



FFY 2024

Project Level Information



DATE CREATED

2023

Tennessee FFY 2024 Grant List



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2023

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Adamsville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-001	0%	Yes	No	38310	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Alcoa Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-001	0%	Yes	No	37701	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Alexandria Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-002	0%	Yes	No	37012	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Algood Police Department	Community-Based Traffic Safety Enforcement and Education	\$17,806.09	402	PT-24-002	0%	Yes	No	38506	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Alliance Highway Safety	"Rule the Road" Rivalry Tour and Hands On Training	\$100,000.00	402	TSP-24-001	0%	Yes	No	37219	Other	Traffic Enforcement Services	Young Driver	Awareness and Education
Alliance Highway Safety	Choices Matter	\$100,000.00	402/405d	TSP-24-002 / M50T-24-001	0%	Yes	No	37219	Other	Teen Safety Program 405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Anderson County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$22,000.00	402	PT-24-003	0%	Yes	No	37716	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
ASAP of Anderson County	Alcohol & Impaired Driving Education in Anderson County	\$55,361.98	154	154EDUDG-24-001	0%	Yes	No	37716	Non-Profit	Drug Education	Young Driver	Awareness and Education
Athens Police Department	Community-Based Traffic Safety Enforcement and Education	\$43,682.50	402	PT-24-004	0%	Yes	No	37303	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Atoka Police Department	Community-Based Traffic Safety Enforcement and Education	\$12,000.00	402	PT-24-005	0%	Yes	No	38004	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Austin Peay State University Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,951.90	154	154ENFDG-24-003	0%	Yes	No	37044	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Baileyton Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,999.00	154	154ENFDG-24-004	0%	Yes	No	37745	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Bartlett Police Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-006	0%	Yes	Yes	38133	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Baxter Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-005	0%	Yes	No	38544	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Bean Station, Town of	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-006	0%	Yes	No	37708	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Bedford County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,007.00	154	154ENFDG-24-007	0%	Yes	No	37160	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Bell Buckle Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-008	0%	Yes	No	37020	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Belle Meade Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$36,000.00	154	154ENFDG-24-009	0%	Yes	No	37205	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Belle Meade Police Department	Network Coordinator	\$20,000.00	402	PT-24-008	0%	Yes	No	37205	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Benton County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$10,200.00	402	PT-24-009	0%	Yes	No	38320	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Benton Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$19,000.00	154	154ENFDG-24-010	0%	Yes	No	37307	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Benton Police Department	Network Coordinator	\$20,000.00	402	PT-24-010	0%	Yes	No	37307	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Berry Hill Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-011	0%	Yes	No	37204	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Bike Walk Knoxville	Advocacy and Education to Improve Safety for Vulnerable Road Users	\$80,856.00	405d (402)	FDL*PS-24-001	0%	Yes	No	37919	Non-Profit	405d Low Pedestrian/Bicycle Safety	Community Traffic Safety Program	Safe Communities
Blaine Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-011	0%	Yes	No	37709	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Blount County Sheriff's Office	2023-24 BCSO Distracted Driving	\$45,136.00	402	PT-24-012	0%	Yes	No	37804	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Blount County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$70,000.00	402	PT-24-013	0%	Yes	No	37804	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Blount County Sheriff's Office	Enforcement of Tennessee Driving Under the Influence Laws	\$40,300.00	154	154ENFDG-24-012	0%	Yes	No	37804	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Blount County Sheriff's Office	Network Coordinator	\$20,000.00	402	PT-24-014	0%	Yes	No	37804	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Bluff City Police Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-015	0%	Yes	No	37618	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Bolivar Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$39,771.50	154	154ENFDG-24-013	0%	Yes	No	38008	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement

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Bradley County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$61,880.00	402	PT-24-016	0%	Yes	No	37311	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Bristol Police Department	Community-Based Traffic Safety Enforcement and Education	\$36,500.00	402	PT-24-017	0%	Yes	No	37621	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Brownsville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$171,335.40	154	154ENFDG-24-014	0%	Yes	No	38012	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Calhoun Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-015	0%	Yes	No	37309	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Campbell County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$50,000.00	154	154ENFDG-24-016	0%	Yes	Yes	37757	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cannon County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-017	0%	Yes	No	37190	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Carroll County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$26,500.00	154	154ENFDG-24-018	0%	Yes	No	38344	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Carter County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-018	0%	Yes	No	37643	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Caryville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-019	0%	Yes	No	37714	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Celebrate Overcoming	The David Francisco Story - Cyclist paralyzed by distracted driver	\$79,000.00	402	TSP-24-003	0%	Yes	No	37931	Non-Profit	Traffic Enforcement Services	Young Driver	Awareness and Education
Chapel Hill Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-019	0%	Yes	No	37034	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Charleston Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-020	0%	Yes	No	37310	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Chattanooga Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$250,000.00	402/154	PT-24-141 / 154ENFDG-24-152	0%	Yes	Yes	37402	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cheatham County Sheriff's Office	Enforcement of Tennessee Driving Under the Influence Laws	\$65,000.00	154	154ENFDG-24-020	0%	Yes	No	37015	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cheatham County Sheriff's Office	Network Coordinator	\$20,000.00	402	PT-24-021	0%	Yes	No	37015	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Children and Parent Resource Group, INC	Life Changing Experience Community Education Project	\$48,000.00	154	154EDUDG-24-002	0%	Yes	No	27265	Non-Profit	Drug Education	Young Driver	Awareness and Education
Church Hill Public Safety	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-021	0%	Yes	No	37642	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Church Hill Rescue Squad Inc	Extrication Tool	\$12,500.00	402	EM-24-001	0%	Yes	Yes	37642	Non-Profit	Emergency Medical Services	EMS	Post-Crash Care
City of Paris Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-022	0%	Yes	No	38242	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Claiborne County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-022	0%	Yes	No	37879	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Clarksburg Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-023	0%	Yes	No	38324	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Clarksville Police Department	Clarksville Alcohol and Impaired Driving Education	\$110,000.00	154	154EDUDG-24-003	0%	Yes	No	37040	Law Enforcement	Drug Education	Young Driver	Awareness and Education
Clarksville Police Department	Clarksville Bicycle and Pedestrian Safety	\$32,500.00	402	PS-24-001	0%	Yes	No	37040	Law Enforcement	Pedestrian/Bicycle Safety	Young Driver	Awareness and Education
Clarksville Police Department	Community-Based Traffic Safety Enforcement and Education	\$125,000.00	402	PT-24-024	0%	Yes	No	37040	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Clay County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-023	0%	Yes	No	38551	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cleveland Police Department	Community-Based Traffic Safety Enforcement and Education	\$60,000.00	402	PT-24-025	0%	Yes	No	37311	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Clifton Police Department	Community-Based Traffic Safety Enforcement and Education	\$10,000.00	402	PT-24-026	0%	Yes	No	38425	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Clinton Police Department	Community-Based Traffic Safety Enforcement and Education	\$12,000.00	402	PT-24-027	0%	Yes	No	37716	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Cocke County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$40,000.00	154	154ENFDG-24-024	0%	Yes	No	37821	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Coffee County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,200.00	154	154ENFDG-24-025	0%	Yes	No	37355	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Collegedale Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-028	0%	Yes	No	37315	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement

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Collegiate Life Investment Foundation	C.A.R.E.S. (Children Advocates for Road Education & Safety): A Comprehensive Program to decrease Alcohol and Impaired Driving in TN Teen Drivers	\$35,000.00	402	TSP-24-004	0%	Yes	No	38109	Non-Profit	Teen Safety Program	Young Driver	Awareness and Education
Collierville Police Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-029	0%	Yes	No	38017	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Collinwood Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-030	0%	Yes	No	38450	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Columbia Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-031	0%	Yes	No	38401	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Cookeville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$55,000.00	154	154ENFDG-24-026	0%	Yes	No	38501	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cookeville Police Department	Network Coordinator	\$20,000.00	402	PT-24-032	0%	Yes	No	38501	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Cookeville Police Department	Teen Traffic Safety	\$13,050.00	402	TSP-24-005	0%	Yes	No	38501	Law Enforcement	Traffic Enforcement Services	Young Driver	Awareness and Education
Coopertown Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-027	0%	Yes	No	37172	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Covington Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-028	0%	Yes	No	38019	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cowan Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-029	0%	Yes	No	37318	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Cross Plains Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-033	0%	Yes	No	37049	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Crossville Police Department	Community-Based Traffic Safety Enforcement and Education	\$26,930.00	402	PT-24-034	0%	Yes	No	38555	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Cumberland County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$55,000.00	154	154ENFDG-24-030	0%	Yes	No	38555	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Dandridge Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-031	0%	Yes	No	37725	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Dayton Fire Department	Extrication Tool	\$12,500.00	402	EM-24-002	0%	Yes	Yes	37321	Fire / EMS	Emergency Medical Services	EMS	Post-Crash Care
Dayton Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-032	0%	Yes	Yes	37321	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Decatur County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-033	0%	Yes	No	38329	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Decatur Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-034	0%	Yes	No	37322	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Destin Legieza Foundation, Inc.	Destin's Fight Against Impaired Drivers	\$20,022.00	154	154EDUDG-24-004	0%	Yes	No	38402	Non-Profit	Drug Education	Young Driver	Awareness and Education
Dickson County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$40,650.66	402	PT-24-035	0%	Yes	No	37036	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Dickson Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$35,000.00	154	154ENFDG-24-035	0%	Yes	No	37055	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Dickson Police Department	Network Coordinator	\$20,000.00	402	PT-24-036	0%	Yes	No	37055	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Don't Drive Drowsy Foundation	Drowsy Driving Is Dangerous Driving	\$46,550.00	402	TSP-24-006	0%	Yes	No	38138	Non-Profit	Traffic Enforcement Services	Young Driver	Awareness and Education
Dover Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,998.99	154	154ENFDG-24-036	0%	Yes	No	37058	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Dresden Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-037	0%	Yes	No	38225	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Drug Free Dickson Coalition	Teen Impaired Driving	\$4,000.00	405d	M50T-24-002	0%	Yes	No	37056	Non-Profit	405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Dunlap Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-037	0%	Yes	No	37327	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Dyer Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-038	0%	Yes	No	38330	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Eagleville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-039	0%	Yes	No	37060	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
East Tennessee State University, Department of Public Safety	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,999.50	154	154ENFDG-24-038	10%	Yes	No	37614	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Elkton Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-040	0%	Yes	No	38455	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Englewood Police Department	Community-Based Traffic Safety Enforcement and Education	\$16,000.00	402	PT-24-041	0%	Yes	No	37329	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement

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Erin Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-039	0%	Yes	No	37061	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Erwin Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-040	0%	Yes	No	37650	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Estill Springs Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-041	0%	Yes	No	37330	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Etowah Police Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-042	0%	Yes	No	37331	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Fairfield Glade Police Department	Network Coordinator	\$20,000.00	402	PT-24-043	0%	Yes	No	38558	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Fairfield Glade Police Department	Senior Driver Safety Campaign	\$30,000.00	402	OD-24-001	0%	Yes	Yes	38558	Law Enforcement	Older Driver Safety	Older Driver	Law Enforcement Roles
Fairview Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-044	0%	Yes	No	37062	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Fayette County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-045	0%	Yes	No	38068	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Fentress County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-042	0%	Yes	No	38556	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Franklin County Sheriff's Office	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-043	0%	Yes	Yes	37398	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Franklin Police Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-046	0%	Yes	No	37064	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Gadsden Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-047	0%	Yes	No	38337	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Gainesboro Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-044	0%	Yes	No	38562	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Gallatin Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-048	0%	Yes	No	37066	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Germantown Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$10,000.00	154	154ENFDG-24-045	0%	Yes	No	38138	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Giles County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$24,995.00	402	PT-24-049	0%	Yes	No	38478	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Gleason Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-046	0%	Yes	No	38229	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Goodlettsville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-047	0%	Yes	No	37072	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Grainger County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-048	0%	Yes	No	37861	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Graysville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-049	0%	Yes	No	37338	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Greene County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$40,700.00	402	PT-24-050	0%	Yes	No	37743	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Greene County Sheriff's Department	Network Coordinator	\$20,000.00	402	PT-24-051	0%	Yes	No	37743	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Greeneville Police Department	Community-Based Traffic Safety Enforcement and Education	\$21,200.00	402	PT-24-052	0%	Yes	No	37745	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Greenfield Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-050	0%	Yes	No	38230	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Halls Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-053	0%	Yes	No	38040	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hamblen County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-051	0%	Yes	No	37814	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Hancock County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-054	0%	Yes	Yes	37869	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hardeman County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-052	0%	Yes	No	38008	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Hardin County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$19,999.07	154	154ENFDG-24-053	0%	Yes	No	38372	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Harriman Police Department	Community-Based Traffic Safety Enforcement and Education	\$25,000.00	402	PT-24-055	0%	Yes	No	37748	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hawkins County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$80,000.00	154	154ENFDG-24-054	0%	Yes	No	37857	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Henderson County Rescue Squad	Extrication Tool	\$12,500.00	402	EM-24-003	0%	Yes	Yes	38351	Fire / EMS	Emergency Medical Services	EMS	Post-Crash Care
Henderson Fire Department	Extrication Tool	\$12,485.00	402	EM-24-004	0%	Yes	Yes	38340	Fire / EMS	Emergency Medical Services	EMS	Post-Crash Care

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Henderson Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-056	0%	Yes	No	38340	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hendersonville Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,420.00	402	PT-24-057	0%	Yes	No	37075	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Henry County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-055	0%	Yes	No	38242	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Henry Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,925.00	402	PT-24-058	0%	Yes	No	38231	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hickman County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-059	0%	Yes	Yes	37033	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Hohenwald Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-060	0%	Yes	No	38462	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Houston County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-056	0%	Yes	No	37061	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Humphreys County Sheriff's Office	Enforcement of Tennessee Driving Under the Influence Laws	\$40,000.00	154	154ENFDG-24-057	0%	Yes	Yes	37185	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Jacksboro Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-061	0%	Yes	No	37757	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Jackson Area Council on Alcohol and Drug Dependency (JACO A)	Tennessee Teen Institute	\$52,000.00	402/405d	TSP-24-007 / M50T-24-003	0%	Yes	No	38301	Non-Profit	Teen Safety Program 405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Jackson County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-058	0%	Yes	No	38562	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Jackson Police Department	Community-Based Traffic Safety Enforcement and Education	\$52,118.67	402	PT-24-062	0%	Yes	Yes	38301	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Jamestown Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-059	0%	Yes	No	38556	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Jasper Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-060	0%	Yes	No	37347	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Jefferson City Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.01	402	PT-24-063	0%	Yes	No	37760	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Jefferson County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-061	0%	Yes	No	37725	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Johnson City Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$52,000.00	154	154ENFDG-24-062	0%	Yes	No	37605	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Johnson County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-063	0%	Yes	No	37683	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Jonesborough Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-064	0%	Yes	No	37659	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Kenton Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-065	0%	Yes	No	38233	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Kimball Police Department	Network Coordinator	\$20,000.00	402	PT-24-066	0%	Yes	No	37347	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Kingsport Police Department	Community-Based Traffic Safety Enforcement and Education	\$44,000.00	402	PT-24-067	0%	Yes	No	37660	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Kingsport Police Department	Network Coordinator	\$20,000.00	402	PT-24-068	0%	Yes	Yes	37660	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Kingston Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-064	0%	Yes	No	37763	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Kingston Springs Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-065	0%	Yes	No	37082	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Knox County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$111,752.50	402	PT-24-069	0%	Yes	Yes	37902	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Knoxville Police Department	Community-Based Traffic Safety Enforcement and Education	\$200,000.00	402/154	PT-24-070 / 154ENFDG-24-153	0%	Yes	Yes	37915	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Knoxville Police Department	Safe Communities - 2023	\$125,000.00	402	CP-24-001	0%	Yes	No	37915	Law Enforcement	Community Traffic Safety Programs	Community Traffic Safety Program	Safe Communities
LaFollette Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,600.00	154	154ENFDG-24-066	0%	Yes	No	37766	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Lauderdale County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$19,895.00	154	154ENFDG-24-067	0%	Yes	No	38063	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
LaVergne Police Department	Community-Based Traffic Safety Enforcement and Education	\$25,000.00	402	PT-24-071	0%	Yes	No	37086	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement

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Lawrenceburg Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-068	0%	Yes	No	38464	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Lebanon Police Department	Community-Based Traffic Safety Enforcement and Education	\$60,000.00	402	PT-24-072	0%	Yes	No	37087	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Lenoir City Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-073	0%	Yes	No	37771	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Level One Accountability, LLC.	TN-HERT 2.0	\$33,345.00	402	EM-24-005	0%	Yes	No	37190	Other	Emergency Medical Services	EMS	Post-Crash Care
Lexington Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$40,000.00	154	154ENFDG-24-069	0%	Yes	No	38351	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Lexington Police Department	Network Coordinator	\$20,000.00	402	PT-24-074	0%	Yes	No	38351	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Lincoln Memorial University	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-070	0%	Yes	No	37752	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Livingston Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-071	0%	Yes	No	38570	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Lookout Mtn. Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-072	0%	Yes	No	37350	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Loretto Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-073	0%	Yes	No	38469	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Loudon County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-075	0%	Yes	Yes	37772	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Lynnville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-074	0%	Yes	No	38472	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Macon County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-075	0%	Yes	No	37083	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Madison County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$64,338.88	154	154ENFDG-24-076	0%	Yes	No	38391	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Madison County Sheriff's Department	Network Coordinator	\$20,000.00	402	PT-24-076	0%	Yes	No	38391	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Madisonville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-077	0%	Yes	No	37354	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Manchester Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$35,000.00	154	154ENFDG-24-078	0%	Yes	No	37355	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Marion County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$40,000.00	154	154ENFDG-24-079	0%	Yes	No	37347	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Martin Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-080	0%	Yes	No	38237	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Martin Police Department	Network Coordinator	\$20,000.00	402	PT-24-077	0%	Yes	No	38237	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Maryville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$53,100.00	154	154ENFDG-24-081	0%	Yes	No	37801	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Matrix Entertainment	Save A Life Tour	\$78,000.00	402/405d	TSP-24-008 / M50T-24-004	0%	Yes	No	49534	Other	Teen Safety Program 405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Maury County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$38,123.60	402	PT-24-078	0%	Yes	Yes	38401	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
McEwen Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-082	0%	Yes	No	37101	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
McKenzie Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$29,784.00	154	154ENFDG-24-083	0%	Yes	No	38201	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
McMinn County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-084	0%	Yes	No	37371	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
McMinnville Fire Department	Extrication Tool	\$12,500.00	402	EM-24-006	0%	Yes	Yes	37110	Fire / EMS	Emergency Medical Services	EMS	Post-Crash Care
McMinnville Police Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-079	0%	Yes	Yes	37110	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
McNairy County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-080	0%	Yes	No	38375	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Meigs County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$28,308.00	154	154ENFDG-24-085	0%	Yes	No	37322	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Memphis Police Department	Community-Based Traffic Safety Enforcement and Education	\$300,000.00	402/154	PT-24-081 / 154ENFDG-24-154	0%	Yes	Yes	38103	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Memphis Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$100,000.00	154	154ENFDG-24-086	0%	Yes	No	38103	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement

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Metro Drug Coalition	Raising the Bar on Youth Alcohol Retail Compliance	\$70,740.40	154	154EDUDG-24-005	10%	Yes	No	37927	Non-Profit	Drug Education	Young Driver	Awareness and Education
Metro Moore County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-087	0%	Yes	No	37352	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Metro Moore County Sheriff's Department	Network Coordinator	\$20,000.00	402	PT-24-082	0%	Yes	No	37352	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Metropolitan Nashville Police Department	Community-Based Traffic Safety Enforcement and Education	\$600,000.00	402/154	PT-24-083 / 154ENFDG-24-155	0%	Yes	No	37210	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Middle Tennessee State University Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-084	0%	Yes	No	37032	College / University	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Milan Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,332.68	154	154ENFDG-24-088	0%	Yes	No	38358	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Millersville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$19,999.00	154	154ENFDG-24-089	0%	Yes	No	37072	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Millington Police Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-085	0%	Yes	No	38053	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Minor Hill Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,042.16	154	154ENFDG-24-090	0%	Yes	No	38473	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Monroe County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-091	0%	Yes	No	37354	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Monterey Police Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-086	0%	Yes	No	38574	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Montgomery County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$80,000.00	402/154	PT-24-087 / 154ENFDG-24-156	0%	Yes	Yes	37040	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Morgan County Sheriff Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-092	0%	Yes	No	37887	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Moscow Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-093	0%	Yes	No	38057	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Mosheim Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-088	0%	Yes	No	37818	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Mothers Against Drunk Driving	MADD's Court Monitoring Program	\$143,876.33	154	154EDUDG-24-006	10%	No	No	37214	Non-Profit	Drug Education	Impaired Driving	Court Monitoring
Mothers Against Drunk Driving	MADD's Underage Drinking Prevention Program	\$227,718.13	154	154EDUDG-24-007	10%	No	No	37214	Non-Profit	Drug Education	Young Driver	Awareness and Education
Mount Carmel Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-094	0%	Yes	No	37645	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Mount Pleasant Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,960.00	154	154ENFDG-24-095	0%	Yes	No	38474	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Mountain States Health Alliance (Ballad Health)	Child Passenger Safety and Teen Occupant Protection Education and Outreach	\$50,000.00	405b	M1CPS-24-001	0%	Yes	No	37604	Non-Profit	405b High Community CPS Services	Occupant Protection	Child Passenger Safety
Mt. Juliet Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-089	0%	Yes	No	37121	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Munford Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-096	0%	Yes	No	38058	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Murfreesboro Police Department	Community-Based Traffic Safety Enforcement and Education	\$150,000.00	402/154	PT-24-090 / 154ENFDG-24-157	0%	Yes	No	37130	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
New Johnsonville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-097	0%	Yes	No	37134	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Newbern Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-098	0%	Yes	No	38059	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Newport Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-099	0%	Yes	No	37821	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Newport Rescue Squad	Scene Safety for First Responders	\$12,500.00	402	EM-24-007	0%	Yes	No	37821	Fire / EMS	Emergency Medical Services	EMS	Post-Crash Care
Nolensville Police Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-091	0%	Yes	Yes	37135	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Oak Ridge Police Department	Community-Based Traffic Safety Enforcement and Education	\$23,000.00	402	PT-24-092	0%	Yes	No	37830	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Oak Ridge Police Department	Network Coordinator	\$20,000.00	402	PT-24-093	0%	Yes	Yes	37830	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Obion County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-094	0%	Yes	No	38261	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Oliver Springs Police Department	Community-Based Traffic Safety Enforcement and Education	\$15,000.00	402	PT-24-095	0%	Yes	No	37840	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement

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Oneida Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-096	0%	Yes	No	37841	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Overton County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,800.00	154	154ENFDG-24-100	0%	Yes	No	38570	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Parrottsville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-101	0%	Yes	No	37843	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Perry County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-102	0%	Yes	No	37906	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Pickett County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-103	0%	Yes	No	38549	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Pikeville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-104	0%	Yes	No	37367	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Plainview Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-105	0%	Yes	No	37779	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Pleasant View Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-106	0%	Yes	No	37146	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Pleasant View Volunteer Fire Department	Rescue Tools	\$11,500.00	402	EM-24-008	0%	Yes	Yes	37146	Non-Profit	Emergency Medical Services	EMS	Post-Crash Care
Portland Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-097	0%	Yes	No	37148	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Prevention Coalition for Success, Inc.	PC4S Safety First	\$65,432.71	154	154EDUDG-24-008	9%	Yes	No	37130	Other	Drug Education	Young Driver	Awareness and Education
Red Bank Police Department	Community-Based Traffic Safety Enforcement and Education	\$75,000.00	402/154	PT-24-098 / 154ENFDG-24-158	0%	Yes	No	37415	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Rhea County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,007.34	154	154ENFDG-24-107	0%	Yes	No	37321	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Rhea County Sheriff's Department	Safe Journey	\$139,556.66	405b	M1CPS-24-002	0%	Yes	No	37321	Law Enforcement	405b High Community CPS S	Occupant Protection	Child Passenger Safety
Ridgely Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-108	0%	Yes	No	38080	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Ripley Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$30,000.00	154	154ENFDG-24-109	0%	Yes	No	38063	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Roane County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-099	0%	Yes	No	37763	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Robertson County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-100	0%	Yes	No	37172	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Rockwood Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-101	0%	Yes	No	37854	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Rocky Top Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-102	0%	Yes	No	37769	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Rutherford County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$150,000.00	402/154	PT-24-103 / 154ENFDG-24-159	0%	Yes	No	37129	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Rutherford County Sheriff's Office	Rutherford County Schools Teen Driver Safety Education THSO GRANT	\$20,000.00	402	TSP-24-009	0%	Yes	No	37129	Law Enforcement	Teen Safety Program	Young Driver	Awareness and Education
Rutherford Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,527.58	154	154ENFDG-24-110	0%	Yes	No	38369	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Rutledge Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-111	0%	Yes	No	37861	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
SADD (Students Against Destructive Decisions)	TN SADD ROCKSS - Realizing Opportunities and Countermeasures Keep Students Safe	\$150,000.00	402/405d	TSP-24-010 / MSOT-24-005	26%	Yes	No	20036	Non-Profit	Teen Safety Program 405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Saltillo Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-112	0%	Yes	No	38370	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Samburg Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-113	0%	Yes	No	38232	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Savannah Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-114	0%	Yes	No	38372	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Scott County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-104	0%	Yes	No	37756	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Scotts Hill Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-115	0%	Yes	No	38374	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Selmer Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-116	0%	Yes	No	38375	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Sequatchie County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-117	0%	Yes	No	37327	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Sevier County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-105	0%	Yes	No	37862	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Sevierville Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$82,000.00	154	154ENFDG-24-118	0%	Yes	No	37862	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Sewanee Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-119	0%	Yes	No	37375	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Shelby County Sheriff's Office	Enforcement of Tennessee Driving Under the Influence Laws	\$400,000.00	154	154ENFDG-24-120	0%	Yes	No	38103	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Shelby County Sheriff's Office	Network Coordinator	\$20,000.00	402	PT-24-106	0%	Yes	No	38103	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Shelbyville Police Department	Community-Based Traffic Safety Enforcement and Education	\$21,899.00	402	PT-24-107	0%	Yes	No	37160	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Signal Centers Family Forward	Safety Seat Inspection & Training Initiative	\$30,000.00	405b	M1CPS-24-003	0%	Yes	No	37411	Non-Profit	405b High Community CPSS	Occupant Protection	Child Passenger Safety
Signal Mountain Police Department	Community-Based Traffic Safety Enforcement and Education	\$25,000.00	402	PT-24-108	0%	Yes	No	37377	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Smith County Sheriff's Office	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,988.00	154	154ENFDG-24-121	0%	Yes	No	37030	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Smithville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-122	0%	Yes	No	37166	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Smyrna Police Department	Community-Based Traffic Safety Enforcement and Education	\$62,938.00	402	PT-24-109	0%	Yes	No	37167	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Soddy-Daisy Police Department	Community-Based Traffic Safety Enforcement and Education	\$25,000.00	402	PT-24-110	0%	Yes	No	37379	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Soddy-Daisy Police Department	Network Coordinator	\$20,000.00	402	PT-24-111	0%	Yes	No	37379	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
South Fulton Police Dept.	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-112	0%	Yes	No	38257	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
South Pittsburg Police Department	Community-Based Traffic Safety Enforcement and Education	\$19,974.00	402	PT-24-113	0%	Yes	Yes	37380	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Sparta Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$4,990.00	402	PT-24-142	0%	Yes	No	38583	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Spencer Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-124	0%	Yes	No	38585	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Spring City Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-125	0%	Yes	No	37381	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Spring Hill Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$50,000.00	154	154ENFDG-24-126	0%	Yes	No	37174	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
St. James Volunteer Fire Department Inc.	Extrication Equipment	\$12,500.00	402	EM-24-009	0%	Yes	Yes	37743	Non-Profit	Emergency Medical Services	EMS	Post-Crash Care
Stewart County Sheriff's Office	Community-Based Traffic Safety Enforcement and Education	\$15,325.57	402	PT-24-114	0%	Yes	No	37058	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Sullivan County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$80,000.00	402/154	PT-24-115 / 154ENFDG-24-160	0%	Yes	No	37617	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Sumner County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$30,000.00	402	PT-24-116	0%	Yes	No	37066	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Sweetwater Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-117	0%	Yes	Yes	37874	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tazewell Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$19,500.00	154	154ENFDG-24-127	0%	Yes	No	37879	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Tellico Plains Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-118	0%	Yes	No	37385	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Alcoholic Beverage Commission	Enforcement of Tennessee Driving Under the Influence Laws	\$140,000.00	154	154ENFDG-24-128	0%	No	No	37243	State Agency	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Tennessee Association of Chiefs of Police	Highway Safety Training for Executive Law Enforcement	\$76,450.00	402	PT-24-119	10%	Yes	No	37228	Non-Profit	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Board of Regents	TBR Pedestrian Enforcement Grant Application Template	\$65,000.00	405g	BGLE-24-001	0%	Yes	No	37214	College / University	405g Law Enforcement	Non-Motorized	Education through Enforcement
Tennessee Bureau of Investigation	Creating Safe Communities for Tennessee Statewide	\$1,300,000.00	154	154TOXDG-24-001	0%	No	Yes	37216	State Agency	Drug Toxicology Support	Impaired Driving	Blood/Breath Testing Devices
Tennessee City Volunteer Fire Department	grant for lifesaving equipment	\$12,445.00	402	EM-24-010	0%	Yes	Yes	37055	Non-Profit	Emergency Medical Services	EMS	Post-Crash Care
Tennessee Department of Health	EMS & Trauma Grant	\$128,099.00	405c	M3DA-24-001	0%	No	No	37243	State Agency	405c Data Program	Traffic Records	Traffic Records Improvement
Tennessee Department of Health	Injury Surveillance Program	\$129,652.49	405c	M3DA-24-002	0%	No	No	37243	State Agency	405c Data Program	Traffic Records	Traffic Records Improvement

