restrained	372	366	370	336	275	295	312	294
Unrestrained	668	563	562	535	467	429	423	377
Unknown	71	81	63	57	60	43	54	57
Total	1111	1010	995	928	802	767	789	728
Year	2004	2005	2006	2007	2008	2009	2010	2011
% of Restrained Fatalities	33.5%	36.2%	37.2%	36.2%	34.3%	38.5%	39.5%	40.4%
% of Unrestrained Fatalities	60.1%	55.7%	56.5%	57.7%	58.2%	55.9%	53.6%	51.8%

Sources: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2010/47_TN_2010.htm
<http://www.tn.gov/safety/stats/CrashData/dailyfatality2011.pdf>



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

* Child refers to age 14 and under.

STRATEGY -- EVALUATION Surveys & Studies

Activity: OP-158 - Observational Survey – Safety Belts:

Problem

Longitudinal data on safety belt and child safety seat use and motorcycle helmet use are required by the federal government and for state program design and analysis. The last observational survey took place in 2008. The data were used for program planning and evaluation. Additionally, observational surveys are required prior to and following periods of enforcement known as Click It or Ticket Mobilizations.

Objective

1. Review and revise survey protocol. Support automation if available.
2. Perform statewide survey during 2012-2013, identifying vehicle type, driver/passenger, age, and gender.
3. Analyze and publish survey results by November 2013
4. Revise collection method based on NHTSA regulations

Activities

Quarterly and Final reports
Conduct Surveys
Publish Results

Resources

\$65,000 (Contract for survey and raw data)

NOTE: These resources are estimated and are based on the 2012-2013 grant year funding. The GHSA 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 2012-2013 grant year. Approved grantees will be notified of any changes.

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	Statewide	\$65,000.00
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13-03 ALCOHOL and OTHER DRUGS COUNTERMEASURES

I. GOALS and OBJECTIVES

A. Goal

To decrease the number of impaired driving fatalities to 269 by Calendar Year CY13.

B. Objectives:

Objective 1: To decrease by 5% the number of impaired driving fatalities from 283 in CY10 to 269 by CY13

Performance Measure: The annual number of motor vehicle fatalities that are alcohol and/or drug-related.

Baseline: In CY10, 27% of fatalities were impaired driving related, which was a 3% proportionate decrease from CY09. The overall impaired driving fatalities decreased from 299 (CY09) to 283 (CY 10).

Status: In CY10, 283 people were killed in impaired driving crashes.

Objective 2: To decrease the number of impaired driving crashes by 5% from 6,537 CY11 to 6,210 by CY13

Performance Measure: The annual number of impaired driving motor vehicle crashes.

Baseline: The CY10 alcohol-related crashes were 6,020

Status: The CY11 impaired driving crashes statistics are 6,537. This is a 8% increase from CY10.

Objective 3: To decrease the number of driver fatalities with BACs of 0.08 or greater by 5% by the end of 2012 from 283 (CY10) to 269 by CY13

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

Baseline: In CY09, 299 drivers killed with BAC = .08 +

Status: In CY10, 293 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 150 by December 2012.

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 2011, 269 trained in basic SFST, 17 trained in SFST Instructor, 83 trained in SFST Instructor Update, 75 trained in SFST, 26 officers completed DRE training. 156 officers were trained in the ARIDE, 87 in the ARIDE Plus course and training was expanded to 212 prosecutors.

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

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.

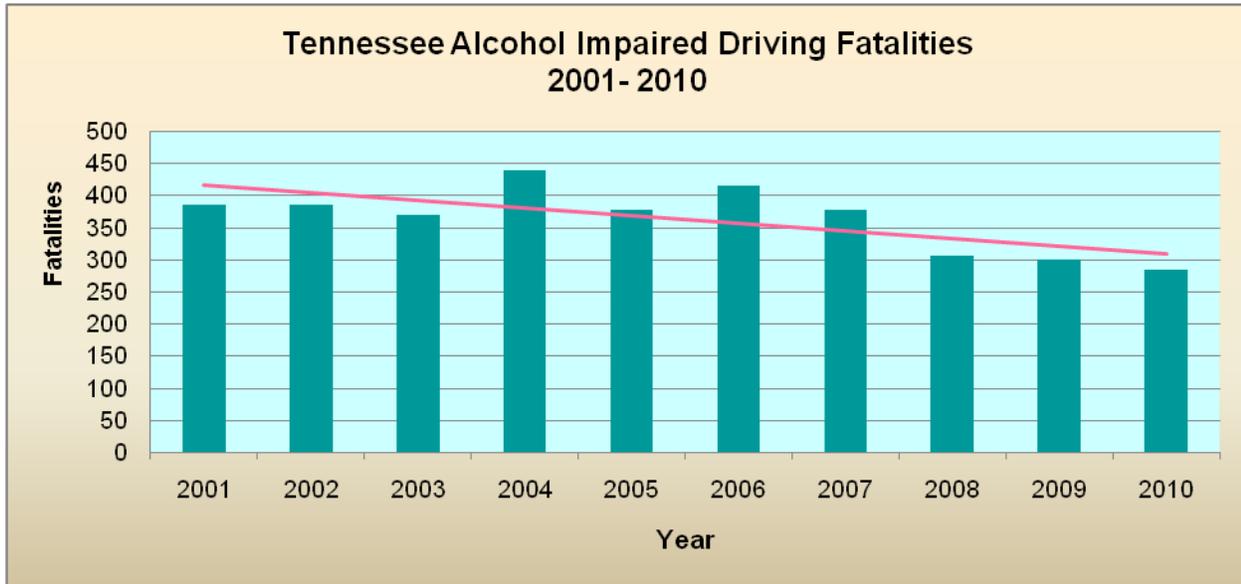
Alcohol is the single greatest driver contributing cause of fatal crashes in Tennessee. Even small amounts of alcohol can affect transportation-related performance.

Alcohol Crashes In 2010, out of 1,032 fatal crashes, 289, or 28%, were impaired driving related in Tennessee. In 2009, it was a factor in 31% of the fatal crashes.

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1994 - 2010

Year	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
1994	743	61%	67	6%	398	33%	465	38%	1,214
1995	760	60%	59	5%	437	35%	497	39%	1,259
1996	749	60%	60	5%	423	34%	483	39%	1,239
1997	745	61%	57	5%	415	34%	472	39%	1,225
1998	732	60%	72	6%	404	33%	476	39%	1,216
1999	806	62%	62	5%	433	33%	495	38%	1,302
2000	800	61%	80	6%	415	32%	495	38%	1,307
2001	733	59%	69	6%	439	35%	508	41%	1,251
2002	720	61%	72	6%	384	33%	457	39%	1,177
2003	778	65%	43	4%	370	31%	413	35%	1,193
2004	825	62%	70	5%	439	33%	509	38%	1,339
2005	824	65%	68	5%	376	30%	444	35%	1,270
2006	797	62%	72	6%	414	32%	486	38%	1,284
2007	764	63%	67	6%	377	31%	444	37%	1,211
2008	667	64%	69	7%	306	29%	375	36%	1,043
2009	636	64%	49	5%	299	30%	348	35%	986
2010	689	67%	57	6%	283	27%	340	33%	1,031

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.



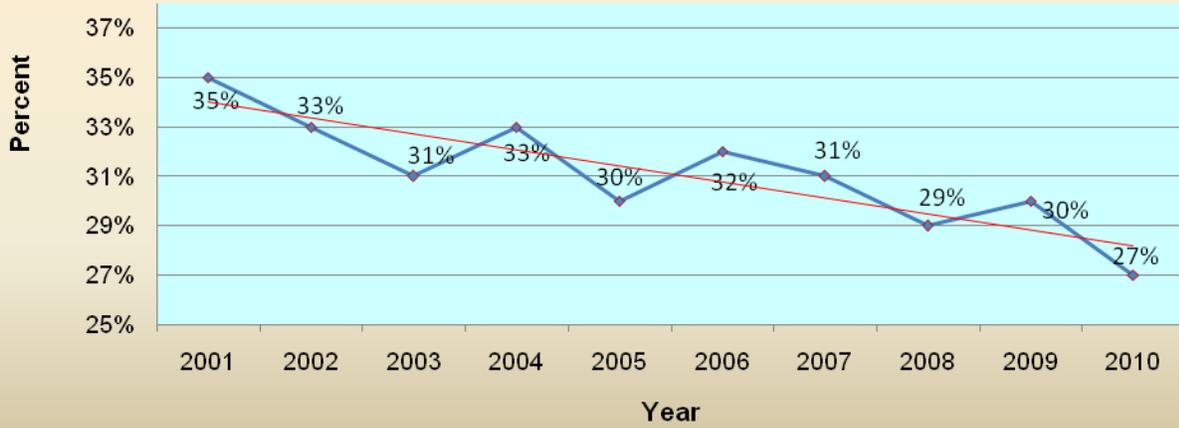
Proportion of Alcohol Impaired Fatalities*										
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alcohol Impaired Fatalities	384	384	370	439	376	414	377	306	299	283

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

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

Alcohol Impaired Driving Fatalities as a Proportion of Overall Traffic Fatalities



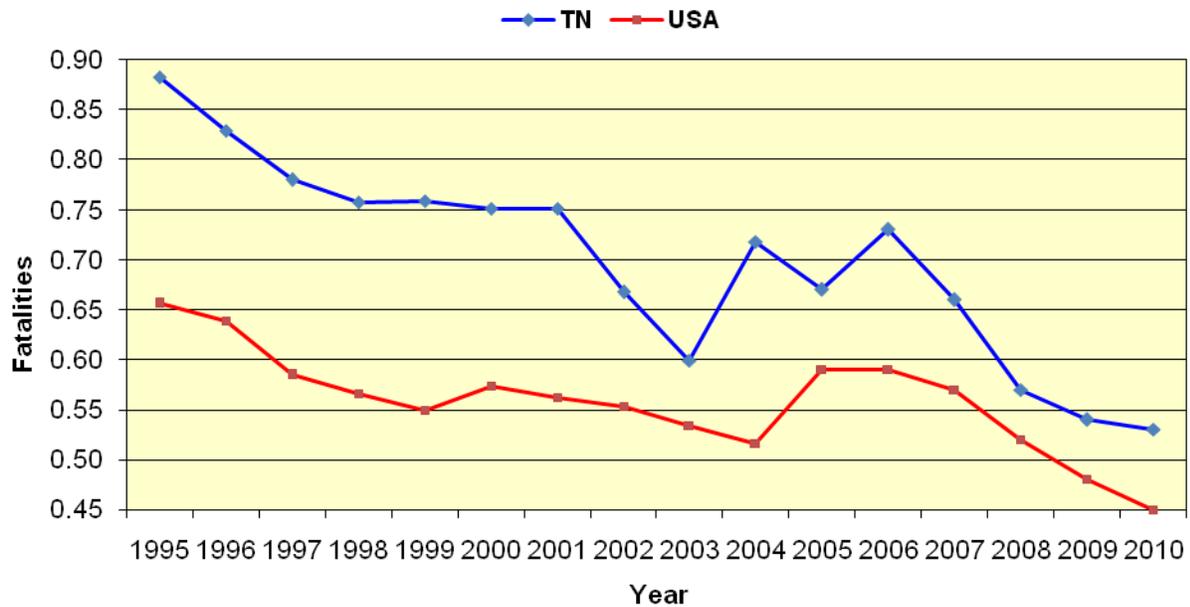
Proportion of Alcohol Impaired Fatalities

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
% of Alcohol Impaired Fatalities	35%	33%	31%	33%	30%	32%	31%	29%	30%	27%

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

TENNESSEE ALCOHOL-RELATED FATALITIES PER 100 MILLION VMT

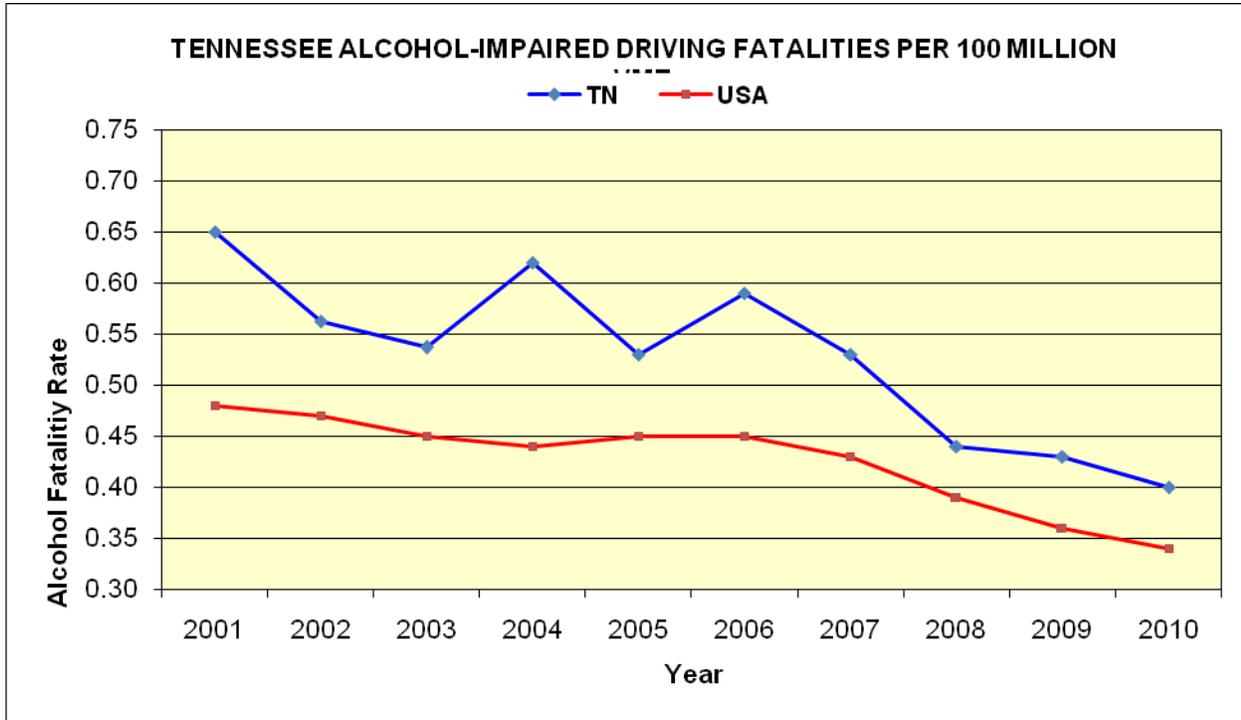


Alcohol-Related Fatalities per 100 Million VMT*																
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
TN	0.88	0.83	0.78	0.76	0.76	0.75	0.75	0.67	0.60	0.72	0.67	0.73	0.66	0.57	0.54	0.53
USA	0.66	0.64	0.58	0.57	0.55	0.57	0.56	0.55	0.53	0.52	0.59	0.59	0.57	0.52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

Source: <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Note: 2010 Data is preliminary.

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



Alcohol-Related Fatalities per 100 Million VMT*										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
TN	0.65	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.40
USA	0.48	0.47	0.45	0.44	0.45	0.45	0.43	0.39	0.36	0.34

Source: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/47_TN/2009/47_TN_2009.htm, accessed July 9, 2012.

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

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatality Rate per 100 Million VMT	0.57	0.56	0.54	0.62	0.53	0.59	0.53	0.44	0.43	0.40
Alcohol Impaired Fatalities	384	384	370	439	376	414	377	306	299	283
Vehicle Miles Traveled (VMT) in 100 Millions	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29

Tennessee Drivers in Fatal Crashes by Gender and BAC						
Year	Male			Female		
	All Male Drivers	Percent		All Female Drivers	Percent	
		BAC=.01+	BAC=.08+		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	1,243	30%	25%	461	16%	14%
2007	1,187	30%	25%	439	13%	11%
2008	1,022	27%	23%	371	18%	13%
2009	927	29%	25%	367	15%	13%
2010	980	27%	22%	391	15%	13%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>, accessed July 9, 2012.

Tennessee Drivers Involved in Fatal Crashes, by Previous Driving Record and License Status - 2010								
	License Status						Total (1,380)	
	Valid License (1,185)		Invalid License (183)		Unknown (12)			
Previous Convictions	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	240	20.3%	25	13.7%	0	0.0%	265	19.2%
Previous Recorded Suspensions or Revocations	88	7.4%	84	45.9%	0	0.0%	172	12.5%
Previous DWI Convictions	17	1.4%	32	17.5%	0	0.0%	49	3.6%
Previous Speeding Convictions	217	18.3%	22	12.0%	0	0.0%	239	17.3%
Previous Other Harmful Moving Convictions	92	7.8%	26	14.2%	0	0.0%	118	8.6%
Drivers with No Previous Convictions	721	60.8%	86	47.0%	12	100%	819	59.3%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>, accessed July 9, 2012.