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Tennessee Department of Mental Health and Substance Abuse Services	Recovery Court Enhancements	\$300,000.00	405d	M50T-24-006	0%	No	No	37243	State Agency	405d Mid Other Based on Problem ID	Impaired Driving	DUI/Drug Courts
Tennessee Department of Safety & Homeland Security	BELTS	\$80,000.00	405b	M1HVE-24-001	0%	No	No	37243	Law Enforcement	405b High HVE	Occupant Protection	Occupant Protection Enforcement
Tennessee Department of Safety & Homeland Security	Community-Based Traffic Safety Enforcement and Education	\$80,000.00	402	PT-24-120	0%	No	No	37243	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Department of Safety & Homeland Security	Community-Based Traffic Safety Enforcement and Education	\$700,000.00	402	PT-24-121	0%	No	Yes	37243	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Department of Safety & Homeland Security	Community-Based Traffic Safety Enforcement and Education	\$70,000.00	402	PT-24-122	0%	No	No	37243	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Department of Safety & Homeland Security	TITAN	\$700,000.00	405c	M3DA-24-003	0%	No	No	37243	Law Enforcement	405c Data Program	Traffic Records	Traffic Records Improvement
Tennessee District Attorney General, 01st Judicial District	DUI Prosecution	\$231,569.06	154	154DUIDG-24-001	0%	Yes	No	37659	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 02nd Judicial District	DUI Prosecution	\$186,643.23	154	154DUIDG-24-002	0%	Yes	No	37617	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 03rd Judicial District	DUI Prosecution	\$193,260.53	154	154DUIDG-24-003	0%	Yes	No	37745	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 04th Judicial District	DUI Prosecution	\$239,458.78	154	154DUIDG-24-004	0%	Yes	No	37862	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 05th Judicial District	DUI Prosecution	\$264,213.69	154	154DUIDG-24-005	0%	Yes	No	37804	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 06th Judicial District	DUI Prosecution	\$411,989.92	154	154DUIDG-24-006	0%	Yes	No	37901	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 07th Judicial District	DUI Prosecution	\$237,387.60	154	154DUIDG-24-007	0%	Yes	No	37716	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 08th Judicial District	DUI Prosecution	\$191,595.14	154	154DUIDG-24-008	0%	Yes	No	37757	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 09th Judicial District	DUI Prosecution	\$284,094.50	154	154DUIDG-24-009	0%	Yes	No	37763	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 10th Judicial District	DUI Prosecution	\$388,374.39	154	154DUIDG-24-010	0%	Yes	No	37312	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 11th Judicial District	DUI Prosecution	\$423,783.15	154	154DUIDG-24-011	0%	Yes	No	37402	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 12th Judicial District	DUI Prosecution	\$395,934.64	154	154DUIDG-24-012	0%	Yes	No	37321	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 13th Judicial District	DUI Prosecution	\$210,592.47	154	154DUIDG-24-013	0%	Yes	No	38501	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 14th Judicial District	DUI Prosecution	\$220,313.91	154	154DUIDG-24-014	0%	Yes	No	37355	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 15th Judicial District	DUI Prosecution	\$204,070.65	154	154DUIDG-24-015	0%	Yes	No	37087	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 16th Judicial District	DUI Prosecution	\$212,092.22	154	154DUIDG-24-016	0%	Yes	No	37130	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 17th Judicial District	DUI Prosecution	\$258,739.05	154	154DUIDG-24-017	0%	Yes	No	37334	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 18th Judicial District	DUI Prosecution	\$231,226.51	154	154DUIDG-24-018	0%	Yes	No	37066	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 19th Judicial District	DUI Prosecution	\$174,857.50	154	154DUIDG-24-019	0%	Yes	No	37040	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 21st Judicial District	DUI Prosecution	\$249,681.58	154	154DUIDG-24-020	0%	Yes	No	37065	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 22nd Judicial District	DUI Prosecution	\$289,871.97	154	154DUIDG-24-021	0%	Yes	No	38464	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 23rd Judicial District	DUI Prosecution	\$272,474.13	154	154DUIDG-24-022	0%	Yes	No	37036	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 24th Judicial District	DUI Prosecution	\$340,655.96	154	154DUIDG-24-023	0%	Yes	No	38344	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 25th Judicial District	DUI Prosecution	\$332,934.29	154	154DUIDG-24-024	0%	Yes	No	38063	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 26th Judicial District	DUI Prosecution	\$297,784.36	154	154DUIDG-24-025	0%	Yes	No	38302	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 27th Judicial District	DUI Prosecution	\$198,103.35	154	154DUIDG-24-026	0%	Yes	No	38225	State Agency	Drug Courts and Support	Impaired Driving	Prosecution

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Tennessee District Attorney General, 28th Judicial District	DUI Prosecution	\$251,064.89	154	154DUIDG-24-027	0%	Yes	No	38382	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 29th Judicial District	DUI Prosecution	\$270,497.45	154	154DUIDG-24-028	0%	Yes	No	38025	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 30th Judicial District	DUI Prosecution	\$446,529.15	154	154DUIDG-24-029	0%	Yes	No	38103	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 31st Judicial District	DUI Prosecution	\$255,170.48	154	154DUIDG-24-030	0%	Yes	No	37110	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorney General, 32nd Judicial District	DUI Prosecution	\$221,431.22	154	154DUIDG-24-031	0%	Yes	No	38462	State Agency	Drug Courts and Support	Impaired Driving	Prosecution
Tennessee District Attorneys General Conference	Tennessee Traffic Safety Resource Prosecutors' Training on Impaired Driving	\$847,906.95	405d	M5OT-24-007	0%	No	No	37243	State Agency	405d Mid Other Based on Problem ID	Impaired Driving	Prosecution
Tennessee Sheriffs' Association	Highway Safety Training for the Sheriffs' Association	\$40,000.00	402	PT-24-123	10%	Yes	No	37087	Non-Profit	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tennessee Technological University	Tennessee Traffic Safety Resource Service, Occupant Protection Center, and Ollie Otter Program	\$1,155,980.99	402/405b/402	CP-24-002 / M1CPS-24-004 / UNATTD-24-001	15%	Yes	Yes	38505	College / University	Community Traffic Safety Programs 405b High Community CPS Services Heatstroke/Unattended passenger education	Community Traffic Safety Program	Traffic Resource Center
Tennessee Trucking Foundation	Older Driver Safety Program	\$45,410.00	402	OD-24-002	0%	Yes	No	37204	Non-Profit	Older Driver Safety	Older Driver	Law Enforcement Roles
Tennessee Trucking Foundation	Teens and Trucks	\$82,458.00	402	TSP-24-011	0%	Yes	No	37204	Non-Profit	Teen Safety Program	Young Driver	Awareness and Education
The Promise Tour	Blake McMeans Foundation Promise Tour	\$25,000.00	154	154EDUDG-24-009	0%	Yes	No	37215	Non-Profit	Drug Education	Young Driver	Awareness and Education
The University of Memphis	Comparative Analysis of Reduced Distracted Driving Among Shelby County Adolescents from 2023 to 2024.	\$168,143.97	402	TSP-24-012	15%	Yes	No	38152	College / University	Distracted Driving	Distracted Driving	Prereceptional Study
The University of Tennessee	2024 Statewide Observational Survey of Seat Belt Use in Tennessee	\$88,500.00	405b	M10P-24-001	15%	No	No	37996	College / University	405b High Safety Belts	Occupant Protection	Evaluation Surveys and Studies
The University of Tennessee	East Teen GetConvinced	\$72,850.48	402	TSP-24-013	15%	No	No	37996	College / University	Teen Safety Program	Young Driver	Awareness and Education
The University of Tennessee	Judicial Outreach Liaison (JOL)	\$102,800.01	405d	B5CS-24-001	15%	No	No	37996	College / University	405d Mid Court Support	Impaired Driving	Adjudication
The University of Tennessee	Law Enforcement Liaison (LEL) Grant	\$2,000,000.00	402/154/405d	PT-24-139 / 154ENFDG-24-162 / M5OT-24-008	15%	No	Yes	37996	College / University	Traffic Enforcement Services Drug Enforcement 405d Mid Other Based on Problem ID	Planning and Administration	Planning and Administration
The University of Tennessee	UT Program Administration Grant	\$1,400,000.00	402/154/405d	PT-24-140 / 154ENFDG-24-163 / M5OT-24-009	15%	No	No	37996	College / University	Traffic Enforcement Services Drug Enforcement 405d Mid Other Based on Problem ID	Planning and Administration	Planning and Administration
The University of Tennessee at Martin	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-129	0%	Yes	No	38238	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
TICUA	The Coalition for Healthy & Safe Campus Communities (CHASCo): Reducing Impaired Driving Among TN College Students 2023	\$25,079.00	154	154EDUDG-24-010	10%	Yes	No	37214	Non-Profit	Drug Education	Young Driver	Awareness and Education
Tipton County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$35,000.00	402	PT-24-125	0%	Yes	No	38019	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Tiptonville Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-126	0%	Yes	No	38079	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
TjohnE Productions, Inc.	ThinkFast Interactive Teen Driver Safety Program	\$192,500.00	402/405d	TSP-24-014 / M5OT-24-010	0%	Yes	No	49316	Other	Teen Safety Program 405d Mid Other Based on Problem ID	Young Driver	Awareness and Education
Toone Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-130	0%	Yes	No	38381	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Townsend Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-131	0%	Yes	No	37882	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Tracy City Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-132	0%	Yes	No	37387	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Trenton Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-133	0%	Yes	No	38382	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Tullahoma Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$28,752.50	154	154ENFDG-24-134	0%	Yes	No	37388	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Tusculum Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-127	0%	Yes	No	37743	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Unicoi Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-135	0%	Yes	No	37692	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Union City Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-136	0%	Yes	No	38281	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Union City Police Department	Network Coordinator	\$20,000.00	402	PT-24-128	0%	Yes	No	38281	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Union County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-137	0%	Yes	No	37807	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
UNITE Corporation	Arrive Alive Tour	\$110,000.00	402	TSP-24-015	0%	Yes	No	49512	Other	Traffic Enforcement Services	Young Driver	Awareness and Education
University of Tennessee Health Science Center Campus Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-138	0%	Yes	No	38105	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Van Buren County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-139	0%	Yes	No	38585	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Vonore Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-129	0%	Yes	No	37885	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Walters State Campus Police	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-140	0%	Yes	No	37813	College / University	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Warren County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-130	0%	Yes	No	37110	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Wartburg Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-141	0%	Yes	No	37887	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Wartrace Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-142	0%	Yes	No	37183	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Washington County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$100,000.00	402/154	PT-24-131 / 154ENFDG-24-161	0%	Yes	No	37659	Law Enforcement	Traffic Enforcement Services Drug Enforcement	Police Traffic Services	Police Traffic Services Enforcement
Watertown Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,009.00	154	154ENFDG-24-143	0%	Yes	No	37184	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Wayne County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$10,000.00	154	154ENFDG-24-144	0%	Yes	No	38485	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Wayne County Sheriff's Department	Network Coordinator	\$20,000.00	402	PT-24-132	0%	Yes	No	38485	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Waynesboro Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$25,000.00	154	154ENFDG-24-145	0%	Yes	No	38485	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Weakley County Sheriff's Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-133	0%	Yes	No	38225	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Westmoreland Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.40	154	154ENFDG-24-146	0%	Yes	No	37186	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
White Bluff Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-134	0%	Yes	No	37187	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
White County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$39,237.56	154	154ENFDG-24-147	0%	Yes	Yes	38583	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
White House Police Department	Community-Based Traffic Safety Enforcement and Education	\$20,000.00	402	PT-24-135	0%	Yes	No	37188	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
White Oak Bicycle Coop	Safety Initiative for Bicyclists and Pedestrians	\$69,600.00	405d (402)	FDL*PS-24-003	0%	Yes	No	37415	Non-Profit	405d Low Pedestrian/Bicycle Safety	Community Traffic Safety Program	Safe Communities
White Pine Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$15,000.00	154	154ENFDG-24-148	0%	Yes	No	37890	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
White Pine Police Department	Network Coordinator	\$20,000.00	402	PT-24-136	0%	Yes	No	37890	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Whitwell Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	402	PT-24-137	0%	Yes	No	37397	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Williamson County Sheriff's Department	Community-Based Traffic Safety Enforcement and Education	\$40,000.00	402	PT-24-138	0%	Yes	No	37064	Law Enforcement	Traffic Enforcement Services	Police Traffic Services	Police Traffic Services Enforcement
Wilson County Sheriff's Department	Enforcement of Tennessee Driving Under the Influence Laws	\$17,870.40	154	154ENFDG-24-149	0%	Yes	No	37087	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Winchester Police Department	High Visibility Enforcement of Tennessee Traffic Safety Laws	\$5,000.00	154	154ENFDG-24-150	0%	Yes	No	37398	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement
Woodbury Police Department	Enforcement of Tennessee Driving Under the Influence Laws	\$20,000.00	154	154ENFDG-24-151	0%	Yes	No	37190	Law Enforcement	Drug Enforcement	Impaired Driving	Impaired Driving Enforcement

Sub recipient Name	Project Description	Federal Share	Funding Source	Project Agreement Number	Indirect Cost %	Local Benefit	Equipment	Zip Code	Sub recipient Type	GTS Eligible Use of Funds	Program Section	Program Countermeasure
Tennessee Department of Safety & Homeland Security	Planning and Administration (P&A Costs)	\$500,000.00	402	PA-24-001	0%	No	No	37243	State Agency	Planning and Administration	Planning and Administration	Planning and Administration

Tennessee Capital Purchase List



DATE CREATED

2023

Agency	Cost Per Item	Qty.	NHTSA Share	Total	Fund Source	Grant Number	Equipment Name	Equipment Description
Bartlett Police Department	\$14,000.00	1	\$14,000.00	\$ 14,000.00	402	PT-24-006	Message Boards	Applied Concepts Message Trailer
Campbell County Sheriff's Department	\$5,500.00	1	\$5,500.00	\$ 5,500.00	154	154ENFDG-24-016	DUI Trailer	DUI trailer purchase
Chattanooga Police Department	\$16,000.00	1	\$16,000.00	\$ 16,000.00	402	PT-24-152	Speed Messaging Radar Trailer	A trailer messaging board with radar capabilities
Church Hill Rescue Squad Inc	\$12,500.00	1	\$12,500.00	\$ 12,500.00	402	PT-24-022	GENESIS 17C-SL3 EFORCE	This extrication tool is battery operated decreasing the time of starting a vehicle extrication. This tool also is two tools in one as it can cut and also spread material to gain patient access during the extrication process.
Dayton Fire Department	\$12,500.00	1	\$12,500.00	\$ 12,500.00	402	PT-24-036	TNT Rescue Extrication Tool EBFCC-28	TNT Rescue EBFCC-28 Combination Spreader/Cutter which will enable us to reduce extrication time.
Dayton Police Department	\$7,000.00	1	\$7,000.00	\$ 7,000.00	154	154ENFDG-24-032	Cargo Trailer	Cargo Trailer for DUI Check Point Supply Transport
Fairfield Glade Police Department	\$10,000.00	1	\$10,000.00	\$ 10,000.00	402	OD-24-001	Speed Trailer	SAM-R Speed Trailer w solar backup,rotatable sign, red/blue light,traffic stat analyst
Franklin County Sheriff's Office	\$6,000.00	1	\$6,000.00	\$ 6,000.00	154	154ENFDG-24-043	Enclosed DUI Trailer	Small trailer used for storing and transporting items used for DUI enforcement and Sobriety Checkpoints.
Hancock County Sheriff's Department	\$6,140.00	1	\$6,140.00	\$ 6,140.00	402	PT-24-056	Radar Trailer	Speed reduction
Henderson County Rescue Squad	\$12,500.00	1	\$12,500.00	\$ 12,500.00	402	PT-24-058	Hurst Combi tool	SC358 E3 Combi Tool with door opener tips. ACTUAL COST OF TOOL \$14,600
Henderson Fire Department	\$11,664.00	1	\$11,664.00	\$ 11,664.00	402	PT-24-059	COMBI TOOL	combination spreader-cutter battery powered extrication tool
Hickman County Sheriff's Department	\$10,000.00	1	\$10,000.00	\$ 10,000.00	402	PT-24-063	Speed Radar Trailer	Speed Trailer that is movable to move to problem areas within the jurisdiction.
Humphreys County Sheriff's Office	\$10,000.00	2	\$20,000.00	\$ 20,000.00	154	154ENFDG-24-057	Axon In-Car Camera	Axon in-car camera system
Jackson Police Department	\$17,118.67	1	\$17,118.67	\$ 17,118.67	402	PT-24-066	ATS 5 Speed Trailer with ATS 24' Speed Alert Sign	Radar Speed trailer
Kingsport Police Department	\$5,981.11	2	\$11,962.22	\$ 11,962.22	402	PT-24-072	Panasonic	In-car Camera systems (2 systems)
Knox County Sheriff's Office	\$35,000.00	1	\$35,000.00	\$ 35,000.00	402	PT-24-073	General Electric MX908 MobileTrace Device	Utilized in traffic stops to determine what type of narcotic that the driver is under the influence of as well as in possession of. The cost of this device is \$70,000, Knox County will match \$35,000.
Knoxville Police Department	\$6,500.00	1	\$6,500.00	\$ 6,500.00	402	PT-24-074	Gas-powered portable generator	To be used to support the DUI checkpoint trailer to power lighting and run the electrical system.
Knoxville Police Department	\$26,500.00	1	\$26,500.00	\$ 26,500.00	402	PT-24-074	Traffic Message Board System	Portable Trailer with programmable messaging capabilities with added feature used for both (154) enforcement and (402) impaired driving details.
Loudon County Sheriff's Department	\$5,500.00	2	\$11,000.00	\$ 11,000.00	402	PT-24-080	All Traffic Solutions Traffic Signs	Visible Signs pole mounted that produces data for speed and traffic amounts
Maury County Sheriff's Department	\$8,181.00	2	\$16,362.00	\$ 16,362.00	402	PT-24-083	Kustom Signals	Smart 12 radar with solar panel and data collection
McMinnville Fire Department	\$12,500.00	1	\$12,500.00	\$ 12,500.00	402	PT-24-084	Holmatro Pentheon Combi Tool PCT50,	Battery operated rescue/extrication tool that is both a hydraulic cutter and spreader in one.
McMinnville Police Department	\$18,000.00	1	\$18,000.00	\$ 18,000.00	402	PT-24-085	message board with radar	message board with radar
Memphis Police Department	\$31,200.00	1	\$31,200.00	\$ 31,200.00	402	PT-24-087	Simulator	Virtual Driver Interactive
Montgomery County Sheriff's Department	\$22,000.00	1	\$22,000.00	\$ 22,000.00	402	PT-24-093	speed trailer	Speed Trailer message board
Nolensville Police Department	\$20,000.00	1	\$20,000.00	\$ 20,000.00	402	PT-24-098	Stalker MC360 Message Board	Lighted message trailer with 3'X6" programmable message board.
Oak Ridge Police Department	\$8,000.00	1	\$8,000.00	\$ 8,000.00	402	PT-24-100	Enclosed Training	This trailer would be used for hauling and storing child seats and CPST instruction material. When we conduct DUI Checkpoints we pull a car seat trailer to each event. This will also be used for education purposes.
Pleasant View Volunteer Fire Department	\$11,500.00	1	\$11,500.00	\$ 11,500.00	402	PT-24-104	Paratech Lifting Bag Kit	Paratech Ligting Bags, assorted sizes. Also includes hoses and pressure regulator.
South Pittsburg Police Department	\$8,409.00	1	\$8,409.00	\$ 8,409.00	402	PT-24-113	Onsite Speed Radar	Mobile trailered Radar to use at high risk areas
St. James Volunteer Fire Department Inc.	\$12,500.00	1	\$12,500.00	\$ 12,500.00	402	PT-24-122	Hurst eDraulic Spreader/Cutter	Battery powered Hurst eDraulic Combi Tool for extrication. This tool is an all in one spreader and cutter.
Sweetwater Police Department	\$9,000.00	1	\$9,000.00	\$ 9,000.00	402	PT-24-126	Speed trailer	Solar powered speed trailer
Tennessee Bureau of Investigation	\$313,500.00	3	\$893,475.00	\$ 940,500.00	154	154TOXDG-24-001	Mass Spectrometer (MS)	Mass Spectrometer (MS) to go with LC Towers Purchased in FY21 to have a full updated LC/MS/MS system - The TBI requests THSO cover 95%.
Tennessee City Volunteer Fire Department	\$12,445.00	1	\$12,445.00	\$ 12,445.00	402	PT-24-130	battery operated cutter	battery operated spreader
Tennessee Department of Safety & Homeland Security	\$16,666.67	6	\$100,000.02	\$ 100,000.02	402	PT-24-132	In-Car Video	In-Car Camera and Accessories
Tennessee Technological University	\$40,000.00	1	\$40,000.00	\$ 40,000.00	405b	M1CPS-24-004	OP/CPS Vehicle	used for CPS / OP events and training and for equipment transport
The University of Tennessee	\$43,478.26	2	\$86,956.52	\$ 86,956.52	402	PT-24-150	LEL Vehicle	Replacement Vehicle State Contract
White County Sheriff's Department	\$9,684.39	2	\$19,368.78	\$ 19,368.78	154	154ENFDG-24-147	Axon Dashcam	Axon Fleet 3 Basic



405B:

OCCUPANT PROTECTION

PROBLEM ID

Occupant protection begins with securing all vehicle occupants, at all times, while a vehicle is in motion. The Occupant Protection program in Tennessee is focused on educating the public, law enforcement, family medical providers, childcare providers, public health educators, and families on the traffic safety laws and best practices for using occupant protection systems. Occupant protection refers to vehicle safety features designed to protect occupants in a crash. Features may be active systems, meaning the occupant must physically engage the system, or passive systems, meaning the safety feature will engage automatically without any action on the part of the occupant. For child occupant protection, the caregiver must use a child safety seat that will provide appropriate safety features for a child-sized form. Vehicle seat belt systems pose an increased risk of injury for child occupants who are not meeting the criteria for which occupant protection systems were designed. According to the NHTSA 2020 Fatality Analysis Reporting System (FARS) report, unrestrained passengers accounted for 46 percent of passenger vehicle occupants killed in motor vehicle crashes; Tennessee results show that 47 percent of passengers killed were unrestrained. Research has found that lap and shoulder combination safety belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate to critical injury by 50 percent (National Highway Traffic Safety Administration [NHTSA], 2011). NHTSA estimates that safety belts saved nearly 14,955 lives of passenger vehicle occupants aged five and older in the United States in 2017. Child safety seats have been shown to reduce fatal injury by 71 percent for infants (under one year old) and by 54 percent for toddlers (one to four years old) in passenger cars. In light trucks, the corresponding reductions are 58 percent and 59 percent respectively (NHTSA). When riding in the rear seat, 59 percent of passenger fatalities were unrestrained, according to the 2020 FARS report.

Caregivers who visit designated child passenger safety fitting stations, staffed by nationally certified child passenger safety technicians (CPSTs), receive guided hands-on assistance to appropriately follow car seat and vehicle manufacturer instructions on the installation and use of child safety seats. Data collected from visits of concerned caregivers indicate that misuse rates remain consistently high. Data collected by CPSTs during seat checks is reported to the Tennessee Occupant Protection Center through the TNTraffic Safety website reporting system and through the National Digital Car Seat Check Form (NDCF). The Tennessee misuse rate for 2022 remained at 68 percent when data from both systems were compared. The most common misuses include harness fit, loose installation, utilizing two methods of installation simultaneously, and not using any child safety restraint at all. The greatest misuse rate was associated with the lack of use by

children aged four through eight. The Rhea County Sheriff’s Office Safe Journey Program provided education and resources to the Cumberland Region, a rural and primarily underserved community. Data provided by Safe Journey also supports the identified common misuses as listed above. It is imperative to increase seat check activity and streamline data collection for a more accurate representation of misuses to determine critical areas of education. In 2021, AAA and the National Safety Council reported that more than half of all car seats brought in nationwide for inspection to child passenger safety technicians are improperly installed and being used. The general consumer survey revealed that one in five parents and caregivers seek expert help to install a car seat or secure a child in one (AAA Washington, 2022). The NDCF data reveals that there are three common mistakes which include

1. Loose installation
2. Not using the tether on forward-facing car seat installations
3. Loose harness straps on a child.

This data is in line with Tennessee information and reinforces the need to promote the availability of Tennessee Fitting Stations or Inspection Stations staffed by trained CPSTs for all travelers in Tennessee and those traveling through Tennessee.

In 2022, of the 119 fitting station partners, only 29 agency partners submitted seat check and checkpoint data from 25 counties.

TNTrafficSafety Resource Service CPS Checkpoint Report

	2020 -2021	2021-2022
Number of check-up events	169	148
Number of new seat installations	308	254
Number of unsafe seats	44	91
Number of seats distributed	291	202
Number of unrestrained children	91	51
Number of seats checked	645	833
Number of seats misused	544	683
Number of seats used correctly	76	126

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

NOTE: Tennessee’s Child Restraint law T.C.A. 55-9-602 ss55- 9-603 requires children through age eight and measuring less than four feet, nine inches in height require the use of a belt-positioning booster seat system meeting fmvss213 standards.

PERFORMANCE TARGET

Performance Measure Name Target	Target Metric Type	Target Start Year	Target End Year	Target
C.4 Unrestrained Passenger Vehicle Occupants	Numeric	2024	2026	448
		2024	2024	450
		2025	2025	449
		2026	2026	448
B.1 Observational Seat Belt Usage	Percentage	2024	2026	90.52
		2024	2024	90.50
		2025	2025	90.51
		2026	2026	90.52

PUBLIC PARTICIPATION AND ENGAGEMENT

The THSO prioritizes meaningful community engagement, which will benefit the overall mission of reducing traffic fatalities and serious injuries on Tennessee roadways. Engaging with communities allows the highway safety office to understand concerns, explore alternative solutions, identify potential new opportunities, and create a vision for the future together. The highway safety office has a number of grants throughout the state, with the reach attempting to be one per county, with numerous counties having more than one.

The initial goals for public engagement have contributed to the development of the THSO’s overall highway safety program. Through consistent engagement, the highway safety office will identify who is underserved and overrepresented, which will allow the THSO to adjust countermeasures and funding levels across program areas to address the specific safety needs within particular communities. These communities will be determined based on survey results, crash data, and census tract data.

Moving forward, the THSO has set the following goals to engage with communities that are determined to be of interest:

- To work with law enforcement agencies that receive grants on community collaboration efforts related to their grants.
- To increase engagement through community-based events such as National Night Out, Touch-A-Truck, athletic events, etc., to engage with many individuals from the community – going to where they live, work, and play.

It is the intent of the THSO to utilize the occupant protection enforcement countermeasure, the child passenger safety countermeasure, and the communications (media) - occupant protection countermeasure within the identified communities (for more information on these identified communities review the Public Participation and Engagement Plan section).

The countermeasures are defined in more detail within this section.

COUNTERMEASURE: CHILD PASSENGER SAFETY

There are 1,109 Child Passenger Safety Technicians in Tennessee, and less than 1 percent currently identify with the designation of Spanish speaking. With the population growth of Spanish-speaking residents in Tennessee, we must respond by identifying, increasing, and maintaining the availability of bilingual CPSTs in outreach to the second largest demographic, Hispanic or Latino, in the state. Once identified, this resource would be made publicly available in both English and Spanish through the TNTrafficSafety website on the Fitting Station listing. The recertification rate for Tennessee CPSTs is currently 50 percent; maintaining and increasing recertification rates is critical in providing access to experienced and knowledgeable resources. It is also important to identify additional populations, based on census information, and the related language barriers and work to develop outreach and educational materials for those identified populations. The development of diverse educational and marketing materials should support improved public information and awareness to increase proper occupant protection adoption by all passengers, including children.