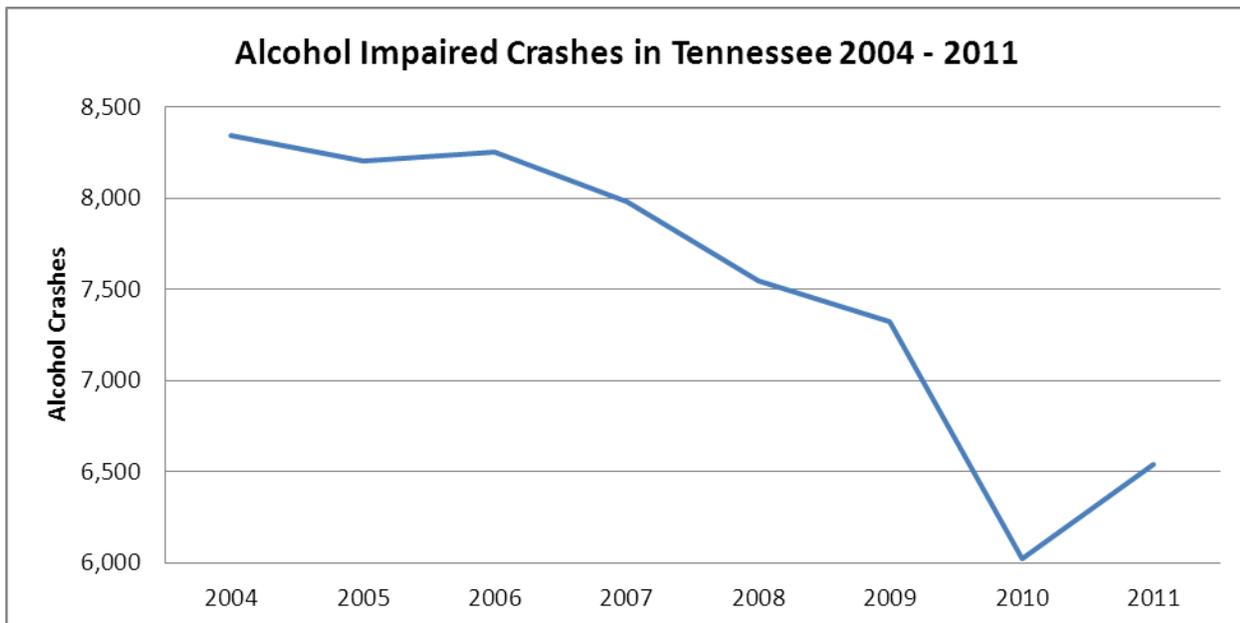
Note: FARS recorded prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. One driver may have more than one convictions

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type - 2010									
Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving	Number	Alcohol-impaired driving	Percent Alcohol-impaired driving
Midnight to 2:59 a.m.	72	40	55%	19	14	72%	91	53	59%
3 a.m. to 5:59 a.m.	61	29	48%	18	7	41%	79	37	46%
6 a.m. to 8:59 a.m.	51	9	18%	49	2	4%	100	11	11%
9 a.m. to 11:59 a.m.	51	6	11%	45	3	7%	96	9	9%
Noon to 2:59 p.m.	68	7	11%	65	5	7%	133	12	9%
3 p.m. to 5:59 p.m.	82	21	26%	90	8	9%	172	29	17%
6 p.m. to 8:59 p.m.	94	34	36%	49	15	30%	143	49	34%
9 p.m. to 11:59 p.m.	74	39	52%	40	19	47%	114	58	50%
Unknown	28	11	39%	1	0	30%	29	11	39%
Total	581	196	34%	376	72	19%	957	268	28%

Source: NHTSA FARS Encyclopedia, <http://www-fars.nhtsa.dot.gov/Crashes/CrashesAlcohol.aspx>, accessed July 10, 2012.

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

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



III. STRATEGIES FOR DECREASING FATALITIES & INJURIES

A. Strategies Selected for 2013

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 Safety Plan 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 DUI a priority. This will also extend into other drugs of impairment.

Traffic Records/Evaluation: 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. Redesign driver records inquiry system and redesign driver records abstracts to improve accessibility and usefulness.

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 50 % of the state's population; 3) Intense Publicity of paid and earned; 4) Pre/post Knowledge/Attitude/Behavior Surveys; and 5) Monthly Reporting of enforcement and media activity.

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

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

Strategy Traffic Records- Tracker System: The first DUI Offender Tracking System (Tracker) was a model (web-based DUI tracking system) that collected information on variables based on NHTSA standards and data requirements. The system, developed by The University of Memphis, had been in operation since 2003 and was populated with arrest and prosecution information resulting from the activities of GHSO-funded special DUI prosecutors in 22 Judicial Districts throughout the State. A new system was designed with the Tennessee Department of Safety which merged the University of Memphis DUI Tracker data. To date, the DUI tracking system contains approximately over 67,000 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. 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.

1. Train 1,000 officers on subjects intended to update their knowledge and improve as witnesses. Topics will include courtroom testimony, report writing, legal updates and new developments concerning technology, drug and substance impairment and the legal system.
2. Train 200 prosecutors concerning legislative and court driven changes to the law, drug and substance impairment, law enforcement efforts and methods, technology including ignition interlock devices.
3. Train persons who are judicial or quasi-judicial officials including judicial commissioners, magistrates and judges, concerning prosecutor efforts, law enforcement methods and efforts and legal updates due to legislation or court decrees through the use of newly created Judicial Outreach Liaison (JOL).
4. Support educational efforts with continued publication of a quarterly newsletter, a website and a blog. Distribute to the newsletter to 1200 persons including Judges, District Attorneys, Sheriffs, police chiefs, Drug Recognition Experts (DREs), SFST instructors, training officers and others.
5. Advise and educate State legislators concerning ongoing efforts to reduce traffic fatalities through prosecutorial and law enforcement efforts.

V. ACTIVITIES/STRATEGIES

STRATEGY – ADMINISTRATION

AL - DUI Abatement / Prosecution Enhancement Alcohol Countermeasures 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.

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, monthly/quarterly reviews, final reviews, and Annual report.

STRATEGY – ENFORCEMENT

Description 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 trans-dermal 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 the Tracker and DUITs reports,
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 GHSA,
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.

Resources

One DUI Prosecutor and one DUI Coordinator would be needed. (Additional positions must have justification shown through strong data

and will only be taken into account based on the level of Federal funding provided to the Governors Highway Safety Office). Each grant will contain an adequate amount of travel dollars to cover business, equipment and training opportunity. A scanner and Adobe software may also be purchased under this grant.

Self-sufficiency

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

Evaluation

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

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:

TN DA General, 01st Judicial District	Special DUI Prosecutor	\$ 180,269.41	Washington
TN DA General, 02nd Judicial District	DUI Special Prosecution	\$ 181,501.16	Sullivan
TN DA General, 04th Judicial District	DUI Abatement / Prosecution Enhancement	\$ 169,094.41	Sevier
TN DA General, 05th Judicial District	2012/2013 Blount County DUI Abatement/Prosecution Enhancement	\$ 152,236.50	Blount
TN DA General, 06th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 216,713.48	Knox
TN DA General, 07th Judicial District	2012-2013 DUI Abatement/Prosecution Enhancement Grant	\$ 182,416.20	Anderson
TN DA General, 08th Judicial District	Special DUI Prosecutor	\$ 160,481.29	Scott
TN DA General, 10th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 144,532.05	Bradley
TN DA General, 11th Judicial District	DUI Prosecution	\$ 147,115.69	Hamilton
TN DA General, 13th Judicial District	B.E.S.T. (Better Enforcement Stopping Tragedy)	\$ 201,476.56	Putnam
TN DA General, 15th Judicial District	Continuation of Protecting Lives: Effective Prosecution of Impaired Drivers	\$ 190,776.44	Trousdale
TN DA General, 17th Judicial District	DUI PROSECUTOR GRANT 2013	\$ 175,151.91	Lincoln
TN DA General, 19th Judicial District	DUI Abatement / Prosecution Enhancement	\$ 211,764.19	Montgomery
TN DA General, 20th Judicial District	Specialized Traffic Offender Prosecution Team	\$ 357,864.12	Davidson
TN DA General, 21st Judicial District	DUI Abatement Plan/Special DUI Prosecutor-21st District	\$ 146,053.60	Williamson
TN DA General, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	\$ 145,083.40	Lawrence
TN DA General, 23rd Judicial District	DUI Abatement/ Special Prosecutor	\$ 159,693.90	Dickson
TN DA General, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	\$ 209,894.29	Carroll
TN DA General, 25th Judicial District	DUI Prosecution Unit	\$ 163,914.52	Lauderdale

District			
TN DA General, 26th Judicial District	DUI Abatement/Prosecution Enhancement	\$ 175,617.94	Madison
TN DA General, 30th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	\$ 281,229.51	Shelby
TN DA General, 31st Judicial Dist.	DUI Abatement/Prosecution Enhancement	\$ 174,025.80	Warren

154-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.

Funding will be based on the following criteria:

1. The top two counties/cities by population will receive the highest awards.
2. Ranking in alcohol crash rates by the TDOS.
3. Population served by the agency & the agency size.
4. Number of qualifying applicants for each level of funding. Awards will vary and may differ from those received in previous grant years.
5. Funds will be awarded based on GHSO funding availability.

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.
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 FFY13. Officers involved in enforcement should attend SFST training if they have not already done so (needs to be done within first 3 months of the grant year). Train officers in NHTSA DUI Detection Check list. Have or implement TITAN or other software compatible with Department of Safety.

Resources

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

Self-sufficiency

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

Evaluation

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

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

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

Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Impairment and Distraction Education	Ashland City Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Safe roads for Athens	Athens Police Department	\$ 26,988.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Drunk and Impaired Drivers Beware When Traveling Through Bean Station	Bean Station Police Department	\$ 15,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol and Traffic Enforcement	Bedford County Sheriff's Department	\$ 50,564.74
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Impaired Driving Enforcement	Benton Police Department	\$ 18,900.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	2012-13 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Blount County Sheriff's Department	\$ 65,842.56
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	"RID" Reduce Impaired Driving	Bolivar Police Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Bristol Impaired Driving Saturation Patrols	Bristol Police Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	772-Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Brownsville Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Knock Out Impaired Driving Phase 2	Campbell County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Cheatham County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Clarksville 2012 Alcohol Countermeasures	Clarksville Police Department	\$ 75,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Cookeville Safe Streets	Cookeville Police Department	\$ 26,681.79
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation / Roadside Checkpoints	Crossville Police Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	DUI Saturation Patrols	Cumberland County Sheriff's Department	\$ 35,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	"Making an Impact in Dayton"	Dayton Police Department	\$ 24,869.52
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Decatur County Sheriff's Office	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	DUI Enforcement Campaign 2013	Dickson County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols --- One Stop at a Time	Dickson Police Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	FY 2012-2013 Dunlap Police Dept Alcohol Countermeasures	Dunlap Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Keeping the City of Etowah streets safe	Etowah Police Department	\$ 15,054.40
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Fairview Alcohol Free Streets Continued	Fairview Police Department	\$ 28,360.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Sober Drivers Safe Streets Initiative	Fayette County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Fentress County Impaired Driving Enforcement Program	Fentress County Sheriff's Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Franklin County Impaired Driving Program	Franklin County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Franklin's Fight Against Impaired Driving	Franklin Police Department	\$ 50,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	ASORSC 2012	Gleason Police Department	\$ 12,845.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	RIID - Remove Intoxicated and Impaired Drivers	Hamilton County Sheriff's Office	\$ 53,132.84
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Law Enforcement Services Hardin County Alcohol Saturation Project	Hardin County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	DUI Enforcement Program	Hendersonville Police Department	\$ 59,853.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	engaging the battle of impaired drivers 3	Houston County Sheriff's Department	\$ 15,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Jackson County Saturation Patrols / Awareness / Roadside Checkpoints (SPAR)	Jackson County Sheriff's Department	\$ 20,807.07
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	A.C.T. Alcohol Countermeasures Team	Jackson Police Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Safer Johnson City Streets V	Johnson City Police Department	\$ 22,042.50
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Kingsport Police Department Alcohol and Impaired Driving Countermeasures.	Kingsport Police Department	\$ 21,632.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Lafayette Police Department alcohol/multi violation countermeasure grant	Lafayette Police Department	\$ 21,790.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Countermeasures	Lauderdale County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	LaVergne PD Alcohol Saturation Patrols	LaVergne Police Department	\$ 50,241.72
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Lebanon PD DUI Enforcement Initiative	Lebanon Police Department	\$ 27,355.45
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Lenoir City Police Department	\$ 12,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	LPD DUI Countermeasures Project	Lexington Police Department	\$ 24,300.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Lincoln County Impaired Driver Initiative	Lincoln County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints Alcohol Counter M	Madison County Sheriff's Department	\$ 40,278.56
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	City of Manchester Impaired / Aggressive and Speeding Driver Enforcement P	Manchester Police Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	2012-13 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Maryville Police Department	\$ 69,705.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Maury County DUI Enforcement	Maury County Sheriff's Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Operation Clean Sweep	McKenzie Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	McMinn County DUI Crackdown	McMinn County Sheriff's Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	GET A DESIGNATED DRIVER: BE A SURVIVOR	McMinnville Police Department	\$ 17,924.76
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	MEIGS COUNTY DUI ENFORCEMENT PROGRAM 2013	Meigs County Sheriff's Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Memphis Police Department	\$ 400,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrol	Metro Moore County Sheriffs Department	\$ 16,030.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Nashville Highway Safety Initiative	Metropolitan Nashville Police Department	\$ 399,888.60
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	MIDDLETON ALCOHOL TASK FORCE	Middleton Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Monterey Police Department	\$ 23,655.71
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Counter Measures	Montgomery County Sheriff's Department	\$ 75,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Traffic Safety and Impaired Driving Prevention Program	Morristown Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	State Highway 346/Carters Valley Road DUI Enforcement	Mount Carmel Police Department	\$ 20,911.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Oak Ridge Police Department	\$ 24,610.40
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation 2012 - 2013	Oakland Police Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Saturating for Safety	Overton County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Enforcement Grant	Pleasant View Police Department	\$ 14,979.86
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	City of Red Bank Impaired Driving Enforcement Program	Red Bank Police Department	\$ 15,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Rhea County Alcohol Countermeasures	Rhea County Sheriff's Department	\$ 26,848.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	11154-Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Robertson County Sheriff's Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Rutherford County Sheriff; ASP/RSC	rutherford county sheriffs dept	\$ 74,941.86
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Checkpoint	Rutledge Police Department	\$ 19,763.62
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Project Safe Stateline	Saint Joseph Police Department	\$ 8,319.96
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	S.C.A.R.E. III Sequatchie County Alcohol Reduction Enforcement III	Sequatchie County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	DUI Prevention, Detection, and Enforcement	Sevierville Police Department	\$ 52,031.44
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Shelby County Alcohol Countermeasures	Shelby County Sheriff's Office	\$ 200,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	DUI Enforcement Program	Smith County Sheriff's Office	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Smithville Impaired Driving Enforcment	Smithville Police Department	\$ 24,999.99
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Countermeasures, Alcohol Saturation/Roadside Sobriety Checkpoints	Soddy-Daisy Police Department	\$ 34,534.64
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Sullivan County Sheriff's Office - DUI Enforcement	Sullivan County Sheriff's Department	\$ 75,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Strike 3	Tennessee Department of Safety	\$ 86,767.39
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	ASP	Tennessee Department of Safety	\$ 201,058.04
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Tipton County Alcohol Countermeasures Project	Tipton County Sheriff's Department	\$ 40,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Wide Area Saturation Patrol "WASP"	Toone Police Department	\$ 19,700.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Countermeasures Enforcement	Union City Police Department	\$ 20,000.01
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Union County Sheriff's Department	\$ 20,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	University of Memphis, Police Services	\$ 47,403.58
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Warren County Impaired Driving Enforcement	Warren County Sheriff's Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Rural Strategies For Comprehensive Impaired Driver Enforcement.	Washington County Sheriff's Department	\$ 75,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Waynesboro P.D. Impaired Driver Reduction Grant	Waynesboro Police Department	\$ 25,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	White County Saturation Patrols	White County Sheriff's Department	\$ 25,532.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	OUR SPACE	Whiteville Police Department	\$ 15,000.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Williamson County Sheriff's Department	\$ 75,730.00
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Wilson County Saving Lives	Wilson County Sheriff's Department	\$ 40,000.00

Court Partnership Project Alcohol Countermeasures

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 drunken 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.

Objective

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 status reports and claim, analyze court data, to develop educational information for the Administrative Office of the Courts and all other activities.

Resources

\$60,000 to provide a project coordinator to assist with locating, training and supervising court monitoring volunteers within selected communities and to collect data through monitoring forms and court records. Work with University of Memphis Tracker program. Purchase of court partnership training kit, computer, and tracking database.

Self-sufficiency

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

Evaluation

Development of tracking database to determine basic disposition of DUI 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:

Court Partnership Project	21st Drug Court Inc.	\$	49,999.92
Court Partnership Project	23rd Judicial District Drug Court	\$	60,000.00
Court Partnership Project	Mother's Against Drunk Driving	\$	85,000.00
Court Partnership Project	Rutherford County Drug Court Program	\$	29,657.50
Court Partnership Project	Sumner County Drug Court	\$	45,293.00
Court Partnership Project	Warren County of Tennessee	\$	51,475.00
Court Partnership Project	Williamson County Trustee	\$	59,992.60

Assisting Toxicology Backlog to Improve DUI convictions**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 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

- Request bids on Gas Chromatograph/Mass Spectrometer/Mass Spectrometer.
- Order and Install GC/MS/MS instruments.
- Scientists attend training meetings and conferences.

Resources

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

Self-sufficiency

The TBI will maintain and repair all instrumentation purchased with 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. Reducing current turnaround times and case backlog in Toxicology by 10%.

Agencies Funded:

Tennessee Bureau of Investigation \$271,200.00

STRATEGY – EDUCATION

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

Problem

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

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 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
3. Enforcement officers bi-weekly or as often as is necessary. Technical assistance is provided to approximately 300 persons per month.
4. 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.
5. Provide trial advocacy training to thirty prosecutors to enable them to increase trial advocacy skills and become more effective advocates.
6. Provide testimonial training to two hundred law enforcement officers.
7. 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.
8. Conduct informational meetings to inform prosecutors about legislative and judicial changes from legislation passed.
9. 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.
10. Serve as a resource to the Governor's 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 DUI recognition.

Agency Funded:

Tennessee District Attorney General Conference	\$576,827.81
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13-04 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 2.5% from 1,957 in CY 2011 to 1,903 by the end of CY 2012.

B. Objectives

Objective 1: To decrease the number of Youth ages 15-19 killed or seriously injured in motor vehicle crashes by 2.5 % by the end of CY 2012.

Baseline: In CY2010, 45 15-19 year old drivers were killed.

Status: In CY 2011, 52 15-19 year olds were killed.

Baseline: In CY 2010, 510 15-19 year old drivers were seriously injured.

Status: In CY 2011, 516 15-19 year olds were seriously injured

Objective 2: To decrease the number and percentage of 20 to 24-year-old drinking drivers involved in fatal traffic crashes by 2.5% by the end of CY 2012.

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 CY 2010, 26.4% tested had a BAC > = .08

Status: In CY2011, 34.9% 20-24 had a BAC > = .08

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

Performance Measure: Number of 15 to 17-year old drivers obtaining a Learner's Permit.

Baseline: in CY 2007, 132,411 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 132,479).

Status: in CY 2011, 130,829 drivers ages 15 to 17 held Learner's Permits. (Aged 14 to 17 is 130,839).

17 held Learner's Permits. (Aged 14 to 17 is 130,000).