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Wendy Garrison	Anderson County Sheriff's Office	Anderson	U	P		
Rick Roach	Norris Police Dept.	Anderson	U	P		
Lt. Shannah Newman	Oak Ridge Police Dept.	Anderson	U	P		
Ronnie Blankenship	Shelbyville Police Department	Bedford	R	P		
Darrin Stinnett, Kevin Freeman	Alcoa Fire Dept.	Blount	U	P		
Jessica Daugherty, Joey Beasley	Alcoa Police Department	Blount	U			
Tim Ogle	Blount County Fire Dept. Station 2	Blount	U			
Eric Costner, Ron Blair, Brian Frazier, Austin Kirkland	Blount County Sheriff's Office	Blount	U			
Josh Richards	Maryville Fire Dept.	Blount	U			

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
By Appointment, Laura Moore	Bradley County Health Dept.	Bradley	U	P		
Mario Santos, Bailey Sink, Carlton Walls, Michael Westfield	Bradley County Sheriff's Office	Bradley	U	P		
Brenda Garren	Charleston Police Department	Bradley	U	P		
Jennifer Samples	Cleveland Police Department	Bradley	U	P		
Joel Boyer, Tyler Minton	Campbell County Sheriff's Office	Campbell	R	P		
Travis Dunavant	Cannon County Sheriff's Office	Cannon				
Angie Barker	Huntingdon Police Department	Carroll	R	P		
Tracey Knack	Ashland City Fire Department	Cheatham	R	P		
Brandon George	Pleasant View Volunteer Fire Department	Cheatham	R	P		
Danielle Cook	Henderson Police Department	Chester	R	P		
Chris Barnes	Cocke County Sheriff's Department	Cocke	R	P		
Alethia Rawn	Manchester Police Department	Coffee	U	P		
Keith Samol and Wes Bowker	Belle Meade Police Department	Davidson	U	P	A	L
Kevin Coleman, Christopher Augustin	Metro Nashville Police Department	Davidson	U	P	A	L
Coty Vickers	Smithville-Dekalb County Rescue Squad	DeKalb	R	P		
Jennifer Caruthers	Dickson County Sheriff's Office	Dickson	R	P		
Mike Osman	Dickson Fire Department	Dickson	R	P		
Donny McElhone, Jacob Jenkins	Fayette County Sheriff's Department	Fayette	R	P	A	
Rick Pedigo	Fentress County Sheriff's Office	Fentress	R			
Tyler Womack	Decherd Police Department	Franklin	R			
Angela Coffelt	TN Department of Health - C.H.A.N.T - Franklin County	Franklin	R			

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Reagan Jennings	Giles County Sheriff's Department	Giles	R			
Cynthia Boling, Paul Boling	Greene County Sheriff's Office	Greene	R	P		
Dustin Lawson	Mosheim Police Department	Greene	R	P		
Shawn Lindsay	Hamblen County 911	Hamblen	R	P		
Sheri Fava	Catholic Charities Pregnancy Help Center - Hamilton	Hamilton	U	P	A	
Lindsay Smith Bass	Children's Hospital at Erlanger	Hamilton	U	P	A	
Elizabeth Cotellese	Families First - Signal Centers	Hamilton	U	P	A	
Holly Clark	Hamilton County Health Dept.	Hamilton	U	P	A	
Chris Wilkerson	Bolivar Police Department	Hardeman	R		A	
Eddie Henson	Bolivar Police Department	Hardeman	R		A	
Officer Michael Hatch	Whiteville Police Department	Hardeman	R			
Brian Gibbs	Hardin County Emergency Communications	Hardin	R			
Michael Darrington	Savannah Police Department	Hardin	R			
Jeff Middleton	Lexington Police Department	Henderson	R	P		
Robert Rayburn, Andy Morgan	Jefferson City Fire Department	Jefferson	U			
Sheri Fava, Ivett Lambert	Catholic Charities Pregnancy Help Center -East TN	Knox	U	P		
Lt. Dustin Tilley	Knox County Schools Security	Knox	U	P		
Marci Ware / Shelly Clemons	Knoxville Police Department	Knox	U	P		
By appointment	Tennessee Highway Patrol- District 1	Knox	U	P		
Trp Brooke Clendenen-Allred	TN Highway Patrol - Lawrenceburg District	Lawrence	R			
Stephen Spoon and Kevin Abercrombie	Lenoir City Fire Department	Loudon	U		A	L
Aaron Bialek, Charles Butler	Lenoir City Police Department	Loudon	U		A	L

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Captain Jeff Russell, Kenneth Palmer, John Parker	Loudon County Sheriff's Office	Loudon	U		A	L
Latrell Billingsley	City of Jackson Fire Department	Madison	U	P	A	
Anna Kate Craig	Madison County Fire Department / SafeKids West Tennessee	Madison	U	P	A	
Katherine Cothorn	Southwest Tennessee Child Care Resource and Referral Agency	Madison	U	P	A	
Sgt. Jena Eubanks	Tennessee Highway Patrol - Jackson District	Madison	U	P	A	
Ashley DeLoach	West Tennessee Healthcare	Madison	U	P	A	
Buffy Morrison	Marion County Health Department	Marion	R	P		
John Compton	Chapel Hill Police Department	Marshall	R			
Captain Donnie Knoepfel	Columbia Fire Department	Maury	U			L
Toni Fisher	Independent Fitting Station	Maury	U			L
Derek Ingram	City of Etowah Fire Department	McMinn	U			
Delaney Hall / Aubrey Tallent	McMinn County Health Department	McMinn	U			
Tripp Hall	Sweetwater Fire Department	McMinn	U			
Nicholas Inman	Selmer Police Department	McNairy	R			
Darby Drinkard	Tennessee Highway Patrol	McNairy	R	P	A	
John Tallent	Madisonville Fire Dept.	Monroe	R			
Sarah Mills	Monroe County Sheriff's Dept.	Monroe	R			
Victoria Crosby	Clarksville Police Department	Montgomery	U		A	L
Brian Vernon	Fort Campbell Police Department	Montgomery	U		A	L
Christina Williams	Hope Pregnancy Center	Montgomery	U		A	L
Jimmy Brown and Denis Bowles II	Montgomery Co. Sheriff's Office	Montgomery	U		A	L
Lisa McClain	Montgomery County Driver Safety	Montgomery	U		A	L

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Shane Taylor	Moore County Sheriff's Office	Moore	R			
Scott Duncan	Union City Police Department	Obion	R			
Jeremy Richter	SAFEDAWG Rickman Fire and Rescue	Overton	R	P		L
Malissa Davis; Amanda Hill	Polk County Health Dept.	Polk	R	P		L
Matthew Pennycuff	Algood Police Department	Putnam	U	P		L
Sgt. Williams	Cookeville Police Department - Main	Putnam	U	P		L
Leah Thomas	Putnam County Emergency Medical Services	Putnam	U	P		L
By Appointment	TN Occupant Protection Center	Putnam	U	P		L
Travis McGhee/ Carol Rucker / Robbie Williams	Safe Journey - Rhea County Sheriff's Office	Rhea	R	P		
Brad Goss	Roane County EMA-OES	Roane	R			
Matthew Detlefsen	City of White House Fire Department	Robertson	R			L
Justin Parker	Coopertown Police Department	Robertson	R			L
Dalton Patterson	Robertson County Sheriff's Office	Robertson	R			L
Trp Vincent Meaker	TN Highway Patrol - Robertson County	Robertson	R			L
Sheree Robertson	La Vergne Police Department	Rutherford	U			L
Don Fanning / Sgt. Amy Denton	Murfreesboro Police Department	Rutherford	U			L
Gary Herron	Rutherford County Sherriff's Office	Rutherford	U			L
Jeremy Stokes	Smyrna Fire Department	Rutherford	U			L
By Appointment	Oneida Police Dept.	Scott	R			
David Layne	Sequatchie County Sheriff's Office	Sequatchie	R	P		
Courtney Davis	Sequatchie County TDOH - C.H.A.N.T	Sequatchie	R	P		
Amanda Perryman	Gatlinburg Fire Department	Sevier	R	P		L
Michael Green / Patrick Trentham	Gatlinburg Police Department	Sevier	R	P		L

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Donnie Mashburn	Pigeon Forge Police Department	Sevier	R	P		L
Courtney Shelton	Sevier County Volunteer Rescue Squad	Sevier	R	P		L
By Appointment	Sevierville Fire Department	Sevier	R	P		L
Rebecca Cowan	Sevierville Police Department	Sevier	R	P		L
Francis Leitch	Seymour Fire Department	Sevier	R	P		L
Kristi Davis	Baptist Memorial Hospital for Women	Shelby	U	P	A	L
Matt Robinson	Bartlett Police Department	Shelby	U	P	A	L
Dee Givens	Best Practice	Shelby	U	P	A	L
Shepard Taylor	Collierville Police Department	Shelby	U	P	A	L
Edwin McGee	Germantown Police Department	Shelby	U	P	A	L
Jennifer Taylor	Le Bonheur Children's Hospital	Shelby	U	P	A	L
April Colbert	Memphis Police Department - Airways Station	Shelby	U	P	A	L
Katie Ward	Memphis Police Department - Austin Peay Hwy	Shelby	U	P	A	L
LeCharra Yarbrough	Memphis Police Department - Tillman Station	Shelby	U	P	A	L
Chester Aldridge and Ruth Horne	Memphis Police Department - Traffic Station	Shelby	U	P	A	L
Jennifer Michaels	Millington Police Department	Shelby	U	P	A	L
Beverly Bearden	Tennessee Highway Patrol - Summer Ave	Shelby	U	P	A	L
David McGlamery	Bristol Fire Department	Sullivan	U	P		
Samuel Jones	Bristol's Promise	Sullivan	U	P		
Barry Brickey	Kingsport Fire Dept.	Sullivan	U	P		
Deputy Carolyn Crabtree	Sullivan County Sheriff's Office	Sullivan	U	P		
Melissa Bullock	Department of Children Services - Mid-Cumberland	Sumner	U			
Mark Hall	Gallatin Fire Department	Sumner	U			

Point of Contact	Agency	County	Population Served (Urban / Rural)	Above Average Poverty	African American	Latino / Hispanic
Travis Merryman	Hendersonville Fire Department	Sumner	U			
Tremaine Reed, Daniel Walls, and Tonia Bruno	Tipton County Sheriff's Office	Tipton	R	P	A	
Mark Mara	McMinnville Fire Department #1	Warren	R	P		L
Phillip Mitchell	McMinnville Fire Department #2	Warren	R	P		L
Mark Mara	McMinnville Police Department	Warren	R	P		L
Mark Mara	Warren County Sheriff's Department	Warren	R	P		L
Tara Chadwell	Ballad Health/ Niswonger Children's Hospital	Washington	U	P		
Jared Gilliland, John Kelch	Johnson City Fire Department Station 1	Washington	U	P		
Tim Hensley	Johnson City Police Department	Washington	U	P		
Kat Latham - by appointment	Washington County / Johnson City EMA	Washington	U	P		
Brandon Cutshall	Washington County Sheriff's Office	Washington	U	P		
Kory Green	Martin Fire Department	Weakley	R			
Chris Finch and Kory Green	Martin Police Department	Weakley	R			
Aaron Light, Devin Moore, Dallas Slatten	White County Sheriff's Office	White	R	P		
Jeff Pender	Brentwood Fire & Rescue Department	Williamson	U			
Richard Ross	Fairview Police Department	Williamson	U			
Jason Webb	Franklin Fire Department	Williamson	U			
Joe LeCates	Franklin Police Department	Williamson	U			
Herb Rosa	Spring Hill Police Department	Williamson	U			
Dawna Gutierrez	Lebanon Police Department	Wilson	U			
Emy Bates	Wilson County Sheriff's Office	Wilson	U			

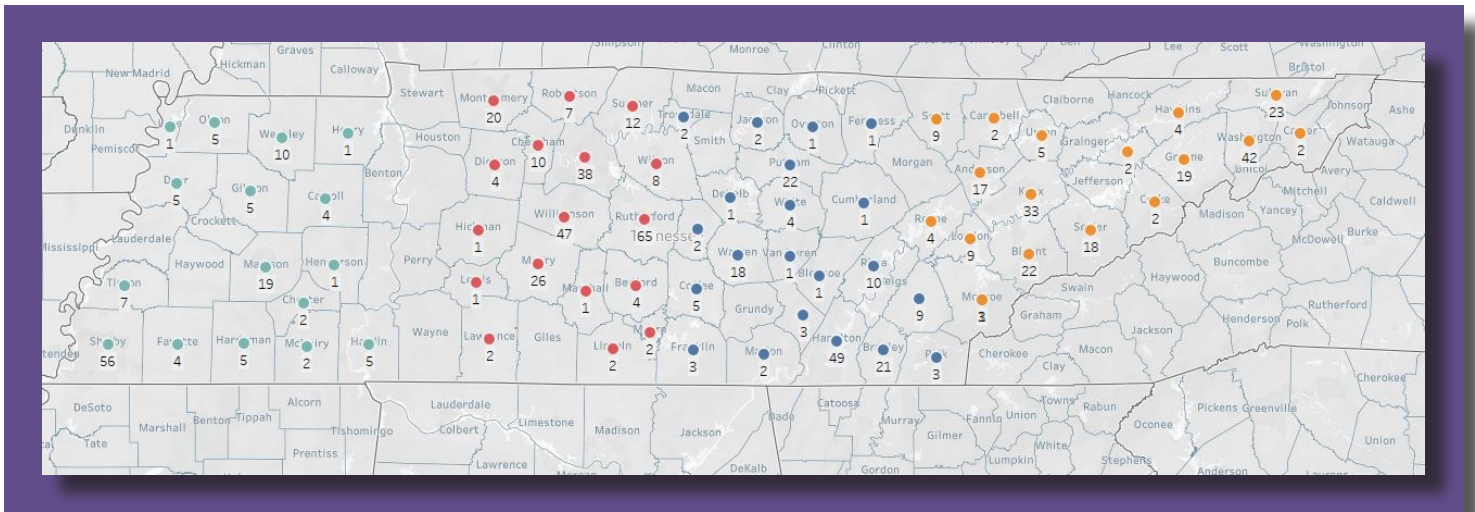
Border state laws influence the behavior of travelers in non-compliance with Tennessee laws. Tennessee law reflects nationally promoted best practices for child passenger safety; however there are some variances in Tennessee laws in comparison to our eight neighboring states which include, Kentucky, Virginia, North Carolina, Georgia, Alabama, Mississippi, Arkansas, and Missouri. Child restraints are required until age 9 or 4’9” in Tennessee. All eight neighbors require seven years or younger. Only North Carolina requires rear facing to age two.

Tennessee is a primary offense state but there is no requirement for adult rear seat passengers. According to the GHSA state law comparison of Tennessee border states, only Georgia and Missouri require rear passenger seat belt use over age 16. Rear passengers make up half of our unrestrained fatalities. Currently, Tennessee’s observational seat belt use is reported at over 90 percent, however the number of unrestrained fatalities does not correlate.

State	Rear Facing Age	Age Child Restraint Required Through	Age Booster	Seatbelt Permissible	Age Front Seat Allowed	Seat belt Rear Required (over 16)	Primary Seat Belt (Rear)
Tennessee	1 yr and 20 lbs	Birth through 4 yrs	4 yrs - 9yrs or 57" tall	9 years	13	No	Yes
Kentucky	N/A	40" or shorter	7 yrs or 57" tall	8 years	N/A	No	Yes
Virginia	2yrs	7 yrs	7 yrs	8-17 (4-7 with physician exemption)	2	No	Secondary, primary for under 18
North Carolina	N/A	7 yrs and 80 lbs	7 yrs	8-15 or 40 – 80 lbs with shoulder belt	2 yrs	Yes	Primary Secondary for rear seat
Georgia	N/A	8 yrs		57" tall over 40 lbs	8 yrs	Yes	Yes
Alabama	1 yr and 20 lbs	1-4 yrs, 20-40 lbs FF harness	5yrs	6 – 14 years	NA	No	Yes
Arkansas	NA	5yrs under 60 lbs		6-14 yrs/over 60#'s		No	Yes
Missouri	N/A	Under 4 and 40 lbs	4-7 years and 40-80 lbs / 57"	80#'s or over 57"	8 yrs	No	Secondary, primary for 8-15
Mississippi	N/A	Under 4 years	4-6 yrs and under 57" tall or under 65 lbs	7 yrs or over or 57" or taller or 65 lbs or over	N/A	Yes	Primary

Source: <https://www.ghsa.org/state-laws/issues/Child%20Passenger%20Safety>,

Training and education are directed to areas of the state with little representation of trained CPSTs. These areas also correspond with a higher rate of persons in poverty as identified by the U.S. Census Bureau. Child Passenger Safety certification training courses have been implemented in communities that have fewer than ten CPSTs identified.



At the end of FFY 2022, 20 of the 95 counties in Tennessee had no identified Child Passenger Safety contact. The primary method of education for those areas of the state was through school or classroom-based programs. Training courses provided in 2023 resulted in coverage of an additional 10 counties leaving only 10 counties without an active fitting station or CPST resource for that community.

During FFY 2024, it is the intent of the THSO to host four CPS classes in each of the four LEL regions for a total of 16 classes. This will allow for a maximum of 320 new CPSTs in the state, pending that all classes are filled and all individuals pass. In addition, one renewal class, for a maximum number of 15 participants, will also be hosted for those individuals who have lapsed certifications. Eight CEU workshops (two per LEL region) will be held to help maintain currently certified technicians. Finally, a six hour CEU class will be held prior to Tennessee Lifesavers Conference.

Linkage Between Program Area

CPS technicians and instructors use knowledge and expertise provided through continued training to provide services at a variety of community-based activities, such as child safety seat checks, where parents and caregivers receive education and hands-on assistance. With motor vehicle crashes being a leading cause of death for children under 14, there is a continued need for CPSTs to provide information on child safety seats to families (What Is a Child Passenger Safety Technician? | Pediatric Trauma Injury Prevention Program, n.d.).

Rationale

NHTSA's *Countermeasures That Work, 10th Edition*, shows that outreach to caregivers and children is an effective countermeasure to reduce improperly restrained children. Within the seat belts and child restraints section, under communications and outreach, strategies for older children (3-star countermeasure) and strategies for child restraint and booster seat use (3-star countermeasure) are both listed and the basis for child passenger safety in Tennessee.

Funding Consideration

It is the intent of the THSO to fund agencies to help increase the understanding of caregivers so that children can be properly restrained on Tennessee roadways.

ESTIMATED BUDGET: CHILD PASSENGER SAFETY

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405b OP High	405b High Community CPS Services (BIL)	\$300,000
2024	BIL 405b OP High	405b High Community CPS Services (BIL)	\$300,000
2025	BIL 405b OP High	405b High Community CPS Services (BIL)	\$300,000
Total Over Three-Years			\$900,000

COUNTERMEASURE: OCCUPANT PROTECTION ENFORCEMENT

Project Safety Impacts

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

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

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

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

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

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

Adamsville Police Department
Alcoa Police Department
Alexandria Police Department
Algood Police Department
Anderson County Sheriff's Office
Athens Police Department
Atoka Police Department
Austin Peay State University Police Department
Baileyton Police Department
Bartlett Police Department
Bartlett Police Department
Baxter Police Department
Bedford County Sheriff's Department
Belle Meade Police Department
Belle Meade Police Department
Benton County Sheriff's Department
Benton Police Department
Benton Police Department
Berry Hill Police Department
Blaine Police Department
Blaine Police Department
Blount County Sheriff's Office
Blount County Sheriff's Office
Blount County Sheriff's Office
Blount County Sheriff's Office
Bluff City Police Department
Bluff City Police Department
Bolivar Police Department
Bolivar Police Department
Bolivar Police Department
Bradley County Sheriff's Department
Bristol Police Department
Brownsville Police Department
Calhoun Police Department
Campbell County Sheriff's Department
Cannon County Sheriff's Department
Carroll County Sheriff's Department
Carter County Sheriff's Department
Carter County Sheriff's Department
Caryville Police Department
Chapel Hill Police Department
Charleston Police Department
Charleston Police Department
Chattanooga Police Department

Cheatham County Sheriff's Office
Cheatham County Sheriff's Office
Cheatham County Sheriff's Office
City of Paris Police Department
Claiborne County Sheriff's Office
Clarksburg Police Department
Clarksville Police Department
Clarksville Police Department
Clarksville Police Department
Clay County Sheriff's Department
Cleveland Police Department
Clifton Police Department
Clifton Police Department
Clinton Police Department
Cocke County Sheriff's Department
Coffee County Sheriff's Department
Collegedale Police Department
Collierville Police Department
Collinwood Police Department
Columbia Police Department
Cookeville Police Department
Cookeville Police Department
Cookeville Police Department
Coopertown Police Department
Covington Police Department
Cowan Police Department
Cross Plains Police Department
Crossville Police Department
Cumberland County Sheriff's Department
Dandridge Police Department
Dayton Police Department
Decatur County Sheriff's Office
Decatur Police Department
Dickson County Sheriff's Office
Dickson County Sheriff's Office
Dickson Police Department
Dickson Police Department
Dickson Police Department
Dover Police Department
Dover Police Department
Dresden Police Department
Dunlap Police Department
Dyer Police Department
Eagleville Police Department

East Tennessee State University, Department of
Public Safety
Elkton Police Department
Englewood Police Department
Erin Police Department
Erwin Police Department
Estill Springs Police Department
Etowah Police Department
Etowah Police Department
Fairfield Glade Police Department
Fairfield Glade Police Department
Fairview Police Department
Fayette County Sheriff's Office
Fentress County Sheriff's Office
Franklin County Sheriff's Office
Franklin Police Department
Gadsden Police Department
Gainesboro Police Department
Gallatin Police Department
Gallaway Police Department
Germantown Police Department
Giles County Sheriff's Department
Gleason Police Department
Goodlettsville Police Department
Grainger County Sheriff's Department
Graysville Police Department
Greene County Sheriff's Department
Greene County Sheriff's Department
Greeneville Police Department
Greenfield Police Department
Halls Police Department
Hancock County Sheriff's Department
Hardeman County Sheriff's Department
Hardin County Sheriff's Department
Harriman Police Department
Hawkins County Sheriff's Department
Henderson Police Department
Hendersonville Police Department
Henry County Sheriff's Department
Henry Police Department
Hickman County Sheriff's Department
Hickman County Sheriff's Department
Hohenwald Police Department

Houston County Sheriff's Department
Humphreys County Sheriff's Office
Jacksboro Police Department
Jackson County Sheriff's Department
Jackson Police Department
Jamestown Police Department
Jasper Police Department
Jasper Police Department
Jefferson City Police Department
Jefferson County Sheriff's Department
Johnson City Police Department
Johnson County Sheriff's Department
Jonesborough Police Department
Kenton Police Department
Kimball Police Department
Kingsport Police Department
Kingsport Police Department
Kingston Police Department
Kingston Springs Police Department
Knox County Sheriff's Office
Knoxville Police Department
Knoxville Police Department
LaFollette Police Department
LaFollette Police Department
Lauderdale County Sheriff's Department
LaVergne Police Department
Lawrenceburg Police Department
Lebanon Police Department
Lenoir City Police Department
Lexington Police Department
Lexington Police Department
Livingston Police Department
Lookout Mtn. Police Department
Loretto Police Department
Loudon County Sheriff's Department
Macon County Sheriff's Department
Madison County Sheriff's Department
Madison County Sheriff's Department
Madisonville Police Department
Manchester Police Department
Manchester Police Department
Marion County Sheriff's Department
Martin Police Department

Martin Police Department
Maryville Police Department
Maury County Sheriff's Department
McKenzie Police Department
McMinn County Sheriff's Department
McMinnville Police Department
McNairy County Sheriff's Department
Meigs County Sheriff's Department
Meigs County Sheriff's Department
Memphis Police Department
Memphis Police Department
Metro Moore County Sheriff's Department
Metro Moore County Sheriff's Department
Metropolitan Nashville Police Department
Middle Tennessee State University Police
Department
Milan Police Department
Millersville Police Department
Millington Police Department
Minor Hill Police Department
Minor Hill Police Department
Monroe County Sheriff's Department
Monroe County Sheriff's Department
Monterey Police Department
Montgomery County Sheriff's Department
Morgan County Sheriff Department
Moscow Police Department
Mosheim Police Department
Mosheim Police Department
Mount Carmel Police Department
Mount Pleasant Police Department
Mt. Juliet Police Department
Munford Police Department
Murfreesboro Police Department
New Johnsonville Police Department
Newbern Police Department
Newport Police Department
Nolensville Police Department
Oak Ridge Police Department
Oak Ridge Police Department
Oakland Police Department
Obion County Sheriff's Office

Oliver Springs Police Department
Oneida Police Department
Overton County Sheriff's Department
Parrottsville Police Department
Perry County Sheriff's Office
Pickett County Sheriff's Office
Pikeville Police Department
Plainview Police Department
Pleasant View Police Department
Portland Police Department
Red Bank Police Department
Rhea County Sheriff's Department
Rhea County Sheriff's Department
Rhea County Sheriff's Department
Ridgely Police Department
Ripley Police Department
Roane County Sheriff's Office
Robertson County Sheriff's Department
Rockwood Police Department
Rocky Top Police Department
Rutherford County Sheriff's Office
Rutherford County Sheriff's Office
Rutherford Police Department
Rutledge Police Department
Saltville Police Department
Samburg Police Department
Savannah Police Department
Scott County Sheriff's Department
Scotts Hill Police Department
Scotts Hill Police Department
Selmer Police Department
Selmer Police Department
Selmer Police Department
Sequatchie County Sheriff's Department
Sevier County Sheriff's Office
Sevierville Police Department
Sewanee Police Department
Shelby County Sheriff's Office
Shelby County Sheriff's Office
Shelbyville Police Department
Signal Mountain Police Department
Smith County Sheriff's Office

Smithville Police Department
Smyrna Police Department
Soddy-Daisy Police Department
Soddy-Daisy Police Department
South Fulton Police Dept.
South Pittsburg Police Department
South Pittsburg Police Department
Spencer Police Department
Spring City Police Department
Spring Hill Police Department
Stewart County Sheriff's Office
Sullivan County Sheriff's Department
Sumner County Sheriff's Department
Sweetwater Police Department
Tazewell Police Department
Tazewell Police Department
Tellico Plains Police Department
Tellico Plains Police Department
Tennessee Department of Safety & Homeland
Security
Tipton County Sheriff's Department
Tiptonville Police Department
Toone Police Department
Townsend Police Department
Tracy City Police Department
Trenton Police Department
Tullahoma Police Department
Tusculum Police Department
Unicoi Police Department
Union City Police Department
Union City Police Department
Union County Sheriff's Department
University of Tennessee Health Science Center
Campus Police Department
Van Buren County Sheriff's Department
Vonore Police Department
Walters State Campus Police
Warren County Sheriff's Department
Wartburg Police Department
Wartburg Police Department
Wartrace Police Department
Washington County Sheriff's Department

Watertown Police Department
Wayne County Sheriff's Department
Wayne County Sheriff's Department
Waynesboro Police Department
Waynesboro Police Department
Weakley County Sheriff's Department
Weakley County Sheriff's Department
Westmoreland Police Department
White Bluff Police Department
White County Sheriff's Department
White House Police Department
White Pine Police Department
White Pine Police Department
White Pine Police Department
Whitwell Police Department
Whitwell Police Department
Williamson County Sheriff's Department
Williamson County Sheriff's Department
Wilson County Sheriff's Department
Winchester Police Department
Woodbury Police Department

Linkage Between Program Area

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

Rationale

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

- 2.1 Short-Term, High-Visibility Seat Belt Law Enforcement (5-star countermeasure)
- 2.2 Integrated Nighttime Seat Belt Enforcement (4-star countermeasure)
- 2.3 Sustained Enforcement (3-star countermeasure)

Funding Consideration

It is the intent of the THSO to fund local and state law enforcement agencies to utilize enforcement grants to enforce daytime and nighttime seatbelt enforcement laws throughout the state.

ESTIMATED BUDGET: OCCUPANT PROTECTION ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405b OP High	405b High HVE (BIL)	\$140,000
2024	BIL 405b OP High	405b High HVE	\$140,000
2025	BIL 405b OP High	405b High HVE	\$140,000
Total Over Three-Years			\$420,000

COUNTERMEASURE: COMMUNICATION (MEDIA) - OCCUPANT PROTECTION

Project Safety Impacts

The THSO will utilize both media branches (earned and paid) as part of its integrated communications plan that works in tandem with the NHTSA Communications Calendar. This plan requires cohesive collaboration to reinforce Tennessee laws and change driver behavior. The THSO has engaged in a state interagency contractual agreement with Tennessee Technological University (TTU) to provide media buying, marketing, and advertising services in an effort to facilitate behavioral change. Services include feature design, production, purchasing, and administrative reconciliation to assist the state in informing and educating the public on traffic safety issues. The primary services encompass the purchasing and creation of audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and Over-the-Top Television [OTT]), cinema ads, and Out-of-Home (OOH) to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics to most effectively engage the target audience, Males 18-34 years old, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

The THSO will participate in several sports-related media partnerships. The THSO will partner with private entities across the state to deliver its messages in higher traffic areas in Tennessee, such as the Dollywood theme park and numerous middle and high school sporting and event promotions (Murphy Fair and Huddle Tickets) statewide. Huddle Tickets alone impacts hundreds of schools across Tennessee with a seatbelt message. Additionally, the THSO anticipates it will identify additional public events that attract the target demographic group during the lifespan of this document.