C. Related National Goals

The National Highway Traffic Safety Administration's (NHTSA) number one priority is Safety. In 2012 major focus will continue to be placed on Teen Driver Safety and Distracted Driving. 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. Each year, more than 5,000 teens (ages 16-20) are killed in passenger vehicle crashes. During 2006, a teen died in a traffic crash an average of once every hour on weekends and nearly once every two hours during the week. Research shows which behaviors contribute to teen-related crashes. Inexperience and immaturity combined with speed, drinking and driving, not wearing seat belts, distracted driving (cell phone use, loud music, other teen passengers, etc.), drowsy driving, nighttime driving, and other drug use aggravate this problem.

According to (NHTSA/NHTSA Data Query):

- Nationally in 2009, 23 percent of the young drivers ages 15-20 who were killed in crashes had Blood alcohol concentration (BAC) levels of .08 or higher at the time of the crash.

- Nationally in 2009, 3,349 vehicle occupants, ages 16 to 20, were killed in motor vehicle crashes, and 56.1 percent (1,880) were unrestrained at the time of the fatal crash.
- During 2009, a vehicle occupant age 16 to 20 years died in a traffic crash approximately every two hours on weekends and every three hours during weekdays.
- When comparing occupants 21 and older in fatal motor vehicle crashes, the age groups least likely to wear their seat belts are 21-to 24-year-olds and 25-to 34- years-olds. Among passenger vehicle occupants 21 to 34 who were killed in crashes from 2004-2008, 65 percent were not buckled up.
- In 2008, 70 percent of the passenger vehicle occupants 13 to 15 years old killed in traffic crashes were not buckled up – the highest percentage of all age groups.

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.

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.

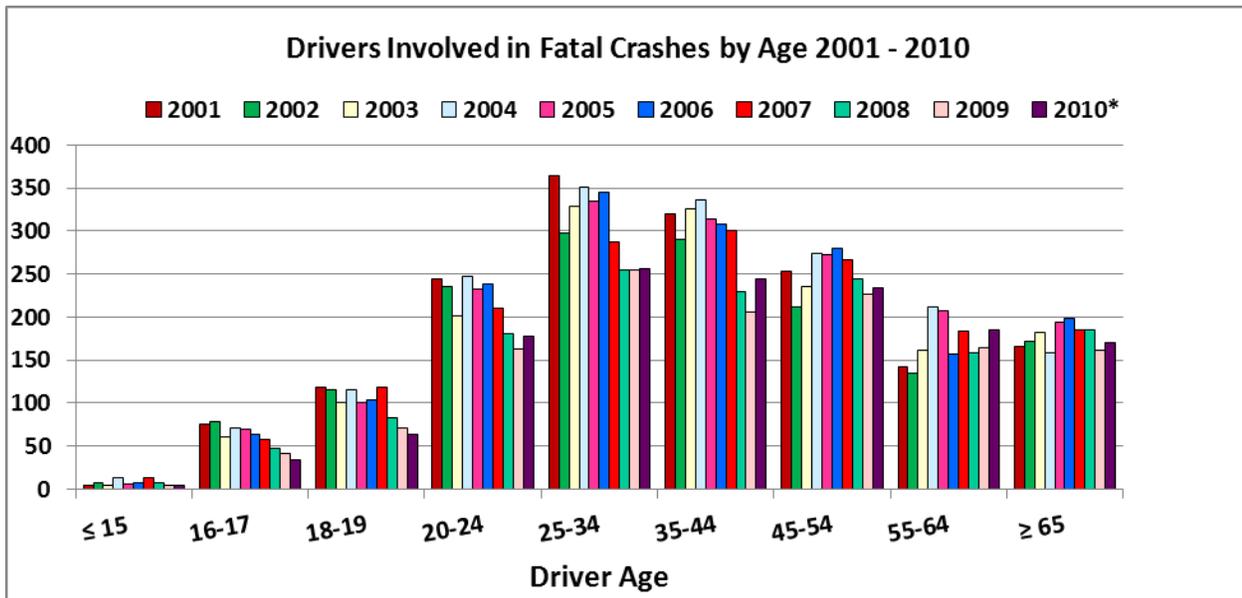
According to CDC (National Center for Injury Prevention and Control) in 2007, motor vehicle traffic deaths were leading cause of deaths amongst youth ages 15-20 for unintentional injuries. 69.2% (5,727) of total 8,274 deaths were due to youth involvement in motor vehicle crashes.

Per NHTSA Teen Driver Crash report of July 2008 to Congress (Report No. DOT HS 811 005) motor vehicle crashes are the leading cause of death for 15- to 20-year-olds. In 2006, 3,490 15- to 20-year-old drivers died and an additional 272,000 were injured in motor vehicle crashes. In 2006, 12.9 percent of all the drivers involved in fatal crashes were between 15 and 20 year old. In comparison, these young drivers represent 6.3 percent of all licensed drivers. Overall driver fatalities for this age group increased by 3 percent during 1996- 2006.

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. Though progress is being made, underage drinking remains a persistent problem among youth. According to the 2007 National Survey on Drug Use and Health, about 10.7 million Americans between ages 12-20 report current alcohol consumption; this represents nearly 28% of this age group for whom alcohol use is illegal.



Teen Drivers (15 to 19 Years Old):

The 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).

On a statewide level, The Century Council also provided figures that indicated that there were 327 alcohol- impaired driving fatalities in Tennessee in 2008. 40 of those individuals were youth under 21. Further research indicated that 23% of youth consumed alcohol in the past month, while 15.4% admitted to binge drinking in the past month.

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

- A. In a recent report conducted by Allstate on *America's Teen Driving Hot Spots*, Tennessee was ranked 6th in the nation for its rate of teen fatal crashes per capita from 2000 to 2006. Those aged eighteen (32.2%) and nineteen (26.8%) were most likely to die in a crash, with males (68.8%) being twice as likely to meet this end as females (31.2%). Fatal crashes were also 68.9% more likely to occur in rural locations. This report went on to name the Nashville-Davidson-Murfreesboro-Metropolitan area as the 4th deadliest place in the nation for teen drivers with the leading contributing factors cited as lack of seatbelt use (46.2%), speeding (30.4%), alcohol (13.9%), and other drugs (2.6%), with June, July, and October being the deadliest months respectively.
- B. According to an article by AF Williams in a 2006 *Injury Prevention* issue titled "Young Driver Risk Factors: successful and unsuccessful approaches for dealing with them and an agendas for the future," having a strong GDL policy, as well as ensuring compliance with the GDL process is key for seeing changes in the behavior of young drivers.
 - a. Tennessee currently employs a Graduated Driver's Licensing (GDL) policy which was recently given the highest quality rating of "Good" by the Insurance Institute for Highway Safety.

In order to promote compliance with GDL policies, GHSO will work to increase the number of youth registering for a Learner's Permit, and thereby matriculating through the graduated levels of the licensing system. In promoting further compliance with Tennessee's GDL laws, GHSO will develop educational materials for parents and law enforcement professionals on GDL policies.

- b. Data collected from youth participating in selected GHSO events during the CY 2009 indicated that many youth, while being of age to qualify for a Learner's Permit, did not currently hold one. The following counts of youth completed surveys: Lead and Live Youth Conference, 68 youth representing 22 organizations from 14 counties, with 53% reporting having no license of any type; Driving Skills for Life, 652 youth representing 14 high schools in 3 counties, with 74% reporting having no license of any type; and ThinkFast, 934 youth representing 19 high schools from 14 counties, with 84% reporting having no license.

Persons 15 to 19 Years Old Seriously Injured (A) in Tennessee Traffic Crashes			
Year	Drivers	Persons Other Than Drivers	Total
2003	618	367	985
2004	726	410	1,136
2005	662	385	1,047
2006	584	382	966
2007	606	304	910
2008	541	332	873
2009	580	294	874
2010	510	289	799
2011*	516	330	846
Total	5,343	3,093	8,436

Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, August 15, 2012.

*2011 Data is preliminary.

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

Source: Federal FARS website: <http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>, accessed July 10, 2012.

* 2011 Data is preliminary from the TN Fatality Reporting System.

Youth Reporting having NO Driver's License of any type 2008-2009					
	Lead & Live Youth Conference		Thinkfast Interactive Game Show		
	N=68		N=934		
	Total count	% of age	Total count	% of age	
Under 15	10	91%	518	100%	
Age 15	8	67%	218	70%	
Age 16	9	47%	41	59%	
Age 17	8	33%	2	12%	
Age 18	1	50%	4	67%	
Over 18	0	0	1	33%	
Totals	36	53%	785	84%	

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

Youthful Drivers (20 to 24 Years Old):

This group contains legal but inexperienced drivers who get behind the wheel. More 21 year olds died in alcohol-related crashes than any other age. Twenty to twenty-four year olds are a challenging group to address for behavior change, especially for drinking and

driving behaviors. The binge drinking begun in high school is often continued during college years, whether or not they have access to motor vehicles during this period of their lives.

C. Risk Factors for Crash Involvement and Injury

Age and Inexperience Technical experience, good judgment and experience are all needed to make the many continuous decisions that constitute safe driving behavior. As age and driving experience increase, crash involvement decreases. Both the percentage of high school students who drink and the frequency of drinking increase as the grade level increases.

Risk Taking- Adolescent impulsiveness results in poor driving judgment and participation in behaviors such as speeding, inattention, drinking and driving and not using a seat belt, and it is encouraged by peer pressure, against which the adolescent is poorly equipped. Compared to other age groups, teen drivers have more crashes involving higher risk factors. In 2002 the five major Contributing Factors for youthful drivers' fatal crashes were:

- Speeding
- Wrong Side of Road
- Failure to Yield
- Reckless Driving
- Drinking

1. Data collected from youth participating in selected GHSO events during the CY 2009 indicated that many youth, while reporting that they themselves do not drink and drive, they overwhelmingly report having ridden with an intoxicated driver. The following counts of youth completed surveys: Lead and Live Youth Conference, 68 youth representing 22 organizations from 14 counties, with 32% reporting having ridden with an intoxicated driver; Driving Skills for Life, 652 youth representing 14 high schools in 3 counties, with 53% reporting having ridden with an intoxicated driver; and ThinkFast, 934 youth representing 19 high schools from 14 counties, with 58% reporting having ridden with an intoxicated driver.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 – 2010*									
Year	Total	Alcohol Test Results							
		None Given	Test Given, No Result Recorded	0.00	0.01 to 0.07	0.08+	Test Refused	Unknown If Tested	Invalid Data
2003	40,115	87.61%	1.78%	0.12%	0.06%	0.53%	0.95%	8.82%	0.13%
2004	44,818	89.66%	1.87%	0.04%	0.06%	0.45%	0.90%	6.88%	0.14%
2005	42,731	90.88%	2.01%	0.12%	0.07%	0.51%	0.95%	5.31%	0.15%
2006	43,013	89.96%	2.04%	0.11%	0.05%	0.43%	0.99%	6.32%	0.10%
2007	40,940	87.46%	1.84%	0.10%	0.04%	0.45%	1.03%	8.97%	0.11%
2008	37,008	87.55%	1.76%	0.15%	0.05%	0.50%	0.87%	8.98%	0.13%
2009	37,323	91.79%	1.75%	0.16%	0.07%	0.56%	0.57%	4.76%	0.33%
2010	32,904	94.65%	1.90%	0.18%	0.11%	0.64%	0.41%	1.78%	0.34%

Source: TN Department of Safety & Homeland Security, Research, Planning, and Development, 29 July 2011. 2010* Data is preliminary.

Drivers Age 20 to 24 in Tennessee Traffic Crashes by Alcohol Test Results, 2003 - 2011*

Year	Alcohol Test Results								Total
	Test Not Given	Test Given, No Results	0.00	0.01 - 0.07	0.08+	Test Refused	Test Given, Insufficient Sample	Unknown	
2003	87.60%	1.74%	0.12%	0.07%	0.53%	0.96%	0.04%	8.94%	40,171
2004	89.65%	1.84%	0.04%	0.06%	0.45%	0.90%	0.03%	7.03%	44,850
2005	90.88%	1.96%	0.12%	0.07%	0.51%	0.95%	0.05%	5.46%	42,774
2006	89.95%	1.99%	0.11%	0.05%	0.43%	0.99%	0.05%	6.43%	43,054
2007	87.45%	1.79%	0.10%	0.04%	0.46%	1.03%	0.05%	9.08%	40,982
2008	87.55%	1.71%	0.15%	0.05%	0.50%	0.88%	0.06%	9.11%	37,042
2009	91.78%	1.68%	0.16%	0.07%	0.56%	0.58%	0.07%	5.09%	37,354
2010	94.65%	1.75%	0.19%	0.11%	0.64%	0.42%	0.08%	2.17%	33,866
2011*	93.37%	2.79%	0.37%	0.17%	1.48%	0.32%	0.04%	1.46%	21,456
Total	90.07%	1.88%	0.13%	0.07%	0.57%	0.82%	0.05%	6.41%	341,549

Source: TN. Dept. of Safety and Homeland Security, Planning, Research and Development, August 15, 2012.

*2011 Data is preliminary.

Drivers Involved in Fatal Crashes by Age 2001 - 2010

Driver Age	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010*
≤ 15	4	7	5	14	6	8	13	8	5	4
16-17	75	78	61	71	69	64	58	48	42	34
18-19	119	116	101	115	101	104	119	83	71	64
20-24	244	236	202	247	233	238	211	180	163	177
25-34	365	297	329	351	335	345	287	255	255	256
35-44	320	290	326	336	314	308	301	229	206	245
45-54	254	212	235	274	273	280	266	244	226	234
55-64	142	135	162	212	207	157	183	159	164	185
≥ 65	166	172	182	158	194	198	185	185	162	171
Unk	13	14	12	10	15	17	18	7	8	10
Total	1,702	1,557	1,615	1,788	1,747	1,719	1,641	1,398	1,302	1,380

Source: TN Dept of Safety and Homeland Security, Research, Planning and Development, July 10, 2012.

* 2010 Data is preliminary.

II. STRATEGIES FOR DECREASING DEATHS & INJURIES

Strategies Selected (all targeted teen age groups)

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

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

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

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

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

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

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

IV. STRATEGIES/ ACTIVITIES

STRATEGY EMPOWERMENT- Community Programs

Activity: AL- 142 – 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:

Department of Safety	\$	74,991.82	Davidson
Dickson County Sheriff's Department	\$	25,000.00	Weakley
McMinn County Rescue Squad	\$	25,000.00	McMinn
Memphis Police Department	\$	107,029.44	Shelby

Activity: OP- 157– Elementary and Secondary Schools

Problem:

Children and teens are involved in a fatal or serious injury crashes in which a seat belt/or child restraint device could have saved a life or minimized the injury. Children and young adults need to buckle up consistently and be made aware of the lifesaving benefits of buckling

Objectives:

Provide funding for 1 agency to provide educational opportunities to students in an innovative and creative format. Educational materials must include curriculum and other equipment that will encourage seat belt use. Educate parents, students and others of Tennessee laws related to seat belt and child restraint use and the lifesaving benefits of child passenger safety.

Activities:

Work with schools, parents, and others to educate and encourage seat belt/child restraint understanding and usage.

Self-sufficiency:

Schools will be able to continue using the materials, projects and curricula on a yearly basis.

Evaluation:

Administer an evaluation to teachers, parents and other school staff on the effectiveness of the program.

Agency Funded:

Tennessee Tech	Statewide	\$112, 544.75
Washington Co. Sheriff's Dept.	Washington County	\$ 60, 000.00
Shelby County Schools	Shelby County	\$11,500.00

Activity: AL- 150 – Young Adult- Impaired Driving Prevention Projects

Problem:

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

Objectives:

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

JACO A	\$	99,233.18	Statewide
TjohnE Productions, Inc.	\$	94,500.00	Davidson
Tennessee Independent Colleges and Universities Association	\$	25,058.04	Davidson

Activity: AL- 153 – DUI – Highway Safety Education Team

Problem:

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

Objectives:

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

Activities:

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

Self-sufficiency:

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

Evaluation:

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

Agency Funded:

Tennessee Secondary School Athletic Association	Statewide	\$60,000.00
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Activity: AL- 10469– 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

Self-sufficiency:

Evaluation:

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

Agency Funded:

Mothers Against Drunk Driving	Statewide	\$85,000.00
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13-05 POLICE TRAFFIC SERVICES

I. PROGRAM DESCRIPTION

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

Major Police Traffic Services include:

- 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 fatalities related to speeding from base calendar year 2009 of 209 to 190 by December 31, 2012

Objective 1: To decrease the number of speed-related fatalities from the 2010 calendar base year data.

Performance Measure: 229 speeding-related fatalities from the base year 2010 to 190 by December 31, 2012

Objective 2: To decrease rural fatalities/VMT from 1.97 of the base year of 2010 to 1.8 by the calendar year of 2012

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

II. MAGNITUDE AND SEVERITY OF DRIVER BEHAVIOR-CAUSED Fatalities and Crashes

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

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

- disregard of traffic signs and signals
- following too closely or tailgating
- erratic and improper passing

- improperly signaling lane changes
- disobeying red lights and flashing lights
- reckless, careless, or inattentive driving
- driving while suspended license

Year	Speed Related Fatalities	All Fatalities	% Speed Related
2001	288	1,251	23.02%
2002	293	1,178	24.87%
2003	272	1,193	22.80%
2004	308	1,339	23.00%
2005	270	1,270	21.26%
2006	297	1,284	23.13%
2007	269	1,211	22.21%
2008	244	1,043	23.39%
2009	212	986	21.50%
2010	229	1,031	22.21%
2011*	115	946	12.16%

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

*2011 data is preliminary from paper and electronic crash reports.

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. GHSA 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-159- 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 technology and tools, participation in conferences, training, and appropriate committees.

Scope: Short and long-term planning and management of the Police Traffic Services Program and activities in Tennessee, coordination on traffic law enforcement activities, and 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
The University of Tennessee (LEL)	\$1,245,290.85

ENFORCEMENT

Activity - PT - 1101763 - High Visibility Law Enforcement Campaigns

Objectives:

- Increase safety belt se to 89% by the end of CY 2013
- Maintain selective Traffic Enforcement Program (STEP) wave concept of enforcement
- Participate in national mobilization campaign periods
- Increase DUI enforcement

AGENCIES FUNDED: (agencies and amount awarded is estimated)

Adamsville PD	Dandridge PD	Jellico PD	Red Boiling Springs PD
Alamo PD	DECATURVILLE PD	Jonesborough PD	Ridgely PD
Alcoa PD	Decherd PD	Kenton PD	Rockwood PD
Alexandria PD	Dover PD	Kimball PD	Rossville PD
Algood PD	Dresden PD	Kingston PD	Rutherford PD
Ardmore PD	Dyer PD	Kingston Springs PD	Saltillio PD
APSU Campus Police	Dyersburg PD	LaFollette PD	Samburg PD
Baileyton PD	Eagleville PD	Lake City PD	Scott County SO

Baxter PD	East Ridge PD	Lake County SO	Scotts Hill PD
Bell Buckle PD	ETUS, Public Safety	Livingston PD	Selmer PD
Belle Meade PD	Elizabethton PD	Lookout Mtn. PD	Signal Mountain PD
Bells PD	Elkton PD	Loretto PD	South Carthage PD
Benton PD	Englewood PD	Macon County SO	South Fulton PD
Big Sandy PD	Erin PD	Marion County SO	South Pittsburg PD
Blaine PD	Erwin PD	Marshall County SO	Sparta PD
Bledsoe County SO	Estill Springs PD	Mason PD	Spencer PD
Bluff City PD	Fayetteville PD	Maynardville PD	Spring City PD
Bradford PD	Friendship PD	McEwen PD	Spring Hill PD
Bradley County SO	Gainesboro PD	McNairy County SO	Sumner County SO
Brighton PD	Gallaway PD	Medina PD	Surgoinsville PD
Bruceston PD	Gibson PD	Milan PD	Sweetwater PD
Calhoun PD	Giles County SO	Millersville PD	Tazewell PD
Camden PD	Gordonsville PD	Millington PD	Tellico Plains PD
Cannon County SO	Grainger County SO	Minor Hill PD	THP
Carroll County SO	Grand Junction PD	Monteagle PD	UT Martin PD
Carter County SO	Graysville PD	Moscow PD	Tiptonville PD
Carthage PD	Greenbrier PD	Mount Carmel PD	Townsend PD
Caryville PD	Greeneville PD	Mountain City PD	Tracy City PD
Celina PD	Greenfield PD	Munford PD	Trenton PD
Centerville PD	Grundy County SO	Nashville Airport PD	Trezevant PD
Chapel Hill PD	Hamblen County SO	New Tazewell PD	Trousdale County SO
Charleston PD	Hardeman County SO	Newbern PD	Troy PD
Charleston PD	Harriman PD	Newport PD	Tusculum PD
Chattanooga PD	Hawkins County SO	Niota PD	Union City PD
Church Hill PD	Haywood County SO	Nolensville PD	UT Knoxville PD
City of Sunbright PD	Henderson PD	Norris PD	Van Buren County SO
Clarksburg PD	Henry County SO	Obion County SO	Volunteer State CC PD
Clay County SO	Henry PD	Oliver Springs PD	Wartburg PD
Clinton PD	Hickman County SO	Oneida PD	Wartrace PD
Cocke County SO	Hollow Rock PD	Paris PD	Washington County SO
Coffee County SO	Humboldt PD	Perry County SO	Watertown PD
Collinwood PD	Humphreys County SO	Petersburg PD	Waverly PD
Cookeville PD	Huntingdon PD	Pickett County SO	Weakley County SO
Covington PD	Huntland PD	Pigeon Forge PD	Westmoreland PD
Cowan PD	Jacksboro PD	Pikeville PD	White Bluff PD
Crockett County SO	Jamestown PD	Piperton PD	Whitwell PD
Crossville PD	Jasper PD	Pittman Center PD	Winchester PD
Cumberland City PD	Jefferson City PD	Puryear PD	Woodbury PD

Activity - PT - 1101784 - Network Law Enforcement Grants

Activities:

To promote an organization through which information (e.g. training, enforcement campaigns) can be efficiently distributed. To provide a means of collecting data from agencies across the state in an efficient and expedient manner. To utilize list serve technology to expedite communication within and among the networks. For this effort to be successful, the Local Area Network Coordinators (LANCs) will be called upon to make a major investment of time and effort. Contacting and following up with Network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs and coordinating GHSO initiatives will involve their spending a great deal of time on the Network. For the success of the Network program, it is vital that the Coordinators be compensated for the time they put in to this effort. Local Area Network Coordinators will be required to:

- Provide assistance to the Regional LEL as required.
- Participate in the national/state campaigns as directed by the GHSO.
- Solicit network agencies to participate in national campaigns.
- Conduct monthly/quarterly network meetings.
- Participate in GHSO sponsored press events.
- Participate in GHSO training events, to be available as an Instructor if qualified.
- Personally contact each Chief of Police and Sheriff or representative in the local area network in order to explain the GHSO campaigns and solicit agency participation.
- Serve as data collectors for law enforcement statistics for each GHSO campaign.
- Attend GHSO meetings as directed.
- Attend at least one Regional LEL meeting during the grant period.

Other duties as may be assigned by the GHSO/LEL. By bolstering, strengthening and encouraging the 18 networks currently in place, the Network Program will significantly encourage and strengthen response to the GHSO's safety programs. Network meetings are important tools in training area law enforcement officials to implement the safety programs. In addition, the increased cooperation and communication among neighboring communities will enormously benefit the counties, the networks and the state.

Evaluation:

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

1. A copy of the Network Meeting Agenda
2. A list of those who attended and the agencies represented
3. Minutes of the meeting Network Coordinators
4. Submit quarterly reports to the GHSO following the end of each quarter.

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

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

AGENCIES FUNDED: (agencies and amount awarded is estimated)

Region	Network Coordinator	Network	Amount Funded
Cumberland	Cookeville PD	Northeast Upper Cumberland Network (N.E.U.C. Network)	\$15,000
Cumberland	Crossville PD	Safer Highways of TN (S.H.O.T.)	\$15,000
Cumberland	Kimball PD / Soddy-Daisy PD	Southeast Tennessee Occupant Protection (S.T.O.P.)	\$15,000
Cumberland	Benton PD	Traffic Occupant Protection System (T.O.P.S.)	\$15,000
East	ETSU, Public Safety / Washington County SO	Northeast Tennessee Traffic Safety (N.E.T.T.S.)	\$15,000
East	Mount Carmel PD	Traffic Enforcement Agency Management (T.E.A.M.)	\$15,000
East	Roane County SO	Traffic Enforcement Safety Team (T.E.S.T.)	\$15,000
East	Blount County SO	Volunteer Traffic Enforcement Network (V.T.E.N.)	\$15,000
Middle	Dover PD	Cops Achieving Restraint Enforcement (C.A.R.E.)	\$15,000
Middle	Lewisburg PD	Protecting Lives With Education & Strong enforcement (P.L.E.A.S.E.)	\$15,000
Middle	Moore County SO	Saving People on the Roads of Tennessee (S.P.O.R.T.)	\$15,000
Middle	Hohenwald PD	Seatbelt Wearing Ends in Awesome Results (S.W.E.A.R.)	\$15,000
Middle	Belle Meade PD	Tennessee Integrated Traffic Awareness Network (T.I.T.A.N)	\$15,000
West	Brownsville PD	North Western Traffic Enforcement Network (N.W.T.E.N.)	\$15,000
West	Memphis PD	Shelby County Traffic Enforcement Program (S.C.T.E.P.)	\$15,000
West	Lexington PD / Madison County SO	South Western Traffic Enforcement Network (S.W.T.E.N.)	\$15,000
West	Shelby County SO	Speeding Traffic Enforcement Program (S.T.E.P.)	\$15,000
West	Union City PD	West Tennessee Traffic Enforcement Network (W.T.T.E.N.)	\$15,000

TRAINING

Activity-PT- 168- State Law Enforcement Training

Activity:

Standardized Statewide Traffic-Related Law Enforcement Training

Objective:

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

Scope:

The main scope is to create the Tennessee Highway Safety Training Center. The Center will build on and coordinate current training resources offered by the Tennessee Law Enforcement Training Officers Association and Partners in Training Spanish for Law Enforcement to expand and improve Tennessee Law Officers' response to traffic safety. Standardized, statewide training that offers quality content and methods, as well as content specific to the laws of Tennessee will be emphasized. Interact with law enforcement networks that provide live updates on trends within their

respective areas and training needs that require immediate attention. This coordinated effort will improve law enforcement's overall response to highway safety, thus protecting lives and preventing future harm.

Activities:

The TN Highway Safety Training Center will include statewide training in 13 class types listed as follows:

- RADAR/LIDAR Operations
- Strategies and Tactics of Patrol Stops (STOPS) Instructor
- Basic Spanish Communication for Law Enforcement
- Enhanced Spanish Communication for Law Enforcement
- At Scene Traffic Crash Investigation
- Advanced Traffic Crash Investigation
- Auto/Pedestrian Crash Investigation
- Utilizing Digital Photography at Crash Scenes
- Motorcycle Accident Scene Training
- Traffic Crash Reconstruction
- Law Enforcement Instructor Development
- Spanish Instructor Training
- Traffic Safety Action Plan Development

Evaluation:

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

AGENCIES FUNDED:

Agency	County	\$ Amount
Columbia State Community College	TN Statewide	\$449,950.83

13-06 TRAFFIC RECORDS

I. GOALS and OBJECTIVES

A. Goals

Implement and simplify traffic safety data collection through electronic field data collection systems for state, local, and federal highway safety stakeholders' use.

Develop and maintain a knowledge base for the traffic records system so that the strategic resources are managed effectively in reducing crashes, fatalities, and injuries on Tennessee roads.

Continue to develop and use data linkage partnerships so that collected data is provided to a diverse set of users, agencies, and jurisdictions to improve traffic safety analyses to reduce injuries and deaths.

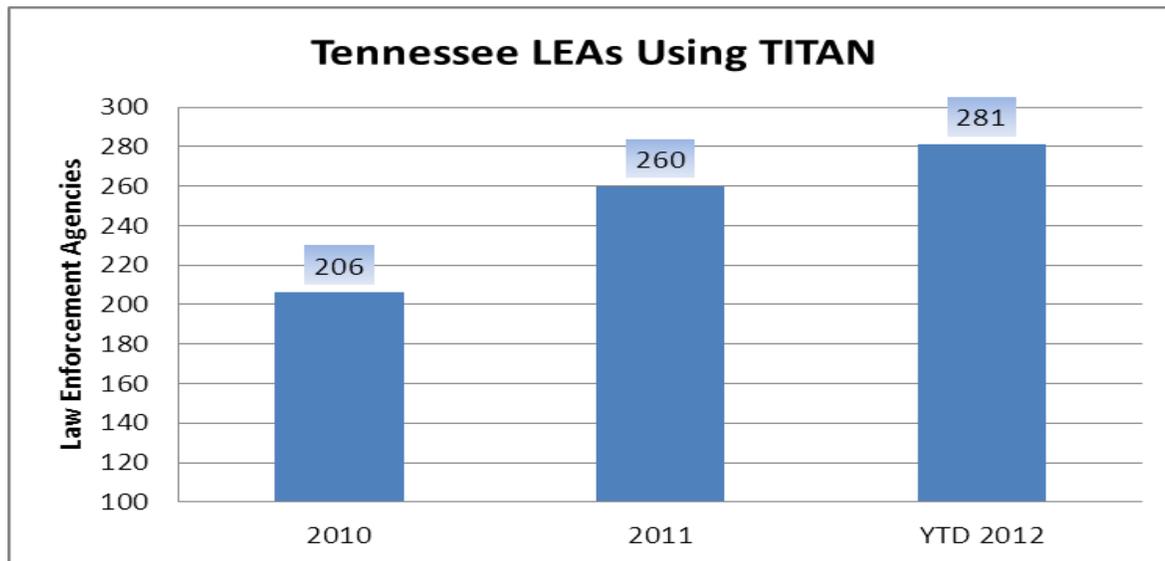
B. Objectives

Objective 1: Increase the use of electronic crash data collection through a coordinated multi-agency program and promote data-driven highway safety decision-making in Tennessee State, local organizations and other data users during FFY 2013.

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

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

Status: All THP crash reporting is currently done through the TITAN system. Most larger agencies have been added and the initial phases of implementation for the smaller agencies are underway. Currently, over 75% of all crash volume is reported electronically through TITAN which includes 281 law enforcement agencies. The remaining 35 agencies that work crashes not yet on TITAN are being pursued.



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

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

Baseline: The TITAN electronic crash reporting component is in place.

Status: The state is currently under contract for the development and maintenance of the statewide system. This contract went into effect in August of 2007. The existing contract will end August 2012. A contract is in place to cover maintenance of the system through February 2013 while the RFP process is conducted to establish a new TITAN contract with a vendor. The second phase has been completed and agencies are submitting data. Comprehensive statewide "Tennessee Integrated Traffic Analysis Network" (TITAN) training has been offered since late October of 2008. Help Desk technicians are in place for site visits and remote technical support for local agencies. A TITAN web-site has been developed which includes: access to crash reports, statistical querying and reporting, mapping of crash locations, manuals, and other services for TITAN users. Legislation passed during the 2012 Legislative Session requires all law enforcement agencies in Tennessee to submit crash reports electronically by July 1, 2015. 100% of crash reports will be submitted electronically by this date.

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

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

Baseline: The centralized data submission system is in place.

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

Objective 4: Increase crash and outcome reporting by improving the data linkages to coroner, ambulance run, and emergency department databases during FFY 2013. Mapping criteria will be established using the NTRACS data dictionary as a framework for acceptable element entry

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

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

Status: The Department of Health has completed the development of a statewide trauma registry. The EMS and Trauma Center Data collection systems are complete. Each has validation and edit checks built in that ensure data quality. All Trauma Centers use TRACS software, developed by ACS, to enter their trauma cases. TRACS contains internal data checks to ensure completeness and quality of the data. In addition to some quality control checks performed by the individual hospitals, validation checks are performed once the record is submitted to the State registry.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

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 GHSA grantee include perceptions for law enforcement, punishment costs, the open container laws, DWI and DUI laws, and the potential problems created by cell phone usage while driving.

III. STRATEGIES/ ACTIVITIES

STRATEGY-ADMINISTRATION

Activity: TR- Program Management

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

Objectives:

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

Evaluation: This project will be administratively assessed.

Activity: TR – Strategic Plan Oversight

Problem:

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

Objectives:

1. Improve timeliness and quality of crash reports through technology.
2. Improve oversight of crash data linkages and elements to meet federal standards.
3. Increase integration of fatality locations data with crash data to improve the engineering of road improvement plans through the implementation of a Map-It program
4. Integrate justice data.
5. Maintain a statewide Injury Surveillance System.
6. Make traffic safety data available to all applicable parties.
7. Conduct quarterly "Traffic Records Coordinating Committee" meetings to ensure programs stay on task.

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

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

STRATEGY-DATA

Activity: TR- 10487-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. Continue implementation of the Tennessee crash and citation reporting systems and support automation of related law enforcement officer reports to Tennessee law enforcement agencies.
2. Improve automated crash location by improving GIS mapping and GPS locations into the crash data which will include a Map-It program among other data systems.
3. Maintain a coordinated statewide TraCS/TITAN project by convening quarterly meetings of the TraCS Steering Committee and its location and coordination subcommittees. Provide statistical analysis of data for reports.
4. Develop design tools to provide access to descriptive statistics. Modify the TITAN collection reports to adhere to the current standard Data sets approved by THP administration.
5. Increase the quality of information gathered for offenders
6. Implement the upgraded TITAN Wizard to all state law enforcement agencies.

Activities:

Provide post-certified training for law enforcement agencies to see that the Tennessee Department of Safety (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 reports for temporary usage in concert with TRCC Strategic Plans. Scan and document monthly results to GHSO. Implement the new TITAN Wizard system which allows ease of use for agencies for electronic crash reporting.

Self-sufficiency:

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

Evaluation:

Document the timeliness and accuracy of submitted crash data for all agencies reporting to TITAN. Assess the “paper to electronic” crash reporting for law enforcement as they implement the program. Evaluate the increase in the number of agencies reporting to the TDOS TITAN system. New database progress will be judged upon the percentage of required data elements. A review will also be done to evaluate the successful provision of quantifiable reports for agencies added to the electronic data submission program.

Agency Funded:

TDOS – TITAN Wizard Deployment and Support	Statewide	\$1,689,425.61
TDOH – Ambulance and Trauma	Statewide	\$ 53,356.56

13-07 MOTORCYCLE SAFETY

I. GOALS and OBJECTIVES

Goals

- Reduce the number of motorcycle crashes by 10% from baseline CY 2009 from 2,282 to 2,053 by December 31, 2012.
- Reduce the number of motorcycle fatalities by 10% from baseline CY 2009 from 121 to 109 by December 31, 2012.
- Increase Helmet usage in fatal crashes by 10% from baseline CY 2009 from 80% to 88% by December 31, 2012.
- Decrease un-helmeted motorcyclist fatalities by 10% from baseline CY 2009 from 24 to 21 by December 31, 2012.

Objective 1: To decrease number of motorcycle crashes to 2,785, and number of fatalities to 118 by December 31, 2012.

Performance Measure: Annual number of motorcycle crashes and motorcyclists killed as reported on police crash report form, averaged over three years. Baseline: In CY 2009, 121 motorcycle riders died in 2,282 crashes.

Status: In CY 2010, 138 motorcycle riders died in 2,457 crashes. Helmet use increased to 95%

Objective 2: To participate in a Motorcycle Safety Assessment for the State of Tennessee by the end of 2012.

Performance Measure: Identify key and prioritize motorcycle safety issues within the state, strategize and put into place a plan and organize a partnership team to address the issues.

Status: Request the Assessment to the appropriate NHTSA officials and set date within federal fiscal year 2013.