The THSO will also implement an educational message in order to educate the public on the dangers and risks of leaving a child or unattended passenger in a vehicle that has been turned off. This message will be deployed through both paid and owned media resources by utilizing our social media and website to give greater coverage to this lifesaving issue.

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

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. A press event is a tactic used to increase community support,

personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video recorded, uploaded to YouTube, and posted to social media.

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

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

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

Linkage Between Program Area

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

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

Earned media strategies are coordinated alongside paid media strategies, awareness efforts, and enforcement campaigns to optimize reach to each target audience. The THSO's overall communications goal is to align paid media, education, awareness, and enforcement efforts during scheduled time periods. To support each occupant protection campaign, the THSO works with Tennessee Tech University iCube to update THSO's educational materials with current data and information, update the THSO website's calendar of events, update the THSO's website as needed, and prepare occupant protection messaging for the THSO's monthly social media calendars. The

THSO will use “Buckle Up Tennessee” as a social norming message during Valentine’s Day in February, Summertime, Child Passenger Safety Week in September, and the Thanksgiving travel season in November. The THSO will use “Click It or Ticket” messaging on social media during the “Click It or Ticket” enforcement period in May and June. The THSO will prepare “Click It or Ticket” press release templates for agencies conducting enforcement. The THSO may also provide support for agencies hosting press events to kick off their “Click It or Ticket” campaigns. The THSO will also share photos and public service announcements created by grantees. Furthermore, the THSO will support local Hispanic communities by inviting Hispanic media outlets to local press events and sharing Spanish marketing materials we have available. The THSO hopes to offer more resources to Spanish-speaking communities as NHTSA is able to provide more Spanish resources for the THSO to share.

Rationale

According to the *Countermeasures That Work, 10th Edition*, communications and outreach supporting enforcement is an effective strategy (5-stars) in educating motorists about the dangers of unrestrained driving.

Funding Consideration

The THSO plans to provide paid educational public service announcements with the message of reducing unrestrained drivers in an effort to change social norms of high-risk demographics through a number of paid media contracts and a grant agreement through Tennessee Technological University. The intent is also to provide earned media opportunities with messaging to increase education and awareness about seat belt usage in local communities across Tennessee.

ESTIMATED BUDGET: COMMUNICATION (MEDIA) - OCCUPANT PROTECTION

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405b OP High	405b High Paid Advertising (BIL)	\$400,000
2023	BIL NHTSA 402	Paid Advertising	\$30,000
2024	BIL 405b OP High	405b High Paid Advertising (BIL)	\$400,000
2024	BIL NHTSA 402	Paid Advertising	\$30,000
2025	BIL 405b OP High	405b High Paid Advertising (BIL)	\$400,000
2025	BIL NHTSA 402	Paid Advertising	\$30,000
Total Over Three-Years			\$1,290,000

COUNTERMEASURE: EVALUATION SURVEYS AND STUDIES

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Funding Consideration

It will be the intent of the THSO to fund the evaluation surveys and studies for seat belt usage, following the 2012 Uniform Criteria for State Observational Surveys of Seat Belt Use.

ESTIMATED BUDGET: EVALUATION SURVEYS AND STUDIES

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405b OP High	405b High Paid Advertising (BIL)	\$115,000
2024	BIL 405b OP High	405b High Paid Advertising (BIL)	\$115,000
2025	BIL 405b OP High	405b High Paid Advertising (BIL)	\$115,000
Total Over Three-Years			\$345,000



405c: TRAFFIC RECORDS

PROBLEM ID

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

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

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

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

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

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

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

1. An improved Tennessee Roadway Information Management System Crash Location import process was deployed. The new process allowed for a fully automated import of TITAN crash records into the TRIMS system using the latitude and longitude on the crash report and road names to determine location. Over the past few years, TDOT and TITAN have made the process more robust by increasing the number of data elements sent to TRIMS

and implementing an automated process for event location in the TRIMS environment. Additionally, TRIMS pushes a set of LRS data from the TDOT roadway data back to the TITAN crash database. In 2022, TDOT deployed an online Numetric AASHTOWare dashboard and mapping tool that allows for extensive access to crash data for state users.

2. The Tennessee TRCC updated the Traffic Records Inventory document in 2023, a consolidated reference of the Tennessee Traffic Records Data Systems. This document was initially developed in response to NHTSA recommendations in the 2014 Traffic Records Assessment. The TRCC, state agencies, and highway safety stakeholders can reference this document when planning improvements to the component data systems to increase highway safety analysis capabilities. The document provides the reader with data governance information and is a reference for system documentation, data dictionaries, and user documentation. The document is used as part of the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Tennessee's traffic records data.
3. For the past several years, TITAN crash data has been available via a THSO website that provides crash geo-analysis by county. In addition, TDOSHS maintains web-based GIS and Business Intelligence services and has deployed over two dozen public-facing crash data dashboards and GIS tools, and several others for internal use. BI and GIS development continues for various traffic safety needs. These projects increase the accessibility of crash data to both traffic safety stakeholders and the public.
4. In 2019, the THP expanded its eCitation program from the three-county pilot program started in 2014 to 93 counties as of April 2019. Also, all 93 counties are auto-importing eCitation data and ticket images to the court clerks electronically. This saves THP, and the court clerks, countless hours of hand-keying citation data into law enforcement and court records management systems and has substantially increased timeliness, data accuracy, and completeness. THP made the eCitation software available to all law enforcement agencies for free and is working to encourage adoption by agencies still using paper citations.
5. In 2023, TDOSHS deployed a new crash PCR, TITAN 2.0. The new PCR is a web-based service that eliminates the need for the TITAN Business Unit and LEAs to maintain software installed on local computers. Additionally, the TITAN 2.0 PCR is integrated with the state's driver and vehicle systems which allows officers to import driver license and registration data directly into the crash report using bar code scanners or ID lookup.
6. In 2019, Tennessee completed a MMUCC v5 compliance review. In a series of TRCC sub-committee meetings in 2021, Tennessee used the review results to establish recommendations for the TITAN development team, which incorporated the MMUCC v5 recommendations in the design of the TITAN 2.0 crash system.

PERFORMANCE TARGET

Performance Measure Name Target	Target Metric Type	Actual	Target	Target Start Date	Target End Date
Percentage of Toxicology Results Reported on Crash Reports	Percentage	32.1	Baseline	1/1/2022	12/31/2022
			35	1/1/2023	12/31/2023

QUALITATIVE IMPROVEMENT

Tennessee began piloting its eCitation program in 2014 and deployed statewide with the THP in 2016. Tennessee encourages other law enforcement agencies to use eCitation, and many do. The state showed year over year improvement in this measure and for the current measurement period, 76.91 percent of THP citations were issued electronically. The target for the next performance period is 80 percent.

Performance Measure: Percentage of THP Citations Issued Electronically.

Start Date	End Date	Percent Electronic
April 1, 2013	March 31, 2014	0.00%
April 1, 2014	March 31, 2015	0.29%
April 1, 2015	March 31, 2016	2.52%
April 1, 2016	March 31, 2017	29.74%
April 1, 2017	March 31, 2018	38.55%
April 1, 2018	March 31, 2019	44.92%
April 1, 2019	March 31, 2020	66.45%
April 1, 2020	March 31, 2021	66.10%
April 1, 2021	March 31, 2022	72.99%
April 1, 2022	March 31, 2023	76.91%

PUBLIC PARTICIPATION AND ENGAGEMENT

The THSO prioritizes meaningful community engagement, which will benefit the overall mission of reducing traffic fatalities and serious injuries on Tennessee roadways. Engaging with communities allows the highway safety office to understand concerns, explore alternative solutions, identify potential new opportunities, and create a vision for the future together. The highway safety office has a number of grants throughout the state, with the reach attempting to be one per county, with numerous counties having more than one.

The initial goals for public engagement have contributed to the development of the THSO's overall highway safety program. Through consistent engagement, the highway safety office will identify who is underserved and overrepresented, which will allow the THSO to adjust countermeasures and funding levels across program areas to address the specific safety needs within particular communities. These communities will be determined based on survey results, crash data, and census tract data.

Moving forward, the THSO has set the following goals to engage with communities that are determined to be of interest:

- To work with law enforcement agencies that receive grants on community collaboration efforts related to their grants.
- To increase engagement through community-based events such as National Night Out, Touch-A-Truck, athletic events, etc., to engage with many individuals from the community – going to where they live, work, and play.

COUNTERMEASURE: TRAFFIC RECORDS IMPROVEMENT

Project Safety Impacts

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

Linkage Between Program Area

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

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.

Funding Consideration

It is the intent of the highway safety office to fund traffic safety information system improvement projects.

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

ESTIMATED FUNDING: TRAFFIC RECORDS IMPROVEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405c Data Program	405c Data Program (BIL)	\$910,000
2024	BIL 405c Data Program	405c Data Program (BIL)	\$910,000
2025	BIL 405c Data Program	405c Data Program (BIL)	\$910,000
Total Over Three-Years			\$2,730,000

TENNESSEE IMPAIRED DRIVING STRATEGIC PLAN

FFY 2024–2026

TN IMPAIRED DRIVING
ADVISORY COUNCIL
★ ★ ★



TN Department of
Safety &
Homeland Security

TENNESSEE HIGHWAY SAFETY OFFICE
helping you **ARRIVE**

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EXECUTIVE SUMMARY

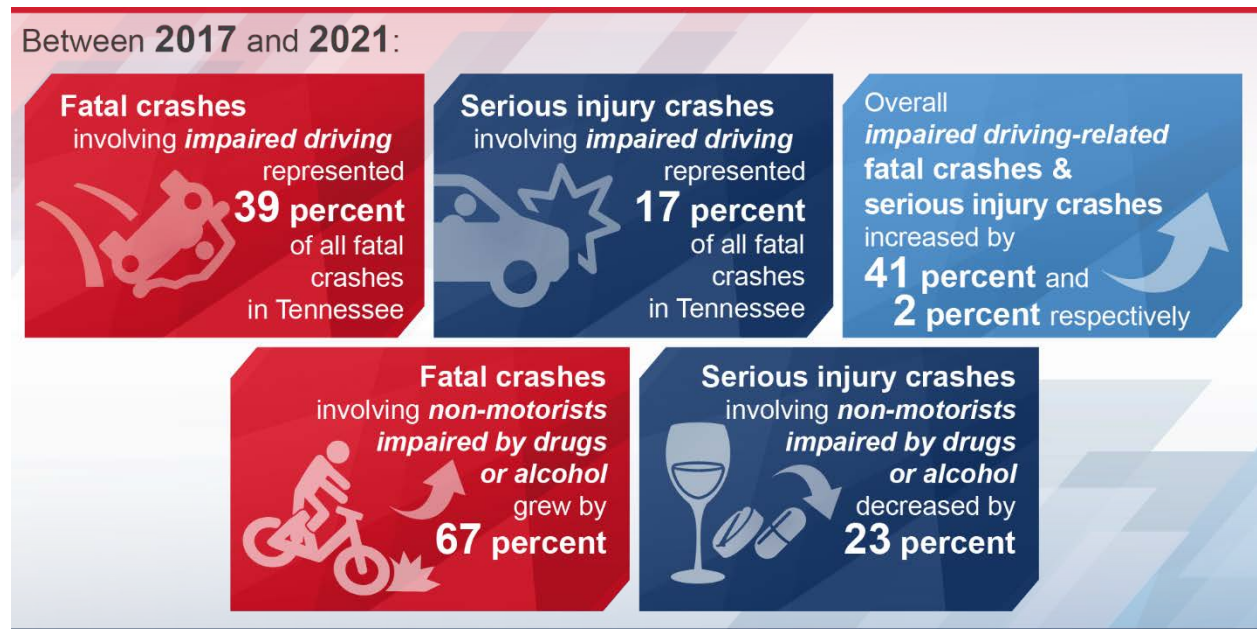


EXECUTIVE SUMMARY

Tennessee remains committed to the Toward Zero Deaths (TZD) vision on our roadways. TZD is a national collaboration of safety professionals using a data-driven approach to develop, implement, evaluate, and refine strategies that make our roadways safer. The vision set forth by TZD is a highway system free of fatalities through a sustained and even accelerated decline in transportation-related deaths and serious injuries. Tennessee’s commitment to TZD is also reflected in the Safe System Approach¹ and the National Road Safety Strategy², each committed to a vision of zero traffic fatalities and serious injuries.

Impaired driving is one of Tennessee’s most prominent traffic safety challenges, and the Tennessee Impaired Driving Advisory Council (IDAC) has been charged with advancing progress toward zero impaired driving fatalities and serious injuries.

The total number of fatal and serious injury crashes involving impaired driving increased between 2017 and 2021. Non-motorists such as pedestrians and bicyclists were more likely to be killed than seriously injured in an impaired driving crash. Drug-only impairment was more common in fatal crashes, whereas alcohol-only impairment was more common in serious injury crashes involving impaired driving.



¹ <https://www.transportation.gov/NRSS/SafeSystem>

² <https://www.transportation.gov/NRSS>

Created in 2013 as the Impaired Driving Task Force and renamed the Impaired Driving Advisory Council in late 2019, the IDAC is one of Tennessee's greatest resources for addressing impaired driving challenges. This group of impaired driving partners and stakeholders serves to identify and prioritize the state's most pressing impaired driving issues, recommend best practices, and develop a multi-year Impaired Driving Strategic Plan.

The IDAC has been working diligently since its inception to identify, advocate for, and implement effective countermeasures to eliminate crashes, injuries, and fatalities involving impaired drivers. The IDAC is comprised of representatives from the Tennessee Highway Safety Office (THSO), law enforcement, criminal justice system, public health, drug-impaired driving countermeasures, communications, and community engagement areas.

The latest assessment of Tennessee's Impaired Driving Program was conducted between February 27 and March 3, 2023. This assessment provides recommendations to improve Tennessee's Impaired Driving Program, informs the direction of the IDAC, and directly influences this strategic plan.

This Impaired Driving Strategic Plan was updated and approved by the IDAC on June 29, 2023. The accompanying action plan will be updated quarterly to detail progress made toward meeting defined goals and strategies.

INTRODUCTION



1. INTRODUCTION

Impaired Driving in Tennessee

In Tennessee, drivers are considered to be impaired when they operate a motor vehicle under the influence of alcohol and/or other drugs. Tennessee has a zero-tolerance policy towards underage drinking and driving and strict laws in place prohibiting impaired driving for drivers over age 21.

Driving while impaired puts all road users in danger. Alcohol, cannabis, and other drugs, including over-the-counter, prescription, and illicit drugs, can affect a person's brain function, judgment, vision, coordination, reaction times, reflexes, and muscle control. Some over-the-counter and prescription drugs can impair driving performance, even when prescribed by a doctor and taken as recommended. Combining multiple drugs or drugs and alcohol may amplify impairing side effects. An impaired person cannot accurately assess their own level of impairment and may make riskier choices or drive dangerously.

IMPAIRED DRIVING CRASHES ARE OVER 14 TIMES MORE LIKELY TO RESULT IN A FATALITY THAN CRASHES THAT DO NOT INVOLVE AN IMPAIRED DRIVER.³

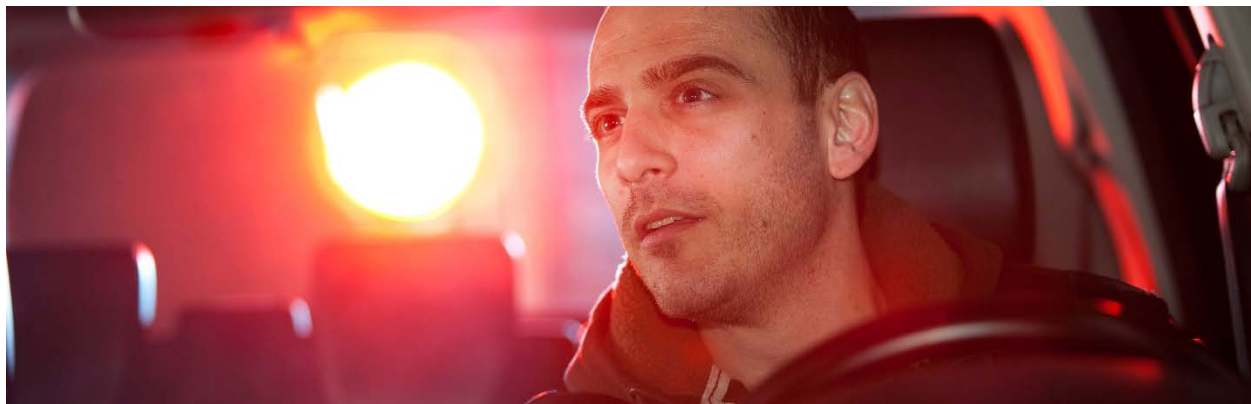
In Tennessee **2017** and **2021**:

2,112 people were involved in *impaired driving-related fatal crashes*,

and another **4,022** people were involved in *impaired serious injury crashes*.

Impaired fatal crashes accounted for **39%** of total statewide fatal crashes.

Impaired serious injury crashes accounted for **17%** of total statewide serious injury crashes.



³ https://www.tn.gov/content/dam/tn/safety/documents/crash_stats/crash_facts/2020_Impaired_Driving.pdf

Both impaired driving fatal crashes and overall statewide fatal crashes have increased steadily over the past five years. Figure 1 demonstrates that impaired driving fatal crashes have increased by 41 percent, compared to a 31 percent increase for all fatal crashes statewide. In contrast, impaired driving serious injury crashes trended downward from 2017 to 2020 before spiking again in 2021, resulting in overall 2 percent growth from 2017 to 2021. Statewide serious injury crashes declined 14 percent over the same time period.

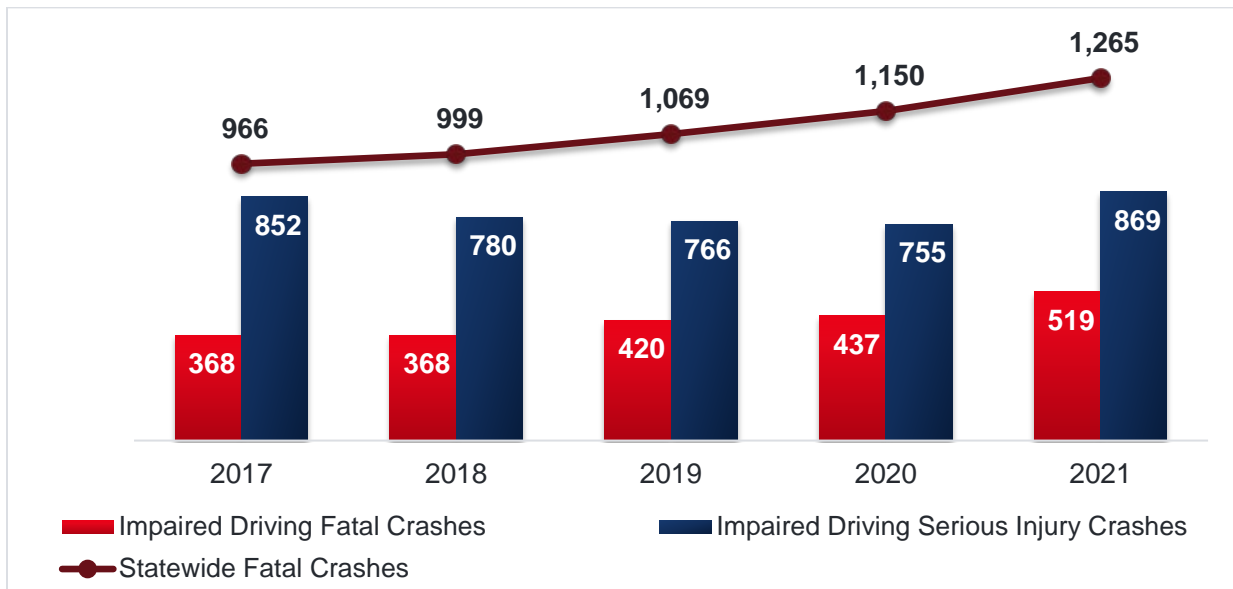


FIGURE 1. FATAL AND SERIOUS INJURY CRASHES INVOLVING IMPAIRED DRIVERS (2017-2021)



For fatal impaired crashes, drivers were more likely to be under the influence of drugs only (44 percent) than alcohol only (26 percent) or alcohol and drugs together (30 percent), as shown in Figure 2. For serious injury impaired crashes, drivers were more likely to be under the influence of alcohol (49 percent) than drugs only (27 percent) or alcohol and drugs together (24 percent), as shown in Figure 3.

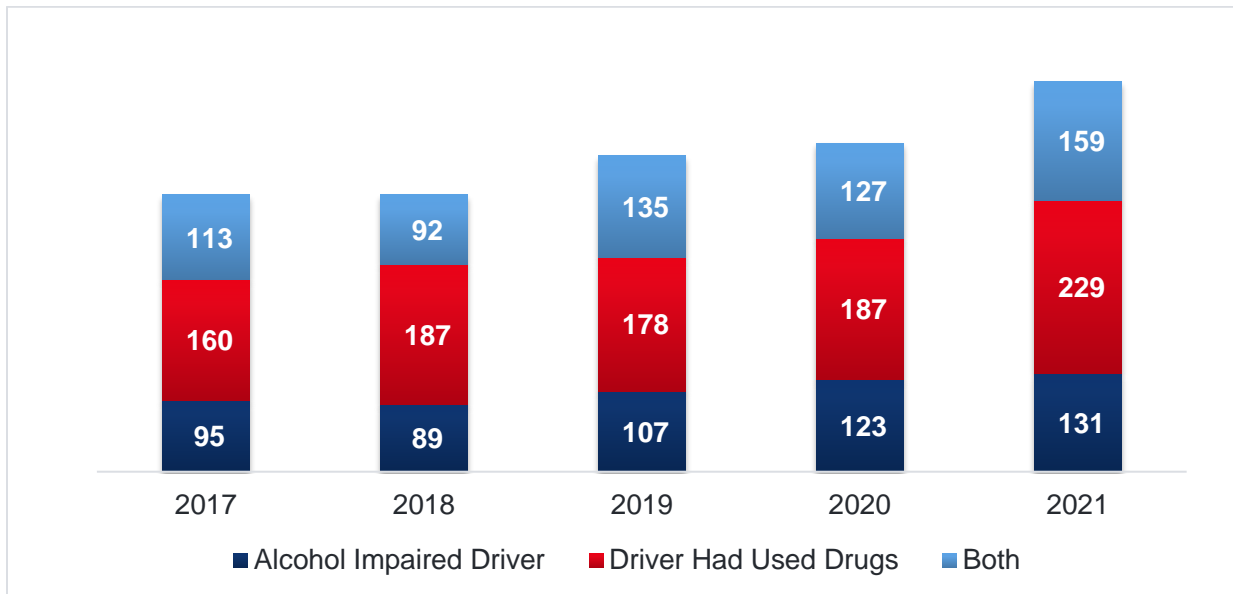


FIGURE 2. FATAL CRASHES INVOLVING ALCOHOL-IMPAIRED DRIVERS AND DRUG-IMPAIRED DRIVERS

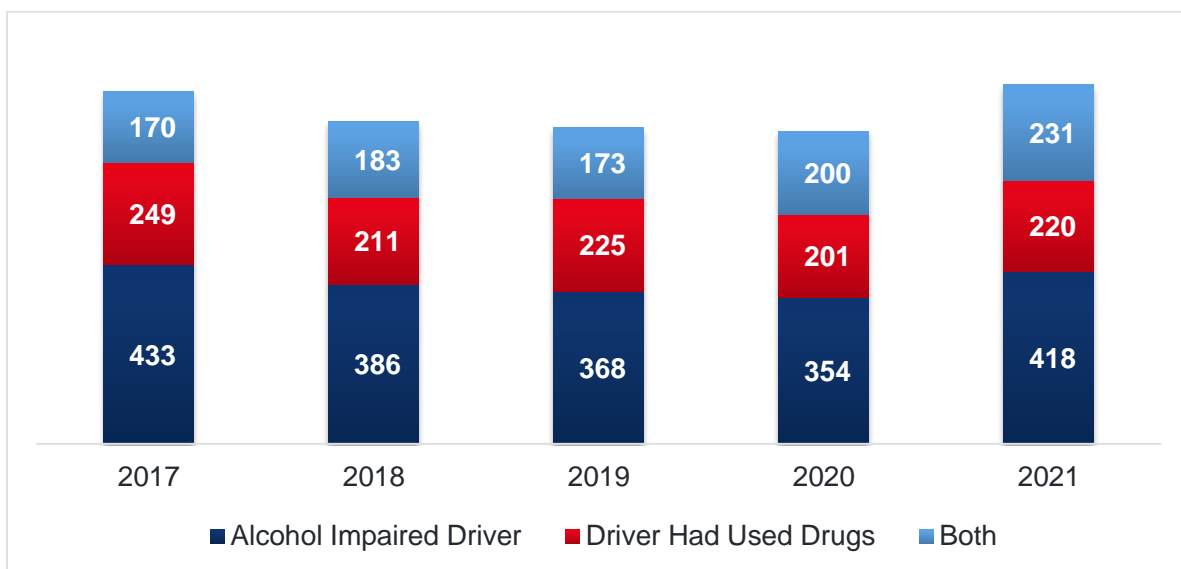


FIGURE 3. SERIOUS INJURY CRASHES INVOLVING ALCOHOL-IMPAIRED DRIVERS AND DRUG-IMPAIRED DRIVERS

Figure 4 shows fatal crashes involving an impaired non-motorist grew by 67 percent between 2017 and 2021. Although there was an overall 23 percent reduction in serious injury crashes involving an impaired non-motorist, Figure 5 shows that this decrease is primarily due to a significant drop from 2017 to 2018, after which serious injury crashes involving an impaired non-motorist increased year over year.

A NON-MOTORIST IS A ROAD USER WHO IS NOT IN OR ON A MOTORIZED VEHICLE, SUCH AS A PEDESTRIAN OR A BICYCLIST.

Between 2017 and 2021, 41 percent of the total statewide non-motorist fatal crashes and 11 percent of the total statewide non-motorist serious injury crashes involved at least one non-motorist impaired with either alcohol, drugs, or both. Non-motorists impaired by alcohol-only represented the highest share (73 percent) in serious injury crashes, while it accounted for nearly one-third of the impaired non-motorist fatal crashes in the last five years.