II. PROBLEM IDENTIFICATION and PROGRAM JUSTIFICATION

Magnitude and Severity of the Motorcycle Crash Problem

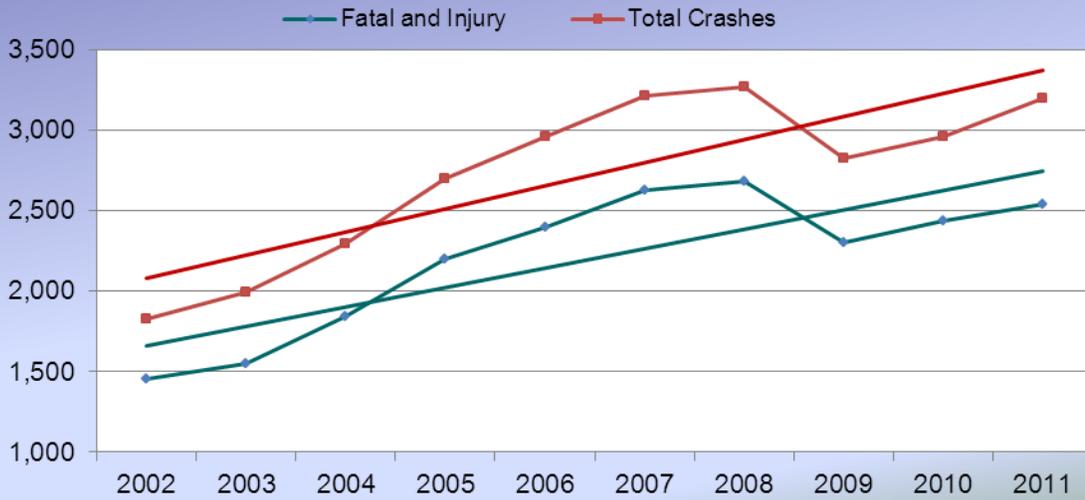
The number of motorcycle crashes has increased significantly since 1997 in which there were a total of 1198 motorcycle crashes of which 917 involved injuries. The number of motorcycle crashes in 2004 was 2410 of which 1937 involved injuries. That is an increase in crashes of 50% and injuries increased 50%.

With the increase in motorcycle crashes there was also an increase in fatalities. Motorcycle crashes with fatalities increased from 56 in 1997 to 107 in 2004. That is an increase of 50%. From 1997 to 2004 only 82% of those involved in a fatal motorcycle crash were wearing a helmet.

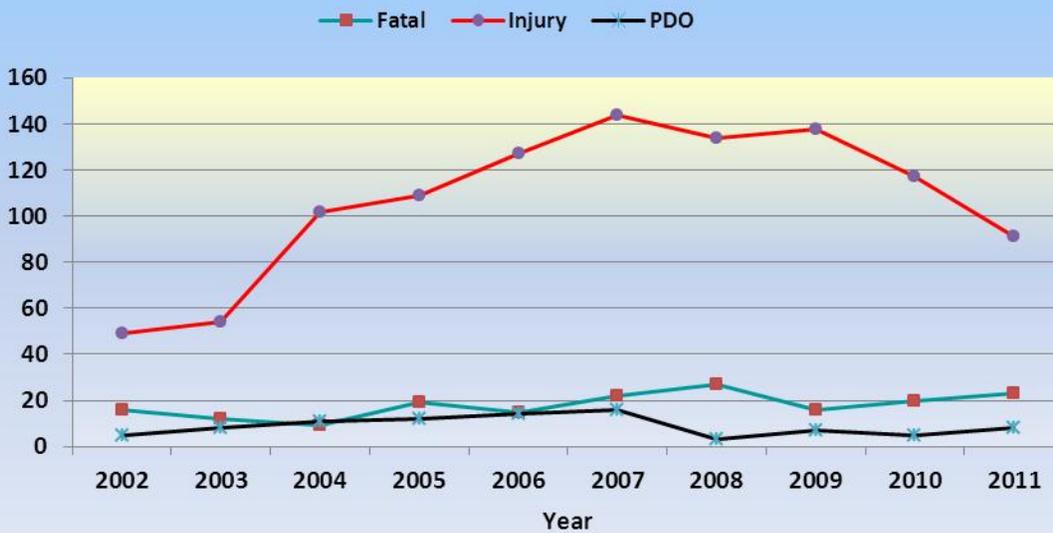
Motorcycle crashes involving the use of alcohol has increased since 1997. There was a major increase in crashes between 2000 and 2003 after a steady decline from 1997. In 2000 there were 128 alcohol related crashes. That number increased 28% to 194 in 2003. The number of injuries also increased 23% from 88 in 2000 to 156 in 2003. For 2009, 222 of the alcohol related crashes resulted in 196 injuries.

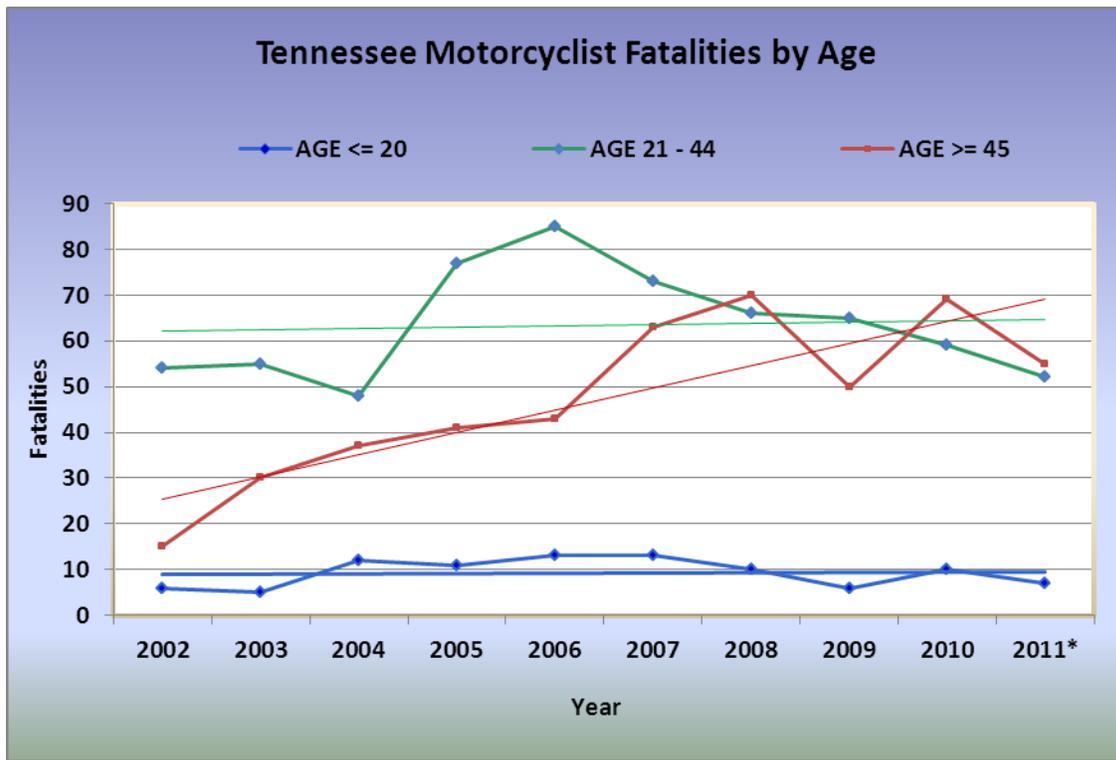
The number of fatalities as a result of alcohol related motorcycle crashes increased during this same period. There were 5 fatalities in 1998. That was a decrease from 14 in 1997. Since 1998 the number of fatalities due to alcohol more than doubled to 17, reported in 2009.

Tennessee Motorcycle Crashes: 2002 - 2011



Tennessee Alcohol Related Motorcycle Crashes





Sources:

Source: National Center for Statistics and Analysis STSI, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/47_TN/2010/47_TN_2010.htm, accessed July 10, 2012.

*2010-2011 data is preliminary from TN

Fatality Reporting System

Motorcycle Rider Deaths by Helmet Use 2002 - 2011

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Helmeted	60	75	84	107	119	129	125	94	131	105
Unhelmeted	13	15	13	20	21	19	16	24	7	9
Unknown	2	0	0	2	1	1	5	4	0	0
Total	75	90	97	129	141	149	146	122	138	114

Agency Funded:

Blount County Sheriff's Department	\$	84,383.00	Blount
Tennessee Department of Safety District 1	\$	71,116.80	Knox

13-08 COMMUNITY TRAFFIC SAFETY OUTREACH

I. GOALS and OBJECTIVES

A. Goals

Goal 1: 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 2: 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 100 percent with law enforcement officials.

Status: During CY 2011, GHSO staff attended most of the meetings held statewide.

Objective 2: 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 CY13.

Performance Measure: Attendance at subsidized conferences. Number of programs initiated by targeted groups

Baseline: In 2010, 394 attended the Tennessee's Lifesaver's Conference and 382 attended the Governor's Law Enforcement Challenge

Status: In 2011, 371 attended the Tennessee Lifesaver's Conference and 380 attended the 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

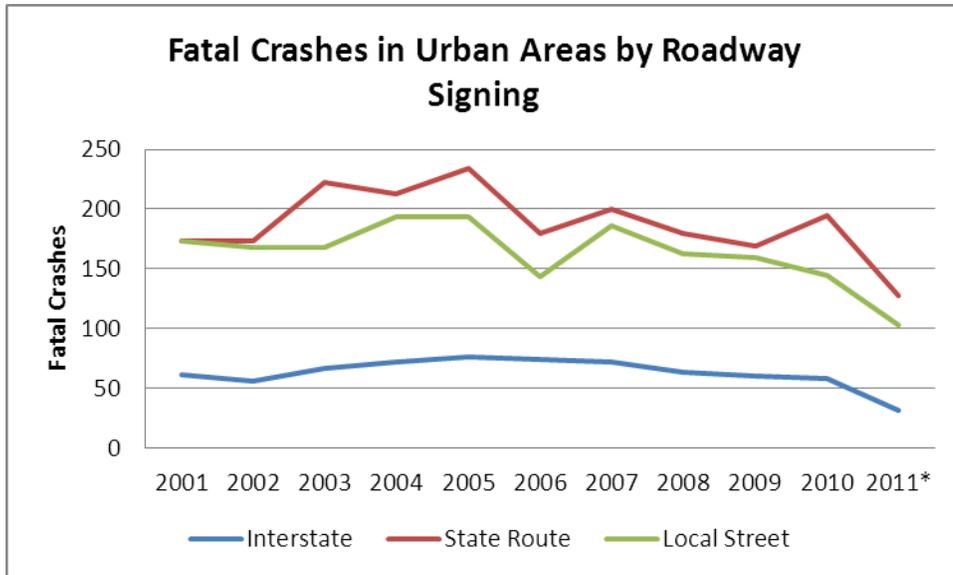
Roadway Location While more crashes occur on urban streets and roads, they tend to have less severe consequences than rural crashes. This is due to many factors, including speed, roadway design and availability, and emergency response.

Fatal Crashes in Tennessee's Urban Areas by Roadway Route Signing

Route Signing	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Interstate	61	56	67	72	76	74	72	64	60	58	32
State Route	173	173	222	213	234	180	200	180	169	195	127
Local Street	173	168	168	194	194	143	186	163	159	145	103

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

* 2011 data from TN FARS.



Tennessee Ten Year Demographic and Statistical Comparison

Square Miles in State: 42,146	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Population	5,689,783	5,740,021	5,797,289	5,841,748	5,900,962	5,962,959	6,038,803	6,156,719	6,214,888	6,296,254	6,346,105	6,403,353
Registered Vehicles	5,770,725	5,755,996	5,741,262	5,691,537	6,119,903	6,065,085	6,376,092	6,731,792	6,228,842	6,478,705	6,685,288	6,813,957
Licensed Drivers	4,282,384	4,201,436	4,253,014	4,228,235	4,279,063	4,372,306	4,384,517	4,431,085	4,455,754	4,484,769	4,520,542	4,559,507
Miles of State & Federal Roadways	13,787	12,791	12,797	13,794	13,808	13,818	13,835	13,887	13,882	13,871	13,867	13,877
Miles of Interstate	1,073	1,073	1,074	1,104	1,104	1,104	1,104	1,105	1,105	1,104	1,104	1,104
Total Crashes	176,802	175,637	177,833	168,668	182,536	177,638	179,168	172,184	158,845	157,713	168,077	173,575
Number of Non-Injury Crashes	124,865	124,716	127,387	121,851	128,568	124,851	126,520	121,695	112,358	111,260	120,334	124,233
Number of Injury Crashes	50,760	49,795	49,388	45,799	52,777	51,616	51,507	49,477	45,431	45,675	46,786	48,468
Number of Fatal Crashes	1,177	1,126	1,058	1,091	1,191	1,161	1,161	1,111	958	918	958	874
Injuries	76,734	74,707	76,776	73,123	78,486	76,358	74,504	70,760	65,228	65,618	66,546	67,132
Fatalities	1,307	1,251	1,178	1,193	1,339	1,270	1,284	1,211	1,043	986	1,031	946
Vehicle Miles Traveled (VMT) in 100 Millions	658.72	676.06	683.16	689.36	708.6	707.04	707.08	712.5	696.61	702.92	704.29	707.45
Fatality Rate Per 100 Million VMT	1.98	1.85	1.72	1.73	1.89	1.80	1.82	1.70	1.50	1.40	1.46	1.34

Sources:

TN Dept of Revenue

TN Dept of Safety Licensed Drivers Reports

TN Dept of Transportation Highway Performance Monitoring System 2010, (<http://www.tdot.state.tn.us/hpms>).

TN Dept of Safety and Homeland Security, Research, Planning and Development, July 9, 2012.

Communities with Diverse Populations The 2010 U.S. Census Bureau reported the population for Tennessee to be **6,346,105** 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 2010 Census, Tennessee's population was 77.6% percent white, 16.7% percent black, and 4.6% 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 2010 United States Census Bureau, 23.7% of the population is under 18 years of age, 62.9% is between the ages of 18 and 65, and 13.4% is over the age of 65. These were very characteristic of the percentages from the 2000 Census.

While the Tennessee population is nearly 77.6% white, the 2010 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.

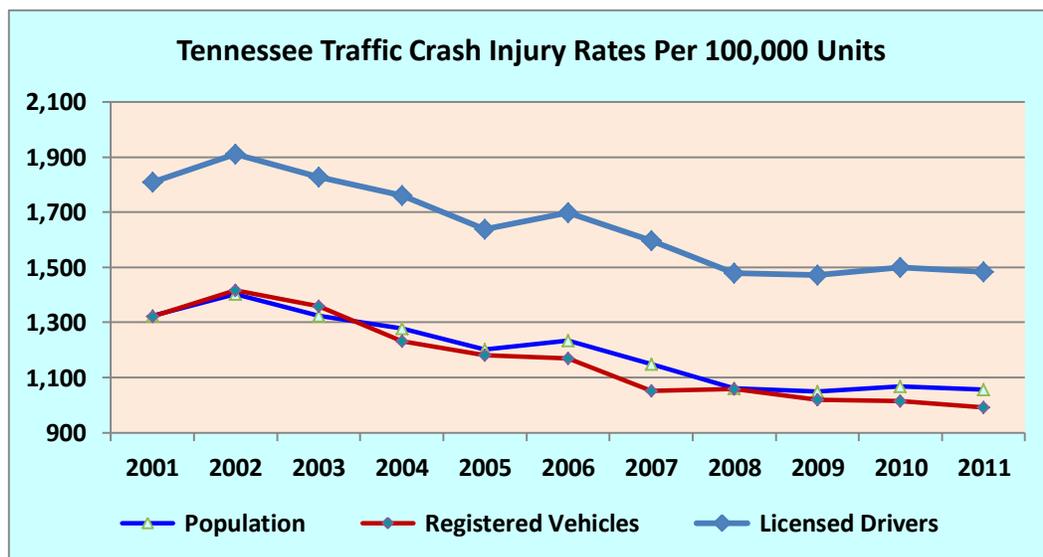
III. STRATEGIES FOR DECREASING DEATHS & INJURIES

A. Strategies Selected for 2013

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.

Tennessee Traffic Crash Injury Rates Per 100,000 Units											
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Population	1,324.72	1,402.33	1,323.05	1,276.84	1,201.84	1,233.75	1,149.31	1,060.44	1,048.62	1,068.66	1,055.79
Registered Vehicles	1,321.04	1,416.01	1,357.96	1,231.16	1,181.60	1,168.49	1,051.13	1,058.06	1,019.09	1,014.44	992.17
Licensed Drivers	1,809.83	1,911.51	1,827.93	1,760.81	1,639.07	1,699.25	1,596.90	1,479.10	1,472.18	1,500.22	1,482.75



IV. STRATEGIES/ ACTIVITIES

Community Outreach Activities

DIVERSE COMMUNITIES - Alcohol Countermeasures

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 an 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.

Resources

\$127,000 for training, community materials development, printing, mailing or innovative uses approved by the GHSO.

Self-sufficiency

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

Evaluation

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

Agencies Funded:

Conexion Americas \$126,954.58 Davidson

169-Safe Communities Educational Resource - www.TNTrafficSafety.org - Safe Communities

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.

Objective

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. Maintain web based data collection and educational internet access.

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:

1. Update, expand & diversify service materials to reach diverse audiences and traffic safety issues
2. Provide access to the service through its 1.800.99BELTS number, 24-hour voice mail, fax, and through its web site (www.tntrafficsafety.org)
3. Provide traffic safety program materials, technical assistance
4. Provide audio/video materials for loan, provide Vince and Larry costumes & Drunk Buster Impairment goggles for loan as requested
5. Continue to evaluate services to requestors and develop database of requestors;
6. Attend and/or exhibit TTSRS products and services at the TN Highway Safety Conference, attend National Lifesavers, attend GHSO workshops
7. 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
8. Maintain the new TTSRS/GHSO website, update site sections as needed, & improve overall site usability

Resources

Personnel needs for the proposed project include: a Project Director working 100% time that will administer and operate TTSRS as well as support staff. Storage space is required to maintain brochures and other printed matter prior to shipment.

Self-sufficiency

This is a support project for community information and education.

Evaluation:

Compare program objectives and planned activities with accomplishments and maintain service logs of requests

Agencies Funded:

Safe Communities Educational Service TN Tech University \$299,755.84

13-09 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 2008, 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 2009 made the following recommendations for EMS improvement.

- Explore the resurrection of the CODES project in the TDH.

- Continue to support efforts to develop VRISM for the collection of all vital statistics data.
- Continue to support the EMITS system and encourage the creation of quality data checks.
- Capture EMS run report number on the crash report to aid direct linkage between crash and health care files.
- Capture crash report number on the EMS run sheet to aid direct linkage between crash and health care files.
- Explore strategies to reduce the lag time in the availability of annual hospital discharge and ED data sets.

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 - 1101775 - First Responder Training

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

- Provide initial training for at least 20-30 individuals per community belonging to qualified First Responder organizations.
- Provide startup equipment kits for at least 3 communities
- 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.

Resources

\$10,000 for first responder training.

NOTE: These resources are estimated and are based on the 2012-2013 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 2012-2013 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. 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: (agencies and amount awarded is estimated)

Application Title	Agency	Total Costs
First Responder Training	Tennessee City Volunteer Fire Dept	\$10,000.00
Training for First Responders and Rescuers	Dayton Fire Department	\$10,000.00
First Responder and Extrication Training	Ashland City Fire Department	\$10,811.20

13-10 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 change behavior, it can influence and provide a sustainable message that, over time, can be persuasive and effective at modifying driver behavior.

Goal: To increase awareness of the following highway safety messages: Booze It and Lose It, Click It or Ticket, 100 Days of Summer Heat; High Visibility Law Enforcement Demo Project; and continue to have a media presence with Motorcycle Safety, Teen Driver Safety, along with other highway safety programs.

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

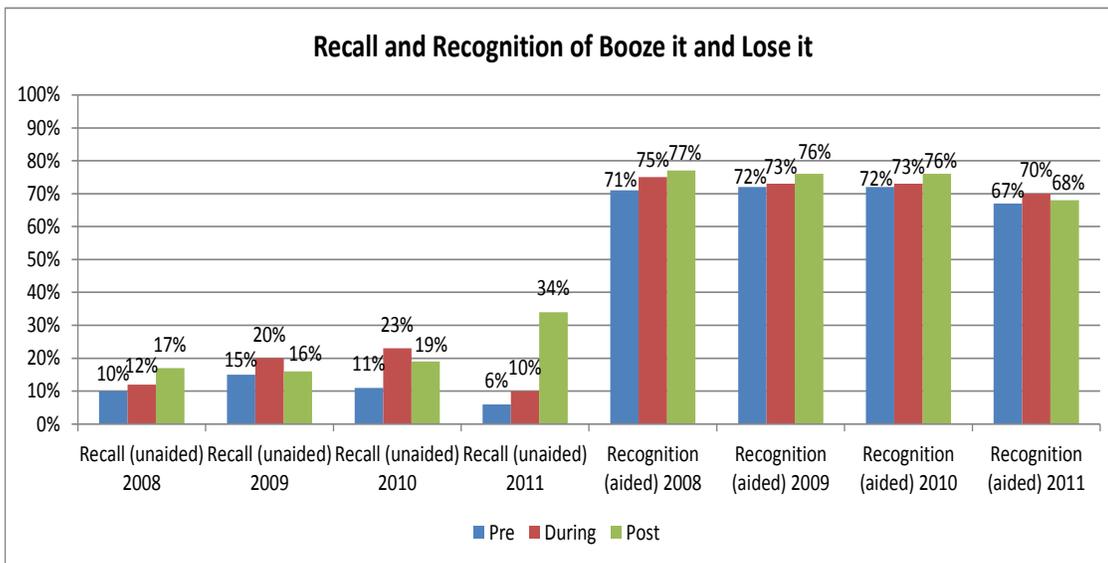
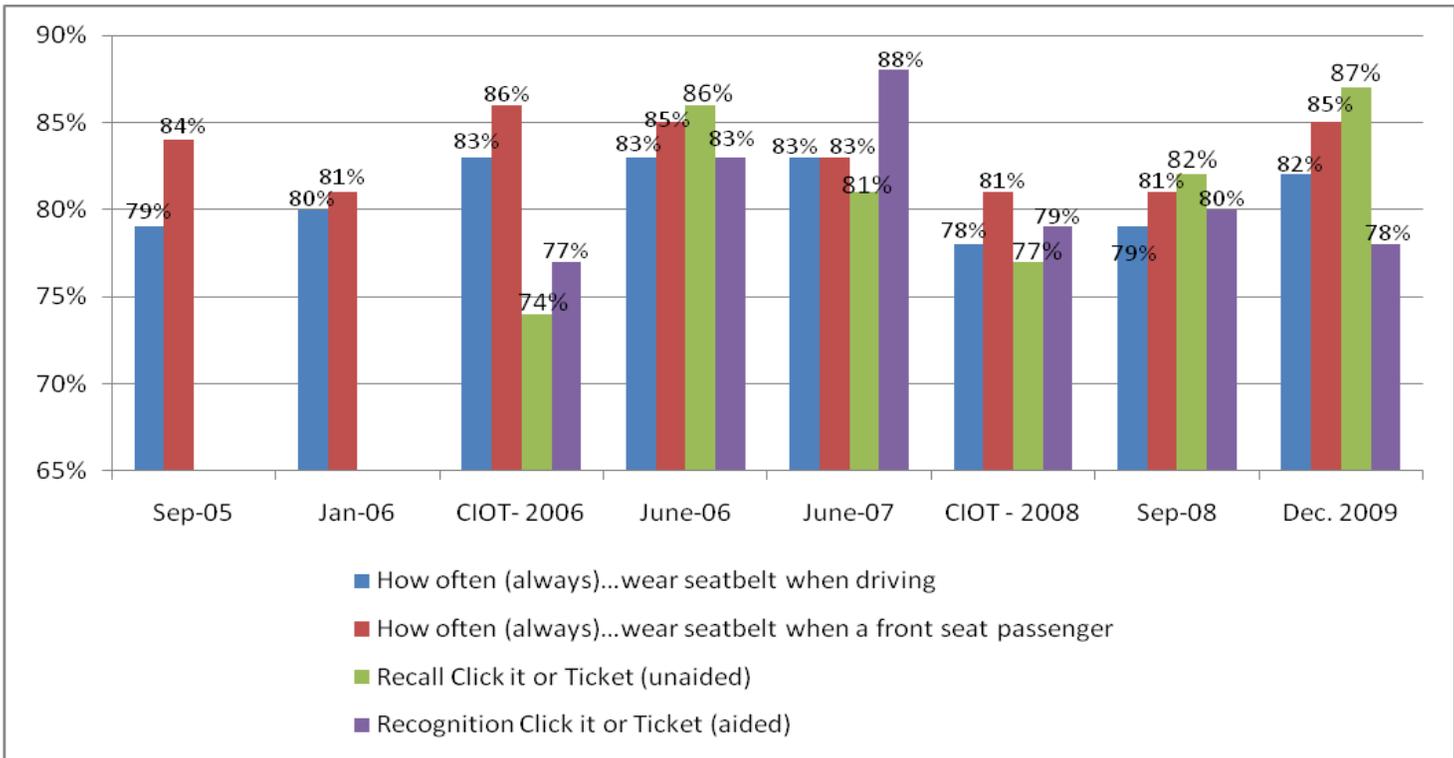
Evaluation: Attitudes and perceptions evaluation for each campaign in excess of \$100,000 will be conducted to determine if awareness has changed over time. Baseline evaluations have been conducted for each of these campaigns and will be compared to the results gathered in 2008-2011.

Tasks: Develop, plan and carryout the Booze It and Lose It, Holiday, Click It or Ticket, 100 Days of Summer Heat, High Visibility Law Enforcement Demo Project, Motorcycle Safety as listed in the Events and Activities Calendar. If additional campaigns are added throughout the year, the calendar will be updated. Conduct attitudes and perceptions evaluations for each campaign period exceeding \$100,000.

Funds: Federal Funding for the media marketing will include 410, 402, 154, 406, and 2010, along with any new funding sources as they are made available to the Governor's Highway Safety Office.

The Center for Applied Research and Evaluation, formerly the Social Science Research Institute at the University of Tennessee, Knoxville has been conducting interviews with residents of the state of Tennessee over the past five 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 Recall and Recognition



Booze It and Lose It / High Visibility Demonstration Project

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

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

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 the "Everywhere" and "Backseat" messages designated driver 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, and will utilize partnerships with college and professional athletic teams and events, statewide media outlets, and various events the target audience patronize.

To address the diversity issue within the State a plan was developed to target the Hispanic Community back in 2008. Many of the immigrants in Hispanic communities across the State came from countries where, more often than not, people did not own or drive vehicles. Coming to the States requires learning driving skills and roadway rules and laws which may be difficult to deliver educational materials to. Through a partnership with Conexión Americanos, a DUI education and outreach service is providing educational campaign materials for *Manejar Borracho* and one-on-one interaction with the Hispanic community.

Click It or Ticket/High Visibility Demonstration Project

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

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

Based on the congressional requirements, 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.

Teen Drivers

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

Additionally, the Lead and Live annual youth alcohol conference is held in November, to mentor and teach teens about the deadly effects of impaired driving. This 3 day, intense course teaches teens the skills to talk to their peers about drinking and driving, the effects of alcohol, and stories of injuries and death by those affected by alcohol related crashes.

The "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.

Summer Promotion

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

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

Motorcycle Safety

With motorcycles fatalities on the rise since 1998, Tennessee has embarked on a motorcycle safety awareness campaign targeting 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 May of 2009 and radio spots were purchased for an awareness campaign. A press event was conducted in which approximately 100 motorcycle riders attended to emphasize 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.

REAL ID

Due to federal laws to comply with the 9/11 Commission mandates, the REAL ID Act of 2005 was launched and on January 11, 2008 EHS released the final rule regarding the implementation of the driver's license provisions of the REAL ID Act. Real ID is a nationwide effort to improve the safety and security of our communities and reduce fraud by improving reliability and accuracy of identification documents, thus providing law enforcement officials with proof that the owner of the card is one and the same. Under the DHS final rule, those states that chose to comply with Driver's License provisions of the Real ID Act are allowed to apply for up to two extensions of the May 11, 2008 deadline for implementing these provisions: an extension until no later than December 31, 2009 and an additional extension until no later than May 11, 2011. The DHS final rule mandates that, as of March 11, 2011, driver's licenses issued by the states that are not deemed to be in full compliance with the Real ID Act, will not be accepted for federal purposes.

Operation Lifesaver

To increase public awareness of the danger of railroad crossings to all motorists and pedestrians, Operation Lifesaver was launched in 2011. Media details including design logos, acquire media purchases, and utilize earned media and guerilla marketing was established to effectively reach the target audience while operating on a very limited budget. Educational materials by the Operation Lifesaver agency will be used and tailored to fit Tennessee laws and signage.

Events and Activities 2013

Month	Theme/Date	Media/Activities	Applications/Evaluation
October	National Teen	Press Release	Attitudes/Perceptions
	Driver Safety Week	DMS Board	
		National Media	
November	<i>Booze It and Lose It</i>	Press Release	
December		DMS Board	
January	COMET	Press Release	Attitudes/Perceptions
	Jan. 25-Feb.3		
February	Super Bowl Sunday	Press Release/Event	
	Feb. 1-3	DMS Boards	
	<i>Booze It and Lose It</i>	Sobriety Checkpoints	
April	National Distracted	Press Event	Attitudes/Perceptions
	Driving Awareness	DMS Boards	
	Month/COMET	Sobriety Checkpoints	
	April 12-15, 19-22	Media Purchase	
May	<i>Click It or Ticket</i>	Press Release/Event	Attitudes/Perceptions
	May 20-June 2	DMS Boards	
		Sobriety Checkpoints	
June	Enforcement Efforts	DMS Boards	Attitudes/Perceptions
	100 Days	Sobriety Checkpoints	
	of Summer Heat		
		Media Purchase	
July	Fourth of July	Press Release/Event	
	Impaired Driving	DMS Boards	
	COMET	Sobriety Checkpoints	
	July 18-21, 25-28		

August		Back to School Safety		Press Release		Attitudes/Perceptions	
		Impaired Driving		DMS Boards			
		National Crackdown		Sobriety Checkpoints			
		Aug. 16-Sept. 2		National Media			
September		National Child		Press Release			
		Safety Week		National Media			
		Lifesaver's		Press Release			
		Conference					

Equipment Approval for Purchases over \$5,000.00

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

Agency	Cost	Quantity	Total	Item Description
Ashland City PD	\$ 20,000	1	\$ 20,000	SIDNE electric cart
Dickson County SO	\$ 10,099	2	\$ 20,198	Traffic Safety Driving Simulators
Dover PD	\$ 10,000	1	\$ 10,000	E-Mobile Citation Reader Software and Hardware
Fairview PD	\$ 5,500	1	\$ 5,500	In car camera system
Maryville PD	\$ 9,225	1	\$ 9,225	Golf cart for DUI Education/Training
Maury County SO	\$ 5,000	7	\$ 35,000	In Car Video Cameras
McMinn County Rescue	\$ 20,000	1	\$ 20,000	DUI simulator
McMinn County Rescue	\$ 5,491	1	\$ 5,491	8.5' X 28' cargo trailer
Montgomery County SO	\$ 5,000	2	\$ 10,000	In car camera systems
Rutledge PD	\$ 5,800	1	\$ 5,800	In car camera system
TACP	\$ 28,000	1	\$ 28,000	Law Enforcement Challenge Vehicle
TBI	\$ 200,000	1	\$ 200,000	LC/MS/MS Instrument / DUI drug screen instrumentation
UTK, PD	\$ 29,000	2	\$ 58,000	LEL Vehicle
Waynesboro PD	\$ 5,000	3	\$ 15,000	WIFI Tower



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

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: TN Number: 13-01 Date: 08/13/2012

Program Area	Approved Program	State/Local	Federally Funded Programs		Federal Share	Current Balance
	Costs	Funds	Previous Balance	Increase/(Decrease)	to Local	
NHTSA 402						
DE	145,000	29,000			0	
EM	30,000	6,000			30,000	
OP	180,000	36,000			0	
PM	0	0			0	
PT	2,510,500	502,000			1,365,000	
SA	300,000	60,000			0	
TR	1,010,500	0			1,510,500	
PA	250,000	250,000			800,000	
402 (est. carry forward 0 FY 13 est. award 4,500,000)	4,415,000	1,083,000			2,195,000	
408 (FY 13 est. award 420,000)	405,000	81,000			0	
410 (est. carry forward 440,000 FY 13 est. award 2,500,000)	2,835,000	1,385,000			0	
406(est.Carry forward 233)	233	0			0	
2010 (est carry forward)	215,000	0			0	
2011 (est carry forward)	330,000	80,000			0	
154AL (est carry forward)	10,500,000	0			8,200,000	
154PM (est carry forward)	2,500,000	0			0	
154HE (est carry forward)	16,000,000	0			16,000,000	
Total NHTSA	37,200,233	2,629,000			10,395,000	
Total FHWA (est flex)	0				0	
Total						
NHTSA & FHWA	37,200,233	2,629,000			10,395,000	

State Official Authorized Signature:



NAME: Kendell Poole

TITLE: Director, Governor's Highway Safety Office

DATE: 08/13/2012

Federal Official Authorized Signature:

NHTSA - NAME:

TITLE:

DATE:

Effective Date:

INSTRUCTIONS FOR PROGRAM COST SUMMARY

This form is to be used to provide funding documentation for grant programs under Title 23, United States Code.

State - The State submitting the HS Form-217

Number - Each HS-217 will be in sequential order by fiscal year (e.g., 99-01, 99-02, etc.)

Date - The date of occurrence of the accounting action(s) described.

Program Area - The code designating a program area (e.g., PT-99, where PT represents the Police Traffic Services and 99 represents the Federal fiscal year). Funds should be entered only at the program area level, not at the task level or lower.

Approved Program Costs - The current balance of Federal funds approved (but not obligated) under the HSP or under any portion of or amendment to the HSP.

State/local Funds - The funds which the State and its political subdivisions are contributing to the program, including both hard and soft match.

FEDERALLY FUNDED PROGRAMS

Previous Balance - The balance of Federal funds obligated and available for expenditure by the State in the current fiscal year, as of the last Federally-approved transaction. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward. (The column is left blank on the updated Cost Summary required to be submitted under 23 CFR ♦ 1200.12(d). For subsequent submissions, the amounts in this column are obtained from the "Current Balance" column of the immediately preceding Cost Summary.)

Increase/(Decrease) - The amount of change in Federal funding, by program area, from the funding reflected under the "Previous Balance".

Current Balance - The net total of the "Previous Balance" and the "Increase/(Decrease)" amounts. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward.

Federal Share to Local - Total Federal funds dedicated to programs implemented for the benefit of local governmental entities.