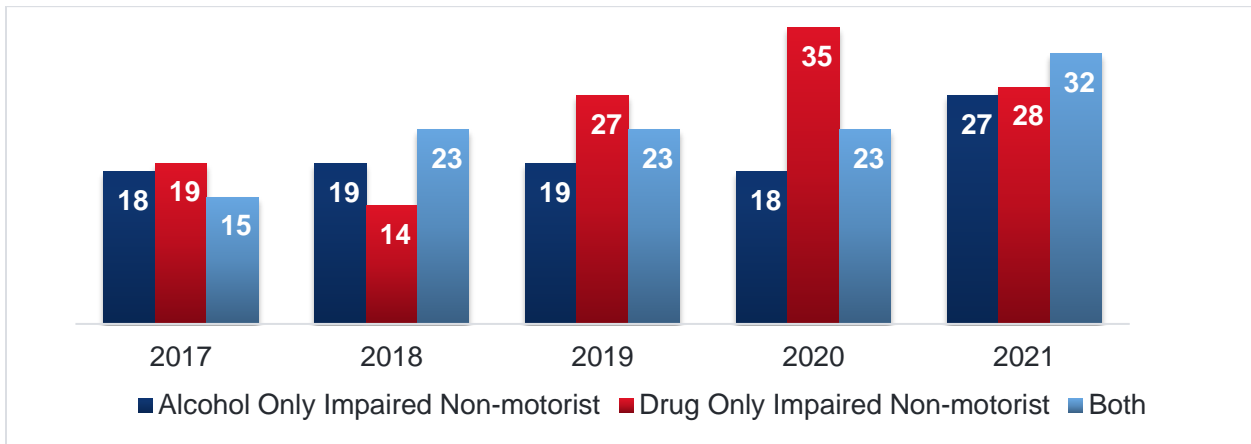


FIGURE 4. FATAL CRASHES INVOLVING NON-MOTORISTS IMPAIRED BY ALCOHOL AND/OR DRUGS

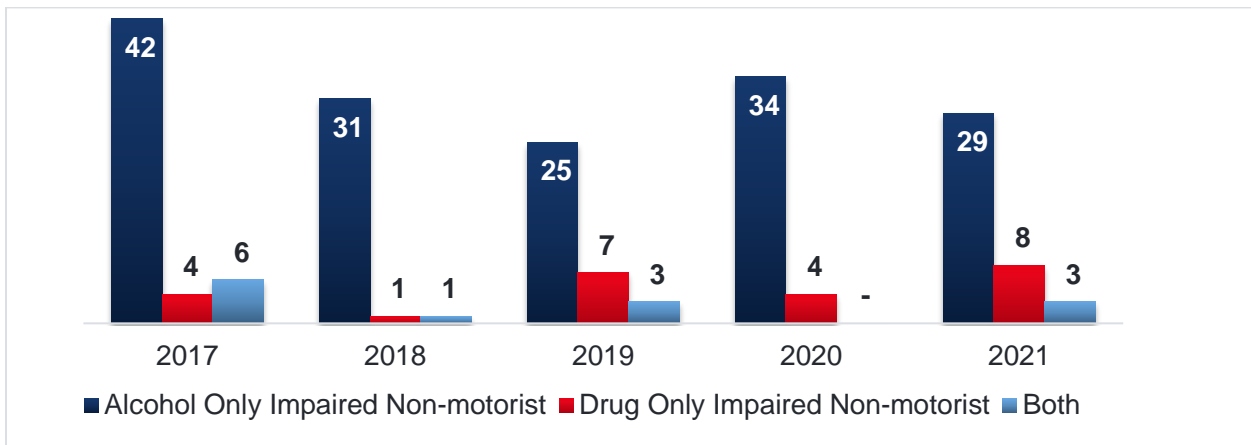


FIGURE 5. SERIOUS INJURY CRASHES INVOLVING NON-MOTORISTS IMPAIRED BY ALCOHOL AND/OR DRUGS

Performance Targets

The Impaired Driving Advisory Council annually evaluates impaired driving crash data against the performance measures and targets set in the Impaired Driving Strategic Plan and updates the impaired driving internal dashboard with the most up-to-date crash data available. For the performance targets, the definition of an impaired driver means the following:

- The driver tested with a BAC over .08 g/dL,
- The officer believed that alcohol contributed to the crash, or
- The driver had used drugs.

The IDAC has identified the following performance targets to guide the Impaired Driving Strategic Plan and activities of the IDAC:

- **Impaired Driving Crashes** – Reduce the five-year linear trend of crashes to 7,900 in 2026 - a 2.4 percent reduction from the 2021 value of 8,098.
- **Impaired Driving Fatal Crashes** – Reduce the trend of impaired driving fatal crashes by not exceeding the five-year linear projection of 682 in 2026.
- **Impaired Driving Serious Injury Crashes** – Reduce the three-year linear trend of impaired driving serious injury crashes to 936 in 2026 – a 9 percent reduction from the 2021 value of 1,030.

Effectiveness of Tennessee’s Impaired Driving Program

Since the IDAC’s inception in 2013, Tennessee’s Impaired Driving Program has implemented multiple programs, policies, and initiatives that successfully contributed to reducing the number of people who drive while impaired. As highlighted in the Tennessee Strategic Highway Safety Plan 2020-2024 (SHSP), impaired driving fatalities decreased by 18 percent from 2008-2012 to 2013-2017. The SHSP guides Tennessee’s Impaired Driving Program by identifying statewide education and enforcement strategies and countermeasures to reduce the number of impaired drivers on Tennessee’s roadways.

The Impaired Driving Strategic Plan also aligns with the strategies in the National Highway Traffic Safety Administration (NHTSA) Uniform Guidelines for State Highway Safety Program Guideline No. 8.⁴ These strategies and countermeasures incorporate national best practices, including those identified in NHTSA’s *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*⁵ and other recommendations provided by federal agencies. For example, Tennessee enacted an ignition interlock device law in 2013, as recommended by the National Transportation Safety Board.⁶

⁴ <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/index.htm>

⁵ https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf

⁶ <https://data.nts.gov/carol-main-public/sr-details/H-12-045>

In addition to integrating best practices, Tennessee continues to develop further programs and activities to reduce impaired driving. For example, the Tennessee Department of Safety and Homeland Security (TDOSHS) recently developed an online impaired driving data dashboard⁷ to increase the availability of impaired driving data. The dashboard is updated daily with traffic records and real-time data from the Tennessee Integrated Traffic Analysis Network (TITAN) and reflects the state's ongoing commitment to educate all community members of the dangers associated with impaired driving.

Connections to Other Plans and Requirements

Tennessee Strategic Highway Safety Plan

Tennessee's Strategic Highway Safety Plan (SHSP) is the comprehensive safety roadmap for the state.⁸ The SHSP uses a data-driven approach with collaboration from various agencies and organizations throughout the state to:

- Determine predominant factors and trends associated with severe crashes.
- Develop a comprehensive list of safety strategies to combat identified safety concerns.
- Identify current programs, initiatives, and projects in line with the selected safety strategies.
- Identify additional potential actions and associated challenges with their implementation.

The Tennessee SHSP reaffirms the state's commitment to the Toward Zero Death (TZD) vision. TZD is a national collaboration of safety professionals from various agencies and organizations using a data-driven approach to develop standard strategies focused on providing safer roadways that are regularly refined, implemented, and evaluated. The vision set forth by TZD is a highway system free of fatalities through a sustained and even accelerated decline in transportation-related deaths and serious injuries.

Impaired driving is identified as a contributing factor within the Driver Behavior Emphasis Area of the Tennessee SHSP, accounting for 41 percent of total fatal crashes in 2021. The Tennessee IDAC plays a critical role in advancing the actions identified in the Tennessee SHSP to eliminate impaired driving fatalities and serious injuries.



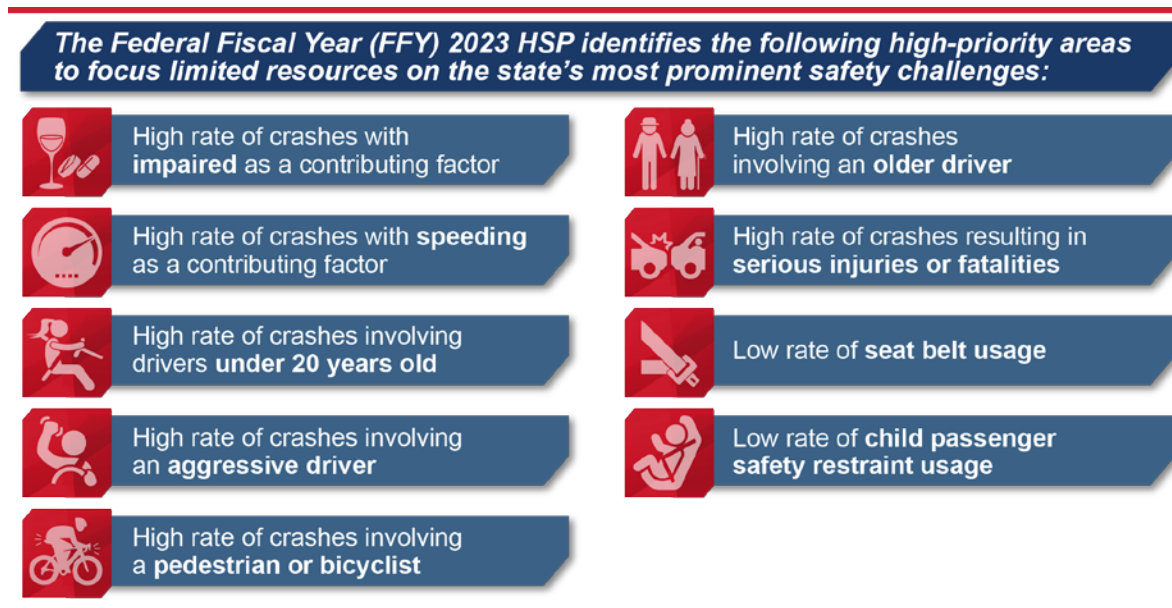
⁷ <https://www.tn.gov/safety/stats/dashboards/internal-use-dashboards/impaired-drivers.html>

⁸ <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

Tennessee Highway Safety Plan

The THSO is responsible for developing a Highway Safety Plan (HSP) to guide investments from NHTSA. Tennessee's HSP outlines the state's precise, data-driven effort of problem identification, project selection, and program evaluation.

Several of the planned activities outlined in the Impaired Driving Program Area of the Tennessee HSP rely directly on the IDAC for support. The IDAC is comprised of key law enforcement, prosecution, judicial, and toxicology representation, among others, which have the capacity to help achieve the goals of the HSP.



Bipartisan Infrastructure Law

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in our infrastructure and economy in our nation's history. It provides \$550 billion over Fiscal Years 2022 through 2026 in new Federal investment in infrastructure and introduces more than a dozen new highway programs and a variety of legislative changes impacting traffic safety.

Following the passage of the BIL, NHTSA released the final rule for Title 23 Part 1300 of the Code of Federal Regulations (23 CFR Part 1300) Uniform Procedures for State Highway Safety Grant Programs⁹, which went into effect on March 8, 2023. This guidance expands allowable uses for Impaired Driving Countermeasures grants and introduces additional flexibility for the IDAC to approach impaired driving challenges.

⁹ <https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs>

NHTSA Impaired Driving Assessment

NHTSA has the mission “to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.”¹⁰ To support this mission, NHTSA offers Safety Program Assessments¹¹ to State Highway Safety Offices to comprehensively review highway safety programs. The assessment program allows Tennessee to use highway safety funds to support an evaluation of existing and proposed alcohol and other drug-impaired driving control efforts.

A NHTSA-designated team of subject matter experts reviews the state’s Impaired Driving Program, notes strengths and weaknesses, and provides recommendations for program improvement based on the *Uniform Guidelines for State Highway Safety Programs*.¹² These guidelines are required by Congress and periodically updated through a public rule-making process (most recently on February 6, 2023). Each highway safety program area is assessed using criteria based on uniform guidelines, supplemented by currently recognized best practices.

An assessment of Tennessee’s Impaired Driving Program was conducted between November 2022 and March 2023, including two rounds of online information gathering and in-person panels with over 80 participants between February 27 and March 3, 2023.

The NHTSA review team identified 53 total recommendations, including 16 priority recommendations, across six priority areas to improve Tennessee’s Impaired Driving Program, which are summarized below:

- Prevent impaired driving in Tennessee by strengthening existing legislation and posting signage about the penalties associated with driving while impaired, serving alcohol to underage persons, and promoting safe transportation alternatives.
- Expand the abilities of the Criminal Justice System to enforce penalties for impaired driving, bridge gaps in judicial education and involvement in traffic safety, requiring screening and treatment for substance misuse disorders as a part of sentencing, and promoting driving under the influence (DUI) and Recovery Courts.
- Encourage collaboration across State agencies to share impaired driving data, develop an electronic statewide citation database, and continue to provide linkages between the State’s traffic records system.

The NHTSA assessment results directly informed the development of this strategic plan and action plan. The IDAC and THSO reviewed the assessment report and identified recommendations to begin implementing immediately, as well as actions laying a foundation to implement some recommendations in future strategic plans. A list of the priority recommendations is located in Appendix D. Impaired Driving Program Assessment.

¹⁰ <https://www.nhtsa.gov/about-nhtsa/nhtsas-core-values>

¹¹ <https://www.nhtsa.gov/highway-safety-grants-program/safety-program-assessment>

¹² <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/index.htm>

Stakeholder Engagement Process

Stakeholder and community engagement is an essential component of Tennessee’s approach to reducing impaired driving fatalities and serious injuries. This was re-emphasized in BIL, which added a requirement for State Highway Safety Offices to build upon meaningful engagement and participation from communities, particularly those most significantly impacted by crashes resulting in fatalities and serious injuries. NHTSA’s recently adopted final rule for the Uniform Procedures for State Highway Safety Grant Programs¹³ reflects these changes and clarifications.






Tennessee’s SHSP and triennial FFY 2024-2026 HSP set goals and strategies to conduct public participation and engagement that contribute to the development of Tennessee’s highway safety program. This includes planning and implementing highway safety program projects, including the Impaired Driving Strategic Plan, which aligns its engagement actions with Tennessee’s key strategic plans. The THSO also leverages the IDAC to reach a wide range of stakeholders and their networks which involve state agencies, law enforcement, the judicial system, community advocacy groups, schools, and employers, among others.

Strategic Plan Focus and Organization

The Impaired Driving Strategic Plan is the IDAC’s roadmap to eliminate impaired driving fatalities and serious injuries. The success of Tennessee’s impaired driving program will be evaluated based on progress toward that goal.

The accompanying Tennessee Impaired Driving Strategic Action Plan (Appendix E. Impaired Driving Action Plan) lays out specific actions to guide the IDAC toward achieving the performance targets set out in this plan. The IDAC is the greatest asset in Tennessee’s safety toolbox for eliminating impaired driving fatalities and serious injuries.

This Strategic Plan and the Action Plan are organized around the following NHTSA Impaired Driving Uniform Guidelines for State Highway Safety Programs topics:

	Program Management and Strategic Planning		Communications Program
	Prevention		Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
	Criminal Justice System		Program Evaluation and Data

¹³ <https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs>

PROGRAM MANAGEMENT AND STRATEGIC PLANNING



2. PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Impaired Driving Advisory Council



The Tennessee IDAC serves to identify and prioritize the state’s most pressing impaired driving issues, review and recommend best practices, and maximize the state’s ability to impact impaired driving of

crashes, injuries, and fatalities. The IDAC developed this multi-year Impaired Driving Strategic Plan to support the vision of zero impaired driving fatalities and serious injuries.

Created in 2013, the IDAC identifies, advocates for, and implements effective countermeasures for eliminating crashes, injuries, and fatalities involving impaired drivers. The IDAC is one of Tennessee’s greatest resources for addressing impaired driving challenges. The IDAC is guided by the IDAC Charter (Appendix B. Impaired Driving Advisory Council Charter) and under the authority of the THSO Director. The IDAC may be dissolved at the discretion of the Director based on changes or alterations to federal requirements and subsequent authorizations.

The IDAC is comprised of state agencies, key traffic safety partners, and public and private sector stakeholders representing a diverse range of perspectives who interact with alcohol and drug-impaired driving issues. The IDAC functions as a parallel team with all members having equal standing in collective decision-making.

Membership includes representatives from the following areas:



State and local law enforcement



Ignition interlock programs



The criminal justice system (e.g., prosecution, adjudication, and probation)



Data and traffic records



Driver licensing



Drug-impaired driving



Public health



Communications and community engagement



Treatment and rehabilitation



Members of the THSO

A majority vote of the members present at a meeting is enough to conduct business. The IDAC meets quarterly in person, virtually if necessary, and on rare occasions a meeting may be canceled due to issues beyond its control such as severe inclement weather. The IDAC strives for transparency and information sharing. IDAC meetings are open to the public and the IDAC charter, current membership, and past meeting agendas and minutes are available online.¹⁴

The IDAC has been working diligently since its inception to carry out NHTSA Impaired Driving Program Assessment recommendations and implement emerging best practices to eliminate impaired driving crashes, fatalities, and serious injuries.

Key accomplishments from the Impaired Driving Program Assessment and efforts of the IDAC:



Development of **Impaired Driving Task Force** in 2013



Updates of the **Impaired Driving Strategic Plan** in October 2020 and March 2023



Creation of critical tools to evaluate and report the progress of the **Impaired Driving Program**



Important **legislative changes** to alcohol, drug, and substance abuse testing, enforcement, and treatment

Strategic Planning

The Tennessee 2020-2024 Strategic Highway Safety Plan¹⁵ is a data-driven, comprehensive safety roadmap for the state, providing strategies to mitigate and eliminate crashes resulting in fatalities and serious injuries. Impaired driving falls under the SHSP's Driver Behavior Emphasis Area, which includes the strategy to "Reduce the number of impaired drivers on Tennessee's roadways" through educational and enforcement actions. The SHSP has a direct impact on the performance measures and resource allocation identified in the HSP produced by the THSO.

The Tennessee IDAC serves a key role in developing and approving the Impaired Driving Strategic Plan, ensuring the plan aligns with the vision, mission, and goals of the SHSP. IDAC members follow a data-driven approach to identify and prioritize Tennessee's most pressing impaired driving issues, review and recommend best practices, and develop a multi-year Impaired Driving Strategic Plan to support Tennessee's goal Toward Zero Deaths. The THSO and IDAC collaborate with safety partners to develop strategies to maximize Tennessee's ability to reduce impaired driving-related crashes on roadways, in alignment with the SHSP and NHTSA's Highway Safety Program Guideline No. 8.¹⁶

The IDAC created a tool for effectively tracking progress on each action step and updates it following each IDAC meeting. The tool has been effective at keeping IDAC members focused on the necessary actions to eliminate impaired driving fatalities and serious injuries and ensuring accountability of all IDAC members.

¹⁴ <https://tntrafficsafety.org/IDAC>

¹⁵ <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

¹⁶ <https://www.nhtsa.gov/sites/nhtsa.gov/files/impaireddrivingpdf.pdf>

Program Management and Resources

The THSO is the lead agency for impaired driving in the state, responsible for managing federally-funded highway safety projects in Tennessee and supported by the IDAC. Based on experience and interest, those with program management responsibilities are assigned a priority area of highway safety, such as impaired driving, teen programs, bicycle/pedestrian, in addition to other tasks. This allows a central point of contact for each highway safety priority area. Currently, the THSO Deputy Director/Program Management Administrator serves as the Impaired Driving Coordinator for the state, as well as a non-voting member of the IDAC. This role also serves to facilitate effective information sharing, collaboration, and action between the IDAC and the THSO.

Relying on a data-driven process to prioritize distribution, the THSO provides resources and support for grant-funded positions, overtime enforcement funding, and marketing campaigns. To ensure counties (and related enforcement agencies) are funded on a comparable basis, the THSO relies on a ranking and allocation tool that considers weighted fatal, injury, and property damage only crashes; alcohol-related crashes; crashes involving drivers age 15 to 24; crashes involving drivers age 65 and above; speeding crashes; motorcycle crashes; population; and vehicle miles traveled. The THSO is federally funded, applying much of its grant money to educate the public on the dangers of impaired driving and not wearing seatbelts properly.

The THSO also funds Law Enforcement Liaison (LEL) positions that meet with local law enforcement departments to provide funding for special projects, training, and educate police on changes in laws and procedures. As the array of substances that can be abused while driving is everchanging, LEL positions remain essential to enhance training opportunities and inform the development of impaired driving countermeasures.

The state Judicial Outreach Liaison (JOL) position has played an essential role in Tennessee in the past eight years, focused on expanding judicial training opportunities related to emerging technologies, testing, enforcement procedures, and offender tracking processes to improve the timeliness and accuracy of impaired driving cases.

One additional resource available to impaired driving grantees is through the Research and Planning Division, Tennessee Department of Safety and Homeland Security, which provides data and statistical work for all THSO grantees who require assistance.

Data and Records

Data is crucial in understanding safety issues, establishing reasonable goals, and developing an evidence-based transportation planning process that results in better decision-making. Tennessee's Traffic Records Coordinating Committee (TRCC) takes the lead on this endeavor and coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the state's traffic safety information systems.

The THSO identifies the state's traffic crash, injury, and fatality issues through many sources, including:

- Tennessee Integrated Traffic Analysis Network (TITAN)
- DUI Tracker System
- DUI Dashboard
- Fatality Analysis Reporting System (FARS)

A primary source is the TITAN system, which is a suite of tools developed for the electronic collection, submission, and management of all traffic safety-related data in Tennessee. TITAN has been designed to accept reports submitted by law enforcement agencies, validate the data contained within the report for completion and accuracy, and then store the statistically valid information. The TITAN repository also creates document images of submitted reports and retains them for future access and records retention requirements.

THSO and IDAC use these information sources to make data-driven decisions supporting the Toward Zero Deaths vision. The IDAC and TRCC also look at opportunities to strengthen and improve the data and reporting systems by developing a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms. In addition, the TRCC is pursuing the long-term goal of developing a single repository for all impaired driving-related crash, citation, adjudication, and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address driving under the influence.

Communication Program

The THSO utilizes the annual NHTSA Communications Calendar to provide direction for enforcement campaigns and educational opportunities each year. In addition, the IDAC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. State campaigns such as Booze It and Lose It; You Drink, You Drive, You Lose; Fans Don't Let Fans Drive Drunk; and Buzzed Driving is Drunk Driving are utilized based on which best aligns with the effort at that time.



PREVENTION



3. PREVENTION

Based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8¹⁷, “prevention programs should aim to reduce impaired driving through public health approaches, including altering social norms, changing risky or dangerous behaviors, and creating safer environments.”

Tennessee is committed to implementing prevention programs that promote communication strategies, policies, programs, and activities that educate the public on the effects of alcohol and other drugs, discourage those from driving when impaired, and limit the availability of alcohol and other drugs.

Promote Responsible Alcohol Service

The IDAC is committed to promoting policies and practices that prevent impairment of people under 21 and over-serve to people aged 21 and older. This requires a collaborative approach focused on educating local alcohol service owners and distributors on the shared responsibility to encourage the safe use of alcohol in their communities, such as preventing underage individuals from accessing alcohol and the consequences of over-serving patrons of legal ages. Implementing staff training and educating servers to recognize false or fraudulent identifications and promote cooperation with law enforcement can also reduce personal liability and the risk of injury or death due to alcohol and drugs.

The Tennessee Alcoholic Beverage Commission (TABC) is Tennessee’s sole agency with the legal responsibility to enforce all state statutes, rules and regulations regarding the legal and illegal sale, distribution, transportation, importation, and dispensation of alcoholic beverages pursuant to Title 57 of the Tennessee Code Annotated.

The TABC requires all servers at establishments selling on-premise liquor, wine, and high gravity beer to complete a TABC-certified alcohol awareness program in order to receive a Server Permit.¹⁸ The server permit is valid for five years from the date of issue. Servers at establishments selling beer only are not required to have this permit. Liquor store and grocery clerks are required to complete training annually. Additional trainings for responsible alcohol service are available but not required. Trainings are available online.

To reduce the number of alcohol-related crashes by drivers under the age of 21, the TABC developed the Underage Sales Tennessee Operational Plan (USTOP). USTOP uses underage decoys to purchase alcohol at licensed establishments in counties with higher rates of vehicle crashes. USTOP issues fines, suspensions, and revocations to licensed establishments as well as criminal citations to the individual bartender, server, or store clerk.

Combating underage impairment and over-serving individuals continues to be an ongoing challenge for law enforcement officials both in Tennessee and nationwide in efforts to address alcohol-impaired motor vehicle crashes. As promoted by NHTSA, the most effective countermeasure to reduce impaired highway

¹⁷ <https://www.nhtsa.gov/sites/nhtsa.gov/files/impaireddrivingpdf.pdf>

¹⁸ <https://www.tn.gov/abc/permitting/server.html>

driving traffic fatalities is by implementing high visibility enforcement, which is a strategy aimed to reduce the likelihood of drivers engaging in unsafe driving behaviors when there is a perceived risk of law enforcement efforts. The TDOSHS continues to coordinate training programs for law enforcement to detect, arrest, and convict impaired drivers, including implementing high visibility enforcement patrols that utilize field sobriety techniques to target areas with high impaired driving arrests and crashes based on data-driven analysis.

The TABC conducts an estimated 3,000 minor compliance checks per year to prevent the sale or service of alcohol to minors. Enforcement operations include high visibility enforcement operations at professional and collegiate sporting events where alcohol is served, compliance checks for liquor store delivery services such as UberEats, bar checks to target underage drinking and fake IDs, and targeting delivery drivers to track online alcohol orders which are shipped to an address with an underage person to accept the package.

In 2021, an estimated 640 sales were recorded to an underage person, with 71 establishments selling alcohol to a minor for a second time within a two-year period, and 14 establishments selling to a minor for the third time. Tennessee’s dram shop law, Tennessee Code § 57-10-102, places primary responsibility (proximate cause) on the person consuming the alcohol, rather than on the person furnishing it or the owner of the establishment. The Impaired Driving Assessment identified the priority recommendation to strengthen the law to place greater responsibility for the consequences of underage alcohol sales or overserving on the owners of establishments, which is included in the action plan.

Promote Transportation Alternatives

Promoting the use of alternative transportation programs, such as designated driver and ride-share programs, is one approach to reducing impaired driving. These programs enable individuals to safely reach their destinations or homes without having to drive a vehicle while impaired. Recognized as a best practice by national guidelines, establishments selling alcohol should display educational information to discourage impaired driving and promote alternative transportation methods.

Transportation alternatives promoted in Tennessee for all individuals:



Designated drivers



Taxis and ride-share programs such as Lyft and Uber



Limousines and party buses



Tow-to-Go



Public transportation



Fixed-route and point-to-point shuttle programs



Trolleys

The THSO promotes designated and safe driver campaigns on its social media channels. The THSO also collaborates with the Tennessee Titans and the Tennessee Department of Health on educational campaigns.

Currently, Tennessee does not require establishments to display educational information discouraging impaired driving and promoting alternative transportation. Placing such signs in bars and retail stores can serve as reinforcement to employees and patrons that providing alcohol to an underage person or driving under the influence can have serious repercussions. There are opportunities for Tennessee to align with national guidelines that promote posting impaired-driving related and alternative transportation signage by alcohol service providers and establishments.

Community-Based Programs

Community traffic safety programs, such as those implemented by schools, employers, and coalitions, provide the opportunity to collaboratively address traffic safety challenges and develop communications toolkits supporting local media relations, advertising, and public affairs activities. Community-based programs leverage familiarity and comfort of family, friends, and colleagues to influence and potentially change behavior and actions. Schools, places of employment, medical and healthcare environments, and community centers are used to implement traffic safety programs by coalitions, advocates, and other community groups.

Schools

School-based prevention programs play a vital role in preventing underage drinking and impaired driving. Programs may begin as early as elementary school and continue through college and trade school. School-based programs should be culturally relevant, age-appropriate, and developed in coordination with other drug prevention and health promotion programs.

In 2018, the Tennessee Department of Mental Health and Substance Abuse Services (TDMHSAS) collaborated with the Tennessee National Guard and community Substance Use Prevention Coalitions (SUPCs) across Tennessee to gather data related to substance abuse attitudes and behaviors among eighth, tenth, and twelfth-grade public school students. This survey served as a tool to fulfill critical information gaps across Tennessee's counties and regions while serving as a tool to evaluate impaired driving efforts.

Tennessee has various well-established school and community programs such as ReduceTNCrashes, Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), and the Coalition for Healthy & Safe Campus Communities (CHASCo). School Resource Officers (SROs) continue to be important resources to support enforcement efforts and enhance the relationship between young people and law enforcement.

Modeled after best practices provided by NHTSA, the ReduceTNCrashes program, managed by Tennessee Technical University (TTU), provides a range of activities for students to complete throughout the school year and earn rewards for participating in these activities. Currently, 40 percent of schools in Tennessee participate in ReduceTNCrashes, with eight schools recognized by the THSO as leaders in traffic safety education and awareness.

Tennessee SADD assists and encourages middle and high school students to live safe, healthy, and substance-free lifestyles by creating and participating in school chapters that support and promote positive decision-making. SADD works in coordination with state agencies, local school districts, law enforcement agencies, and other state and community-based organizations to empower young people to successfully confront the risks and pressures that challenge them throughout their daily lives. SADD promotes a “No-Use” message – no alcohol, tobacco, or illegal substances – through positive peer pressure, support, and activism.

MADD provides statewide education to students, teachers, parents, school resource officers, and law enforcement agencies. It promotes the message that zero deaths and zero fatalities needs the engagement and responsibility of all community members. MADD distributes prevention messages and education materials at schools, town hall meetings, panel discussions, and other locations to reach underserved populations.

CHASCo supports colleges and universities across the state in the creation of student-led projects focused on alcohol and impaired driving. CHASCo’s student-led educational efforts aim to correct misconceptions around drinking, as well as to emphasize protective strategies that reduce incidents of impaired driving. The agency recommends evidence-based programs and practices, provides information and resources promoting responsible drinking, and ensures that college student organizations have access to prevention events and educational modules that address substance misuse prevention.

Employers

Tennessee encourages implementing workplace programs to support and educate both employers and employees on the consequences of impaired driving. It remains essential for employers to understand the liability associated with company-sponsored events where alcohol is available or provided to employees, and to encourage the use of alternative transportation to reduce the possibility of driving while impaired. Employee Assistance Programs are also available to employees and their families to provide individuals with a confidential resource if they believe they may have an alcohol or drug problem. Providing employee education, training, and access to resources benefits both the company and the community.

To support this effort, there has been collaboration with the Network of Employers for Traffic Safety (NETS), an employer-led public-private partnership supported by traffic safety partners such as the Insurance Institute for Highway Safety (IIHS), NHTSA, NTSB, and the National Safety Council (NSC). NETS is dedicated to improving the safety and health of employees, their families, and members of the communities in which they live and work by preventing traffic crashes that occur both on and off the job.

Community Coalitions and Traffic Safety Programs

Community coalitions and traffic safety programs provide the opportunity to conduct prevention programs collaboratively with other local partners. These coalitions and programs also provide communication toolkits for local media relations, advertising, and public affairs activities.

Coalitions may include representatives from the following groups, as appropriate:



The THSO encourages collaboration with 44 local-level and two state-level Substance Use Prevention Coalitions (SUPCs) and local law enforcement to conduct enforcement initiatives, identify local problems and supporting strategies, and provide prevention information related to underage and binge drinking resources to community members.

Coalitions may also leverage technology platforms to extend outreach to all community members. Tennessee has the unique website www.ReduceTNCrashes.org, an established communication platform aimed to engage younger drivers, high school leaders, and community stakeholders. The website combines innovative branding and marketing to increase traffic safety activities in high schools across the state. Staff involved with ReduceTNCrashes implement on-site training sessions with high school traffic safety organizations to improve familiarity with statewide traffic safety programs and website functions, and pursue opportunities to increase statewide activity and involvement. The THSO provides Safety Awards to schools in recognition of student efforts to educate their peers and reduce teen crashes by promoting safe driving practices at home, in the school, and throughout the community. There have been 240 schools involved since inception. Approximately 40 to 60 schools participate annually.

In the 2021–2022 school year, 56 schools received signs, banners, and/or Graduated Driver Licensing (GDL) materials. The 2021-2022 school year had a total of 295 traffic safety-related activities submitted, of which 52 submissions involved impaired driving education.

Stakeholder and Community Engagement

Stakeholder and community engagement are vital to implement equitable and successful programs and countermeasures that reduce impaired driving. The foremost source of engagement is through the IDAC, comprised of Tennessee's most critical impaired driving partners and stakeholders.

Through the IDAC, the THSO has direct connections to the state's impaired driving partners, stakeholders, and communities. Among others, the IDAC relies on the following key partnerships to provide comprehensive safety solutions to impaired driving challenges:

- Strategic Highway Safety Plan (SHSP) Steering Committee
- Advisory groups and SHSP Emphasis Area Teams
- Other traffic safety coalitions, including the Traffic Records Coordinating Committee (TRCC) and Occupant Protection Task Force
- Advocacy groups such as Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD)
- Law Enforcement Liaisons (LELs) and their networks

The IDAC and THSO will continue to seek opportunities to extend outreach and facilitate two-way information sharing with communities throughout Tennessee. This includes communities disproportionately affected by impaired fatal and serious injury crashes, with Limited English Proficiency, and in rural areas of Tennessee.

For example, in spring 2023 the THSO deployed a public survey to collect anonymous feedback on current traffic safety messages and initiatives, including impaired driving. The survey captured information by zip codes, which can help identify impaired driving perceptions and trends by community. Survey results will help the THSO to offer more equitable, long-term solutions serving all Tennesseans.

CRIMINAL JUSTICE SYSTEM



4. CRIMINAL JUSTICE SYSTEM

Tennessee utilizes the components of its criminal justice system—laws, enforcement, prosecution and adjudication, criminal and administrative sanctions, and communications—to achieve both specific and general deterrence.

Specific deterrence



Focuses on individual offenders to ensure that impaired drivers are detected, arrested, prosecuted, and subject to appropriate sanctions. The criminal justice system seeks to reduce recidivism using these measures.

General deterrence



Seeks to increase public perception that impaired drivers will face severe consequences and discourage individuals from driving while impaired.

All components must work in coordination to make the criminal justice system work effectively and efficiently. The criminal justice system also works in partnership with law enforcement agencies at the state, county, and municipal levels to create and sustain both types of deterrence.

The THSO provides significant resources for education and training opportunities to meet the needs of law enforcement agencies, prosecutors, judges, and other traffic safety professionals and contribute to reduce recidivism.

Laws and Legislative Overview

In Tennessee, a Driving Under the Influence (DUI) offense is classified as a Class A misdemeanor. According to Tennessee Code 55-10-401¹⁹, it is illegal for any person to operate a motor vehicle or to be in physical control of a motor vehicle with a breath or blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher. The legal BAC limit is 0.04 g/dL for people with commercial driver licenses. It is unlawful for anyone under the age of 21 to drink and drive with a BAC higher than 0.02 g/dL (Tennessee Code 55-10-415).²⁰ There are serious consequences for drivers who are caught driving while impaired, such as mandatory fines, imprisonment, license restrictions, and alcohol and drug treatment. Penalties for first, second, and third DUI convictions depend on the number of prior DUIs offense(s) and other factors.

The implied consent law applies to all drivers in Tennessee. According to the implied consent law, drivers who have been arrested for DUI are required to submit breath and/or blood for chemical testing if requested by law enforcement officials who have probable cause for a DUI arrest. A driver can refuse the testing but will face suspension of driving privileges based on previous convictions and if injuries or death are involved.

Since the Impaired Driving Strategic Plan was last updated, there have been several significant legislative updates related to impaired driving. Due to the COVID-19 pandemic, no significant legislative updates on impaired driving took place during FFY 2020 and FFY 2021. The following significant legislation was passed in FFY 2022.

¹⁹ <https://law.justia.com/codes/tennessee/2010/title-55/chapter-10/part-4/55-10-401>

²⁰ <https://law.justia.com/codes/tennessee/2010/title-55/chapter-10/part-4/55-10-415>

Law Enforcement Training: Law enforcement officers assigned to traffic division or as otherwise deemed necessary must undergo training on the proper testing procedures for investigating cases of suspected DUI.²¹ This training is also required to be included in the annual in-service training for law enforcement officers certified by the Peace Officers Standards and Training (POST) Commission.

Nicholas's Law amendments: Nicholas's Law specifies that a prior conviction for Boating Under the Influence (BUI) must be treated the same as the prior DUI conviction for the purpose of determining whether an offender is a repeat or multiple offender. In other words, if someone is convicted of BUI and is later convicted of DUI, they could be punished the same as if they were guilty of two DUIs. The Act²² amends the language to the DUI and BUI provisions.

Sentence Served for Intoxicated Vehicular Homicide: This Act²³ amends Tennessee Code Annotated, Title 39 and Title 40, to require that a person convicted of certain types of offenses, including "Vehicular homicide resulting from the driver's intoxication," must serve 100 percent of the sentence imposed by the court before becoming eligible for release. The offender may earn credits that can be used for increased privileges, reduced security classification, or for any purpose other than the reduction of the sentence imposed by the court.

Child Maintenance for Children of Parents Killed by Impaired Drivers: "Ethan's, Hailey's, and Bentley's Law"²⁴ provides sentencing requirements for a defendant convicted of vehicular homicide or aggravated vehicular homicide due to intoxication and in which the victim of the offense was the parent of a minor child. The sentencing court will order the defendant to pay restitution in the form of child maintenance to each of the victim's children until each child reaches 18 years of age and has graduated from high school.

Ignition Interlock Device (IID) Requirements: This Act²⁵ revises numerous requirements in Tennessee Code Annotated, Title 55, governing the circumstances under which a person may be ordered to install an ignition interlock device on a motor vehicle. (An IID is a device that requires drivers to provide clean breath samples to start their vehicle.) For instance, the bill adds reckless endangerment and DUI to the list of prior offenses for which an interlock device must be ordered. The Act updates language and requirements for IID installment, maintenance, and authorized removal; driver license suspension and reinstatement following proof of IID installment; and requirements for the final one hundred twenty days of IID usage. The TDOSHS is required to establish a licensing system for ignition interlock manufacturers, service centers, technicians, and subcontractors, and promulgate rules to administer the licensure system. The TDOSHS is also authorized to waive a person's requirement for a device if the court determines, based on established criteria, that the person is unable to produce enough breath volume to operate the device.

Bond Requirements for IID: A recent amendment²⁶ requires DUI offenders to install ignition interlock devices in their vehicles, as a mandatory condition of bail if the court determines it to be in the best interest of justice and public safety. This amendment requires DUI offenders to submit proof of compliance to the District Attorney General's Office within ten days of being released on bail.

²¹ <https://publications.tnsosfiles.com/acts/112/pub/pc0694.pdf>

²² <https://publications.tnsosfiles.com/acts/112/pub/pc0910.pdf>

²³ <https://publications.tnsosfiles.com/acts/112/pub/pc0988.pdf>

²⁴ <https://publications.tnsosfiles.com/acts/112/pub/pc1056.pdf>

²⁵ <https://publications.tnsosfiles.com/acts/112/pub/pc0964.pdf>

²⁶ <https://www.capitol.tn.gov/Bills/112/Bill/SB0882.pdf>

Law Enforcement

The THSO Training Program sponsors training opportunities for highway safety professionals to stay up-to-date on best practices, new methods, emerging issues, legislation, law enforcement, and more. To increase the probability of detection, arrest, and prosecution, participating officers receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). These training opportunities are offered at no cost to the agencies under the direction of the Statewide Training Coordinator, the DRE and ARIDE Statewide Training Coordinator, as well as two Traffic Safety Resource Prosecutors (TSRP) through the Tennessee District Attorneys General Conference (TNDAGC).

The Drug Evaluation and Classification (DEC) Program has received national acclaim for its success in identifying drug-impaired drivers. Officers trained as DREs are frequently called upon to differentiate between drug influence and medical and/or mental disorders and are an extremely valuable asset in combating the adverse impact of drug and alcohol-impaired driving in the communities. DRE School is extremely demanding.

Publicizing High Visible Enforcement

Tennessee conducts frequent, highly visible, well-publicized, and coordinated enforcement efforts throughout the state, especially in locations where impaired driving fatalities occur most often. High Visibility Enforcement (HVE) incorporates strategies designed to make enforcement efforts obvious to the public, such as routine and saturation patrols and sobriety checkpoints using visibility elements (for example, electronic message boards, road signs, command posts, or sobriety checkpoint operations). The HVE concept is a departure from traditional law enforcement traffic enforcement tactics and is supported by communication strategy and publicity to increase awareness.

**AS OF FEBRUARY
2023, THERE ARE
305 CERTIFIED
DRUG RECOGNITION
EXPERTS IN
TENNESSEE.**

Tennessee utilizes LELs located in the four regions of the state (West, Middle, Cumberland, and East) for national and local mobilizations and collaboration with local chapters of police groups to gain support for enforcement efforts. The Tennessee Highway Patrol (THP) releases the dates of upcoming checkpoints and scheduled patrols on its website and social media pages. THP also keeps a record on its website of the sobriety checkpoint enforcements conducted.²⁷

²⁷ <https://www.tn.gov/safety/tnhp/checkpoints.html>

Prosecution

Within the judicial system, impaired driving cases are some of the most litigious and complex cases. Tennessee utilizes a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts. The Tennessee TSRPs work closely with prosecutors, THSO, law enforcement, IDAC, MADD, and many community organizations to promote traffic safety. The TSRPs provide training, seminars, classes, and informative updates to prosecutors, legislators, community agencies, and law enforcement officers in advanced legal, scientific, and tactical aspects of DUI prosecution.

Since 2002, the THSO has provided judicial districts grants to hire specialized impaired driving prosecutors as well as administrative staff. In its infancy, there were four districts. As of February 2023, 31 out of 32 judicial districts receive these resources from THSO, ensuring impaired driving cases receive aggressive prosecution.

The primary goals of THSO grant funding to judicial districts include:



To ensure accurate and timely **entry of data into the TITAN DUI Tracker and retrieval of that data** to determine how cases are being handled during that period.

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



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

To make provable cases that result in the prosecution of (in rank order):

- ① **DUI death or serious bodily injury cases**, criminal/circuit cases for multiple and felony DUI offenses (not excluding general sessions court)
- ② **First DUI offenses** in criminal court
- ③ **All DUI offenses** in general sessions court (if times permits).



Adjudication

Recovery Courts reduce recidivism among repeat and high-BAC offenders (offenders with a BAC equal to or greater than .20 g/dL). Prosecutors, defense attorneys, probation officers, judges, and alcohol and drug treatment professionals operate in Recovery Courts using a cooperative approach to systematically change participant behavior. This collaborative approach strengthens the effectiveness of enforcement, increases the consistency of adjudication, improves case management by providing access to specialized personnel, and speeds up disposition and adjudication. These courts seek to prevent impaired driving offenders, especially those with substance abuse disorders, from re-offending by increasing access to testing and assessment.

Tennessee has 82 Recovery Courts²⁸ (including Drug Courts, DUI Courts, Mental Health Courts, and Veterans Treatment Courts) in 31 judicial jurisdictions, of which four are DUI Courts. A DUI Court is a distinct post-conviction recovery court system dedicated to changing the behavior of the repeat offender arrested for driving while impaired. However, not all counties have access to Recovery Courts, and Recovery Courts may have limited scope due to funding, staffing, and space constraints.

The IDAC recognizes the value of Recovery Courts in sentence monitoring and enforcement. Currently, the THSO partners with the Tennessee Department of Mental Health and Substance Abuse Services (TDMHSAS) to enhance the existing state recovery court system. Education opportunities for judges at the state level are provided through the state's JOL in partnership with the THSO and the University of Tennessee Center for Transportation Research. This initiative ensures judges stay up-to-date on impaired driving issues, evolving investigative techniques, trending drugs and their effects on the body, and other changes in the legal landscape as they pertain to impaired driving. The Administrative Office of the Courts (AOC) arranges seminars, supported by a grant from the THSO, to provide educational opportunities for judges across the state about legal issues in the impaired driving cases they hear.

Administrative Sanctions and Driver Licensing Programs

The state uses administrative sanctions, including the suspension or revocation of an offender's driver license; the impoundment, immobilization or forfeiture of a vehicle; and the use of ignition interlock devices. Programs under this category reinforce and complement the State's overall program to deter and prevent impaired driving. Examples include the following types of countermeasures:

- Graduated Driver Licensing (GDL) for novice drivers, especially those parts of the GDL that address impaired driving;
- Education programs that explain the effects of alcohol and drugs on driving;
- Tennessee's zero-tolerance laws for minors; and
- Efforts to prevent individuals from using a fraudulently obtained or altered driver's license.

²⁸<https://www.tn.gov/behavioral-health/substance-abuse-services/criminal-justice-services/recovery-drug-court-programs-in-tn.html>

COMMUNICATIONS PROGRAM



5. COMMUNICATIONS PROGRAM

The THSO's integrated communications plan aligns with NHTSA's Communications Plan and works in tandem with law enforcement. The IDAC collaborates with its members, stakeholders, and partners to support coordinated and comprehensive communications through paid media, earned media, social media, and other channels. The TDOSHS Director of Communications serves on the IDAC, presenting a unified approach to the IDAC's influence and communication of the dangers and consequences of impaired driving.

This coordination provides the direction for enforcement campaigns and educational opportunities each year. Together, IDAC members and partners support and promote the NHTSA Drive Sober or Get Pulled Over campaigns. State campaigns such as Booze It and Lose It; You Drink, You Drive, You Lose; Fans Don't Let Fans Drive Drunk; and NHTSA's Buzzed Driving is Drunk Driving campaign are utilized based on which best aligns with the state's focus at that time. The THSO also capitalizes on unique promotional opportunities that reach the target demographic highlighted by state-specific crash data. Tennessee is focused on building a consistent and well-recognized communications and marketing approach to encourage behavioral changes. This effort, over time, can be persuasive and effective at modifying driver behavior, particularly when used in conjunction with enforcement efforts.



Why didn't
you just
call someone
for a ride?

**BOOZE IT
& LOSE IT**
TENNESSEE HIGHWAY SAFETY OFFICE



Paid Media

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

- TTU employs a **data-driven approach for media buys** utilizing statewide crash and fatality statistics to most effectively engage the target audience, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.
- The **Booze It & Lose It message** is utilized with enforcement activities during the Holiday and Labor Day campaign periods and targets the male ages 18-34 demographic group. The campaigns include audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and OTT), cinema ads, and OOH for in-bar advertising. The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns.
- Outside of enforcement periods, **social norming messages are used for various holidays** such as Halloween, St. Patrick's Day, and Independence Day, along with sports contractors, using a combination of the mediums mentioned above. Target demographics for each campaign are selected based on state-specific, historical crash data. Further, this includes a diversity strategy to influence the driving behavior of the Hispanic population, as indicated by the crash data.

Earned Media

The THSO uses earned media as part of its integrated communications plan that works in tandem with NHTSA. This plan requires cohesive collaboration between earned media and paid media to reinforce Tennessee laws and change driver behavior. Each media campaign will reach the appropriate target audience(s) during each campaign period. In doing so, the THSO will analyze Tennessee's media use and current population demographics to accurately target messaging.

Traditional Media versus New Media

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

Press Events

The THSO often collaborates with traffic safety partners and community advocates to host press events during media campaigns. A press event is a tactic used to increase community support, personalize the enforcement message, localize the issue, and spread awareness for crash victims and families of crash victims. All THSO press events are video recorded, uploaded to YouTube, and posted to social media. The THSO has used Facebook Live to record press events since 2016.

Website

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



Social Media

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

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



*ALCOHOL AND OTHER DRUG
MISUSE: SCREENING,
ASSESSMENT,
TREATMENT, AND
REHABILITATION*



6. ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Impaired driving is often a symptom of a larger alcohol or drug problem. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency issues. These offenders are more likely to re-offend without an appropriate assessment and access to substance abuse treatment.

Alcohol or drug use may also lead to other injuries and healthcare problems over time. Hospital emergency department visits present an opportunity for intervention, which might prevent future arrests or motor vehicle crashes, and result in decreased alcohol consumption and improved health.

Screening and Assessment

Currently, indigent Driving Under the Influence (DUI) offenders in Tennessee are eligible to receive a clinical screening and assessment to detect substance use disorders and provide substance abuse treatments, which are performed at a licensed facility using evidence-based tools. Tennessee law currently does not require substance misuse screening or treatment for all impaired driving convictions.

The Addiction Severity Index (ASI, 5th Edition)²⁹ is a standardized multi-focused screening/assessment tool used to collect information regarding the nature and severity of problems encountered by individuals abusing alcohol and/or drugs. Any designated person may use the ASI to determine the need for treatment. In addition, clinicians may use the American Society of Addiction Medicine (ASAM) assessment to determine the appropriate level of care for the individual and provides a set of guidelines related to placement, continued stay, and transfer/discharge of service recipients with addiction and co-occurring conditions.

DUI Programs

In Tennessee, all drivers convicted of DUI are required to enroll in a DUI program. DUI programs are private and professional nonprofit organizations that provide education, a psychosocial evaluation, and treatment referral services to DUI offenders to satisfy judicial and driver licensing requirements. The program assists individuals who want to have their driver's license reinstated or are court-ordered to participate in a DUI school program. A licensed DUI School is an early intervention program that provides screening, assessment, and education for individuals convicted of driving under the influence of alcohol and/or other drugs. An evidenced-based curriculum leads students through the process of self-evaluation and personal reflection, helping prevent future substance abuse problems from occurring.

²⁹ <https://www.bu.edu/igsw/online-courses/substanceabuse/AddictionSeverityIndex,5thedition.pdf>

Treatment and Rehabilitation

In the past, traditional methods of punishing DUI offenders in Tennessee included placing the individual in jail for a mandated period of time, taking away the offender's driver's license, and requiring litter pick up along streets. However, these methods have not been successful in lowering crash rates or reducing impaired driving.

Prime For Life® is a motivational intervention that provides education and strategies for individuals who have experienced problems due to high-risk alcohol or drug use. A growing body of program evaluations and published research have found two key program benefits. One is participants make positive changes in their risk-related thinking during participation in the program. The other benefit is impaired driving rearrests are lower compared to other programs.

DUI courts are specialized, comprehensive court programs that provide individual treatment, supervision, and accountability for repeat DUI offenders. These specialty courts follow the well-established drug court model and are based on the premise that impaired driving can be prevented if the underlying causes, such as substance use and mental health disorders, are identified and addressed. A large body of research supports the effectiveness of DUI courts to lead participants out of the justice system and into long-term sobriety. Simply put, DUI courts save lives and resources.

Fiscal Year (FY) 2018–2022 data for offenders who received treatment services funded by the Tennessee Department of Mental Health and Substance Abuse Services (TDMHSAS) indicates alcohol as a substance of abuse has been trending down, from 37.6 percent (FY 2018) to 33.9 percent (FY 2022), representing a 9.8 percent decrease in that five-year period. At the same time, the percentage of individuals identifying opioids as a substance of abuse decreased by 16 percent following a spike in treatment needs, down from 43.8 percent (FY 2018) to 36.8 percent (FY 2022). Methamphetamine has increased from 28.9 percent (FY 2018) to 47.3 percent (FY 2022), representing a 63.7 percent increase during the same period.

The Tennessee Department of Correction (TDOC) and the TDMHSAS assist individuals with substance abuse treatment, recovery, and re-entry services. The TDMHSAS provides substance abuse treatment and recovery support services for individuals who are indigent and ordered to treatment by the court due to DUI offenses, whereas the TDOC offers services focused on re-entry.

Re-entry enhances public safety through a seamless system of care by identifying an individual's risks and needs upon entry into the justice system and developing a system of treatment and programming throughout their incarceration, transition, and re-entry into the community. The TDOC assists with re-entry by providing services that begin with adjudication and expand to rehabilitative and clinical services including medical, behavioral health and substance use treatment, education, vocational training, religious and volunteer services, correctional counseling, and employment services and assistance.

All **substance use disorder programs** (outpatient and inpatient treatment) embody the following characteristics:

- A multi-disciplinary approach under a Behavioral Health Services Model in which substance use treatment counselors, mental health professionals, and medical staff collaborate under one system of care to provide holistic treatment.
- Evidence-based treatment interventions, such as cognitive behavioral therapy and motivational interviewing that focus on inmates' criminogenic needs.
- All program participants work closely with treatment staff to develop treatment plans that guide and monitor an individual's personal progress while in programming. Treatment plans are developed after staff conducts a thorough biopsychosocial assessment and address issues such as addiction severity, criminal thinking errors, and any other major life issues that contribute to the use of alcohol or drugs.
- All programs have treatment staff that monitors an inmate's progress, ensures that treatment goals are met, and provide re-entry services.
- All participants must complete three treatment phases, which include orientation, primary treatment, and re-entry. As offenders move through the treatment phases, they receive incremental responsibilities and incentives through structured components of a therapeutic community.

Impaired Driver Monitoring

A primary type of impaired driving monitoring employed in Tennessee is the ignition interlock device (IID), which is about the size of a cell phone and wired into the ignition system of a vehicle. A convicted drunk driver must blow into the IID to start their vehicle. If the driver has a measurable amount of alcohol in their system, the vehicle will not start. Ignition Interlock is a simple and economical way to ensure DUI offenders cannot drive while impaired.

House Bill 1843/State Bill 2065, passed in 2016, requires a judge to order an ignition interlock device for all convicted DUI offenders — unless the judge provides a finding of fact to not order the device. The offender must have an ignition interlock device installed on their primary vehicle for 365 days before they can apply for a new license. In addition, the law provides for a compliance-based removal program, which means an offender must be violation-free for 120 consecutive days before the device can be removed and a new license issued. A recent legislation update, State Bill 0882, requires DUI offenders mandated by the court to install an ignition interlock device to also submit proof of compliance to the district attorney general's office within ten days of being released on bail.

Other monitoring techniques include transdermal or other alcohol or drug monitoring devices, electric monitoring with random alcohol or drug testing, and global positioning monitoring systems.

PROGRAM EVALUATION AND DATA



7. PROGRAM EVALUATION AND DATA

The IDAC and Traffic Records Coordinating Committee (TRCC) use a variety of data sources to analyze Tennessee's impaired driving problem and evaluate programs to measure progress, determine their effectiveness, and plan and implement new program strategies to ensure resources are allocated appropriately.

Program Evaluation

An overall evaluation of all traffic safety-funded projects and other non-funded impaired driving efforts is conducted annually via the THSO Annual Report. Project progress and crash data trends are used to assess gaps, identify successes, and plan new program strategies. Successes are documented and shared among impaired driving enforcement agencies and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven to be effective statewide.

Data

Tennessee effectively maintains a system of records that can:



Identify impaired drivers



Maintain a complete driving history of impaired drivers



Provide timely and accurate driver history records to law enforcement and the courts



Receive timely and accurate arrest and conviction data from law enforcement agencies and the Clerks of Courts, including data on operators as prescribed by the commercial driver licensing regulations

Tennessee Integrated Traffic Analysis Network

The TDOSHS maintains the TITAN system³⁰, which serves as the statewide traffic records management system. TITAN is designed for law enforcement agencies to submit crash reports, validate the report data for completion and accuracy, and store the statistically valid information. The public TITAN Crash Dashboard³¹ reports fatal and serious injury crashes by the crash locations and the different emphasis areas. Law enforcement agencies and traffic safety professionals use the TITAN system data to prepare enforcement plans and inform data-driven enforcement decisions.

³⁰ <https://tntrafficsafety.org/titan-ecrash>

³¹ <https://tnsafety.maps.arcgis.com/apps/dashboards/4dd293b5e9184cec8a13d85a8a7f0265>

In addition, data from TITAN drives the goals and objectives within the Strategic Highway Safety Plan, Highway Safety Plan, annual Highway Safety Improvement Program (HSIP) Report, and Impaired Driving Strategic Plan.

Impaired driving crash and DUI arrest data captured within the TITAN system is also used in the Tennessee Highway Patrol (THP) Predictive Analytics program, which provides THP field supervisors with statistical forecasts where impaired driving incidents are most likely to occur. This information is used to make decisions regarding personnel allocation, saturation patrols, routine traffic patrol, and DUI enforcement efforts.

DUI Tracker and DUI Crash Dashboard

The DUI Tracker is a statewide, web-based application for the entry, modification, and tracking of information related to individuals arrested in Tennessee for a DUI offense. The system collects data on DUI offenders from the time of arrest through adjudication and sentencing. It allows stakeholders to produce statistical reports and gauge the effectiveness of DUI laws on traffic crashes. Data is used by DUI prosecutors and state government agencies and often provided to the State Legislature when DUI legislation is being considered.

THSO also leverages the DUI Crash Dashboard to track alcohol-impaired and other drug-impaired crashes, fatalities, and serious injuries. The dashboard's charts, maps, and infographics break down this information by year, quarter, county, and age range. A DUI crash location map broken down by THP districts is also available.

Tennessee Traffic Records Coordinating Committee

The Tennessee TRCC is composed of members responsible for the oversight and coordination of the state's traffic records system. Members include individuals from state agencies, including TDOSHS, Tennessee Department of Transportation, Tennessee Department of Health, as well as local law enforcement, court clerks, Federal Highway Administration, Federal Motor Carrier Safety Administration, and others. The TRCC enables meaningful communication among stakeholders and facilitates integration between traffic records systems. The TRCC develops an annual Traffic Records Strategic Plan and establishes goals and performance measures for the state's traffic records systems, which focuses on improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data. The TRCC also helps to identify and monitor traffic records improvement projects across disciplines. These functions ensure data needs related to impaired driving are reviewed regularly.

Driver's Licensing Division

The Motor Vehicle Record, which is managed by the TDOSHS Driver's Licensing Division, contains a record of any DUI or other impaired driving conviction. Any traffic violations resulting in points against a driver's license are associated with each record.

Tennessee Bureau of Investigation

The Tennessee Bureau of Investigation (TBI) Crime Laboratories compile monthly statistics and backlog reports for submitted cases, including blood alcohol and toxicology (drug screen) evidence. TBI maintains a count of the number of cases submitted, completed, exhibits completed, and tests completed. The agency also compiles a monthly backlog (in weeks) for toxicology and blood alcohol cases.

Administrative Office of the Courts

The Administrative Office of the Courts (AOC) collects trial court filing and disposition data for DUI-related offenses, including misdemeanor and felony cases. Data collected includes district, county, docket number, court, filing date, disposition date, type of disposition, the charged and adjudicated Tennessee Code Annotated Code and Class, type of hearing, and the presiding judge.