NHTSA/FHWA Program Area Codes

NHTSA 402

PA	Planning and Administration
AL	Alcohol
EM	Emergency Medical Services
MC	Motorcycle Safety
OP	Occupant Protection
PS	Pedestrian/Bicycle Safety
PT	Police Traffic Services
TR	Traffic Records
AI	Accident Investigation
CP	Community Traffic Safety Project
CL	Codes and Laws
DC	Debris Hazard Control
DE	Driver Education
DL	Driver Licensing
IS	Identification and Surveillance
RH	Railroad/Highway Crossings
RS	Roadway Safety
SA	Safe Communities

SB	School Bus
SC	Speed Control
SE	Speed Enforcement
TC	Traffic Courts
VI	Periodic Motor Vehicle Inspection
VR	Motor Vehicle Registration
CR	Child Restraint
PM	Paid Advertising
LE	Safety Belts
SO	Special Occupant Protection
SS	School Bus Set Aside
TS	Traffic Records
YA	Youth Alcohol

405 Occupant Protection

J2	405 Occupant Protection
J2PM	J2 Paid Media

408 Alcohol

J6	408 Alcohol
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410 Alcohol

J7	410 Alcohol
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New 410 Alcohol

J8	New 410 Alcohol
J8PM	J8 Paid Media

411 Data Program

J9	411 Data Program
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2003B Child Pass. Protect

J3	2003B Child Pass. Protect
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157 Incentive Funds

157AL	157 Alcohol
157PA	157 Planning and Administration
157EM	157 Emergency Medical Services
157MC	157 Motorcycle Safety
157OP	157 Occupant Protection
157PS	157 Pedestrian Safety
157PT	157 Police Traffic Services
157TR	157 Traffic Records
157AI	157 Accident Investigation

157CP	157 Community Traffic Safety Project
157CL	157 Codes and Laws
157DC	157 Debris Hazard Control
157DE	157 Driver Education
157DL	157 Driver Licensing
157IS	157 Identification and Surveillance
157RH	157 Railroad/Highway Crossings
157RS	157 Roadway Safety
157SA	157 Safe Communities
157SB	157 School Bus
157SC	157 Speed Control
157SE	157 Speed Enforcement
157TC	157 Traffic Courts
157VI	157 Periodic Mtr Vehicle Inspection
157VR	157 Motor Vehicle Registration
157CR	157 Child Restraint
157PM	157 Paid Advertising
157SO	157 Special Occupant Protection
157SS	157 School Bus Set Aside
157YA	157 Youth Alcohol
157LE	157 Safety Belts
157J2	157 405 Occupant Protection
157J8	157 410 Alcohol
157J9	157 411 Data Program

157 Innovative Funds

IN2	157 Innovative FY 2002
IPM2	157 Innovative Paid Media FY 2002
IN3	157 Innovative FY 2003
IPM3	157 Innovative Paid Media FY 2003
IN4	157 Innovative FY 2004
IPM4	157 Innovative Paid Media FY 2004
IN5	157 Innovative FY 2005
IPM5	157 Innovative Paid Media FY 2005

FHWA 402

FPA	Planning and Administration
FPS	Pedestrian Safety
FRS	Roadway Safety
FRH	Railroad/Highway Crossings
FSB	School Bus
FSC	Speed Control
FSM	Safety Management

154 Transfer Funds

154PA 154 Planning and Administration
154AL 154 Alcohol
154PM 154 Paid Media
154HE 154 Hazard Elimination

164 Transfer Funds

164PA 164 Planning and Administration
164AL 164 Alcohol
164PM 164 Paid Media
164HE 164 Hazard Elimination

163 Impaired Driving

163ID Impaired Driving Mobilization 2004
163DM Impaired Driving Mobilization 2005

COMPREHENSIVE LIST OF GRANTS

Agency	Grant Application Title	County
21st Drug Court Inc.	21st Drug Court Program	Williamson
23rd Judicial District Drug Court	23rd District DUI Court Program	Dickson
Adamsville PD	High Visibility Law Enforcement Campaigns	McNairy
Alamo PD	High Visibility Law Enforcement Campaigns	Crockett
Alcoa PD	High Visibility Law Enforcement Campaigns	Blount
Alexandria PD	High Visibility Law Enforcement Campaigns	DeKalb
Algood PD	High Visibility Law Enforcement Campaigns	Putnam
Anderson County SO	Reducing Fatalities in Anderson County: Alcohol/DUI/Seatbelt Enforcement:	Anderson
APSU, Campus Police	High Visibility Law Enforcement Campaigns	Montgomery
Ardmore PD	High Visibility Law Enforcement Campaigns	Giles
Ashland City Fire Department	First Responder and Extrication Training	Cheatham
Ashland City PD	Impairment and Distraction Education	Cheatham
Athens PD	Safe roads for Athens	McMinn
Baileyton PD	High Visibility Law Enforcement Campaigns	Greene
Bartlett PD	Multiple Violations Grant	Shelby
Baxter PD	High Visibility Law Enforcement Campaigns	Putnam
Bean Station PD	Drunk and Impaired Drivers Beware When Traveling Through Bean Station	Grainger
Bedford County SO	Alcohol and Traffic Enforcement	Bedford
Bell Buckle PD	High Visibility Law Enforcement Campaigns	Bedford
Belle Meade PD	High Visibility Law Enforcement Campaigns	Davidson
Belle Meade PD	TITAN Network	Davidson
Bells PD	High Visibility Law Enforcement Campaigns	Crockett
Benton PD	High Visibility Law Enforcement Campaigns	Polk
Benton PD	Impaired Driving Enforcement	Polk
Benton PD	Network Coordinator	Polk
Big Sandy PD	High Visibility Law Enforcement Campaigns	Benton
Blaine PD	High Visibility Law Enforcement Campaigns	Grainger
Bledsoe County SO	High Visibility Law Enforcement Campaigns	Bledsoe
Blount County SO	2012-13 BCSO Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Blount
Blount County SO	2012-13 BCSO Network Coordinator	Blount
Blount County SO	2012-13 Motorcycle/Motorist Safety	Blount
Bluff City PD	High Visibility Law Enforcement Campaigns	Sullivan
Bolivar PD	"RID" Reduce Impaired Driving	Hardeman
Bradford PD	High Visibility Law Enforcement Campaigns	Gibson
Bradley County SO	High Visibility Law Enforcement Campaigns	Bradley
Brighton PD	High Visibility Law Enforcement Campaigns	Tipton
Bristol PD	Bristol Impaired Driving Saturation Patrols	Sullivan
Brownsville PD	772-Brownsville Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Haywood
Brownsville PD	784-Brownsville West TN Network Coordinator Grant	Haywood

Bruceston PD	High Visibility Law Enforcement Campaigns	Carroll
Burns PD	2012-2013 Multi-Violation	Dickson
Calhoun PD	High Visibility Law Enforcement Campaigns	McMinn
Camden PD	High Visibility Law Enforcement Campaigns	Benton
Campbell County SO	Knock Out Impaired Driving Phase 2	Campbell
Cannon County SO	High Visibility Law Enforcement Campaigns	Cannon
Carroll County SO	High Visibility Law Enforcement Campaigns	Carroll
Carter County SO	High Visibility Law Enforcement Campaigns	Carter
Carthage PD	High Visibility Law Enforcement Campaigns	Smith
Caryville PD	High Visibility Law Enforcement Campaigns	Campbell
Celina PD	High Visibility Law Enforcement Campaigns	Clay
Centerville PD	High Visibility Law Enforcement Campaigns	Hickman
Chapel Hill PD	High Visibility Law Enforcement Campaigns	Marshall
Charleston PD	High Visibility Law Enforcement Campaigns	Bradley
Charleston PD	High Visibility Law Enforcement Campaigns	Bradley
Chattanooga PD	High Visibility Law Enforcement Campaigns	Hamilton
Cheatham County SO	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Cheatham
Church Hill Public Safety	High Visibility Law Enforcement Campaigns	Hawkins
City of Sunbright PD	High Visibility Law Enforcement Campaigns	Morgan
Clarksburg PD	High Visibility Law Enforcement Campaigns	Carroll
Clarksville PD	Clarksville 2012 Alcohol Countermeasures	Montgomery
Clay County SO	High Visibility Law Enforcement Campaigns	Clay
Clinton PD	High Visibility Law Enforcement Campaigns	Anderson
Cocke County SO	High Visibility Law Enforcement Campaigns	Cocke
Coffee County SO	High Visibility Law Enforcement Campaigns	Coffee
Collegedale PD	Collegedale Multiple Violations Program	Hamilton
Collierville PD	Traffic Law Enforcement Agency Services - Multiple violations	Shelby
Collinwood PD	High Visibility Law Enforcement Campaigns	Wayne
Columbia State Community College	Standardized Statewide Traffic Training for Law Enforcement	Maury
Conexion Americas	Hispanic Don't Drink & Drive Outreach Campaign	Davidson
Cookeville PD	Cookeville Safe Streets	Putnam
Cookeville PD	High Visibility Law Enforcement Campaigns	Putnam
Cookeville PD	Network Coordinator	Putnam
Cornersville PD	You Can Lead without Speed	Marshall
Covington PD	High Visibility Law Enforcement Campaigns	Tipton
Cowan PD	High Visibility Law Enforcement Campaigns	Franklin
Crockett County SO	High Visibility Law Enforcement Campaigns	Crockett
Crossville PD	Alcohol Saturation / Roadside Checkpoints	Cumberland
Crossville PD	High Visibility Law Enforcement Campaigns	Cumberland
Crossville PD	Network Coordinator	Cumberland
Cumberland City PD	High Visibility Law Enforcement Campaigns	Stewart
Cumberland County SO	DUI Saturation Patrols	Cumberland
Dandridge PD	High Visibility Law Enforcement Campaigns	Jefferson

Dayton Fire Department	Training for First Responders and Rescuers	Rhea
Dayton PD	"Making an Impact in Dayton"	Rhea
Decatur County SO	Decatur County Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Decatur
DECATURVILLE PD	High Visibility Law Enforcement Campaigns	Decatur
Decherd PD	High Visibility Law Enforcement Campaigns	Franklin
Dickson County SO	DUI Enforcement Campaign 2013	Dickson
Dickson County SO	Traffic Safety Awareness and Education Program	Dickson
Dickson PD	Alcohol Saturation Patrols --- One Stop at a Time	Dickson
Dover PD	Effective & Efficient Enforcement Through Technology	Stewart
Dover PD	High Visibility Law Enforcement Campaigns	Stewart
Dover PD	Network Coordinator	Stewart
Dresden PD	High Visibility Law Enforcement Campaigns	Weakley
Dunlap PD	FY 2012-2013 Dunlap Police Dept Alcohol Countermeasures	Sequatchie
Dyer PD	High Visibility Law Enforcement Campaigns	Gibson
Dyersburg PD	High Visibility Law Enforcement Campaigns	Dyer
Eagleville PD	High Visibility Law Enforcement Campaigns	Rutherford
East Ridge PD	High Visibility Law Enforcement Campaigns	Hamilton
Elizabethton PD	High Visibility Law Enforcement Campaigns	Carter
Elkton PD	High Visibility Law Enforcement Campaigns	Giles
Englewood PD	High Visibility Law Enforcement Campaigns	McMinn
Erin PD	High Visibility Law Enforcement Campaigns	Houston
Erwin PD	High Visibility Law Enforcement Campaigns	Unicoi
Estill Springs PD	High Visibility Law Enforcement Campaigns	Franklin
Etowah PD	Keeping the City of Etowah streets safe	McMinn
ETSU, Public Safety	High Visibility Law Enforcement Campaigns	Washington
ETSU, Public Safety	Network Coordinator	Washington
Fairview PD	Fairview Alcohol Free Streets Continued	Williamson
Fayette County SO	Sober Drivers Safe Streets Initiative	Fayette
Fayetteville PD	High Visibility Law Enforcement Campaigns	Lincoln
Fentress County SO	Fentress County Impaired Driving Enforcement Program	Fentress
Franklin County SO	Franklin County Impaired Driving Program	Franklin
Franklin PD	Franklin's Fight Against Impaired Driving	Williamson
Friendship PD	High Visibility Law Enforcement Campaigns	Crockett
Gainesboro PD	High Visibility Law Enforcement Campaigns	Jackson
Gallaway PD	High Visibility Law Enforcement Campaigns	Fayette
Gibson PD	High Visibility Law Enforcement Campaigns	Gibson
Giles County SO	High Visibility Law Enforcement Campaigns	Giles
Gleason PD	ASORSC 2012	Weakley
Gordonsville PD	High Visibility Law Enforcement Campaigns	Smith
Grainger County SO	High Visibility Law Enforcement Campaigns	Grainger
Grand Junction PD	High Visibility Law Enforcement Campaigns	Hardeman
Graysville PD	High Visibility Law Enforcement Campaigns	Rhea
Greenbrier PD	High Visibility Law Enforcement Campaigns	Robertson

Greenville PD	High Visibility Law Enforcement Campaigns	Greene
Greenfield PD	High Visibility Law Enforcement Campaigns	Weakley
Grundy County SO	High Visibility Law Enforcement Campaigns	Grundy
Hamblen County SO	High Visibility Law Enforcement Campaigns	Hamblen
Hamilton County SO	RIID - Remove Intoxicated and Impaired Drivers	Hamilton
Hamilton County SO	Safe Journey- Child Passenger Safety Community Education Program	Hamilton
Hardeman County SO	High Visibility Law Enforcement Campaigns	Hardeman
Hardin County SO	Law Enforcement Services Hardin County Alcohol Saturation Project	Hardin
Harriman PD	High Visibility Law Enforcement Campaigns	Roane
Hawkins County SO	High Visibility Law Enforcement Campaigns	Hawkins
Haywood County SO	High Visibility Law Enforcement Campaigns	Haywood
Henderson PD	High Visibility Law Enforcement Campaigns	Chester
Hendersonville PD	DUI Enforcement Program	Sumner
Henry County SO	High Visibility Law Enforcement Campaigns	Henry
Henry PD	High Visibility Law Enforcement Campaigns	Henry
Hickman County SO	High Visibility Law Enforcement Campaigns	Hickman
Hohenwald PD	Network Coordinator	Lewis
Hollow Rock PD	High Visibility Law Enforcement Campaigns	Carroll
Houston County SO	engaging the battle of impaired drivers 3	Houston
Humboldt PD	High Visibility Law Enforcement Campaigns	Gibson
Humphreys County SO	High Visibility Law Enforcement Campaigns	Humphreys
Huntingdon PD	High Visibility Law Enforcement Campaigns	Carroll
Huntland PD	High Visibility Law Enforcement Campaigns	Franklin
Jacksboro PD	High Visibility Law Enforcement Campaigns	Campbell
Jackson County SO	Saturation Patrols / Awareness / Roadside Checkpoints (SPARC)	Jackson
Jackson PD	A.C.T. Alcohol Countermeasures Team	Madison
JACOIA	SADD Tennessee "Empowering Youth Throughout Tennessee"	Madison
Jamestown PD	High Visibility Law Enforcement Campaigns	Fentress
Jasper PD	High Visibility Law Enforcement Campaigns	Marion
Jefferson City PD	High Visibility Law Enforcement Campaigns	Jefferson
Jellico PD	High Visibility Law Enforcement Campaigns	Campbell
Johnson City PD	Safer Johnson City Streets V	Washington
Jonesborough PD	High Visibility Law Enforcement Campaigns	Washington
Kenton PD	High Visibility Law Enforcement Campaigns	Obion
Kimball PD	High Visibility Law Enforcement Campaigns	Marion
Kimball PD	Network Coordinator	Marion
Kingsport PD	Kingsport Police Department Alcohol and Impaired Driving Countermeasures.	Sullivan
Kingston PD	High Visibility Law Enforcement Campaigns	Roane
Kingston Springs PD	High Visibility Law Enforcement Campaigns	Cheatham
Knox County SO	Knox County Sheriff's Office Traffic Services Grant	Knox
Knoxville PD	Knoxville's Traffic and DUI Enforcement	Knox
Lafayette PD	Lafayette Police Department alcohol/multi violation countermeasure grant	Macon

LaFollette PD	High Visibility Law Enforcement Campaigns	Campbell
Lake City PD	High Visibility Law Enforcement Campaigns	Anderson
Lake County SO	High Visibility Law Enforcement Campaigns	Lake
Lauderdale County SO	Alcohol Countermeasures	Lauderdale
LaVergne PD	LaVergne PD Alcohol Saturation Patrols	Rutherford
Lebanon PD	Lebanon PD DUI Enforcement Initiative	Wilson
Lenoir City PD	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Loudon
Lewisburg PD	Network Coordinator	Marshall
Lexington PD	LPD DUI Countermeasures Project	Henderson
Lexington PD	Network Coordinator	Henderson
Lincoln County SO	Lincoln County Impaired Driver Initiative	Lincoln
Livingston PD	High Visibility Law Enforcement Campaigns	Overton
Lookout Mtn. PD	High Visibility Law Enforcement Campaigns	Hamilton
Loretto PD	High Visibility Law Enforcement Campaigns	Lawrence
Macon County SO	High Visibility Law Enforcement Campaigns	Macon
Madison County SO	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Madison
Madison County SO	Network Law Enforcement Grants- Network Coordinator	Madison
Manchester PD	Impaired / Aggressive and Speeding Driver Enforcement Program	Coffee
Marion County SO	High Visibility Law Enforcement Campaigns	Marion
Marshall county SO	High Visibility Law Enforcement Campaigns	Marshall
Martin PD	Comprehensive Alcohol Risk reDuction	Weakley
Maryville PD	2012-13 MPD Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Blount
Mason PD	High Visibility Law Enforcement Campaigns	Tipton
Maury County SO	Maury County DUI Enforcement	Maury
Maynardville PD	High Visibility Law Enforcement Campaigns	Union
McEwen PD	High Visibility Law Enforcement Campaigns	Humphreys
McKenzie PD	Operation Clean Sweep	Carroll
McMinn County Rescue Squad	Teens Against Drinking, Drugs, Distractions, and Speeding (TADDDS)	McMinn
McMinn County SO	McMinn County DUI Crackdown	McMinn
McMinnville PD	GET A DESIGNATED DRIVER:BE A SURVIVOR	Warren
McNairy County SO	High Visibility Law Enforcement Campaigns	McNairy
Medina PD	High Visibility Law Enforcement Campaigns	Gibson
Meharry Medical College	Middle Tennessee Child Passenger Safety Center	Davidson
Meigs County SO	MEIGS COUNTY DUI ENFORCEMENT PROGRAM 2013	Meigs
Memphis PD	Alcohol Saturation Patrols/Roadside Sobriety Checkpoints	Shelby
Memphis PD	Comprehensive Alcohol Risk reDuction (C.A.R.D.)	Shelby
Memphis PD	Network Coordinator	Shelby
Metro Moore County SO	Alcohol Saturation Patrol	Moore
Metro Moore County SO	Saving People On the Roads of Tennessee (SPORT) Network	Rutherford
Metropolitan Drug Commission	Raising the Bar on Youth Retail Compliance	Davidson
Metropolitan Nashville PD	Nashville Highway Safety Initiative	Davidson
Middleton PD	MIDDLETON ALCOHOL TASK FORCE	Hardeman
Milan PD	High Visibility Law Enforcement Campaigns	Gibson