APPENDICES



APPENDIX A. ACRONYMS

AOC	Administrative Office of the Courts	NHTSA	National Highway Traffic Safety Administration
ARIDE	Advanced Roadside Impaired Driving Enforcement	NSC	National Safety Council
ASAM	American Society of Addiction Medicine	NTSB	National Transportation Safety Board
ASI	Addiction Severity Index	OOH	Out-of-Home (Paid Media Advertising)
BAC	Blood Alcohol Concentration	OTT	Over-the-Top Television (Paid Media Advertising)
BIL	Bipartisan Infrastructure Law	POST	Peace Officers Standards and Training
BUI	Boating Under the Influence	SADD	Students Against Destructive Decisions
CFR	Code of Federal Regulations	SFST	Standardized Field Sobriety Testing
CHASCo	Coalition for Healthy & Safe Campus Communities	SHSP	Strategic Highway Safety Plan
DEC	Drug Evaluation and Classification	SRO	School Resource Officer
DRE	Drug Recognition Expert	SUPC	Substance Use Prevention Coalition
DUI	Driving Under the Influence	TABC	Tennessee Alcoholic Beverage Commission
DWI	Driving While Intoxicated	TBI	Tennessee Bureau of Investigation
FARS	Fatality Analysis Reporting System	TDMHSAS	Tennessee Department of Mental Health and Substance Abuse Services
FAST Act	Fixing America's Surface Transportation Act	TDOC	Tennessee Department of Correction
FFY	Federal Fiscal Year	TDOSHS	Tennessee Department of Safety and Homeland Security
FY	Fiscal Year	THP	Tennessee Highway Patrol
g/dL	Grams per Deciliter	THSO	Tennessee Highway Safety Office
GDL	Graduated Driver Licensing	TITAN	Tennessee Integrated Traffic Analysis Network
HSIP	Highway Safety Improvement Program	TN	Tennessee
HSP	Highway Safety Plan	TNDAGC	Tennessee District Attorneys General Conference
HVE	High Visibility Enforcement	TRCC	Traffic Records Coordinating Committee
IDAC	Impaired Driving Advisory Council	TSRP	Traffic Safety Resource Prosecutor
IID	Ignition Interlock Device	TTU	Tennessee Technological University
IIHS	Insurance Institute for Highway Safety	TZD	Toward Zero Deaths
IJA	Infrastructure Investment and Jobs Act	USTOP	Underage Sales Tennessee Operation Plan
JOL	Judicial Outreach Liaison	UT	University of Tennessee
LEL	Law Enforcement Liaison		
MADD	Mothers Against Drunk Driving		
NETS	Network for Employers for Traffic Safety		

APPENDIX B. IMPAIRED DRIVING ADVISORY COUNCIL CHARTER

This Appendix contains the IDAC charter, which describes the authority and basis for operation of the IDAC. The IDAC charter is current as of the publishing of this Impaired Driving Strategic Plan. Please visit the [IDAC website](#)³² for the latest updates.

TN Highway Safety Office Impaired Driving Advisory Council CHARTER

Mission

To develop, recommend best practices, and approve a multi-year impaired driving strategic plan that will support the mission of the Tennessee Highway Safety Office (THSO), plan the Impaired Driving Countermeasures Strategic Plan, and to advocate and support Tennessee's impaired driving program.

Team Structure

The Impaired Driving Advisory Council (IDAC) will function as a parallel team with all members having equal standing. Decisions are made collectively between the THSO and the subject matter expert for areas of emphasis in the Highway Safety Plan's Impaired Driving section.

Responsibility for meeting coordination will be administered by the THSO Impaired Driving Coordinator (IDC) who is responsible for the following:

- Prepare meeting agendas,
- Manage all aspects of meeting, including identification of meeting location, keeping meeting on schedule, and conducting meeting evaluation at conclusion,
- Delegate tasks and follow-up work,
- Compile meeting minutes and disseminate to members, and
- Follow-up on committee recommendations and actions.

Task force members will serve a renewable term of three years, which will allow for both continuity and change. Members will be expected to:

- Attend and participate in all meetings,
- Help determine committee priorities and ways to achieve them,
- Become familiar with alcohol and impaired driving programs and how they fit into the highway safety plan, and
- Accept and carry out assignments.

³² <https://tntrafficsafety.org/IDAC>

Chartering Authority

The IDAC is chartered by the Director of the THSO. The IDAC may be dissolved at the discretion of the Director based on changes or alterations of requirements of the Fixing America's Surface Transportation Act (FAST Act) and subsequent authorizations.

Duration

The IDAC will conduct its work beginning May 1, 2013. Annually, the IDAC should evaluate its effectiveness and determine whether its work should continue for a predetermined period of time.

Governance of the Impaired Driving Task Force

The IDAC will meet a minimum of three times per year. A simple majority vote of the members present at a meeting will be sufficient to conduct IDC business. Meetings may be held in person or conducted through a conference/virtual call. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDAC meetings will vary, but is not expected to exceed one to two hours per month.

Membership

Member representation will include viewpoints of segments of the community that interact with impaired driving highway safety issues. Membership consists, at a minimum, of representatives from the following:

- Tennessee Highway Safety Office,
- Areas of law enforcement and the criminal justice system (e.g. prosecution, adjudication and probation)
- Driver licensing,
- Treatment and rehabilitation,
- Ignition interlock programs,
- Data and traffic records,
- Public health, and
- Communication.

Each representative may designate appropriate individuals with the requisite skill, understanding, and commitment to effectively contribute to the IDAC's work. Membership can be no lower than 20 members and there is no established maximum number.

As the nature of the IDAC's work is not confidential, guests may attend meetings/conference calls/webinars as deemed appropriate or necessary by the membership.

5/5/16 (updated)
 9/22/17 (updated)
 1/22/19 (updated)
 7/21/20 (updated)

APPENDIX C. IMPAIRED DRIVING ADVISORY COUNCIL MEMBERSHIP LIST

Name	Agency	Title
Alex Otte	Mothers Against Drunk Driving	Regional Executive Director
Bobby Straughter	Tennessee Department of Correction	Assistant Commissioner
Brandon Darks	Tennessee Department Of Transportation	Manager, Project Safety Office
Brian Evans	Knoxville Police Department	Lieutenant
Chris Osbourn	Tennessee Department of Safety and Homeland Security	TITAN Program Director
Donald Parish	University of Tennessee	Judicial Outreach Liaison
Jason Ivey	Tennessee Highway Safety Office, Tennessee Department of Safety and Homeland Security	Deputy Director/Program Management Administrator
Joshua Landrum	Tennessee Wildlife Resources Agency	District 21 Boating Officer
Jason Lawson	Tennessee District Attorneys General Conference	District Attorney General
Jeff Bledsoe	Tennessee Sheriff's Association	Executive Director
John Mayes	Tennessee Highway Safety Office	DRE/ARIDE Statewide Training Coordinator
Joseph Massengill	Tennessee Department of Safety and Homeland Security	Sergeant
Lila Statom	Hamilton County/Chattanooga Division IV	General Sessions Court Judge
Linda Sharer	Tennessee District Attorneys General Conference	Traffic Safety Resource Prosecutor
Marcus Worthy	Memphis Police Department	Colonel, Commander of Traffic Division
Matt Perry	Tennessee Highway Patrol, Tennessee Department of Safety and Homeland Security	Colonel
Megan Cooper	AAA	Tennessee Public & Government Relations Consultant
Melinda Quinn	Tennessee Bureau of Investigation	Special Agent Forensic Scientist Supervisor
Michael Hogan	Tennessee Department of Safety and Homeland Security	Assistant Commissioner
Michelle Consiglio-Young	Tennessee Supreme Court, Administrative Office of the Courts	Director and Counsel, Intergovernmental Affairs Division
Mike Gilliland	Nashville Police Department	Lieutenant
Samera Zavaro	Tennessee Bureau of Investigation	Special Agent/Forensic Scientist Supervisor, Breath Alcohol Section
Stephanie Krivcher	Metropolitan Government of Nashville Davidson County	DUI Probation Officer
Taryn Sloss	Tennessee Department of Mental Health and Substance Abuse Services	Assistant Commissioner of Substance Abuse
Terry Wood	Tennessee District Attorneys General Conference	Traffic Safety Resource Prosecutor
Wes Moster	Tennessee Department of Safety and Homeland Security	Director of Communication
William Goodman	Tennessee Highway Patrol, Tennessee Department of Safety and Homeland Security	Trooper

Current as of June 29, 2023.

APPENDIX D. IMPAIRED DRIVING PROGRAM ASSESSMENT – PRIORITY RECOMMENDATIONS

I. Program Management and Strategic Planning

- Engage the Impaired Driving Advisory Council in the Tennessee Highway Safety Office impaired driving program area grant selection process and/or criteria for activities under consideration in the upcoming Triennial Highway Safety Plan.
- Update the Impaired Driving Strategic Plan relying on the upcoming three-year Highway Safety Plan requirement, the 2023 Impaired Driving Program Assessment, and the Strategic Highway Safety Plan.

II. Prevention

- Strengthen Tennessee's dram shop law to place greater responsibility for the consequences of underage sale or overserving on owners of alcohol outlets.
- Require bars and other alcohol retailers to post signage warning of penalties for impaired driving and providing alcohol to underage persons, and promoting the use of designated driver and safe ride alternatives.

III. Criminal Justice System

- Require assessments for substance misuse disorder and follow through with any recommendations made for treatment for all driving under the influence offenses.
- Institute an e-warrant system to bring consistency to the warrant process.
- Expand the ability for law enforcement to utilize e-warrants for blood draws.
- Collaborate with medical facilities, jails, and emergency medical services to streamline and expedite blood draws.
- Share all medical examiner toxicology data with the Tennessee Bureau of Investigation and the Tennessee Integrated Traffic Analysis Network.
- Differentiate alcohol and drug impaired driving data on the Tennessee Department of Safety and Homeland Security dashboard.
- Reinforce the Judicial Outreach Liaison's role to bridge the gaps in judicial education and involvement in traffic safety.
- Establish more DUI Courts and other treatment (recovery) courts.

IV. Communication Program

- Create an Impaired Driving Marketing and Communications Plan to report on all work of the communication and outreach efforts from the State.

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

- Require screening for substance misuse disorder a requirement for all persons convicted of driving under the influence, prior to sentencing.

VI. Program Evaluation and Data

- Develop a statewide citation database to maximize the use of this core traffic records component to support highway safety evaluation efforts.
- Continue data linkage efforts to combine the State's traffic records systems to evaluate the impaired driving program.

APPENDIX E. IMPAIRED DRIVING STRATEGIC ACTION PLAN

Updated May 24, 2023

Goal 1: Program Management and Strategic Planning

Objective 1A: Meeting Facilitation and Progress Tracking

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
1A.1		Quarterly	Conduct quarterly Tennessee Impaired Driving Advisory Council (IDAC) meetings.	Number of meetings conducted annually.				
1A.2		Quarterly	Update progress on Impaired Driving Strategic Action Plan strategies to include recent implementation activities.	Action Plan progress updated quarterly.				

Objective 1B: Maintain a Robust and Active IDAC Membership

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
1B.1		Quarterly	Review meeting attendance of existing membership and connect with members that have not attended the previous two meetings to ensure they still intend to participate.	Members contacted; meeting attendance increased.				
1B.2		Quarterly	Ensure IDAC membership includes representation listed in HSPG No. 8 and 23 CFR Part 1300, including: <ul style="list-style-type: none"> • State Highway Safety Office • State and local law enforcement • Criminal justice system • Public health • Drug-impaired driving countermeasures • Communications and community engagement 	Potential members identified and contacted; number of new representatives participating.				

Objective 1C: Policies and Best Practices

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
1C.1		Annually	Regularly coordinate with other Tennessee traffic safety coalitions to identify education and enforcement opportunities across safety topic areas.	Number of traffic safety coalitions coordinated with.				
1C.2		Annually	Educate the IDAC on Tennessee Highway Safety Office's (THSO) subgrant selection process for projects and activities that support impaired driving education and enforcement.	Grant selection process presentation delivered.				

Objective 1D: Create A Visual Representation of the Impaired Driving Countermeasures System

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
1D.1		Short-Term (1-2 years)	Identify and document the critical components (enforcement through treatment and rehabilitation) of the Tennessee impaired driving countermeasures system.	Components of countermeasures system identified; list of components developed				
1D.2		Short-Term (1-2 years)	Identify a subject matter expert for each component of the Tennessee impaired driving countermeasures system to serve on an IDAC subcommittee and create the subcommittee.	Subcommittee established.	To be completed after 1D.1.	To be completed after 1D.1.	To be completed after 1D.1.	To be completed after 1D.1.
1D.3		Short-Term (1-2 years)	Develop a comprehensive outline of Tennessee's full impaired driving countermeasures system to capture the entire process from enforcement to treatment and rehabilitation.	Outline developed.	To be completed after 1D.2.	To be completed after 1D.2.	To be completed after 1D.2.	To be completed after 1D.2.
1D.4		Short-Term (1-2 years)	Develop a visual representation of Tennessee's full impaired driving countermeasures system which maps out what happens to someone when they receive a DUI and post on IDAC website.	Visual representation created and posted on IDAC website.	To be completed after 1D.3.	To be completed after 1D.3.	To be completed after 1D.3.	To be completed after 1D.3.
1D.5		Short-Term (1-2 years)	Share visual representation of Tennessee's full impaired driving countermeasures system with strategic impaired driving partners and stakeholders and adjust based on their feedback.	Number of partners/stakeholders coordinated with.	To be completed after 1D.4.	To be completed after 1D.4.	To be completed after 1D.4.	To be completed after 1D.4.

Goal 2: Prevention

Objective 2A: Responsible Alcohol Service and Alternative Transportation

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
2A.1		Short-Term (1-2 years)	Identify and document opportunities to promote Responsible Alcohol Service Training and best practices.	Opportunities identified and posted on IDAC website.				
2A.2		Short-Term (1-2 years)	Develop and update model legislative language to increase the frequency of Responsible Alcohol Service Training from every five years to annually.	Model language developed and posted on IDAC website; reviewed and updated annually.				
2A.3		Short-Term (1-2 years)	Develop and update model legislative language to require bars and other alcohol retailers to post signage warning of penalties for impaired driving and providing alcohol to underage persons and promoting the use of designated driver and safe ride alternatives.	Model language developed and posted on IDAC website; reviewed and updated annually.				
2A.4		Short-Term (1-2 years)	Develop signage that discourages impaired driving and promotes alternative transportation options, and distribute to establishments serving alcohol or drugs (restaurants, bars, pharmacies, etc.).	Signage developed; number of establishments engaged.	To be completed after or concurrently with 2A.3.	To be completed after or concurrently with 2A.3.	To be completed after or concurrently with 2A.3.	To be completed after or concurrently with 2A.3.
2A.5		Medium-Term (3-4 years)	Identify additional languages to translate signage and distribute translated materials to establishments serving alcohol or drugs (restaurants, bars, pharmacies, etc.).	Additional languages identified; materials translated into those languages; number of signs or QR codes distributed.	To be completed after or concurrently with 2A.3 and 2A.4.	To be completed after or concurrently with 2A.3 and 2A.4.	To be completed after or concurrently with 2A.3 and 2A.4.	To be completed after or concurrently with 2A.3 and 2A.4.
2A.6		Short-Term (1-2 years)	Explore and document opportunities to provide alternative transportation options on major drinking holidays and at sporting events.	Memo developed documenting opportunities, including partners, events, and locations.				
2A.7		Medium-Term (3-4 years)	Provide alternative transportation options on major drinking holidays and at sporting events.	Alternative transportation available to public or event attendees.	To be completed after 2A.6.	To be completed after 2A.6.	To be completed after 2A.6.	To be completed after 2A.6.

Objective 2B: Support Enhancement of Tennessee’s Dram Shop Laws

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
2B.1		Short-Term (1-2 years)	Review and document peer state and national best practices for Dram Shop Laws that place a greater responsibility for underage alcohol sales on owners of alcohol outlets.	Best practices documented.				
2B.2		Medium-Term (3-4 Years)	Develop and update model legislative language to better align Tennessee’s existing Dram Shop legislative language with state and national best practices.	Model language developed and posted on IDAC website; reviewed and updated annually.				

Objective 2C: Support the Enhancement of Tennessee’s Ignition Interlock Laws

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
2C.1		Short-Term (1-2 years)	Conduct a comprehensive review of the Ignition Interlock Device program to identify trends, successes, and opportunities for improvement.	Program review conducted and documented.				
2C.2		Medium-Term (3-4 years)	Develop and distribute digital and print educational and marketing materials outlining the Ignition Interlock Device trends, successes, and opportunities for improvement.	Materials created; number of materials distributed.	To be completed after 2C.1.	To be completed after 2C.1.	To be completed after 2C.1.	To be completed after 2C.1.

Goal 3: Criminal Justice System

Objective 3A: Support the Enhancement of Tennessee's Impaired Driving Laws

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
3A.1		Short-Term (1-2 years)	Research best practices, requirements, and effects of lowering Tennessee's blood alcohol concentration (BAC) limit from 0.08 g/dL to 0.05 g/dL.	Research memo developed and posted on IDAC website.				
3A.2		Short-Term (1-2 years)	Develop and update model legislative language to set Tennessee's BAC limit at 0.05 g/dL.	Model language developed and posted on IDAC website; reviewed annually and updated, as needed.	To be completed after 3A.1.	To be completed after 3A.1.	To be completed after 3A.1.	To be completed after 3A.1.
3A.3		Short-Term (1-2 Years)	Research best practices, requirements, and effects of lowering Tennessee's High BAC threshold from 0.20 g/dL to 0.15 g/dL.	Research memo developed and posted on IDAC website.				
3A.4		Short-Term (1-2 years)	Develop and update model legislative language to set Tennessee's High BAC threshold for enhanced DUI penalties from 0.20 g/dL to 0.15 g/dL.	Model language developed and posted on IDAC website; reviewed annually and updated as needed.	To be completed after 3A.3	To be completed after 3A.3	To be completed after 3A.3	To be completed after 3A.3
3A.5		Short-Term (1-2 years)	Research and document best practices for enhanced penalties for refusal to submit to BAC testing.	Research conducted and documented on IDAC website.				
3A.6		Medium-Term (3-4 Years)	Research best practices and develop model legislative language ensuring legalization of cannabis (in any capacity) includes adequate resources dedicated to training, education, enforcement, and research related to drug impaired driving.	Best practices documented; model language developed and posted on IDAC website; reviewed annually and updated as needed.				

Objective 3B: Increase High-Visibility Enforcement Activities

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
3B.1		Annually	Strategically publicize Tennessee’s high-visibility impaired driving enforcement efforts through coordination with state agencies, partners, and stakeholders.	Number of targeted high-visibility enforcement efforts publicized; number of impressions.				
3B.2		Quarterly	Collaborate with Tennessee Law Enforcement Liaisons (LELs) to encourage local law enforcement agencies to engage in high-visibility impaired driving enforcement activities.	Number of local law enforcement agencies participating in HVE activities; number of HVE campaigns conducted annually.				
3B.3		Annually	Conduct pre-/post-surveys following high-visibility impaired driving enforcement activities (such as Drive Sober or Get Pulled Over) to determine effectiveness and opportunities for improvement.	Pre-/Post-survey conducted; results reported to IDAC.				

Objective 3C: Increase Law Enforcement Training and Enforcement Activities

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
3C.1	THSO	Annually	Identify and recruit law enforcement agencies to apply for education and high-visibility enforcement activity subgrant support.	Number of agencies engaged; number of subgrant applications received.				
3C.2		Annually	Collaborate with Tennessee's law enforcement officers and agencies to identify and document impaired driving needs and challenges.	Number of officers/agencies engaged; needs and challenges documented and shared by LELs annually.				
3C.3		Annually	Review list of law enforcement needs and identify opportunities to address those needs through the Highway Safety Plan (HSP) subgrant application.	Opportunities identified; projects included in the HSP subgrant application.	To be completed after 3C.2 annually.	To be completed after 3C.2 annually.	To be completed after 3C.2 annually.	To be completed after 3C.2 annually.
3C.4		Short-Term (1-2 years)	Develop, update, and distribute digital and print materials to educate law enforcement officers and agencies on the benefits of specialized trainings, including Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE).	Number of materials developed; number of materials distributed.	Concurrent with 3E.5.	Concurrent with 3E.5.	Concurrent with 3E.5.	Concurrent with 3E.5.
3C.5		Medium-Term (3-4 Years)	Increase law enforcement officer opportunities to become certified in SFST, ARIDE, and DRE.	Number of officers certified.				
3C.6		Medium-Term (3-4 Years)	Research and document best practices for establishing a law enforcement phlebotomy program.	Research conducted; best practices documented and published on IDAC website.				
3C.7		Long-Term (5+ Years)	Establish a pilot law enforcement phlebotomy program.	Pilot established.	To be completed after 3C.6.	To be completed after 3C.6.	To be completed after 3C.6.	To be completed after 3C.6.

Objective 3D: Streamline Tennessee’s Impaired Driving Toxicology Processes

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
3D.1		Short-Term (1-2 years)	Research and develop a best practices framework for an electronic warrant (e-warrant) system to increase consistency in the warrant process.	Research conducted; best practices framework published and posted on the IDAC website.				
3D.2		Short-Term (1-2 years)	Identify and document the number of agencies currently using an e-warrant system.	Inventory of agencies using e-warrant systems developed.				
3D.3		Annually	Increase law enforcement access to e-warrant system, specifically for blood draw warrants.	Number of law enforcement officers with access to e-warrant system; number of officers submitting to e-warrant system.	To be completed after 3D.1 and 3D.2.	To be completed after 3D.1 and 3D.2.	To be completed after 3D.1 and 3D.2.	To be completed after 3D.1 and 3D.2.
3D.4		Annually	Educate Tennessee medical facilities, jails, and emergency medical services on the importance of blood draws for determining impairment and work with them to expedite blood draws.	Number of medical facilities, jails, and emergency medical services engaged.				
3D.5		Medium-Term (3-4 years)	Evaluate the feasibility of submitting all medical examiner toxicology data to the Tennessee Bureau of Investigation and Tennessee Integrated Traffic Analysis Network (TITAN) and document potential challenges.	Feasibility and challenges documented.				
3D.6		Long-Term (5+ years)	Develop a framework to submit all toxicology data to the Tennessee Bureau of Investigation and TITAN.	Framework developed.	To be completed after 3D.6.	To be completed after 3D.6.	To be completed after 3D.6.	To be completed after 3D.6.
3D.7		Long-Term (5+ years)	Implement a process for submitting all examiner toxicology data to the Tennessee Bureau of Investigation and TITAN.	Process established; number of toxicology labs submitting to Tennessee Bureau of Investigation and TITAN; reviewed and updated as needed.	To be completed after 3D.7.	To be completed after 3D.7.	To be completed after 3D.7.	To be completed after 3D.7.

Objective 3E: Enhance Tennessee’s Prosecution and Adjudication System

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
3E.1		Annually	Expand Traffic Safety Resource Prosecutor (TSRP) training to include new and innovative materials and best practices.	TSRP training updated.				
3E.2		Long-Term (5+ Years)	Conduct an analysis of recent impaired driving cases where an offender was not convicted to identify weaknesses in the prosecution’s case and identify opportunities to train prosecutors and provide additional resources.	Analysis conducted and summarized; additional resources developed; number of prosecutors trained.				
3E.3		Annually	Increase number of TSRP trainings and audiences to include prosecutors, legislators, and judges.	Number of prosecutors, legislators, and judges attending TSRP training .				
3E.4		Annually	Coordinate with Judicial Outreach Liaison (JOL) to increase communication and training opportunities for Tennessee judges.	Number of judicial communications distributed and trainings conducted.				
3E.5		Short-Term (1-2 Years)	Develop, update, and distribute digital and print materials to prosecutors and judges on the benefits of specialized law enforcement certifications and expert testimony (i.e., SFST, ARIDE, and DRE), especially when paired with toxicology results/testimony.	Number of materials developed; number of materials distributed.	Concurrent with 3C.4.	Concurrent with 3C.4.	Concurrent with 3C.4.	Concurrent with 3C.4.
3E.6		Short-Term (1-2 years)	Identify funding and other resources necessary to expand the JOL program to include Grand Division Regional JOL representatives.	Resources and next steps documented to expand JOL program.				
3E.7		Medium-Term (3-4 years)	Implement expansion of Grand Division Regional JOL program.	Grand Division Regional JOL positions created and filled.	To be completed after 3E.6.	To be completed after 3E.6.	To be completed after 3E.6.	To be completed after 3E.6.
3E.8		Annually	Coordinate with the TSRP and JOL to align education and training efforts with their respective conferences.	TSRP and JOL training/education aligned; training conducted at TSRP and JOL conferences.				

Goal 4: Communications Program

Objective 4A: Impaired Driving Marketing and Communications Plan

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
4A.1		Annually	Identify new target audience(s), especially underserved populations, as needed.	Target audience(s) identified, as needed.				
4A.2		Annually	Develop and update an Impaired Driving Marketing and Communications Plan that documents all impaired driving communication and outreach efforts in Tennessee.	Plan developed and posted on IDAC website; updated annually.				
4A.3		Annually	Develop and update an internal Impaired Driving Marketing and Communications plan focused on communications and outreach efforts within THSO.	Internal Impaired Driving Marketing and Communications Plan developed; updated annually.	To be completed after 4A.2.	To be completed after 4A.2.	To be completed after 4A.2.	To be completed after 4A.2.
4A.4		Long-Term	Share the Internal Impaired Driving Marketing and Communications Plan as an example for other agencies, partners, and businesses to prioritize impaired driving communication and outreach internally.	Internal Impaired Driving Marketing and Communications Plan posted on IDAC website; plan shared with state agencies, partners, and businesses.	To be completed after 4A.3.	To be completed after 4A.3.	To be completed after 4A.3.	To be completed after 4A.3.
4A.5		Annually	Develop and update list of local public and private agencies with outreach and marketing campaigns and identify opportunities for alignment with impaired driving messaging.	List developed; list updated annually; opportunities for alignment identified.				
4A.6		Short-Term (1-2 years) / Quarterly	Develop a media spokesperson subcommittee with representation from each relevant IDAC member agency and work collaboratively to deliver a consistent and streamlined approach to impaired driving messaging.	Primary spokesperson identified from each member agency; subcommittee formed and meets quarterly.				
4A.7		Annually	Provide the IDAC an annual update on paid media strategies, activities, and results related to impaired driving.	Presentation given to IDAC annually.				

Objective 4B: Expand Catalog of Impaired Driving Digital and Print Resource Materials

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
4B.1		Short-Term (1-2 years)	Define the purpose of the IDAC webpage and types of information to be shared.	IDAC website purpose defined; topics and resources identified for publication on website.				
4B.2		Annually	Review impaired driving digital and print materials available from NHTSA and peer states and adapt them for use in Tennessee, as necessary.	Materials reviewed; new digital and print materials created, as needed.	To be completed after 4B.1.	To be completed after 4B.1.	To be completed after 4B.1.	To be completed after 4B.1.
4B.3		Short-Term (1-2 years)	Create new digital and print materials to fill outstanding gaps in impaired driving education and outreach.	Materials created.	To be completed after 4B.1.	To be completed after 4B.1.	To be completed after 4B.1.	To be completed after 4B.1.
4B.4		Annually	Translate impaired driving materials into other languages based on census population languages.	Languages for translation identified; materials translated.	To be completed after 4B.2 and 4B.3.	To be completed after 4B.2 and 4B.3.	To be completed after 4B.2 and 4B.3.	To be completed after 4B.2 and 4B.3.
4B.5		Annually	Review and update IDAC webpage materials annually.	Materials reviewed and updated annually.	To be completed after 4B.2, 4B.3, and 4B.4.	To be completed after 4B.2, 4B.3, and 4B.4.	To be completed after 4B.2, 4B.3, and 4B.4.	To be completed after 4B.2, 4B.3, and 4B.4.
4B.6		Medium-Term (3-4 years)	Establish a specific drug impaired driving education and outreach campaign focused on cannabis and prescription drug impairment.	Campaign created and conducted.				

Objective 4C: Beginner Driver Impaired Driving Awareness Marketing

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
4C.1		Short-Term (1-2 years)	Identify partners with the Tennessee Department of Education, Tennessee School Resource Officer Conference, and Tennessee Driver Services to participate as IDAC members or subject matter experts.	Contacts identified.				
4C.2		Annually	Coordinate with community partners (including SADD, MADD and FCCLA) to develop and update an awareness campaign focused on educating beginner drivers on the dangers and consequences of impaired driving.	Awareness campaign developed; materials distributed; reviewed annually and updated as needed.				
4C.3		Medium-Term (3-4 Years)	Develop and conduct a survey to determine the effectiveness of awareness campaign (4C.2).	Survey conducted.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.
4C.4		Long-Term (5+ years)	Work with partners (identified in 4C.1 and 4C.2) to implement a beginner driver impaired driving awareness campaign.	Awareness campaign conducted annually.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.	To be completed after 4C.1 and 4C.2.

Goal 5: Screening, Assessment, Treatment, and Rehabilitation

Objective 5A: Support the Enhancement of Tennessee’s Substance Abuse Programs and Requirements

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
5A.1		Medium-Term (3-4 year)	Research and determine which evidence-based best practices exist for requiring substance abuse disorder screenings for all DUI offenses.	Research conducted; best practices framework published.				
5A.2		Medium-Term (3-4 Years)	Develop and update model legislative language to require substance abuse disorder screenings prior to sentencing for all DUI offenses.	Model language developed and posted on IDAC website; reviewed and updated annually.	To be completed after 5A.1.	To be completed after 5A.1.	To be completed after 5A.1.	To be completed after 5A.1.
5A.3		Medium-Term (3-4 Years)	Expand the number of substance abuse treatment and rehabilitation programs available in non-English languages, primarily Spanish.	Number of Spanish treatment and rehabilitation programs available.				
5A.4		Long-Term (5+ Years)	Evaluate Tennessee’s impaired driving treatment programs to ensure treatment is individualized each person and offenders receive regular follow-up to offer additional resources and ensure they are managing their condition.	Impaired driving treatment program evaluated.				
5A.5		Short-Term (1-2 years)	Document best practices for 24/7 programs and other continuous monitoring programs, and develop a presentation that includes alcohol and other impairing substances for use in soliciting programs to participate in a Tennessee pilot.	Best practices presentation developed.				
5A.6		Medium-Term (3-4 year)	Present 24/7 program best practices to Tennessee judges, courts, and law enforcement agencies to create buy-in for a 24/7 pilot program.	Number of presentations conducted; pilot opportunities identified and documented.	To be completed after 5A.5.	To be completed after 5A.5.	To be completed after 5A.5.	To be completed after 5A.5.
5A.7		Long-Term (5+ years)	Establish a 24/7 pilot program in Tennessee.	Pilot established.	To be completed after 5A.6.	To be completed after 5A.6.	To be completed after 5A.6.	To be completed after 5A.6.

Objective 5B: Expand Resources and Access to Specialty Courts

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
5B.1		Short-Term (1-2 years)	Develop and maintain an inventory of specialty courts (including DUI Courts and Recovery Courts) in Tennessee.	Number of specialty courts identified; number verified annually.				
5B.2		Short-Term (1-2 Years)	Identify and document gaps in access to specialty courts (geographic, socioeconomic, etc.).	Gaps identified and documented.	To be completed after 5B.1	To be completed after 5B.1	To be completed after 5B.1	To be completed after 5B.1
5B.3		Annually	Coordinate with specialty courts to identify and document needs.	List of DUI Court needs created; updated annually.	To be completed after 5B.1	To be completed after 5B.1	To be completed after 5B.1	To be completed after 5B.1
5B.4		Medium-Term (3-4 Years)	Develop examples of training, committees (type and composition), and rules for new specialty courts to be successful.	Examples developed and posted on IDAC website.	To be completed after 5B.2.	To be completed after 5B.2.	To be completed after 5B.2.	To be completed after 5B.2.
5B.5		Long-Term (5+ Years)	Promote and research additional funding opportunities to bridge the gaps identified in action step 5B.2.	Funding opportunities identified.	To be completed after 5B.4.	To be completed after 5B.4.	To be completed after 5B.4.	To be completed after 5B.4.

Goal 6: Program Evaluation and Data

Objective 6A: Enhance Statewide Impaired Driving Database

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
6A.1		Ongoing	Establish an IDAC subcommittee to coordinate with Tennessee Traffic Records Coordinating Committee (TRCC) to identify and document challenges in integrating an impaired driving citation database into the core traffic records data systems.	Subcommittee established; challenges identified and documented.				
6A.2		Short-Term (1-2 years)	The IDAC subcommittee coordinates with the TRCC to identify and document opportunities to fully integrate a statewide impaired driving citation database into Tennessee's core traffic records data systems.	Integration opportunities identified and documented.	To be completed after 6A.1.	To be completed after 6A.1.	To be completed after 6A.1.	To be completed after 6A.1.

Objective 6B: Enhance Impaired Driving Data Analysis and Reporting

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Q1	Q2	Q3	Q4
6B.1		Annually	Review Tennessee's impaired driving traffic records data annually and determine if target audiences or high-priority locations have changed.	Data analyzed; target audiences/locations adjusted, if needed.				
6B.2		Annually	Update, maintain, and expand Tennessee's impaired driving dashboard(s) to differentiate alcohol and drug impaired driving data and include the most recent impaired driving data and analysis.	Dashboard(s) updated.				
6B.3		Medium-Term (3-4 years)	Expand drug impaired driving data to establish a baseline for drug impaired driving in Tennessee (prioritizing cannabis and prescription drug impairment).	Number of drug impaired driving metrics reported.				
6B.4		Medium-Term (3-4 years)	Expand impaired driving data analysis to include zip code analysis to better understand the demographics of occupants involved in a crash and locations of a crash.	Zip code analysis conducted and included in established impaired driving data analysis.				



PROGRAM AREA: **MOTORCYCLE SAFETY**

PROBLEM ID

Motorcycle safety continues to be a key area of concern in Tennessee. The diversity of Tennessee's geography, from the Smoky Mountains in the east to the Mississippi Delta lands in the west, encourages motorcyclists, and motorists alike, to travel the state. Along with these scenic opportunities, the cultural, historical, social, and entertainment opportunities in Tennessee offer exciting destinations to meet everyone's taste. Tennessee is home to two major destinations for motorcycle riders: the Tail of the Dragon (shared with North Carolina) and the Best of the Snake (shared with Virginia).

The Tail of the Dragon, U.S. Highway 129, is an 11-mile stretch of road with an incredible total of 318 curves. Along with the Tail of the Dragon, the Best of the Snake is a 37-mile section with 489 curves, traveling over three mountains and one valley. Both of these roadways are popular with motorcycle riders coming specifically to the area to ride the switchbacks and test their skills.

According to the National Highway Traffic Safety Administration's (NHTSA) state traffic safety information, Tennessee witnessed a distressing toll of 166 lives lost in motorcycle crashes on its roadways in 2021. This marked the second-highest number of motorcyclist fatalities in the past decade within the state. Moreover, considering the distance traveled nationwide during 2020, the number of motorcycle fatalities was nearly 28 times higher than that of car fatalities, as reported by the National Center for Statistics and Analysis in 2022 (National Center for Statistics and Analysis, 2022).

Per mile traveled nationwide during 2020, the number of motorcycle fatalities was nearly 28 times the number in cars.

-NHTSA

Tennessee Motorcyclist Fatalities by Age

Age	2018	2019	2020	2021	2022
Under 21 Years Old	8	9	4	10	10
21 to 44 Years Old	74	67	77	77	73
45 and Older	86	79	67	79	71
Unknown	0	0	0	0	0
Total	168	155	148	166	154

SOURCE:
 2018 - 2021 DATA, NHTSA. STATE TRAFFIC SAFETY INFORMATION. ONLINE AT [HTTPS://CDAN.NHTSA.GOV/STSI.HTM#](https://cdan.nhtsa.gov/stsi.htm#), ACCESSED 27 APR 2023.
 AFTER 2021, T.N. DEPT. OF SAFETY AND HOMELAND SECURITY, TITAN BUSINESS UNIT, 27 APR 2023. (FTS)

A motorcyclist is a combined reference to motorcycle operators and passengers. The table on the following page provides an overview of motorcycle-involved crashes in Tennessee and how that compares to fatalities by age.

NHTSA noted that in states without universal helmet laws, 57 percent of motorcyclists killed in 2019 were not wearing helmets, compared to nine percent in states with universal helmet laws (Venkatraman, Richard, Magee, & Johnson, 2021). Tennessee law requires all motorcyclists to wear a helmet (universal helmet law). The following graph illustrates motorcycle fatalities in Tennessee based on helmet use.

Tennessee Motorcyclist Fatalities by Helmet Use

Age	2018	2019	2020	2021	2022
Used	153	130	134	144	139
Not Used	12	20	13	13	10
Unknown	3	5	1	9	5
Total	168	155	148	166	154

Source:
 2018 - 2021 data, NHTSA. State Traffic Safety Information. Online at <https://cdan.nhtsa.gov/stsi.htm#>, accessed 27 Apr 2023.
 After 2021, T.N. Dept. of Safety and Homeland Security, TITAN Business Unit, 27 Apr 2023. (FTS)

According to the table above, the year 2019 witnessed a notable surge of about 40 percent in un-helmeted fatalities on Tennessee roadways, rising from 12 to 20. However, in 2022, Tennessee saw the least number of un-helmeted fatalities in recent years. Despite the legal requirement for motorcyclists, including both drivers and passengers, to wear helmets, Tennessee continues to witness un-helmeted fatalities, as evident from the information provided above. Furthermore, motorcycle riders are often observed wearing non-compliant DOT helmets that lack proven effectiveness in the event of a crash, making it challenging for the state to accurately track such instances.

PERFORMANCE TARGETS

Performance Measure Name Target	Target Metric Type	Target Start Year	Target End Year	Target
C.7 Number of Motorcyclist Fatalities	Numeric	2024	2026	147
		2024	2024	151
		2025	2025	149
		2026	2026	147
C.8 Number of Unhelmeted Motorcyclist Fatalities	Numeric	2024	2026	6
		2024	2024	8
		2025	2025	7
		2026	2026	6

PUBLIC PARTICIPATION AND ENGAGEMENT

The THSO prioritizes meaningful community engagement, which will benefit the overall mission of reducing traffic fatalities and serious injuries on Tennessee roadways. Engaging with communities allows the highway safety office to understand concerns, explore alternative solutions, identify potential new opportunities, and create a vision for the future together. The highway safety office has a number of grants throughout the state, with the reach attempting to be one per county, with numerous counties having more than one.

The initial goals for public engagement have contributed to the development of the THSO’s overall highway safety program. Through consistent engagement, the highway safety office will identify who is underserved and overrepresented, which will allow the THSO to adjust countermeasures and funding levels across program areas to address the specific safety needs within particular communities. These communities will be determined based on survey results, crash data, and census tract data.

Moving forward, the THSO has set the following goals to engage with communities that are determined to be of interest:

- To work with law enforcement agencies that receive grants on community collaboration efforts related to their grants.
- To increase engagement through community-based events such as National Night Out, Touch-A-Truck, athletic events, etc., to engage with many individuals from the community – going to where they live, work, and play.

COUNTERMEASURE: MOTORCYCLE SAFETY ENFORCEMENT

Project Safety Impact

According to the TDOSHS in 2022, Tennessee experienced a staggering 149 motorcycle fatalities on its roadways. Alongside these tragic deaths, there were a total of 2,779 reported motorcycle crashes, with a significant portion of 1,676 of these crashes resulting in injuries. To combat this problem, the THSO will provide grant funding for motorcycle safety enforcement that will be conducted in jurisdictions identified through data analysis as having a high occurrence of fatal and severe injury motorcycle crashes. Through data from TITAN, it was found that Tennessee sees a majority of motorcycle crashes occurring within specific areas of the state. This is an opportunity for the THSO to utilize selective, targeted enforcement to focus on the counties where motorcycle crashes occur.

Linkage Between Program Area

By utilizing geospatial data on where the crashes are occurring, the THSO will focus on the areas where data has shown to be a “hot spot” for motorcycle crashes and fatalities. Data from TITAN shows that 46 percent of all motorcycle fatalities in the state from the years 2017 through 2021 occurred within the following counties:

- Shelby
- Davidson
- Knox
- Hamilton
- Montgomery
- Blount
- Sullivan
- Rutherford

Rationale

Tennessee utilizes many strategies to decrease motorcycle fatalities and severe injuries on our roadways. Tennessee is a universal helmet state (1.1 Universal Motorcycle Helmet Use Laws - five-star countermeasure). The CDC states, “A universal helmet law is the single most effective way for states to save lives and cost savings related to motorcycle crash injuries.” (Centers for Disease Control and Prevention, 2023). A study by the U.S. Department of Transportation in 1981 states, “Law enforcement should act to enforce license requirements, identify alcohol-involved motorcycle riders, remove dirt bikes from traffic, and effectively cite and file against culpable. accident-involved automobile drivers as well as motorcycle riders.” (Hurt. H.H., 1981). NHTSA’s Uniform Guideline Number Three for State Highway Safety Offices states that law enforcement plays a strong role in motorcycle safety. Enforcement is a proven traffic safety approach designed to create deterrence and change unlawful behavior. With this rationale, the THSO will fund agencies in high-crash areas

to help bring awareness to the dangers of this vulnerable road user, not only by enforcing motorcycle riders for non-compliant helmets but also the general motoring public for common violations that could place a motorcycle rider in harms' way.

Funding Consideration

It will be the intent of the THSO to fund law enforcement agencies utilizing 402 funding to conduct enforcement in areas of high motorcycle crashes. This enforcement will encompass all individuals who partake in unlawful behavior on the roadway, as motorcycle riders are among the most vulnerable roadway users.

ESTIMATED BUDGET: MOTORCYCLE SAFETY ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Police Traffic Services (BIL)	\$100,000
2024	BIL NHTSA 402	Police Traffic Services (BIL)	\$100,000
2025	BIL NHTSA 402	Police Traffic Services (BIL)	\$100,000
Total Over Three-Years			\$300,000

COUNTERMEASURE: COMMUNICATION (MEDIA) - MOTORCYCLE SAFETY

Project Safety Impacts

The THSO will utilize both media branches (earned and paid) as part of its integrated communications plan that works in tandem with the NHTSA Communications Calendar. This plan requires cohesive collaboration to reinforce Tennessee laws and change driver behavior. The THSO has engaged in a state interagency contractual agreement with Tennessee Technological University (TTU) to provide media buying, marketing, and advertising services in an effort to facilitate behavioral change. Services include feature design, production, purchasing, and administrative reconciliation to assist the state in informing and educating the public on traffic safety issues. The

primary services encompass the purchasing and creation of audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and Over-the-Top Television [OTT]), cinema ads, and Out-of-Home (OOH) to dispense various THSO traffic safety-related messages.

TTU will employ a data-driven approach for media buys utilizing statewide crash and fatality statistics to most effectively engage the target audience, males 25-54 years old, thereby reducing fatalities, injuries, and associated economic losses resulting from traffic crashes.

The THSO will participate in several sports-related media partnerships. The THSO will partner with private entities across the state to deliver its messages at community events statewide. The THSO partners with Alliance Sport Marketing to identify events highly attended by the target demographic in data-supported, high crash and fatality counties to provide interactive displays where trained professionals can educate the public about motorcycle safety. Additionally, the THSO anticipates it will identify additional public events that attract the target demographic group during the lifespan of this document.

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

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

The THSO website, [TNTrafficSafety](#), is the primary resource for THSO's digital assets. The site provides Tennessee traffic crash data, THSO news and information, event calendars, educational resources, and more.

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

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

Linkage Between Program Area

During Motorcycle Safety Awareness Month, the motorcycle awareness campaign will utilize the Look Twice for Motorcycles behavioral message. The specific age category is adults 25-54 years old. The campaigns will include audio spots (streaming), social media, digital (display, OTT, Pre-roll, YouTube, etc.), and OOH (gas station advertising and billboards). The measure for advertising outreach will be within the goals and guidelines of frequency and reach set by NHTSA for national paid media campaigns. The areas targeted will utilize crash data and include the cities and counties with the highest motorcycle crash rates and raw numbers. In 2022 in Tennessee, there were 2,929 motorcycle crashes. The THSO will target the counties listed below in order to reach the geographical areas where the crashes are occurring in Tennessee. A full list of counties in order from highest to lowest can be found on pages 9-10.

County	Number of Motorcycle Crashes
Davidson	273
Shelby	251
Hamilton	190
Knox	188
Montgomery	162
Blount	160
Rutherford	132
Sullivan	91
Sevier	74
Total	1,521

The THSO's earned media strategy for motorcycle safety will focus on education and awareness during spring and summer. In May, the THSO will promote its "Look Twice" campaign to remind motorists to look twice for motorcycles during Motorcycle Safety Awareness Month. Earned media messaging is coordinated alongside paid media messaging to optimize reach to the target audience (adults 25-54). The THSO works with the TTU iCube to update THSO's educational materials with current data and information, update the THSO motorcycle safety webpage, and prepare motorcycle safety messaging for the THSO's May social media calendar. Additional motorcycle safety messaging may be included on THSO social media during warm-weather months to continue spreading awareness when motorcycles may be present. Sometimes, the THSO may plan a local press event to partner with local motorcycle safety advocates. In May, the THSO will prepare a "Look Twice" press release template for agencies conducting motorcycle safety education, awareness, or enforcement efforts. The THSO will also share photos and public service announcements created by grantees during this campaign. Furthermore, the THSO will support local Hispanic communities by inviting Hispanic media outlets to a scheduled press event and sharing Spanish marketing materials we have available. The THSO hopes to offer more resources to Spanish-speaking communities as NHTSA is able to provide more Spanish resources for the THSO to share.

Rationale

According to NHTSA’s Countermeasures That Work, 10th Edition, 4.2 Communications and Outreach: Motorist Awareness of Motorcyclists is not an effective strategy (1-star) in educating motorists and the public about motorcyclists. However, according to the BIL §1300.25(m)(iv), the allowable uses of motorcycle safety funds are minimal. One of the allowable uses of the funds is to provide “Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including “Share-the-Road” safety messages developed using Share-the-Road model language” (ecfr, 2023). Despite the lack of effective evaluations, the THSO continues to promote the NHTSA campaign Motorcycle Safety Awareness Month. This is primarily due to legislative law preventing the THSO from directly communicating with motorcycle riders on paid media campaigns and budgetary restrictions only allowing motorcycle safety funds to be used in media campaigns. Despite the restrictions and lack of an effective evaluation, the “Look Twice” campaign during Motorcycle Safety Awareness Month is consistently a top-performing media campaign for the THSO, garnering high public engagement in promotional efforts. The THSO continues to search for innovative and creative ways to change public behavior and protect motorcyclists in Tennessee.

Funding Consideration

The THSO intends to provide educational public service announcements with the message of reducing motorcyclist fatalities in an effort to change social norms of high-risk demographics through a paid media contract and a grant agreement through Tennessee Technological University as well as to provide earned media opportunities with messaging to increase education and awareness about motorcycle safety in local communities across Tennessee.

ESTIMATED BUDGET: COMMUNICATION (MEDIA) - MOTORCYCLE SAFETY

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL 405f Motorcycle Programs	405f Paid Advertising (BIL)	\$100,000
2024	BIL 405f Motorcycle Programs	405f Paid Advertising (BIL)	\$100,000
2025	BIL 405f Motorcycle Programs	405f Paid Advertising (BIL)	\$100,000
Total Over Three-Years			\$300,000

COMPLETE LIST OF MOTORCYCLE CRASHES PER COUNTY FOR 2022

County	Crashes
Davidson	273
Shelby	251
Hamilton	190
Knox	188
Montgomery	162
Blount	160
Rutherford	132
Sullivan	91
Sevier	74
Sumner	70
Bradley	67
Washington	65
Williamson	53
Wilson	53
Monroe	50
Putnam	50
Anderson	38
Maury	37
Carter	34
Coffee	32
Greene	31
Madison	30
Roane	30
Robertson	29
Cocke	28
Dickson	28
McMinn	28
Hawkins	27
Cheatham	26
Jefferson	23
Johnson	23
Cumberland	22
Hamblen	22
Campbell	21

Loudon	21
Marion	20
Marshall	20
Polk	20
Bedford	18
Gibson	17
Franklin	14
Henry	14
Lawrence	14
Lincoln	14
Claiborne	13
McNairy	13
Dyer	12
Stewart	12
DeKalb	11
Grainger	11
Hardin	11
Hickman	11
Overton	11
Giles	10
Smith	10
Tipton	10
Unicoi	10
Henderson	9
White	9
Carroll	8
Meigs	8
Warren	8
Weakley	8
Cannon	7
Humphreys	7
Macon	7
Trousdale	7
Fayette	6
Benton	5

Grundy	5
Moore	5
Morgan	5
Rhea	5
Bledsoe	4
Fentress	4
Hardeman	4
Haywood	4
Jackson	4
Sequatchie	4
Union	4
Van Buren	4
Crockett	3
Decatur	3
Hancock	3
Houston	3
Lewis	3
Obion	3
Perry	3
Scott	3
Chester	2
Lake	2
Wayne	2
Clay	1
Lauderdale	1
Pickett	1
Grand Total	2929



405h:

PREVENTING ROADSIDE DEATHS

PROBLEM ID

In the state of Tennessee, first responders face a daunting challenge in safeguarding their lives while attending to emergencies on busy roadways. The increasing number of roadside safety deaths for first responders has become a critical issue that demands urgent attention and proactive measures. These dedicated professionals, who selflessly serve the community during crisis situations, are increasingly exposed to life-threatening hazards, including collisions, struck-by incidents, and other roadway-related crashes while executing their duties.

The problem lies in the lack of comprehensive strategies and dedicated resources to address the heightened risks faced by first responders on Tennessee's roadways. Despite existing safety protocols and training for first responders, the current approach falls short in fully educating the general Tennessee motoring public. The combination of driver distractions, speeding, impaired driving, and inadequate public awareness about the importance of moving over for emergency vehicles exacerbates the perilous conditions for those responding to emergencies. Furthermore, even with the current training specifically tailored to enhance roadside safety awareness and skills for first responders, dangerous driving behaviors still occur. The sudden addition of this behavior undermines first responders' ability to anticipate and respond effectively to hazardous situations. The alarming rise in roadside safety deaths for first responders not only inflicts emotional trauma on their families and the wider community but also strains emergency response capabilities. The loss of these invaluable personnel hampers the state's ability to provide timely and efficient emergency services, thereby compromising public safety as a whole.

To address this pressing issue, a comprehensive and data-driven approach is required to develop and implement targeted interventions aimed at preventing roadside safety deaths for Tennessee's first responders. This approach must include raising public awareness about the importance of adhering to traffic laws and providing clear guidelines on how motorists can safely navigate emergency response areas.

Through a concerted and multi-faceted approach, Tennessee can build a safer environment for its first responders while ensuring seamless and effective emergency response operations. By prioritizing the well-being and safety of these invaluable frontline personnel, the state can forge a path towards preventing roadside safety deaths and fostering a resilient and protected community.

PERFORMANCE MEASURE(S)

Performance Measure Name Target	Target Metric Type	Target Start Year	Target End Year	Target
P.3 Crashes Involving "Move Over Law" violation	Numeric	2024	2026	145
		2024	2024	147
		2025	2025	146
		2026	2026	145

COUNTERMEASURE: EMERGENCY RESPONDER ROADSIDE SAFETY ENFORCEMENT

Project Safety Impacts

AAA conducted a survey, Roadside Workers Field Evaluation of Perceptions and Countermeasures, that states, "Fifteen percent of survey participants (248 responders) reported being struck while managing traffic incidents. Responders were also asked if they ever experienced a near-miss incident (i.e., almost getting hit by a passing vehicle) while managing traffic incidents. Slightly less than 60% of survey participants (N = 971) reported experiencing near-misses." As first responders work to save lives and protect communities, they often face dangerous situations on the side of the road.

Linkage to Problem Area

According to NTHSA, there were 143 roadside fatalities involving first responders in the United States in 2019. In Tennessee, there were 5 fatalities involving first responders in 2019. These numbers demonstrate the need for increased safety measures for first responders working on the side of the road. Within the AAA study, careless, inattentive, or impaired drivers were considered to be the highest likely cause of injuries or fatalities to incident response personnel. The second most significant factor was lack of situation awareness.

Rationale

By identifying the causes of roadside crashes involving first responders and developing strategies to prevent these crashes from occurring, the THSO can improve safety for first responders and drivers on the side of the road. Through enforcement, Tennessee can increase compliance with the Move Over Law and reduce the number of roadside fatalities involving first responders.

Funding Consideration

The THSO intends to fund local and state law enforcement in order to enforce Tennessee's Move Over Law.

ESTIMATED BUDGET: EMERGENCY RESPONDER ROADSIDE SAFETY ENFORCEMENT

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 405h	405h Law Enforcement (BIL)	\$75,000
2024	BIL NHTSA 405h	405h Law Enforcement (BIL)	\$75,000
2025	BIL NHTSA 405h	405h Law Enforcement (BIL)	\$75,000
Total Over Three-Years			\$225,000

COUNTERMEASURE: COMMUNICATION (MEDIA) EMERGENCY RESPONDER ROADSIDE SAFETY

Project Safety Impacts

The THSO will utilize both media branches (earned and paid) as part of its integrated communications plan that works in tandem with the NHTSA Communications Calendar. This plan requires cohesive collaboration to reinforce Tennessee laws and change driver behavior. The THSO has engaged in a state interagency contractual agreement with Tennessee Technological University (TTU) to provide media buying, marketing, and advertising services in an effort to facilitate behavioral change. Services include feature design, production, purchasing, and administrative reconciliation to assist the state in informing and educating the public on traffic safety issues. The primary services encompass the purchasing and creation of audio spots (radio and streaming), television (network and cable) time, social media, digital advertising (display, pre-roll, native, and Over-the-Top Television [OTT]), cinema ads, and Out-of-Home (OOH) to dispense various THSO traffic safety-related messages.

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

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

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

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

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

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

Linkage Between Program Area

The roadside safety campaign will utilize the Move Over Law message during months of increased speeding-related crashes. The age category targeted is Tennesseans of driving age. The campaigns will include audio spots (streaming), social media, digital advertising (display, pre-roll, YouTube, Waze, etc.). 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 THSO's overall earned media communications goal for roadside safety is to align education, awareness, and enforcement efforts during specific time periods and support paid media strategies as scheduled. The THSO works with Tennessee Tech University iCube to update THSO's "Move Over" educational materials with current data and information, update the THSO's website as needed, and

prepare “Move Over” messaging for THSO’s monthly social media calendars. Every year, the THSO will prepare “Move Over Law” press release templates for agencies conducting speed enforcement during our “Move Over” campaign. The THSO may host a press event or create a public service announcement to launch the “Move Over” campaign statewide. The THSO will also share photos and public service announcements created by grantees. Furthermore, the THSO will support local Hispanic communities by inviting Hispanic media outlets to local press events and sharing Spanish marketing materials we have available. The THSO hopes to offer more resources to Spanish-speaking communities as NHTSA is able to provide more Spanish resources for the THSO to share.

Rationale

While *Countermeasures That Work, 10th Edition*, does not offer specific guidance on promoting education about “Move Over Laws” or work zone safety, the Uniform Guidelines for State Highway Safety Programs does promote the education of drivers, including the importance of State and local motor vehicle laws and ordinances, as well as safe driving practices.

Funding Consideration

The THSO intends to provide educational public service announcements with the message of reducing first responder roadside injuries through a paid media contract and a grant agreement through Tennessee Technological University as well as to provide earned media opportunities with messaging to increase education and awareness about first responders and roadside workers in local communities across Tennessee.

ESTIMATED BUDGET: COMMUNICATION (MEDIA) EMERGENCY RESPONDER ROADSIDE SAFETY

Source	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 405h	405h Public Education (BIL)	\$40,000
2024	BIL NHTSA 405h	405h Public Education (BIL)	\$40,000
2025	BIL NHTSA 405h	405h Public Education (BIL)	\$40,000
Total Over Three-Years			\$120,000

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Tennessee

Fiscal Year: 2024

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.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;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

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

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

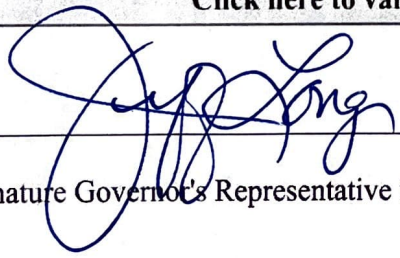
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety

7/27/2023

Date

Jeff Long, Commissioner

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Tennessee

Fiscal Year: 2024

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 405b: 1-23 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 405b: 14-18 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at 405b: 4-10 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at 405b: pp. 12 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

- Coverage of all passenger motor vehicles;

- Minimum fine of at least \$25;

- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).
405c: pp. 3

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/29/23 (date). Specifically:

- Annual grant application at _____ (location) 405d: 14-15 describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) 405d: 47 contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) 405d 1-71 contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).

Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/16 (date) and last amended on 1/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
TCA § 55-10-417(a)(1)(A), TCA § 55-10-417(e)(1)
- Identify all alcohol-ignition interlock use exceptions.
TCA § 55-10-425(i)

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 7/1/19 (date) and last amended on 7/1/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
TCA § 55-8-199

- Definition of covered wireless communication devices;
TCA § 55-8-199(a)(3)

- Fine for an offense;
TCA § 55-8-199(e)

- Exemptions from handheld phone use ban.
TCA § 55-8-199(d)

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 7/1/05 (date) and last amended on 7/1/05 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;
TCA § 55-50-311(n)(1)
- Definition of covered wireless communication devices;
TCA § 55-50-311(n)(1)
- Fine for an offense;
TCA § 55-50-311(n)(2)(a)
- Exemptions from youth cell phone use ban
TCA § 55-50-311(n)(3)

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;
- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at _____
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Shandi Smith - Tennessee Highway Safety Office (Behavioral).
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at 405f: pp. 3 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at 405f: pp. 7 and 9-10 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**
[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
TCA § 55-51-104 _____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):
TCA § 4-3-1016 _____.

- Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
Project Level Information: pp. 9 (11 out of 17) _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
405h: pp. 1-5 _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

7/27/2023
Date

Jeff Long, Commissioner

Printed name of Governor's Representative for Highway Safety