Millersville PD	High Visibility Law Enforcement Campaigns	Sumner
Millington PD	High Visibility Law Enforcement Campaigns	Shelby
Minor Hill PD	High Visibility Law Enforcement Campaigns	Giles
Monteagle PD	High Visibility Law Enforcement Campaigns	Grundy
Monterey PD	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Putnam
Montgomery County SO	Alcohol Counter Measures	Montgomery
Morristown PD	Traffic Safety and Impaired Driving Prevention Program	Hamblen
Moscow PD	High Visibility Law Enforcement Campaigns	Fayette
Mother's Against Drunk Driving	Court Partnership	Davidson
Mother's Against Drunk Driving	Underage Drinking Prevention	Davidson
Mount Carmel PD	High Visibility Law Enforcement Campaigns	Hawkins
Mount Carmel PD	Network Coordinator Grant	Hawkins
Mount Carmel PD	State Highway 346/Carters Valley Road DUI Enforcement	Hawkins
Mountain City PD	High Visibility Law Enforcement Campaigns	Johnson
Munford PD	High Visibility Law Enforcement Campaigns	Tipton
Nashville Airport PD	High Visibility Law Enforcement Campaigns	Davidson
New Tazewell PD	High Visibility Law Enforcement Campaigns	Claiborne
Newbern PD	High Visibility Law Enforcement Campaigns	Dyer
Newport PD	High Visibility Law Enforcement Campaigns	Cocke
Niota PD	High Visibility Law Enforcement Campaigns	McMinn
Nolensville PD	High Visibility Law Enforcement Campaigns	Williamson
Norris PD	High Visibility Law Enforcement Campaigns	Anderson
Oak Ridge PD	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Anderson
Oakland PD	Alcohol Saturation 2012 - 2013	Fayette
Obion County SO	High Visibility Law Enforcement Campaigns	Obion
Oliver Springs PD	High Visibility Law Enforcement Campaigns	Roane
Oneida PD	High Visibility Law Enforcement Campaigns	Campbell
Overton County SO	Saturating for Safety	Overton
Paris PD	High Visibility Law Enforcement Campaigns	Henry
Perry County SO	High Visibility Law Enforcement Campaigns	Perry
Petersburg PD	High Visibility Law Enforcement Campaigns	Marshall
Pickett County SO	High Visibility Law Enforcement Campaigns	Pickett
Pigeon Forge PD	High Visibility Law Enforcement Campaigns	Sevier
Pikeville PD	High Visibility Law Enforcement Campaigns	Bledsoe
Piperton PD	High Visibility Law Enforcement Campaigns	Fayette
Pittman Center PD	High Visibility Law Enforcement Campaigns	Sevier
Pleasant View PD	Alcohol Enforcement Grant	Cheatham
Puryear PD	High Visibility Law Enforcement Campaigns	Henry
Red Bank PD	City of Red Bank Impaired Driving Enforcement Program	Hamilton
Red Boiling Springs PD	High Visibility Law Enforcement Campaigns	Macon
Rhea County SO	Rhea County Alcohol Countermeasures	Rhea
Ridgely PD	High Visibility Law Enforcement Campaigns	Lake
Roane County SO	A safer Roane County 2013	Roane

Roane County SO	Network Coordinator	Roane
Robertson County SO	11154-Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Robertson
Rockwood PD	High Visibility Law Enforcement Campaigns	Roane
Rossville PD	High Visibility Law Enforcement Campaigns	Fayette
Rutherford County Drug Court	Rutherford County DUI Court Program	Rutherford
Rutherford county sheriffs dept	Rutherford County Sheriff; ASP/RSC	Rutherford
Rutherford PD	High Visibility Law Enforcement Campaigns	Gibson
Rutledge PD	Alcohol Saturation Checkpoint	Grainger
Saint Joseph PD	Project Safe Stateline	Lawrence
Saltillo PD	High Visibility Law Enforcement Campaigns	Hardin
Samburg PD	High Visibility Law Enforcement Campaigns	Obion
Scott County SO	High Visibility Law Enforcement Campaigns	Scott
Scotts Hill Police Dept	High Visibility Law Enforcement Campaigns	Henderson
Selmer PD	High Visibility Law Enforcement Campaigns	McNairy
Sequatchie County SO	S.C.A.R.E. III Sequatchie County Alcohol Reduction Enforcement III	Sequatchie
Sevier County SO	Reduce DUI/Drugged Driving, Traffic Crashes/Fatalities and Traffic Offenses	Sevier
Sevierville PD	DUI Prevention, Detection, and Enforcement	Sevier
Shelby County Schools	Alive at 25 New Driver Program	Shelby
Shelby County SO	Shelby County Alcohol Countermeasures	Shelby
Shelby County SO	Shelby County Network Coordinator	Shelby
Signal Mountain PD	High Visibility Law Enforcement Campaigns	Hamilton
Smith County SO	DUI Enforcement Program	Smith
Smithville PD	Smithville Impaired Driving Enforcement	DeKalb
Soddy-Daisy PD	Alcohol Countermeasures, Alcohol Saturation/Roadside Sobriety Checkpoints	Hamilton
South Carthage PD	High Visibility Law Enforcement Campaigns	Smith
South Fulton PD	High Visibility Law Enforcement Campaigns	Obion
South Pittsburg PD	High Visibility Law Enforcement Campaigns	Marion
Sparta PD	High Visibility Law Enforcement Campaigns	White
Spencer PD	High Visibility Law Enforcement Campaigns	Van Buren
Spring City PD	High Visibility Law Enforcement Campaigns	Rhea
Spring Hill PD	High Visibility Law Enforcement Campaigns	Maury
Springfield PD	Special Traffic Enforcement Program - STEP	Robertson
Sullivan County SO	Sullivan County Sheriff's Office - DUI Enforcement	Sullivan
Sumner County Drug Court	18th Judicial District, Sumner County Drug Court	Sumner
Sumner County SO	High Visibility Law Enforcement Campaigns	Sumner
Surgoinsville PD	High Visibility Law Enforcement Campaigns	Hawkins
Sweetwater PD	High Visibility Law Enforcement Campaigns	Monroe
TACP	Highway Safety Training for Chief Law Enforcement	Davidson
Tazewell PD	High Visibility Law Enforcement Campaigns	Claiborne
Tellico Plains PD	High Visibility Law Enforcement Campaigns	Monroe
Tennessee Bureau of Investigation	Assisting Toxicology/Breath Alcohol Backlog to Improve DUI Convictions.	Davidson
Tennessee Department of Health	Ambulance and Trauma Evaluation System	Davidson

Tennessee Department of Health	Statewide Injury Surveillance System	Davidson
Tennessee Department of Safety	ASP	Davidson
Tennessee Department of Safety	DUI Tracker	Davidson
Tennessee Department of Safety	State Law Enforcement Management Training	Davidson
Tennessee Department of Safety	Strike 3	Davidson
Tennessee Department of Safety	TITAN Wizard Deployment and Support	Davidson
Tennessee Technological University	Ollie Otter, Booster Seat and Seat Belt Education	Putnam
Tennessee Technological University	Safe Communities Educational Resource - www.TNTrafficSafety.org	Putnam
Tennessee Trucking Foundation	Teens and Trucks Share the Road	Davidson
The University of Tennessee	FY 2013 Statewide Survey of Safety Belt and Motorcycle Helmet Usage	Knox
The University of Tennessee	Law Enforcement Liaison Administration	Knox
The University of Tennessee	Media Evaluations	Knox
THP	Bristol Motor Speedway Traffic Enforcement	Davidson
THP District 1	Dragon	Davidson
THP District 6	High Visibility Law Enforcement Campaigns	Davidson
TICUA	The Coalition for Healthy and Safe Campus Communities (CHASCo):	Davidson
Tipton County SO	Tipton County Alcohol Countermeasures Project	Tipton
Tiptonville PD	High Visibility Law Enforcement Campaigns	Lake
TjohnE Productions, Inc.	ThinkFast Young Adult Impaired Driving Prevention Project	Davidson
TN City Volunteer Fire	First Responder Training	Dickson
TNDA General Conference	Tennessee Traffic Safety Resource Prosecutors:	Davidson
TNDA, 01st Judicial District	Special DUI Prosecutor Program	Washington
TNDA, 02nd Judicial District	DUI Abatement / Prosecution Enhancement	Sullivan
TNDA, 04th Judicial District	DUI Abatement / Prosecution Enhancement	Sevier
TNDA, 05th Judicial District	5th Judicial District 2012-2013 DUI Abatement/Prosecution Enhancement	Blount
TNDA, 06th Judicial District	DUI ABATEMENT/PROSECUTION ENHANCEMENT	Knox
TNDA, 07th Judicial District	2012-2013 DUI Abatement/Prosecution Enhancement Grant	Anderson
TNDA, 08th Judicial District	Special DUI Prosecutor- 8th District	Scott
TNDA, 10th Judicial District	DUI Abatement/Prosecution Enhancement	McMinn
TNDA, 11th Judicial District	DUI Prosecution	Hamilton
TNDA, 13th Judicial District	Better Enforcement Stopping Tragedy (B.E.S.T.)	Putnam
TNDA, 15th Judicial District	Continuation of Protecting Lives:	Trousdale
TNDA, 17th Judicial District	DUI PROSECUTOR GRANT 2013	Lincoln
TNDA, 19th Judicial District	DUI Abatement/Prosecution Enhancement	Montgomery
TNDA, 20th Judicial District	Specialized Traffic Offender Prosecution Team	Davidson
TNDA, 21st Judicial District	DUI Abatement/Prosecution Enhancement	Williamson
TNDA, 22nd Judicial District	DUI Abatement/Prosecution Enhancement	Lawrence
TNDA, 23rd Judicial District	DUI ABATEMENT / PROSECUTION ENHANCEMENT	Dickson
TNDA, 24th Judicial District	24th Judicial District DUI Prosecution Enhancement Grant	Carroll
TNDA, 25th Judicial District	DUI Prosecution Unit, 25th Judicial District of Tennessee	Lauderdale
TNDA, 26th Judicial District	DUI Abatement/Prosecution Enhancement	Madison
TNDA, 30th Judicial District	DUI Abatement/Prosecution Enhancement	Shelby
TNDA, 31st Judicial District	DUI Abatement/Prosecution Enhancement 2012/2013	Warren

Toone PD	Wide Area Saturation Patrol "WASP"	Hardeman
Townsend PD	High Visibility Law Enforcement Campaigns	Blount
Tracy City PD	High Visibility Law Enforcement Campaigns	Grundy
Trenton PD	High Visibility Law Enforcement Campaigns	Gibson
Trezevant PD	High Visibility Law Enforcement Campaigns	Carroll
Trousdale County SO	High Visibility Law Enforcement Campaigns	Trousdale
Troy PD	High Visibility Law Enforcement Campaigns	Obion
TSSAA	DUI Education Team	Davidson
Tullahoma PD	Tullahoma Safe Roads Traffic Enforcement Program	Coffee
Tusculum PD	High Visibility Law Enforcement Campaigns	Greene
Union City PD	Alcohol Countermeasures Enforcement	Obion
Union City PD	High Visibility Law Enforcement Campaigns	Obion
Union City PD	Network Coordinator	Obion
Union County SO	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Union
University of Memphis, Police Services	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Shelby
University of Tennessee PD	High Visibility Law Enforcement Campaigns	Knox
UT at Martin, PD	High Visibility Law Enforcement Campaigns	Weakley
Van Buren County SO	High Visibility Law Enforcement Campaigns	Van Buren
Vol State CC, Campus Police	High Visibility Law Enforcement Campaigns	Sumner
Warren County of Tennessee	31st Judicial District DWI Court	Warren
Warren County SO	Warren County Impaired Driving Enforcement	Warren
Wartburg PD	High Visibility Law Enforcement Campaigns	Morgan
Wartrace PD	High Visibility Law Enforcement Campaigns	Bedford
Washington County SO	High Visibility Law Enforcement Campaigns	Washington
Washington County SO	Network Coordinator	Washington
Washington County SO	Rural Strategies For Comprehensive Impaired Driver Enforcement.	Washington
Washington County SO	Safe Teen Driving Skills	Washington
Watertown PD	High Visibility Law Enforcement Campaigns	Wilson
Waverly PD	High Visibility Law Enforcement Campaigns	Humphreys
Waynesboro PD	Waynesboro P.D. Impaired Driver Reduction Grant	Wayne
Weakley County SO	High Visibility Law Enforcement Campaigns	Weakley
Westmoreland PD	High Visibility Law Enforcement Campaigns	Sumner
White Bluff PD	High Visibility Law Enforcement Campaigns	Dickson
White County SO	White County Saturation Patrols	White
White House PD	Alcohol Countermeasures	Sumner
Whiteville PD	OUR SPACE	Hardeman
Whitwell PD	High Visibility Law Enforcement Campaigns	Marion
Williamson County SO	Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	Williamson
Williamson County Trustee	Williamson County General Sessions DUI Court	Williamson
Wilson County SO	Wilson County Saving Lives	Wilson
Winchester PD	High Visibility Law Enforcement Campaigns	Franklin
Woodbury PD	High Visibility Law Enforcement Campaigns	Cannon

Listing by RFP

RFP Title	Awards	Amount
Alcohol Saturation Patrols / Roadside Sobriety Checkpoints	89	\$3,925,000.00
Ambulance and Trauma Evaluation System	1	\$55,000.00
Assisting Toxicology Backlog to Improve DUI convictions	1	\$275,000.00
Child Passenger Safety Training and Community Education	2	\$330,000.00
Comprehensive Alcohol Risk reDuction (C.A.R.D.)	3	\$170,000.00
Court Partnership Project	7	\$380,000.00
DIVERSE COMMUNITIES - Alcohol Countermeasures	1	\$125,000.00
DUI - Highway Safety Education Team	1	\$60,000.00
DUI Abatement / Prosecution Enhancement	22	\$4,126,906.37
Elementary and Secondary Schools	1	\$115,000.00
First Responder Training	3	\$30,000.00
High Visibility Law Enforcement Campaigns	192	\$960,000.00
Law Enforcement Education & Networking	1	\$50,000.00
Law Enforcement Liaisons	1	\$1,250,000.00
Media Evaluations	1	\$140,000.00
Motorcycle/Motorist Safety	2	\$160,000.00
Network Coordinator	20	\$305,000.00
Observational Survey - Safety Belts	1	\$65,000.00
Safe Communities Educational Resource - www.TNTrafficSafety.org	1	\$300,000.00
State Law Enforcement Management Training	1	\$35,000.00
Statewide Injury Surveillance System	1	\$90,000.00
Teen Novice Driver and Occupant Protection Grant	4	\$146,500.00
Tennessee Traffic Safety Resource Prosecutors:	1	\$575,000.00
Tracker - Tracking and Analysis of DUI Case Information	1	\$65,000.00
Traffic Law Enforcement Agency Services - Multiple violations	15	\$515,000.00
Traffic Records Management - TITAN	1	\$1,700,000.00
Traffic Related Law Enforcement Training	1	\$450,000.00
Underage Drinking Prevention	2	\$145,000.00
Young Adult Impaired Driving Prevention Projects	3	\$215,000.00
Grand Total	380	\$16,758,406.37

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
- 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

Section 402 Requirements (as amended by Pub. L. 112-141)

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;

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));

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsis.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

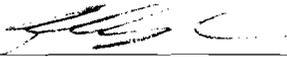
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

TENNESSEE

State or Commonwealth

FFY 2013

For Fiscal Year

August 20, 2012

Date



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Honorable Bill Haslam
Governor of Tennessee
State Capitol
Nashville, Tennessee 37243

Dear Governor Haslam:

We have reviewed Tennessee's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on September 1, 2012. Based on these submissions, we find your state's highway program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working closely with Mr. Kendell Poole in implementing the FY 2013 Highway Safety Plan.

Sincerely,

Terrance D. Schiavone
Regional Administrator

cc:

Pamela Kordenbrock, Division Administrator, FHWA
Jon Dierberger, Division Administrator, FMCSA



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Kendell Poole, Director
Governor's Highway Safety Office
James K. Polk State Office Building
505 Deaderick Street, Suite 1800
Nashville, Tennessee 37243

Dear Mr. Poole:

We are pleased to inform you that on September 25, a NHTSA letter was sent to Governor Bill Haslam acknowledging compliance of the FY 2013 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217) with the requirements of the Section 402 Program.

This acknowledgment of compliance does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of fiscal year 2013. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the obligation limitation, within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

The enclosure to this letter contains specific comments on the Performance Plan and Planning Documents and is an official part of this correspondence. FHWA comments to your Performance/Highway Safety Plan will be sent under separate cover. Your Regional Program Manager will work with you in the coming year to assist in the development of plans to address the attached comments.

Tennessee continues to do an outstanding job of developing effective highway safety programs and practices. We commend you and your staff for continued professionalism and dedication.

Sincerely,

Terrance D. Schiavone
Regional Administrator

Enclosure

cc:

Pamela Kordenbrock, Division Administrator, FHWA
Jon Dierberger, Division Administrator, FMCSA
Mia Vickers, Deputy Director, TN GHSA

**FY 2013 Tennessee Highway Safety Plan/Performance Plan
Review Comments**

NHTSA

- We commend the Tennessee Governor's Highway Safety Office (TNHSO) for continuing to work with federal, state, and local partners to implement the Strategic Highway Safety Plan (SHSP) and relate your 2013 HSP/Performance Plan to the SHSP.
- We commend the TNHSO for continuing to improve, organize, and revise your HSP/Performance Plan to identify goals and objectives that directly relate to the traffic safety problem areas in the state.
- We appreciate your support of the National seat belt and impaired driving initiatives through "Click It or Ticket" and "Booze It & Lose It." We also appreciate your work on the speed/alcohol/seat belt initiative, "100 Days of Summer Heat."
- We commend your continued participation in the NHTSA Combined Messaging Demonstration project.
- As previously stated in the FY2012 HSP review comments, equipment purchases over \$5,000 for FY2013 cannot be approved until more information is provided through discussion with the NHTSA Region 4 RPM. We encourage you to provide greater detail in future HSP's to accurately explain and identify requested equipment.
- We commend the TNHSO for currently setting goals and reporting progress on the Ten (10) Core Outcome Performance Measures agreed to by NHTSA and GHSA.
- We encourage the TNHSO to identify the funding source and amount of grants listed in its "Comprehensive List of Grants" located in the HSP. This assists NHTSA Region 4 in identifying the overall scope of the program being funded during the fiscal year.
- Implementation of the HSP is a continuous process; your state assignee will be providing guidance, comments, reviewing files, conducting monitoring activities and providing suggestions for reducing motor vehicle crashes, injuries, and fatalities throughout the year.
- There is no requirement for providing the regional office HSP revisions/budget modifications, but we would appreciate Tennessee providing this office a copy. This will allow us to maintain an updated copy of the HSP.